

HIGHPOINT URBAN VILLAGE DEVELOPMENT PLAN

SITE ANALYSIS AND DESIGN RESPONSE REPORT

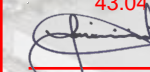
VOLUME 1

PREPARED FOR
GPT
MAY 2022
FOR SUBMISSION

ENDORSEMENT

Maribyrnong Planning Scheme Development Plan Overlay

This Volume is hereby endorsed and forms part of the approved Development Plan as required by the Development Plan Overlay - Schedule 17 (Clause 43.04 of the Maribyrnong Planning Scheme).



For and on behalf of the
Responsible Authority

22 August 2022

Date

96 pages

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DISCLAIMER: Diagrams of proposed urban form and artists impressions are indicative only.





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Illustration is indicative

1.0 INTRODUCTION

INTRODUCTION

1.1 HIGHPOINT URBAN VILLAGE DEVELOPMENT PLAN

The GPT Group is committed to creating a vibrant, welcoming and sustainable precinct that embraces the site's strategic potential for the transformation of the area.

The Vision for this site is to create a compact, highly accessible and distinctive place that provides high quality living, working and recreation opportunities around a prominent town centre with new development that respects the area's spectacular setting and proximity to the Maribyrnong River. Redevelopment will reinforce the centre's significant regional retail role and will accommodate quality housing for a range of people, new local retailing to complement the existing large format retailing, office based business at different scales, improved vehicle, pedestrian and cycle connectivity and plentiful green spaces.

Key elements of the proposal include:

- A diverse mix of land uses across the site, including retail, commercial office and a variety of residential typologies
- Approximately 2,956 new dwellings (Approximately 6,504 residents)
- Approximately 148,065m² additional square metres of commercial office space (Approximately 9,615 workers)
- Approximately 24,300 m² of new open space including a new Town Plaza
- Community uses/benefits
- A range of built form types with heights ranging from 3 to 14 storeys
- Improvements to the internal and external connecting pedestrian, cycling and vehicular access routes.
- Five (5) precincts that provide distinctive places

This proposal will transform Highpoint Shopping Centre (HSC) into an exciting, mixed use precinct that addresses a need for well serviced and connected housing, community services, and diverse employment opportunities within the City of Maribyrnong.

Figure 1 Illustrative view of Highpoint Urban Village Proposed



Illustration is indicative

1.2 PURPOSE OF THIS DEVELOPMENT PLAN

The Highpoint Urban Village Development Plan provides a framework for the future growth of the shopping centre through to 2050.

This submission fulfils the requirements of Schedule 17 to the Development Plan Overlay, to provide a Development Plan consistent with the vision and principles outlined in the schedule.

This Development Plan will generally guide all future development applications for the subject site.

Specifically, the Development Plan identifies:

- Land use precincts including residential, commercial, community and public open space areas;
- Access, movement, parking and loading arrangements;
- Landscape and planting concepts;
- Social and physical infrastructure, including affordable employment offers;
- Urban design, built form, and activity centre principles;
- Means by which the environmental and potential contamination impacts of the development are to be managed; and,
- Proposed staging and integration of development.

This Development Plan and associated background documents have been prepared in accordance with the requirement of Clause 43.04-1 of the Development Plan Overlay.

Amongst other things, the purpose of a development plan is to identify areas which require the form and conditions of future use and development to be shown on a development plan before a permit can be granted to use or develop the land.

The Highpoint urban village Development Plan ("the Development Plan") forms part of DPO17.

DEVELOPMENT PLAN CONTENT

The Highpoint Development Plan comprises two volumes, being:

- Volume 1 - Development Plan
- Volume 2 - Specialist reports. The specialist reports contained within Volume 2 have been prepared to respond to the requirements of Section 3 of DPO17.

The requirements of the DPO17 are addressed in full within the specialist reports and summarised in this Volume 2 package as follows:

- Planning Report
- Transport Plan
- Landscape and Public Realm Concept Plan
- Environmentally Sustainable Design Strategy
- Social Infrastructure Report
- Services and Infrastructure Report
- Site Remediation Strategy

The 'Site analysis and Design Response Report' is based on the findings and recommendations of the Integrated Transport Plan, Landscape Concept Plan, Ecologically Sustainable Design Strategy, Site Remediation Strategy, Social Infrastructure and Housing Assessment, and Physical and Service Infrastructure Assessment reports.

This 'Site Analysis and Design Report ' responds to the design guidelines as identified in the DPO17 in the following sections: (Refer Table 1)

S.no	Item	Refer Section
1	Indicative building heights and setbacks that are generally in accordance with the preferred building heights shown in Map 2 – Preferred Building Heights and Streetscape Treatments, and in Table 1 – Preferred Street Wall Heights and Upper Level Setback	Sections 5.8,5.11
2	Shadow diagrams showing shadow impacts along Rosamond Road, between Williamson Road/Aquatic Drive and the Highpoint Ring Road, between 11am and 2pm on 21 June that demonstrates the preservation of solar access to a minimum of one footpath.	Sections 5.12
3	Shadow diagrams showing shadow impacts between 10am to 3pm on 21 September on all other streets demonstrating the preservation of solar access to a minimum of one footpath	Sections 5.13
4	Indicative waste storage and collection points.	Refer Transport Impact Assessment Review Section 5.2
5	Development concept plans including indicative elevations and cross sections.	Indicative sections and 3D model are shown in section 5 & 6
6	A façade/architectural strategy which provides indicative building materials, and treatments, including reflectivity details, throughout the precinct	Section 5.8
7	Indicative siting and orientation of buildings having regard to passive energy efficiency techniques and the relevant considerations of Clause 15.01-1 and Clause 55 (as appropriate) of the Scheme.	Section 5.7
8	Indicative treatments for key interface areas (e.g. between open space areas and proposed development, within existing streetscapes, and between residential and non-residential land uses and the proposed development)	Section 5 and6
9	Indicative treatments to reduce adverse wind effects on streets, internal noise transmission from within and from outside buildings, visibility of plant and equipment, reflectivity of glass and other relevant matters in the Objectives and Guidelines of this Schedule	Section 5.7,5.8,5.14
10	Any relevant design measures recommended by the Activity Centre Design Guidelines (DSE, 2005), the Design Guidelines for Higher Density Residential Development (DSE, 2004) and Safer Design Guidelines Victoria (Crime Prevention Victoria and DSE, 2005).	Section 5.7
11	Any relevant design measures recommended by the Environmentally Sustainable Design Strategy, Transport Management Plan and the Site Remediation Strategy (as appropriate).	Section 4.4 & 5

Table 1 Site analysis and design report- design guidelines as identified in DPO17 source : Maribyrnong Planning Scheme

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2.0 CONTEXT ANALYSIS

2.1 STRATEGIC CONTEXT

The Highpoint Shopping Centre site is located approximately seven kilometres from the Melbourne Central Business District (CBD). It is sited just south of Raleigh Road, between Rosamond Road and Warrs Road, and occupies an area of approximately 28.6 hectares.

The Highpoint Activity Centre has been earmarked for significant urban renewal and substantial change and growth, guided by Maribyrnong City Council's strategic planning policy and DPO17. As the largest landholding in the Highpoint Activity Centre, the redevelopment of the Shopping Centre site provides an opportunity to transform the Centre is a thriving urban village.



Figure 2 Strategic Context
Source: Maribyrnong defence site - statement of policy intent, June, 2018, p.3

2.2 ZONES AND OVERLAYS

HSC is included within the Highpoint Activity Centre (HAC) and subsequently is subject to a planning control framework (zoning and overlays) and new local policy commensurate with its position within a prominent Activity Centre in Melbourne. Specifically, the Centre is subject to the following planning control framework:

- Commercial 1 Zone (CZ1)
- Development Plan Overlay, Schedule 17 (DPO17)

Details regarding these controls are described in the Planning Report contained in Volume 2.

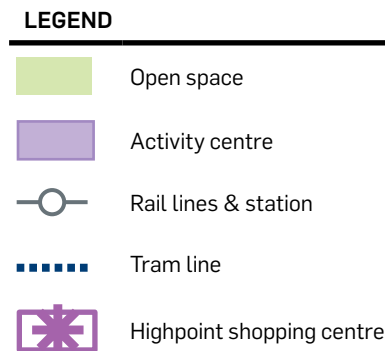
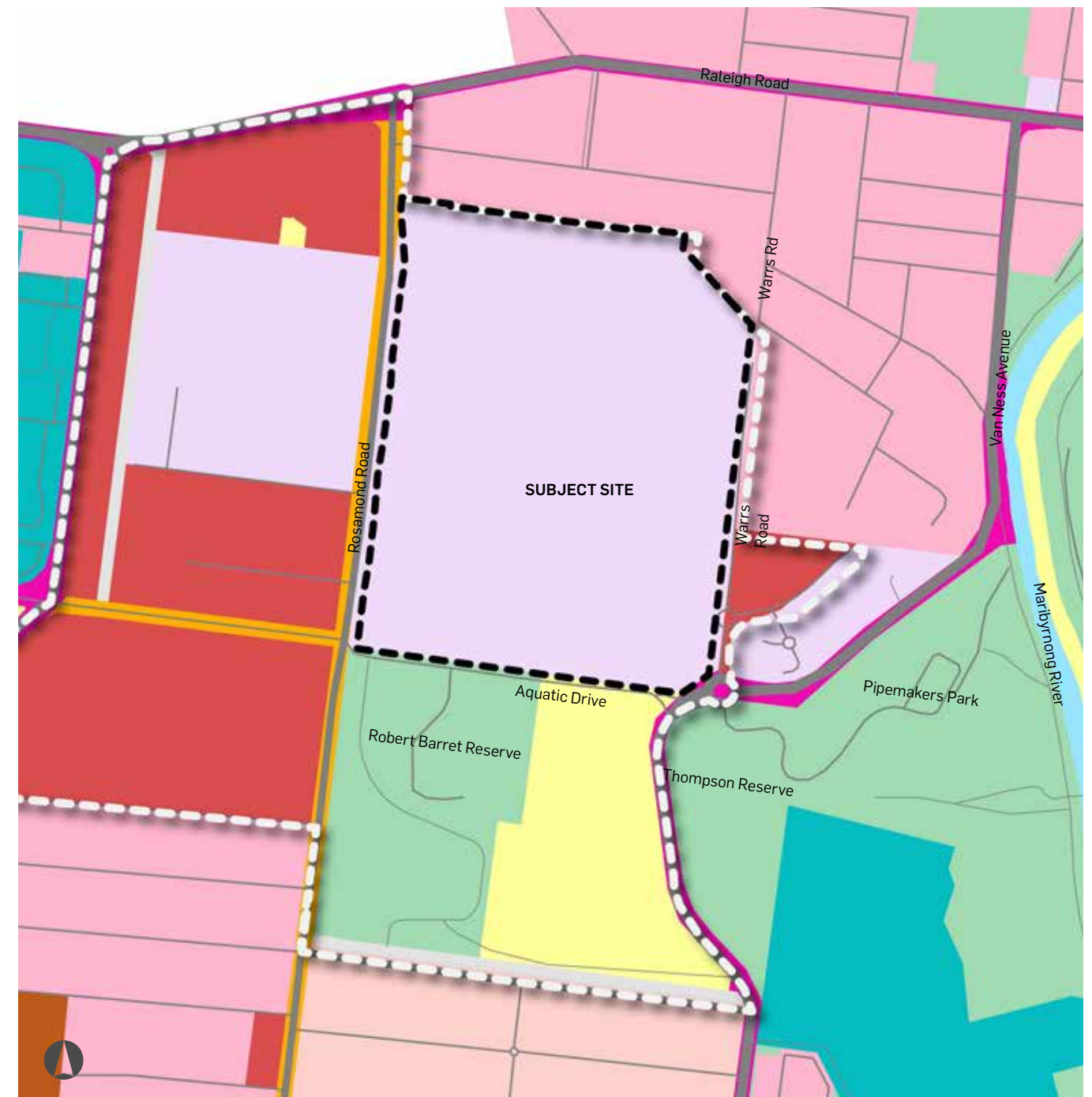


Figure 3 Zones and Overlay Plan
Source: VicPlan



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Figure 4 Highpoint Activity Centre Framework Plan
Source : Maribyrnong planning scheme schedule 17 to clause 43.04 Development plan overlay, 27/05/2019 , p.12



LEGEND



Figure 5 Preferred building heights and streetscape treatments
Source : Maribyrnong planning scheme schedule 17 to clause 43.04 Development plan overlay, 27/05/2019 , p.12



2.3 LOCAL PLANNING POLICY FRAMEWORK

Under the Maribyrnong Planning Scheme's Municipal Strategic Statement, Highpoint Shopping Centre is identified as a Principal Activity Centre within the municipality's Central Activities District. The site represents a significant opportunity for commercial, residential and other mixed-use development at a variety of densities.

Metropolitan planning policy recognises Highpoint-Maribyrnong as an Activity Centre. Plan Melbourne has a hierarchy of activity centres, with Metropolitan Activity Centres identified as the primary location for future growth, followed by Activity Centres and then Neighbourhood Activity Centres. The Planning Policy Framework seeks the development of a network of activity centres that are "a focus for business, shopping, working leisure and community facilities." Policy also envisages that activity centre will integrate different uses "to provide a mix and level of activity that attracts people, creates a safe environment, stimulates interaction and provides a lively community focus."

Local Planning Policy identifies the Highpoint Activity Centre as a "regional centre for higher order retail, entertainment and services." In the future it is envisaged "to transform to a vibrant mixed use activity centre with the addition of substantial residential development, new enterprises and public realm improvements."

It is noted that HSC is a crucial part of the Activity Centre and strategically is part of a broader Structure Plan that includes mixed use precincts, residential precincts, recreation and education, and public use.

Further information on the Planning and Local Planning Policy Framework and particular provisions of the Maribyrnong Planning Scheme affecting the site are provided in the Planning Report, contained in Volume 2.

2.4 NEIGHBOURHOOD CONTEXT

The subject site is located on elevated area which was previously a quarry site and is strategically located between varying land uses.

The northern and eastern edge of the site is predominantly residential with low rise detached housing to the north and low-rise townhouses to the east, with a pocket of mid to high-rise residential development cluster at the south eastern corner of the site. Pipemakers Park, a major open space is accessible from the south east corner, which connects further to Maribyrnong River.

There are significant commercial areas consisting of big box developments and smaller warehouses located west of the site. Recreation and educational facilities (Maribyrnong College and Maribyrnong Aquatic Centre) are located to the south of the site.

This area has recently been rezoned to Mixed Use Zone, with developments of between 10-19 storeys approved or under construction.

The subject site is well connected to the surrounding area. It is bounded by Aquatic Drive to the south, Warrs Road to the east and Rosamond Road to the west. Highpoint Ring Road is an internal road running along the northern and eastern edge which links Rosamond Road to Warrs Road.

Key features of the neighbourhood include:

- A mixed use and neighbourhood with diverse uses that includes variety of employment spaces, residential uses, retail, recreational, educational, and open space
- Rosamond Road is the major north south connection and transport corridor with a bus route and tram station close to the south-west corner of the site
- Vast long views of the Melbourne CBD, river to ports, Flemington Racecourse, and the Maribyrnong valley
- A precinct under transition in terms of land uses and built form outcomes

Further north to the site, at the border of the activity centre is the Maribyrnong Defence Site, a former Commonwealth facility and a major redevelopment site under Commonwealth Management.

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— Subject Site

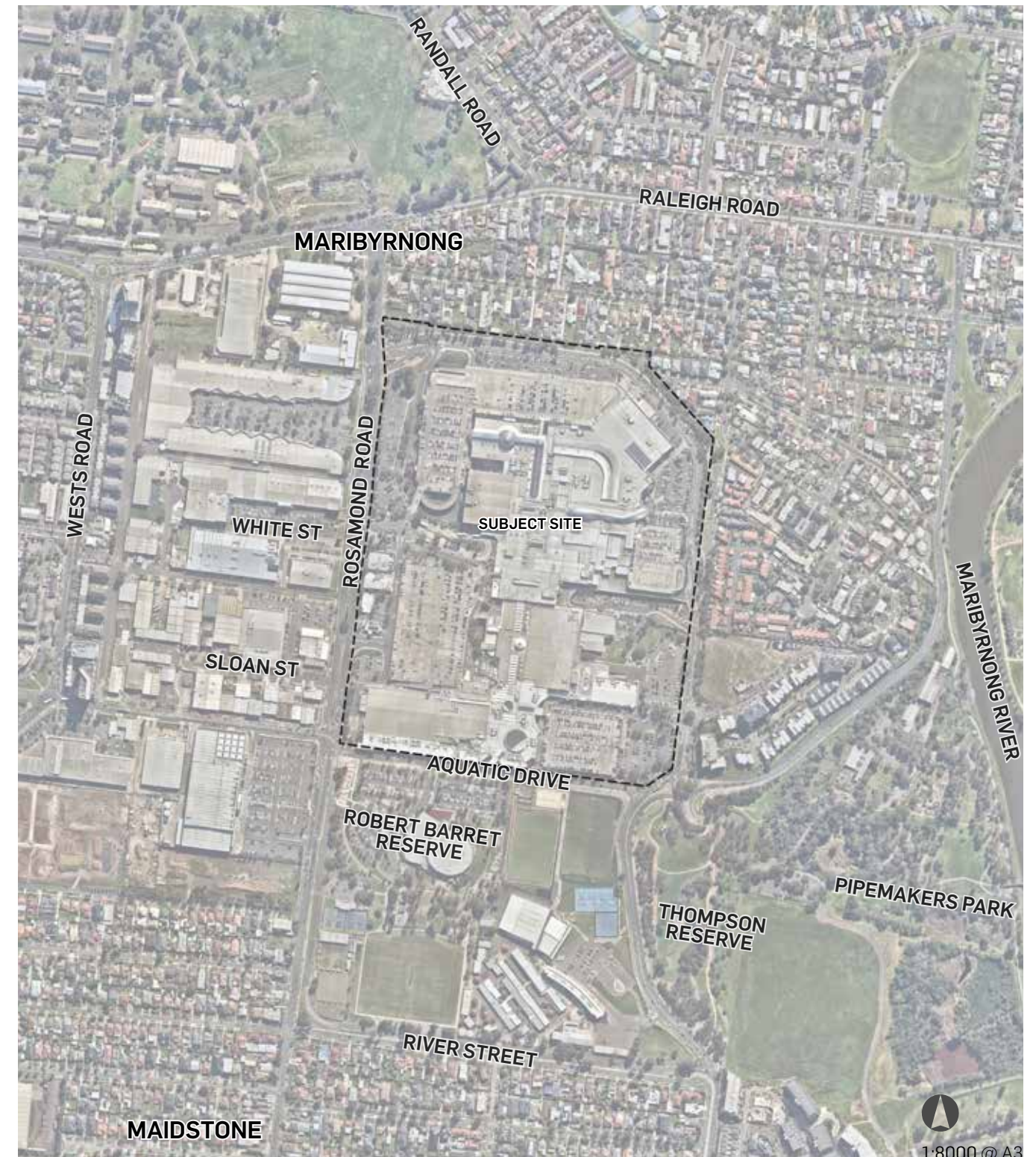


Figure 6 Highpoint shopping centre location
Source: NearMaps

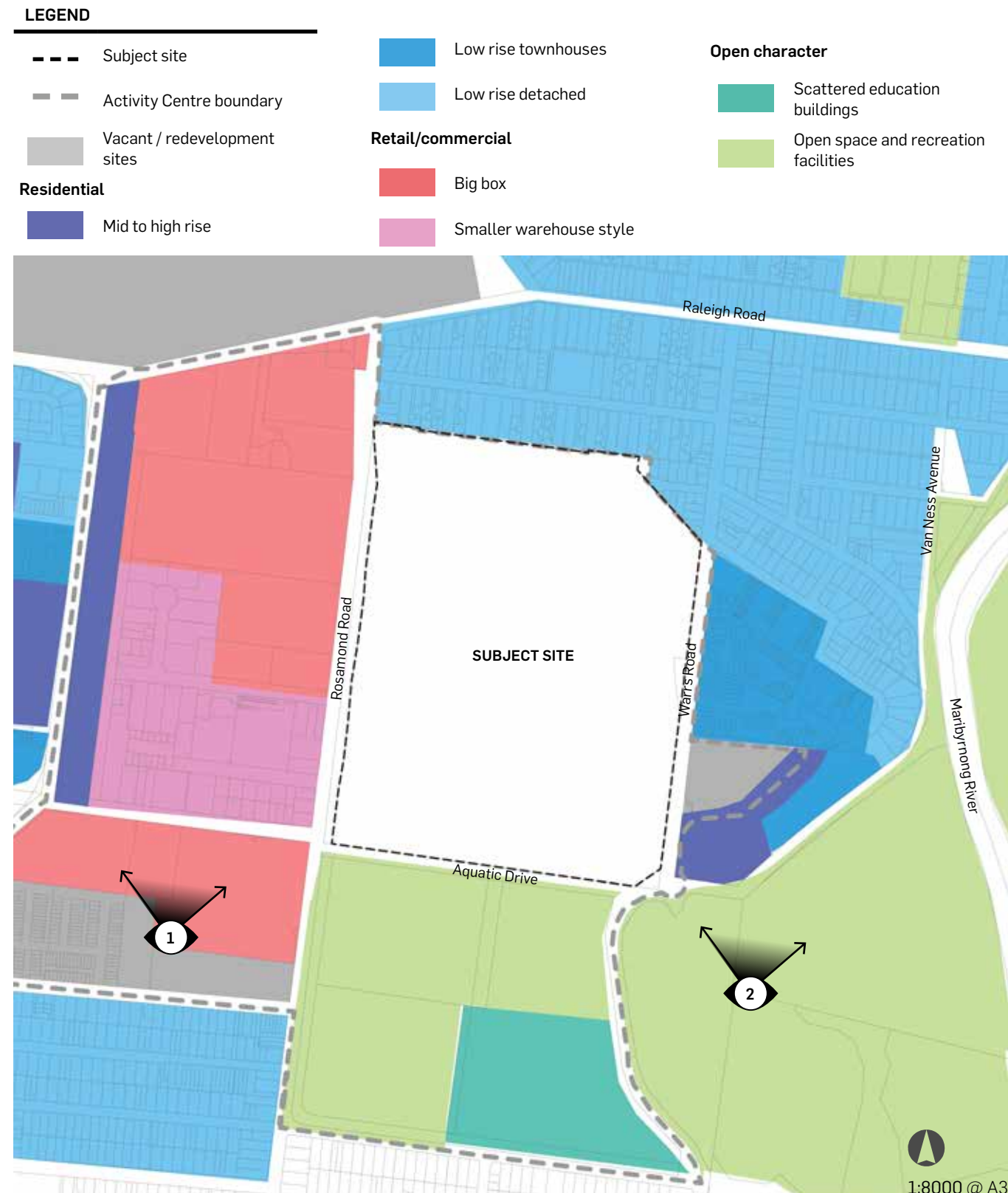


Figure 8 Existing Urban Form - view 1
Source: NearMaps



Figure 9 Existing Urban Form - view 2
Source: NearMaps

Figure 7 Existing Urban Form

2.5 EMERGING URBAN FORM

Highpoint Activity Centre and the area around it is witnessing significant urban transformation, with several new development that have been approved in recent times. The Maribyrnong Defence site to the north of the Highpoint Activity Centre and the precincts along Hampstead Road is envisioned to undergo urban renewal in the future, which will further drive the transformation of the land use, urban form and density of the area. The Highpoint Shopping Centre as the largest site in the Highpoint Activity Centre is envisioned to undergo significant urban transformation to become a mixed use vibrant precinct in the future and a key catalyst for the transformation of the Activity Centre.

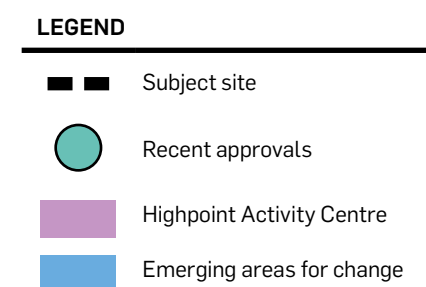
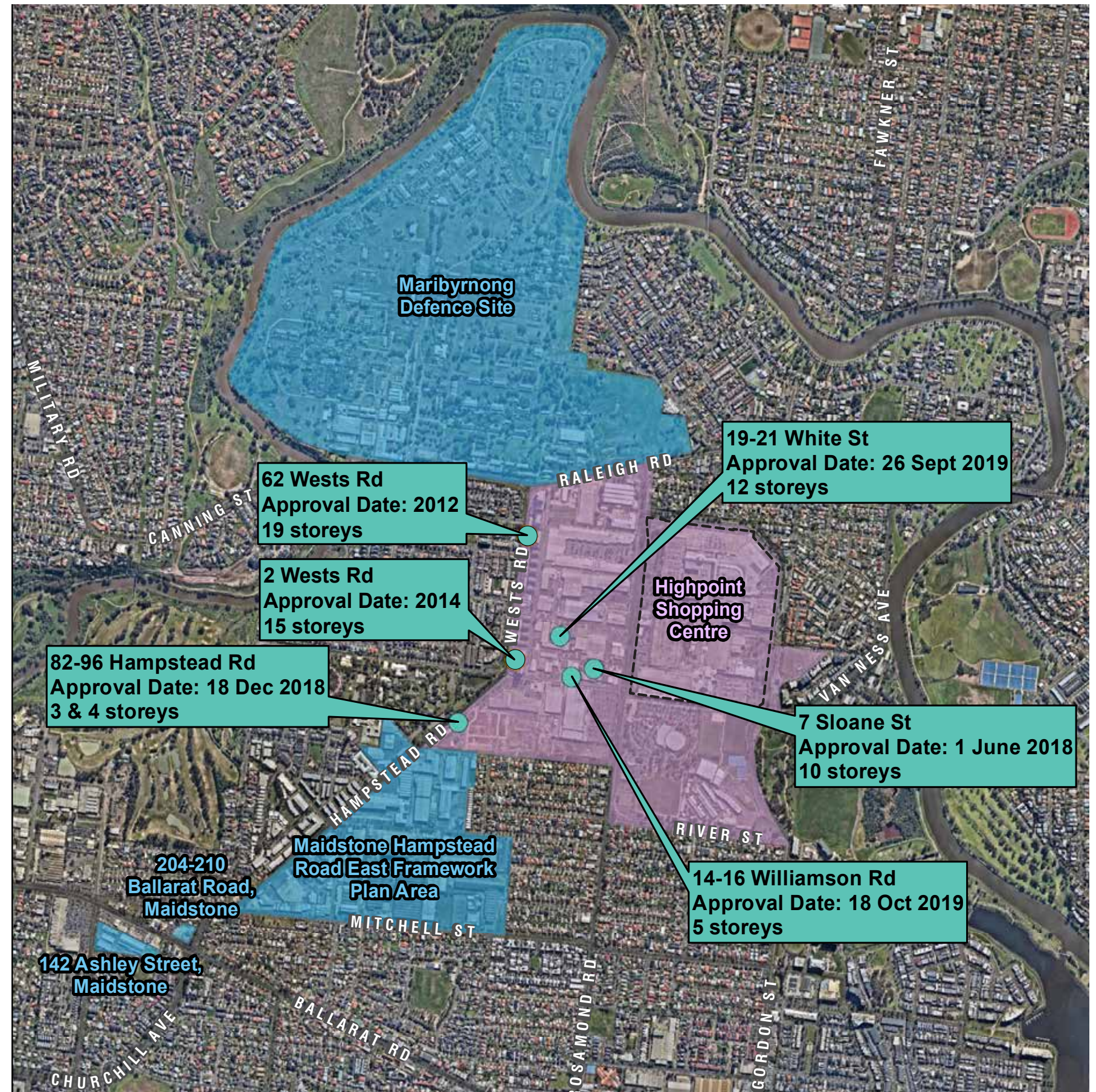


Figure 10 Emerging Urban Form



2.6 SITE ANALYSIS

The former use of the site as a quarry is abundantly apparent and has been the principal physical determinant of the design and layout of the centre. The centre extends over four levels and, due to the land form, Level 3 of the centre is generally at grade with Rosamond Road.

The centre is typical of many enclosed shopping centres and is based on a north-south mall layout. The mall forms the spine of the centre, with major nodes (or anchor tenants) located at intervals along the mall.

At-grade car-parking is generally positioned on the periphery of the site, with a range of multi-storey car parks dispersed around the site.

HSC comprises more than 400 specialty stores, entertainment, food and beverage uses, office and childcare with a combined leasable floor area of approximately 155,319 m².

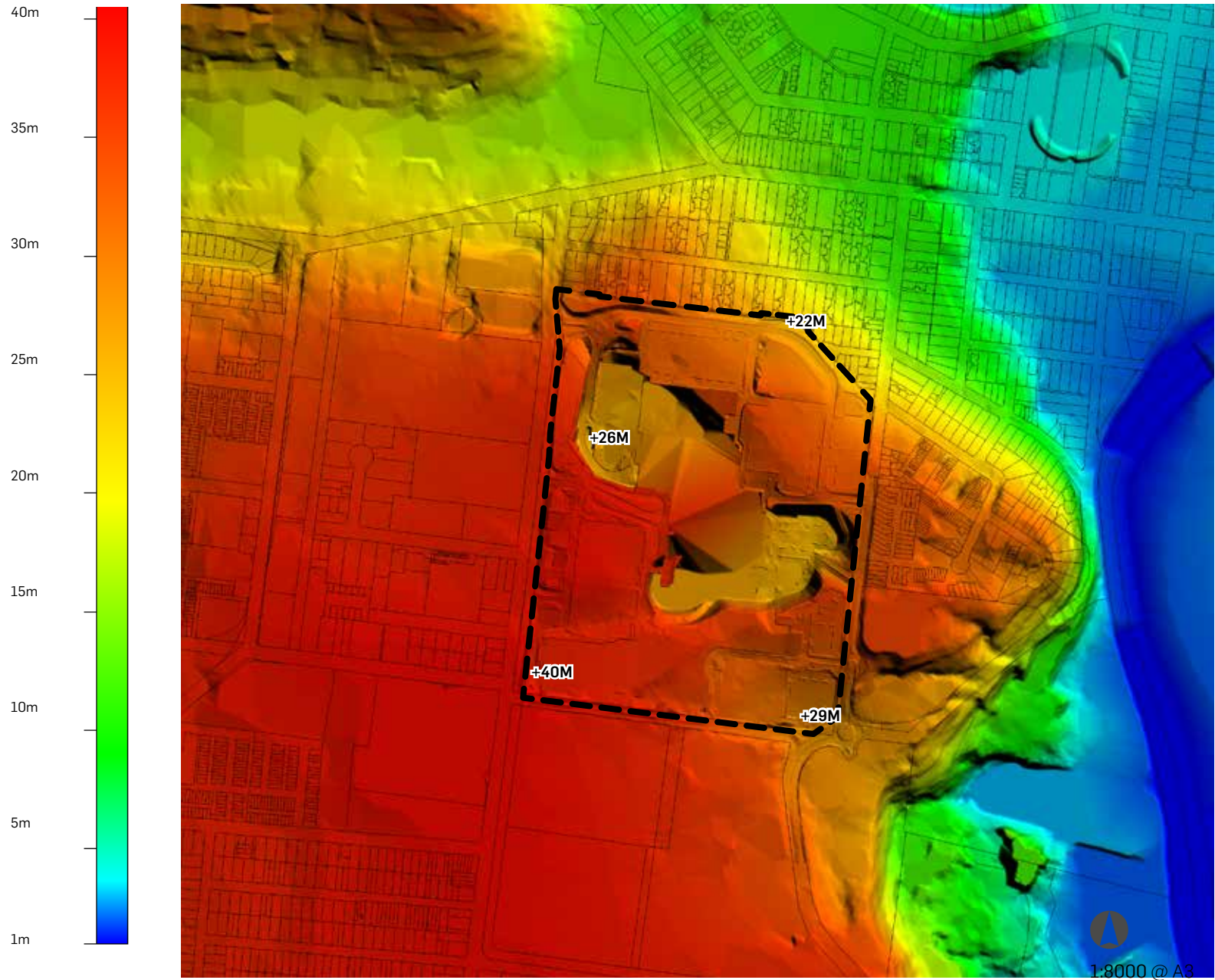


Figure 11 Topography

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■ ■ Subject Site

2.7 EXISTING PEDESTRIAN AND CYCLING CONNECTIVITY

DEVELOPMENT PLAN – ACCESS AND MOVEMENT OBJECTIVES

The Development Plan Overlay identifies the following access and movement objective relating to improved pedestrian permeability:

- To contribute to a new public transport interchange that enables easy exchange between travel modes
- To provide improved cycling connections to and from the enclosed centre
- To provide for two legible east-west pedestrian routes through the shopping centre
- To provide for eventual greater traffic capacity on the Highpoint Ring Road while retaining pedestrian and cyclist connectivity
- To balance convenient car park access with pedestrian priority on Rosamond Road
- To provide sufficient loading bays and service roads close to Rosamond Road, without comprising the
- To improve pedestrian and cyclist connections into and through adjacent open space including Pipemakers Park and Robert Barrett Reserve by improving the crossing points along Aquatic Drive and the path through Pipemakers Park
- To establish a safe crossing point from Pipemakers Park to the activity centre

The Development Plan Overlay identifies the following access and movement guideline relating to improved pedestrian permeability:

- A new north-south internal link should be provided east of Rosamond Road
- Two new east-west pedestrian links should be created through the precinct linking Rosamond Road and Warrs Road, publicly accessible for as long as practicable

EXISTING PEDESTRIAN CONNECTIVITY

- The surrounding residential areas around the subject site enjoy a connected pedestrian network typical of suburban residential areas. The pedestrian network connections and the Maribyrnong River Shared User Path provides connection to significant recreational facilities.
- The existing arrangement of Rosamond Road (and Gordon Street to a lesser extent) act as barriers to pedestrian movements through the network, due to the high vehicular volumes and limited safe crossing opportunities.
- Overall, the Site has a walk score of 93 out of 100 which equates to ‘Walker’s Paradise’ (daily errands do not require a car)
- There is significant level changes along the existing the pedestrian routes.
- In line with Development Plan Overlay objectives, the centre and the future development could provide convenient and accessible pedestrian connections.

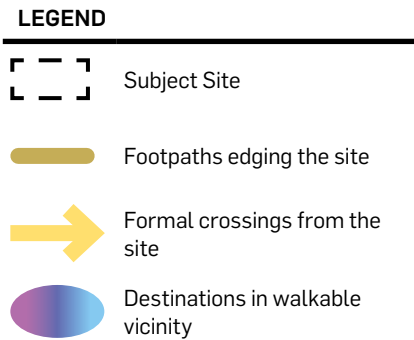
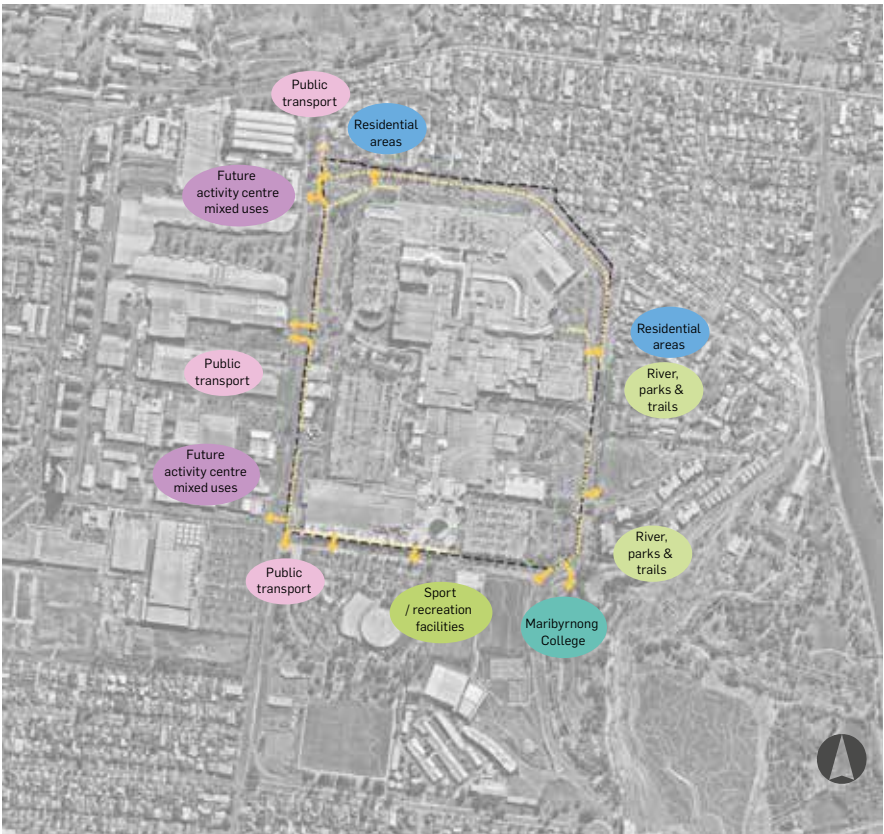


Figure 12 Existing pedestrian connectivity

EXISTING CYCLING CONNECTIVITY

- The Site is has limited connections to the surrounding bicycle network, with an on-road bicycle path on Rosamond Road terminating south of site. There are limited off-road facilities with a shared user path along Aquatic Drive. ‘Informal’ bicycle routes exist around the site, with minimal facilities provided.
- Williamson Road and sections of Warrs Road are identified as part of the Principal Bicycle Network. However, both roads provide poor conditions for cyclists (i.e high vehicle volumes, no dedicated road space, poor separation, etc.)
- An established off-road shared user path network is provided along the Maribyrnong River which connects the Site to surrounding catchments.

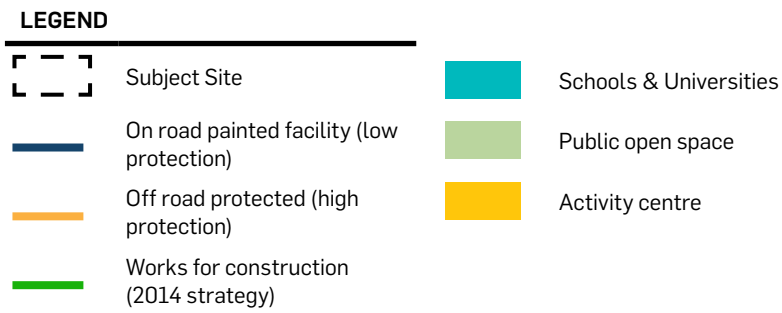
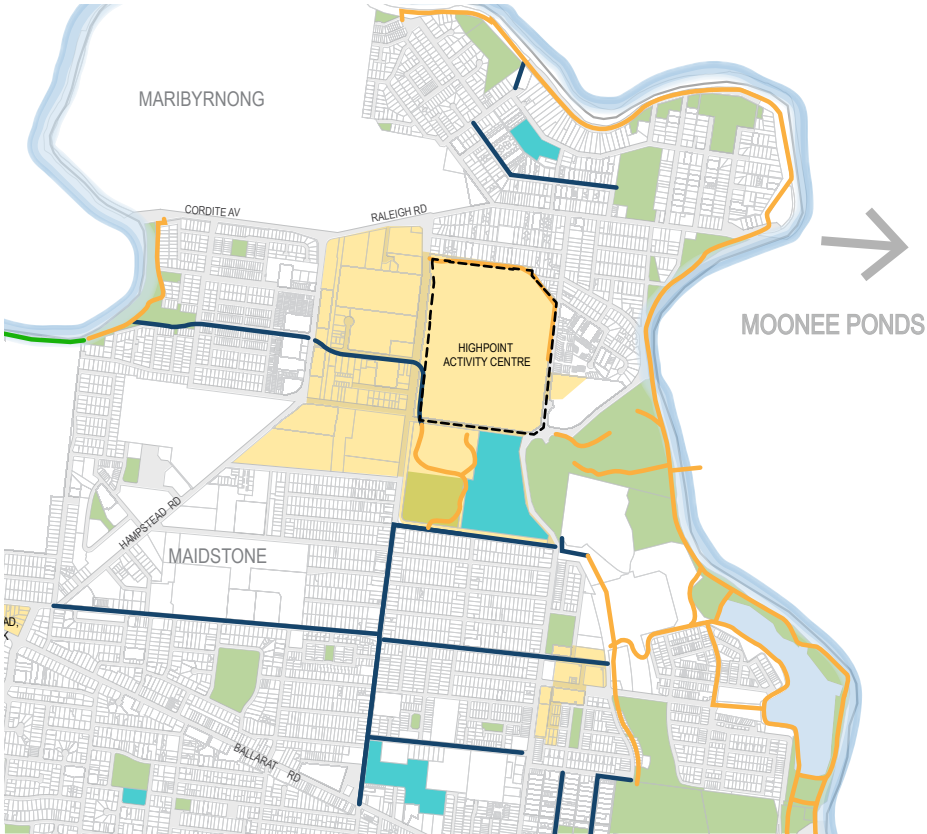


Figure 13 Cycling Network
Source : Maribyrnong City Council, Draft Bicycle Strategy 2019 - 2029, Quality of existing facilities, November, 2019 , p.57

2.8 ROAD NETWORK AND PUBLIC TRANSPORT

The site contains approximately 155,000sqm of retail floor area, an on-site bus interchange accommodating a total of 8 bus bays and 7,276 car parking spaces, provided at a rate of approximately 4.7 spaces per 100sqm. Vehicle access to the site is provided as follows:

- Rosamond Road – 2 vehicle access points
- Aquatic Drive – 3 vehicle access points
- Warrs Road / Ring Road – 8 vehicle access points (plus 2 minor loading access points)

Multiple pedestrian access points are provided to the site, with signalised crossing points provided on Warrs Road and Rosamond Road, zebra crossings are provided on the Ring Road and Aquatic Drive.

