



# MERRIFIELD WEST PRECINCT STRUCTURE PLAN

March 2012 (updated June 2018)

MOUNT RIDLEY GRASSLANDS  
NATURE CONSERVATION  
RESERVE

OLD SYDNEY ROAD  
DONNYBROOK ROAD  
MICKLEHAM MAJOR TOWN CENTRE  
NON GOVERNMENT SECONDARY SCHOOL  
STATE SECONDARY SCHOOL 7-12  
STATE PRIMARY SCHOOL P-6  
NON GOVERNMENT PRIMARY SCHOOL  
MOUNT RIDLEY GRASSLANDS NATURE CONSERVATION RESERVE  
MERRIFIELD WEST PRECINCT STRUCTURE PLAN  
March 2012 (updated June 2018)



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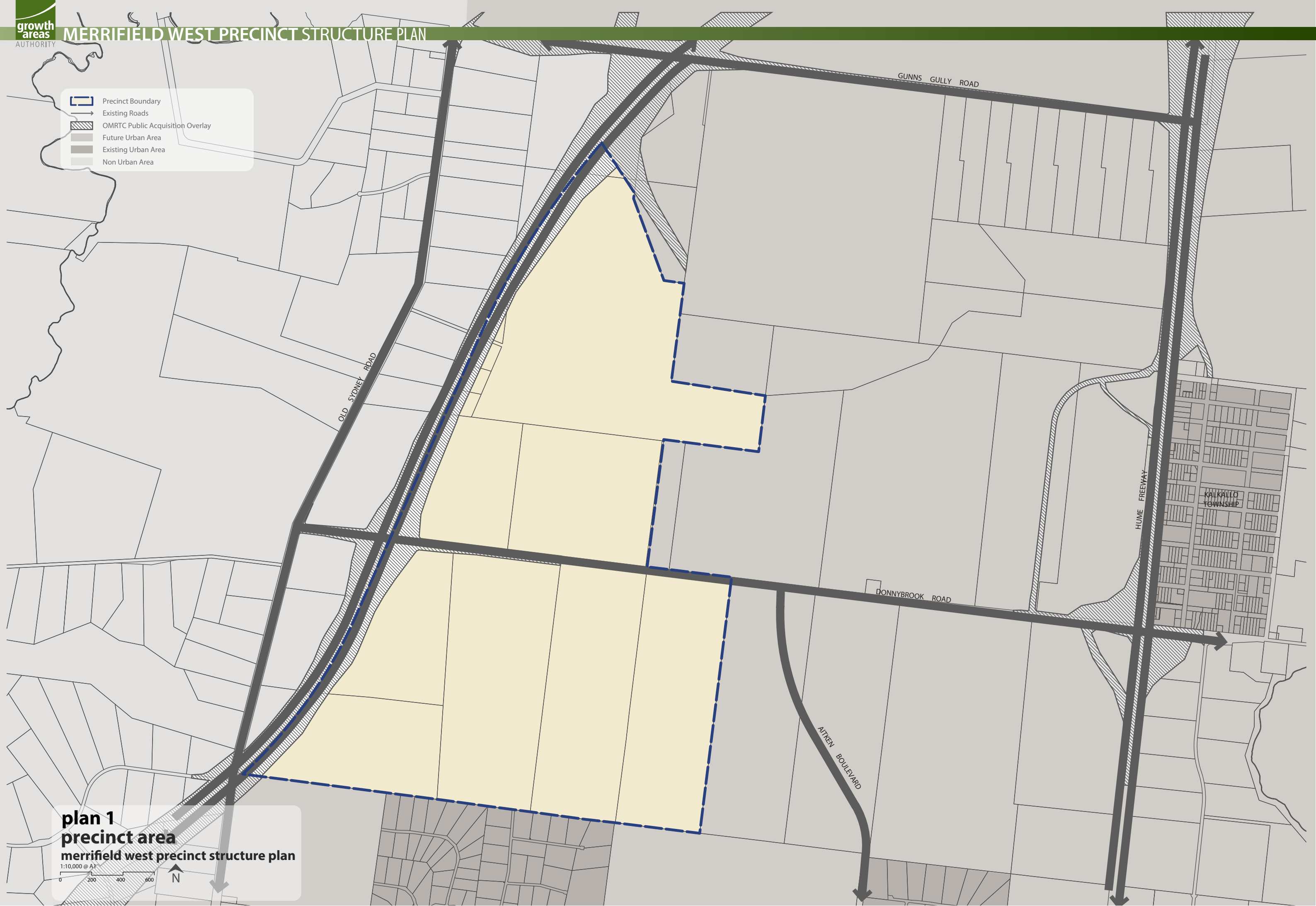
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- Precinct Boundary
- Existing Roads
- OMRTC Public Acquisition Overlay
- Future Urban Area
- Existing Urban Area
- Non Urban Area



**plan 1**  
**precinct area**  
**merrifield west precinct structure plan**

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## 1.0 INTRODUCTION

The Merrifield West Precinct Structure Plan (the “PSP”) has been prepared by the Growth Areas Authority in consultation with the Hume City Council, Government agencies, service authorities and major stakeholders.

The PSP:

- Is a strategic plan which guides the delivery of a quality urban environment.
- Sets the vision for how land should be developed, illustrates the future urban structure and describes the objectives to be achieved by the future development.
- Outlines projects required to ensure that future residents, visitors and workers within the area are provided with timely access to services and transport infrastructure necessary to support a quality, affordable lifestyle.
- Details the form and conditions that must be met by future land use and development.
- Provides the framework for the use and development controls that apply in Schedule 4 to the Urban Growth Zone and guides consideration of planning permits which may be granted under the schedule to the zone.
- Provides developers, investors and local communities with guidance about future development.
- Address the requirements of the EPBC Act 1999 in accordance with an endorsed program under Part 10.

The PSP is informed by:

- The State Planning Policy Framework set out in the Hume Planning Scheme, including the Northern Growth Area Corridor Plan and the Precinct Structure Planning Guidelines.
- The Local Planning Policy Framework of the Hume Planning Scheme.
- The Biodiversity Conservation Strategy and Sub Regional Species Strategy for Melbourne’s Growth Areas (DSE 2011).

The following planning documents have been developed in parallel with the PSP to inform and direct the future planning and development of the locality:

- Merrifield West Native Vegetation Precinct Plan (the “NVPP”) which sets out requirements for the protection, management and offset of native vegetation within the PSP area.
- Merrifield West Development Contributions Plan (the “DCP”) which sets out the requirements for development proponents to make a contribution toward infrastructure required to support the development of the precinct.
- Merrifield West Conservation Management Plan (the “CMP”) which sets out the management requirement for areas protected within the Mount Ridley Grasslands Nature Conservation Reserve.

### 1.1 HOW TO READ THIS DOCUMENT

This structure plan guides use and development decisions where a planning permit is required under the Urban Growth Zone or another zone where that zone references this structure plan.

The vision and outcomes describe the use and development goals for the precinct.

Requirements must be implemented in order to achieve outcomes.

Guidelines and plans (including tables and figures) explain how the vision and outcomes may be achieved in relation to specified matters.

The Vision should inform all of the outcomes in the precinct.

Outcomes are what development and use of the precinct must achieve.

Requirements must be adhered to in developing land. They will usually be included as a condition on a planning permit or incorporated into endorsed plans whether or not they take the same wording as in this structure plan.

Guidelines express how discretion will be exercised by the responsible authority in certain matters that require a planning permit.

Plans are a spatial expression of the outcomes. Development and use may take alternative forms from that described in plans, tables and figures provided it achieves the outcomes and meets the requirements in this structure plan.

Not every aspect of the land’s use and development is addressed in this structure plan and a responsible authority may manage development and use and issue permits as relevant under its general discretion.

### 1.2 LAND TO WHICH THIS PSP APPLIES

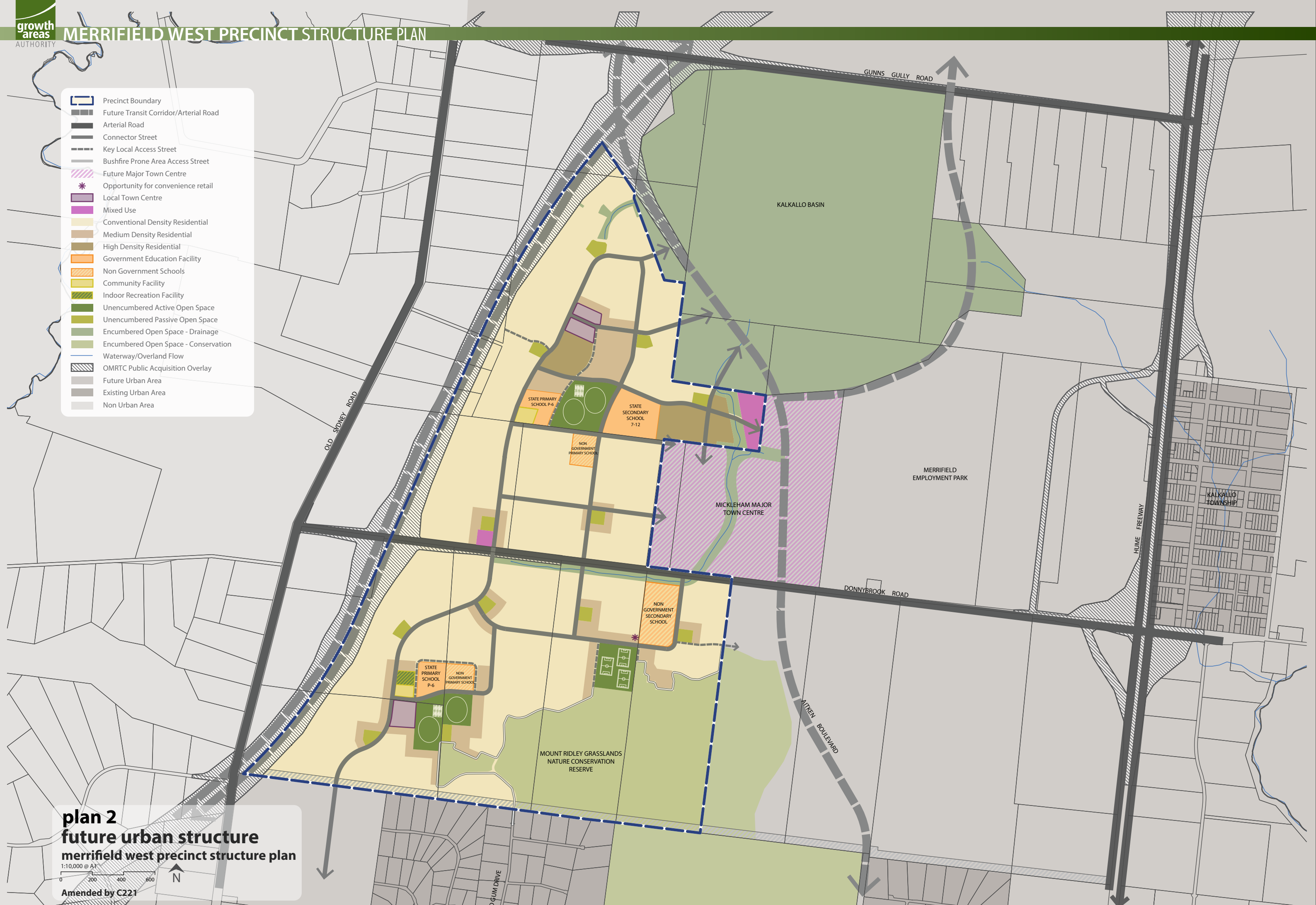
#### PLAN 1 – PRECINCT AREA

The land to which the PSP applies is shown on Plan 1 - Precinct Area and on the Hume Planning Scheme maps as Schedule 4 to the Urban Growth Zone. The PSP applies to approximately 723 hectares of land generally bounded by the proposed Outer Metropolitan Ring Road (OMRR) to the west, the OMRR and Kalkallo Retarding Basin to the north, the proposed Mickleham Major Town Centre to the east and the high voltage electricity easement and Mount Ridley Grasslands Nature Conservation Reserve to the south.

### 1.3 BACKGROUND INFORMATION

Detailed background information on the PSP area including its local and metropolitan context, history, biodiversity, landform and topography, drainage, open space and community facilities is contained in background reports. This information has informed the preparation of the PSP.

- Precinct Boundary
- Future Transit Corridor/Arterial Road
- Arterial Road
- Connector Street
- Key Local Access Street
- Bushfire Prone Area Access Street
- Future Major Town Centre
- Opportunity for convenience retail
- Local Town Centre
- Mixed Use
- Conventional Density Residential
- Medium Density Residential
- High Density Residential
- Government Education Facility
- Non Government Schools
- Community Facility
- Indoor Recreation Facility
- Unencumbered Active Open Space
- Unencumbered Passive Open Space
- Encumbered Open Space - Drainage
- Encumbered Open Space - Conservation
- Waterway/Overland Flow
- OMRTC Public Acquisition Overlay
- Future Urban Area
- Existing Urban Area
- Non Urban Area



**plan 2**  
**future urban structure**  
**merrifield west precinct structure plan**

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## 2.0 OUTCOMES

### 2.1 VISION

The Merrifield West vision is for residents to work, live and play in a 24-hour mixed-use community acknowledging the sustainability benefits of providing homes close to jobs.

Merrifield West residents will have access to jobs within the precinct, and nearby within the proposed Mickleham Major Town Centre (MMTC) and Merrifield and Folkestone employment areas. A wide range of diverse employment opportunities will be provided as the development unfolds – making the Merrifield West precinct a jobs-led-community.

Amended by C221 The precinct's proximity adjacent the Kalkallo Retarding Basin and Mount Ridley Grasslands Nature Conservation Reserve, will offer residents passive and district level active recreational opportunities. A network of passive open space linkages along drainage corridors and connector roads located within the precinct will connect to the Kalkallo Retarding Basin, the proposed MMTC and Mount Ridley Grasslands Nature Conservation Reserve, encouraging residents to walk and cycle to these key destination locations.

The precinct will be conveniently accessed via the Hume Freeway and Outer Metropolitan Ring Road. Regional arterial roads servicing the precinct include Donnybrook Road which will provide the link between the OMRR, Aitken Boulevard and Hume Highway. Aitken Boulevard will have a frequent bus rapid transit service linking the precinct south to Broadmeadows via Craigieburn and to the north to Wallan via Beveridge. Cycling will be convenient, with an extensive network of off-road and dedicated on-road trails linking throughout the precinct and beyond.

The community will have access to two local town centres and convenience retail, in addition to the benefits of being located near the proposed MMTC which will offer services and facilities of a regional scale. Within the adjacent MMTC, residents and workers will have access to a range of local and regional level retail, entertainment, commercial, civic, education, recreation and community services. Within the precinct residents will be able to access local sporting facilities, non government and government schools and community facilities.

The precinct through its planning and physical attributes will offer a diverse range of housing product to support a variety of households and lifestyles, including apartments near the proposed MMTC and parkland precincts, and a range of smaller and traditional suburban homes within the precinct. Sites for multi-unit and small-lot housing will be identified to improve the efficiency of service delivery and positioned to maximise access to amenity. The highest densities in the precinct will occur near the MMTC and local town centres with additional medium density housing encouraged fronting the open space network and Mount Ridley Grasslands Nature Conservation Reserve.

### 2.2 OBJECTIVES

The following points describe the desired outcomes of development of the precinct and guide the implementation of the vision.

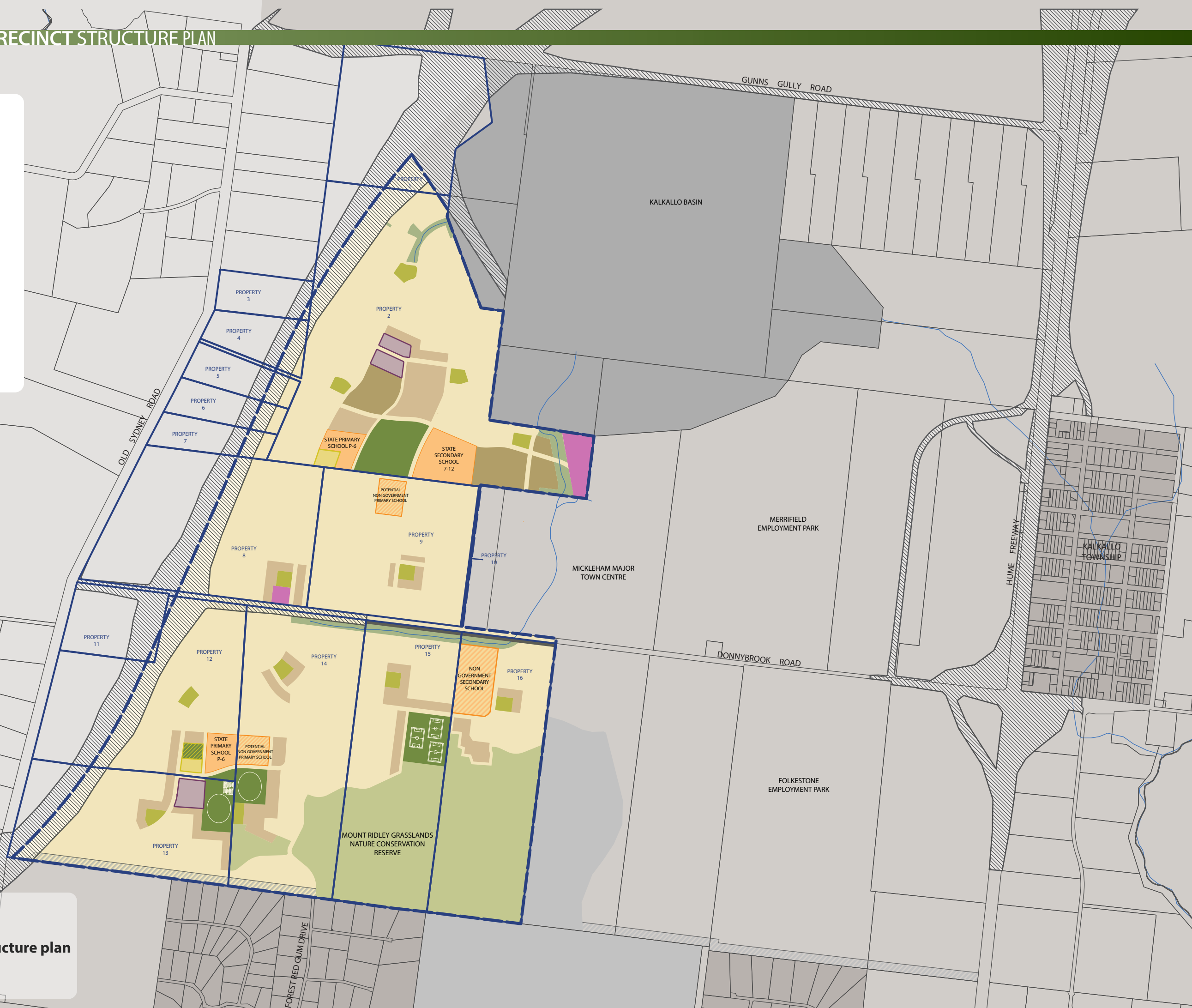
IDENTITY / CHARACTER / LANDSCAPE	
01	Create an attractive and shady landscape character along the Donnybrook Road based on large boulevard trees that promote comfortable pedestrian and cycle use.
02	Provide landmark buildings at gateway sites, and develop landscape treatments along key boulevard roads, vistas and at entry points.
03	Provide for an attractive urban environment through the provision of well designed landscaping of open spaces as well as the road and linear park networks.
04	Provide a built environment that is functional, safe, aesthetically pleasing and promotes a strong sense of place and address for future residents.
05	Create an indigenous landscape character along linear waterway parklands, and in the south of the precinct, near the Mount Ridley Grasslands Nature Conservation Reserve.
HOUSING DENSITY	
06	Provide a diversity of lot sizes and housing types to satisfy the needs of the new and evolving community, which achieves an average of at least 15 dwellings per NDHa.
07	Provide medium/higher density development with a strong relationship to the public realm near community retail/commercial facilities, services and high amenity locations.
NEIGHBOURHOOD STRUCTURE	
08	Provide an integrated and accessible public open space network which comprises both active and passive parks and acknowledges the potential future role of the Kalkallo Retarding Basin as a district open space facility.
09	Ensure a network of community facilities, schools and open spaces facilities which provide a strong focal point for community activity and interaction within each neighbourhood.
010	Create cohesive neighbourhoods that are integrated across property boundaries.
CONNECTIVITY	
011	Create a safe and efficient street and open space network that both visually and physically connects each neighbourhood.
012	Utilise linear drainage corridors to form a "green spine" of open space that ties together neighbourhoods and ensures walking and cycling access to the proposed MMTC and the Kalkallo Retarding Basin.
013	Provide alternatives to the use of private vehicles through a highly permeable, integrated street grid that efficiently links pedestrians/cyclists to activity centres, and public transport.
014	A proposed PPTN bus service will connect the adjacent MMTC with the planned Lockerbie Principal Town Centre to the north west. A premium bus service is also planned for Donnybrook Road to provide access to Donnybrook Station and regional and metropolitan services.
TOWN CENTRE AND EMPLOYMENT	
015	Provide for suitable public spaces to support community events and activities in local town centres.
016	Maintain the primacy of the adjacent proposed MMTC for major retail and commercial services and regional level community facilities.