A bus interchange is located within the site and accommodates 8 bus bays servicing 7 bus routes. Access to the bus interchange is provided via a signalised intersection to Rosamond Road. To the south of the site, the #82 tram operates along Rosamond Road to the south of Aquatic Drive and then Williamson Road west of Rosamond Road, with the nearest stop located at the intersection of Rosamond Road / Aquatic Drive. To the north of the site the #57 and #82 tram operate along Raleigh Road, with stops located at Rosamond Road and Warrs Road servicing the site.



Figure 15 Existing bus interchange

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- Subject Site
- Main Road
- Local Road
- Minor Road

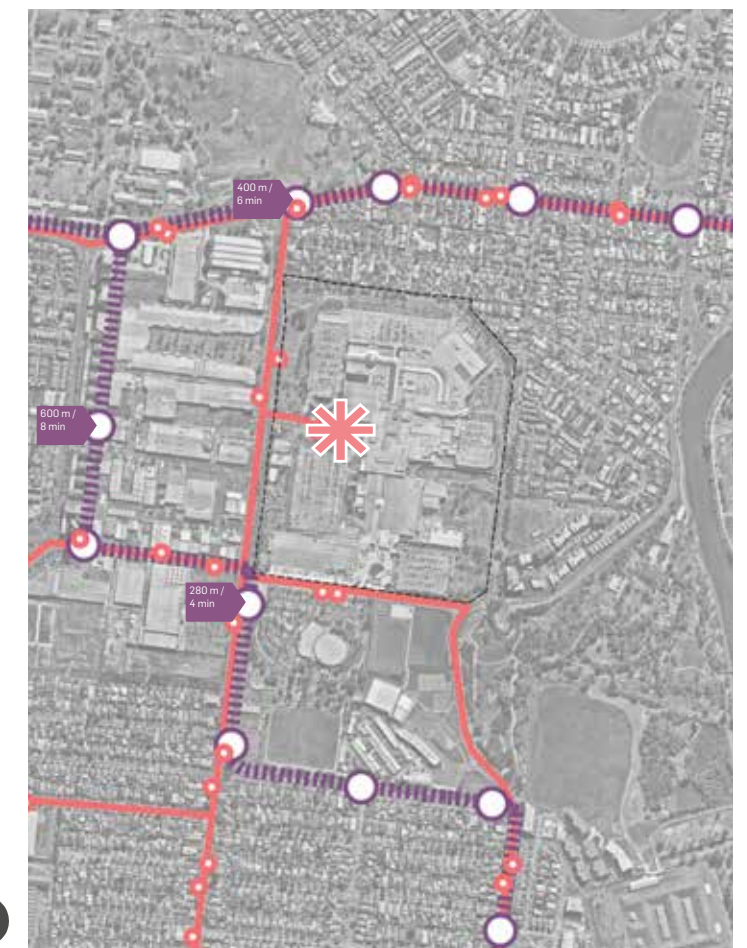
Figure 14 Existing road network



LEGEND

- Subject Site
- Tram Route
- Tram Stop
- Walking distance from Highpoint Shopping Centre entrance
- Highpoint Shopping Centre Bus Interchange
- Bus Stop
- Bus Route

Figure 16 Existing pedestrian routes



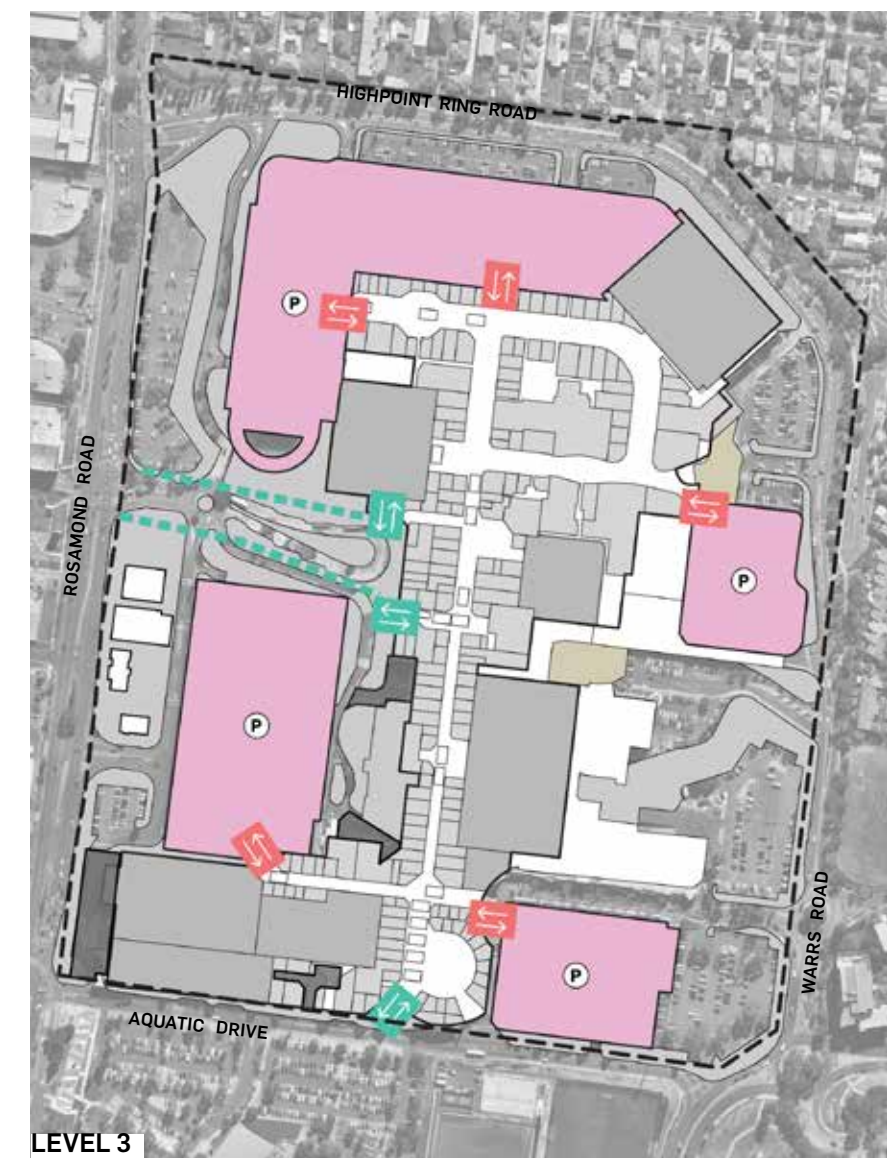


Figure 17 Centre Level and Access

2.9 CENTRE LEVEL AND ACCESS

Being located over a former quarry, the wider site slopes considerably from +40m (at its highest point at S-W corner of site) to +22m (at its lowest point at the N-E corner of site). Consequently, pedestrian access to the HSC can occur at various levels depending on one's position to the shopping centre. The three key levels in HPSC are identified in the three levels as shown in the figures above. These three key levels are identified as the main level for pedestrian access and access to the various car parking structures and servicing areas located around the site. Of these three levels, Level 3 is identified as the main "ground level". East-west pedestrian links through the site will require internal level changes through these levels.

LEGEND

	Subject Site
	Underground
	Pedestrian access to Shopping Centre
	Pedestrian access to Shopping Centre via parking structure
	Multi-level parking structure
	Loading zones



Not to Scale



Figure 18 Site views

2.10 VIEW ANALYSIS

The site is located on higher land with significant view of the surrounding area. From the south-east corner of the site there are views to the east and south-east towards Maribyrnong river and Thompson Reserve, the Melbourne CBD, piers, and Flemington Racecourse. To the north and north-west there is views to the Maribyrnong Valley.

Figure 19 Significant views from site
Source: Highpoint Town Centre Master plan,
GPT, April, 2008, p.24



2.11 DEMOGRAPHIC OVERVIEW

CITY OF MARIBYRNONG



NORTH PRECINCT

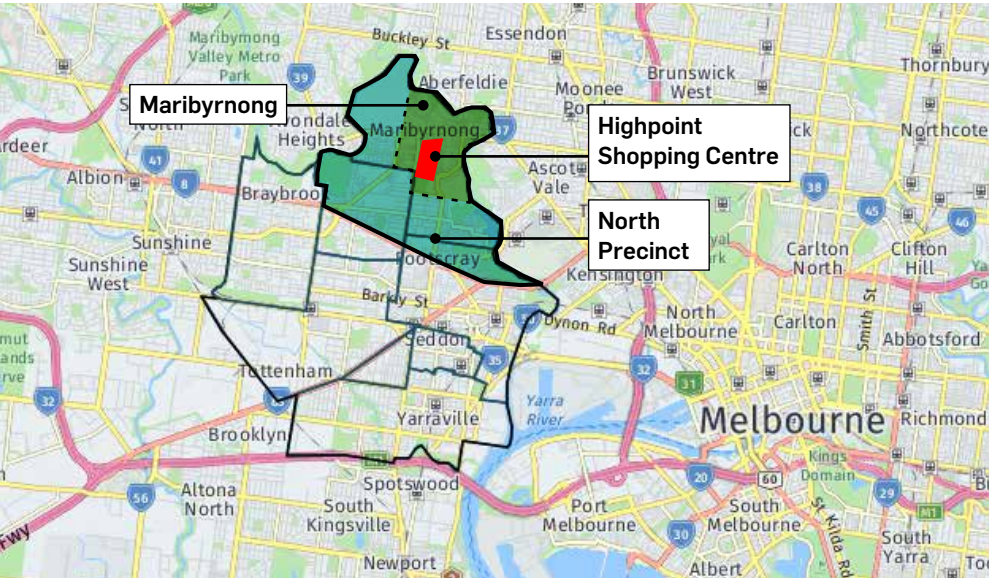


Figure 20 Existing and forecast population
Source: Census of Population and Housing (2016)

Table 2 Existing and forecast population

Age group	Existing population /% of distribution	Projected 2041 population / %	Projected residential population in Highpoint
	Based on Census in North Precinct (2016)	Based on Population and household forecasts (2016-2041)	Reference to proposed development plan and % of age distribution from census (2016)
<div>Children (0-14)</div>	3,057/ 14.6%	6,357/ 14.3%	1,130/ 14.3%
<div>Young adults (15-24)</div>	3,357/ 16%	6,916/ 15.5%	1,230/ 15.5%
<div>Young families (25-34)</div>	5,329/ 25.5%	10,426/ 23.4%	1,860/ 23.4%
<div>Parents and homebuilders (35-59)</div>	6,601/ 31.6%	13,808/ 31.1%	2,470/ 31.1%
<div>Elderly (60+)</div>	2,578 12.4%	6,965/ 15.8%	1,250/ 15.8%
TOTAL	20,923	44,472	7,940

3.0 VISION & STRATEGIES

VISION AND STRATEGIES

3.1 VISION AND OBJECTIVES

To create a compact, highly accessible and distinctive place that provides regional high quality living, working and recreation opportunities around a prominent town plaza with new development that respects the area's spectacular setting and proximity to the Maribyrnong River.

Redevelopment will reinforce the centre's significant regional retail role and will accommodate quality housing suitable for the projected demographics, new local retailing to complement the existing large format retailing, office based business at different scales, including affordable employment opportunities, improved vehicle, pedestrian and cycle connectivity and plentiful green spaces.



3.2 SUSTAINABILITY AMBITION

SET A MARKET “WORLD LEADERSHIP” BENCHMARK IN SOCIAL AND ENVIRONMENTAL SUSTAINABILITY IN THE BUILT ENVIRONMENT, INCLUDING:

- A precinct with enhanced connectivity to mass public transit.
- A culturally vibrant community that facilitates engagement with cultural diversity, identity, heritage with a “sense of place”
- A safe and resilient community that is both inclusive and cohesive, creating conditions for equal opportunity.
- Community health and well-being facilitated by walkable access to amenities, access to affordable fresh food, access to green spaces promoting physical exercise, biophilic design and optimal ambient conditions.
- Adoption of environmentally sustainable design and construction practices which contribute to reductions in waste, water and energy consumption as well as greenhouse gas emissions

GPT WISHES TO ACHIEVE THE FOLLOWING OUTCOMES IN ALL BUILDINGS AND DEVELOPMENTS:

- Consistently reliable and compliant internal comfort conditions whilst optimising property environmental performance.
- Minimisation of energy, water and gas consumption allowing for the achievement of the most efficient operating conditions and highest environmental rating possible.
- Minimisation of waste to landfill by the maximising of recycling during demolition, construction and operation.
- Optimised use of recycled materials in construction and recyclability at end of lifecycle

1.MIXED PRECINCT



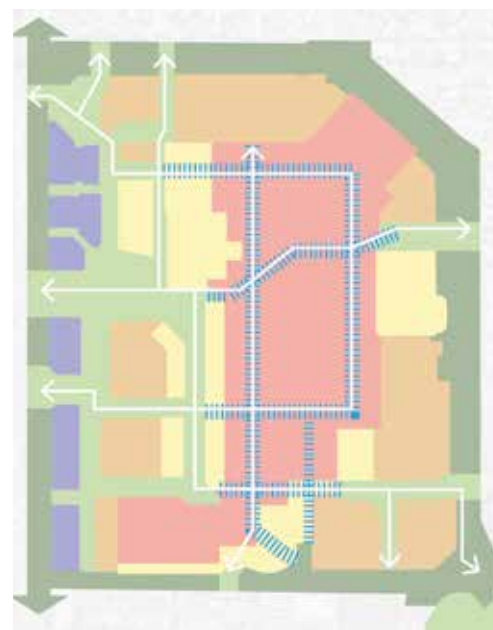
- Retail
- Residential
- Mixed Use
- Commercial
- Internal Links
- Peripheral ring

2.LINKED SPACES



- Key public accessible open spaces
- Key internal spaces
- Internal movement
- Key pedestrian corridor

3.KEY ROUTES



- Through site movement routes
- New bus interchange

4.WAYFINDING - BUILT FORM



- Precinct scale landmark
- Key feature entrance points
- Local scale landmark
- Views- local
- Views- from external

Figure 21 Design Principles: Urban Structure

3.3 DESIGN APPROACH

The design approach sets the urban structure design principles for the development. It provides the conceptual framework to envisage the transformation of the HPSC into a mixed-use centre, that retains its vital role as a regional destination and strengthens its local connections in its role and urban form.

The key strategies identified to guide the transformation are:

1.MIXED USE PRECINCT

- Diversify land uses to create a mixed-use town centre, including new jobs and houses
- Precinct framed by commercial, residential, mixed use and variety of open space connection around the existing retail core

2.LINKED SPACES

- Promote E-W, and N-S pedestrian connection through the site
- Develop a permeable network of pedestrian movement across the site including access via the internal shopping centre and having regards to significant levels changes across the site
- Internal and external through site pedestrian connections linking key spaces.
- Provide for quality landscape treatments in key interfaces and in new open spaces to enhance the public realm experience and utilisation

3.KEY ROUTES

- Key connections and routes for movement through the site.
- Promote accessibility of the site from public transport and explore the improvement of bus interchange to improve exchange between public travel modes

4.WAY FINDING - BUILT FORM

- Create a legible urban structure with varied built form and heights providing visual diversity and interest, whilst being responsive to key views and vistas of the site.
- Clustering of built form and height to ensure site legibility and wayfinding across and help establish varying precincts and distinctive identity to places in the development.

3.4 KEY DESIGN PRINCIPLES FOR DEVELOPMENT PLAN

The Design Principles aim to provide place making strategy that incorporates the sustainability objectives to transform Highpoint Shopping Centre site into a vibrant mixed-use centre. The key design guidelines for Highpoint Shopping Centre responds to the thematic objectives of Precinct 6 of the Highpoint Planning and UDF:

- Land Use
- Built form
- Access, movement
- Open space and community infrastructure

Each of the above principles will be elaborated on in the following sections of this report.



PRINCIPLES: LAND USE

- The existing retail and entertainment function of the precinct will be reinforced and bolstered by a diversification of land uses across the site
- Diversify land uses to create a mixed-use town centre that integrate other appropriate uses, including as accommodation, commercial, and other employment and community uses.
- Focus employment and community uses to areas with greatest public transport access, including Rosamond Road and Aquatic Drive.
- Encourage the provision of affordable, creative workspaces.
- Encourage the delivery of community-based land uses including aged care, childcare and community space.
- Provide a mixture of residential uses and a diversity of housing typologies across the site. Examples of accommodation uses may include student accommodation, aged care, residential hotel, serviced apartments, and build-to-rent.
- Facilitate sharing of parking facilities between different uses within the site for efficiency.
- Expand the cultural and community uses that will facilitate the diverse needs of future residents, workers and visitors.
- Create a central community civic space that provides 7 day a week neighbourhood destination.



PRINCIPLES: BUILT FORM

- Locate higher development internally and to the Rosamond Road and Central Precincts, and the River Gateway. Higher development should be well set back from site boundaries to minimise external amenity impacts.
- Create a legible urban form across the external site precincts, to improve legibility and wayfinding.
- Create built form variety and interest through a diversity of built form shapes, heights and typologies that respond to their predominant use and precinct characteristic
- Create a series of defining precincts through differentiating the predominate uses, architectural character, and form to add variety and interest to the sense of place.
- Clustering of taller built forms with careful consideration, which step down towards sensitive interfaces.
- Built form adjacent to existing low scale residential zones should be appropriately scaled and have a reasonable separation from the property boundary.
- Facing towers should have appropriate separation.
- Optimise passive climate control opportunities, for example by allowing for north facing windows and cross-ventilation.
- Provide awnings or other shelter in areas where there are likely to be high volumes of pedestrians congregating or walking, such as near key transport nodes and main building entries.
- Provide active frontages where possible along Rosamond Road & Aquatic Drive and along parts of the internal street network which are likely to attract the highest volumes of pedestrian traffic.
- Provision of active frontages is to be balanced with car parking and other servicing needs, and respond to retail demand for ground space, avoiding long-term vacancies. Sleeving of car parking with other uses such as residential, office or retail is encouraged where possible. If not sleeved, new car parking should feature a quality cladding treatment.
- Where ground floor dwellings face the street, individual entrances are encouraged, particularly if accommodating long-term residents.
- Manage wind impacts through building design that helps deliver comfortable conditions within the public realm.
- Application for new buildings that exceed 40m in height (excluding minor buildings and works or alterations, plant and equipment) must be accompanied by a wind assessment, demonstrating how acceptable wind conditions are maintained in the public realm.
- Design and orient buildings to optimise direct sunlight to the town plaza between 10am and 2pm on 21 September, where possible.
- Design buildings to provide a positive and visually interesting interface to open spaces, maximising active frontages where possible and limiting the impact of blank walls and service areas.
- Buildings should include high quality design, materials and finishes



PRINCIPLES: ACCESS AND MOVEMENT

- Maximise permeability and public access through legible and coherent connections. Improve site permeability through a network of pedestrian movement across the site, including access via the internal shopping centre and having regard to significant level changes across the site.
- Adopt parking and servicing strategies to avoid conflicts with core pedestrian and cycle routes.
- Relocate the existing bus interchange to better interface with surrounding uses and improve exchange between public travel modes.
- The hierarchy of internal streets and paths should provide for two pedestrian routes running east-west (partly internal), connecting the site to the external footpath network and surrounding open spaces.
- New streets and paths within the site should be legible and support ease of wayfinding.
- Enhanced pedestrian and cyclist connections to nearby key destinations, such as the Maribyrnong River, tram stops and recreation facilities.
- Provide for the potential duplication of Highpoint Ring Road to the redevelopment of the Highpoint Shopping Centre site and the downgrading of Rosamond Road (as a traffic route). Prioritise vehicle movements to Warrs Road and Aquatic Drive and minimise vehicle accesses and provide only low turnover parking along Rosamond Road.
- Adopt a transport modal hierarchy that prioritises active and public transport options over private vehicle travel.
- Support active travel choices, for example by integrating end of trip facilities in commercial office buildings
- Provide safe and convenient bicycle parking and end of trip facilities that can be directly accessed from existing and future cycling routes. Provide bicycle parking in excess of the minimum statutory requirements.
- Provide car parking at rates less than the existing minimum statutory car parking requirement, particularly seeking opportunities for shared parking between uses.
- Support the conversion of Rosamond Road into a transit street, by locating new higher traffic generating car parking facilities so they are accessed via the Ring Road instead.
- Implementation of travel plan initiatives, via Green Travel Plans required for each development stage, to encourage future residents, employees and visitors to use alternate modes to private vehicle.



PRINCIPLES: OPEN SPACE AND COMMUNITY INFRASTRUCTURE

- Provide one "Small Local" open space easily accessible from Rosamond Road. As defined in Maribyrnong Open Space Strategy, it should be a minimum of 20m wide and 0.05 hectares in size.
- Provide a series of privately owned, but publicly accessible open spaces throughout the site, which are suitable for a range of uses. Consider the use of formal agreements to ensure that public access is reasonably provided to privately owned and managed open spaces.
- Provide high quality public open spaces that knit the precincts together and connects them to the broader region
- Create distinct streetscapes and landscaping that respond to the different neighbourhoods characteristics. Maintain the landscape buffer on the northern side of the ring road to provide separation to surrounding residential areas. Further landscaping on the southern side of the ring road should be provided where possible.
- Encourage communal open spaces such as podium rooftop gardens or courtyards that are well integrated with residential uses.
- Publicly accessible spaces should be designed with consideration for Crime Prevention Through Environmental Design (CPTED) principles.
- Integration of Water Sensitive Urban Design (WSUD) is encouraged.

3.5 PRECINCTS

HIGHPOINT MIXED USE URBAN VILLAGE DEVELOPMENT PLAN - PRECINCT LEVEL

The Development Plan is divided across six precincts with 4 key precincts. The precincts help to create a unique identity and character for the Highpoint Urban Village. Through a series of defining neighbourhoods with differentiating predominant uses, architectural character and form, adding variety and interest and creating a sense of place. The location and objectives of each precinct are detailed below:

4 KEY PRECINCTS

Precinct 1: Northern Residential Edge

- Residential led with new frontage to Highpoint ring road
- Provide residential along the Highpoint Ring Road
- Utilise Highpoint Ring Road for access to Highpoint Shopping Centre developments and reduce traffic pressures on Rosamond Road (as a traffic route).
- Promote active ground floor uses and activated public space where appropriate

Precinct 2: River Gateway

- Promote a residential led mixed-use development with retail and parking
- Create active open space interface around the entry to the Shopping Centre
- Incorporate retail related parking within the developments reducing visual impacts and improving streetscape interface
- Improve access to open space and amenity

Precinct 3: Rosamond Road

- Commercial led mixed use providing continuous built form and frontage onto Rosamond Road that provides variety of employment spaces such as commercial offices and hotel
- Help to strengthen Rosamond Road street hierarchy.
- Ensure a Rosamond Road street-edge that has regular visual break through open spaces as well as pedestrian and vehicular links
- Explore potential public transport interchange in proximity to Rosamond Road and the future town centre

Precinct 4: Central Lifestyle

- Mixed use led town heart with community uses, commercial, residential and parking and new retail street and town plaza
- Street level activation through retail and intermixed frontages
- Provide an active public open space interface that links to Rosamond Road

Other Precincts:

While the most significant change is anticipated around the outer edge of the site, the Development Plan also provides for the enhancement of the existing Retail Centre asset, and retention / development of a green edge to the northern part of the site.

Internal Central Retail

- Encourage retail and entertainment-based uses consistent with the continued operation of the Highpoint Shopping Centre
- Promote east-west connections by enhancing the Shopping Centre entrances with active open spaces and plazas that are strengthened by pedestrian connection to the surroundings
- Internal reconfigurations and enhancements to the centre

Green Edge

- Green corridor with new Highpoint Ring road north and Warrs Road eastern

Additional detail on the 4 Key Precincts is provided in Section 6 of this report.

LEGEND

- Proposed Precinct - Central Lifestyle
- Proposed Precinct - Northern Residential Edge
- Proposed Precinct - River Gateway
- Proposed Precinct - Rosamond Road
- Proposed Precinct - Internal Central Retail
- Green Edge
- Site Boundary
- Existing Retail
- Existing Car Parking
- New Highpoint Ring Road

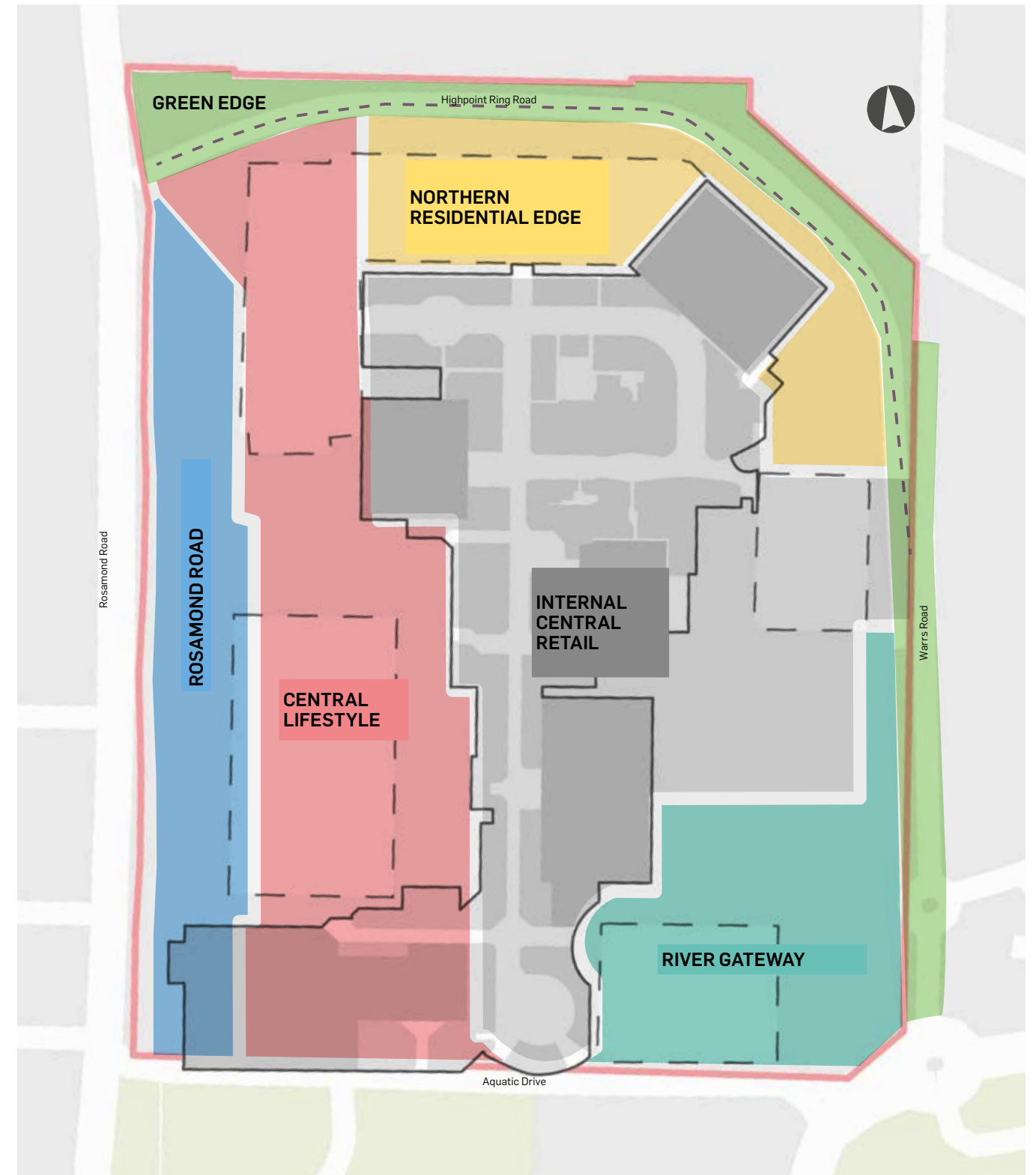
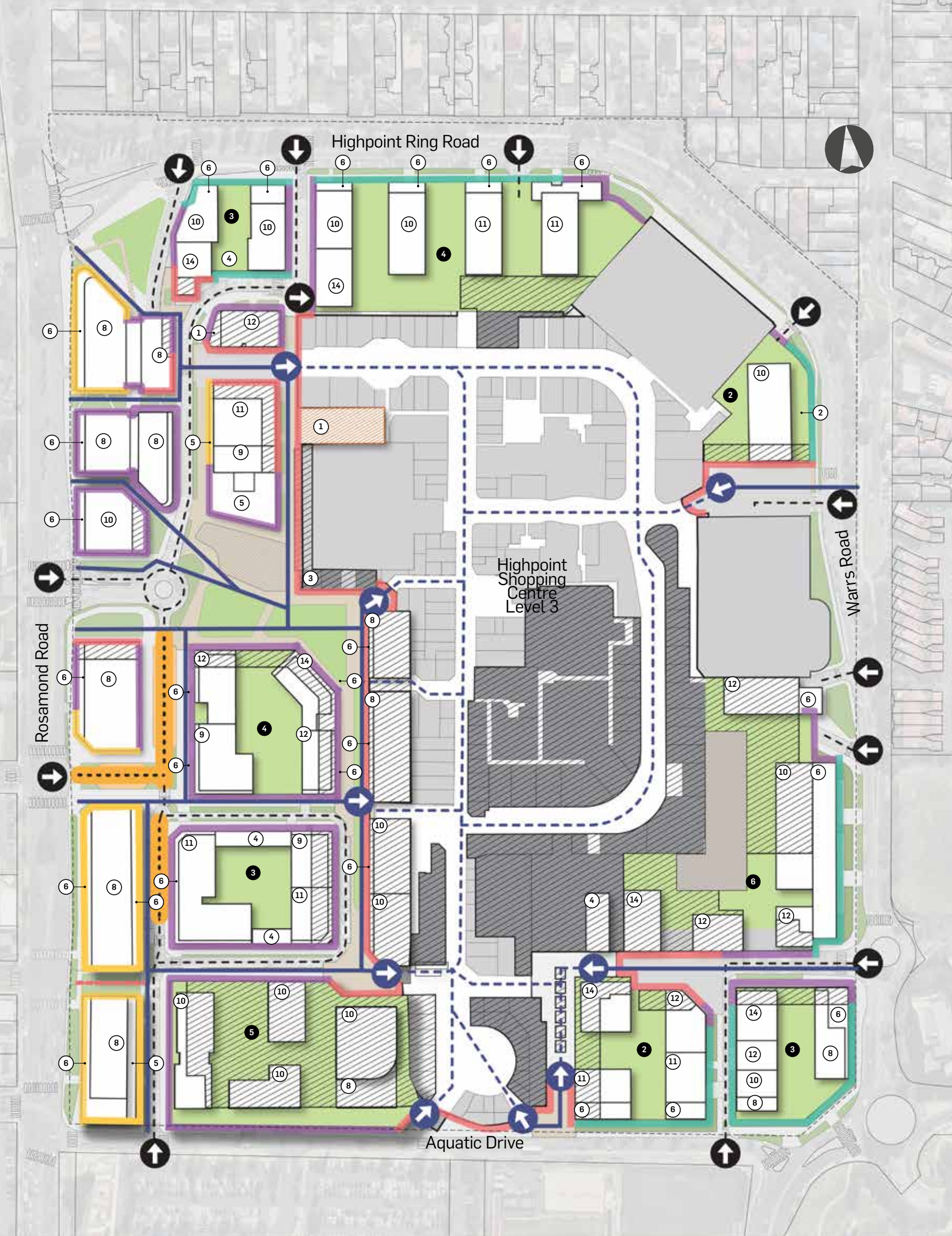


Figure 22 Precinct Plan



3.6 DEVELOPMENT PLAN

LEGEND

- | | | | |
|--|--|--|---|
| | Illustrative proposed building envelopes | | Major vehicle access |
| | Ground level open space | | Proposed bus interchange |
| | Podium communal open space | | Key pedestrian priority link (External) |
| | Courtyard frontage | | Pedestrian connection (Internal) |
| | Existing retail in Highpoint shopping mall | | Vehicle connection |
| | Refurbished and additional retail in Highpoint shopping mall | | Potential future road link |
| | Extension of supporting retail areas | | No. of storeys of built form (from the ground/street level) |
| | Ground level retail led frontage | | No. of storeys at podium level |
| | Ground level residential led frontage | | |
| | Ground level commercial led frontage | | |
| | Ground level inter-mixed frontage | | |
| | Potential void infill opportunity | | |
| | Major pedestrian access | | |

Figure 23 Development Plan

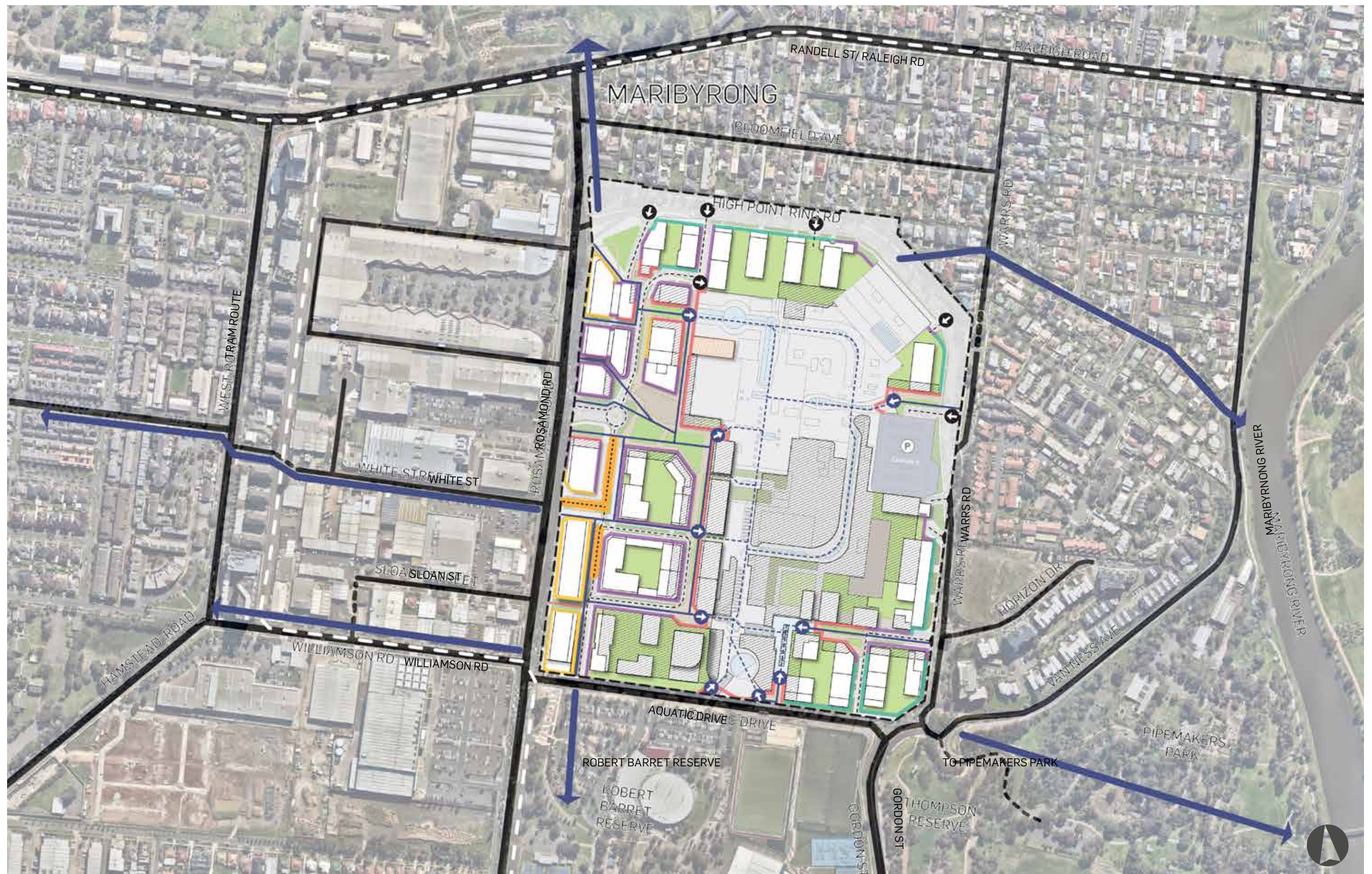


Figure 24 Development Plan in context

4.0 LAND USE AND STAGING

4.1 OVERVIEW OF LAND USE

The Development Plan will create an exciting mixed use urban village with a wide range of land uses, including residential, commercial and retail.


Land uses nominated are as 'preferred land uses'. Land uses are preferred, however final land uses proposed in each permit application must be in accordance with 'as of right' or permissible uses within the Commercial 1 Zone, as well as responding to market demand.

Key features of the development include:

- Residential
 - Dwellings, comprising a mix of 1, 2 and 3 bedroom dwellings)
 - Combination of a range of residential typologies such as Build-to-Rent, residential hotel, student accommodation, short-stay accommodation, serviced apartments etc. contributing to a diversity of accommodation options within the municipality.
 - Affordable housing
- Employment opportunities, including commercial office spaces and affordable employment offerings
- High quality amenity for residents
- Retail and local community services
- High quality public open space network, with a combination of passive and more active open space opportunities
- Social infrastructure opportunities identified are namely: a kindergarten (that can potentially be part of an integrated children and family hub), a youth centre (that can potentially be co-located with a library to offer an integrated learning hub or co-located with disability services for youths and young adults), an indoor recreation space, aged care facility, an arts studio or a community arts centre.

The following table provides an approximate breakdown of the land uses and their respective floor areas and / or quantities across the precinct. The details and quantum of these uses will be resolved during future planning permit applications.


Land use	Total GFA	Total no. of dwellings (Approximate)	Total no. of hotel rooms (Approximate)	Total car park provided
New development				
Residential	307,198 m²	2,956		
Commercial	148,065m²		-	
Retail (additional)	72,030 m²	-		
Residential Hotel	8,383 m²		151	
Community	10,490 m²		-	
Subtotal of New Development	546,166 m²			
Retail				
Existing retail GFA to be retained (exclude refurbished)	126,990 m²	-	-	
Existing retail GFA to be refurbished	15,000 m²			
Existing retail GFA to be removed	13,970 m²			
Total	674,186m²	2,956	151	8,838



New Residential Community

(Assume 2.2 person per household)

6,504



Working occupation of commercial space

(Assume 15.4 m² per worker)

9,615

Assumption for residential unit sizes:
Average apartment:80m²
Average townhouse/maisonette: 120m²

Table 3 Land Use Summary

4.2 PREFERRED LAND USE PLAN

Preferred land uses plan identifies the proposed 'preferred land use' allocation across the site. Land uses are preferred, however final land uses proposed in each permit application must be in accordance with 'as of right' or permissible uses within the Commercial 1 Zone, as well as responding to market demand

LEGEND

Subject Site

Retail & Entertainment

Residential

Short stay accommodation

Mixed use

New retail, entertainment & community

Commercial

Figure 25 Preferred Land Use Plan

An aerial photograph of a development site with overlaid color-coded land use zones. The site is bounded by Highpoint Ring Road to the north, Rosamond Road to the west, and Aquatic Drive to the south. The map shows various colored areas: light blue for Retail & Entertainment, red for Residential, pink for Short stay accommodation, purple for Mixed use, teal for New retail, entertainment & community, and yellow for Commercial. A dashed line outlines the Subject Site. A north arrow is in the top right corner.