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017	Encourage the development of a broad range of business activity including office, mixed use and home based businesses within and at the edge of the local town centres.
018	Establish two local town centres which include a mixture of retail, commercial, office, leisure and public and private community facilities and services, generating local employment opportunities.
019	Deliver local convenience retail in the early stages of the precincts' development in designated locations.
020	Promote continuous street based activity and quality facade design for town centres.
SERVICING	
021	Promote the conservation, reuse and recycling of water through innovative solutions involving alternative water supplies as well as water use and its management.
022	Provide all lots, to the satisfaction of the relevant authority, with potable water, electricity, a reticulated sewerage, drainage, gas and telecommunications.
023	Treat all stormwater to best practice standards and maximise water use efficiency, stormwater quality and long term viability of vegetation through the use of Water Sensitive Design ("WSUD") initiatives.
BIODIVERSITY & CULTURAL HERITAGE	
024	Enhance the biodiversity within managed watercourses to provide habitat and ecological connectivity.
025	Plan for the long term conservation of significant vegetation and fauna habitat areas to be retained within the community.
026	The interface of the Mount Ridley Grasslands Nature Conservation Reserve to be managed to preserve and enhance biodiversity values .
BUSHFIRE MANAGEMENT	
027	To identify areas where the bushfire hazard requires specified bushfire protection measures for subdivision and buildings and works to be implemented.
028	To ensure that the location, design and construction of development considers the need to implement bushfire protection measures.
029	To ensure development does not proceed unless the risk to life and property from bushfire can be reduced to an acceptable level.

- Precinct Boundary
- Arterial Road - 6 Lanes
- Local Town Centre
- Mixed Use
- Conventional Density Residential
- Medium Density Residential
- High Density Residential
- Government Education Facility
- Non Government Schools
- Community Facility
- Indoor Recreation Facility
- Unencumbered Active Open Space
- Unencumbered Passive Open Space
- Encumbered Open Space - Drainage
- Encumbered Open Space - Conservation
- Waterway/Overland Flow
- OMRTC Public Acquisition Overlay
- Future Urban Area
- Existing Urban Area
- Non Urban Area
- Property owner line & number



**plan 3**  
**land use budget**  
**merrifield west precinct structure plan**

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2.3 SUMMARY LAND BUDGET

The Net Developable Area (NDA) is established by deducting the land requirements for community facilities, public and private education facilities, and open space (active and passive) from the Gross Developable Area (GDA). The NDA for the Merrifield West Precinct was 454.10 hectares which equates to approximately 68.01% of the PSP area.

The original PSP yielded approximately 6,877 lots. Based on an average household size of 2.8 persons (Victoria in Future 2008), the future population of the PSP is estimated at approximately 19,255 people.

See Table 1 - Summary Land Use Budget and Table 2 - Property Specific Land Use Budget.

Following a review in 2017 of the drainage requirements to the north of Donnybrook Road, the east west drainage reserve was no longer required by Melbourne Water. A new north south drainage reserve was however required in the northern section of Property 2.

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As a result, the revised land budget indicates the revised NDA is 464.63 hectares. The PSP will therefore yield approximately 7024 lots. Based on an average household size of 2.8 persons (Victoria in Future 2008), the future population of the PSP is estimated to be approximately 20,682 people.

The resulting change in NDA is contained within Properties 2 and 4 as described in Table 2a.

See Plan 3 - Land Use Budget and Table 2a Post Drainage Review Property Specific Land Use Budget - Properties 2 and 4.

Table 1: SUMMARY LAND USE BUDGET

DESCRIPTION	AREA 1		
	Hectares	% of Total Prec	% of NDA
TOTAL PRECINCT AREA (ha)	723.39	100.0%	
Outer Metropolitan Ring Road PAO (Vicroads Responsibility)	55.73	7.70%	
GROSS PRECINCT AREA (ha)	667.66	92.30%	
TRANSPORT			
6 Lane Arterial Roads/Widening	5.28	0.79%	1.16%
Sub-total	5.28	0.79%	1.16%
COMMUNITY FACILITIES			
Community Services Facilities	2.10	0.31%	0.46%
Indoor Recreation Centre	1.00	0.15%	0.22%
Sub-total	3.10	0.46%	0.68%
GOVERNMENT EDUCATION			
Government Schools	15.40	2.31%	3.39%
Identified Non Government School	15.00	2.25%	3.30%
Sub-total	30.40	4.55%	6.69%
OPEN SPACE			
ENCUMBERED LAND			
Power easements	8.20	1.23%	1.81%
Waterway / Drainage Line / Wetland / retarding	21.34	3.20%	4.70%
Conservation	109.99	16.47%	24.22%
Sub-total	139.53	20.90%	30.13%
UNENCUMBERED LAND AVAILABLE FOR RECREATION			
Active Open Space	26.00	3.9%	5.73%
Passive Open Space	9.25	1.4%	2.04%
Sub-total	35.25	5.3%	7.76%
TOTALS OPEN SPACE	174.78	26.2%	38.49%
NET DEVELOPABLE AREA (NDA) ha	454.10	68.01%	

RESIDENTIAL LOT YIELD BREAKDOWN

DESCRIPTION	AREA 1		
	Ha		
RETAIL & EMPLOYMENT			
Activity Centre (retail / office / mixed use)	5.50		
Mixed Use	6.90		
Sub-total	12.40		
RESIDENTIAL			
	NRA (Ha)	Dwell / NRHa	Dwellings
Residential - Conventional Density Residential	388.81	14	5443
Residential - Medium Density	41.76	25	1044
Residential - High Density	11.13	35	390
Subtotal Against Net Residential Area (NRA)	441.70	15.57	6,877
COMBINED RES/ RETAIL / EMP / OTHER			
	NDA (Ha)	Dwell / NDha	Dwellings
TOTALS RESIDENTIAL YIELD AGAINST NDA	454.10	15.14	6,877

Table 2: PROPERTY SPECIFIC LAND USE BUDGET

				TRANSPORT	COMMUNITY				ENCUMBERED LAND			UNENCUMBERED LAND FOR RECREATION		TOTAL NET DEVELOPABLE AREA (HECTARES)	KEY PERCENTAGES				PASSIVE OPEN SPACE DEL TARGET %	DIFFERENCE % NDA	DIFFERENCE AREA HA	OTHER LAND USES		TOTAL NET RESIDENTIAL AREA HA (NRA)	
PROPERTY NUMBER	TOTAL PRECINCT AREA (HECTARES)	OUTER METROPOLITAN RING ROAD PAO	GROSS PRECINCT AREA (HECTARES)	6 LANE ARTERIAL ROAD / WIDENING	COMMUNITY FACILITIES	GOVERNMENT EDUCATION	NON GOVERNMENT SCHOOL	INDOOR RECREATION CENTRE	POWER EASEMENT	WATERWAY /DRAINAGE /WETLAND / RETARDING	CONSERVATION	ACTIVE OPEN SPACE	PASSIVE OPEN SPACE		NET DEVPT AREA % OF PRECINCT	ACTIVE OPEN SPACE% NDA	PASSIVE OPEN SPACE % NDA	TOTAL PASSIVE & ACTIVE OPEN SPACE %							
PROPERTY																									
Property 1	3.21	2.81	0.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.40	100.00%	0.00%	0.00%	0.00%	2.04%	-2.04%	-0.008	0.00	0.00	0.40	
Property 2	176.99	11.20	165.80	0.00	1.20	11.90	0.00	0.00	0.00	15.46	0.00	9.50	3.25	124.49	75.08%	7.63%	2.61%	10.24%	2.04%	8.20%	10.208	3.00	5.90	115.58	
Property 3	0.32	0.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%	0.00%	0.00%	0.00%	2.04%	-2.04%	0.000	0.00	0.00	0.00	
Property 4	3.23	2.62	0.61	0.00	0.00	0.00	0.00	0.00	0.00	0.28	0.00	0.00	0.00	0.33	54.10%	0.00%	0.00%	0.00%	2.04%	-2.04%	-0.007	0.00	0.00	0.33	
Property 5	2.76	1.60	1.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.16	100.00%	0.00%	0.00%	0.00%	2.04%	-2.04%	-0.024	0.00	0.00	1.16	
Property 6	2.65	1.47	1.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.18	100.00%	0.00%	0.00%	0.00%	2.04%	-2.04%	-0.024	0.00	0.00	1.18	
Property 7	2.61	1.39	1.22	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.22	100.00%	0.00%	0.00%	0.00%	2.04%	-2.04%	-0.025	0.00	0.00	1.22	
Property 8	50.24	8.87	41.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75	40.63	98.19%	0.00%	1.85%	1.85%	2.04%	-0.19%	-0.077	0.00	1.00	39.62	
Property 9	72.16	0.00	72.16	0.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	0.00	0.75	68.41	94.80%	0.00%	1.09%	1.09%	2.04%	-0.95%	-0.649	0.00	0.00	68.41	
Property 10	0.81	0.00	0.81	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.81	100.00%	0.00%	0.00%	0.00%	2.04%	-2.04%	-0.016	0.00	0.00	0.81	
Property 11	0.42	0.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%	0.00%	0.00%	0.00%	2.04%	-2.04%	0.000	0.00	0.00	0.00	
Property 12	60.70	13.42	47.27	0.00	0.90	3.50	0.00	1.00	0.00	0.00	0.00	0.70	0.75	40.42	85.51%	1.73%	1.86%	3.59%	2.04%	1.55%	0.626	0.00	0.00	40.43	
Property 13	60.12	6.17	53.95	0.00	0.00	0.00	0.00	0.00	5.59	0.00	0.00	5.20	0.75	42.41	61.93%	15.56%	2.24%	17.81%	2.04%	15.77%	5.269	2.50	0.00	39.91	
Property 14	103.98	2.12	101.86	0.00	0.00	0.00	3.00	0.00	2.61	1.62	16.55	3.60	1.50	72.98	71.65%	4.93%	2.06%	6.99%	2.04%	4.95%	3.613	0.00	0.00	72.98	
Property 15	89.05	0.00	89.05	1.03	0.00	0.00	0.00	0.00	0.00	2.63	41.69	7.00	0.75	35.95	40.37%	19.47%	2.09%	21.56%	2.04%	19.52%	7.018	0.00	0.00	35.95	
Property 16	87.62	0.00	87.62	1.05	0.00	0.00	9.00	0.00	0.00	1.35	51.75	0.00	0.75	23.72	37.34%	0.00%	2.29%	2.29%	2.04%	0.26%	0.083	0.00	0.00	23.72	
Sub-total	716.87	52.41	664.47	2.08	2.10	15.40	15.00	1.00	8.20	21.34	109.99	26.00	9.25	454.10	68.34%	5.73%	2.04%	7.763%	2.04%	5.73%	26.000	5.50	6.90	441.70	
ROAD RESERVE																									
Donnybrook Road	6.52	3.32	3.20	3.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%	0.00%	0.00%	0.00%	2.04%	-2.00%	0.000	0.00	0.00	0.00	
Sub-total	6.52	3.32	3.20	3.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%	0.00%	0.00%	0.00%	2.04%	-2.00%	0.000	0.00	0.00	0.00	
TOTAL	723.39	55.73	667.67	5.28	2.10	15.40	15.00	1.00	8.20	21.34	109.99	26.00	9.25	454.10	68.01%	5.73%	2.04%	7.76%				5.50	6.90	441.70	

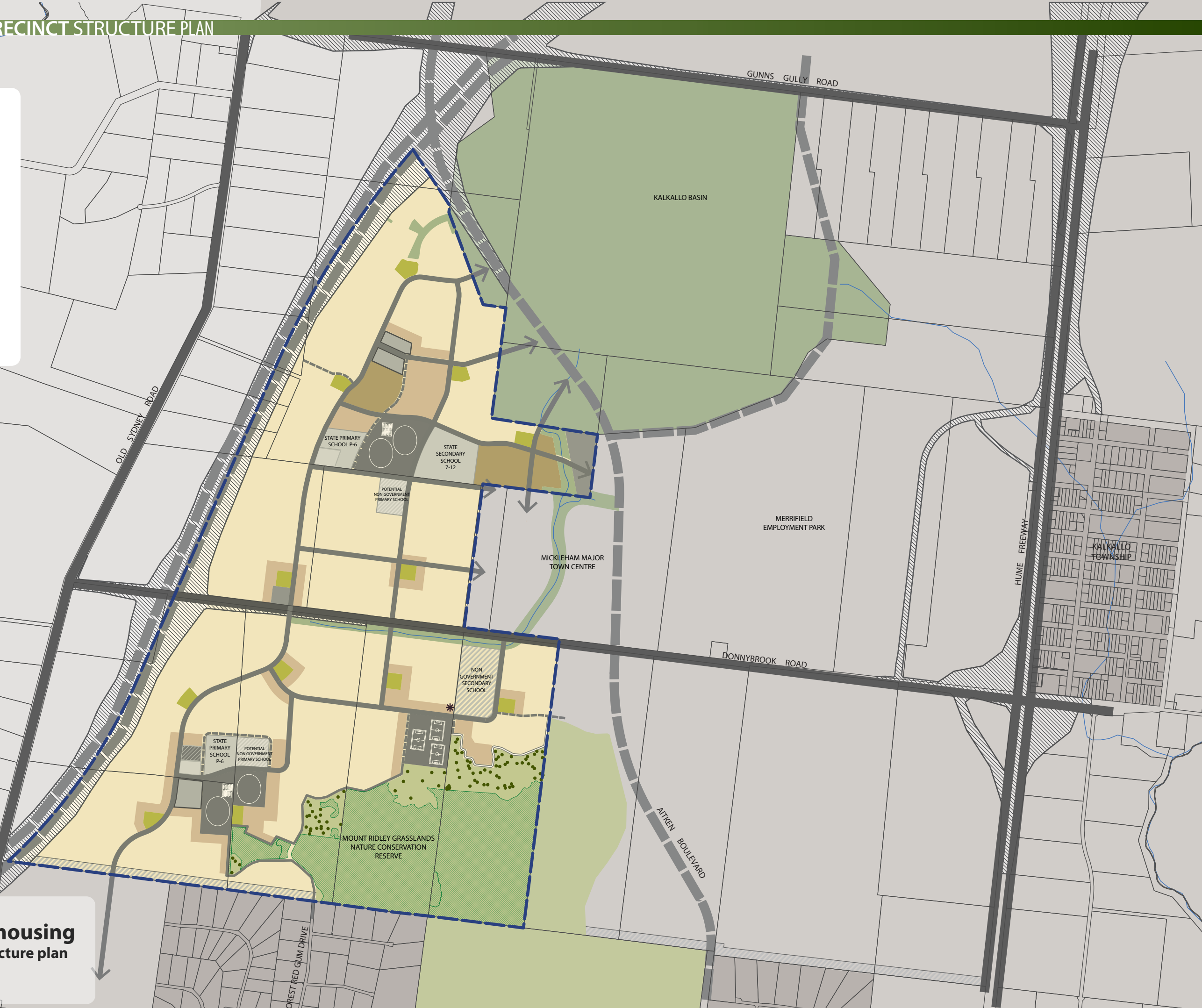
PROPERTY																							
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Table 2a: POST DRAINAGE REVIEW PROPERTY SPECIFIC LAND USE BUDGET - PROPERTIES 2 AND 4

Property 2	176.99	11.20	165.80	0.00	1.20	11.90	0.00	0.00	0.00	5.39	0.00	9.50	3.25	134.55	80.72%	7.65%	2.37%	10.03%	1.98%	8.04%	10.762	3.00	5.90	125.65
Property 4	3.23	2.62	0.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.61	100.00%	0.00%	0.00%	0.00%	1.98%	-1.98%	-0.012	0.00	0.00	0.61

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**plan 4**  
**image, character & housing**  
**merrifield west precinct structure plan**

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3.0 IMPLEMENTATION

3.1 IMAGE, CHARACTER, AND HOUSING

REQUIREMENTS	
IMAGE & CHARACTER	
R1	Street tree planting on existing and future declared arterial roads must be provided in accordance with the GAA clear zone guidelines to the satisfaction of Vicroads.
R2	Street trees must be provided on both sides of connector and local access streets at regular intervals.
R3	Garages fronting a street must be less than half the width of the lot to a maximum of 6.5 metres.
R4	Garages fronting a street must be set back a minimum of one metre from the front building line.