Prepared by Urbis for GPT 33

4.3 FLEXIBLE DEVELOPMENT PLAN

FLEXIBILITY OF THE DEVELOPMENT PLAN

Full development of the Highpoint Urban Mixed Use Village in accordance with the Development Plan is expected to occur over a long period of time, in excess of 30 years. The benefit of a holistic review of the site, is that permit applications coming forward contribute to a greater vision for the site understanding of the site's development capacity, rather than as a piecemeal approach.

Accordingly, this Development Plan has been prepared to provide flexibility around particular components and seeks to avoid being overly prescriptive. It provides a general framework for the long-term development of the Highpoint Urban Village site, in a manner which is consistent with the City of Maribyrnong's vision and design objectives for urban renewal of the Highpoint Activity Centre. In particular, it is noted:

- Land uses – a land use summary has been prepared of anticipated land uses, noting their strategic location to public transport, location within the broader Activity Centre, as well as exposure. It is further noted that the entire site is located within the Commercial 1 Zone, which provides a highly flexible range of land uses which are 'as of right' or permit required. Each permit application will include proposed land uses, responding to market and community demands for space as the Highpoint Activity Centre evolves.
- Building Forms and Design Typologies – the Highpoint Urban Village has been designed to create a legible and walkable urban grid across the site. Block and massing are created as building envelope forms based around perimeter block typologies. However, this does not exclude other building forms and design, which are generally in accordance with these forms, such as podium-tower forms or further breaking converging tower forms into smaller towers, which may respond to wind conditions, outlook, tenant requirements and amenity enhancements.
- Building Heights – buildings heights have been presented in storeys, which are calculated from the natural ground level at or near each building and exclude basements and part exposed basements. As the site has a number of very low spots, from its quarry past, these levels are considered basement or lower ground. Heights are calculated on 4m floor to ceiling for commercial uses and 3.1 m floor to ceiling for accommodation uses. Final land use configurations within a building may result in some variations to final heights.
- Development Capacity and Gross Floor Area – development summaries and yield estimates have been based on preferred land uses and building forms. As each building is designed and shaped, there may be variations in development capacity, and the GFA is not intended to be a mandatory maximum.
- Car parking Requirements – as future patterns of private car usage are expected to change over time, an approach has been adopted to allow for flexibility to reduce car parking rates over time, as usage patterns change.

4.4 DEVELOPMENT STAGING

STAGING PLAN

Whilst the timing and the development may vary depending on various regulatory, market uptake and the need to ensure appropriate management of the site; it is anticipated the development plan will be delivered as illustrated as shown in the indicative staging plan and timeline.

The development of the Highpoint Shopping Centre is envisaged to occur in three broad stages

Short Term (0-10 years)

The development in the short term focuses on catalyst projects in strategic areas in the site without adversely impacting the operation of the current shopping centre functions. Development targets to introduce a various mix of uses such as residential, and commercial within this stage.

For clarity, in addition to the 'short term' areas shown in the Figure 26, it is proposed to deliver the community/library space with this timeframe (0-10) years. Given four potential locations for the space have been identified, the community/library space is not specifically highlighted on the Proposed Staging Plan.

Medium Term (10-20 years)

With the uptake of the development in the initial years, in the medium-term, the development focus will be along Rosamond Road and the public realm interface to the Shopping Centre from Rosamond Road. This stage will see provision of commercial office spaces, and the bus interchange relocation.




Long Term (20-30 years)

In the long term, Highpoint Shopping Centre is envisaged to undergo a major redevelopment to achieve the overall vision and objectives of the development plan for Highpoint to be a vibrant mixed use centre with variety of 'live, work and play' opportunities.

Open Space

Open spaces are expected to be delivered to support increases in resident and worker populations over time, in conjunction with needs assessments as development occurs within each stage.

LEGEND

-  Short term (0-10 years)
-  Long term (20-30 years)
-  Medium term (10-20 years)

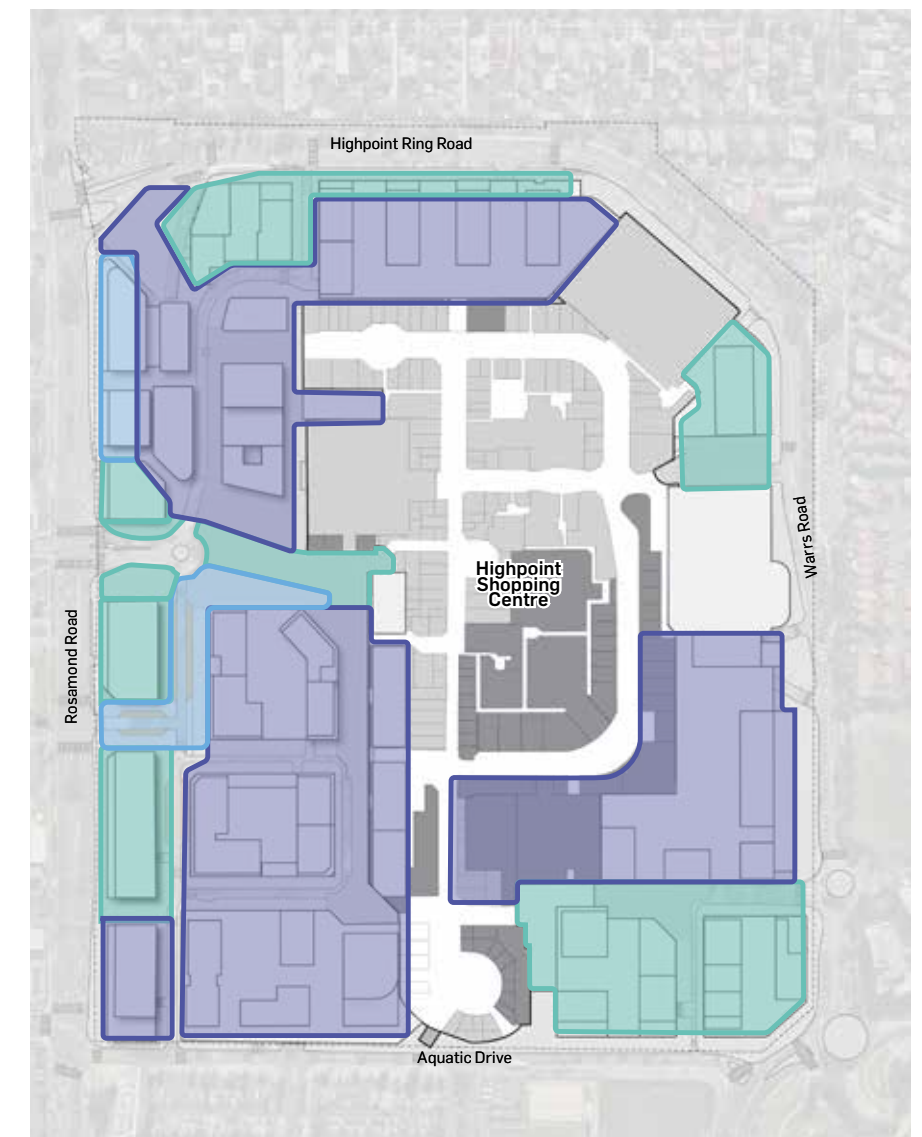


Figure 26 Proposed Staging Plan

4.5 AFFORDABLE HOUSING PROVISION

At the first planning permit application stage where dwellings (excluding caretakers house and bed and breakfast) are proposed, an Affordable Housing report is to be prepared, setting out the strategy to deliver 5% affordable housing across the precinct as defined under the Planning and Environment Act 1987, which may include a 'salt and pepper' approach or nomination of a particular building for affordable housing to be delivered at a particular stage via the following methods;

- to be offered to registered Housing Association or Provider for sale, prior to commencement of the development, to be offered at a discounted purchase price, or
- to be offered to key workers (defined by the relevant act) through an owner-run scheme, with details of the discounts on offer to be included in the report, or
- to be delivered by another funding mechanisms (e.g. shared equity) or future market approach, to the satisfaction of the Responsible Authority.

The Affordable Housing Report may be amended to the satisfaction of the Responsible Authority at subsequent stages of development.

If an additional requirement for the provision of, or contribution or levy to affordable and or social housing is introduced into the Maribyrnong Planning Scheme or through another instrument, legislation or regulation, the 5% affordable housing requirement in this Development Plan may be reduced or waived so that the provision of or contribution to affordable and or social housing is only made under one requirement, i.e. the Development Plan or, another provision of the Maribyrnong Planning Scheme another instrument, legislation or regulation, not both.

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5.0 URBAN DESIGN GUIDELINES

5.1 PURPOSE OF THE URBAN DESIGN GUIDELINES

The design guidelines for Highpoint Urban Village responds to the strategic role of the precinct to achieve a vibrant mixed use development that is well connected to the larger Highpoint Activity Centre. The guidelines encourage the transition of Highpoint from a retail and entertainment centre into a precinct that has a diverse functions and uses.

The guidelines for Highpoint Urban Village aims to foster a safe and convenient community interaction between the future residents, workers and visitors. The guideline will assist in creating places that are accessible and well connected, safe and accommodating, as well as diverse. It encourages variety in the built form and open space offering, which are enjoyable, engaging and comfortable.

The guidelines is consistent with the vision of the Development Plan: "to create a compact, highly accessible and distinctive place that provide regional high-quality living, working and recreation opportunities around a prominent town centre with new development that respects the area's spectacular setting and proximity to the Maribyrnong River

5.2 RELEVANT DESIGN CONSIDERATIONS

The Development Plan design guidelines, along with the individual Precinct Guidelines have been developed with reference to:

- Development Plan Overlay Schedule 17 (DPO17)
- The Highpoint Planning and Urban Design Framework
- Better Apartment Design Standards for Victoria
- Urban Design Guidelines for Victoria

Relevant components of these guidelines will be considered in future planning permit applications. The guidelines also integrates relevant design measures recommended by supporting documents:

- Planning Report
- Transport Plan
- Landscape and Public Realm Concept Plan
- Environmentally Sustainable Design Strategy
- Social Infrastructure Report
- Services and Infrastructure Report
- Site Remediation Strategy
- Site Analysis and Design Report

The guidelines assist decision making and are intended for use by those initiating urban development and public realm works. While there are many ways to achieve the Development Plan objectives other than through the response described in these guidelines; any future development that believes the guidelines should not apply, should be able to express clear reasons why and put forward an alternative way to meet the UDF objectives.

The Guidelines have been established to deliver high quality building and landscape domain outcomes through the transformation of the site, across all uses and densities.

The purpose of the Guidelines is to translate the urban design principles and urban design framework into objectives and guidelines that will ensure future development achieves high quality design and design excellence distributing parks throughout the site.

The guidelines address three broad themes under which various elements are addressed:

Urban Structure

It ensures an urban form that is well scaled, legible and promotes easy wayfinding as well as distinctive character areas

Built form Guidelines:

It addresses strategies to create an accessible, permeable, and functional development of block and streets to ensure a high quality and sustainable development

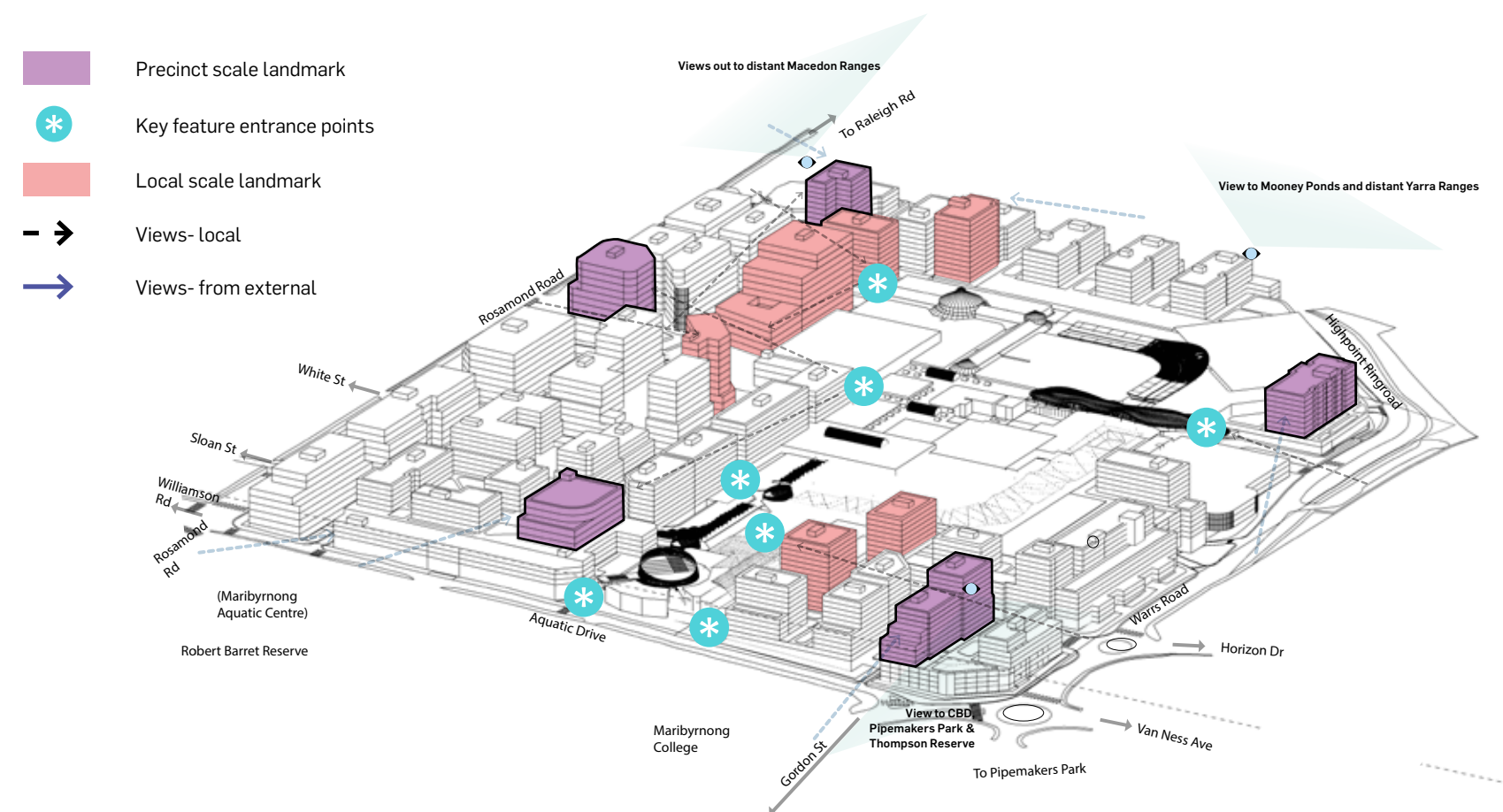
Public realm and Landscape Guidelines:

It focus on creating space and places that are accessible, safe, engaging to the various users of the site, visitors as well as the larger community.

Access and movement Guidelines:

It ensures that the variety of movement network and systems and the land use, built form support each other to form an integrated movement network through the development .

The Guidelines are structured into objectives and guidelines to be addressed within each of these elements.



5.3 URBAN STRUCTURE GUIDELINES

OBJECTIVES

- To enhance the character of the Highpoint Shopping Centre and its surrounds particularly those elements that contribute to a sense of place and identity.
- To ensure development permeability throughout the precinct
- To reinforce the future desired structure and character of the area by arrangement of the built form.

GUIDELINES

- Ensure each development within the precinct is responsive to its context and promotes clear and legible access, views, circulation and public realm interface
- Built form and public realm enhancements should inform wayfinding and legibility through building articulation, massing scale, setback, frontages
- Ensure existing shopping centre is refurbished to strengthen its regional position as a retail destination and is well integrated with the proposed new developments
- Introduce a variety of compact mix of commercial and residential developments to wrap around the existing shopping centre and allow for a built form interfaces and transition to the surrounding urban context.
- Enhance existing and develop new external north-south and east-west pedestrian connections through the site that is accessible and is suitably completed by footpaths for safe use
- Enhance internal north-south and east-west pedestrian connections through the Shopping Centre which links to shopping centre entrances and public open spaces
- Primary communal outdoor open space should receive a minimum of two hours of sunlight between 9am and 3pm on 21 June (refer Better Apartment Design Standards)
- The typical urban block is generally under 100m (where possible) to minimise extensive street walls and create walkable open spaces. Variety within the street edge condition and built form arrangement within the block is also introduced to ensure visual permeability and variety of built form.
- Ensure Variety in the urban form is achieved through arrangement of buildings blocks and height to achieve a compact mixed use precinct with various building typologies.
- Ensure building height and articulation strategy enhance the views from the site at key site corners
- Articulate buildings within the site to support wayfinding and legibility, establish visual links and create city level as well as local landmarks.

5.4 PERMEABILITY AND CONNECTIVITY

The Development Plan aims to create a well connected and permeable movement system that ensures better pedestrian connection within the site and with the surrounding areas. The site has inherent movement challenges created by the changing levels and a centrally located retail core. Adapting with these challenges the Development Plan proposes various through site connections some of which are facilitated through built form. Better site permeability for pedestrians for the E-W connection also takes advantage of the extended operating hours. Similarly, new North-South connections are also proposed ensuring more extensive through the site movement network.

Concurrent with the submission of the first residential development planning permit application on the east side of the site, a wayfinding strategy for the entire complex should be provided. The strategy should identify how connectivity through the site will be provided and maintained and provide commitment to undertake the works required (including at which stage).

East West Connections

- Multiple pedestrian through connections have been provided along the Rosamond Road frontage. This will ensure better connection to the surroundings.
- Two key through site connections facilitated through existing built form are provided. These connections combine external as well as internal circulation and are bookmarked by public open spaces on either end. One of the E-W connection is proposed from the Town Plaza to the NE Plaza. The secondary through site E-W connection allows pedestrians to connect further to Pipemakers Park via the Rivergateway precinct. The connections are illustrated in the sections in Figure 30 & 31. This generally follows the alignment of the existing east-west connection through the entertainment and late night activity area known as 'The Junction' which is open between 6.45am and 12am for 7 days. This existing and future enhanced connection provides safe and accessible pedestrian route through the centre directly connecting to the Town Plaza and future bus interchange (aligning with 99% of bus services).
- Additional enhanced E-W connections through the site and externally along the Aquatic Drive to the south and along the Highpoint Ring Road to the north are provided.
- The legibility of east-west connections through the existing retail centre will be enhanced through a combination of elements including signage, paving/ground marking treatments, internal nodes or landmarks. The way finding strategy will be integrated with stages of development and refined to respond to the layout and design of the site and emerging technologies.

North South Connections:

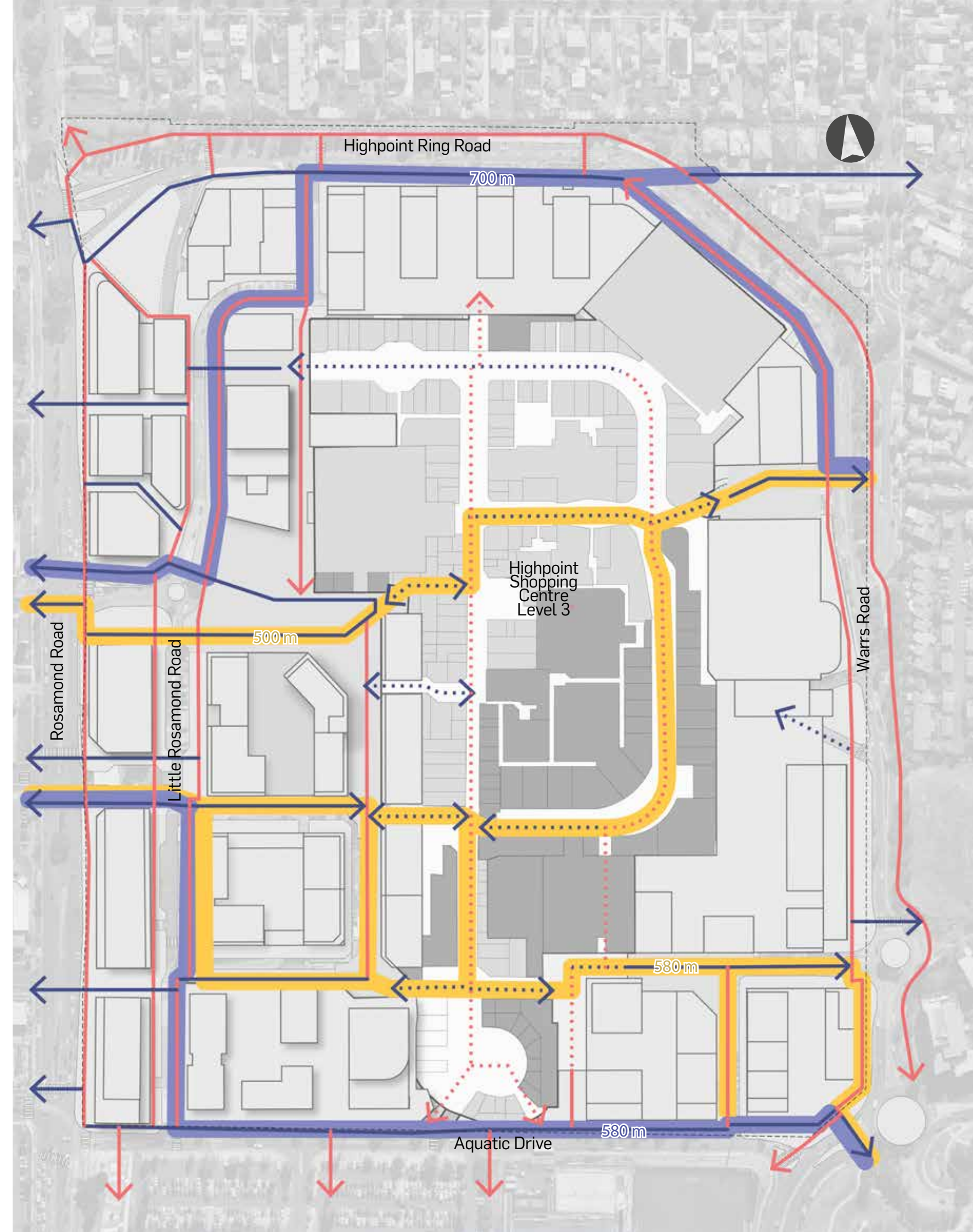
- New North South connection parallel to the Rosamond Road is provided via the new Little Rosamond Road
- A new pedestrian north south connection along the retail edge will help activate the ground place and create a new active destination in the precinct
- Better connection to the south of Aquatic Drive to Robert Barrett Reserve is proposed that with multiple locations to connect to the precinct
- Enhanced pedestrian connection along Warrs Road is proposed
- Internal N-S connections through the shopping centre is also further enhanced to ensure better pedestrian access to the various users

LEGEND

- ↔ External east west circulation
- ↔ External north south circulation
- ↔ Internal east west circulation
- ↔ Internal north south circulation

- Key external circulation (24x7)
- Key east west circulation through centre and focus for wayfinding treatments
- Podium
- Footpath
- Existing retail in Highpoint shopping mall
- Refurbished and additional retail in Highpoint shopping mall

Figure 29 Permeability Plan



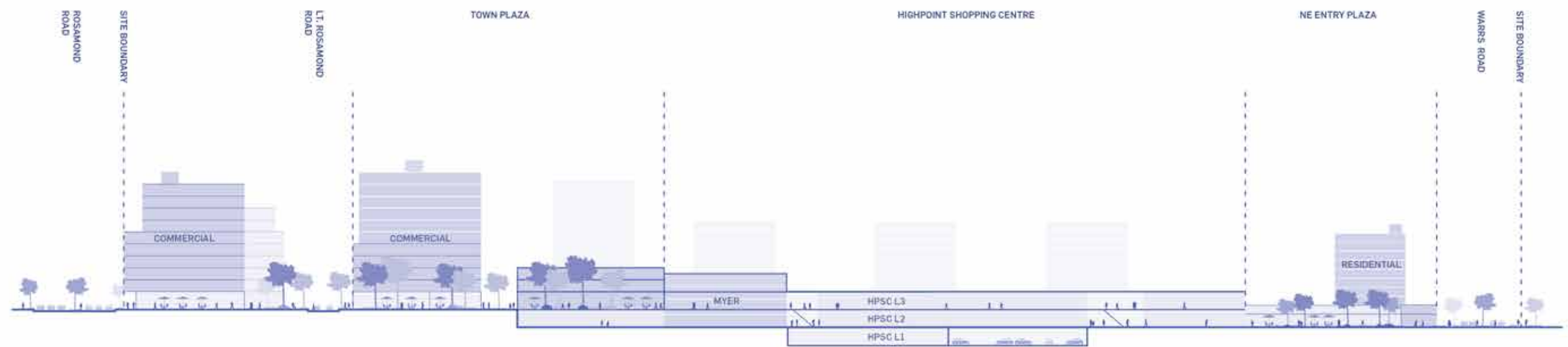
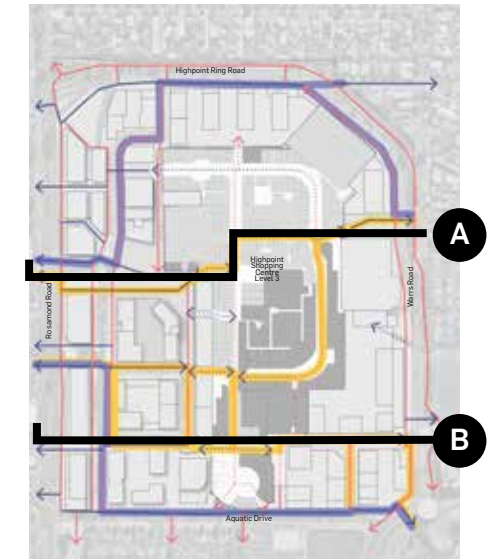


Figure 30 Site Section A - illustrates E-W connections through Town plaza (walking distance 500m)

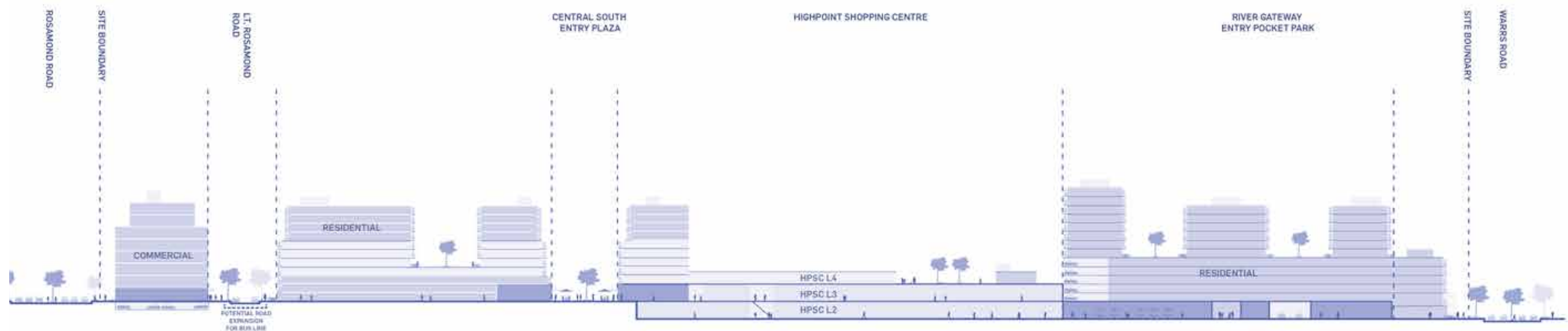


Figure 31 Site Section B - illustrates E-W connections through Rivergateway (walking distance 580m)

5.5 ACTIVE FRONTAGE

To ensure a vibrant ground plane a variety of Active Frontage strategies has been adopted as part of the Development Plan. The Active Frontage strategy ensure that the public realm and ground plane interface between the development and the open spaces are pedestrian friendly, safe and have a distinct character to the areas.

Four 'Active Frontage' types have been identified for the site depending on the land use at the ground plane. The type of active frontage is guided by the character of the existing adjacent context and intended character of the precinct.

It is noted that the predominate active frontages are indicative only, and the final configuration at the permit application stage will respond to the context and opportunities at the time of application, in accordance with the Commercial 1 Zone requirements.

The development Plan identifies residential led active frontage along the Highpoint Ring Road to ensure a residential future character for the site interface. Within this character context and the specified 'Active Frontage' types, Rosamond Road should be encouraged to have a mix of active uses, subject to tenant requirements and emerging Rosamond Road Character. The Central Lifestyle area has a mixed-use character with retail led frontage at the periphery of the existing retail core as well as some residential led frontages along the smaller streets.

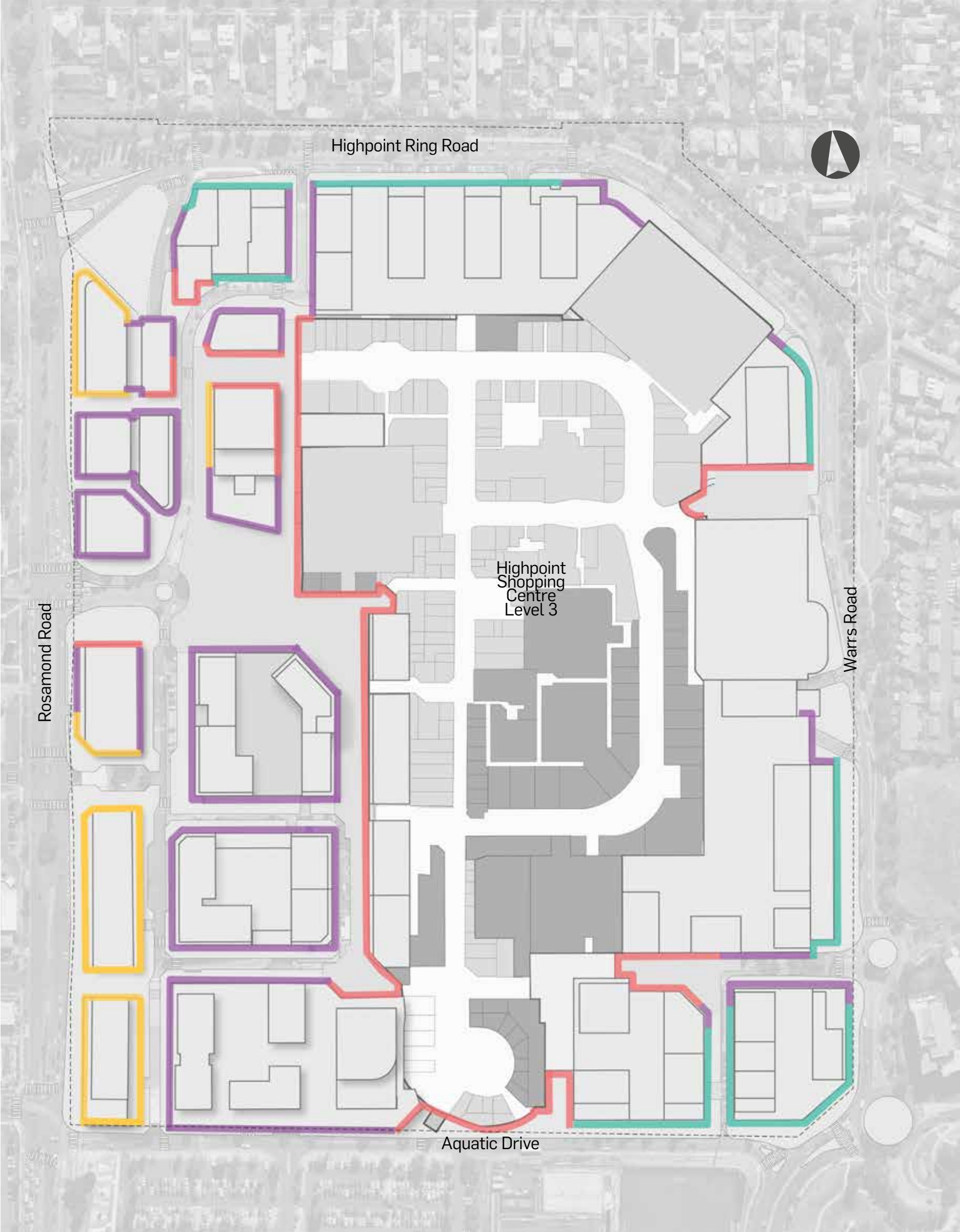
Key open spaces are ensured to have more retail and mixed led frontages to ensure spill out of ground level activities to support the activation of these open spaces.

Within the Active Frontage types specified below, development will seek to encourage and support activation where possible. Improved or enhanced levels of activation may be explored in response to changes in land use and development on the southern side of Aquatic Drive.

The interface to Aquatic Drive is recognised as an important external east-west connection with opportunities for improvement, including potential for weather protection. Within the Active Frontage types specified below, development will seek to encourage and support activation. Improved or enhanced levels of activation will be explored in response to changes in land use and development on the southern side of Aquatic Drive as leases expire and/or when redevelopment occurs. Weather protection to Aquatic Drive must also be addressed.

LEGEND	DEFINITION
— Retail led	Frontage is mainly activated by retail shops and food and beverage where possible
— Residential led	Frontage is mainly activated by residential terrace, maisonette with windows, front doors and private frontage gardens and residential lobby communal entries and residential services
— Commercial led	Frontage is mainly activated by front doors, ground level commercial space and commercial lobby entries.
— Inter-mixed	Frontage is activated by general mixed use frontage including smaller retail shops, commercial space and lobby entries, car park entries, residential lobbies,communal entries, residential frontages as well as service entrances and blank façades in certain locations
	Existing retail in Highpoint shopping mall
	Refurbished and additional retail in Highpoint shopping mall
	New development podium

Figure 32 Indicative Active Frontage Plan



ACTIVE FRONTAGE EXEMPLARS

RETAIL LED FRONTAGE



Broadgate Centre, London

COMMERCIAL LED FRONTAGE



400 George Street, Brisbane

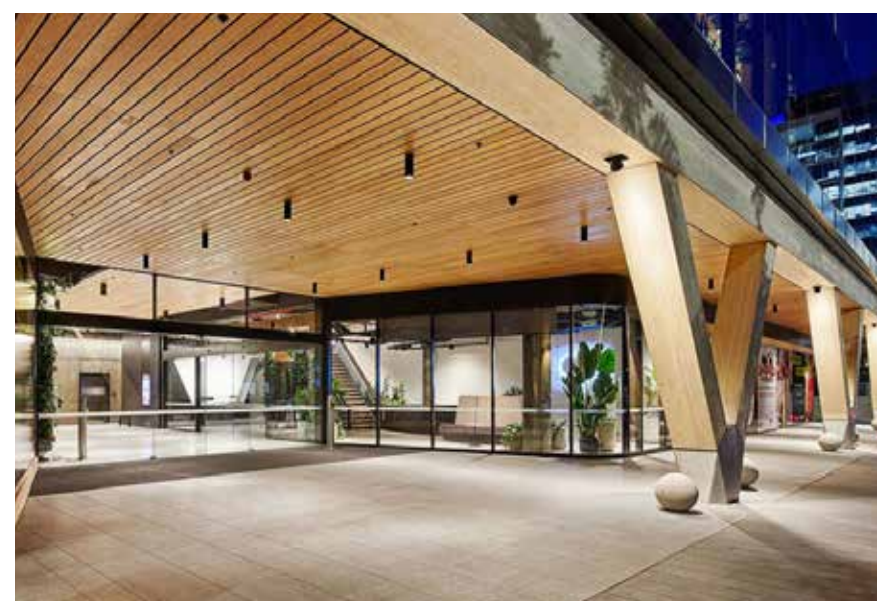
RESIDENTIAL LED FRONTAGE



Harold Park, Sydney



Barangaroo, Sydney



King Street, Brisbane



Quest Serviced Apartments, Wests Rd Highpoint

Figure 33 Active frontage exemplars

5.6 BLOCK STRUCTURE

The structure of the urban blocks rationalises the current road network and transform it into a gridded street pattern that extends from the surrounding context into the retail core and promotes walkability and site permeability. The block structure layout ensures integration of the Highpoint Mixed Use Urban Village with the larger Activity Centre, by promoting seamless movements of pedestrian and ensuring legibility and easy wayfinding in the development.

Whilst urban block sizes are associated with the functions and land uses, variety of blocks sizes have been provided to ensure diverse precinct character and to mitigate standardised and uniform urban built outcomes.

Block sizes in average range from 30-90m. The maximum frontage length of a building should not exceed 65 m without adequate building articulation. Where a development site frontage is in excess of 65m in length, two or more buildings with different architectural expressions should be developed to front the street or public domain with adequate building break above the podium for the full height of the building. This provision would also allow for opportunities to develop significant architectural diversity.

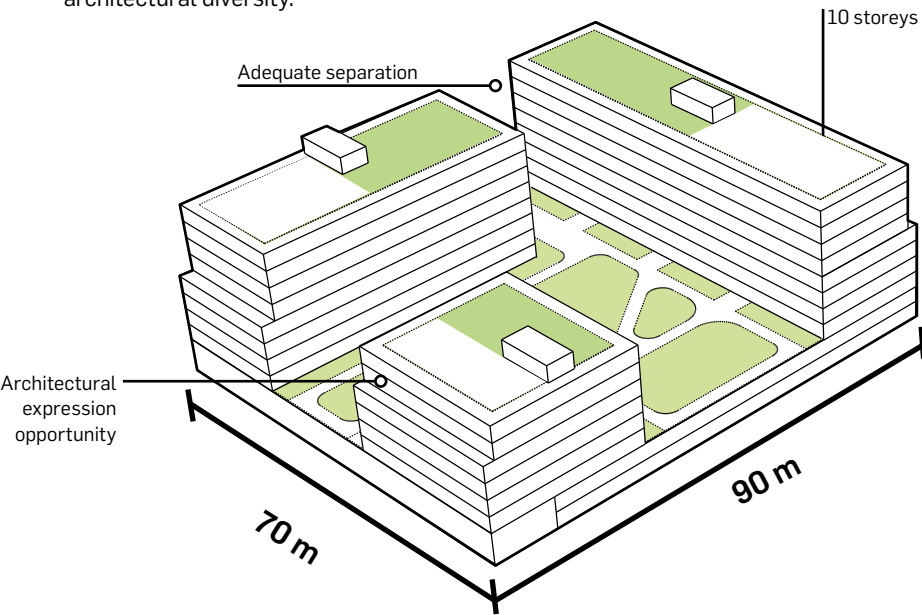
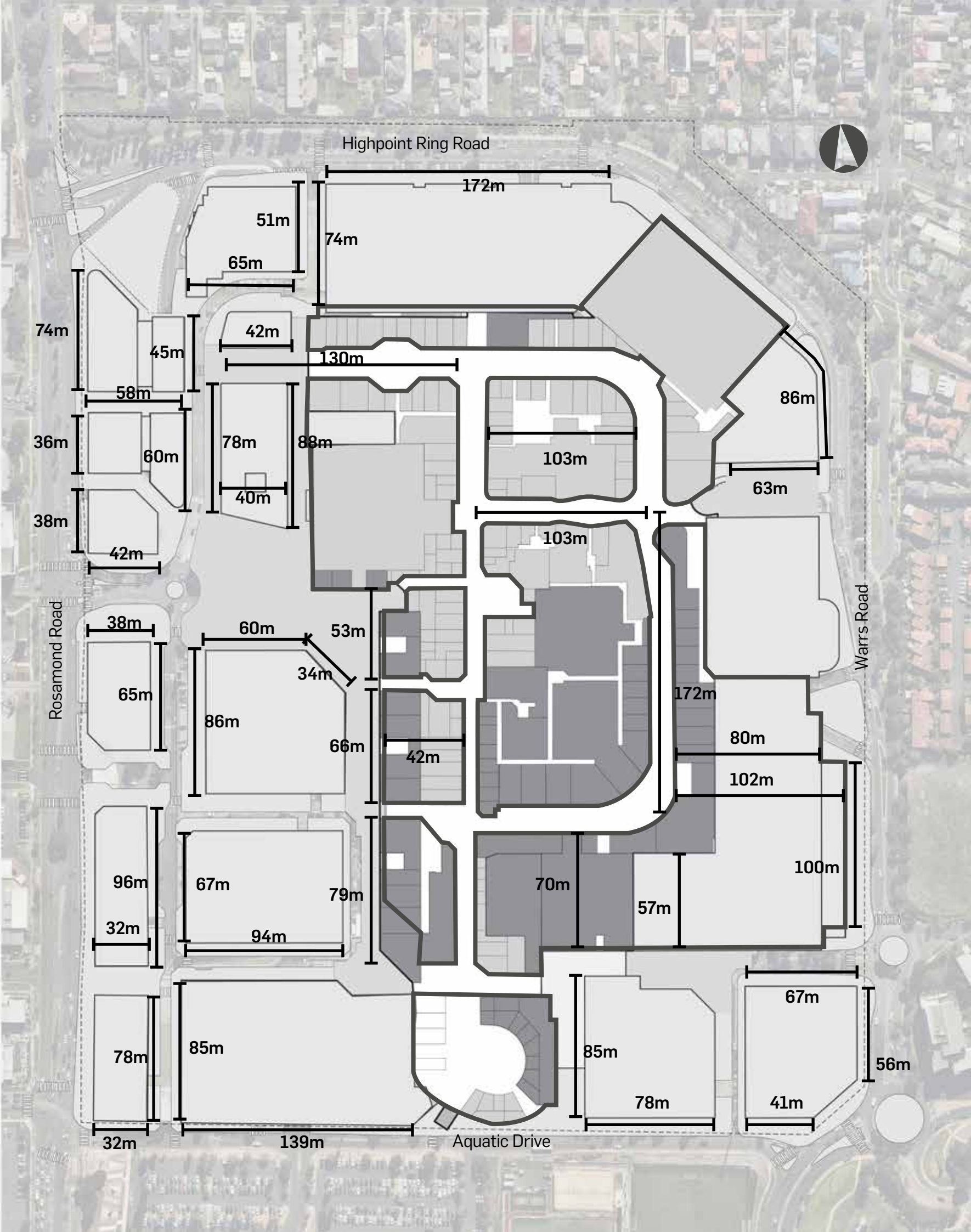


Figure 34 Typical block typology

LEGEND

- Built form development plot
- Footpath
- Key indicative dimension

Figure 35 Block Structure



BUILDING BLOCK EXEMPLARS

MEDIUM RISE PERIMETER BLOCK TYPOLOGY WITH GARDEN LEVEL PODIUM AND INTEGRATED HIGHER BUILT FORM



Emerald Gardens, Wembley, UK



Arden Gardens, Melbourne



Harold Park, Sydney



Figure 36 Building block exemplars

5.7 BUILT FORM AND GUIDELINES

OBJECTIVES

- The building envelopes are developed for the sites within the various precincts that allow for a 'general envelope control' and allow ample room for articulation and modulation of buildings within those envelopes to ensure architectural flexibility and ample design exploration opportunities. Built form massing and articulation is fundamental to the desired future character and identity of streetscapes and the development lots.
- To ensure new development is well integrated with the existing buildings and responds to the surrounding context
- To provide internal and external streets, site links and public realm

GUIDELINES

Building siting and layout

- Determine podium, mid-rise and high-rise building forms. Building heights that are coherent to the wider Highpoint master plan, so that the built environment plays a positive role in signifying locations of visual importance or urban activity, place-making and landmark identity.
- Building heights should be determined by shadow analysis to ensure good access of sunlight to both private habitable areas and public open space, as well as providing all building within the master plan views toward open space.
- The buildings within the block are arranged with consideration for siting, orientation and internal layouts to minimise adverse wind impact on the public realm, maintain privacy, optimise solar heating and lighting across private and public spaces, and promote passive surveillance and safety.
- Building tiers and heights are varied to create visual interest through a dynamic skyline.
- Protect existing views and new views to and from site

Built form and scale

- Provide appropriate building separation to protect privacy and solar access to private and public spaces. Building forms sited to ensure access to sunlight between adjoining building and open spaces, optimise opportunity for view lines and outlook, visual and acoustic privacy, the quality of internal living space, the amenity of private open space and the sense of pedestrian scale and amenity within the public realm and surrounding interfaces.
- Orientate building to maximise façade in sunlight at winter solstice and minimise overshadowing, and better address solar access to open space areas.
- To ensure the building scale and form supports the context and preferred character setbacks and street walls are used to frame the street space or public realm.
- The maximum tower length should not exceed 65 metres without significant modulation.

- Definition of key streets by 6-8 storey street walls (height depending on the use) with towers orientated above the street wall to maximise solar access to public and private spaces and habitable rooms, maximise views and to minimise wind down draft.
- Height is measured from the fronting street level.
- Floor to floor allowance of 3.1m for residential, with additional height considered for ground floor and top levels; and minimum of 4m height allowance for retail and commercial spaces.
- Consider location for plant and light over run – keep compact and unobstructed.

Building Setbacks

- Establish common building line with continuity of frontages, local character and provide definition and enclosure to public realm and streetscape.
- Setback upper levels of tall buildings or use a podium and tower form to create a pedestrian scale at street level.
- Maintain a prominent building line and urban edge along most non-residential streets to increase the ability of a building to interact with the public realm, while also providing primacy and activity to streets.
- Buildings that face open space to create frame the space, help create identity and increase passive surveillance
- Each lot is to be designed to allow for human-scaled street environments by considering the detail of the public/private realm and interface (for example – providing front setbacks to ground floor terraces).
- Shape the building corners to signify key street corners and enhance public domain legibility. Ground floor uses and location for strong podium base to define distinctive urban edge.
- Sleeve larger buildings with less active uses and car parking with finer grain active frontages to the street and public domain. Car parking, where possible is sleeved by residential, commercial or retail built form to reduce visual impact of car parks on the public realm and introduce more active street frontages
- Changes in scale, setbacks should be explored to create interest and enhance the relationship with the public domain.

Building identification, address and lobbies

- Buildings are to be designed to address the street, enhance the public domain thought highly visible lobbies/entrances, transparent glass, internal uses at ground level, good quality finishes and well resolved architectural design.
- Variety of active frontages and street interfaces are also considered. In retail and commercial mixed-use areas building frontages are places on the front lot line.
- Interface with adjoining ground floor uses should be considered to avoid land use conflicts.
- Resident drop-off/pick-up point should be provided within close proximity of a building entrance
- Ensure fundamental issues such as parking, loading etc. have been considered in relation to the residential and adjoining retail spaces

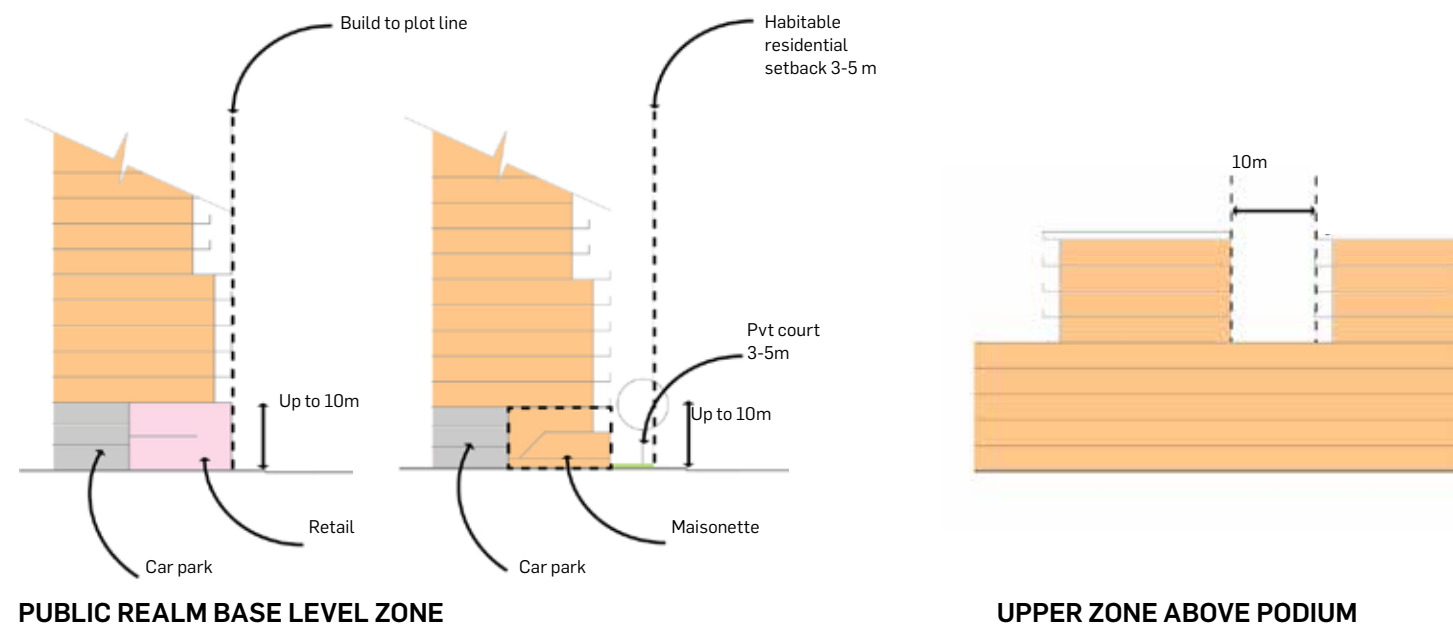
- Residential entry lobbies to be on-grade to avoid ramps with handrails and wheelchair lifts. Retail and commercial entries to have on-grade entries to avoid ramps.
- Non-activated frontages, podium parking or blank sides of residential apartment buildings are to be screened by landscaping and/or architectural façade treatment
- Dwellings on ground floor facing street are to have individual front door entrances from the street, where possible.

Building amenities, articulation and materiality

- Specify facade treatments that create visual variety and interest while contributing to the continuity of the streetscape.
- Where possible podium spaces are utilised for private amenities and greenery and be designed to accommodate a range of activities appropriate to the location, orientation and size of the development and in line with relevant Planning Scheme requirements (e.g. apartment/dwelling design requirements), to provide a high level of amenity for residents.
- Buildings should be designed to reduce wind velocity at footpaths and public outdoor spaces, including through the use of landscaping and architectural means such as awnings, canopies and densely foliating evergreen trees.
- Rooftop communal open spaces and balconies should achieve appropriate wind comfort levels. The following treatment strategies could be integrated into the design of the development where appropriate: The inclusion of high impermeable balustrades; densely foliating evergreen landscaping; awnings or canopies; permanent or operable screening.
- Articulate buildings within the site to support wayfinding and legibility, establish visual links and create city level as well as local landmarks.
- Buildings should be designed to achieve appropriate reflectivity at the upper levels.
- Where active frontages are proposed for Rosamond Road, Aquatic Drive and other key external pedestrian streets, weather protection is provided at entrances.
- Wind impact mitigation strategies
 - Podium level landscape treatment: more canopy trees
 - Ground level landscape and streetscape treatment : lower level landscape planting; more canopy trees
 - Built form treatment: pulling back built form; shave corner built form

Staging

- Ensure that the redevelopment is coordinated in an orderly manner to ensure the activities of adjacent sites and amenity of residential neighbours are not adversely impacted upon
- Address the storm-water and flood management at the outset of construction works, thus ensuring adjacent areas are not adversely affected.



5.8 BUILDING ARTICULATION AND MATERIALITY

The character of each super-lot should be defined by the façade articulation and materiality of the built form. Diversity in the architectural character of the built form is important to ensure varied character and interest which is then to be fused through the use of common material palette and expression with three key zones:

Public realm base level zone:

2 – 3 storey zone with fine grain pedestrian environment at the building base. Emphasise a horizontal expression with materials that are warm, deep and rich in colour, high textured and tactile and of superior finish. This will ensure lower levels draw out focus of quality and human scale detail that relates to street zones.

This Base level frontage height can be Up to a level to accommodate (circa 8-10m or preferred 2-3 storeys) This would allow the following

- Build to plot line for retail/commercial frontages
- Up to a level to accommodate (circa 8-10m or 2-3 storeys) height would support potential mezzanine level and diverse retail and commercial uses
- Up to a level to accommodate (circa 8-10m or 2-3 storeys) height would support habitable residential that is set back 3 to 5 m from the plot line
- Allow for sleeving of multiple levels of car park behind the built frontage

Street Wall-Upper podium zone:

The base level and the upper podium zone together will comprise the street wall level. Generally throughout the site a street wall level of up to 6 storey has been adopted. In prominent built form corners plots can have specialist response up to 8 storey street wall edging for width of building. All balconies are to be recessed within the street wall.

Transition zones between the building base and upper buildings. Visibility of the upper podium zone remains high from the public realm, and so needs to contribute horizontal expression and provide a strong architectural response. This

zone is to include textured and rich material that warm hues that are complemented with highly transparent materials.

Upper level zone:

Setback of upper level towers help to mitigate wind-wash at street level and open spaces as well as allows for better solar access. Setback from the street wall and its form and materiality should assist to make it visually recede. Upper building zones sites above the street wall or on the podium and are to have a vertical expression and adopt materials and finishes that are simple and restricted in their articulation and expression. Colours of the materials in this zone are to be lighter than the lower and upper podium zones. Highly coloured, reflective or blank façades are not encouraged.

Building height above the podium ranges from maximum of 10 to 14 storeys.

Upper level zone set back 2-5 m from plot line

- Balconies can be recessed or expressed into set back area and less than setback to plot line depth

Screening of plant area:

- Plant areas above finished top level of building to be set back and screened from views

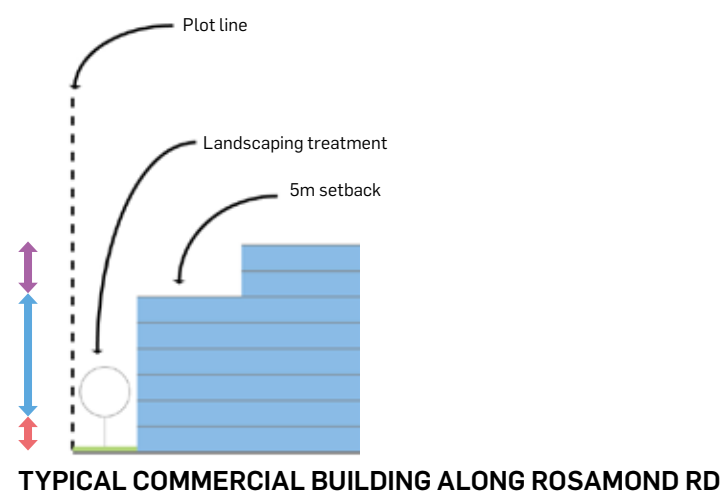
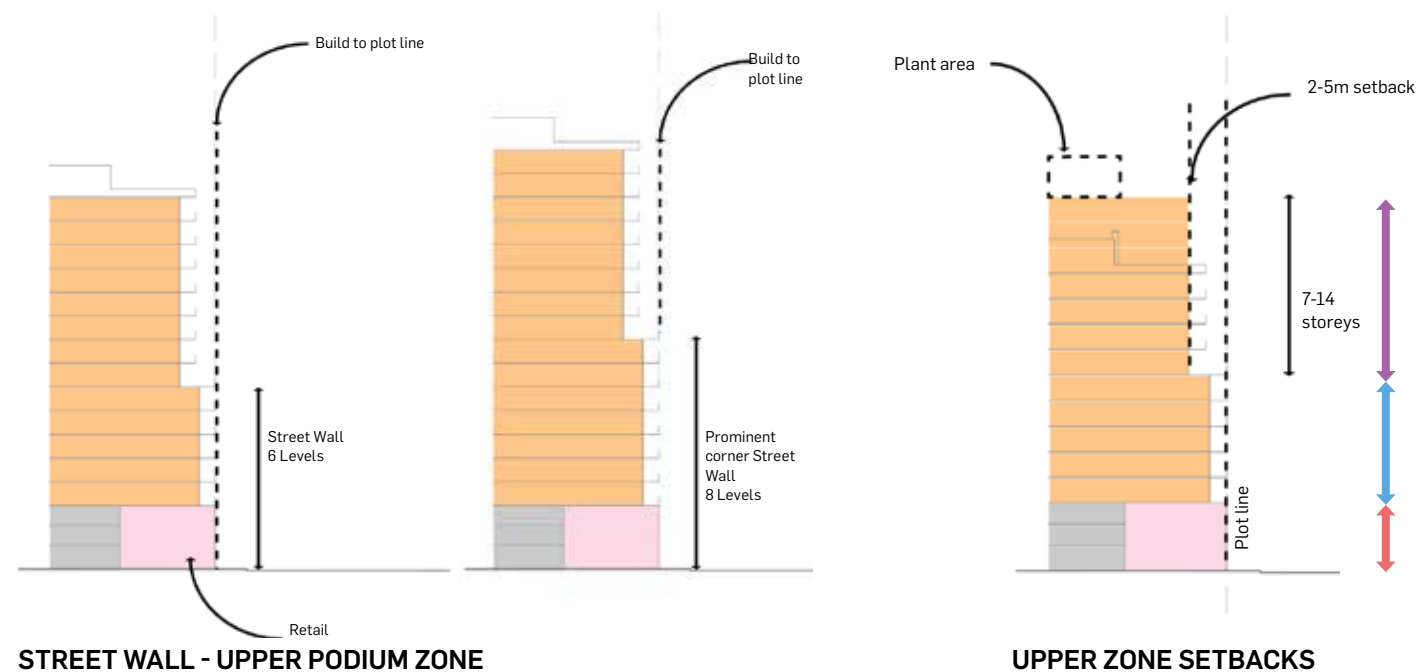


Figure 37 Base and podium- building interface setbacks principle diagrams

LEGEND			
↔	Public Realm- base level zone		Retail
↔	Street wall- upper podium zone		Residential
↔	Upper level zone		Commercial
	Car park		

ARCHITECTURAL MATERIALITY

UPPER ZONE:



Transparent balustrade

Vertical shading devices

Curtain Wall

Full glazing

STREET WALL-UPPER PODIUM ZONE:



Tinted textured concrete

Glazed louvres

Tiled cladding

Textured cement

Brickwork

PUBLIC REALM BASE LEVEL ZONE:



Stone

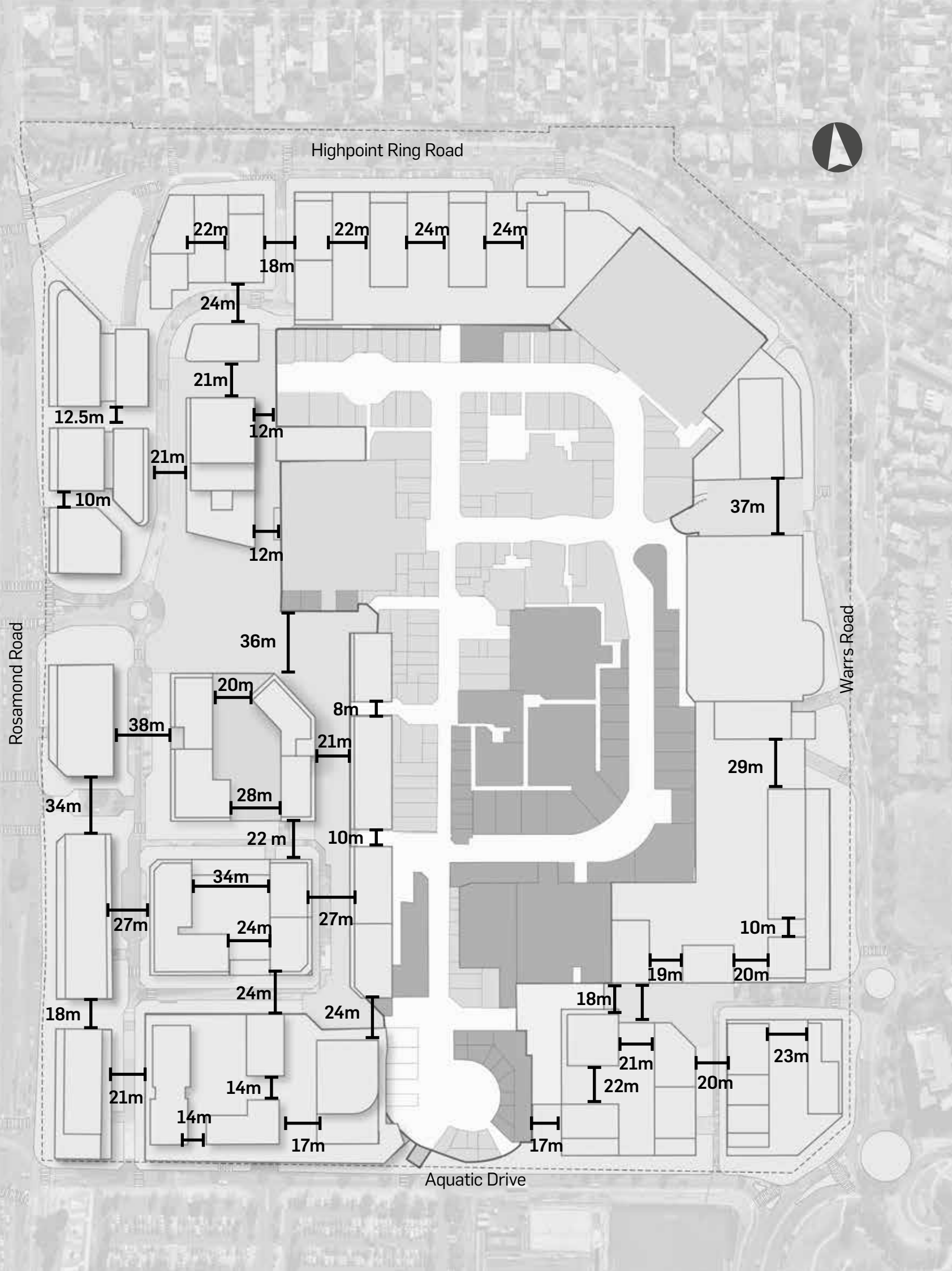
Bluestone

Brickwork

Tiled cladding

Stone cladding

Figure 38 Architectural Facade precedent imagery
Source: internet



5.9 BUILDING SEPARATION

The layout of buildings and towers within the master plan ensures adequate building separation for residential buildings and between residential and non residential uses. This allows for visual and acoustic private, outlook, natural ventilation and daylight access. Building separations contribute to urban form of the building block as well as amenities for the apartments; as well as open space provision on the building podium.

Minimum distances of 10m for buildings above podiums and 15m between facing buildings above the street wall has been adopted.

These separations ensure communal and private open space which can be landscaped on the podium of the buildings as well as at the ground level.

Adequate building separation between buildings and towers ensure visual privacy between residential buildings and ensure solar access to residential apartments.

Building separation above podium within a plot:

- Minimum building separation for built form on podium to be 10m

Building separation for adjacent towers:

- Minimum building separation of buildings at podium level to be minimum 10m.
- Minimum building separation for towers separated by to be minimum 15m above the street wall.

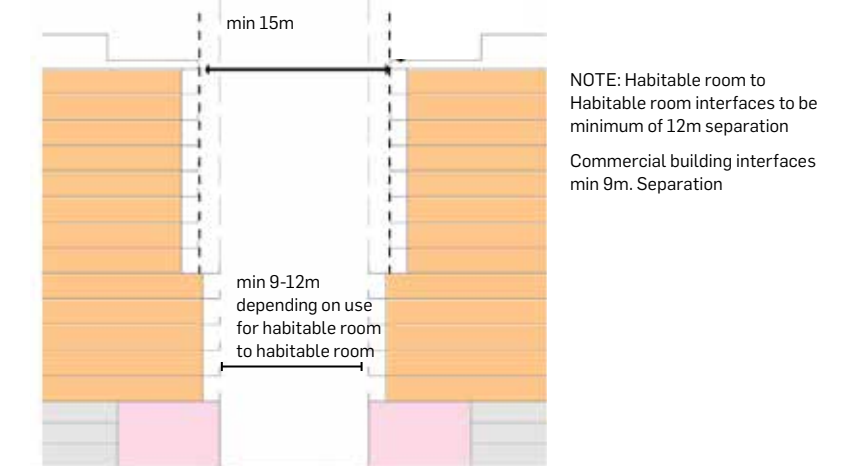


Figure 39 Building separation principle diagram

LEGEND

- Building
- Podium
- Illustrative Building separation distance (preferred)

Figure 40 Building separation plan

5.10 SITE SETBACKS

Setback for buildings from the surrounding areas at the periphery of the site boundary help to establish the alignment of buildings along the surrounding streetscapes. The street setback depending on the use could accommodate front gardens for ground floor residential or retail and lobby functions.

The key streetscapes surrounding the site include:

- Rosamond Road street Frontage
- Aquatic Drive Street Frontage
- Highpoint Ring Road and Warrs Road Frontage

The setback of the development from these street frontages is illustrated in the Site Setback Plan. The key objectives guiding the setbacks is as follows.

- **Rosamond Road street Frontage:** to ensure a street wall edge along the pedestrian movement path and allow for activation at the ground plane and provide a defined street wall edge along Rosamond Road
- **Aquatic Drive Street Frontage:** to ensure a street edge that defines the Aquatic Drive edge along the Highpoint Shopping Centre, whilst ensuring solar access to a minimum of one footpath at Highpoint Ring Road and Warrs Road Frontage between 10am to 3pm on 21 September.
- **Highpoint Ring Road and Warrs Road Frontage:** Setback for development along the Highpoint Ring Road and Warrs Road ensure transition to the surrounding residential development. Generally on this frontage setback is provided which accommodates front gardens for ground floor residential uses.

Podium and tower setbacks are set out in the Precinct Plans.

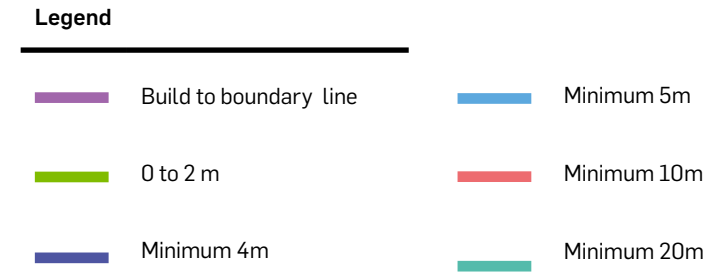
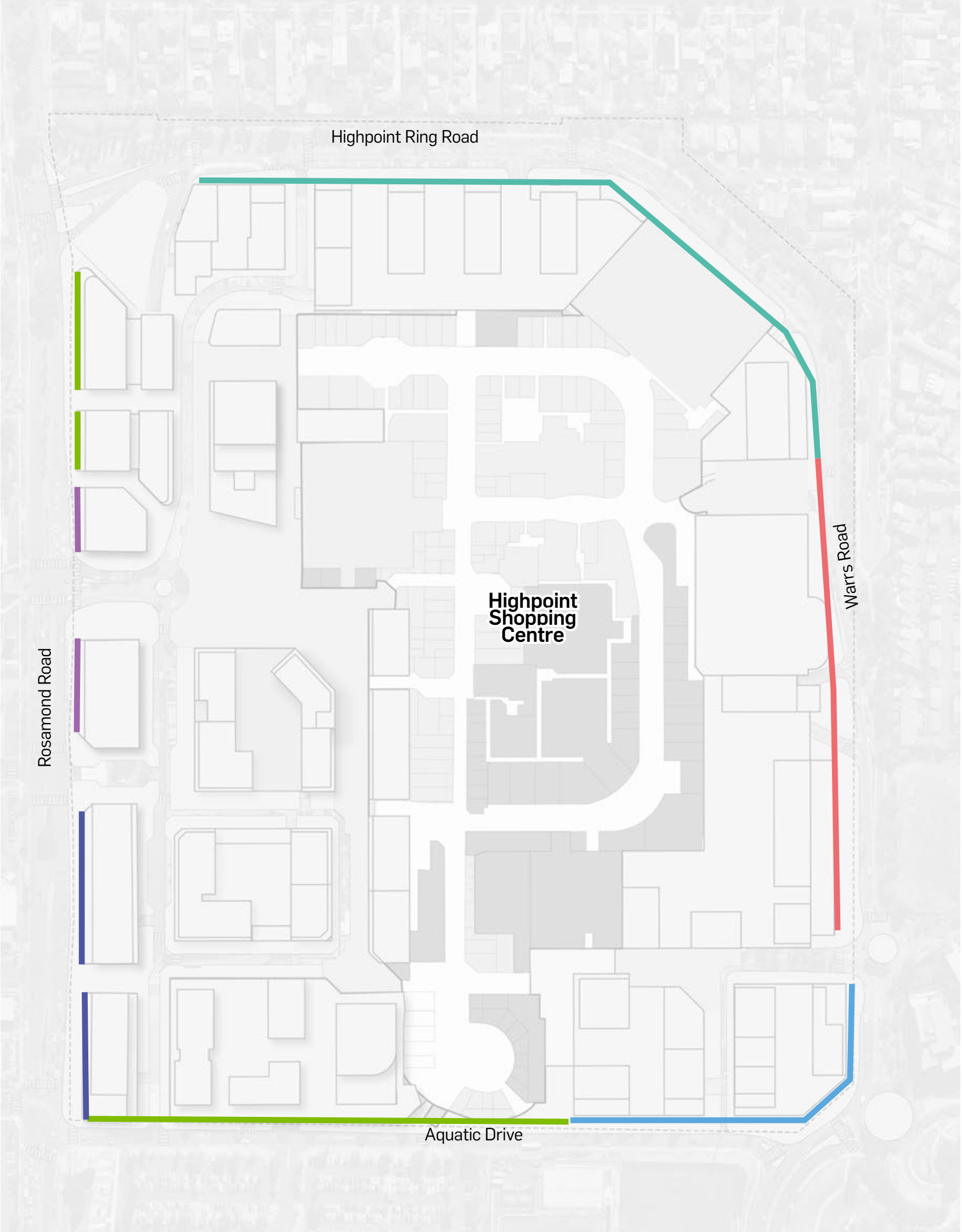


Figure 41 Building setbacks plan



5.11 ACHIEVING AVERAGE BUILDING HEIGHTS OF 10 STOREYS

Building heights within the development plan are informed by the site context and character. The Development Plan seeks to create interest through the promotion of varying building heights and built form outcomes. An averaged building height across of the site is 10 storeys, with certain key landmark buildings identified to be up to 14 storeys from the street level.

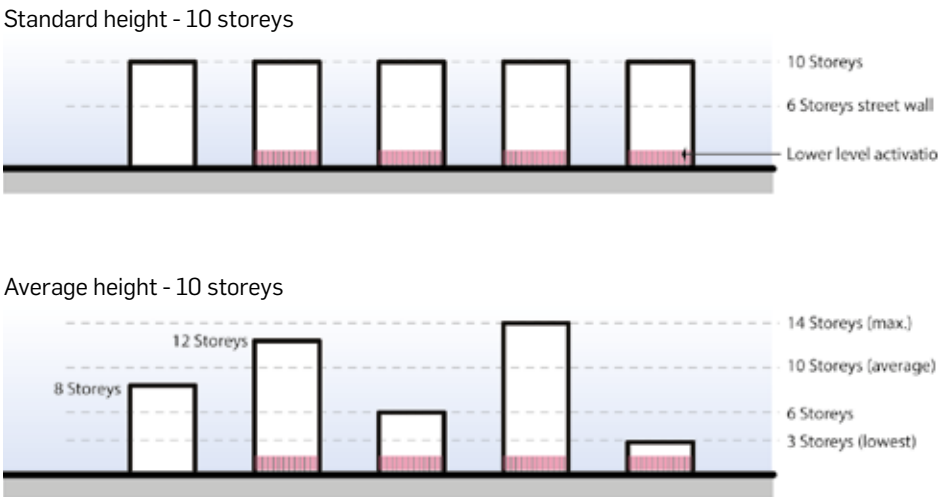






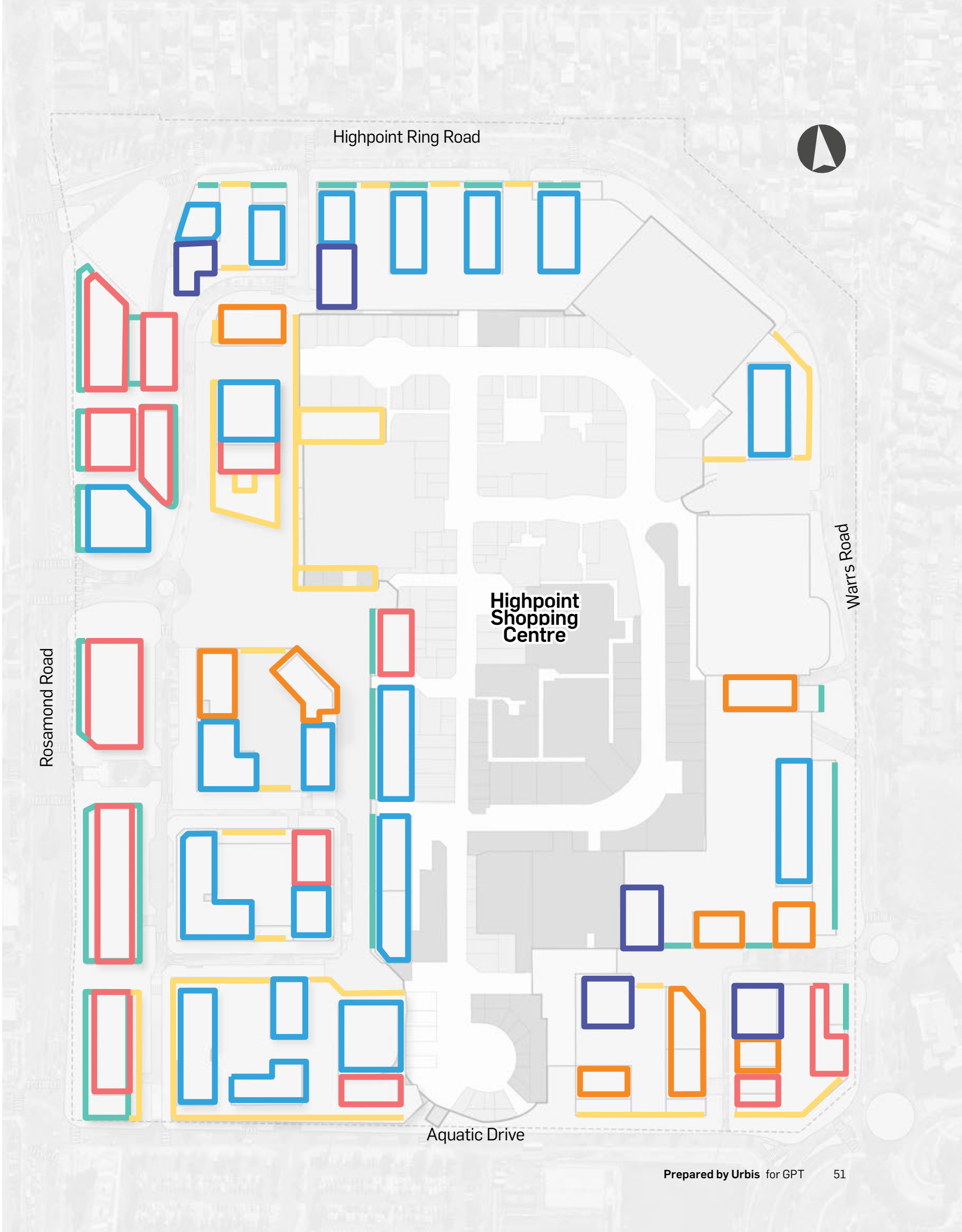


Figure 42 Principle for average height of 10storeys

BUILDING HEIGHT			
	No. of Storeys	No of Buildings	Effective Building Height
	5 & below*	2	10 storeys
	6*	2	
	7 to 9	13	
	10 - 11	20	
	12 to 13	9	
	14	5	

*height within podium not included
Note:Heights from street/surface level

Figure 43 Building height distribution plan



Floor to ceiling heights and storeys:

When calculating building heights for the purposes of the development plan and DPO17, the following should be used:

- Retail and commercial ground floor spaces with a floor to ceiling height or more than 5m should be counted as two storeys, except for Buildings 3 and 6, where a floor to ceiling height of 6.4m is adopted due to change in levels.
- Commercial spaces (including offices) with a floor to ceiling height of more than 4m should be counted as two storeys.
- Residential floor space/dwellings with a floor to ceiling height of more than 3.5m should be counted as two storeys.

However, some developments are proposed to have ground level heights higher than 5m due to the existing site topography and conditions as indicated below.