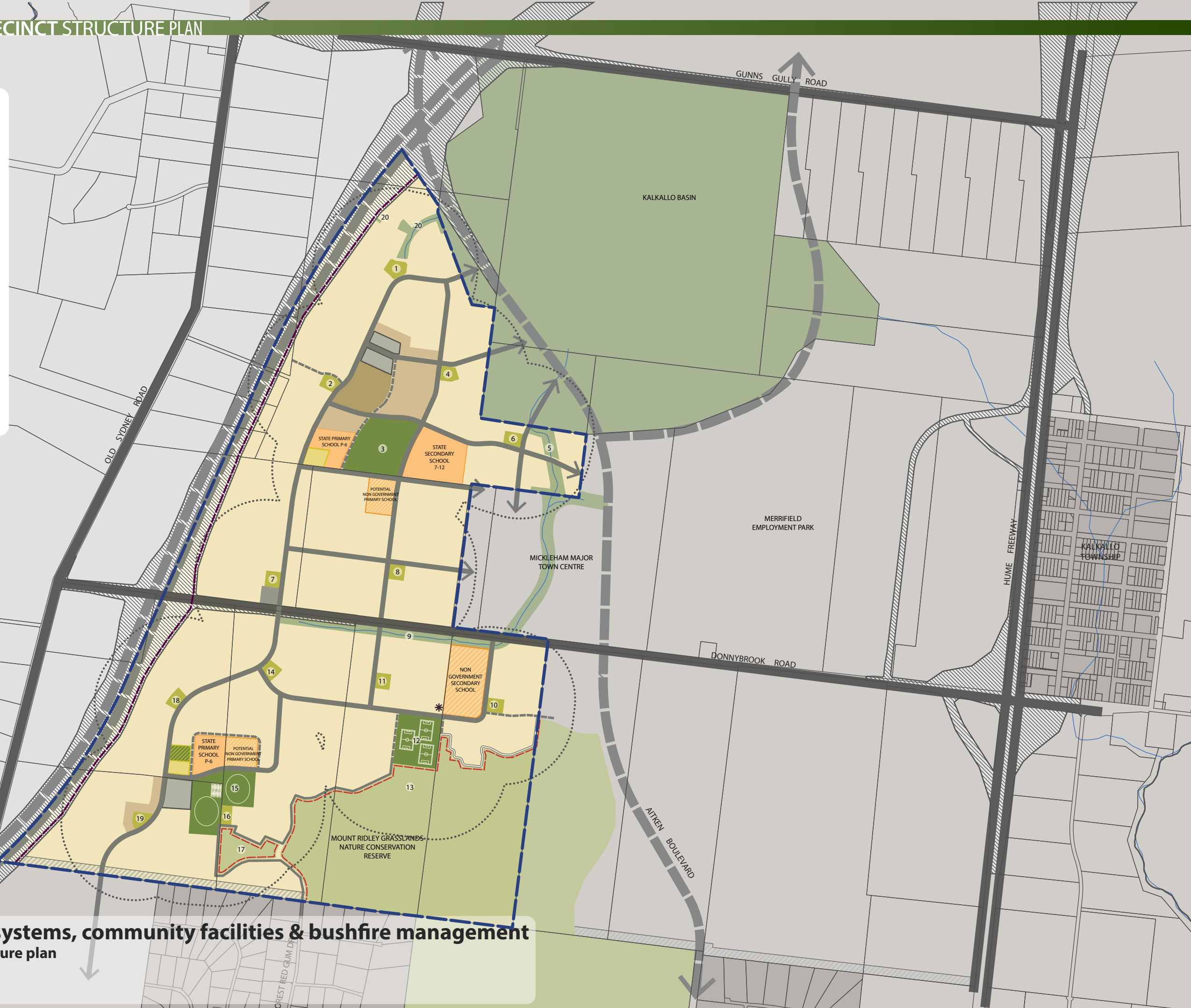
GUIDELINES	
IMAGE & CHARACTER	
G1	Significant elements of the landscape and built form should be used as focal points for key view lines and gateway locations.
G2	Street layout should generally be aligned to maximise connection and views to key destination points such as the proposed Mickleham Major Town Centre, Kalkallo Retarding Basin and the Mt Ridley Grasslands Nature Conservation Reserve.
G3	Selection of street trees and landscaping should reinforce the movement hierarchy and positively contribute to the character of new communities.
G4	Specific variations in the selection of street trees should be utilised to: <ul style="list-style-type: none"><li>Create visual cues on prominent view lines and key intersections; and</li><li>Lend identity to open spaces and sections of the linear waterway parkland.</li></ul>
G5	All landscaped areas must be planted and designed to Council's satisfaction.
G6	Indigenous tree species should be used where a street adjoins conservation areas or linear waterway parkland.
G7	Street trees to frame view corridors and provide strong avenues and shade to streetscapes.
G8	Landscaping along Donnybrook Road should be consistent with the GAA arterial road guidelines and include bicycle and pedestrian paths which will be shaded by this landscaping.
G9	Allotments should be orientated to front: <ul style="list-style-type: none"><li>Donnybrook Road;</li><li>Connector Streets;</li><li>Mt. Ridley Woodlands;</li><li>Linear waterway parkland and other open spaces; and</li><li>Merrifield City Centre.</li></ul>
G10	Street tree planting should be suitable for local soil and climatic conditions.
G11	Front facades should be activated to provide visual interest through the introduction of elements such as windows, display area, entrances and /or other architectural treatments (i.e. screens and balconies).
G12	Design of dwellings should create an obvious, active street address and encourage passive surveillance.
G13	Sites in prominent locations, particularly on corners intersecting with key streets, should be developed with "signature" buildings (taller forms such as 3 storey or greater are encouraged).

G14	Corner lots should address both streets with front fences that are generally low and partly transparent to encourage passive surveillance.
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REQUIREMENTS	
HOUSING	
R5	Achieve a minimum density of 15 dwellings per Net Developable Hectare (NDha) across the entire precinct.
R6	Residential development across the PSP must include a full range of dwelling densities including: "conventional" density residential lots, "medium" density residential lots, higher density / specialized housing.

GUIDELINES	
HOUSING	
G15	Subdivisions should aim to achieve an average density higher than the minimum of 15 dwellings per Net Developable Hectare (NDha) across the entire precinct.
G16	Residential lots of a width of seven metres or less should provide vehicle access via a rear laneway.
G17	Medium density housing should include specialised housing such as retirement or an aged care facility adjacent or in close proximity to local town centres and other locations, as shown on the Future Urban Structure Plan (Plan 2).
G18	High density housing should be provided at a minimum density of 30 dwellings per Net Development Hectare (NDha) and should be achieved in locations proximate to the local town centres as shown on Plan 4, near the proposed Mickleham Major Town Centre and along public transport routes.
G19	Medium density housing should be provided at a minimum density of 25 dwellings for Net Developable Hectare (NDha) and should be placed in areas of high amenity or convenience, including the local town centres, public open space and along public transport routes, as shown on Plan 4.

- Precinct Boundary
- Future Transit Corridor/Arterial Road
- Arterial Road
- Connector Street
- Key Local Access Street
- Bushfire Prone Area Access Street
- Conventional Density Residential
- Government Education Facility
- Non Government School
- Community Facility
- Indoor Recreation Facility
- Unencumbered Active Open Space
- Unencumbered Passive Open Space
- Encumbered Open Space - Drainage
- Encumbered Open Space - Conservation
- 400m Walkable Catchment
- Open Space Inventory Number - refer to table 3
- Fire Threat Edge
- Interim Fire Threat Edge
- Waterway/Overland Flow
- OMRTC Public Acquisition Overlay
- Future Urban Area
- Existing Settlement
- Non Urban Area



## plan 5 open space, natural systems, community facilities & bushfire management merrifield west precinct structure plan

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## 3.2 OPEN SPACE, NATURAL SYSTEMS, COMMUNITY FACILITIES AND BUSHFIRE MANAGEMENT

### REQUIREMENTS

OPEN SPACE	
<b>R7</b>	All open space, including encumbered drainage infrastructure, must be adjoined at each edge by a road; or significant open space, so that an active frontage is presented to open space including waterways and drainage infrastructure, to the satisfaction of the relevant authority.
<b>R8</b>	Lighting in open spaces should be restricted to reserve entrances, activity nodes, community event gathering points, carparks and path intersections, in accordance with Council's Guidelines for the Planning, Design and Construction of Open Space.
<b>R9</b>	The total provision of open space for each land parcel must be consistent with the open space requirements in Tables 1 and 2 unless otherwise agreed in writing by the responsible authority. Additional open space may be provided but is not to receive an open space credit against the requirements of 52.01.
<b>R10</b>	An alternative provision of land for passive open space to that shown in Plan 5 - Open Space, Natural Systems, Community Facilities and Bushfire Management is generally in accordance with this plan provided the passive open space (unencumbered) is: <ul style="list-style-type: none"> <li>Located so as not to reduce the walkable access to local parks demonstrated in Plan 5;</li> <li>A minimum area of .75ha in area unless collocated with other unencumbered open space (e.g. active open space);</li> <li>Able to support any particular planned use of the reserve;</li> <li>Open space is to be regular in form with an average width of 70m in any one direction, in accordance with Council's Guidelines for the Planning, Design and Construction of Open Space; and</li> <li>Fronted by a connector road or key local road on at least two sides.</li> </ul>
<b>R11</b>	An appropriate mix of infrastructure must be provided in open space areas to the satisfaction of the responsible authority. Park infrastructure such as playgrounds, shelters, seating, rubbish bins, BBQ's, picnic tables, toilets etc must be provided to the satisfaction of the responsible authority.
<b>R12</b>	Streetscape planting, landscaping of adjoining development and paths must complement and integrate with the adjoining parkland design.
<b>R13</b>	Development abutting open space must be well articulated and facilitate passive surveillance with windows, balconies and pedestrian access points.
<b>R14</b>	Fencing of open space must be low height and permeable to facilitate public safety and surveillance.

### GUIDELINES

OPEN SPACE	
<b>G20</b>	Design of open spaces should be contemporary in nature, innovative and draw upon the precinct landscape design themes.
<b>G21</b>	Park buildings should be contemporary in design with orientation, materials and design detail planned to minimise resource use and maximise sustainability performance.
<b>G22</b>	Active recreation reserves should be designed to maximise co-location opportunities between complementary sports and adjoining school facilities.
<b>G23</b>	Local parks should contain a mixture of structured play and picnic areas, seating, shelters and shaded areas provided by vegetation (existing or planted).
<b>G24</b>	The design and layout of open space should maximise water use efficiency, storm water quality and long term viability of vegetation through the use of WSUD initiatives.
<b>G25</b>	Advice should be sought from qualified Council staff regarding suitability of proposed tree species prior to confirming planting schedule.
<b>G26</b>	Drainage reserves are to have pedestrian/cyclist bridge or boardwalk crossings at maximum 200m intervals.
<b>G27</b>	Cricket wickets, tennis courts and /or football ovals should be designed with a north-south alignment.

### REQUIREMENTS

PASSIVE OPEN SPACE CONTRIBUTION	
<b>R15</b>	All land owners must provide a public open space contribution equal to 2.04% of NDA upon subdivision of land in accordance with the following: <ul style="list-style-type: none"> <li>Where land is required for unencumbered open space purposes as shown in Plan 5 and specified in Table 2 and is less or equal to 2.04% of NDA that land is to be transferred to Council at no cost;</li> <li>Where no land or less than 2.04% of NDA is shown in Plan 5 and specified in Table 2 - Property Specific Land Use Budget, a cash contribution is to be made to Council to bring total open space contribution to a value equal to 2.04% of NDA; and</li> <li>Where land required for unencumbered open space purposes as shown in Plan 5 and specified in Table 2 is more than 2.04% of NDA, Council may pay an amount equivalent to the value of the additional land being provided by that property.</li> </ul>

### REQUIREMENTS

COMMUNITY FACILITIES	
<b>R16</b>	Individual development proponents are required to provide basic improvements to local parks and passive open space including earthworks, fencing, water tapping, grassing, tree planting, local playgrounds and shared paths and footpaths, furniture and paving.
<b>R17</b>	Fencing of active sporting areas such as tennis courts, cricket nets etc. must be of an appropriate height to ensure the safety of participants and onlookers.
<b>R18</b>	Where a responsible authority is satisfied that land shown as a non government school site is unlikely to be used for a non government school, that land may be used for an alternative purpose which is generally in accordance with the Precinct Structure Plan and consistent with the provisions of the applied zone.
<b>R19</b>	Prior to the operation of the non-government school on Donnybrook Road, the intersection of Donnybrook Road and the north-south connector street adjacent to the school site must be upgraded to the satisfaction of Council and VicRoads.

### GUIDELINES

COMMUNITY FACILITIES	
<b>G28</b>	Community facilities should provide a focal point for community activity and interaction within each neighbourhood.
<b>G29</b>	Community facilities should be delivered in the early stages of each neighbourhoods development.
<b>G30</b>	Community facilities should be planned and designed to have the flexibility and capacity to meet the changing needs of the community and provide for a range of community uses.
<b>G31</b>	Community facilities should be located within proximity of local town centres and co-located with open space and education facilities.
<b>G32</b>	Private services should, where appropriate integrate with Council community centres, town centres or local hubs.
<b>G33</b>	If a non-government school is to be located in the PSP it should, if possible, be co-located with other education and community infrastructure.
<b>G34</b>	Fencing of active sporting areas such as tennis courts, cricket nets etc. must be of an appropriate height to ensure the safety of participants and onlookers.
<b>G35</b>	Site design of the non-government school on Donnybrook Road should incorporate vehicle access and drop off/pick up zone/s along the adjoining north-south connector street at an appropriate distance south of the Donnybrook Road intersection, to the satisfaction of Hume City Council and VicRoads.



Figure 1: Busfire Prone Area Access Street Level 1

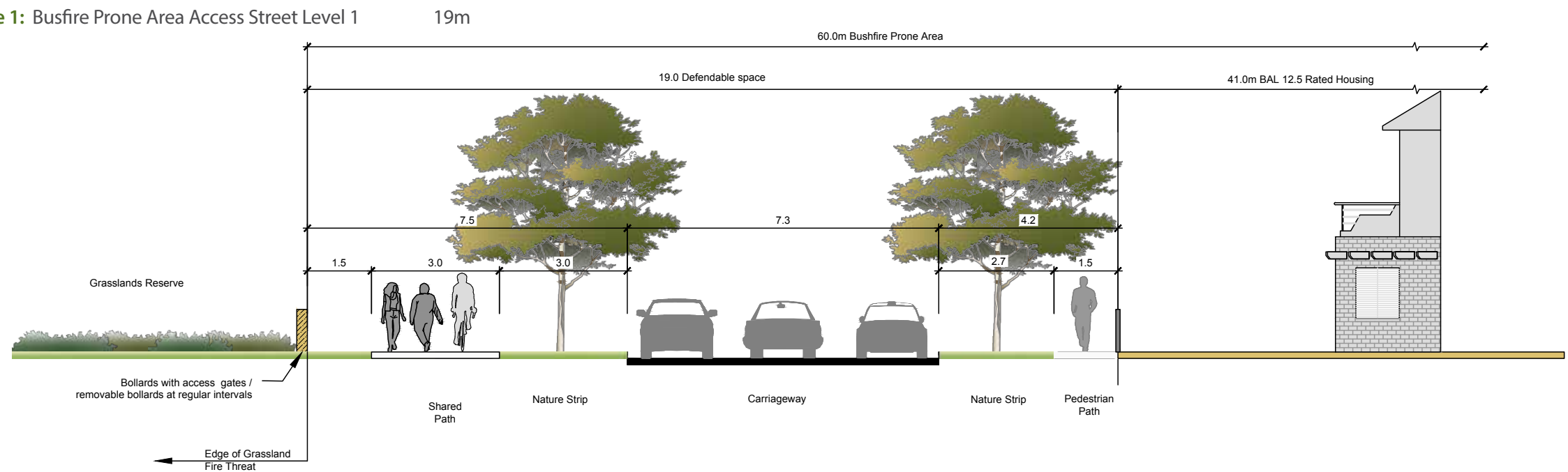
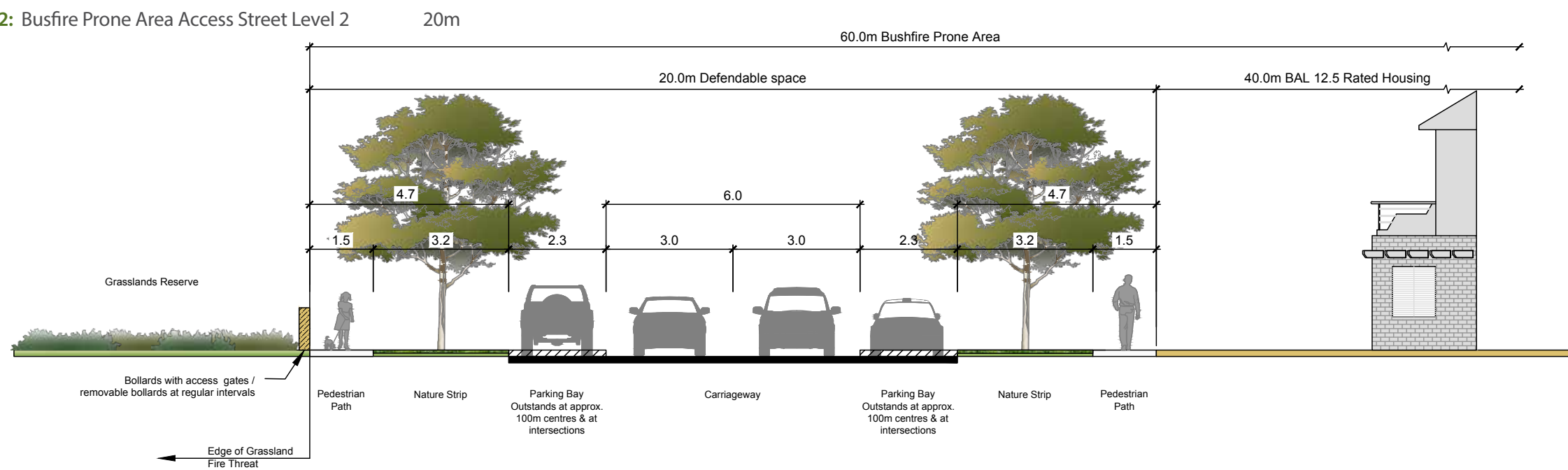


Figure 2: Busfire Prone Area Access Street Level 2





REQUIREMENTS

BUSHFIRE MANAGEMENT

R20	Unless a subdivision meets the standards set out in G35-G37 (as relevant), it must provide defensible space between a fire threat identified on Plan 5 - Open Space, Natural Systems, Community Facilities and Bushfire Management in this PSP and a dwelling to the satisfaction of the CFA.
R21	<p>Where a lot contains defensible space the following applies:</p> <p>Before the statement of compliance is issued under the Subdivision Act 1988 the owner must enter into an agreement with the responsible authority under Section 173 of the <i>Planning and Environment Act 1987</i> and make application to the Registrar of Titles to have the agreement registered on the title to the land under Section 181 of the Act.</p> <p>The agreement must set out the following matters:</p> <ul style="list-style-type: none"><li>A building envelope and that a building must not be constructed outside of the building envelope; and</li><li>That a building must not be constructed on the lot unless it is constructed to 12.5 or 19 BAL (as determined by a vegetation coverage assessment).</li></ul> <p>The area of defensible space applicable to the lot with the following restrictions on vegetation during a declared fire danger period:</p> <ul style="list-style-type: none"><li>Within 10 metres of a building, flammable objects (such as plants, mulches and fences) must not be located close to the vulnerable parts of the building (such as windows, decks and eaves).</li><li>Grass must be no more than five centimetres in height;</li><li>Trees must not overhang or touch any part of a building;</li><li>Leaves and vegetation debris must be removed at regular intervals;</li><li>Shrubs must not be planted under trees;</li><li>Plants greater than ten centimetres in height at maturity must not be placed directly in front of a window or other glass feature;</li><li>A tree canopy must not be closer than two metres to another tree canopy; and</li><li>Total tree canopies must cover no more than 15% of the area of the lot at maturity.</li></ul> <p>This does not apply where the Country Fire Authority states in writing that a Section 173 agreement is not required for the subdivision or lot.</p>
R22	Provide a road network that enables at least two safe egress routes away from the fire hazard.
R23	Planting in streets /public spaces within defensible space must be designed to take account of fire risk.
R24	<p>For Clause 56.06-7, the requirements of the relevant fire authority are, unless otherwise approved by the CFA:</p> <p>Constructed roads must be a minimum of 7.3m trafficable width where cars park on both sides, or:</p> <ul style="list-style-type: none"><li>A minimum of 5.4m in trafficable width where cars may park on one side only;</li><li>A minimum of 3.5m width with no parking and 0.5m clearance to structures on either side, and if this width applies, there must be passing bays at least 20m long, 6m wide, and located not more than 200m apart;</li><li>Roads must be constructed so that they are capable of accommodating a vehicle of 15 tonnes for the trafficable road width;</li><li>The average grade of a road must be no more than 1 in 7 (14.4% or 8.1°);</li><li>The steepest grade on a road must be no more than 1 in 5 (20% or 11.3°) with this grade continuing for no more than 50 metres at any one point;</li><li>Dips in a road must have no more than a 1 in 8 grade (12.5% or 7.1°) entry and exit angle; and</li><li>Constructed dead end roads more than 60 metres in length from the nearest intersection must have a turning circle with a minimum radius of 8 m (including roll-over curbs if they are provided).</li></ul>
R25	<p>Before the commencement of works for a stage of subdivision a Construction Management Plan (CMP) that addresses Bushfire Risk Management must be submitted to and approved by the Responsible Authority and the CFA. The CMP must specify, amongst other things:</p> <ul style="list-style-type: none"><li>Measures to reduce the risk from fire within the surrounding rural landscape and protect residents from the threat of fire;</li><li>A separation buffer, consistent with the separation distances specified in AS3596-2009, between the edge of development and non-urban areas; and</li><li>How adequate opportunities for access and egress will be provided for early residents, construction workers and emergency vehicles.</li></ul>

R26

A Construction or Engineering Plan required under a subdivision permit must show:

The location of static water supplies for fire fighting purposes that are:

- Accessible to fire fighting vehicles;
- Have sufficient volume to support effective fire fighting; or
- Strategically positioned fire hydrants installed on the potable water supply system in addition to the fire hydrants installed on the recycled water supply system (where present); and
- Water supply design, connections and flow rates.

All to the satisfaction of the CFA.

GUIDELINES

BUSHFIRE MANAGEMENT

G36	<p>If a vegetation classification assessment of Mount Ridley Grasslands Nature Conservation Reserve defines the reserve as "grassland" under AS3959-2009, or that bushfire behaviour would be consistent with "grassland":</p> <ul style="list-style-type: none"><li>Where a lot capable of accommodating a dwelling is proposed up slope or on flat land and adjacent to a fire threat identified on Plan 5 - Open Space, Natural Systems, Community Facilities and Bushfire Management in this PSP, provide for defensible space in the form of a 19 metre wide road reserve between the edge of the fire threat and the lot on which a dwelling may be developed; and</li><li>Specify in a restriction on a plan of subdivision registered under the <i>Subdivision Act 1988</i> that a dwelling constructed on land shown within 60 metres of land identified as Fire Threat Edge on Plan 5 of the Merrifield West Precinct Structure Plan must not be constructed to a standard less than BAL 12.5.</li></ul>																		
G37	<p>If a vegetation classification assessment of Mount Ridley Grasslands Nature Conservation Reserve defines the reserve as "woodland" under AS:3959-2009, or that bushfire behaviour would be consistent with "woodland":</p> <ul style="list-style-type: none"><li>Where a lot capable of accommodating a dwelling is proposed up slope or on flat land adjacent to a fire threat identified on Plan 5 in this PSP, provide for defensible space in the form of a 37 metre wide buffer between the edge of the fire threat and development of a dwelling on a lot (comprising a 24 metre 'inner zone' and 13 metre 'outer zone'); and</li><li>Specify in a restriction on a plan of subdivision registered under the Subdivision Act 1988 that a dwelling constructed on land shown within 50 metres of land identified as Fire Threat Edge on Plan 5 of the Merrifield West PSP must not be constructed to a standard less than BAL 19, and that a dwelling constructed between 50 and 150 metres must not be constructed to a standard less than BAL 12.5.</li></ul>																		
G38	<p>Where a lot capable of accommodating a dwelling is proposed down slope and adjacent to a fire threat identified on the Bushfire Management Plan in this PSP, provide for defensible space of at least that required at G35 or G36 (as relevant), plus the additional width of defensible space specified below. The additional defensible space may be on public or private land:</p> <table><tr><th>Down slope (degrees)</th><th>Additional defensible space - Grassland (m)</th><th>Additional defensible space - Woodland (m)</th></tr><tr><td>0-5</td><td>3</td><td>8</td></tr><tr><td>5-10</td><td>6</td><td>18</td></tr><tr><td>10-15</td><td>9</td><td>30</td></tr><tr><td>15-20</td><td>13</td><td>43</td></tr><tr><td>&gt;20</td><td colspan="2">to the satisfaction of the relevant fire authority.</td></tr></table> <p>Specify in a restriction on a plan of subdivision registered under the <i>Subdivision Act 1988</i> that a dwelling constructed on land shown within:</p> <ul style="list-style-type: none"><li>60 metres of land identified as Fire Threat Edge on Plan 5 of the Merrifield West PSP must not be constructed to a standard less than BAL 12.5, where the Mount Ridley Reserve is classified as 'grassland', or that bushfire behaviour would be consistent with "grassland"; and</li><li>50 metres of land identified as Fire Threat Edge on Plan 5 of the Merrifield West PSP must not be constructed to a standard less than BAL 19, 50-150 metres to a standard less than BAL 12.5, where the Mount Ridley Reserve is classified as 'woodland', or that bushfire behaviour would be consistent with "woodland".</li></ul>	Down slope (degrees)	Additional defensible space - Grassland (m)	Additional defensible space - Woodland (m)	0-5	3	8	5-10	6	18	10-15	9	30	15-20	13	43	>20	to the satisfaction of the relevant fire authority.	
Down slope (degrees)	Additional defensible space - Grassland (m)	Additional defensible space - Woodland (m)																	
0-5	3	8																	
5-10	6	18																	
10-15	9	30																	
15-20	13	43																	
>20	to the satisfaction of the relevant fire authority.																		



Precinct Boundary

Area where Conservation Management Plan applies

High contribution to species Golden Sun Moth habitat

Medium contribution to species Golden Sun Moth habitat

Growling Grass Frog Category 2 habitat

Matted Flax Lily record

Scattered Trees

Habitat Areas

Note:

- The entire precinct is identified as potential habitat for the Striped Legless Lizard
- Refer to Merrifield NVPP for details in native vegetation
- The land covered by the PAO (for the OMRR) requires a separate approval process for threatened species

**plan 6**  
threatened species action plan  
merrifield precinct structure plan





REQUIREMENTS

BIODIVERSITY AND NATURAL SYSTEMS	
R27	The layout and design of drainage corridors must be to the satisfaction of Council and Melbourne Water.
R28	A shared trail must be provided along both sides of the drainage corridor to the satisfaction of the responsible authority.
R29	Paths must be above 1:10, bridges and boardwalks must be above 1:100, to the satisfaction of Council and Melbourne Water.
R30	Stormwater quality treatment for the PSP must be to the satisfaction of Council and Melbourne Water. The strategy must consider Best Practice Environmental Management targets for discharge into waterways within any developed site and should consider both distributed and end of pipe systems. Sediment must be removed prior to discharge to any waterway.
R31	Landscape master planning of open space containing EVC areas must be designed to protect sensitive areas from pedestrian and vehicle access.
R32	The long term management and conservation for the Mt. Ridley Grassland Nature Conservation Reserve must be in accordance with an approved Merrifield West Conservation Management Plan.
R33	<div>Before the commencement of works a Construction Management Plan (CMP) that addresses Bushfire Risk Management must be submitted to and approved by the responsible authority and the CFA. The CMP must specify:<ul style="list-style-type: none"><li>Measures to reduce the risk of fire within the surrounding rural landscape;</li><li>Interim measures to ensure early residents are adequately protected from the threat of fire; and</li><li>How adequate opportunities for access and egress will be provided for early residents, construction workers and emergency vehicles.</li></ul></div>

GUIDELINES

BIODIVERSITY AND NATURAL SYSTEMS	
G39	Street trees and open space landscaping should contribute to habitat for indigenous fauna species in particular arboreal animals and birds.
G40	Strategic revegetation should link and develop habitat areas with a particular emphasis on enhancing corridors of native vegetation along the creek and waterways that link to areas downstream.
G41	<div>Objectives of biodiversity protection and management should achieve a sustainable ecological benefit through:<ul style="list-style-type: none"><li>protection and management of areas supporting ecological values;</li><li>significant improvements to habitat and connectivity within and adjacent to the Precinct;</li><li>conservation and enhancement of significant native vegetation and fauna habitat; and</li><li>appropriate design of open space corridors to avoid conflict between their ecological, waterway and recreation functions.</li></ul></div>
G42	Where appropriate the co-location of public recreation and open spaces areas to assist in buffering significant conservation reserves and waterways is encouraged.

Table 3: OPEN SPACE INVENTORY

	Item Number	Property Number	Size (Hectares)	Type	Facilities	Other Attributes	Responsibility
Amended by C221	1	2	1.00	Unencumbered Passive Local Park	Paths, seating, shelter and local playground	Provide landscape amenity to residential catchment	Council
Amended by C221	2	2	0.75	Unencumbered Passive Local Park	Paths, seating, shelter and local playground	Provide landscape amenity to residential catchment	Council
Amended by C221	3	2	9.50	Active Recreation Reserve	Two full size Australian Rules ovals/cricket ovals, 6 tennis courts and cricket nets and large local playground	Co-located with Indoor Recreation Facility & State Primary/Secondary schools	Council
Amended by C221	4	2	0.75	Unencumbered Passive Local Park	Paths, seating, shelter and local playground	Provide landscape amenity to residential catchment	Council
Amended by C221	5	2	3.37	Encumbered Passive Open Space - Drainage Reserve	Shared trail (3m) on both sides of reserve, seating, wetland areas	Provide primary off-road walking and cycling network through the precinct	Melbourne Water
Amended by C221	6	2	0.75	Unencumbered Passive Local Park	Paths, seating, shelter and local playground	Provide landscape amenity to residential catchment	Council
Amended by C221	7	8	0.75	Unencumbered Passive Local Park	Paths, seating, shelter and local playground	Anchored to connector street network	Council
	8	9	0.75	Unencumbered Passive Local Park	Two full size Australian Rules ovals/cricket ovals or three full size soccer fields, cricket nets and large local playground	Anchored to connector street network	Council
	9	14,15&16	5.61	Encumbered Passive Open Space - Drainage Reserve	Shared trail (3m) on both sides of reserve, seating, wetland areas	Provide primary off-road walking and cycling network through the precinct	Melbourne Water
	10	16	0.75	Unencumbered Passive Local Park	Paths, seating, shelter and local playground	Anchored to connector street network	Council
	11	15	0.75	Unencumbered Passive Local Park	Paths, seating, shelter and local playground	Anchored to connector street network	Council
	12	15	7.00	Active Recreation Reserve	Two Australian Rules ovals/cricket ovals or three full size soccer fields, cricket nets and large local playground	Co-located with Conservation Open Space to share landscape amenity	Council
	13	14,15&16	105.57	Encumbered Passive Open Space - Conservation	Trail network, seating, shelter, picnic/BBQ facilities	Trail network circulating the woodlands. Biodiversity conservation is the primary objective for the park.	DSE/Parks Victoria
	14	14	0.75	Unencumbered Passive Local Park	Paths, seating, shelter and local playground	Anchored to connector street network	Council
	15	12,13&14	9.50	Active Recreation Reserve	Two full size Australian Rules ovals/cricket ovals, 6 tennis courts and cricket nets and large local playground	Co-located with State Primary school and southern Local Town Centre	Council
	16	14	0.75	Unencumbered Passive Local Park	Paths, seating, shelter and local playground	Co-located with active and conservation open space to share landscape amenity	Council
	17	14	4.88	Encumbered Passive Open Space - Conservation	Trail network, seating, shelter, picnic/BBQ facilities	Trail network circulating the woodlands. Biodiversity conservation is the primary objective for the park.	DSE/Parks Victoria
	18	12	0.75	Unencumbered Passive Local Park	Paths, seating, shelter and local playground	Provide landscape amenity to residential catchment	Council
	19	13	0.75	Unencumbered Passive Local Park	Paths, seating, shelter and local playground	Provide landscape amenity to residential catchment	Council
Inserted by C221	20	2	2.02	Encumbered Passive Open Space - Drainage	Shared trail, seating, wetlands	Secondary arterial road walking/cycling network	Council

- Precinct Boundary
- Future Transit Corridor/Arterial Road
- Arterial Road
- Connector Street
- Key Local Access Street
- Bushfire Prone Area Access Street
- Future Major Town Centre
- Employment Park
- Opportunity for convenience retail
- Local Town Centre
- Mixed Use
- Conventional Density Residential
- Medium Density Residential
- High Density Residential
- OMRTC Public Acquisition Overlay
- Future Urban Area
- Existing Settlement
- Non Urban Area

## plan 7 employment & town centres merrifield west precinct structure plan

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Amended by C221





3.3 EMPLOYMENT AND LOCAL TOWN CENTRES

3.3.1 The Merrifield Local Town Centres

The Merrifield PSP allows for two Local Town Centres, one south of Donnybrook Road and one north of Donnybrook Road. Both of these Local Town Centres are centrally located to the residential communities and are well accessed through the proposed road network, strong pedestrian and cycle links and connected via a local public transport network.

The Merrifield Local Town Centres will service the local residential catchments while the Mickleham Major Town Centre located towards the eastern boundary of the PSP will provide services to the broader residential catchment.

The two smaller convenience/mixed use centres have been identified to fill the gaps in the local town centre network. These are located on Donnybrook Road and adjacent the Mt Ridley Grasslands Nature Conservation Reserve. These centres may also fulfill early provision for retail services.

LOCAL TOWN CENTRES / GENERAL		REQUIREMENTS
R34	Supermarkets and secondary anchors must have frontages that directly address the main street or town square so that the use integrates with and promotes community interaction.	
R35	Local Town Centres must include provision for commercial uses including office.	
R36	Buildings as part of the Local Town Centre must: <ul style="list-style-type: none"><li>Provide primary access to tenancies from the main connector street;</li><li>Be built to the street front. Where buildings are set back from the street front, it must have an active frontage and its design must positively contribute to the public domain; and</li><li>Include car parking and service infrastructure to the rear or side of the main street frontage.</li></ul>	
R37	Building facades on side streets (excluding shop fronts) and continuous walls must not exceed 10m without articulation, fenestration, activity or visual interest.	
R38	Local town centres must be located in areas shown on Future Urban Structure (Plan 2).	
R39	Retail floor space within the northern town centre must not exceed 6900m <sup>2</sup> without a planning permit.	
R40	Retail floor space of the southern town centre must not exceed 7200m <sup>2</sup> without a planning permit.	
R41	Shop floor space in the mixed use area on Donnybrook Road must not exceed 500m <sup>2</sup> .	
R42	Shop floor space for convenience retail must not exceed 240m <sup>2</sup> .	
R43	Use and development of a town centre must be generally in accordance with the role and function of the centre set out in Figures 1 and 2 of this document.	

MICKLEHAM MAJOR TOWN CENTRE - INTERFACE

R44	The interface between the Mickleham Major Town Centre and residential development must be appropriately designed through the combination of appropriate architectural detailing, siting and orientation which allows for the integration of these land uses. Appropriate landscape treatments must be provided and blank rear/visible side facades avoided.
R45	Accessible and safe pedestrian and cycling links to, from and within the area must be linked to the broader walking and cycling network, providing access to the proposed Mickleham Major Town Centre.

GUIDELINES

MICKLEHAM MAJOR TOWN CENTRE - INTERFACE

G43	Development should address any design guidelines within an approved Mickleham Major Town Centre Structure Plan.
G44	High and medium density housing locations adjacent to the city centre site should promote an attractive interface with well articulated built form, passive surveillance with windows, balconies and where possible direct pedestrian access and egress.
G45	Multi storey built form elements for development adjacent the Mickleham Major Town Centre is encouraged.
G46	Gross pollutant traps are required on all stormwater discharge points within all commercial and medium/high density areas adjoining waterways.

LOCAL TOWN CENTRE PRINCIPLES

1	Provide every neighbourhood with a Local Town Centre as a focus of the community with a fine grain, closely spaced distribution pattern.
2	Locate the Local Town Centre on a connector street intersection with access to an arterial road and transit stop.
3	Locate the Local Town Centre in an attractive setting so that most people live within a walkable catchment of the Local Town Centre and relate to the centre as the focus of the neighbourhood.
4	Provide a full range of local community and other facilities including a supermarket, shops, medical and recreation uses.
5	Focus on a public space as the centre of community life.
6	Integrate local employment and service opportunities in a business friendly environment.
7	Include a range of medium and high density housing and other forms of residential uses within and surrounding the Local Town Centre.
8	Design the Local Town Centre to be pedestrian friendly and accessible by all modes including public transport, while enabling private vehicle access.
9	Create a sense of place with high quality engaging urban design outcomes.
10	Promote localisation, sustainability and adaptability.

THE MERRIFIELD LOCAL TOWN CENTRES

The Merrifield PSP allows for two Local Town Centres, one south of Donnybrook Road and one north of Donnybrook Road. Both of these Local Town Centres are centrally located to the residential communities and are well accessed through the proposed road network and the strong pedestrian and cycle links.

The Merrifield Local Town Centres will service the local residential catchments while the proposed Mickleham Major Town Centre located towards the eastern boundary of the PSP will provide services to the broader residential catchment.

Northern Local Town Centre

The northern Local Town Centre will be the smaller of the two centres and will have strong connections to the education and active open space precinct located to the south of the Local Town Centre. The northern Local Town Centre will form a key nodal point in a series of destinations within the PSP area which will be connected by a permeable road network. This Local Town Centre will form a nodal point along the connector road network which connects the northern residential catchment and the education and active open space precincts with the Mickleham Major Town Centre. The northern Local Town Centre will be easily accessed by a range of medium and high density residential areas.

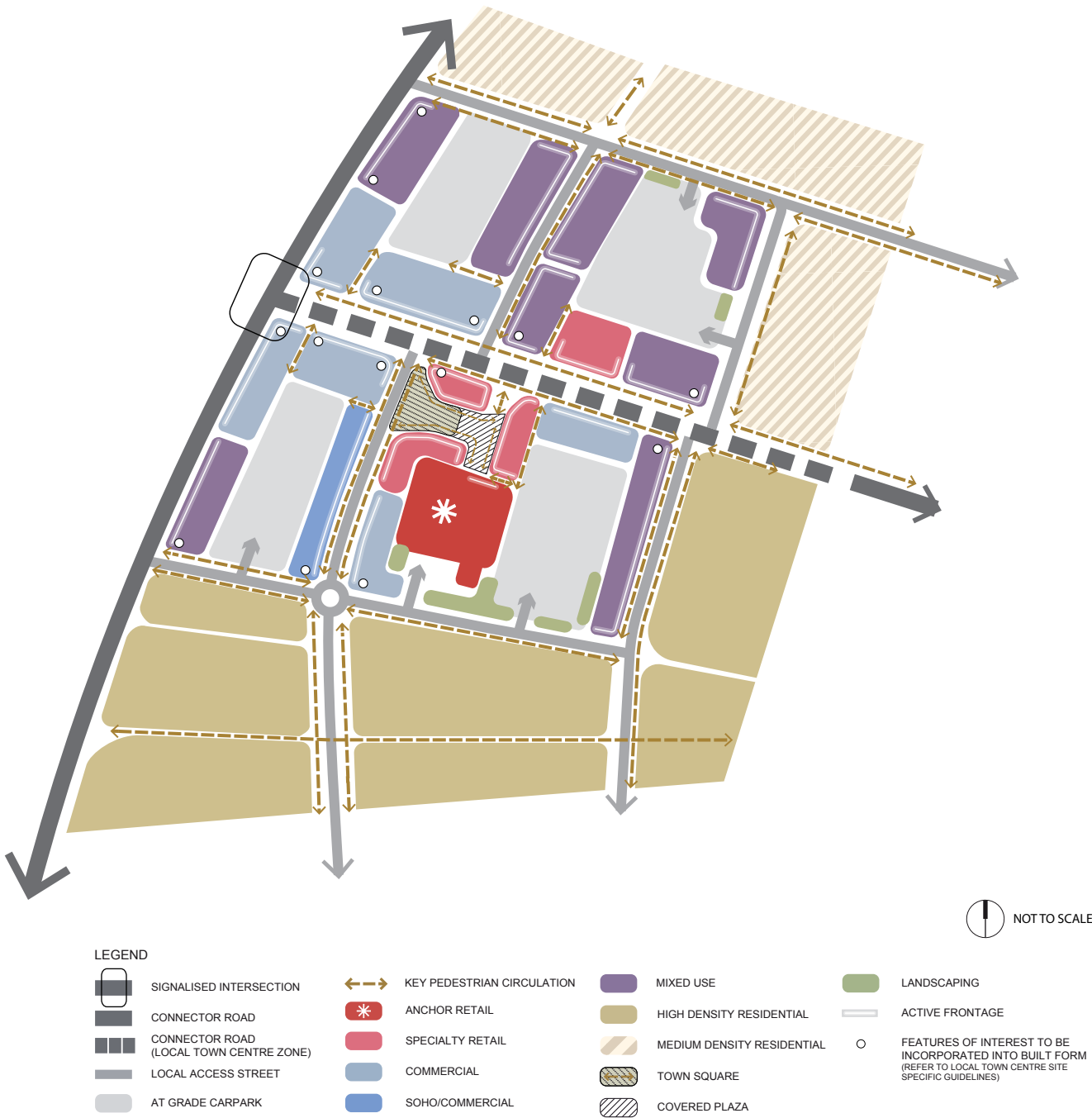
REQUIREMENTS

LOCAL TOWN CENTRE NORTH

	<b>R46</b>	Land uses should be located generally in accordance with the locations and general use terms identified on the Merrifield Northern Local Town Centre Concept Plan (Figure 3) and including the following: <ul style="list-style-type: none"><li>A full line supermarket and supporting specialty stores;</li><li>Cafe, restaurant and take-away premises;</li><li>Commercial locations which could include such uses as office, medical and child care uses;</li><li>Mixed use precincts including home/office and the provision of retail, commercial and/or residential use;</li><li>Opportunities for small office/home office (SOHO) outcomes;</li><li>Car parking; and</li><li>Medium and high density housing.</li></ul>
	<b>R47</b>	The Local Town Centre must have a strong relationship and orientate towards the connector road (Local Town Centre Zone) and the pedestrian street which runs north-south through the Local Town Centre.
	<b>R48</b>	The design of the Local Town Centre must address the key view lines into and throughout the centre. Particular consideration needs to be given to the intersection of the two connector roads and the built form outcomes on these corners due to their prominence and their role as the 'arrival' point to the Local Town Centre.
	<b>R49</b>	Key locations within the Local Town Centre will require features of interest to be incorporated into the built form and landscape outcomes (refer to Local Town Centre Concept Plan). Features of interest may include: <ul style="list-style-type: none"><li>Two storey or more construction or elements of two storey or more construction (such as higher floor to ceiling heights, parapets, awnings, shade structures or roof elements);</li><li>Sculptured facades which include recesses and projections to provide variation and segmentation to the building facade;</li><li>Strong vertical elements;</li><li>Balconies;</li><li>Roof and/or wall articulation; and/or</li><li>Feature colours or materials which are sympathetic to the sites surrounds.</li></ul>
	<b>R50</b>	Circulation and permeability throughout the Local Town Centre must ensure that key destinations within the Local Town Centre are easily accessible by walking or cycling. In particular, north/south connections between residential, mixed use retail core, the town square, linear open space and the education and active recreation precincts to the south must be provided.
	<b>R51</b>	Active and articulated frontages must be located to face the Connector Road (Main Street), town square and to the pedestrian street which runs north-south through the Local Town Centre.
	<b>R52</b>	The town square (or similar) must have a strong relationship between the anchor retail, specialty retail and commercial uses.