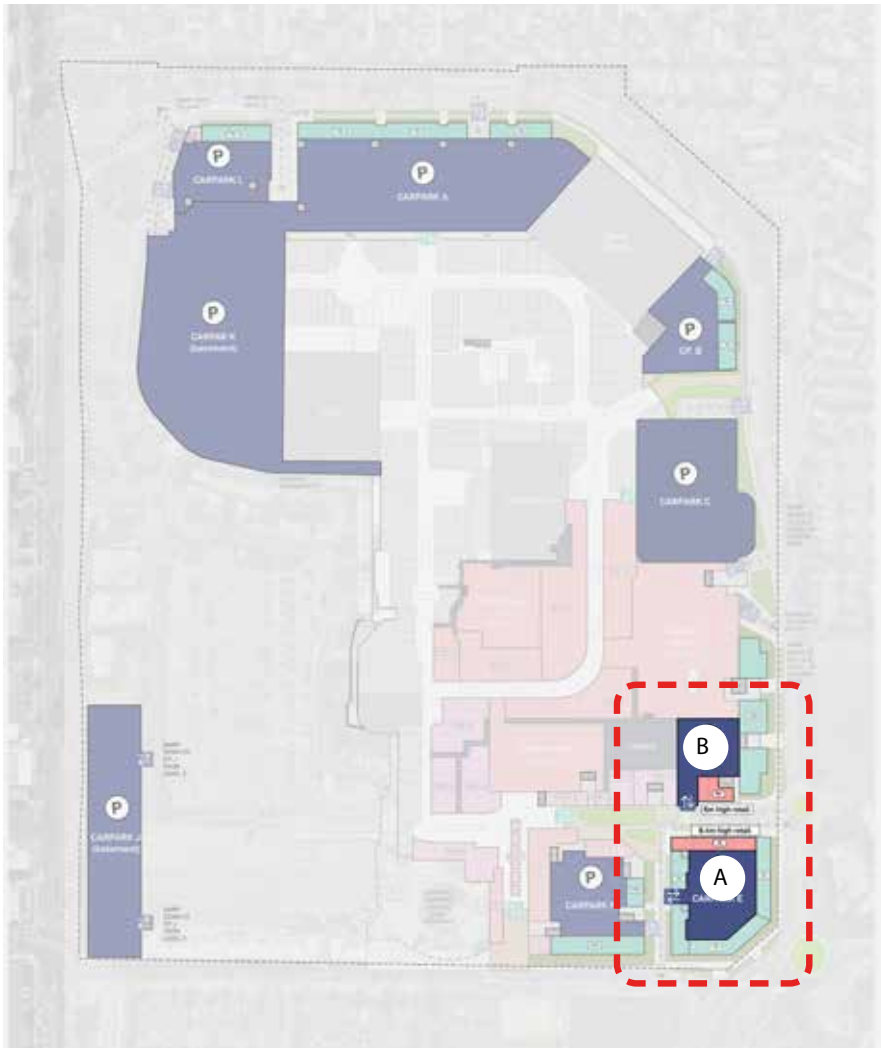
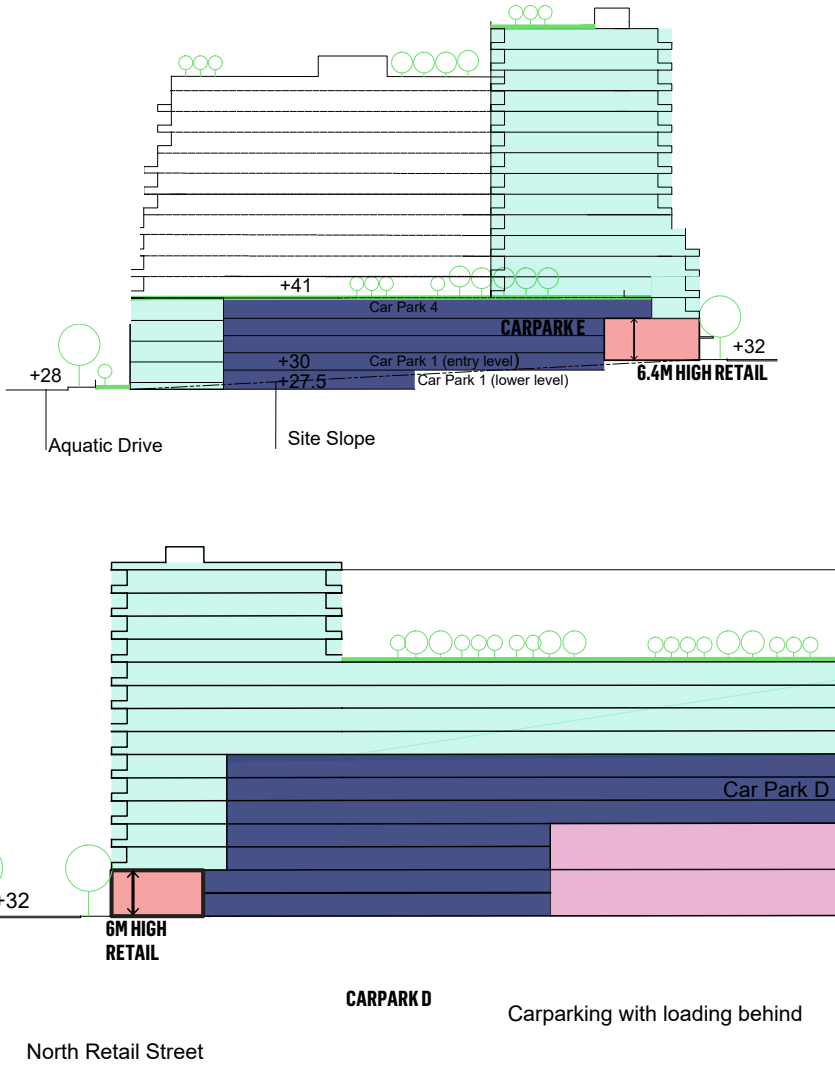


Figure 44 Developments with higher ground level heights at Rivergateway South



5.12 BUILT FORM SHADOW ANALYSIS

ROSAMOND ROAD SHADOWS 21 JUNE

To preserve solar access to a minimum of one footpath, between 11am and 2pm on 21 June along Rosamond Road as required by DPO17

LEGEND

Rosamond Road western footpath

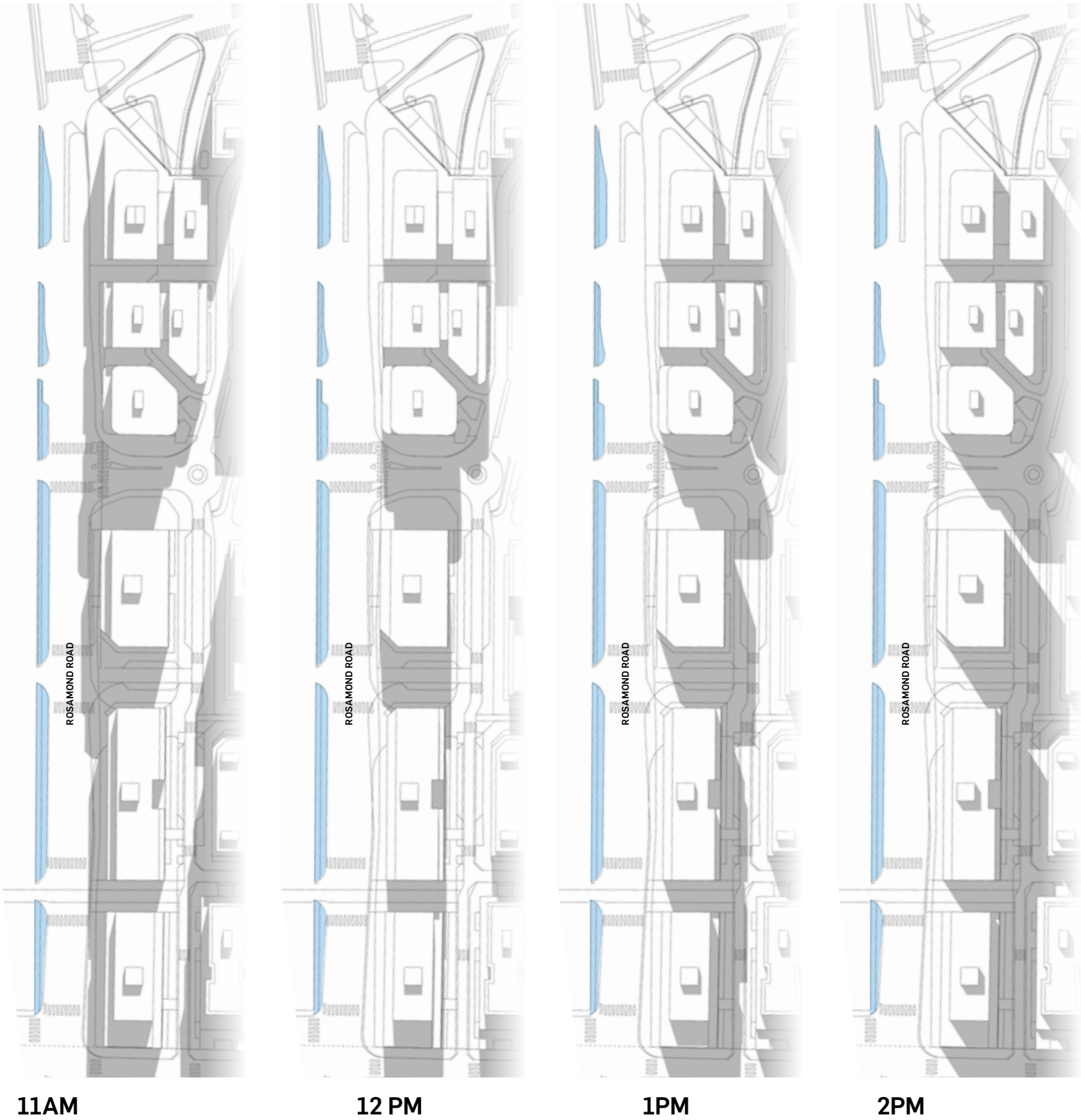
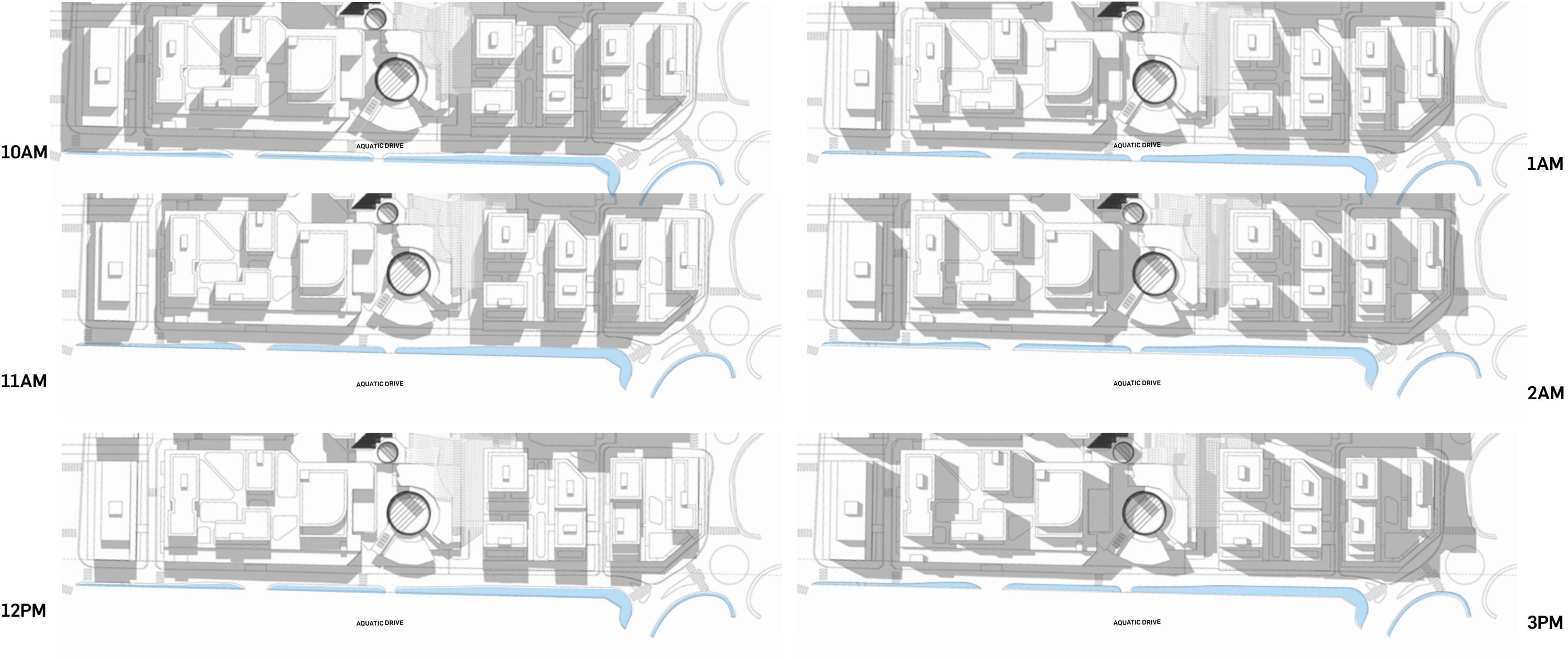


Figure 45 Rosamond Road Shadow Analysis 21 June

AQUATIC DRIVE SHADOWS 21 SEPTEMBER

Shadow diagrams showing shadow impacts between 10am to 3pm on 21 September on all other streets demonstrating the preservation of solar access to a minimum of one footpath.



LEGEND

 Aquatic Drive southern footpath

Figure 46 Aquatic Drive Shadow Analysis 21 September

WARRS ROAD SHADOWS 21 SEPTEMBER

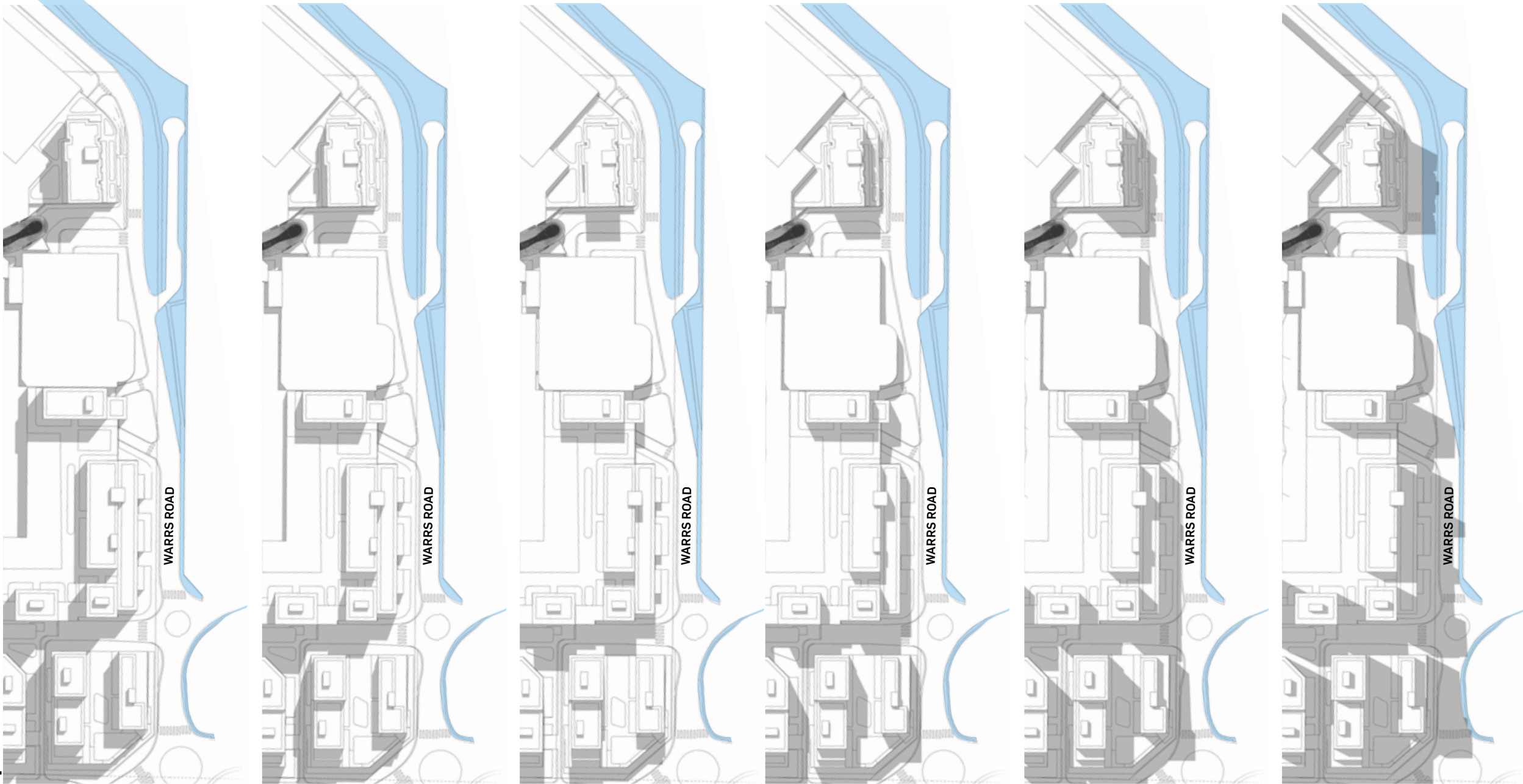


Figure 47 Warrs Rd Shadow
Analysis 21 September

10AM

11AM

12PM

1PM

2PM

3PM

5.13 DEVELOPMENT SHADOW ANALYSIS SEPTEMBER 21 9AM- 3PM

9AM



10AM



11AM



12PM



1PM



2PM



3PM

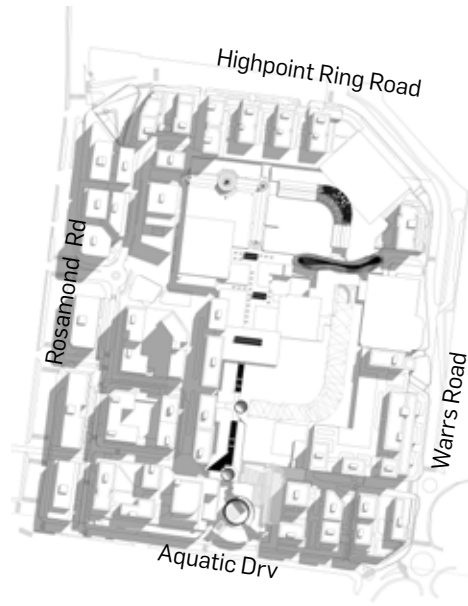


Figure 48 Overall Development Shadow Analysis 21 September

5.14 BUILT FORM WIND ANALYSIS

The 'Built Form and Wind Analysis' is extracted from the 'Pedestrian Wind Environment Statement' for Highpoint Urban Village, and presents the likely impact of the proposed development from the Development Plan. The effect of wind activity is examined for the three predominant wind directions for the Melbourne region; namely the northerly, southerly and westerly winds. The analysis of the wind effects relating to the proposed development was carried out in the context of the local wind climate, building morphology and land topography.

The results of this assessment indicate that the subject development is relatively exposed to the three prevailing wind directions, affecting the site. As a result, there is a possible impact on the wind comfort within areas such as along the footpaths of the various streets that intersect the development and at the communal open spaces that are located on the roofs of multiple buildings. It is expected that the wind effects identified in the report can be ameliorated with the consideration of the following treatment strategies into the design of the development:

- The inclusion of densely foliating evergreen landscaping for areas where winds are expected to funnel or side stream, such as communal open spaces that are situated between two buildings. Where planting cannot be utilised, the inclusion of chamfered corners, placing awning to deflect downwashing winds away from pedestrian trafficable areas, setting building façades back to incorporate landscaping, adding a podium or increasing the setback of the tower form from the edge of the podium to lessen downwashing effects is recommended.
- The inclusion of densely foliating evergreen landscaping, permanent screening or operable screening where the prevailing winds are expected to interact with building corners.
- The inclusion of awnings, canopies or densely foliating evergreen trees where winds are expected to downwash from façades onto footpaths or communal open spaces
- The inclusion of high impermeable balustrades or densely foliating evergreen landscaping for areas that are exposed to directly impacting winds.

With the inclusion of these considerations in the detailed design of the development, wind conditions within outdoor trafficable areas of the development are expected to be suitable for their intended uses.

Wind analysis is further elaborated in the Pedestrian and Wind Environment Statement Report. Application for new buildings that exceed 40m in height (excluding minor buildings and works or alterations, plant and equipment) must be accompanied by a wind assessment, demonstrating how acceptable wind conditions are maintained in the public realm.

LEGEND

Northerly winds

Southerly winds

Westerly winds

Figure 49 Wind Impact Analysis diagrams

NORTHERLY WINDS
STREET LEVEL



SOUTHERLY WINDS
STREET LEVEL



WESTERLY WINDS
STREET LEVEL



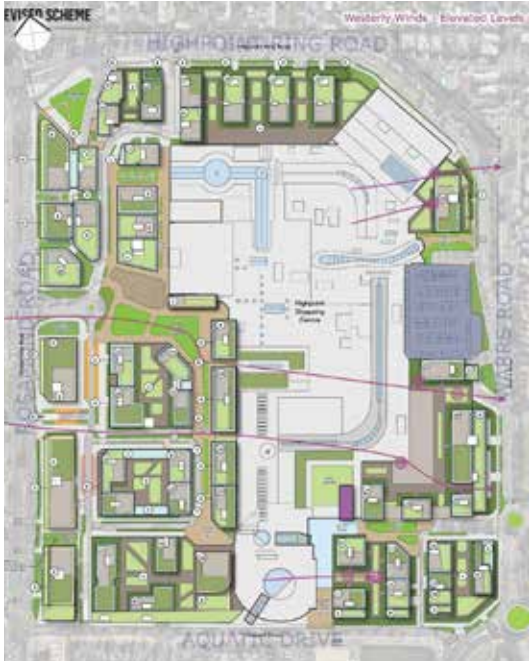
ELEVATED LEVEL



ELEVATED LEVEL



ELEVATED LEVEL



5.15 PUBLIC REALM AND LANDSCAPE GUIDELINES

The guidelines for Public Realm and Landscape are in line with the Highpoint Planning and Urban Design Framework

OBJECTIVES

- To deliver a well-connected accessible high quality public open space network that is diverse, multifunctional, and flexible with a range of typologies and functions appropriate to the future community's needs
- To integrate and improve the existing public realm, open spaces, connections with the proposed landscape and public realm interventions
- To provide public open space and private amenity spaces to service the higher density residential environment
- Landscaped streetscape as a key element to linking open spaces and precincts
- Progressively develop open spaces to service increased needs over time.

GUIDELINES

- The proposed development should provide diverse scales and types of open spaces of open spaces to accommodate variety of amenities and activities that are universally accessible and DDA (Disability Discrimination Act) compliant.
- Provide open space as required by the MCC 2031 Open Space Strategy
- Buildings should be designed to ensure that one footpath on all streets receives sunlight between 10 am and 3 pm on 21 September, that one footpath along Rosamond Road between Highpoint Ring Road and Aquatic Drive receives sunlight between 11 am and 2pm on 21 June, and solar access to public open space is maximised where possible.
- Upgrade existing public plaza to be the new Town Plaza fronting Rosamond Road and new NE Plaza and Green Plaza are provided at focal points at each end of the E-W pedestrian links
- Provide street landscape edge and planting to ensure a landscaped buffer along the Highpoint Ring Road and Warrs Road reducing visual impact to the surrounding residential.
- Provide variety of small pocket parks and plazas both softscaped and hardscaped in key locations
- Public Art to be integrated in key public spaces
- High quality landscape treatments and plantings to be provided in accordance to responsible authorities' requirements

- Establish and support activity at the edges of public spaces, provide visual link by having windows and balconies of residential buildings to face public open spaces, and define the boundary or transition between public space and private spaces.
- Where appropriate, laneways, streetscapes and open spaces should integrate active uses along their frontage.
- Where appropriate weather protection measures for pedestrian must be provided in streets.
- Landscape strategies to mitigate wind impact on open spaces should incorporated in the design and construction of the open spaces
- Location of public realm elements such as lighting and telecommunication poles, street trees, outdoor furniture, parklets and other physical infrastructure should be located to minimise adverse impact on the public realm environment and ensure safety and amenity.
- Open spaces and landscapes to incorporate Water sustainable Urban Design strategies. Water sustainable urban design should be a key consideration in future open space areas.
- Encourage the selection of new plants to contribute to improved tree canopy cover where appropriate, including to contribute to urban cooling.
- Detailed development of open spaces to consider solar access in regards to planting strategy for key congregation areas
- Development of the precinct should consider the relevant policies of Clause 15.01 of the Maribyrnong Planning Scheme.

5.16 GREEN EDGE ALONG HIGHPOINT RING ROAD

The Green Edge is the interface of the Development Plan along Highpoint Ring Road and Warrs Road on the north and west edge. The Green Edge ensures the transformation of the existing street interface consisting of car parking into a residential character. It is envisioned to have ample landscaped/green building edge. The enhanced landscaped character of the Highpoint Ring Road along the Green Edge ensures a better transition to the surrounding residential uses.

A 15 metre landscaped/green building edge along the northern and eastern edges is provided from the kerb of the expanded Highpoint Road.

Buildings podium heights along the Green Edge is maintained at maximum height of 6 storeys within 15m of the expanded ring road, with either landscaping or green building edge. Higher built forms are located behind the 15m line.



Figure 50 Preferred Building Heights and Streetscape Treatments
Source: Maribyrnong Planning Scheme

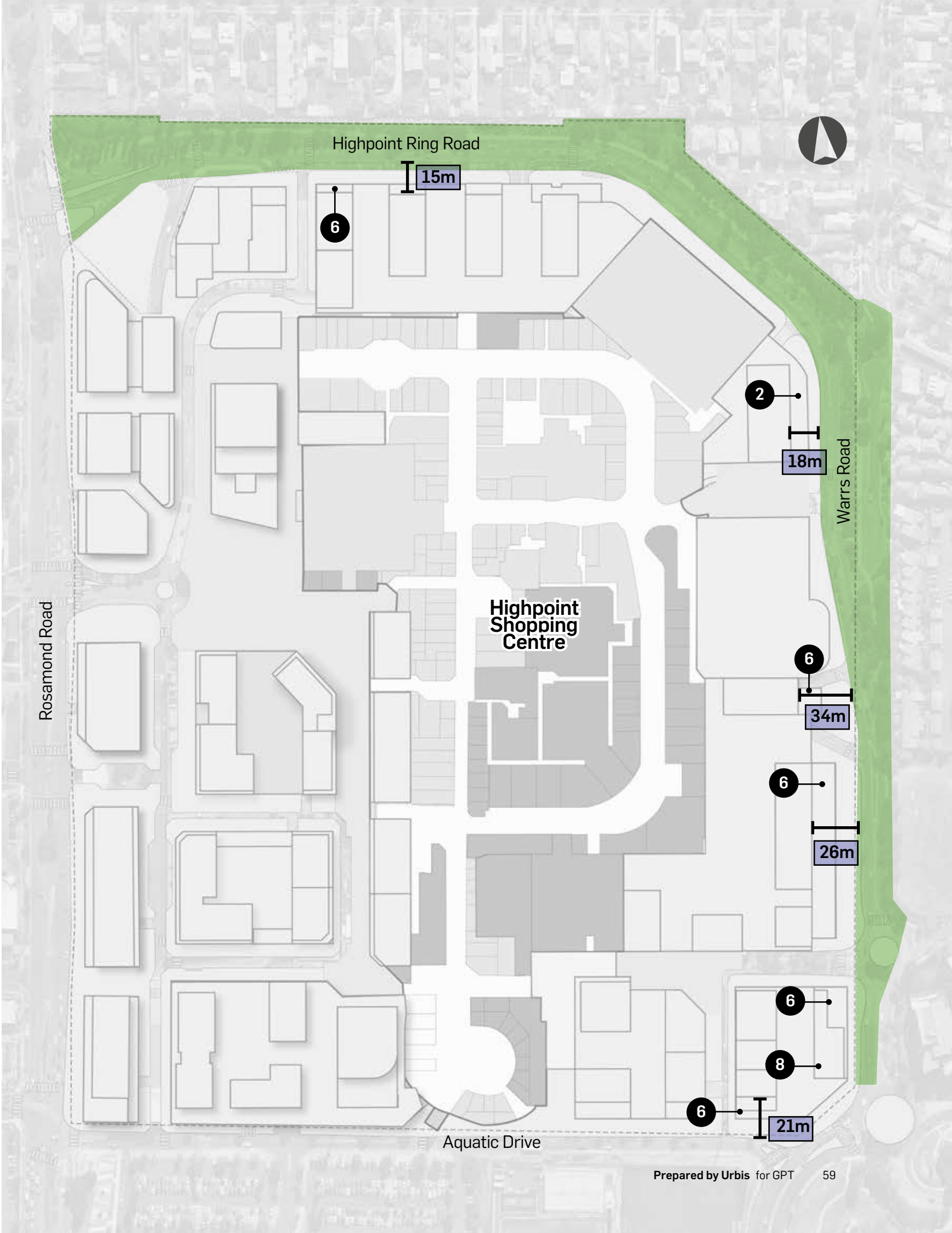
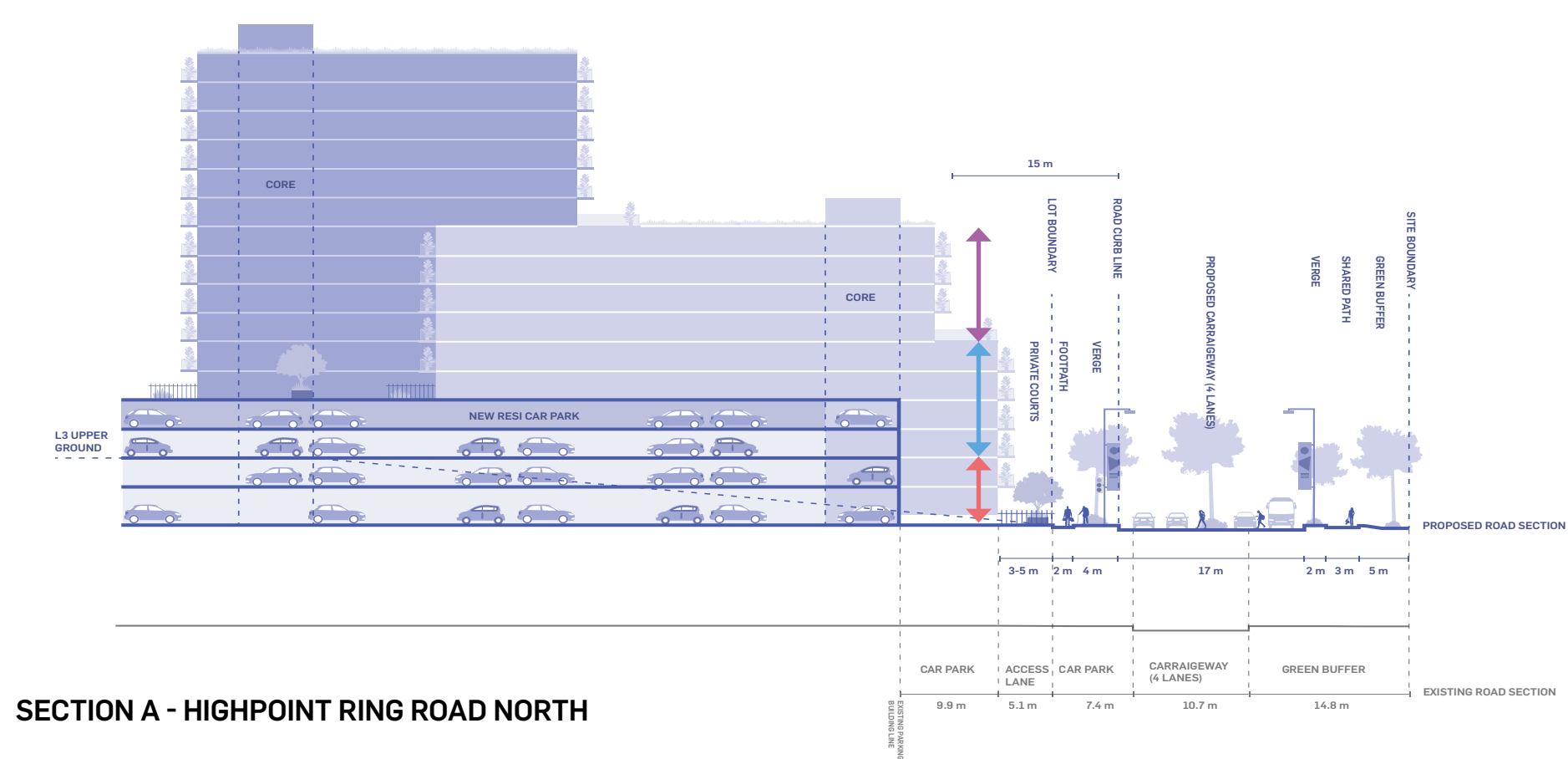


Figure 51 Landscape Buffer along Highpoint Ring Road



BUILDING ARTICULATION ZONES

- Public Realm- base level zone
- Street wall- upper podium zone
- Upper level zone

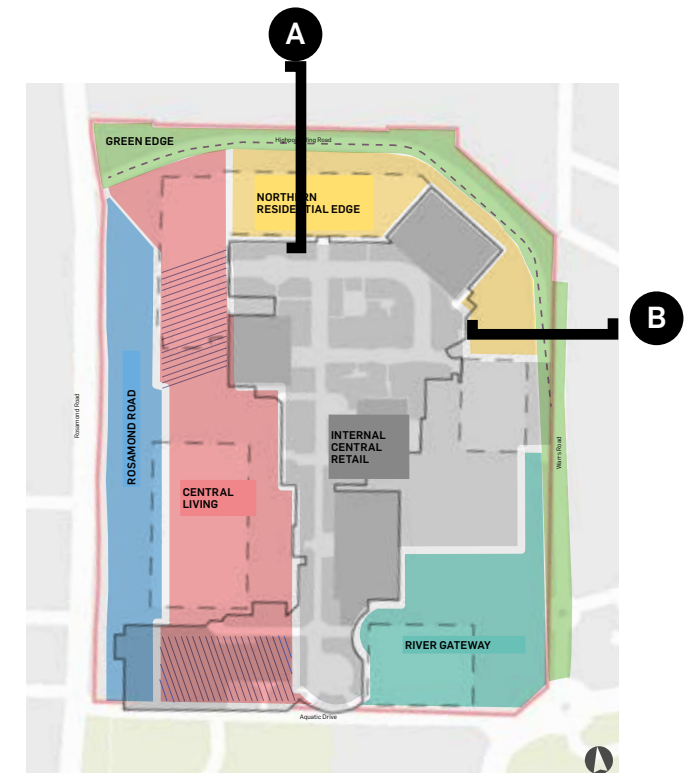
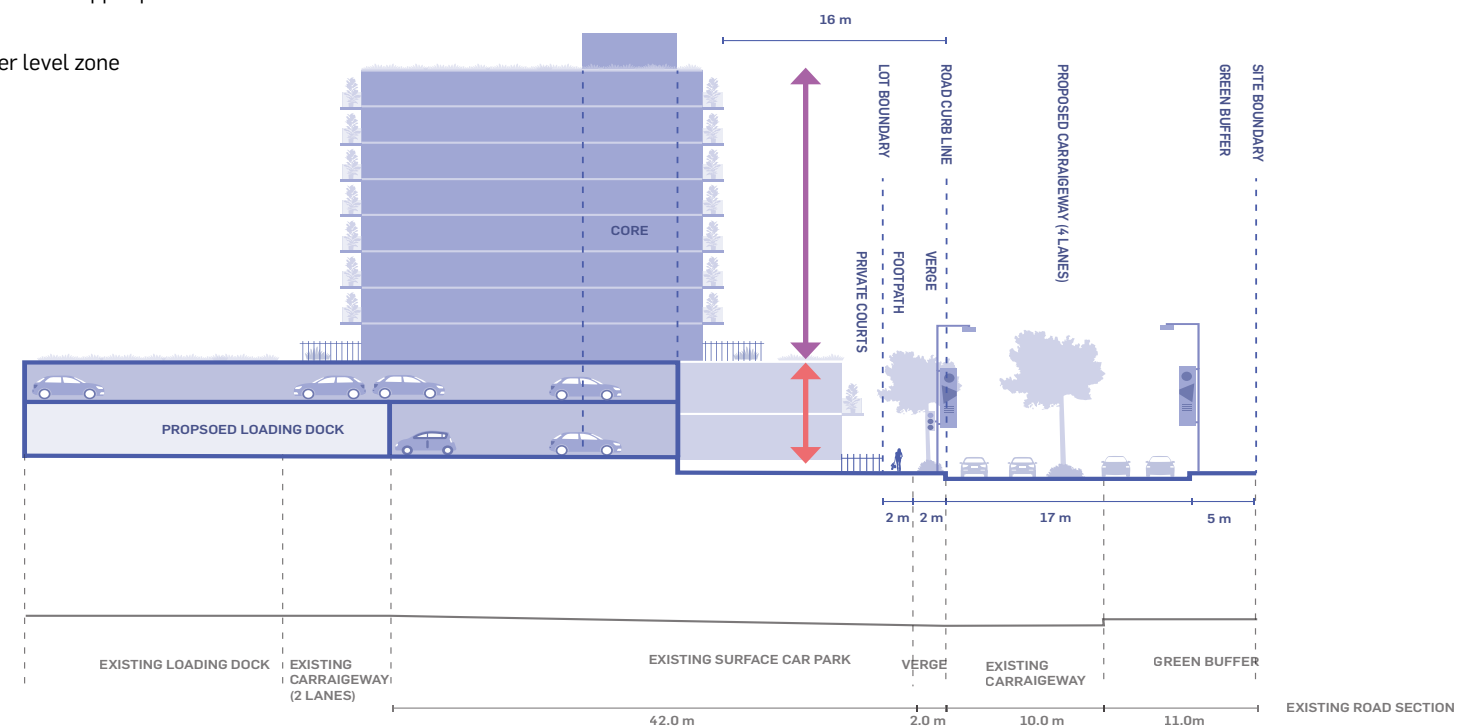


Figure 52 Sections at landscape buffer along Highpoint Ring Road

5.17 OPEN SPACE

There are various public open spaces provided in the Development Plan includes both softscape and hardscaped open spaces. These are strategically located in the various precincts in the Highpoint Shopping Centre development. These open spaces are to be designed and landscaped to be the focal points for 'civic life' in the precinct. These spaces are also the transition zones between various uses and functions, and are meant to be active and highly pedestrian.

The main types of open spaces includes:

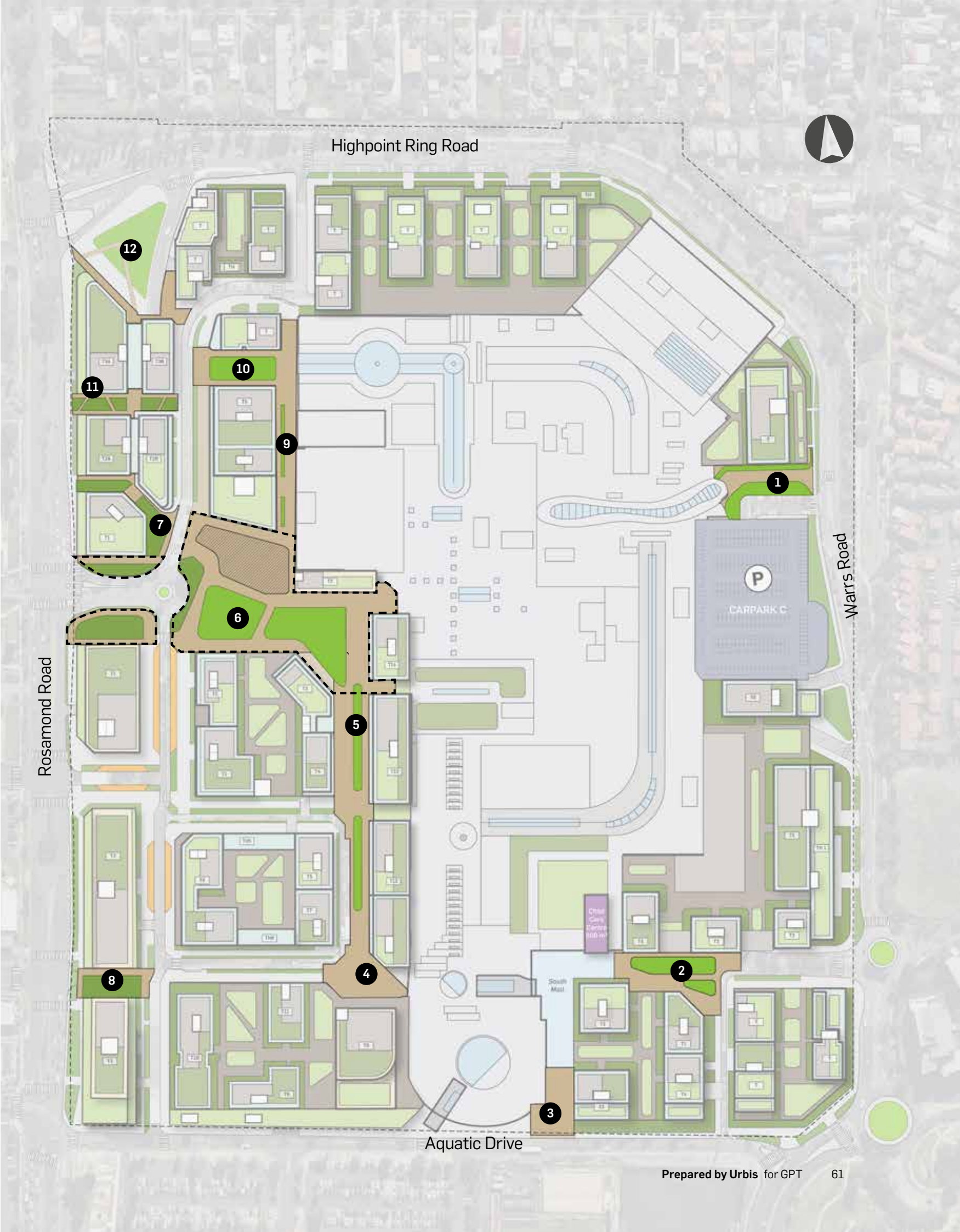
- Urban Plazas
- Local parks & Pocket Parks
- Green Lanes (Pedestrian Links)

Figure 52 provides the proposed location and indicative shape and size of new open spaces and is not representative of the amount of hard and soft (e.g. grass and green space) proposed. Further details of the open space and public realm is provided in the supportive Public Realm and Landscape Concept Report and final designs will be undertaken in consultation with council with the aim of achieving a balance between hard and soft landscaping to maximise the amenity and practicality of spaces having regard to their location, intended function, surrounding land use and development, underground conditions, levels of daylight and sunlight and anticipated wind conditions. Shadows should be minimised where possible to the two eastern areas of open space (Nos. 1 & 2) and the town centre (Nos. 6) between 10am and 3pm on the Equinox OR between 11am and 2pm on the Winter Solstice.

Open Space	Area
1 North East Entry Plaza	1,350 m ²
2 Rivergateway Entry Pocket Park	1,805m ²
3 Aquatic Drive Entry Plaza	750 m ²
4 Central South Entry Plaza	705 m ²
5 Central Linear Link	2,965 m ²
6 Town Plaza	9,700 m ²
7 Rosamond Road Pocket Park 1	935 m ²
8 Rosamond Road Pocket Park 2	885 m ²
9 Retail Laneway	1,200 m ²
10 Entry Plaza North	1,275 m ²
11 Rosamond Road Pocket Park	730 m ²
12 Refurbished Park	2,000 m ²
Total	24,300 m ²

Table 4 Open Space Summary

Figure 53 Open Space Plan





ILLUSTRATED VIEW OF TOWN PLAZA
Illustration is indicative

LOOK & FEEL

TOWN PLAZA



5.18 COMMUNITY SPACE/ HUB/ LIBRARY

Develop a community facility in consultation with council that is approximately 2,800sqm in GFA and positively responds to the following:

- The community facility building is to be located at a prominent location and should be highly visible from the main pedestrian areas/public viewpoints (a destination within the development), generally in line with the preferred and potential locations specified in the Development Plan. The 'preferred' location (as identified in figure 54) for the future library/hub is to be adjacent to the future town plaza, with other locations noted as being 'potential alternate' locations.
- The community facility building should be distinguishable as community space from public/private areas (as opposed to private/retail space).
- The building should include design features that reflect local history and Indigenous history, and is bold and engaging.
- The building frontage should have transparent façades where possible (use of glass/windows) so that internal activities can be seen from main
- The entrance area (both external entry point, and internal reception area) ought to be highly accessible and suitable for high pedestrian volumes.
- The entrance area should be located at ground level and adjacent to a large civic space with staff/ reception area visible from the entrance area.
- The entrance able to be accessed safely 24/7 (or outside of opening hours to adjacent development).pedestrian areas/public viewpoints
- Secondary access from within development may be supported, but would should meet other relevant access siting and design guidelines specified above. Need to satisfy.
- The development can be multi-storied but should provide visible sight lines/ connections between levels as appropriate and in diverse and innovative ways. It could have compartmentalised (sections can be closed off) so activities can be held with fewer staff.
- Ensure activity rooms are appropriately-sized areas for collections, storage, seated areas, meeting space etc. (to be confirmed for the library).
- Ensure facility has high levels of environmental sustainability, accessibility, technology integration and gender equity outcomes (that is, meets/exceeds relevant Council strategies/policies).

The community facility is expected to be provided as a 'cold shell' to council who will be responsible for internal fitout.*

LEGEND

Location of existing Maribyrnong Library

Preferred location for final community hub/library

Potential alternate location for final community hub/ library



Existing community facilities

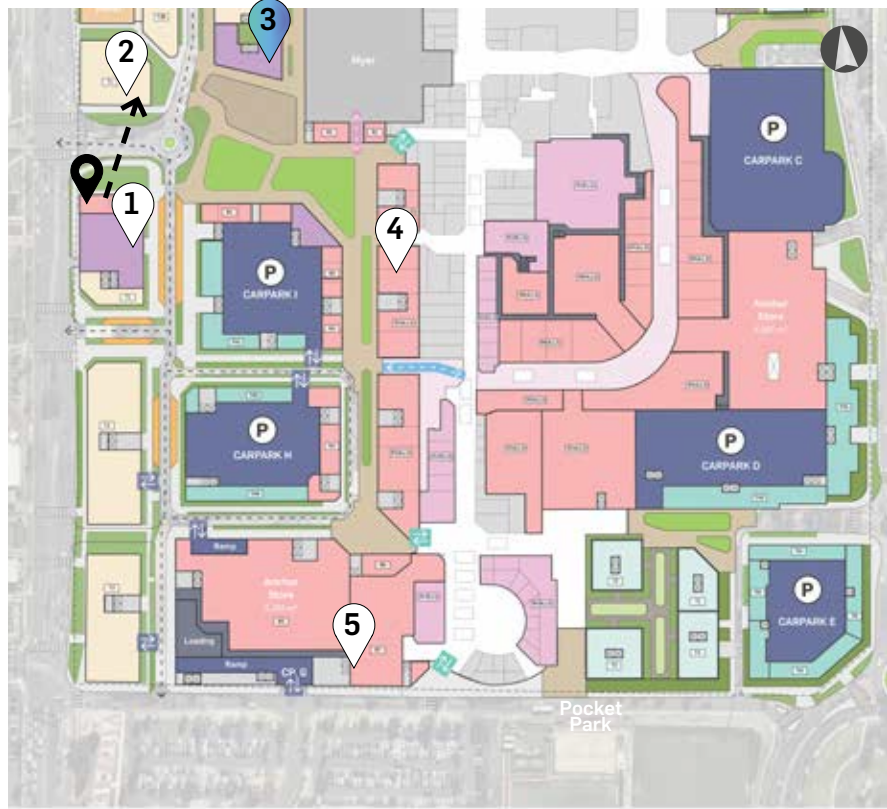


Figure 54 Proposed community and indicative library hub options



Example- Green Square Library with view of court, Sydney



Example of community hub integrated with retail at Eastland Shopping Centre, Ringwood

5.19 ACCESS AND MOVEMENT GUIDELINES

The guidelines for Access and Movement is in line with the Highpoint Planning and Urban Design Framework.

OBJECTIVES

- To reinforce east west and north south connections through the development to promote pedestrian movement through the site and ensure high quality public realm interface with major thoroughfares including Rosamond Road
- To use streets, and pedestrian links to connect open space network and various precincts
- To incorporate transport interchange within development to facilitate seamless exchange between travel modes.
- To provide sufficient parking to reflect the intensification of activity at Highpoint shopping centre and to maximise opportunities for sharing of parking
- To reduce visual impact of ground level parking
- To provide improved cycling connection to and from the Highpoint Shopping Centre
- To provide safe and convenient pedestrian and cycle links to the surrounding public open spaces.

GUIDELINES

- Develop 'Little Rosamond', a north-south internal link road east of Rosamond Road.
- New East West pedestrian link between Rosamond Road and Warrs Road and Highpoint Ring Road which includes new publicly accessible sections and internal sections through the Highpoint Shopping Centre.
- A new bus interchange to be provided along the newly proposed Little Rosamond Road east of Rosamond Road
- Improve Highpoint Ring Road as an internal ring road that provides access to the development which will reduce the traffic pressures on Rosamond Road
- Majority of the development in Highpoint Shopping Centre in the future to be within the 400m walking catchment from the public transport
- Provision of cycling routes as well as cycle parking and end of trip facilities provided to promote cycling for future residents as well as visitors
- Provide pedestrian connection strategies to improve connection to Pipemaker's Park
- Provide new pedestrian friendly street access as well as enhance street access into the development from the surrounding streets
- Provide 'pedestrian green lanes' and shared streets within the development to improve pedestrian access and connect the various public open spaces and development precincts.
- Shared street to have traffic calming measures, such as speed limits and 'shared use' paving materials to signalise high levels of cycling and pedestrian use.
- Provide adequate lighting, street planting and amenities and high-quality paving materials in streets to enable pedestrian and cyclist safe and convenient routes.

GUIDELINES FOR CAR PARKING

- Develop shared car parking strategy that caters to future residents needs as well as future visitors and retail.
- Mitigate car parking visual impact on the streetscape and public realm by locating it behind active frontage and sleeved by new developments. All podium parking should be sleeved by actives uses or façade treatment. No blank walls on primary street frontages
- Car parking entrances to be clearly marked and well lit, and vehicle access points to be clearly marked to avoid conflict with pedestrian and cyclists.
- Traffic management plans including car parking is subject to the relevant Transport Management Plan and Integrated Transport plan recommendations as well as the approval of the relevant authorities.
- Design details of car parking entrances, service areas, and drop off points along the streets should be resolved as part of future planning permit
- Parking mechanical ventilation to be considered up front to avoid visual and acoustic amenity loss.
- Loading dock should be provisioned within each superlot for garbage collection and loading/unloading and deliveries.

5.20 CAR PARKING STRATEGY

A trend of modal shift away from private vehicle of -15% and retail use of -23% for the residential use is assumed as part of the TIA review. In-line with the trend, the car parking rates for residential, retail and offices is also assumed to reduce in the time horizon of 30 years.

The car parking strategy assumes potential car park shift from weekday office car park to weekend retail Car park. For the purposes of this assessment we have assumed that some office car parking remains available for office users on weekends.

For the shared car parking arrangement to be effective. The following arrangement is being envisaged in the long run:

- Retail car parking fully controlled (boom gated)
- The office car parking quarantined from the retail car parking via a physical restriction (i.e. provided behind a secondary boom gate within the car park)

Refer Highpoint Transport Impact Assessment Review for further elaboration on the integrated transport strategy for the development and further information on indicative waste storage and collection.

Table 5 Car park rates assumption

No. of car park assumptions	Recommended parking rate range
Retail	3 to 4 spacer per 100 sqm
Office	0.5 spaces per 100 sqm
Hotel	0.3 spaces per room

Residential 0.5 spaces per dwelling

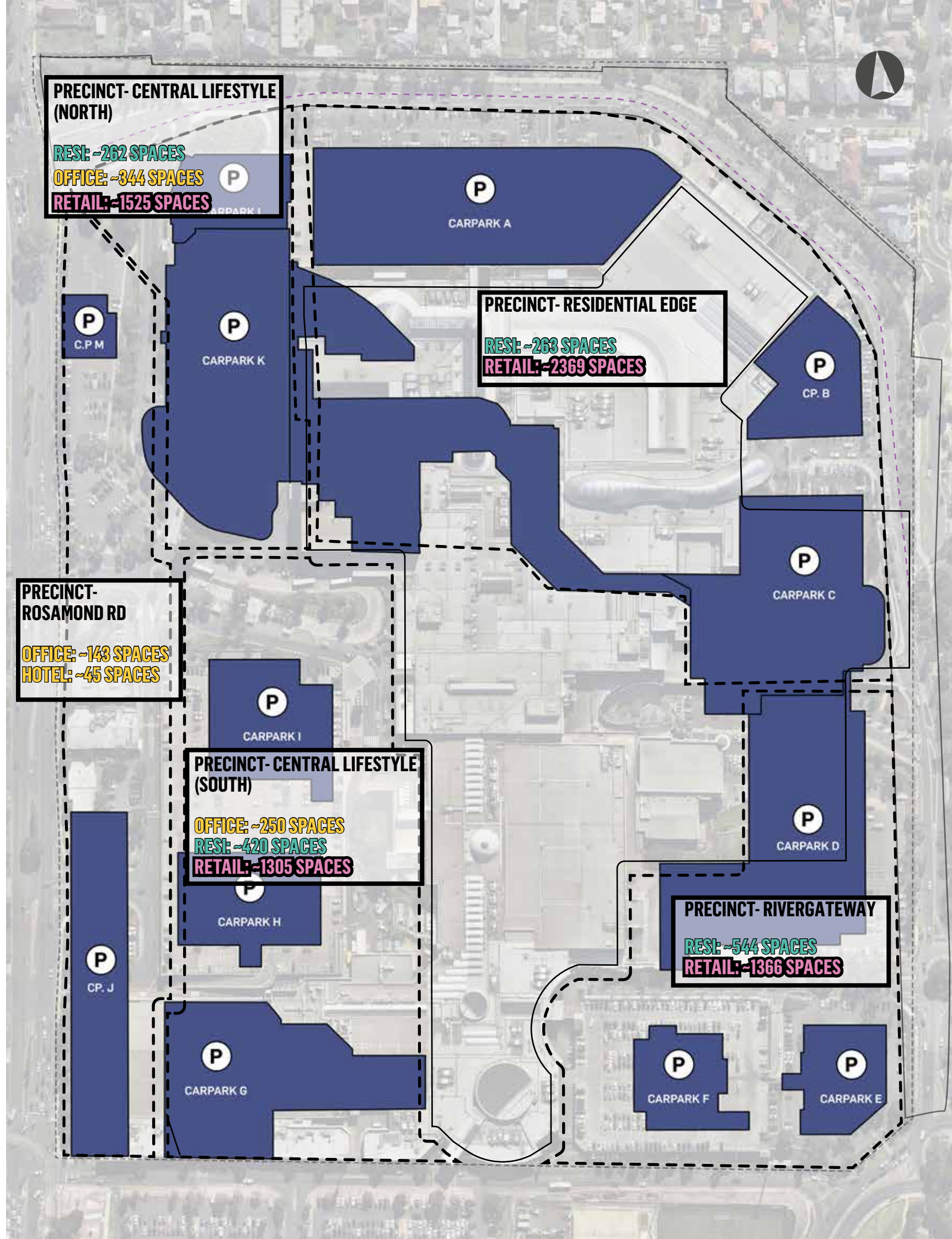
* Bicycle parking rate assumed for residential, additional retail and commercial are 1 space per dwelling , 0.7 spaces per 100sqm of office and 0.5 spaces per 100sqm respectively

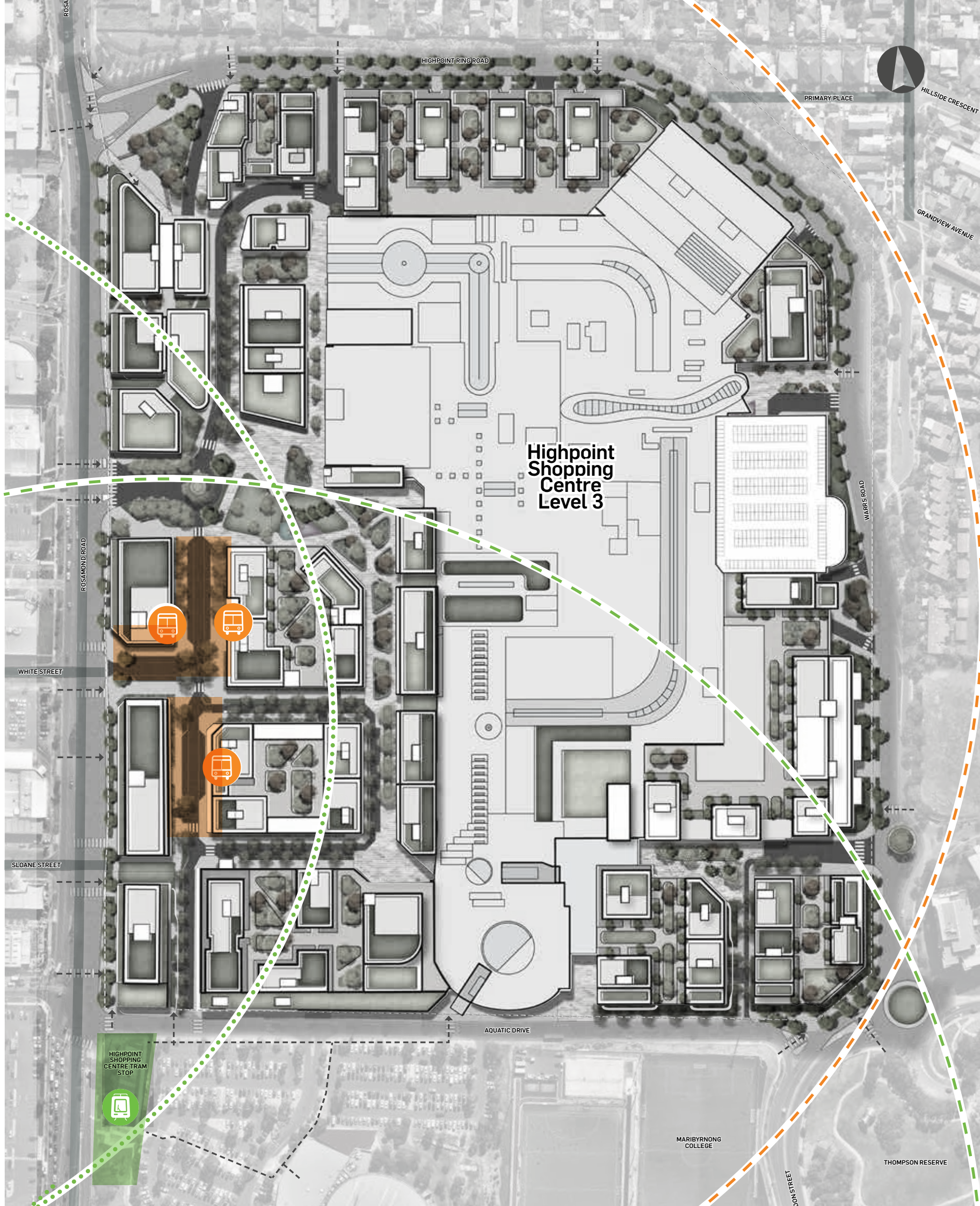
LEGEND

 	Proposed Precincts
P	Car park (combined levels)
OFFICE	Commercial/ office car park spaces
RETAIL	Retail car park spaces
RESI	Residential car park spaces

Note: high turnover retail car parking spaces shown in Bold

Figure 55 Proposed Car parking distribution





5.21 PUBLIC TRANSPORT

The Development Plan Overlay identifies the following access and movement objective relating to the public transport interchange:

“To contribute to a new public transport interchange that enables easy exchange between travel modes.”

The Development Plan Overlay identifies the following access and movement guideline relating to the public transport interchange:

“The new public transport interchange should provide legible, safe and convenient connection to both sides of Rosamond Road.”

The existing bus interchange caters for 8 bus bays and is located internal to the Shopping Centre off Rosamond Road. Whilst this location was logical when the Shopping Centre was the heart of the interchange, as it positioned buses as close to their destination as possible, it is no longer consistent with the need for buses to service the broader Northern Maribyrnong precinct.

As part of the Development Plan, it is proposed to upgrade and relocate the bus interchange to be closer to Rosamond Road. In comparison to the existing bus interchange, the proposed bus interchange locations provide the following:

1. Improved Modal Integration - Reduces the travel distance between the existing Rosamond Road tram stop and the bus interchange from approximately 450m to 250m.
2. Improved Connectivity – Centrally located between Highpoint Shopping Centre and the lands to be redeveloped on the west-side of Rosamond Road. East-west pedestrian connections across Rosamond Road are provided as part of the existing and proposed traffic signals.

LEGEND

400 m walking radius from bus terminal

400 m walking radius from Highpoint SC - tram stop 51

400 m walking radius from Highpoint Shopping Centre/West Rd tram stop

Potential locations of bus interchange

Existing tram stop 51

Figure 56 Public Transport catchment

5.22 PROPOSED BUS INTERCHANGE RELOCATION



LEGEND

- Potential Bus lane
- Existing bus interchange
- Potential new junctions and bus circulation link to be explored

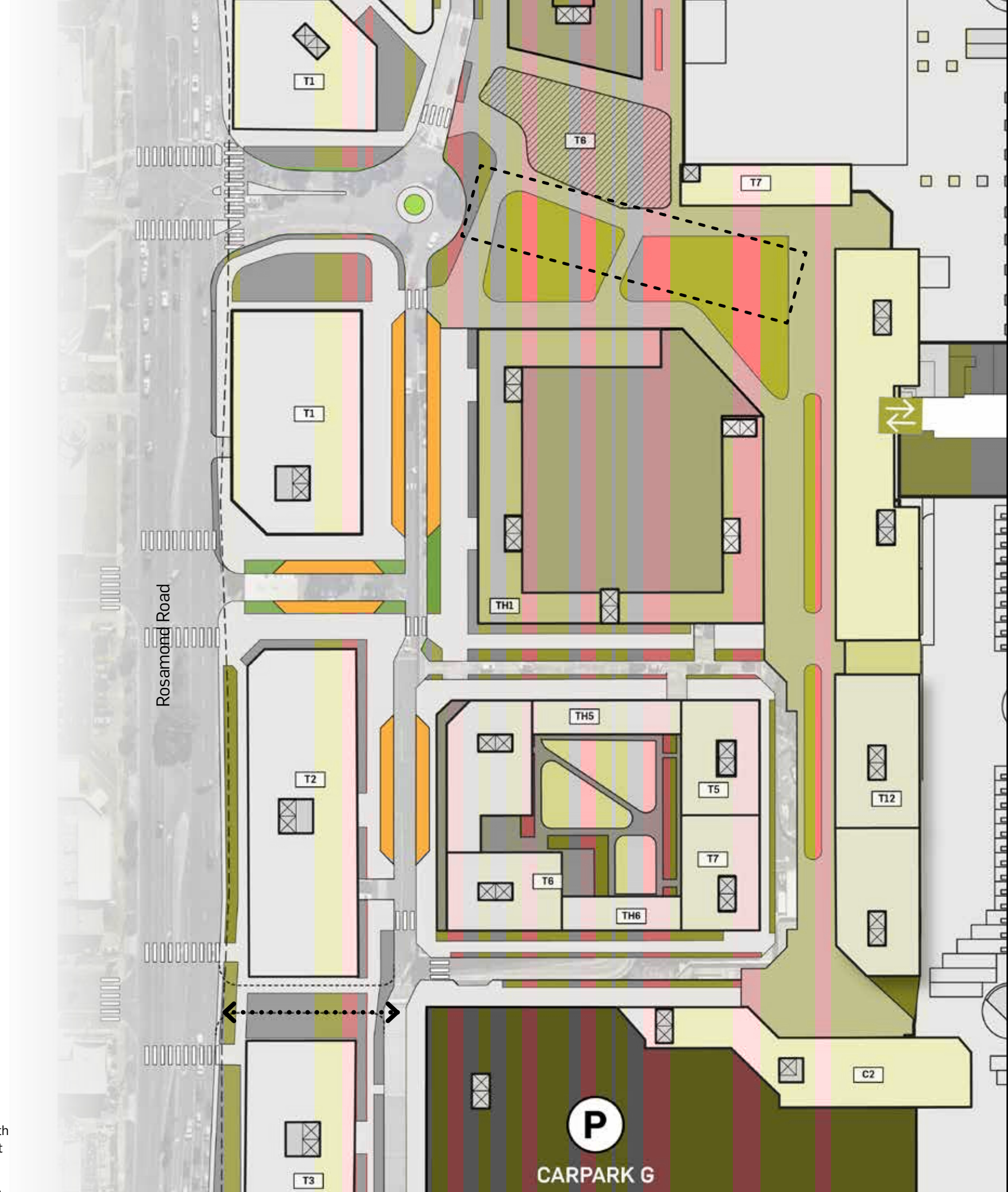
GUIDELINES FOR BUS INTERCHANGE DESIGN

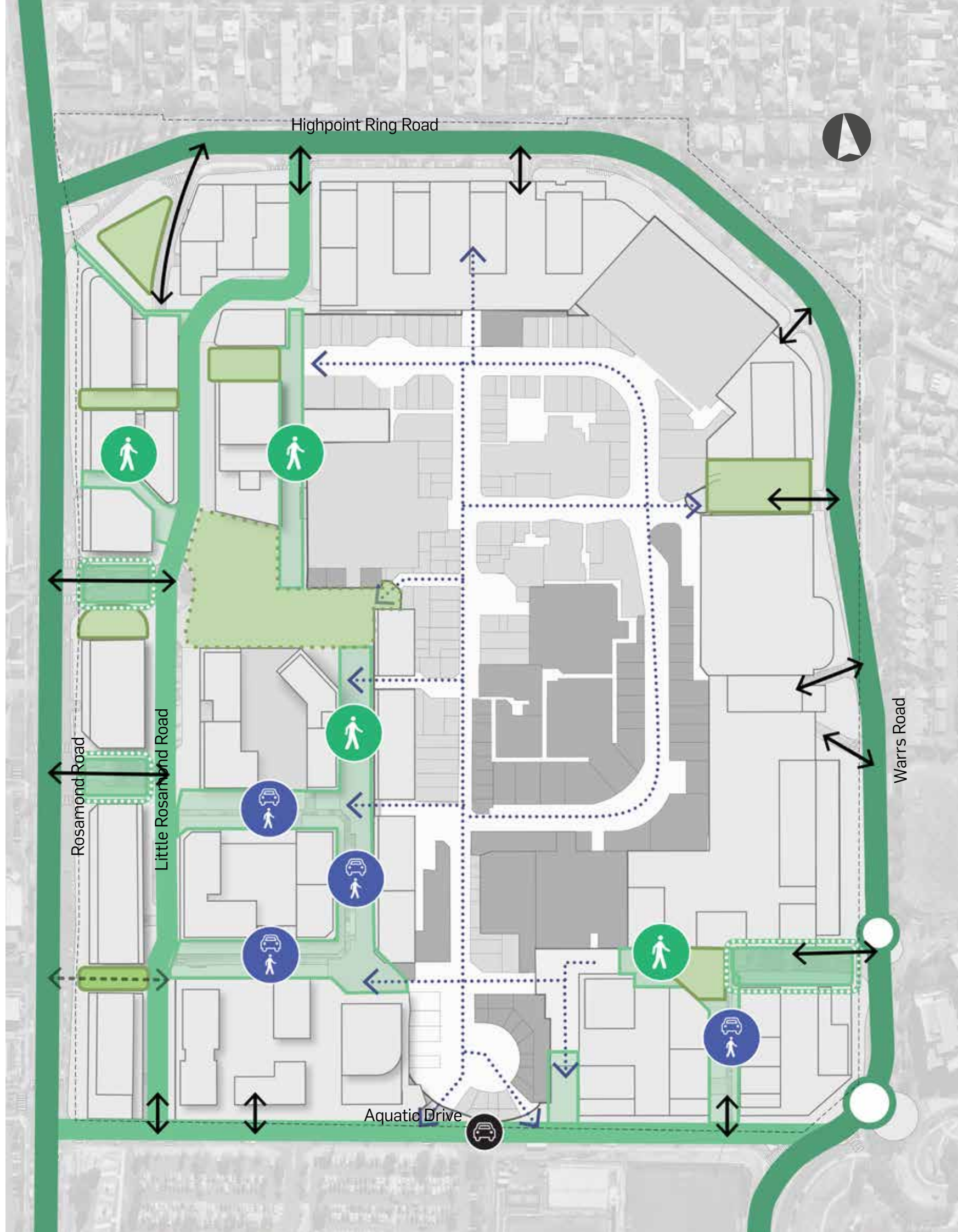
The following design guidelines have been prepared and agreed with council and the Department of Transport to form the basis of the future planning and design of an enhanced bus interchange:

- Ensure sufficient land area provided for bus interchange, having regard to:
 - Preference for a bus stops located as part of the public or private road network,
 - Efficient use of land in an Activity Centre context.
- Ability to upscale or expand the bus interchange to cater for higher frequency or increased number of services.
- Ensure connection with Development Plan land uses and future land uses on the west side of Rosamond Road.
- Ensure efficient bus movement through the interchange (i.e. minimise turning movements).
- Ensure that the bus interchange design does not compromise the quality of the place.
- Minimise travel distance (and in turn delays) accessing the bus interchange.
- Minimise intermingling of buses with high turnover car parking (and in turn delays).
- Separate/Minimise other movement within the bus interchange carriageway space (general traffic, cyclists & pedestrians)
- Do not have shared bus stops for more than 3 services
- All bus stops must be DDA compliant and must allow buses to be able to pull up parallel to the kerb
- Connect with existing tram stop at Rosamond Road and Aquatic Drive.
- Minimise impact to existing and proposed built form having regard to the broader Activity Centre objectives, including consideration of appropriate locations for bus layover in the network (i.e. ensure the interchange results in an efficient use of space for the activity centre).
- Encourage suitable interface and amenity for residential uses where they interface with the bus interchange.
- Encourage where possible and appropriate, the location of active public and secondary uses adjacent to bus interchange.

The proposed relocation of bus interchange considers servicing the greatest catchment of land uses/bus passengers, minimise bus travel times and distances, enhance customer experience and safety, and Integrate with future tram stop locations. The final location and design of a new enhanced bus interchange will be determined with further consultation with council and the Department of Transport and may have regard to changes in development that has occurred on the site over time.

Figure 57 Proposed bus interchange





5.23 STREET AND ACCESS

The Development Plan Overlay identifies the following access and movement objective relating to traffic: "To provide for future increased traffic capacity on the Highpoint Ring Road while retaining pedestrian and cyclist connectivity." The Development Plan Overlay identifies the following access and movement guideline relating to traffic: "The network of roads and paths should be generally in accordance with Map 1- Highpoint Activity Centre Framework Plan."

Green Boulevard - Increase Capacity on the Ring Road: To align with the strategic vision for the precinct, as envisaged by the PUDF, it is proposed to reduce reliance on vehicle access from Rosamond Road by improving the capacity of the Ring Road/Warrs Road. In this context, the Development Plan proposes the duplication and widening of the Ring Road/Warrs Road on the north and eastern frontage of the site. The Ring Road/Warrs Road will provide access to most of the retail car parking which is higher turnover compared to the residential and office car parking. The Ring Road/Warrs Road will also be the key access route to the major retail loading areas (accommodating more frequent and larger loading vehicles than the residential and office loading areas).

The timing of the duplication of the Ring Road will require ongoing discussion with council and should have regard to changes in traffic volumes and the configuration of Rosamond Road. Indicatively, the duplication is anticipated to occur when there is sufficient traffic generated from the development of the Highpoint Shopping Centre makes it necessary for the appropriate functioning of the area.

Once duplication is completed, it is anticipated that the Ring Road may be transferred to council and made a public road as an in-kind development contribution (i.e. land and works in kind) towards the Highpoint Activity Centre Infrastructure works, having regard to the proposed larger network role of the Ring Road to the functioning of the broader Activity Centre.

Green Street - Internal Road: The proposed internal road network includes a north-south running parallel to Rosamond Road connecting the Ring Road and Aquatic Drive (identified as Little Rosamond Road). This Road as two connections at Rosamond Road. In the southern section of the road between the two intersection the road section accommodates the proposed bus interchange.

Green Lane - Shared Street: Lower order internal shared streets provide access to the various development in the site. These streets primarily provide access to the internal car parks (primarily the lower generating office and residential car parks rather than the high turnover retail car parks), as well as drop off to various parts of the site, and can also accommodate surface parking. These landscaped shared streets promote through site pedestrian movement and have variety of active frontages interfaces.

Green Lane - Pedestrian: These landscaped links are intimately scaled pedestrian streets that connect key public open spaces and activity zones. They are programmed to be vibrant pedestrian activity spines that have street level retail frontages and entrances to residential and offices spaces and envisaged to be the distinctive urban lane-ways within the future activity centre.

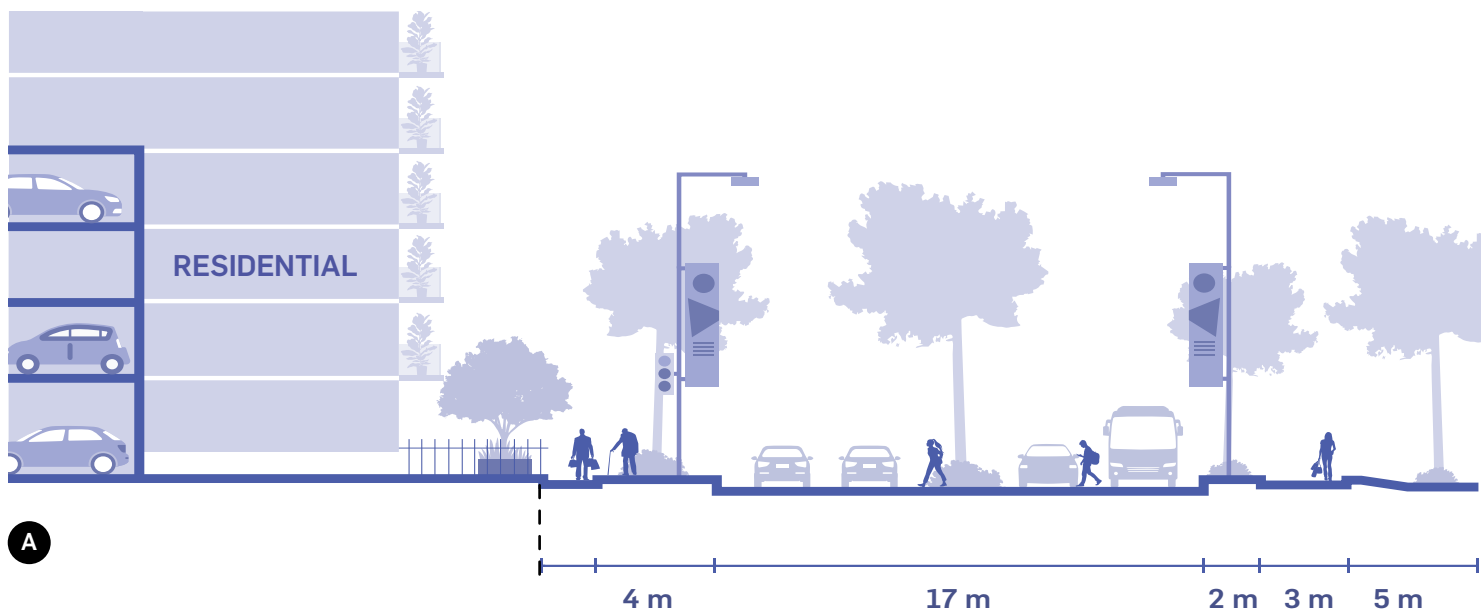
LEGEND	
	Green Boulevard
	Green Streets
	Green Lane (Shared Street)
	Green Lane (Pedestrian)
	Pocket Parks
	Vehicle connection
	Internal pedestrian circulation
	Entry gateway
	Potential Future Vehicle Connection

Figure 58 Street and Access Plan

5.24 TYPICAL STREET TYPOLOGIES

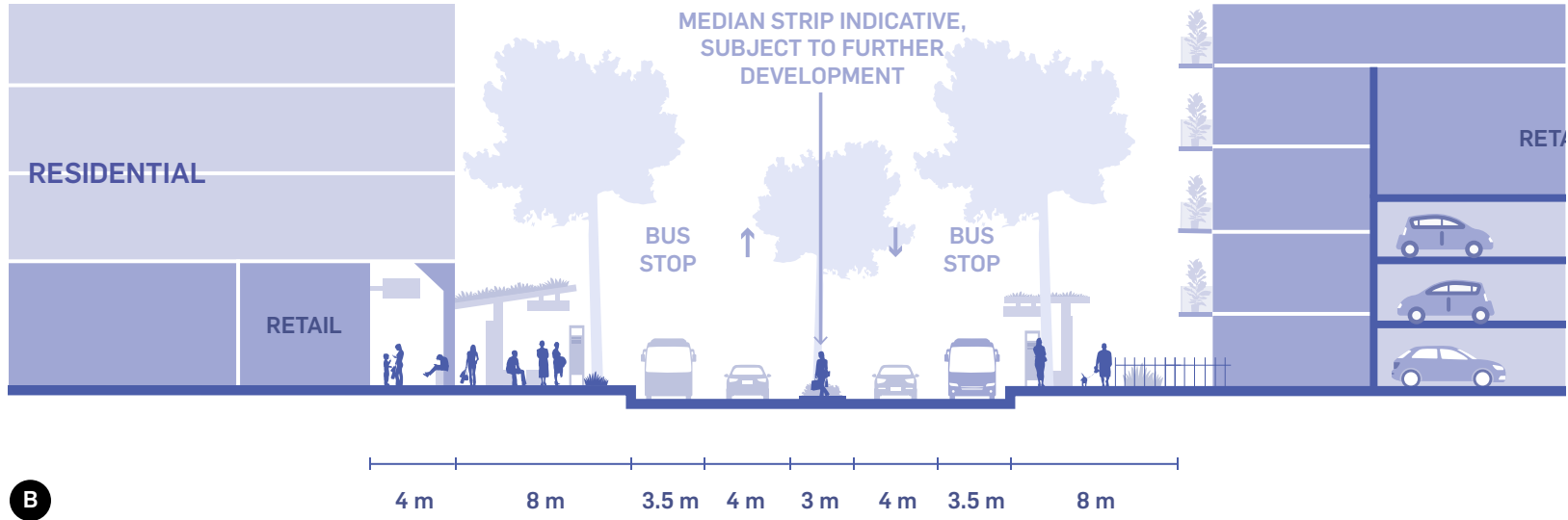
GREEN BOULEVARD

Highpoint Ring Road/ Warrs Road (Strategic Dual Carriageway)



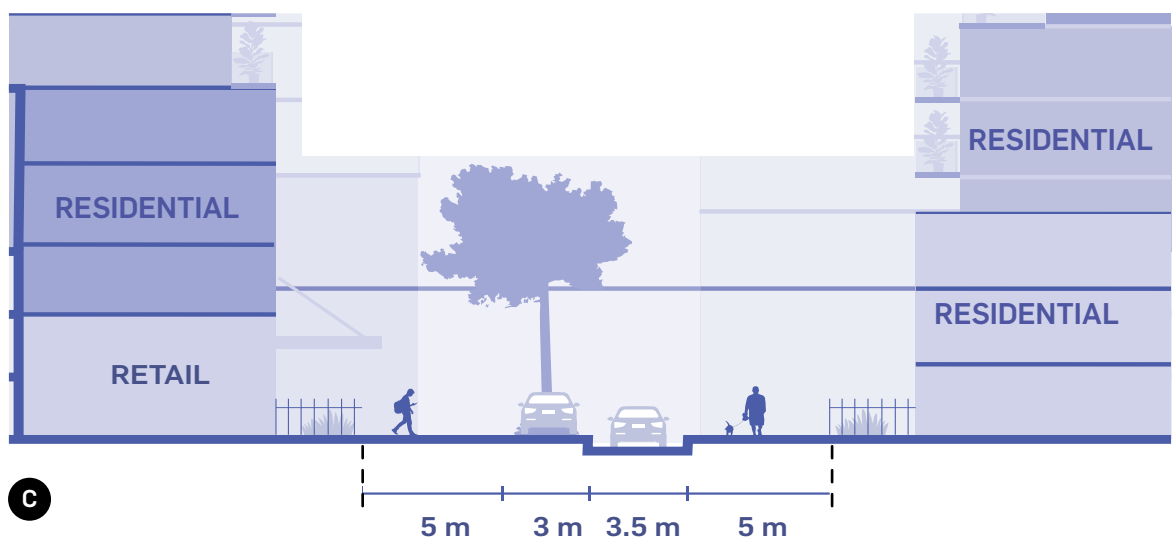
GREEN STREET

Little Rosamond Road (Internal Circulation)



GREEN LANE TYPE 2

(Shared Pedestrian Space)



GREEN LANE TYPE 1

(Pedestrian Space)

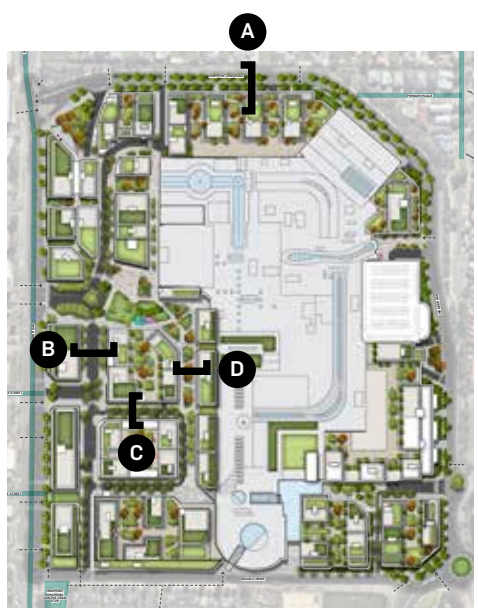
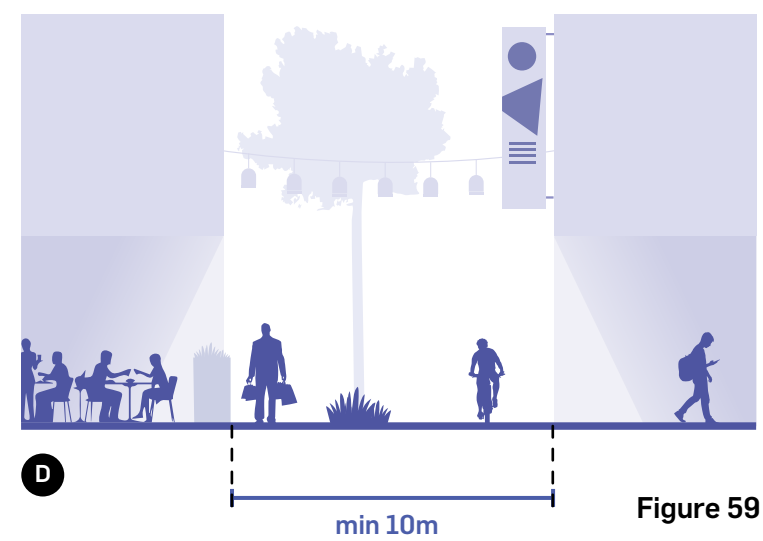


Figure 59 Typical Street Sections

5.25 CYCLING STRATEGY

With regard for the Cycling Strategy, the movement and place principles for the surrounding roads and the overarching cycling design principle for the site (creation of a loop network), the proposed cycling network in the Development Plan is shown in illustrated Cycling Network Plan.

The key features in this proposal includes:

- The extension of the existing shared path network around the Ring Road and Warrs Road to connect Rosamond Road and Aquatic Drive. Consistent with the current arrangement, the shared path is proposed to be located on the outside of the Ring Road to minimise cyclist-vehicle interaction at the key vehicle access points to the Centre. Accordingly, safe cyclist/pedestrian crossing points of the Ring Road will be required to enable users to transfer safely from the shared path to the Centre and development sites. The provision of a shared path treatment is consistent with the Development Plan Overlay objective which seeks to increase traffic capacity on the Ring Road (through the duplication) and maintain cycling connectivity. A standard footpath would be provided on the inside of the Ring Road.
- Consistent with the future role of Rosamond Road as a transit corridor (increased active and public transport function and reduced private vehicle function), the creation of a separated on-road cycling lane on Rosamond Road between Aquatic Drive and Raleigh Road.
- Provision of a series of lower order cycling paths internally on the site which will link land uses (and associated bicycle parking and end of trip facilities) with the external loop network. (However, given the existing footprint of the shopping centre extends the length of the site from north to south it is not feasible to provide any east-west cycling links through the Development Plan area).