<b>R53</b>	Consideration must be given to pedestrian movement north-south across the connector street connecting the linear open space. Opportunities for a pedestrian crossing should be explored in conjunction with determining bus stop locations.
<b>R54</b>	The final location and configuration of the town square must promote passive surveillance opportunities, key pedestrian circulation and design outcomes which create an attractive destination that supports a range of uses. The area of the town square must be a minimum of 500m <sup>2</sup> .

Amended by C221  
**Figure 3: NORTHERN LOCAL TOWN CENTRE - CONCEPT**



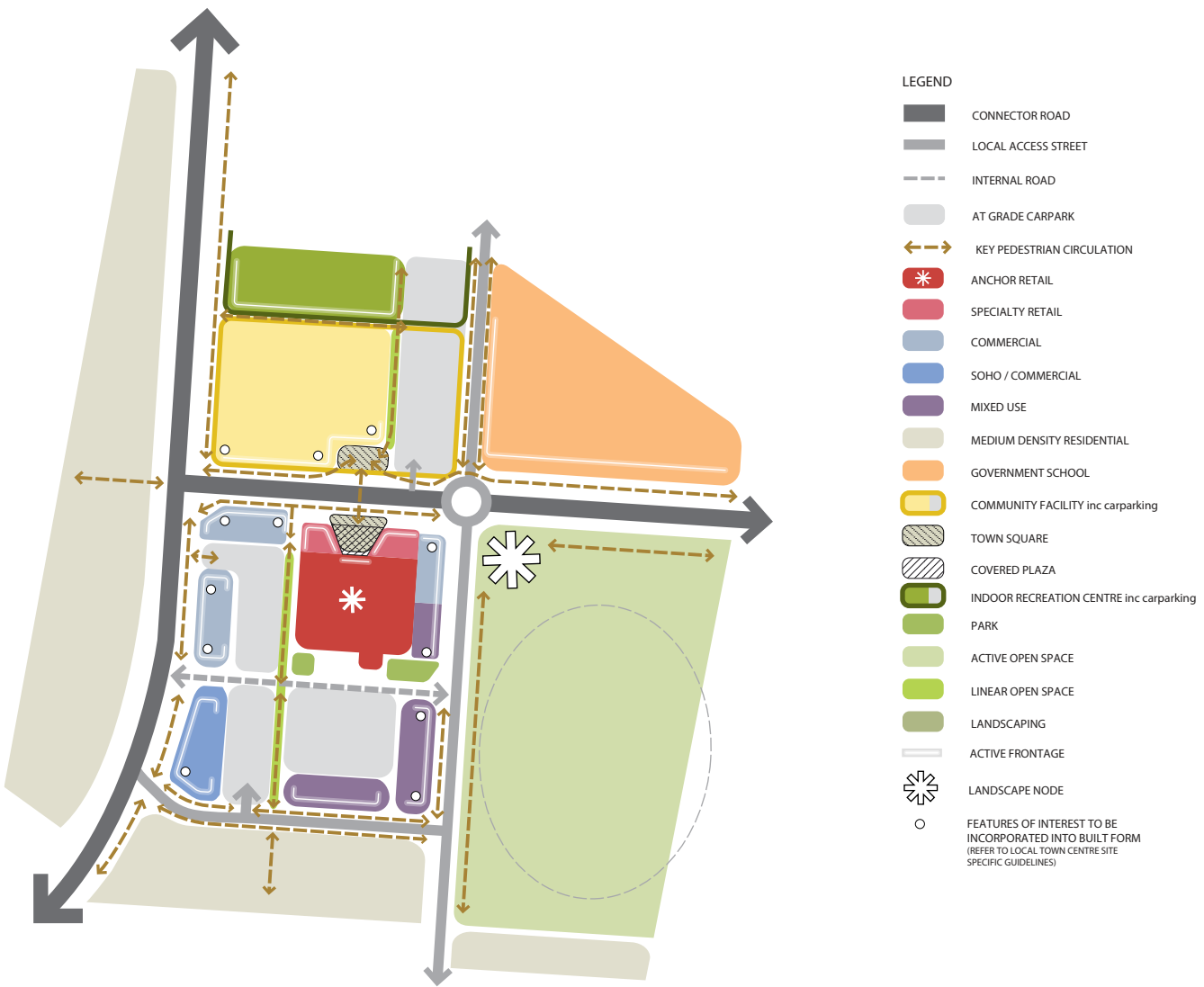
Southern Local Town Centre

The southern Local Town Centre will be the larger of the two centres and will have a strong relationship with the adjacent community facility, education facilities and active open space. The southern Local Town Centre is located to the west of Mt Ridley Grasslands Nature Conservation Reserve which provides strong pedestrian and cycle connections east-west through the southern residential catchment. This Local Town Centre offers an opportunity to create a distinctive central public space which connects the retail and commercial offerings of the Local Town Centre with the education and community facilities. In addition, the interface between the active open space and the Local Town Centre provides an opportunity for active frontages, appropriate built form outcomes, passive surveillance and a unique destination within the Merrifield West PSP.

LOCAL TOWN CENTRE SOUTH		REQUIREMENTS
R55	Land uses should be located generally in accordance with the locations and general use terms identified on the Merrifield Southern Local Town Centre Concept Plan (Figure 4) and including the following:	<ul style="list-style-type: none"><li>A full line supermarket and supporting specialty stores;</li><li>Cafe, restaurant and take-away premises;</li><li>Commercial locations which could include such uses as office, medical and child care uses;</li><li>Mixed use precincts which may include home/office and the provision of retail, commercial and/or residential use;</li><li>Car parking;</li><li>Medium and high density housing; and</li><li>Education, community facility and active recreation uses.</li></ul>
R56	The Local Town Centre must have a strong relationship and orientate towards the connector road (Local Town Centre Zone), the local park to the north of the connector street and to the active open space located to the east of the Local Town Centre.	
R57	The design of the Local Town Centre must address the key view lines into and throughout the centre. Particular consideration needs to be given to the intersection of the north-south connector road and the east-west connector road (Local Town Centre Zone) and the built form outcomes on these corners due to their prominence and their role as the 'arrival' point to the Local Town Centre. In addition consideration should be given to the south-west corner of the school site and the north-east corner of the active open space ('landscape node') and how built form and landscape outcomes in these locations can further enhance the connector road (Local Town Centre zone) and terminate key view lines.	
R58	Key locations within the Local Town Centre will require features of interest to be incorporated into the built form and landscape outcomes (refer to Local Town Centre Concept Plan). Features of interest may include:	<ul style="list-style-type: none"><li>Two storey construction or elements of two storey construction (such as higher floor to ceiling heights, parapets, awnings, shade structures or roof elements);</li><li>Sculptured facades which include recesses and projections to provide variation and segmentation to the building facade;</li><li>Strong vertical elements;</li><li>Balconies;</li><li>Roof and/or wall articulation; and/or</li><li>Feature colours or materials which are sympathetic to the sites surrounds.</li></ul>
R59	Circulation and permeability throughout the Local Town Centre must ensure that key destinations within the Local Town Centre are easily accessible by walking or cycling. North-south connections between residential areas, the retail core, the community facility, school and local park must be provided. In addition, east-west connections between the car parking areas, retail core and the active open space must also be provided.	
R60	Active and articulated frontages must be located to face the Connector Road (Local Town Centre Zone), town square, local park and active recreation precinct.	
R61	The town square (or similar) must have a strong relationship between the anchor retail, specialty retail, commercial uses and community and school facilities. There is an opportunity to create a central meeting place as part of the local park which acts as the 'gateway' between all uses, has a 'green' setting within the local park and is activated by the community facility frontage. A smaller plaza space may be provided in front of the anchor retail and specialty retail core to facilitate outdoor dining and north-south pedestrian movement across the connector road (Local Town Centre zone).	
R62	Active frontages must be provided along the interface with the active open space. The north-south access street in between the retail core and the active open space should be designed as an attractive slow speed environment which encourages pedestrian movement between the active open space and the retail core.	

R63	Consideration must be given to pedestrian movement north-south across the connector street connecting the linear open space. Opportunities for a pedestrian crossing should be explored in conjunction with determining bus stop locations.
R64	The final location and configuration of the town square must promote passive surveillance opportunities, key pedestrian circulation and design outcomes which create an attractive destination that supports a range of uses. The area of the town square must be a minimum of 500m <sup>2</sup> .

Figure 4: SOUTHERN LOCAL TOWN CENTRE - CONCEPT



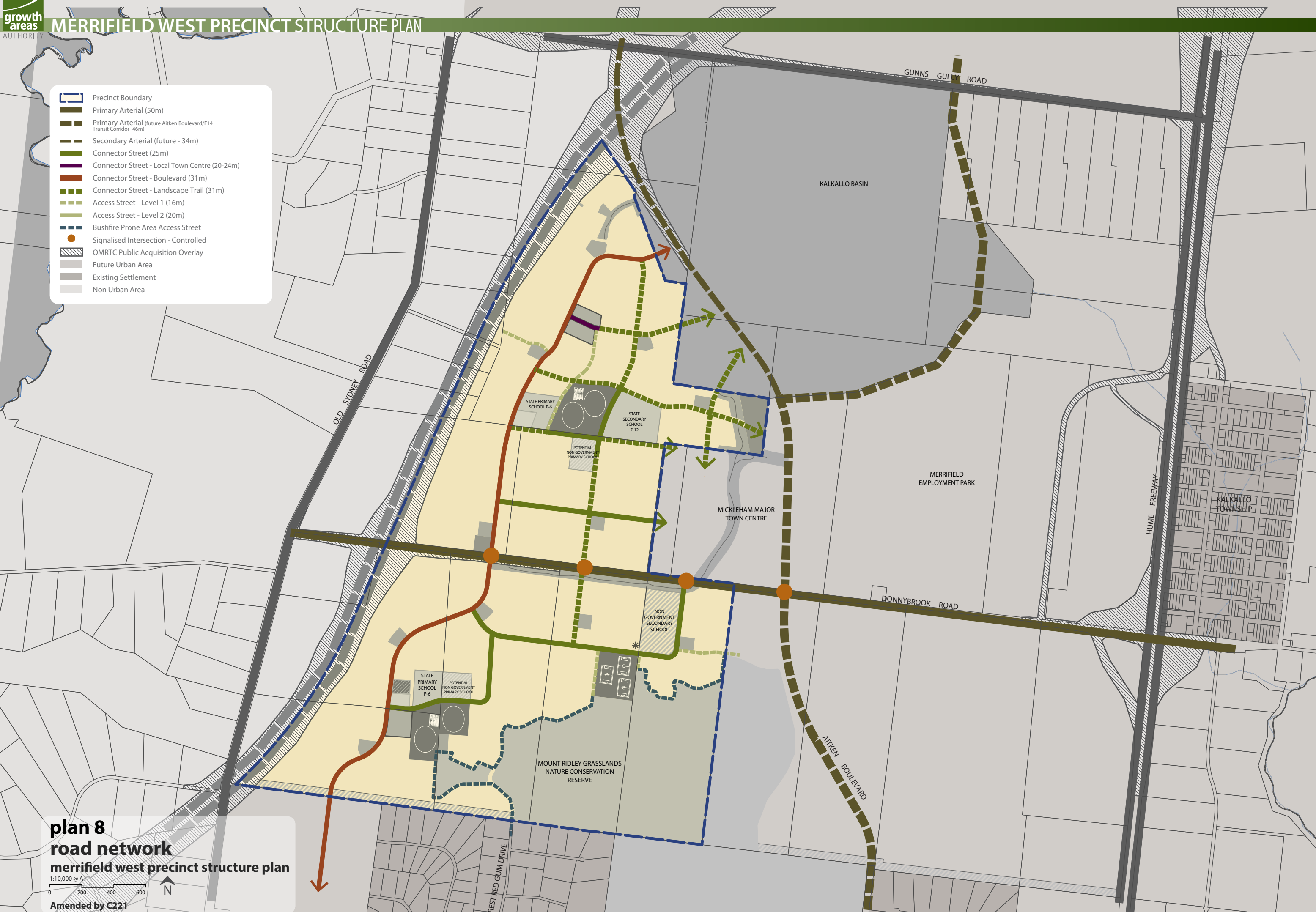


- Precinct Boundary
- Primary Arterial (50m)
- Primary Arterial (future Aitken Boulevard/E14 Transit Corridor - 46m)
- Secondary Arterial (future - 34m)
- Connector Street (25m)
- Connector Street - Local Town Centre (20-24m)
- Connector Street - Boulevard (31m)
- Connector Street - Landscape Trail (31m)
- Access Street - Level 1 (16m)
- Access Street - Level 2 (20m)
- Bushfire Prone Area Access Street
- Signalised Intersection - Controlled
- OMRTC Public Acquisition Overlay
- Future Urban Area
- Existing Settlement
- Non Urban Area

**plan 8**  
**road network**  
**merrifield west precinct structure plan**

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Amended by C221





3.4 TRANSPORT , WATER , UTILITIES AND BUSHFIRE MANAGEMENT

TRANSPORT: STREET NETWORK	
R65	Street layouts of individual subdivisions must integrate to: <ul style="list-style-type: none"><li>Form a coherent movement network across the wider precinct; and</li><li>Ensure no dwelling is disadvantaged by poor access to open space or facilities.</li></ul>
R66	Staging of subdivisions is to provide for the timely connection of road links between properties and to the connector and arterial road network and the off-road pedestrian and bicycle network to the satisfaction of the responsible authority.
R67	Roads must be constructed to property boundaries where inter-parcel connections are indicated in the structure plan, by any date or stage of development required or approved by the responsible authority.
R68	Driveway access to lots fronting arterial or sub-arterial roads must be provided from local roads or rear lanes only. Service roads may be considered in exceptional circumstances, subject to the agreement of the coordinating road authority.
R69	Blocks lengths must not exceed 200 metres. Intervals between blocks may take the form of either a trafficable street or pedestrian passage of no less than four metres in width.
R70	The internal road network must not compromise future effective functioning of the Aitken Boulevard/E14 Transit Corridor and associated public transport network proposed to the east of the PSP area.

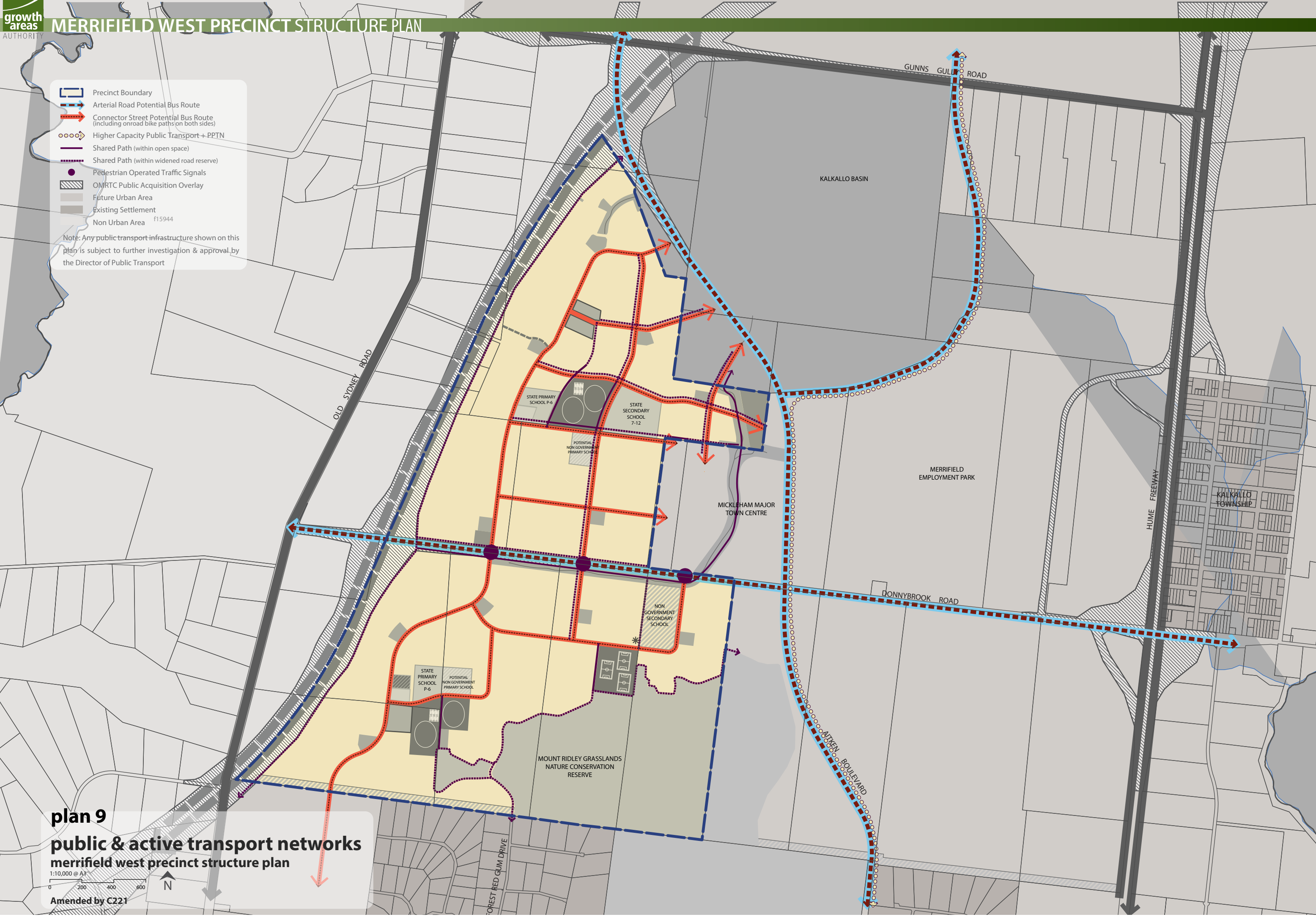
TRANSPORT: STREET NETWORK	
G47	Street layouts should provide multiple convenient routes to major destinations to disperse traffic across the precinct and reduce the potential for congestion.
G48	Street layouts should provide all lots with efficient access to local facilities and regional travel routes.
G49	Use of cul-de-sacs should not detract from convenient pedestrian and vehicular connections.
G50	Access to Donnybrook Road from the local connector streets must be to the satisfaction of Vic Roads and the responsible authority.
G51	Intersections of local connector streets and Donnybrook Road should be designed to facilitate the safe and convenient movement of pedestrians between the northern and southern areas of the precinct.

- Precinct Boundary
- Arterial Road Potential Bus Route
- Connector Street Potential Bus Route (including onroad bike paths on both sides)
- Higher Capacity Public Transport + PPTN
- Shared Path (within open space)
- Shared Path (within widened road reserve)
- Pedestrian Operated Traffic Signals
- OMRTC Public Acquisition Overlay
- Future Urban Area
- Existing Settlement
- Non Urban Area f15944

Note: Any public transport infrastructure shown on this plan is subject to further investigation & approval by the Director of Public Transport

## plan 9 public & active transport networks merrifield west precinct structure plan

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Amended by C221



REQUIREMENTS

TRANSPORT: PUBLIC TRANSPORT	
R71	Bus stop facilities must be constructed by development proponents as part of the subdivision works (prior to the issue of a statement of compliance for the relevant stage) in accordance with the requirements of the Public Transport Guidelines for Land Use and Development to the satisfaction of the Director of Public Transport.
R72	Bus stop facilities will be provided as an integral part of the Town Centres and activity generating land uses, such as schools, sports fields and employment areas.
R73	Roads must be constructed in accordance with Road Cross Section Figure 5-12.

REQUIREMENTS

TRANSPORT: WALKING AND CYCLING	
R74	Walking and cycling networks, including bridges across drainage corridors must be constructed by development proponents as part of subdivision works (prior to the issue of a statement of compliance for the relevant stage).
R75	Footpaths and the associated 3m corridor along both sides of Donnybrook Road must be provided by development proponents as part of subdivision works for adjacent stages (prior to the issue of a statement of compliance for that stage).
R76	Pedestrian paths must be provided on both sides of connector and access streets.
R77	Pedestrian and cycle crossing points must be provided at all intersections and on key desire lines.
R78	Bicycle parking facilities are to be provided by development proponents in convenient locations at key destinations such as parks and activity centres.

GUIDELINES

TRANSPORT: WALKING AND CYCLING	
G52	Appropriately scaled lighting should be installed along all major pedestrian and cycle paths.
G53	Location of pedestrian and cycle paths should make the best use of opportunities for passive surveillance.
G54	The bicycle path network should be designed to allow for the safe and convenient transition between on-road and off-road routes.

REQUIREMENTS

WATER	
R79	Drainage infrastructure including corridors, sediment ponds and stormwater treatment must be designed and provided to the satisfaction of Council and Melbourne Water.
R80	Stormwater flow regimes (flow, intensity, duration etc) must be maintained at pre-development levels.
R81	Drainage systems must provide for a suitable buffer from urban development and contain ephemeral water bodies to enable the replication of natural flows and provide habitat for local species.
R82	The drainage scheme assumes retention and treatment within the Kalkallo Retarding Basin, which is subject to and independent review process. If treatment and management cannot be provided within the Kalkallo Retarding Basin, the PSP will be required to provide for stormwater management and treatment to best practice standards.

GUIDELINES

WATER	
G55	Corridors and buffers along waterways should be managed to protect water quality and public health and safety.
G56	Integrated water management systems should be designed to maximise habitat values for local flora and fauna species.

Amended  
by C221

G57	The width and grades of the waterways are subject to change during the detailed design and may incorporate the use of pilot channels. Stormwater runoff shall be directed along vegetated creekbeds which vary in width, generally between 2 and 10 metres. Batter slopes of the waterways between the creekbeds and the surrounding surface are to be 1:5-1:10 as proposed in the Merrifield West Stormwater Strategy and must be to the satisfaction of Melbourne Water.
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REQUIREMENTS

UTILITIES	
R83	All new electricity supply infrastructure (excluding substation and cables with a voltage greater than 66kv) must be provided underground.
R84	New substations must be identified at the subdivision design response stage to ensure effective integration with the surrounding neighbouring and to minimise amenity impacts.
R85	All dwellings and businesses must have access to broadband.
R86	The design of subdivision electricity infrastructure must consider the practicality of removing existing above ground electricity lines in the local and arterial road network both within and abutting the subdivision and re-routing lines underground through the subdivision.

GUIDELINES

UTILITIES	
G58	Electricity substations should be located outside of key view lines and screened with vegetation.
G59	The design of subdivision electricity infrastructure must consider the practicality of removing existing above ground electricity lines in the local and arterial road network both within and abutting the subdivision and re-routing lines underground through the subdivision.

GUIDELINES

DEVELOPMENT STAGING	
G60	<p>Staging will be developed largely by the development program of proponents within the precinct and the availability of infrastructure services. Within this context, the following should be achieved:</p> <ul style="list-style-type: none"><li>Development staging should not create circumstances in which residents will be unreasonably isolated from community facilities or public transport;</li><li>Development staging should, to the extent practical, be integrated with adjoining development, including the timely provision of connecting roads and walking/cycling paths; and</li><li>Access to each new lot is to be via sealed road.</li></ul>

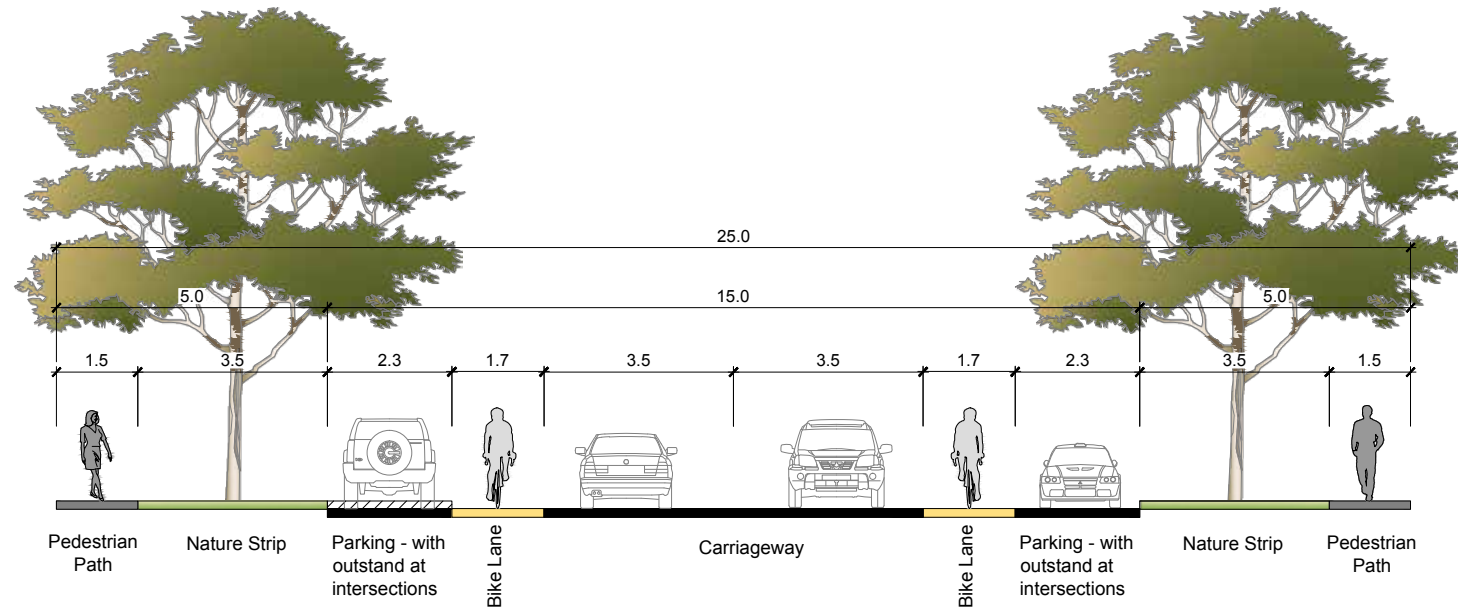
NOTE:

Currently, external flows from undeveloped areas to the west of the site drain through Merrifield towards Kalkallo Creek. The external flows will be conveyed through the Merrifield West PSP to the Kalkallo Retarding Basin via catch pits and pipes. A temporary swale and bund will be constructed along the Public Acquisition Overlay boundary, with catch pits to capture the overland flows. The conventional piped system will be upsized in these areas to convey the external flows through the Merrifield West PSP and into constructed waterways.

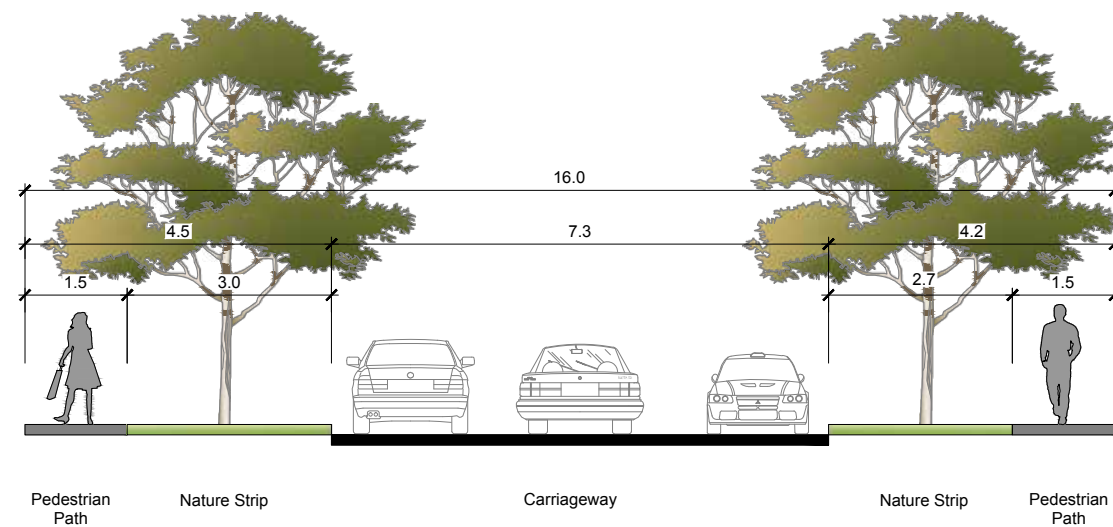
- The construction of the Outer Metropolitan Ring Road (OMRR) along the PSP boundary will be in cut and will thus cut off the overland flow from these catchments, at which time the temporary bund and catch pits can be removed. Ultimately, a cut off drain will be constructed along the north-west side of the OMRR and will convey flows north. Culverts will convey the flows under the OMRR and into the Kalkallo Retarding Basin to the north of the Merrifield West PSP.



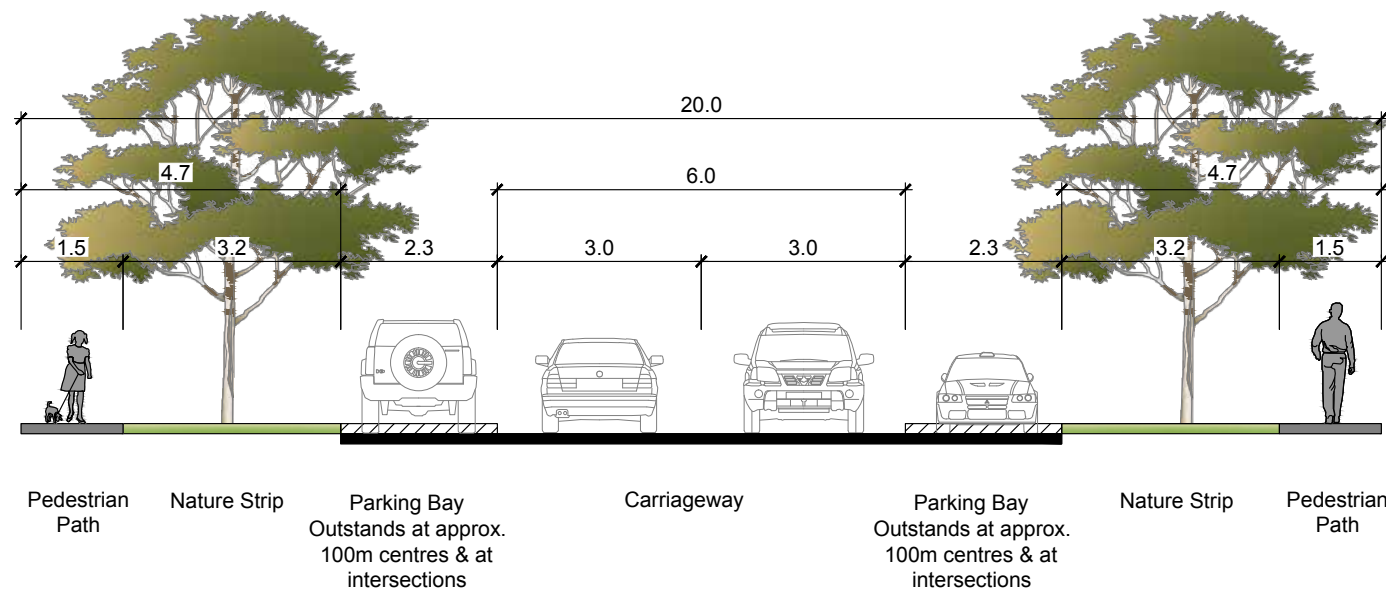
**Figure 5:** Connector Street - Residential 25m Typically 3000-7000 vpd



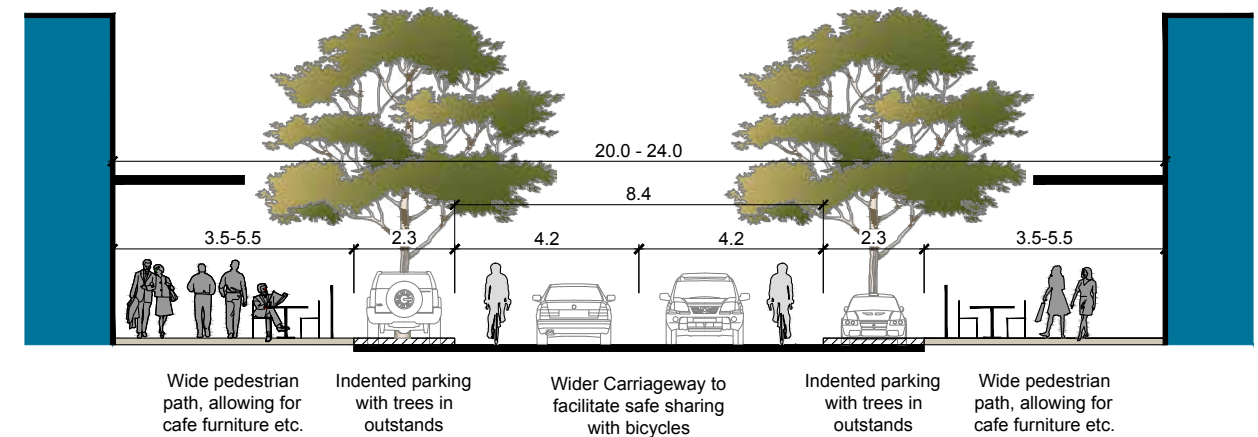
**Figure 6:** Access Street Level 1 16m <2000vpd



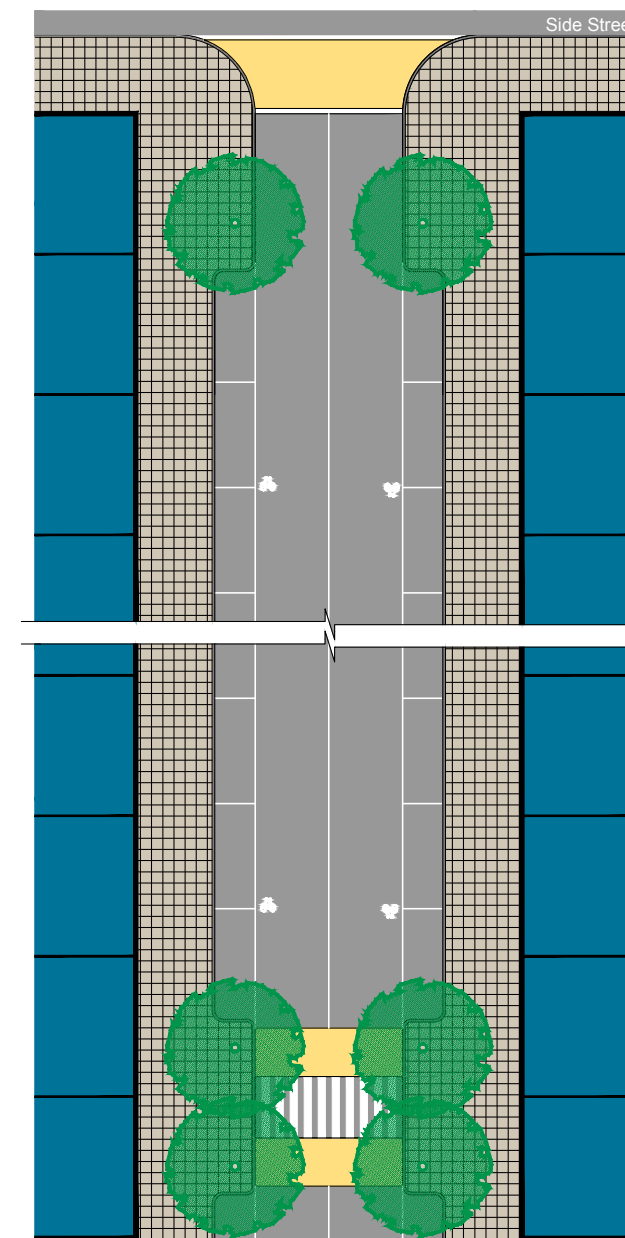
**Figure 7:** Access Street Level 2 20m 2000-3000 vpd



**Figure 8:** Connector Street - Main Street for LTC 20-24m 3000-7000 vpd



### Section



An undivided connector road through the Local Town Centre (LTC) must have a cross section containing a parking lane of 2.3m, a bicycle lane of 1.7m and a traffic lane of 3.5m for each direction of travel (as in "Undivided Connector Road - A" of the *Public Transport Guidelines for Land Use and Development 2008*), unless otherwise approved in writing by the Director of Public Transport.

The Director may approve an alternative cross section providing a parking lane of not less than 2.3m and a shared bicycle/traffic lane of not less than 4.2m for each direction of travel (as in "Undivided Connector Road - B" of the Guidelines). This option is shown here.