Broadly speaking, it is expected that in the order of 4,400 bicycle parking spaces would likely be provided within the overall site for staff, resident, customer and visitor parking needs. This provision would be located conveniently for the users (ideally at ground or +/- one level from ground) within each of the development sites. Integrated shower and change room facilities would also be provided for employees.

LEGEND










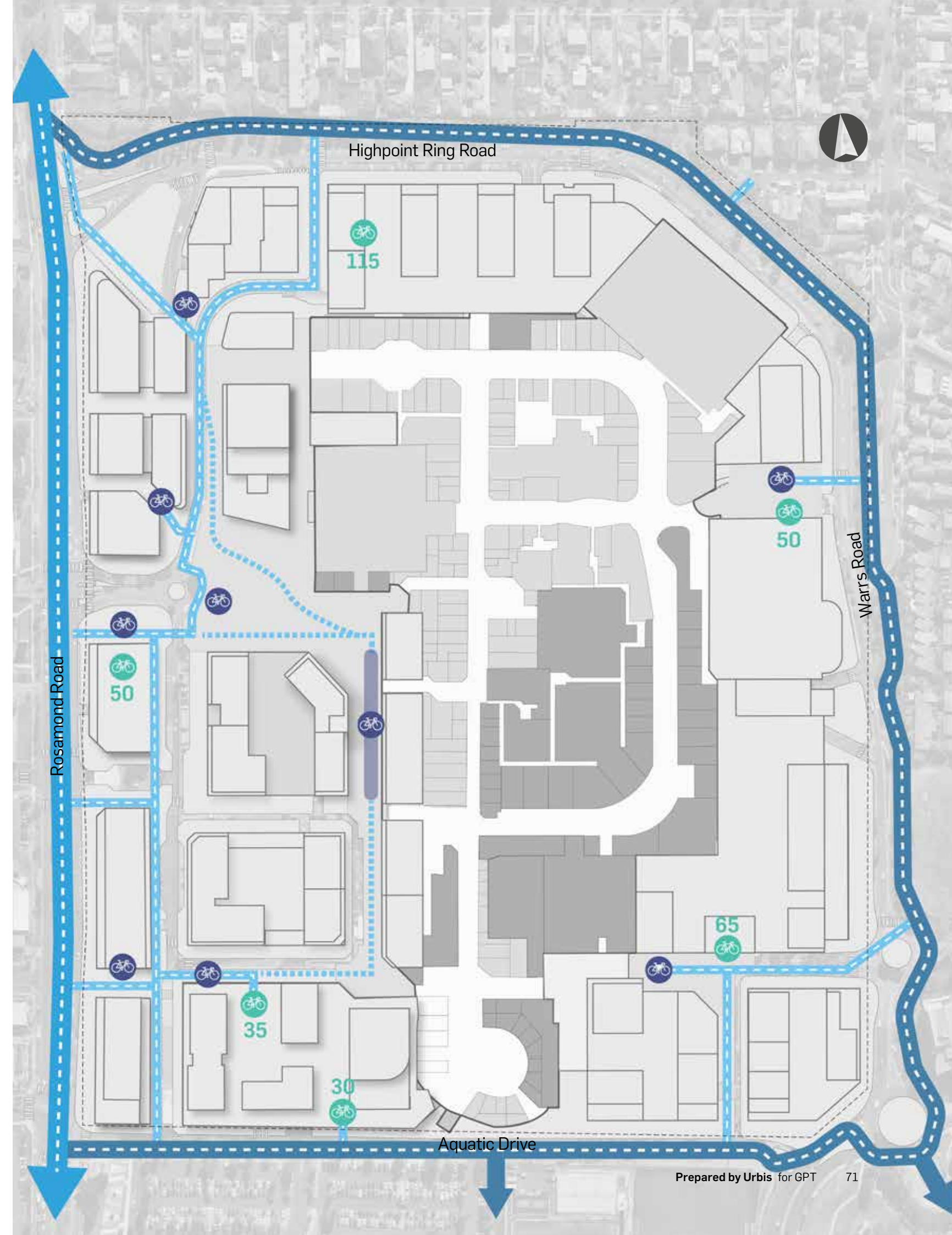
	Small cluster secure cycle bike parking hoops in public realm		Cycling route (low order) through the pedestrian link/town plaza
	Cycle parking, secure, covered end of trip facilities.		Bus lane
	Protected cycle route (separated on - road)		Indicative future bus terminal extension zone
	Protected cycling route (shared path network)		Indicative bike parking
	Cycle route (low order)		

Figure 60 Cycling Network Plan



5.26 IMPROVED EXTERNAL CONNECTIONS

The Development Plan Overlay identifies the following access and movement objective relating to improved pedestrian access to surrounding land uses:

“To improve pedestrian and cyclist connections to adjacent open space including Pipemakers Park and Robert Barrett Reserve, including a safe crossing point to Pipemakers Park.”

The Development Plan Overlay identifies the following access and movement guideline relating to improved pedestrian access to surrounding land uses:

“Aquatic Drive crossing locations should be aligned to desired pedestrian travel patterns.”

The key pedestrian connections external to the site are discussed below.

PIPEMAKERS PARK CONNECTIONS

To improve pedestrian and cyclist connectivity to Pipemakers Park and onwards to the Maribyrnong River shared use path, it is proposed to install pedestrian operated signals on Gordon Street and Van Ness Avenue either side of the Warrs Road roundabout.

An indicative design for the pedestrian works, including the means to best facilitate separated pedestrian and cyclist access, is shown in illustrated figure. The pedestrian operated signals would incorporate bike lanterns to allow for convenient bike connections.

It is noted that a signalised intersection at this location is not proposed due to its impact on intersection capacity, removal of vegetation and restriction on capacity and accessibility to Aquatic Drive.

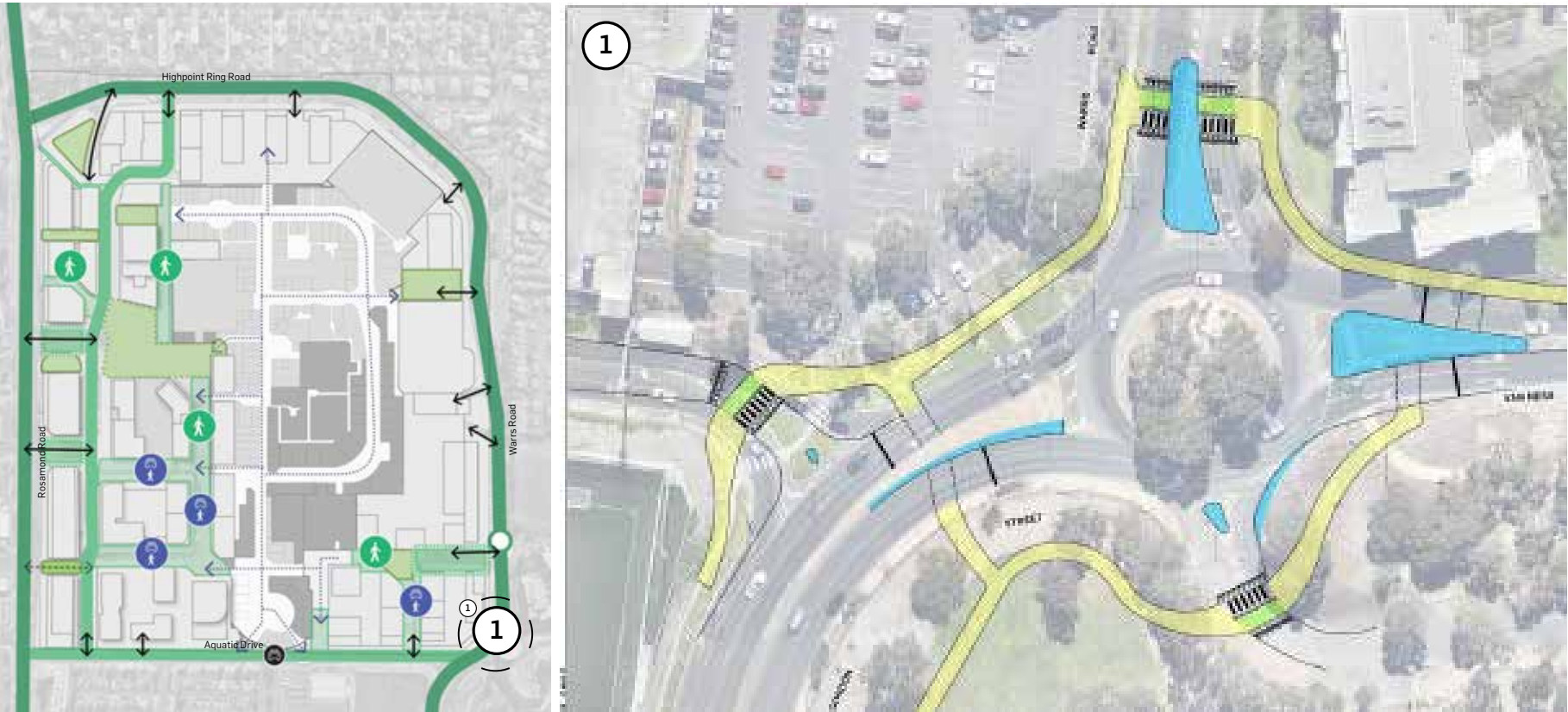


Figure 61 Pipemakers Park Connection – Concept Design

6.0 PRECINCT GUIDELINES

6.1 STRUCTURE OF PRECINCT GUIDELINES

The guidelines apply to the individual precincts. The Highpoint Shopping Centre Development Plan is divided across four key (4) precincts and two (2) additional precincts.

Key Precincts:

- Precinct 1: Residential Edge
- Precinct 2: River Gateway
- Precinct 3: Rosamond Road
- Precinct 4: Central Lifestyle

Other Precincts:

- Internal Central Retail
- Green Edge

The precincts have been nominated by identifying future aspirations for the wider site as depicted in the Highpoint Activity Centre Framework Plan (DPO17) and grouping precincts that share similar site characteristics.

Each of the precincts are exposed to and exhibit a diverse range of attributes, including existing building forms or car parking structures, traffic, access and movement networks, landscaping and various interfaces (residential, commercial and significant roads).

The following section provides an overview of the development vision and requirements for each of the key four key (4) precincts. By providing this precinct level guidance, it ensures an integrated and holistic planning and design of the overall Highpoint Mixed Use Urban Village over the next 30 years. Furthermore, the precinct level guidelines provide greater clarity regarding the proposal and simplifies any future planning approval process.

The requirements and overall plans are summarised under the following headings:

- Precinct Plan and Objectives
- Design Guidelines
- Built Form and Architecture
- Public Realm
- Access, Movement and Car Parking
- Landscape and Environmentally Sustainable Design

LEGEND

Proposed Precinct - Central Lifestyle

Proposed Precinct - Northern Residential Edge

Proposed Precinct - River Gateway

Proposed Precinct - Rosamond Road

Proposed Precinct - Internal Central Retail

Green Edge

Site Boundary

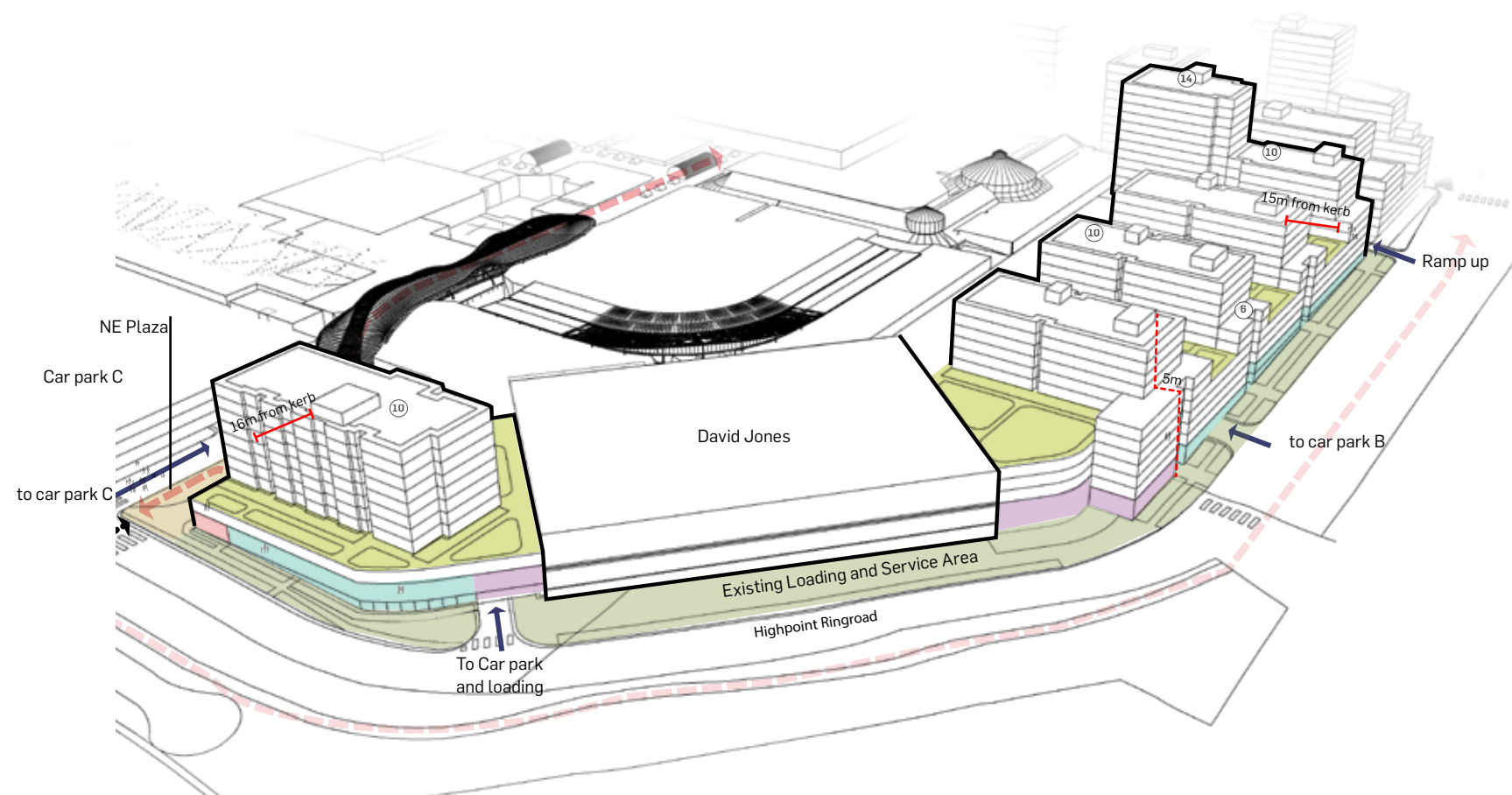
Existing Retail

Existing Car Parking

New Highpoint Ring Road



Figure 62 Precinct Plan



6.2 PRECINCT 1 – NORTHERN RESIDENTIAL EDGE

LAND USE SUMMARY

- Encourage accommodation uses and associated parking.
- Consistent with the Commercial 1 Zone, other complementary uses may also be provided, for example ground floor retail in areas with higher foot traffic.
- Interface appropriately with low density residential uses on opposite side of Highpoint ring road

PRECINCT PLAN AND OBJECTIVES

This Precinct is located along the northern edge of the site, encompassing the northern portion of the ring road and interfacing with residentially zoned land to the north.

The Residential Edge is comprised of two building clusters:

- Residential Edge North along Highpoint Ring Road
- Mixed Use - Residential Northeast Entry along Warrs Road

The objectives of the Residential Edge Precinct are to:

- Promote a mix of active and residential uses to provide diversity of housing
- Utilise Highpoint Ring Road for access to Highpoint Shopping Centre development and reduce traffic pressures on Rosamond Road (as a traffic route).
- Promote active ground floor uses and activated public space at Residential Northeast Entry
- Create a residential street edge along Highpoint Shopping Ring Road at Residential North development by sleeving the existing car park with residential

Existing car parking structure adjacent to the Residential North development is integrated with development. Similarly the building envelope between the Residential North and Residential Northeast Entry is maintained.

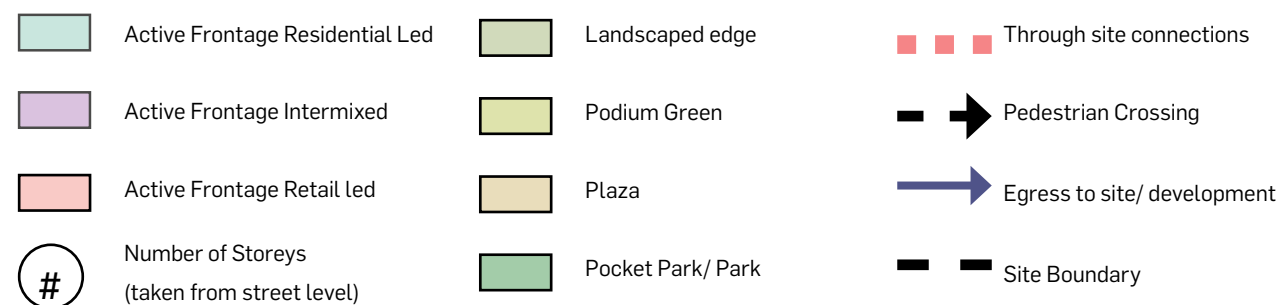


Figure 63 Precinct 1 - Northern Residential Edge

DESIGN GUIDELINES

The following paragraphs and supporting diagrams demonstrate how these design guidelines may be achieved within the precinct.

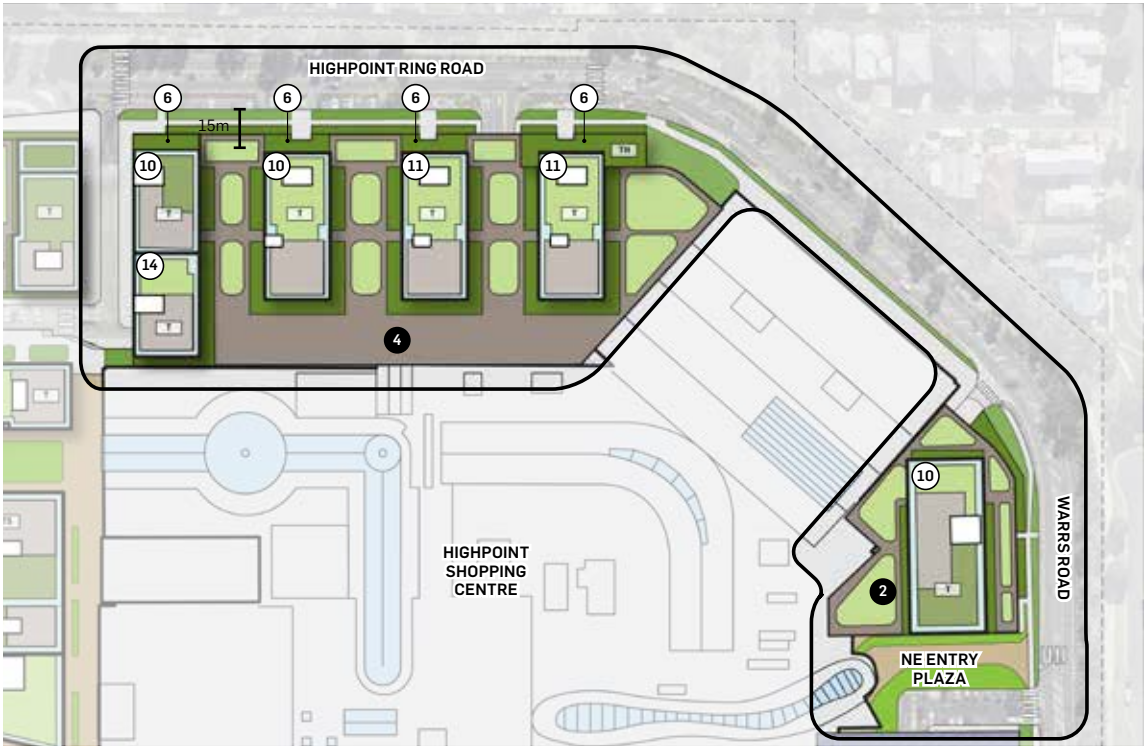


Figure 64 Precinct 1 - Roof Plan with building height
Built Form and Architecture

- Street wall height should be a maximum of 6 storeys, with overall building forms with a preferred maximum of 10 storeys along the Highpoint Ring Road.
- All built form should be a maximum of 6 storeys, within 15m of the existing kerb of the Highpoint Ring Road.
- Ensure ground level setbacks provide for potential future widening of the Highpoint Ring Road.
- Opportunities for private residential entries with incorporated defensive private space should be explored.
- Alignment of built form should take advantage of significant views to the north and east.
- Facilitate articulation of frontage building façades to the Ring Rd elevation to reduce the effect of a continuous edge condition. Encourage further articulation of facade, and residential entries.
- The existing blank 'David Jones' wall to the north-eastern elevation to be treated as either an active and articulated frontage or provided as a green wall as part of future development of the David Jones box.

LEGEND	
	Illustrative built form buildings
	Ground level open space
	Podium communal open space
	Courtyard frontage
	Kerb
	No. of storeys of built form (from the ground/street level)
	No. of storeys at podium level



Figure 65 Precinct 1 - Access and car parking plan
DRAWINGS NOT TO SCALE

Access, Movement and Car parking

- Maintain the primary cycle and pedestrian path on the northern edge of the Highpoint Ring Road.
- Provide for the establishment of a new pedestrian footpath on the southern side of the Highpoint Ring Road.
- Provide a legible and inviting entry to the east-west pedestrian connection via the existing shopping centre, connecting Warrs Road through a new active landscaped plaza entry at the Residential North East
- Retain car park and integrate the existing car park with development at Residential North

LEGEND	
	Cycle route (low order)
	Protected cycling route (shared path network)
	Small cluster secure cycle bike parking hoops in public realm
	Cycle parking, secure, covered end of trip facilities.
	Car park entry & exit
	Shopping mall pedestrian entry
	Car park
	Residential
	Retail
	Loading & servicing
	Pedestrian crossing



Figure 66 Precinct 1 - Indicative concept landscape plan

DRAWING NOT TO SCALE

Open space and Community Infrastructure

- Where sight lines allow, provide large canopy trees along Highpoint Ring Road to enhance amenity
- Provide planting along the street edge of the built form, for example with green walls, or small landscaped courtyards at ground level for terrace style units
- Areas identified as public realm should be accessible by all users, have provision for landscaping and public art and receive adequate level of natural lighting
- Provide a comfortable environment near the entry to the shopping centre that invites both pedestrian movement and staying activities.
- The plaza in front of Residential Northeast Entry should promote a range of activities and the built interface along the plaza to have adequate retail frontage
- Clear identification of pedestrian environment to ensure safety and ensure reduction of potential conflict between vehicles and pedestrian. Car parking and bicycling provisions should also be designed to avoid conflict zones
- Landscaping and public realm should be designed to maximise solar access
- Residential podium to have private communal amenity spaces
- Integration of balcony space for indoor and outdoor living amenity and built form greening

LEGEND

	Feature Tree - Large evergreen trees
	Deciduous Tree
	Internal Street Tree - medium sized evergreen trees
	External Street Tree - Large/medium Trees
	Lawn - to activate communal area
	Nature Strip Planting
	Feature Paving (type 1) - e.g. Bluestone/Concrete paving treatment
	Feature Paving (type 4) - Children's play- e.g. Soft fall, bark mulch, sand treatment
	Secondary Paving (type 1) - e.g. Exposed Aggregate, concrete paving
	Secondary Paving (type 2) - Internal Roads - e.g. shared space concrete paving/ bluestone, asphalt
	Secondary Paving - External Roads

LEGEND

	Roof top planting
	Podium Courtyards
	Private Garden space

KEY FEATURES

	Pedestrian connection
	Key linkage

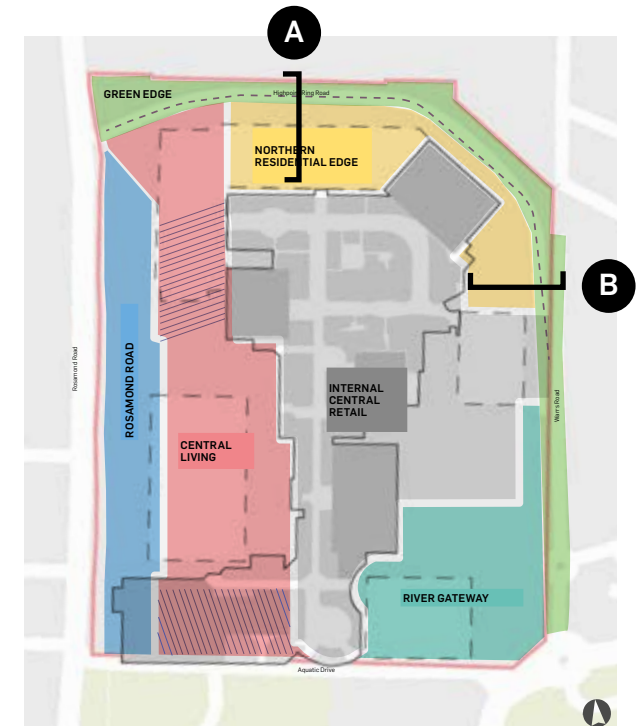
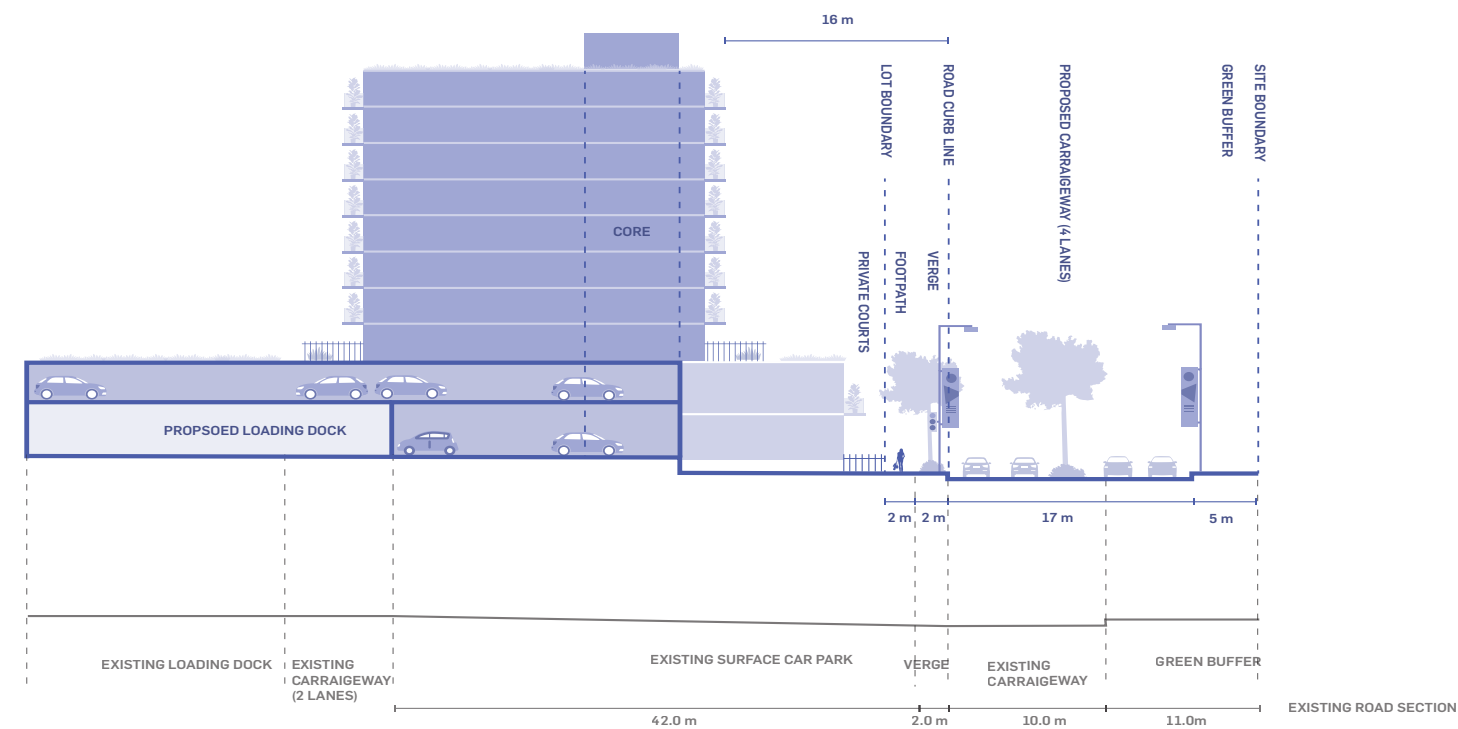
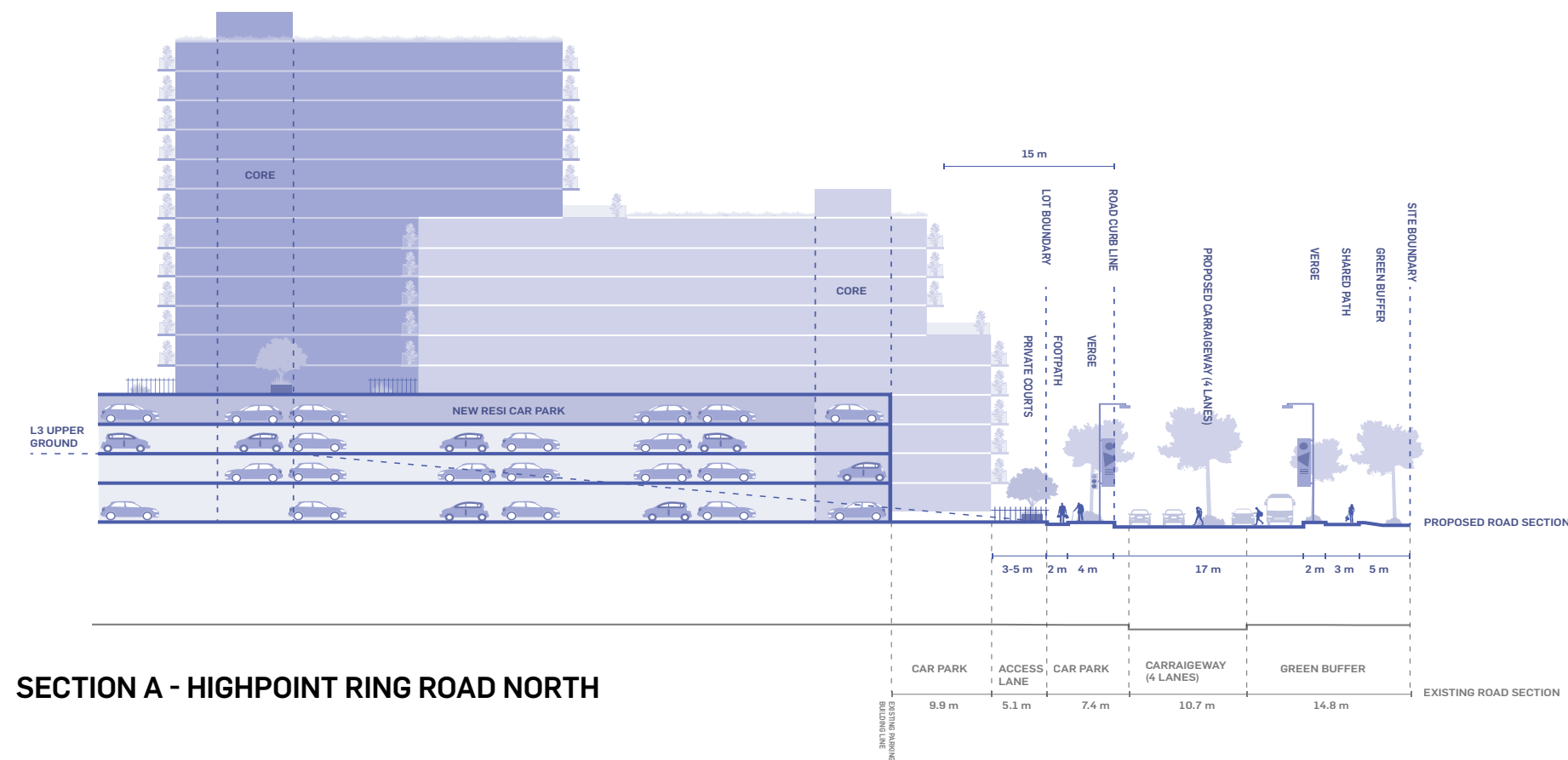


Figure 67 Sections at landscape buffer along Highpoint Ring Road



ILLUSTRATED VIEW OF RESIDENTIAL EDGE ALONG HIGHPOINT RING ROAD
Illustration is indicative

Shadow Diagrams

Shadow diagrams have been prepared in accordance to the requirements of the DPO17. Specifically the shadow diagrams indicate the areas of shadow to the site from the spring equinox at September 21 between 10am to 3pm.

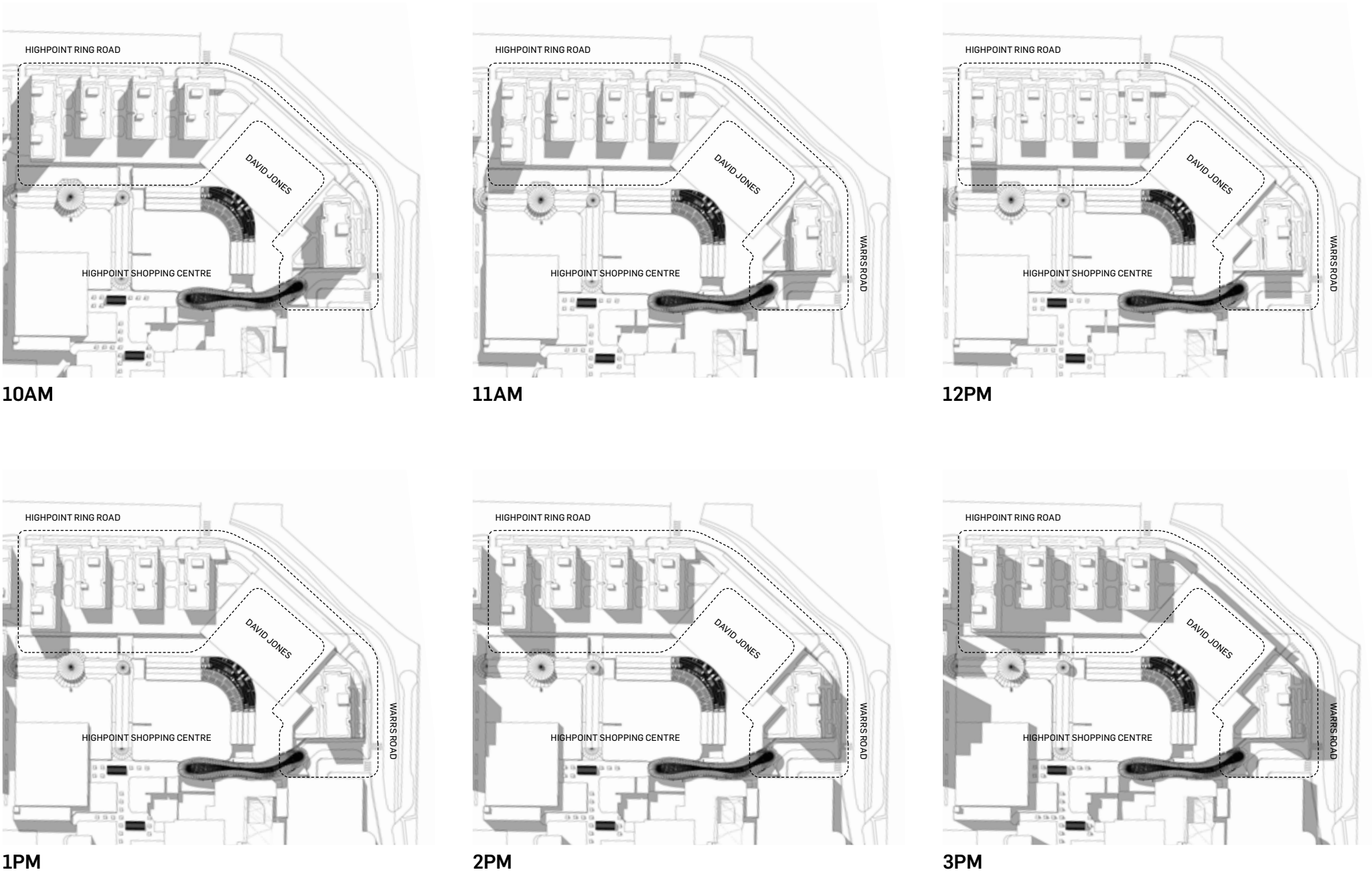
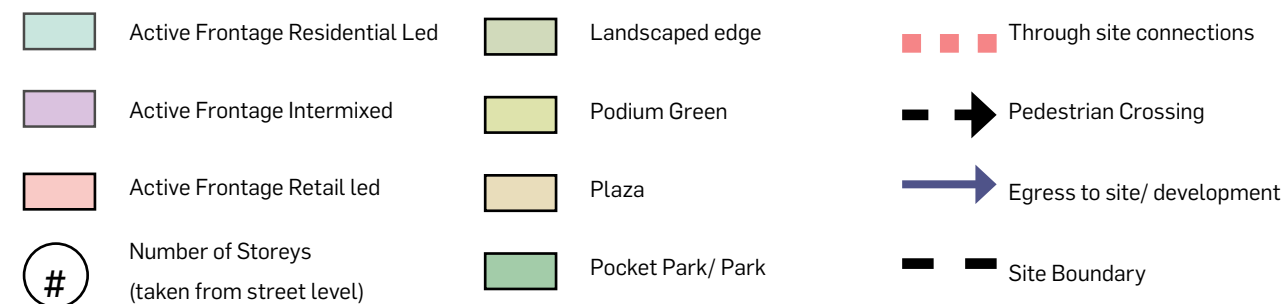
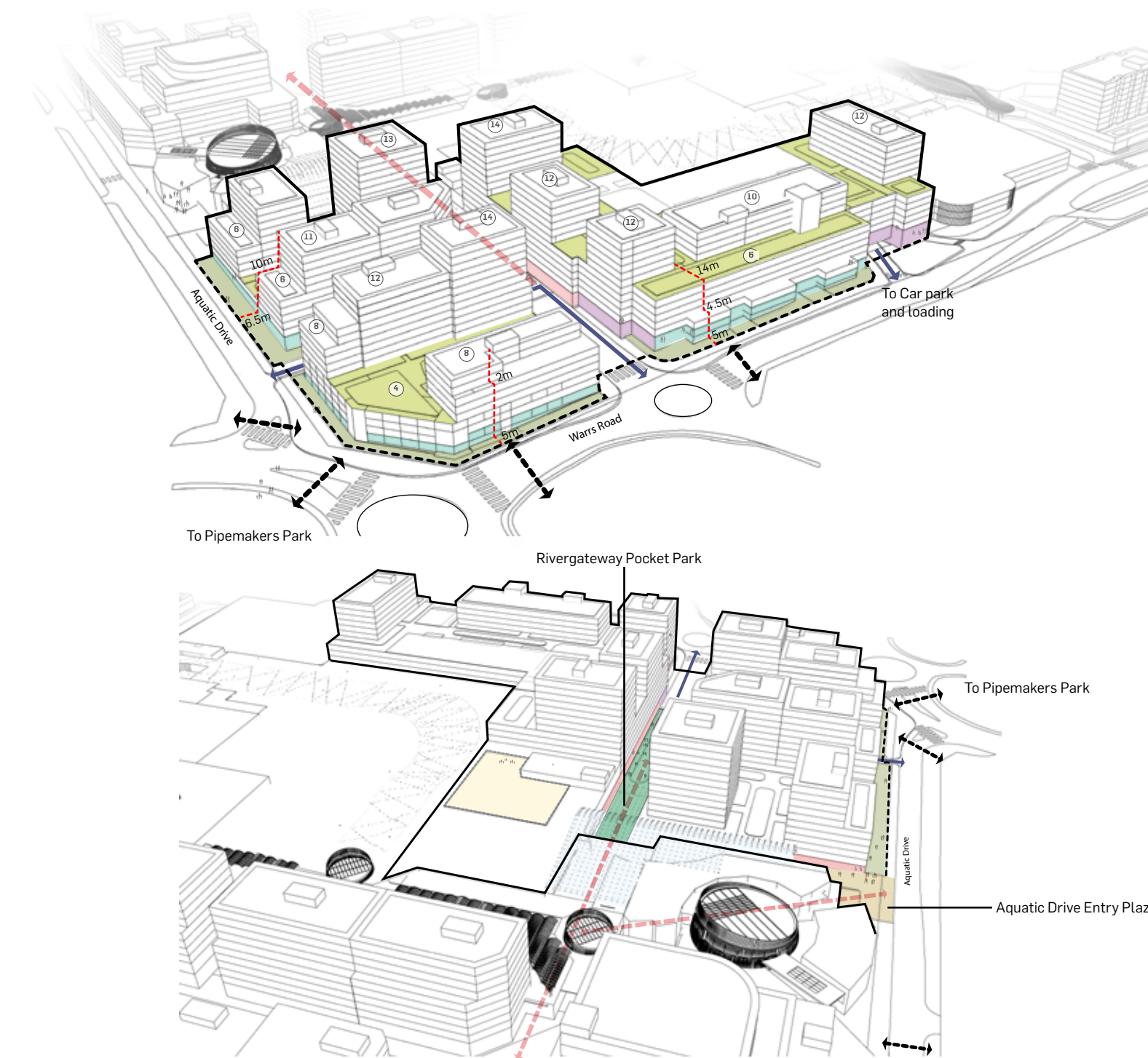


Figure 68 Precinct 1 - Shadow Analysis on Sept 21
DRAWING NOT TO SCALE



6.3 PRECINCT 2 – RIVERGATEWAY

LAND USE SUMMARY

- Provide for a mix of accommodation and retail land uses, supported by associated car parking.
- Consistent with the Commercial 1 Zone, other complementary uses may also be provided.
- Integrate with surrounding prevailing land uses.