A request to construct an alternative cross section may be made where a main street Local Town Centre (LTC) with retail and commercial development on both sides of the connector road is proposed and:

1. a bus service is not expected to utilise that segment of the LTC connector (e.g. an alternative route is proposed); or
2. a bus service is expected to utilise that segment of the LTC connector and:

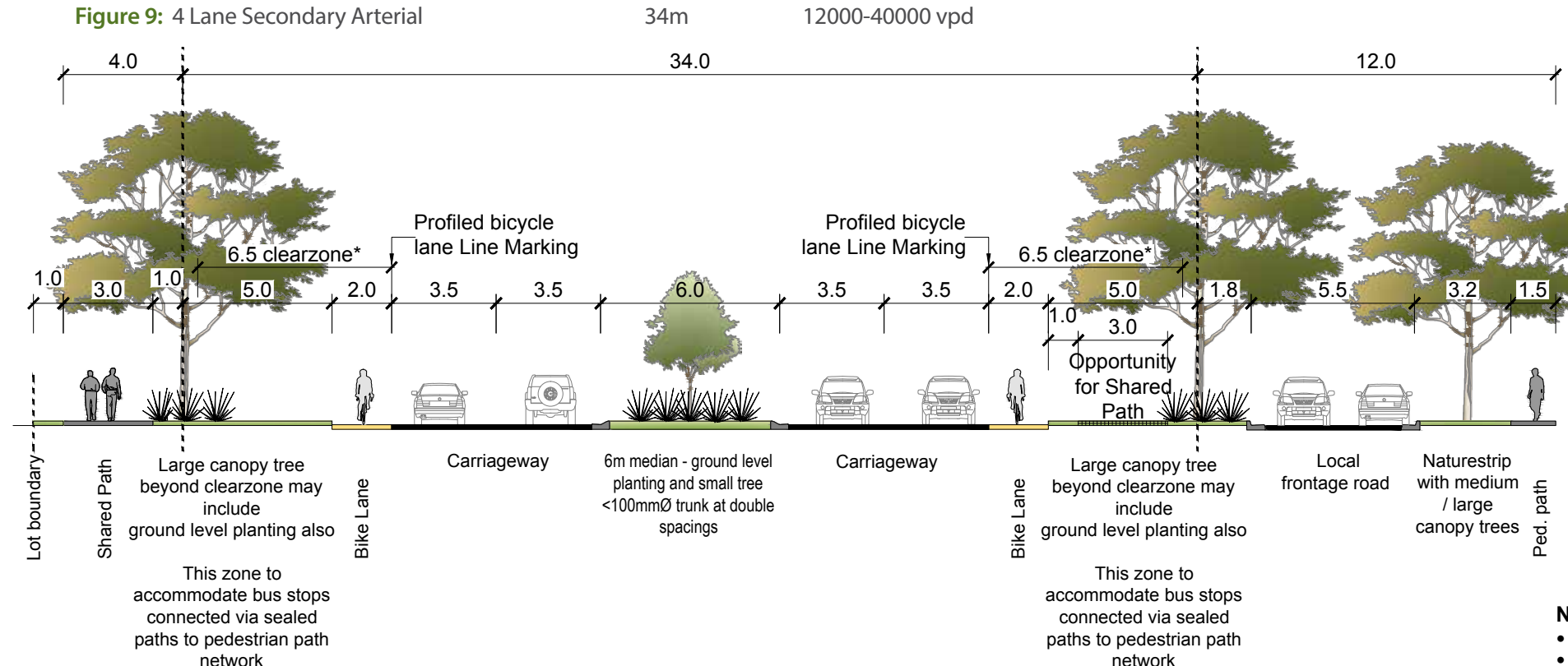
- pedestrian accessibility and safety is the primary transport objective,
- there will be no prejudicial impact on public transport services,
- the connector does not form part of the Principal Public Transport Network,
- the connector is expected to carry three (3) services or less per hour each way under current bus service provision standards,
- the posted speed limit is proposed to be 40km/h or lower,
- the length of the "Undivided Connector Road - B" section is less than 250m and
- there is no proposal to locate a use which would generate significant volumes of bicycle traffic such as a school, community facility, sporting facility or place of assembly, in or adjacent to the LTC and a nearby alternative cycling route is available.

### Plan View

#### Note:

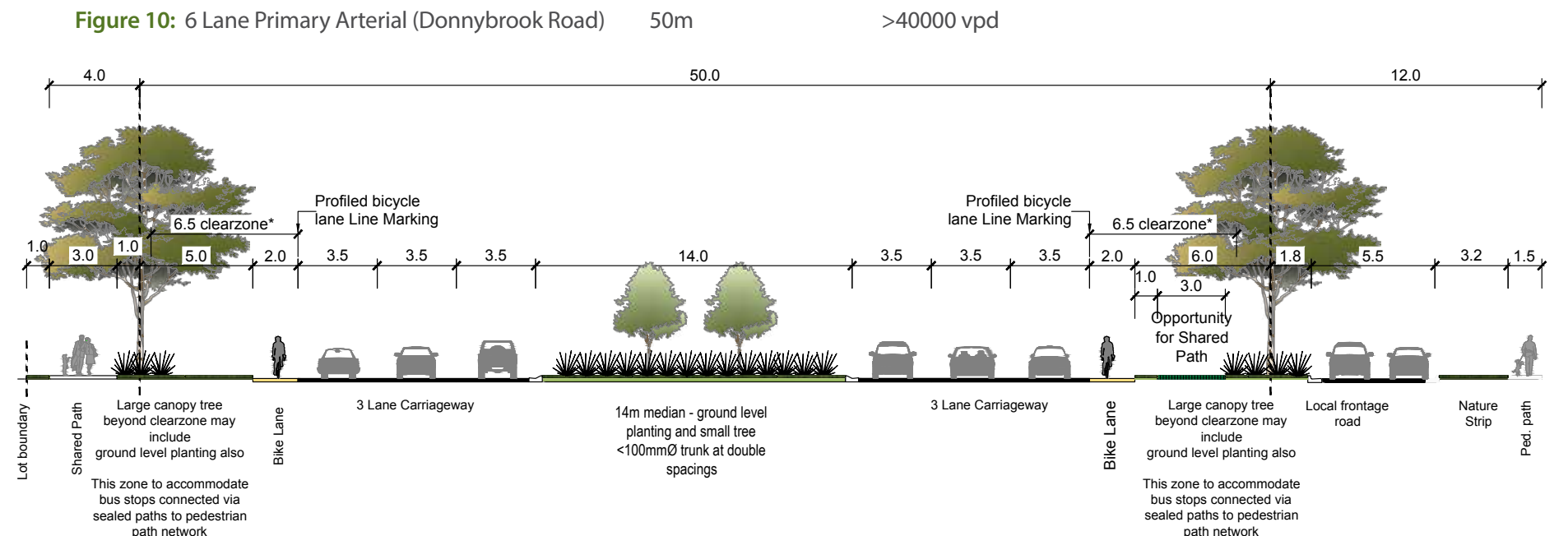
- Final design of LTC main street will occur as part of LTC urban design framework
- A design speed environment of 40km/h should be provided

Figure 9: 4 Lane Secondary Arterial



- Note**
- Includes typical residential frontage roads each side
  - investigation and use of physical barriers such as wire rope fencing is encouraged to enable more extensive canopy tree planting.
  - \*Clearzone assumes 80km/h speed limit >5,000 VPD
  - Reservation width will be affected by clearzone & service infrastructure clearance requirements

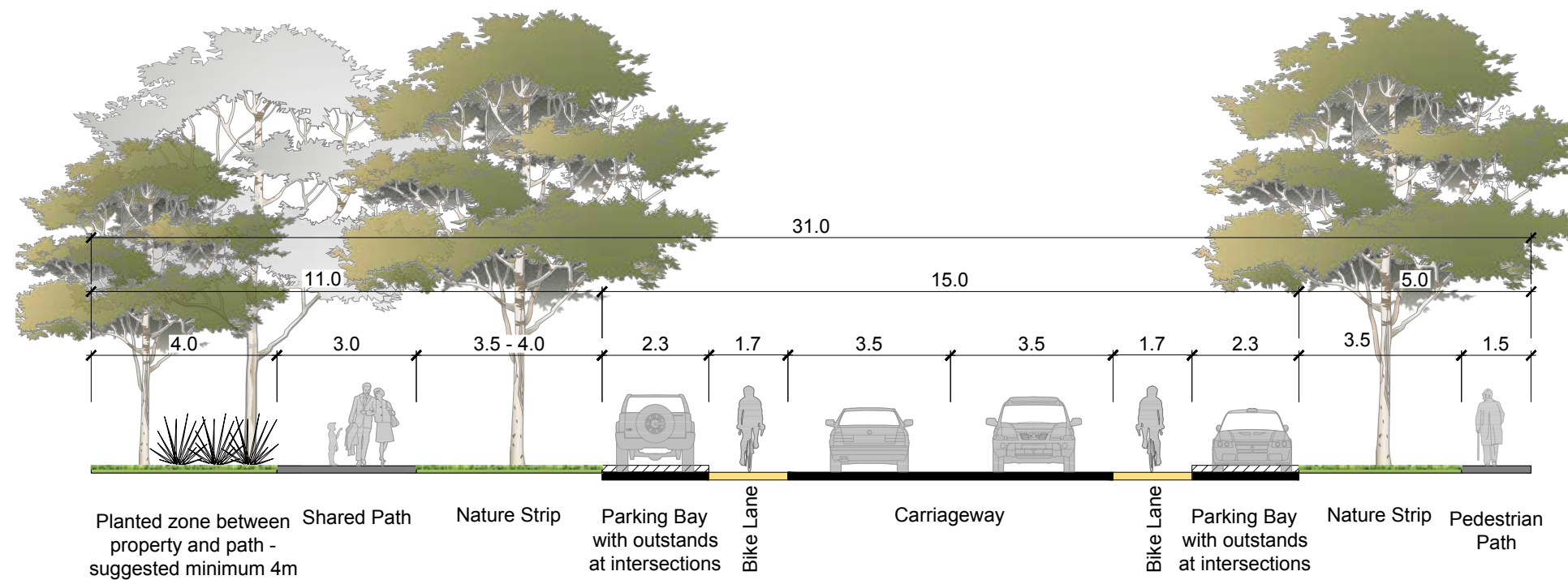
Figure 10: 6 Lane Primary Arterial (Donnybrook Road)



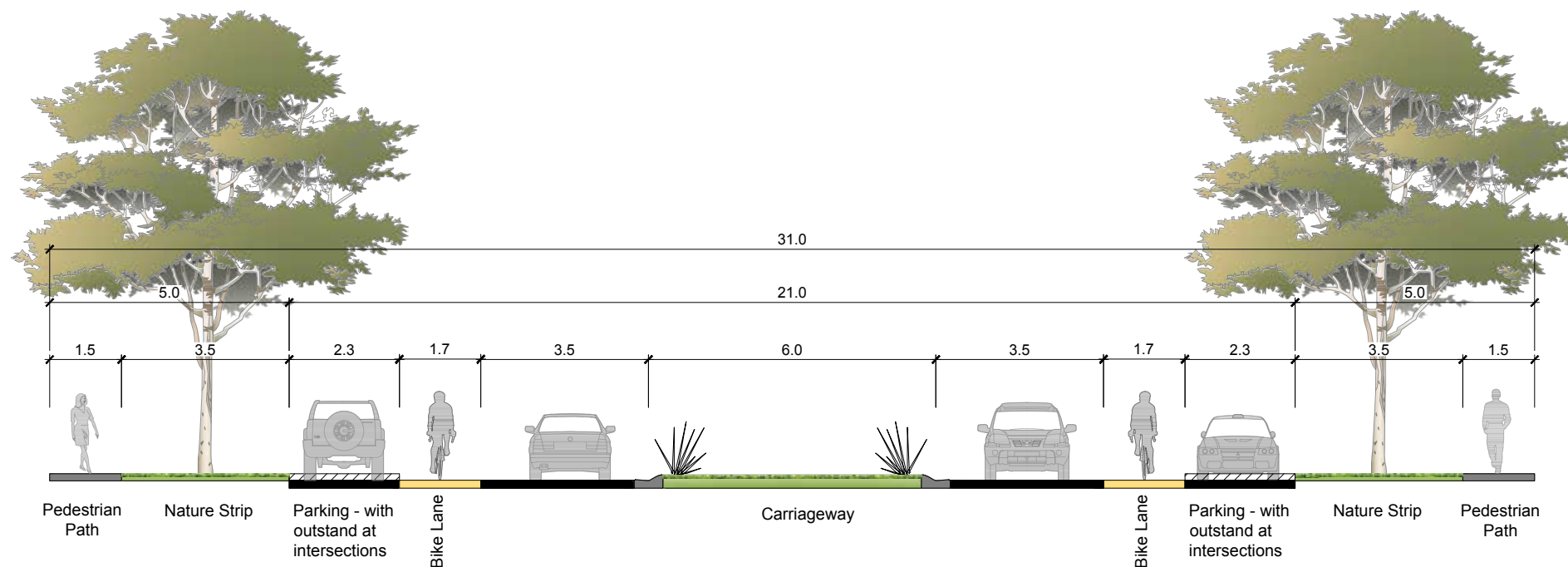
- Note**
- Includes typical residential frontage roads each side
  - investigation and use of physical barriers such as wire rope fencing is encouraged to enable more extensive canopy tree planting.
  - \*Clearzone assumes 80km/h speed limit >5,000 VPD
  - Reservation width will be affected by clearzone & service infrastructure clearance requirements



**Figure 11:** Connector Street - Residential with Shared Landscape Trail 31m 3000-7000vpd



**Figure 12:** Boulevard Connector - Residential 31m 7000-12000vpd





3.5 PRECINCT INFRASTRUCTURE

The Precinct Infrastructure Plan (PIP) at Table 4 below sets out the infrastructure and services required to meet the needs of development of the precinct. The infrastructure items and services are to be provided through a number of mechanisms including:

- Subdivision construction works by developers;
- Agreement under Section 173 of the Act;
- Utility service provider requirements; and
- Capital works projects by Council, State government agencies and non-government organisations.

INFRASTRUCTURE DELIVERY		REQUIREMENTS
Deleted by C221	R87	<p>As part of subdivision construction works, new development must provide and meet the total cost of delivering the following infrastructure:</p> <ul style="list-style-type: none"><li>• Connector roads and local streets;</li><li>• Local bus stop infrastructure;</li><li>• Landscaping of all existing and future roads and local streets;</li><li>• Intersection works and traffic management measures along arterial roads, connector streets, and local streets;</li><li>• Council approved fencing and landscaping (where required) along arterial roads;</li><li>• Local pedestrian and bicycle paths along local arterial roads, connector roads and local streets and within local parks (except those included in the Development Contributions Plan);</li><li>• Bicycle parking facilities in convenient locations at key destinations such as parks and activity centres;</li><li>• Basic improvements to local parks / open space including leveling, grassing, tree planting and local paths consistent with the Councils required construction standards;</li><li>• Local drainage systems and associated pedestrian bridges; and</li><li>• Infrastructure as required by utility services providers including water, sewerage, drainage (except where the item is funded through a Drainage Scheme), electricity, gas, and telecommunications.</li></ul>

PROVISION OF PASSIVE OPEN SPACE		REQUIREMENTS
Amended by C221	R88	<p>Passive open space must be provided in accordance with Clause 52.01. If a property has equal to or less than the percentage nominated in Clause 52.01 this land must be provided to the responsible authority at no cost.</p> <p>If a property has less than the percentage nominated in Clause 52.01 The land owner must make up the balance by way of a cash in lieu payment.</p> <p>Where the amount of passive open space nominated on a property exceeds the percentage nominated in Clause 52.01 the responsible authority must negotiate with the land owner to agree on the value of the amount of land in excess of 2.04% of NDA.</p>

**Table 4: PRECINCT INFRASTRUCTURE ITEM TABLE**

Item Number	Project Group	Project Category	Title	Project Description	Lead Agency	Timing: S = 2010 – 14 M = 2015 – 19 L = 2020+	Included in Merrifield West DCP
<b>ROAD &amp; INTERSECTION INFRASTRUCTURE</b>							
1	Transport	Road	Donnybrook Road upgrade Land Acquisition and First Carriageway	Land acquisition and construction of duplicated carriageway of Donnybrook Road between Aitken Boulevard and Old Sydney / Mickleham Roads.	Development Proponent	S – M	No
2	Transport	Road	Donnybrook Road Duplication and Triplication	Construction of second carriageway of Donnybrook Road and third lane in each direction.	VicRoads	L	No
3	Transport	Intersection	Donnybrook Road and Western North-South Connector Street Interim Intersection	Donnybrook Road and Western North-South Connector Street Interim Intersection. Land acquisition for ultimate and construction of an interim signalised intersection at the intersection of Western North-South Connector Street Interim Intersection.	Development Proponent	S – M	Yes
4	Transport	Intersection	Donnybrook Road and Western North-South Connector Street Ultimate Signalised Intersection	Construction of ultimate signalised intersection at the intersection of Donnybrook Road and Western North-South Connector Street Interim Intersection.	VicRoads	L	No
5	Transport	Intersection	Donnybrook Road and Central North-South Connector Street Interim Intersection	Donnybrook Road and Central North-South Connector Street Interim Intersection. Land acquisition for ultimate and construction of an interim signalised intersection at the intersection of Western North-South Connector Street Interim Intersection.	Development Proponent	S – M	Yes
6	Transport	Intersection	Donnybrook Road and Central North-South Connector Street Ultimate Signalised Intersection	Construction of ultimate signalised intersection at the intersection of Donnybrook Road and Central North-South Connector Street Interim Intersection.	VicRoads	L	No
7	Transport	Intersection	Donnybrook Road and Eastern North-South Connector Street Interim Intersection	Donnybrook Road and Eastern North-South Connector Street Interim Intersection. Land acquisition for ultimate and construction of an interim signalised intersection at the intersection of Western North-South Connector Street Interim Intersection.	Development Proponent	S – M	Yes
8	Transport	Intersection	Donnybrook Road and Eastern North-South Connector Street Ultimate Signalised Intersection	Construction of ultimate signalised intersection at the intersection of Donnybrook Road and Eastern North-South Connector Street Interim Intersection.	VicRoads	L	No
9	Transport	Intersection	Donnybrook Road and Old Sydney Road Interim Intersection	Donnybrook Road and Old Sydney Road Interim Intersection. Land acquisition for ultimate and construction of an interim signalised intersection at the intersection of Donnybrook Road and Old Sydney / Mickleham Road.	Development Proponent	M	Yes
10	Transport	Intersection	Donnybrook Road and Old Sydney Road Ultimate Signalised Intersection	Construction of ultimate signalised intersection at the intersection of Donnybrook Road and Old Sydney Road.	VicRoads	L	No
11	Transport	Intersection	Left in-left out intersections to Donnybrook Road	Construction of left in - left-out intersections for development access onto Donnybrook Road.	Development Proponent	S-M	No
<b>INFRASTRUCTURE OUTSIDE THE PSP REQUIRED TO SUPPORT THE DEVELOPMENT OF THE PRECINCT</b>							
12	Transport	Road	E14 Extension	Land aquisition for ultimate reserve for E-14 between northern edge of Mickleham Major Town Centre and Gunns Gully Road.	Development Proponent	S-L	Yes
13	Transport	Intersection	E-14 and Western North-South Connector Street Interim Intersection	Land acquisition for E-14 and Western North-South Connector Street Interim Intersection.	Development Proponent	S – M	Yes
14	Transport	Intersection	E-14 and Central North-South Connector Street Interim Intersection	Land acquisition for E-14 and Central North-South Connector Street Interim Intersection.	Development Proponent	S – M	Yes
15	Transport	Intersection	E-14 and Eastern North-South Connector Street Interim Intersection	Land acquisition for E-14 and Eastern North-South Connector Street Interim Intersection.	Development Proponent	S – M	Yes
<b>PUBLIC TRANSPORT INFRASTRUCTURE</b>							
16	Public Transport	Bus	Merrifield West Bus Services	Progressive extension of local bus services to service the precinct.	Department of Transport	M – L	No
17	Public Transport	Bus	Bus Stops	Provision of bus stops to be delivered with local street system as part of subdivision construction approvals.	Development Proponent	M – L	No
<b>INFRASTRUCTURE OUTSIDE THE PSP REQUIRED TO SUPPORT THE DEVELOPMENT OF THE PRECINCT</b>							
18	Public Transport	Bus	Bus Interchange in future Mickleham Major Town Centre	Construction of a Bus Interchange and extension of Bus Rapid Transport services to future Mickleham Major Town Centre	Department of Transport	L	No



EDUCATION INFRASTRUCTURE								
19	Education	School	Merrifield West Northern Primary School	Provision of new primary school	DEECD		S - M	No
20	Education	School	Merrifield West Northern Secondary School	Provision of new secondary school	DEECD		M - L	No
21	Education	School	Merrifield West Southern Primary School	Provision of new primary school	DEECD		S - M	No
OPEN SPACE INFRASTRUCTURE								
22	Open Space	Active	Land for Northern Recreation Reserve	Northern Recreation Reserve establishment. Land acquisition for the Northern Recreation Reserve.	Development Council	Proponent /	S - M	Yes
23	Open Space	Active	Construction of Northern Recreation Reserve	Construction of playing fields (two football fields/cricket ovals), landscaping, car parking, irrigation & civil works for the Northern Recreation Reserve.	Development Council	Proponent /	S - M	Yes
24	Open Space	Active	Construction of Northern Recreation Reserve	Construction of sports facilities, including pavilion, at the Northern Recreation Reserve.	Council		M - L	No
25	Open Space	Active	Land for Grassland Recreation Reserve	Grassland Recreation Reserve establishment. Land acquisition for the Grassland Recreation Reserve.	Development Council	Proponent /	S - M	Yes
26	Open Space	Active	Construction of Grassland Recreation Reserve	Construction of sports facilities, including pavilion, at the Grassland Recreation Reserve.	Council		M - L	No
27	Open Space	Active	Construction of Grassland Recreation Reserve	Construction of playing fields (two football fields/cricket ovals), landscaping, car parking, irrigation & civil works for the Grassland Recreation Reserve.	Council		M - L	No
28	Open Space	Active	Land for Southern Recreation Reserve	Southern Recreation Reserve establishment. Land acquisition for the Southern Recreation Reserve.	Development Council	Proponent /	S - M	Yes
29	Open Space	Active	Construction of Southern Recreation Reserve	Construction of playing fields (two football fields/cricket ovals), landscaping, car parking, irrigation & civil works for the Southern Recreation Reserve.	Development Council	Proponent /	S - M	Yes
30	Open Space	Active	Construction of Southern Recreation Reserve	Construction of sports facilities, including pavilion, at the Southern Recreation Reserve.	Council		M - L	No
31	Open Space	Passive	Construction of Local Passive Parks	Earthworks, drainage works, landscape construction, trail development and passive park development works.	Development Proponent		S-L	No
32	Open Space	Drainage	Linear Waterways & associated wetlands	Earthworks, drainage works, WSUD treatments, landscape construction, trail development and passive park development works.	Development Melbourne Water	Proponent /	S-L	No
33	Open Space	Conservation	Construction of Mt. Ridley Grasslands Nature Conservation Reserve	Landscape construction, trail development and carparking	Development Proponent/DSE		S-L	No
INFRASTRUCTURE OUTSIDE THE PSP REQUIRED TO SUPPORT THE DEVELOPMENT OF THE PRECINCT								
34	Open Space	District Active	Land for District Active Recreation	Land acquisition for District Active Recreation Reserve. Location to be determined by Council.	Council		M - L	Yes
35	Open Space	Drainage	Construction of Kalkallo Retarding Basin	Design, approval and development of stormwater management and treatment works	Development Melbourne Water	Proponent /	L	No
36	Open Space	Aquatic Leisure Centre	Land for District Active Recreation	Acquisition of land for a Aquatic Leisure Centre within the Mickleham Major Town Centre.	Council		M - L	Yes
COMMUNITY INFRASTRUCTURE								
37	Community Services	Community Centre	Land for Community Centres	Merrifield West Community Centres. Acquisition of land for future community centre establishment.	Development Council	Proponent /	S - M	Yes
38	Community Services	Community Centre	Construction of Community Centres	Merrifield West Community Centres. Construction of future community centres.	Council		S - M	No
39	Community Services	Community Centre	Land for Indoor Recreation Facility	Indoor Recreation Facility. Acquisition of land for future indoor recreation facility establishment.	Development Council	Proponent /	M - L	Yes
40	Community Services	Community Centre	Construction of Indoor Recreation Facility	Indoor Recreation Facility. Construction of future indoor recreation facility.	Council		M - L	No
INFRASTRUCTURE OUTSIDE THE PSP REQUIRED TO SUPPORT THE DEVELOPMENT OF THE PRECINCT								
41	Community Services	Community Centre	Library	Acquisition of land for a library within the Mickleham Major Town Centre.	Development Council	Proponent /	M - L	Yes

## APPENDIX A

### PRINCIPLES

LOCAL TOWN CENTRES	
<p><b>Principle 1</b></p> <p>Provide every neighbourhood with a viable Local Town Centre as a focus of the community with a fine grain, closely spaced distribution pattern.</p>	<ul style="list-style-type: none"> <li>• Deliver a fine grain distribution pattern of highly accessible Local Town Centres generally on a scale of one Local Town Centre for every neighbourhood of 8,000 to 10,000 people.</li> <li>• Locate Local Town Centres with a distribution pattern of around one Local Town Centre for every square mile (2.58km<sup>2</sup>) of residential development.</li> <li>• Deliver a network of economically viable Local Town Centres including a supermarket and supporting competitive local shopping business, medical, leisure, recreation and community needs while allowing opportunities for local specialisation.</li> </ul>
<p><b>Principle 2</b></p> <p>Locate Local Town Centres on a connector street intersection with access to an arterial road and transit stop.</p>	<ul style="list-style-type: none"> <li>• Locate the Local Town Centre on an arterial/connector intersection and ensure that the Local Town Centre is central to the residential catchment that it services while optimising opportunities for passing trade.</li> <li>• Locate the Local Town Centre with future railway stations or other forms of transit stops to benefit the Local Town Centre and to offer convenience for public transport passengers.</li> <li>• Other Local Town Centre locations may be considered where the location results in the Local Town Centre being central to the residential catchment that it serves and/or the location incorporates natural or cultural landscape features such as rivers and creeks, tree rows, topographic features or other heritage structures which assist in creating a sense of place.</li> </ul>
<p><b>Principle 3</b></p> <p>Locate Local Town Centres in an attractive setting so that most people live within a walkable catchment of a Local Town Centre and relate to the centre as the focus of the neighbourhood.</p>	<ul style="list-style-type: none"> <li>• Ensure that 80-90% of households are within a 1km walkable catchment of a local or higher order Town Centre.</li> <li>• Locate Local Town Centres in attractive settings and incorporate natural or cultural landscape features such creeks and waterways, linear open space, pedestrian and cycle links and areas of high aesthetic value.</li> <li>• The design of the Local Town Centre should respect existing views and vistas to and from the Local Town Centre location.</li> </ul>
<p><b>Principle 4</b></p> <p>Provide a full range of local community and other facilities including a supermarket, shops, medical and recreation uses.</p>	<ul style="list-style-type: none"> <li>• Land uses should be located generally in accordance with the locations and general land use terms identified on the Local Town Centre Concept Plan.</li> <li>• The design of the Local Town Centre should facilitate development with a high degree of community interaction and provide a vibrant and viable mix of retail, recreation and community facilities.</li> <li>• The creation of land use precincts within the centre is encouraged to facilitate the clustering of uses. For example a 'medical precinct' where similar or synergistic uses should be sited together to promote stronger trading patterns.</li> <li>• The design of the Local Town Centre should also encourage a pattern of smaller scale individual tenancies and land ownership patterns within the Local Town Centre to attract investment and encourage greater diversity and opportunities for local business investment.</li> <li>• The Local Town Centre should generally be anchored by one full line supermarket and supported by specialty stores unless otherwise noted on the Local Town Centre Concept Plan.</li> <li>• Supermarkets and other commercial or community anchors or secondary anchors within the Local Town Centre should be located diagonally opposite one another across the main street and/or town square to promote desire lines that maximise pedestrian movement within the public realm.</li> <li>• A small access mall that address a supermarket/other 'large box uses' may be considered as part of the overall design. Such access malls may have a limited number of internalised shops. The primary access to the mall should be from the main street and/or the town square.</li> <li>• Active building frontages should address the main street and town square to maximise exposure to passing trade, and promote pedestrian interaction.</li> <li>• Shopfronts should have varying widths and floor space areas to promote a diversity of trading opportunities throughout the Local Town Centre.</li> <li>• Flexible floor spaces (including floor to ceiling heights) should be incorporated into building design to enable localised commercial uses to locate amongst the activity of the Local Town Centre.</li> <li>• Mixed Use precincts should provide retail and/or office at ground level, and office, commercial and residential above ground level.</li> <li>• Childcare, medical centres and specialised accommodation (e.g. aged care/nursing home, student accommodation, and serviced apartments) should be located within the Local Town Centre and at the edge of the Local Town Centre to contribute to the activity of the centre and so these uses are close to the services offered by the centre.</li> <li>• Car parking areas should be located centrally to the site and to the rear and or side of street based retail frontages.</li> <li>• Car parking areas should be designed to accommodate flexible uses and allow for long term development opportunities.</li> <li>• Public toilets should be provided in locations which are safe and accessible and within the managed area of the property.</li> </ul>
<p><b>Principle 5</b></p> <p>Focus on a public space as the centre of community life.</p>	<ul style="list-style-type: none"> <li>• A public space which acts as the central meeting place within the Local Town Centre must be provided. This public space may take the form of a town square, town park, public plaza space, public market place or a similar locally responsive option.</li> <li>• The public space should be located in a position where the key uses of the Local Town Centre are directly focuses on this public space to ensure that it is a dynamic and activated space.</li> <li>• The public space should be designed to function as the identifiable 'centre' or 'heart' with a distinctive local character for both the Local Town Centre and the broader residential catchment.</li> <li>• The public space should be designed as a flexible and adaptable space so that a range of uses can occur within this space at any one time. Such uses may include people accessing their daily shopping and business needs as well as providing a space where social interaction, relaxation, celebrations and temporary uses (such as stalls, exhibitions and markets) can occur.</li> <li>• The public space should be well integrated with pedestrian and cycle links around and through the Local Town Centre so that the public space acts as a 'gateway' to the activity of the centre.</li> <li>• The main public space or town square within the Local Town Centre should have a minimum area of 500sq m. Smaller public spaces which are integrated within the built form design, are surrounded by active frontages and facilitate high levels of pedestrian movement are also encouraged.</li> <li>• Footpath widths within and around the public space as well as along the main street should be sufficient to provide for pedestrian and mobility access as well as provide for outdoor dining and smaller gathering spaces.</li> </ul>

<p><b>Principle 6</b></p> <p>Integrate local employment and service opportunities in a business friendly environment.</p>	<ul style="list-style-type: none"> <li>• A variety of employment and business opportunities should be planned through the provision of a broad mix of land uses and commercial activities.</li> <li>• A range of options and locations for office based businesses should be provided within the Local Town Centre.</li> <li>• Services and facilities to support home based and smaller businesses are encouraged within the Local Town Centre.</li> <li>• Appropriate locations for small office/home office ('SOHO') housing options which maximise the access and exposure to the activity of the Local Town Centre should be considered as part of the design process.</li> </ul>
<p><b>Principle 7</b></p> <p>Include a range of medium and high density housing and other forms of residential uses within and surrounding the Local Town Centre.</p>	<ul style="list-style-type: none"> <li>• Medium and high density housing in and around the Local Town Centre is required to provide passive surveillance, contribute to the life of the centre and to maximise the amenity of the centre.</li> <li>• Medium and high density housing should establish in locations of high amenity around the Local Town Centre and be connected to the activity of the Local Town Centre through strong pedestrian and cycle links.</li> <li>• A range of housing types for a cross section of the community (such as retirement living) should be included in and around the Local Town Centre.</li> <li>• Specialised accommodation (such as aged/nursing care, student accommodation and serviced apartments) is encouraged at the edge of Local Town Centres with strong pedestrian and cycle links to the central activity area of the Town Centre.</li> <li>• The Local Town Centre design should avoid potential land use conflicts between residential and commercial uses by focusing on retail operations on the main street and around the town square and locating residential uses predominantly at the edge of the Local Town Centre and/or on upper levels.</li> <li>• Refer to the Small Lot Housing Code for further information about housing requirements for small lots around Local Town Centres.</li> </ul>
<p><b>Principle 8</b></p> <p>Design the Local Town Centre to be pedestrian friendly and accessible by all modes including public transport, while enabling private vehicle access.</p>	<ul style="list-style-type: none"> <li>• The Local Town Centre should be easily, directly and safely accessible for pedestrians, cyclists, public transport modes, private vehicles, service and delivery vehicles with priority given to pedestrian movement, amenity, convenience and safety.</li> <li>• The Local Town Centre should provide a permeable network of streets, walkways and public spaces that provide linkages throughout the centre and designated pedestrian crossing points.</li> <li>• The main street should be designed to comply with the relevant cross sections found within the Precinct Structure Plan.</li> <li>• A speed environment of 40km/h or less should be designed for the length of the main street.</li> <li>• Public transport infrastructure/facilities should be planned for commuter friendly/convenient locations within the Local Town Centre.</li> <li>• Bus stops should be provided in accordance with the Department of Transport Public Transport Guidelines for Land Use and Development, to the satisfaction of the Department of Transport.</li> <li>• Bicycle parking should be provided within the street network and public spaces in highly visible locations and close to pedestrian desire lines and key destinations.</li> <li>• Supermarket and other 'large format' buildings should not impede on the movement of people around the Local Town Centre.</li> <li>• Key buildings within the Local Town Centre should be located to encourage pedestrian movement along the length of the street through public spaces.</li> <li>• The design of buildings within the Local Town Centre should have a relationship with and should interface to the public street network.</li> <li>• Car parking areas should be designated to ensure passive surveillance and public safety through adequate positioning and lighting.</li> <li>• Car parking areas should be designed to provide dedicated pedestrian routes and areas of landscaping.</li> <li>• On street car parking should be provided either as parallel or angle parking to encourage short stay parking.</li> <li>• Car parking ingress and egress crossovers should be grouped and limited.</li> <li>• Car parking ingress or egress and car parking areas accommodating heavy vehicle movements should be designed to limit the pedestrian/vehicle conflict.</li> <li>• Heavy vehicle movements (i.e. loading and deliveries) should be located to the rear and or side of street based retail frontages</li> <li>• Streets, public spaces and car parks should be well lit to Australian standards and with pedestrian friendly (generally white) light. Lighting should be designed to avoid unnecessary spill to the side or above.</li> <li>• All public spaces should respond appropriately to the design for mobility access principles.</li> </ul>



<p><b>Principle 9</b></p> <p>Create a sense of place with high quality engaging urban design.</p>	<ul style="list-style-type: none"> <li>• Development should complement and enhance the character of the surrounding area by responding appropriately to key visual cues associated with the topography of the Local Town Centre location and its surrounds.</li> <li>• The Local Town Centre design should seek to minimise amenity and noise impacts resulting from the mix of uses by maintaining separation and transitional areas between retail and housing activities, such as open space, road networks and community facilities.</li> <li>• The design of each building should contribute to a cohesive and legible character for the Local Town Centre as a whole.</li> <li>• Sites in prominent locations (such as at key intersections, surrounding public spaces and terminating key view lines and vistas) should be identified for significant buildings or landmark structures.</li> <li>• The design of building frontages should incorporate the use of a consistent covered walkway or verandah to provide for weather protection.</li> <li>• The built form should define the main street and be aligned with the property boundary.</li> <li>• Street facades and all visible side or rear facades should be visually rich, interesting and well articulated and be finished in suitable materials and colours that contribute to the character of the Local Town Centre.</li> <li>• Corner sites, where the main street meets an intersecting and/or arterial road should: <ul style="list-style-type: none"> <li>- Be designed to provide built form that anchors the main street to the intersecting road. This can be achieved through increased building height, scale and articulated frontages;</li> <li>- Incorporate either 2 storey building or 2 storey elements (such as awnings and roof lines);</li> <li>- Be developed to have a ground floor active frontage and active floor space component to the main street frontage; and</li> <li>- Not be developed for standard single storey fast food outcomes.</li> </ul> </li> <li>• Materials and design elements should be compatible with the environment and landscape character of the broader precinct.</li> <li>• The supermarket and secondary anchors should have frontages that directly address the main street and/or town square so that the use integrates with and promotes activity within the main street and public spaces/thoroughfares.</li> <li>• Supermarkets or large format retail uses with a frontage to the main street should use clear glazing to allow view lines into the store from the street. (Planning permits for buildings and works should condition against the use of white washed windows, excessive window advertising and obtrusive internal shelving or 'false walls' offset from the glazing).</li> <li>• Secondary access to the supermarket from car parking areas should be considered where it facilitates convenient trolley access and does not diminish the role of the primary access from the main street and or town square.</li> <li>• The design and siting of supermarkets and other 'large format retail uses' should provide an appropriate response to the entire public domain. This includes but is not limited to car parking areas, predominantly routes and streets.</li> <li>• Retail uses along street frontages should generally include access points at regular intervals to encourage activity along the length of the street.</li> <li>• Retail and commercial buildings within the Local Town Centre should generally be built to the property line.</li> <li>• Public spaces should be oriented to capture north sun and protect from prevailing winds and weather.</li> <li>• Landscaping of all interface areas should be of a high standard as an important element to complement the built form design.</li> <li>• Urban art should be incorporated into the design of the public realm.</li> <li>• Street furniture should be located in areas that are highly visible and close to or adjoining pedestrian desire lines/gathering spaces and designed to add visual interest to the Local Town Centre.</li> <li>• Wrapping of car parking edges with built form, to improve street interface, should be maximised.</li> <li>• Car parking areas should provide for appropriate landscaping with planting of canopy trees and dedicated pedestrian thoroughfares.</li> <li>• Screening of centralised waste collection points should minimise amenity impacts with adjoining areas and users of the centre.</li> <li>• Where service areas are accessible from car parks, they should present a well designed and secure facade to public areas.</li> <li>• Mechanical plant and service structure roofs should be included within roof lines or otherwise hidden from view.</li> </ul>
<p><b>Principle 10</b></p> <p>Promote localisation, sustainability and adaptability.</p>	<ul style="list-style-type: none"> <li>• The Local Town Centre should promote the localisation of services which will contribute to a reduction of travel distance to access local services and less dependence on the car.</li> <li>• The Local Town Centre should be designed to be sympathetic to its natural surrounds by: <ul style="list-style-type: none"> <li>- Investigating the use of energy efficient design and construction methods for all buildings;</li> <li>- Including Water Sensitive Urban Design principles such as integrated stormwater retention and reuse (e.g. toilet flushing and landscape irrigation);</li> <li>- Promoting safe and direct accessibility and mobility within and to and from the Local Town Centre;</li> <li>- Including options for shade and shelter through a combination of landscape and built form treatments;</li> <li>- Ensuring buildings are naturally ventilated to reduce the reliance on plant equipment for heating and cooling;</li> <li>- Promoting passive solar orientation in the configuration and distribution of built form and public spaces;</li> <li>- Grouping waste collection points to maximise opportunities for recycling and reuse;</li> <li>- Promoting solar energy for water and space heating, electricity generation and internal and external lighting; and</li> <li>- Investigating other opportunities for the built form to reduce greenhouse gas emissions associated with the occupation and the ongoing use of buildings.</li> </ul> </li> <li>• Encourage building design which can be adapted to accommodate a variety of uses over time.</li> <li>• Ensure the Local Town Centre has an inbuilt capacity for growth and change to enable adaptation and the intensification of uses as the needs of the community evolve.</li> </ul>





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