PRECINCT PLAN AND OBJECTIVES

This Precinct is located along the south east edge of the site, encompassing the southern portion of the Warrs Road and western edge of Aquatic Drive.

The Residential Gateway is comprised of the following building clusters:

- River Gateway North
- River Gateway South 1
- River Gateway South 2

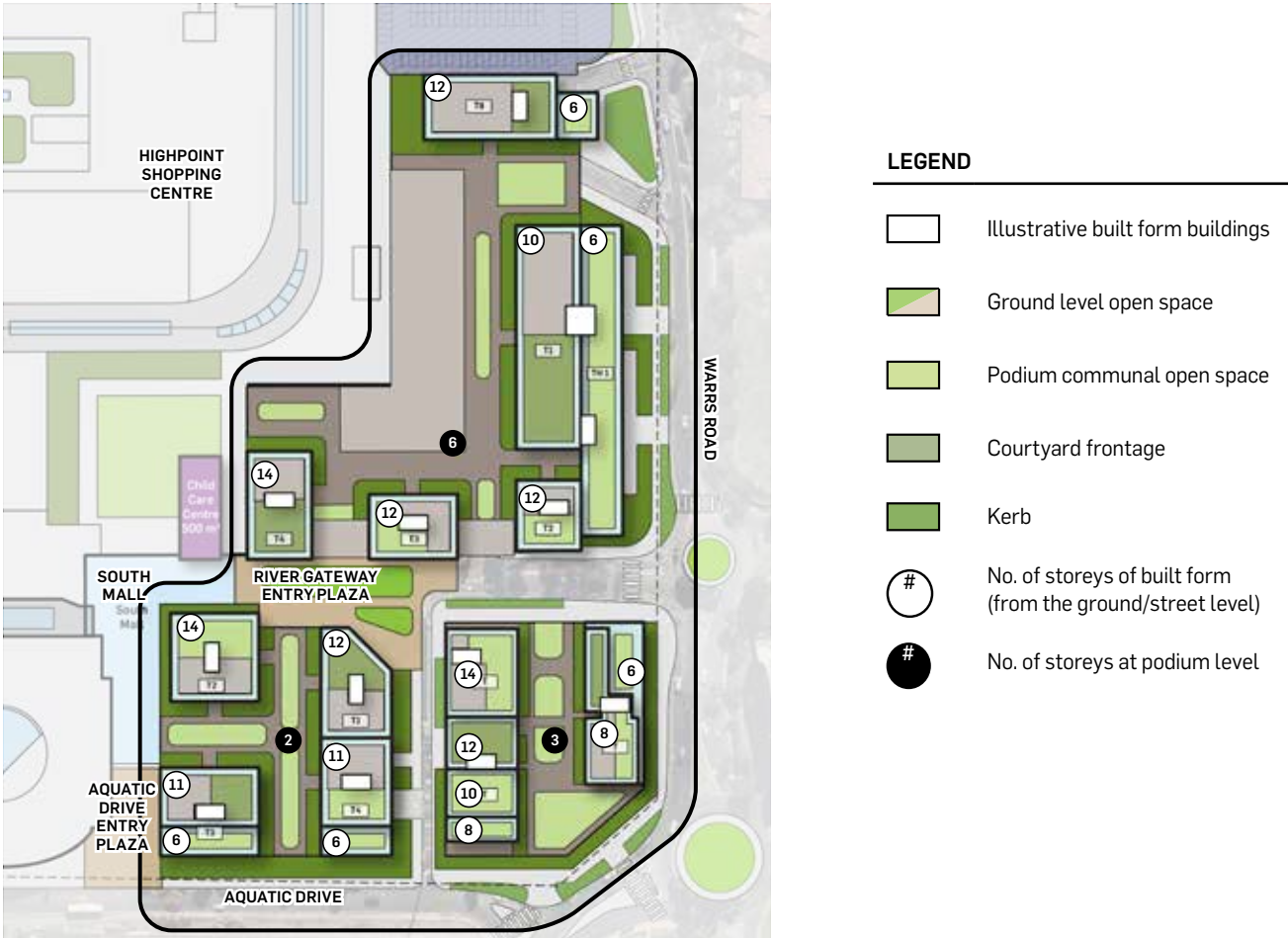
The objectives of the River Gateway Precinct are to:

- Promote a residential led mixed-use development with retail and other uses at street level
- Create active open space interface around the entry to the Shopping Centre
- Incorporate retail related parking within the development reducing visual impacts and improving streetscape interface
- Ensure E-W pedestrian connection and providing pedestrian link to Pipemaker's park
- Improve permeability and precinct structure
- Improve access to existing open space and amenity

Figure 69 Precinct 2 - Rivergateway

DESIGN GUIDELINES

The following paragraphs and supporting diagrams demonstrate how these design guidelines may be achieved within the precinct.



DRAWINGS NOT TO SCALE

Figure 70 Precinct 2 - Roof Plan with building height

Built Form and Architecture

- Higher form is to be located away from the site boundary, to reduce the amenity impacts of shadow and massing.
- Where not adjacent to existing low scale residential areas, built form is encouraged as a perimeter-tower typology, where building forms surround central car parking and podium communal space, as a sleeve for car parking.
- Alignment of built form should optimise significant views to the east and south, along with other factors.
- Building frontage which bound the pocket park/plaza should maximise opportunities for active uses at ground floor.
- Ensure ground level setbacks along Aquatic Drive and Warrs Road are adequate to allow for a comfortable footpath width and street trees.



Figure 71 Precinct 2 - Access and car parking plan

Access, Movement and Car parking

- Establish a consistent footpath along the northern side of Aquatic Drive.
- Provide a legible and inviting entry to existing shopping centre from the east-west pedestrian connection, and north south pedestrian connection to the Aquatic Drive
- Provide a safe, pedestrian access to Pipemakers Park.
- Improved pedestrian connectivity between the recreation and education uses to the south and the shopping centre entry is encouraged.
- Existing public car parking structure adjacent to the River Gateway North and River Gateway South 2 development are to be integrated with development

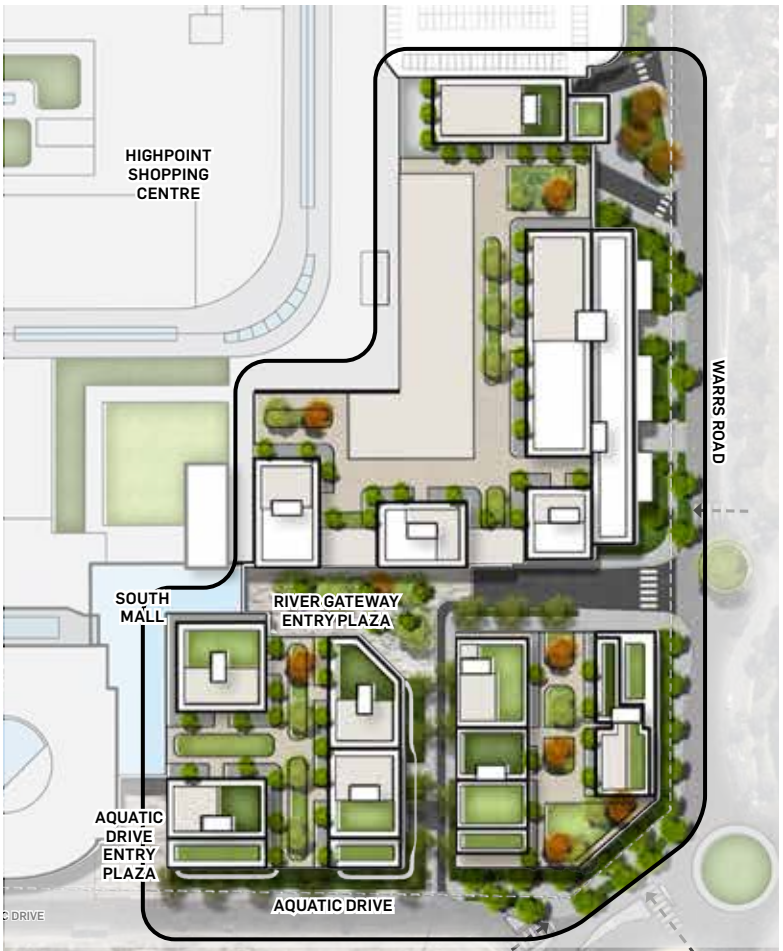


Figure 72 Precinct 2 - Indicative concept landscape plan

LEGEND

- Feature Tree - Large evergreen trees
- Deciduous Tree
- Internal Street Tree - medium sized evergreen trees
- External Street Tree - Large/medium Trees
- Feature Planting
- Lawn - to activate communal area
- Nature Strip Planting
- Secondary Paving (type 1) - e.g. Exposed Aggregate, concrete paving
- Secondary Paving (type 2) -Internal Roads - e.g. shared space concrete paving/ bluestone, asphalt
- Secondary Paving - External Roads

LEGEND

- Roof top planting
- Podium Courtyards
- Private Garden space

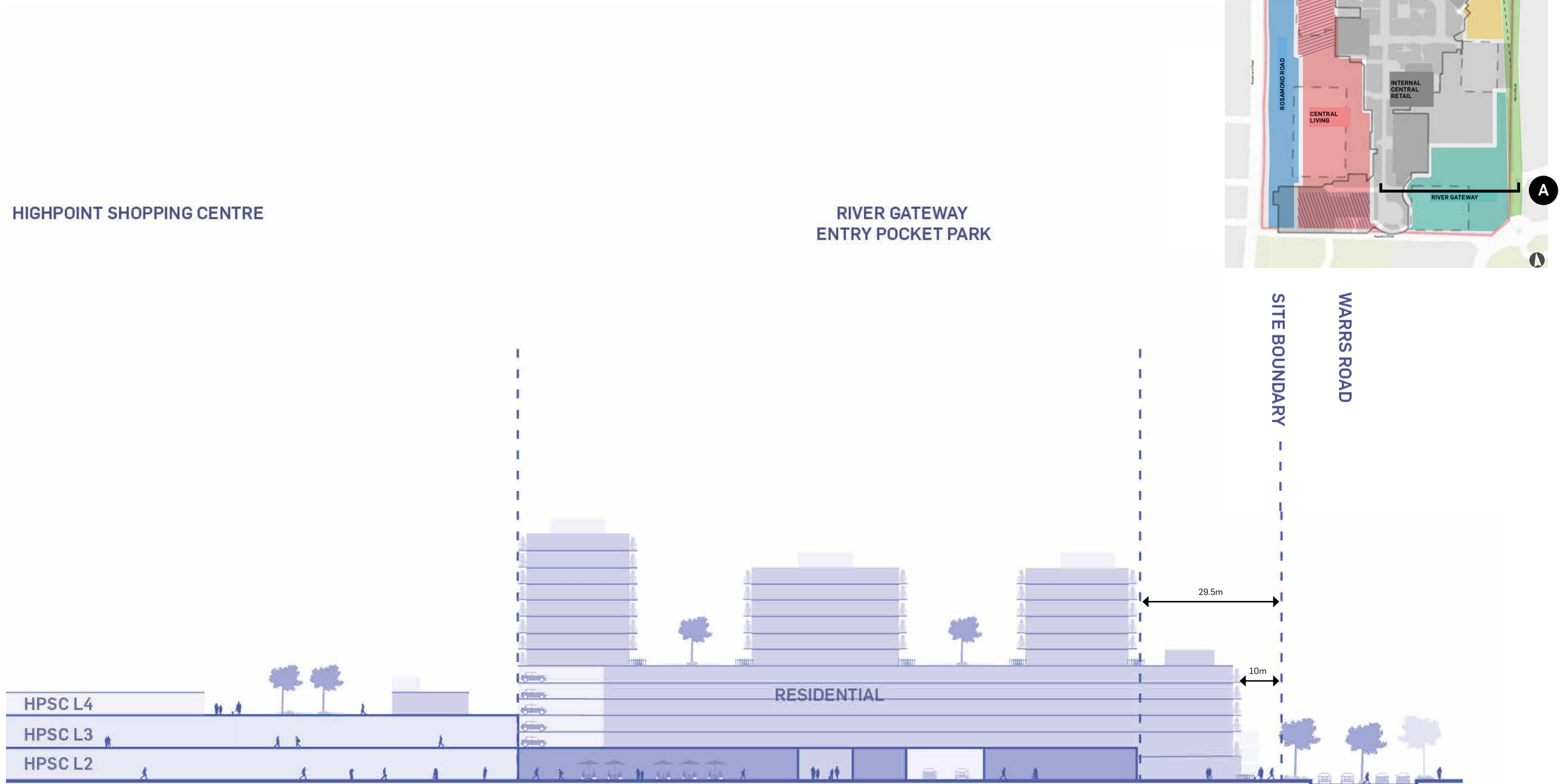
KEY FEATURES

- ➔ Pedestrian connection

DRAWING NOT TO SCALE

Open space and Community Infrastructure

- Provide a legible and inviting entry to the east-west pedestrian connection via the existing shopping centre.
- Allow for a pedestrian access and plaza into the shopping centre from the Aquatic Drive. The pedestrian connection to have activity generating uses along the residential built interface at ground level
- Integrate a small pocket park/plaza to complement the adjacent uses and provide amenity to retail and residential user.
- Provide for community amenity e.g. a childcare on the roof of the retail along the east-west pedestrian connection



SECTION A - RIVER GATEWAY NORTH - SOUTH

DRAWING NOT TO SCALE

Figure 73 Sections of River Gateway at Warrs Road and Aquatic Drive

Shadow Diagrams

Shadow diagrams have been prepared in accordance to the requirements of the DPO17. Specifically the shadow diagrams indicate the areas of shadow to the site from the spring equinox at September 21 between 10am to 3pm.

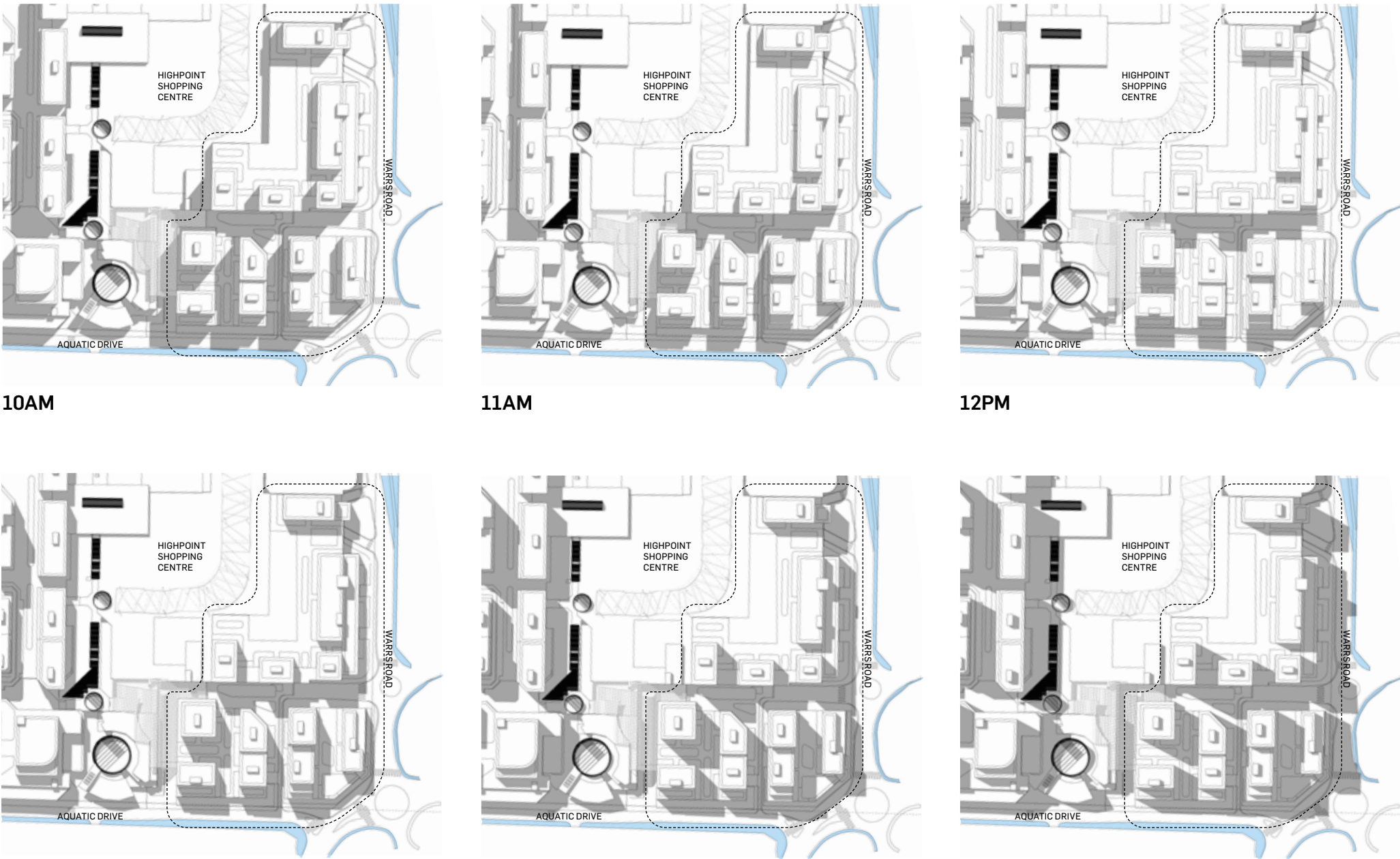


Figure 74 Precinct 2 - Shadow Analysis on Sept 21
DRAWING NOT TO SCALE

6.4 PRECINCT 3 – ROSAMOND ROAD

LAND USE SUMMARY

- Encourage uses along Rosamond Road that would benefit from future activity centre, and close proximity to multiple public transport options.
- Subject to market demand, encourage commercial and community land uses for buildings in the southern portion of Rosamond Road, supported by public transport and appropriate levels of parking.
- Along the northern portion of Rosamond Road, encourage mix of land uses to enliven the precinct e.g. hotel, commercial, retail, residential etc.
- Consistent with the Commercial 1 Zone, other complementary uses may also be provided

PRECINCT PLAN AND OBJECTIVES

This Precinct is located along the western edge of the site fronting the Rosamond Road

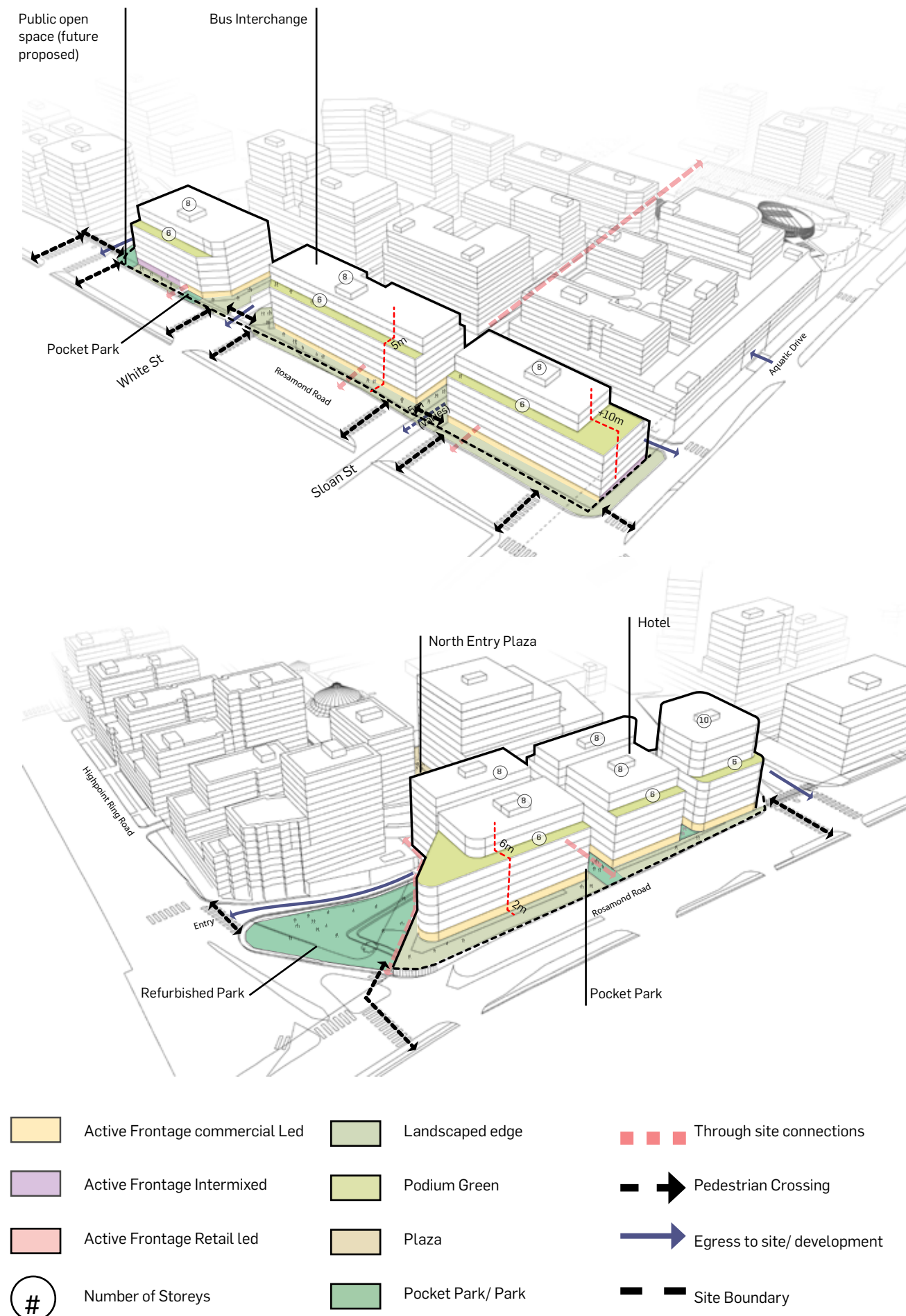
The Rosamond Road is comprised of the following building clusters:

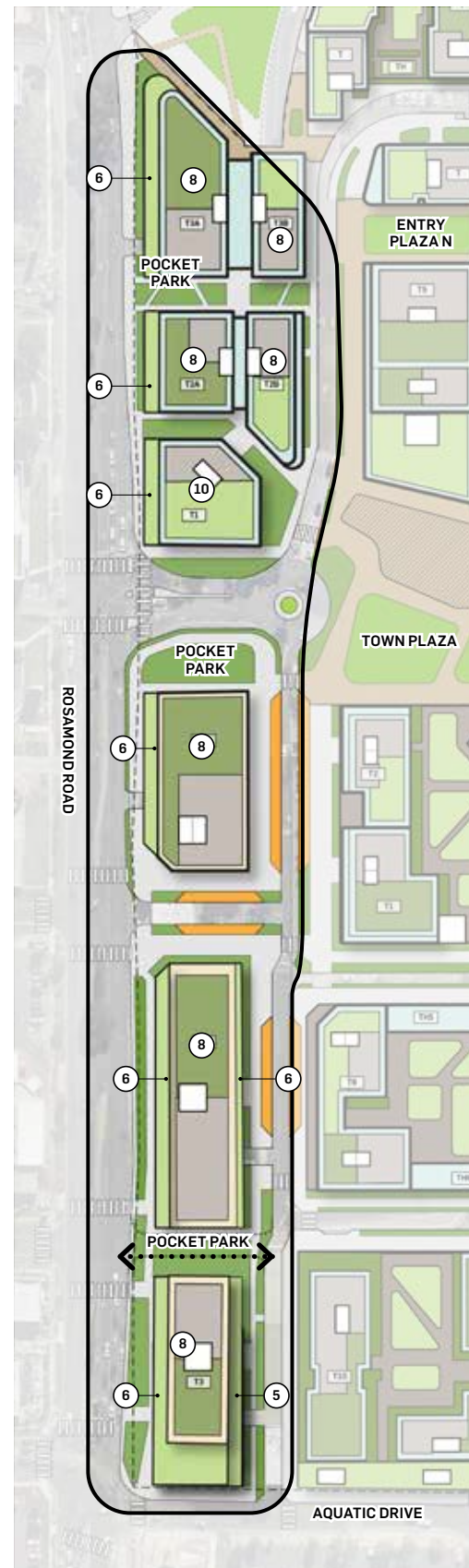
- Rosamond Road North
- Rosamond Road South

The objectives of the Rosamond Road Precinct are:

- Commercial led mixed use providing continuous built form interface along Rosamond Road that provides variety of employment spaces such as commercial office and hotel
- Ensure a Rosamond Road street-edge that has regular visual break through open spaces as well as pedestrian and vehicular links
- Explore potential public transport interchange in proximity to Rosamond Road and the future town centre that is better located in terms of access and catchment.

Figure 75 Precinct 3 - Rosamond Road North (left) Rosamond Road South (right)





DESIGN GUIDELINES

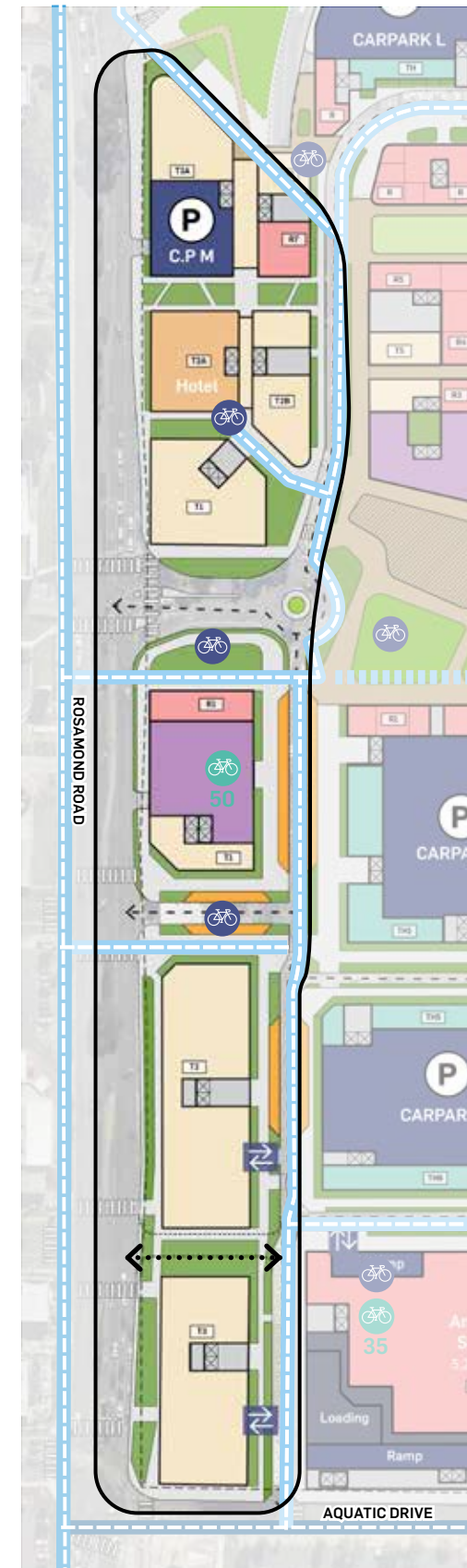
The following paragraphs and supporting diagrams demonstrate how these design guidelines may be achieved within the precinct.

Built Form and Architecture

- Set back built form at ground level along Rosamond Road to provide for generosity of the public realm including opportunities for spill out commercial uses (including cafés) along the Rosamond Road frontage to allow for activation opportunities.
- There is an opportunity for corner location and gateway sites to hold street edges with zero lot lines, for higher building forms and limited street wall setbacks.
- Built form should ensure that the western side of Rosamond Road is free from winter shadows between 10am and 2pm.
- Consider, where appropriate, opportunities for variation in street wall/podium height (subject to commercial floorspace requirements being achieved) that may be provided in a variety of ways including architectural features, balustrades or similar.
- Provide opportunities for commercial development typologies along the southern portion of Rosamond Road.
- Building typologies with continuous street edge, rather than podium-tower forms.
- Larger continuous floor plates in-line with the commercial land uses.
- Provide opportunities for buildings that have 4m (minimum) floor to ceiling heights at ground level to enhance land use flexibility and change over time.

LEGEND

- Illustrative built form buildings
- Ground level open space
- Podium communal open space
- Courtyard frontage
- Kerb
- No. of storeys of built form (from the ground/street level)
- No. of storeys at podium level



Access, Movement and Car parking

- Establish a consistent footpath along Rosamond Road
- Provide Little Rosamond Road in a north-south configuration parallel to Rosamond Road. Road width (minimum 22m including carriageway and footpath) should allow for the potential for the relocated bus interchange. Service and vehicle entries should be encouraged from Little Rosamond Road.
- Provide legible and inviting entries to the east-west pedestrian connection via the existing shopping centre
- Allow for multiple pedestrian access and ensure pedestrian permeability from Rosamond Road at varying interval
- Allow for new signalised junction at Rosamond road to integrate Bus interchange access and exit

LEGEND

- Cycle route (low order)
- Protected cycling route (shared path network)
- Protected cycle route (separated on - road)
- Potential new junctions and bus circulation link to be explored
- Small cluster secure cycle bike parking hoops in public realm
- Cycle parking, secure, covered end of trip facilities.
- Car park entry & exit
- Shopping mall pedestrian entry
- Pedestrian crossing
- Car park
- Hotel
- Commercial
- Residential
- Recreation/Retail
- Retail
- Loading & servicing

Figure 76 Precinct 3 - Roof Plan with building height

DRAWING NOT TO SCALE

Figure 77 Precinct 3 - Access and car parking plan

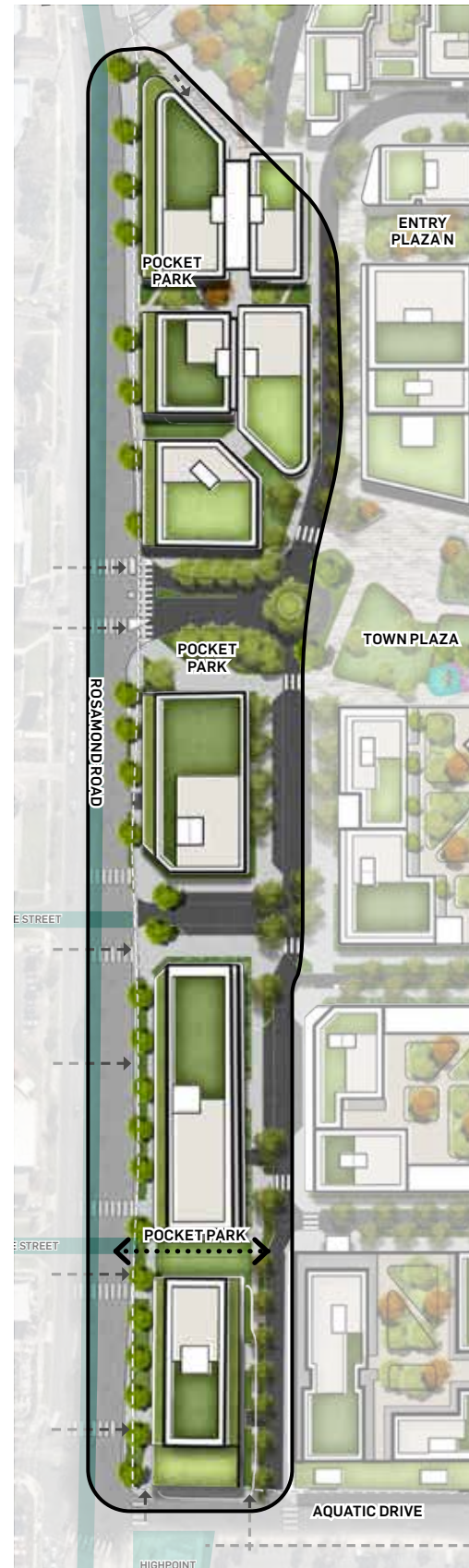
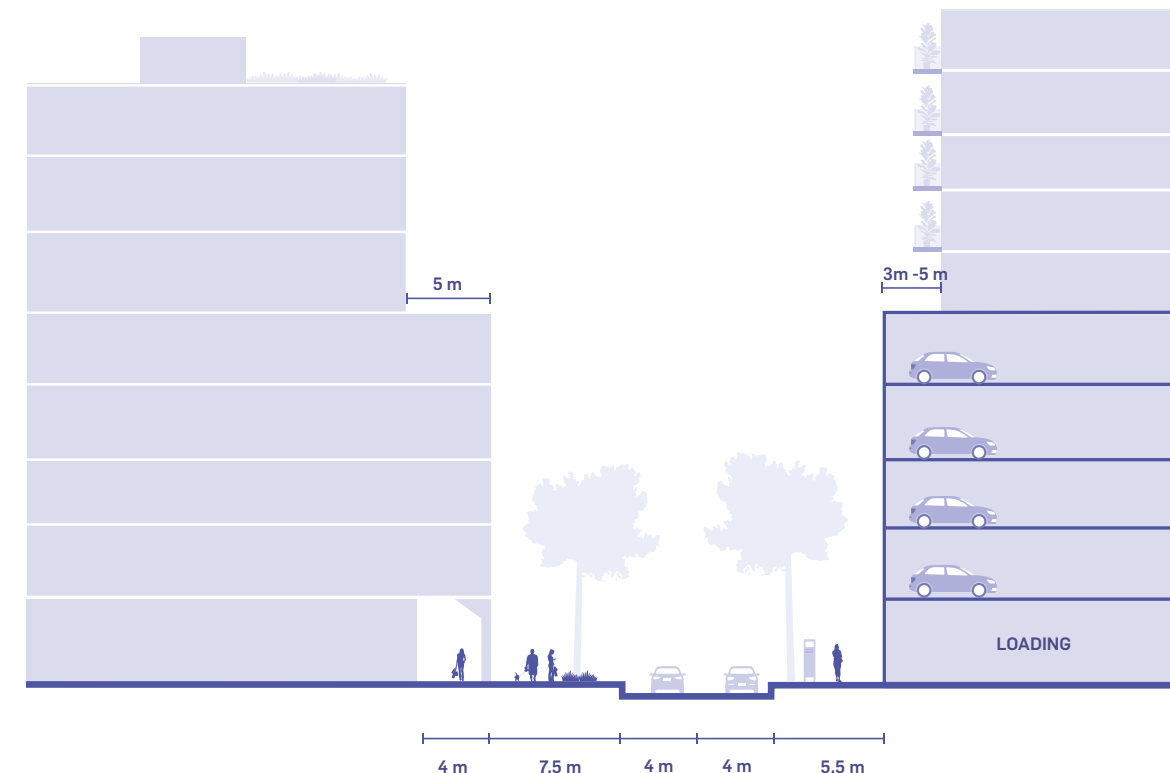


Figure 78 Precinct 3 - Indicative concept landscape plan
DRAWING NOT TO SCALE

LEGEND	
	Feature Tree - Large evergreen trees
	Deciduous Tree
	Internal Street Tree - medium sized evergreen trees
	External Street Tree - Large/medium Trees
	Feature Planting
	Lawn - to activate communal area
	Nature Strip Planting
	Feature Paving (type 1) - e.g. Bluestone/Concrete paving treatment
	Feature Paving Ramp (type 2) - e.g. Timber
	Feature Paving (type 3) - e.g. Timber Decking
	Feature Paving (type 4) - Children's play- e.g. Soft fall, bark mulch, sand treatment
	Secondary Paving (type 1) - e.g. Exposed Aggregate, concrete paving
	Secondary Paving (type 2) -Internal Roads - e.g. shared space concrete paving/ bluestone, asphalt
	Secondary Paving - External Roads
	Lighting
	Insitu concrete walls
	Seat Wall - on top of insitu concrete walls
	Roof top planting
	Podium Courtyards
KEY FEATURES	
	Pedestrian connection
	Key linkage
	Potential new junctions and bus circulation link to be explored

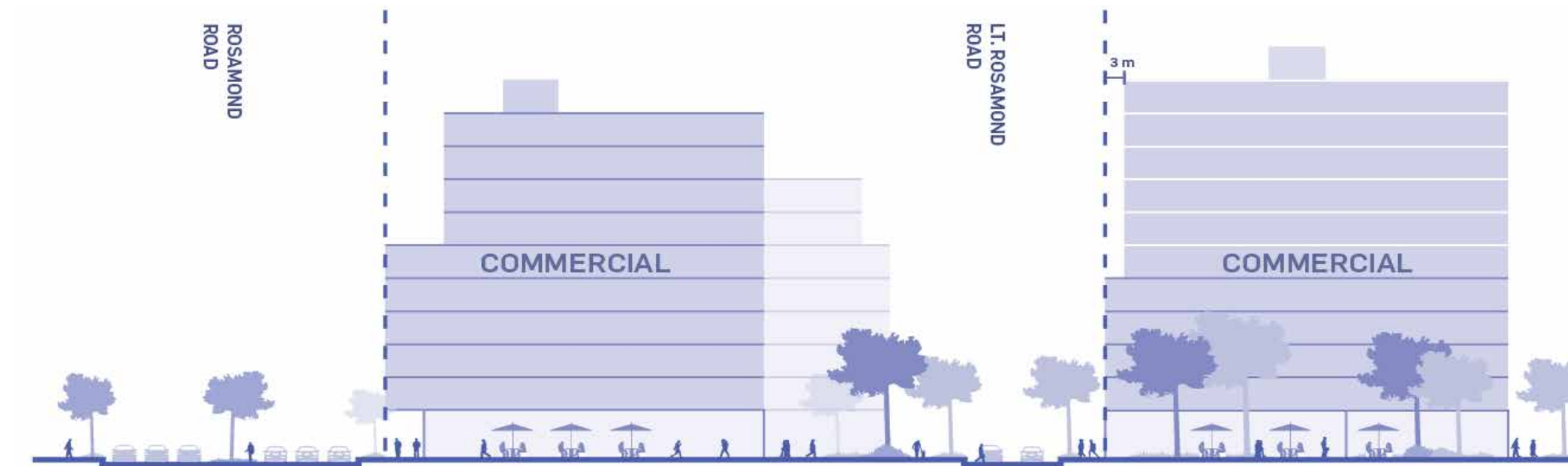
Open space and Community Infrastructure

- Where sight lines allow, provide large canopy trees along Rosamond Road to enhance amenity
- Provide activity generating uses along the Rosamond Road with complementary landscape
- Areas identified as public realm should be accessible by all users, have provision for landscaping and public art and receive adequate level of natural lighting
- Provide a comfortable environment near the entry to the shopping centre that invites both pedestrian movement and staying activities.
- Provide landscaped connection that ensures seamless pedestrian and visual link between Rosamond Road and Town Plaza. Provide high quality landscape in the Town Plaza and ensure variety of landscaped spaces
- Clear identification of pedestrian environment to ensure safety and ensure reduction of potential conflict between vehicles and pedestrian. Car parking and bicycling provisions are to be designed to avoid conflict
- Landscaping and public realm should be designed to maximise solar access
- Residential podium to have private communal amenity spaces
- Integration of balcony space for indoor and outdoor living amenity and built form greening
- Provision for potential location for the relocation of the community hub

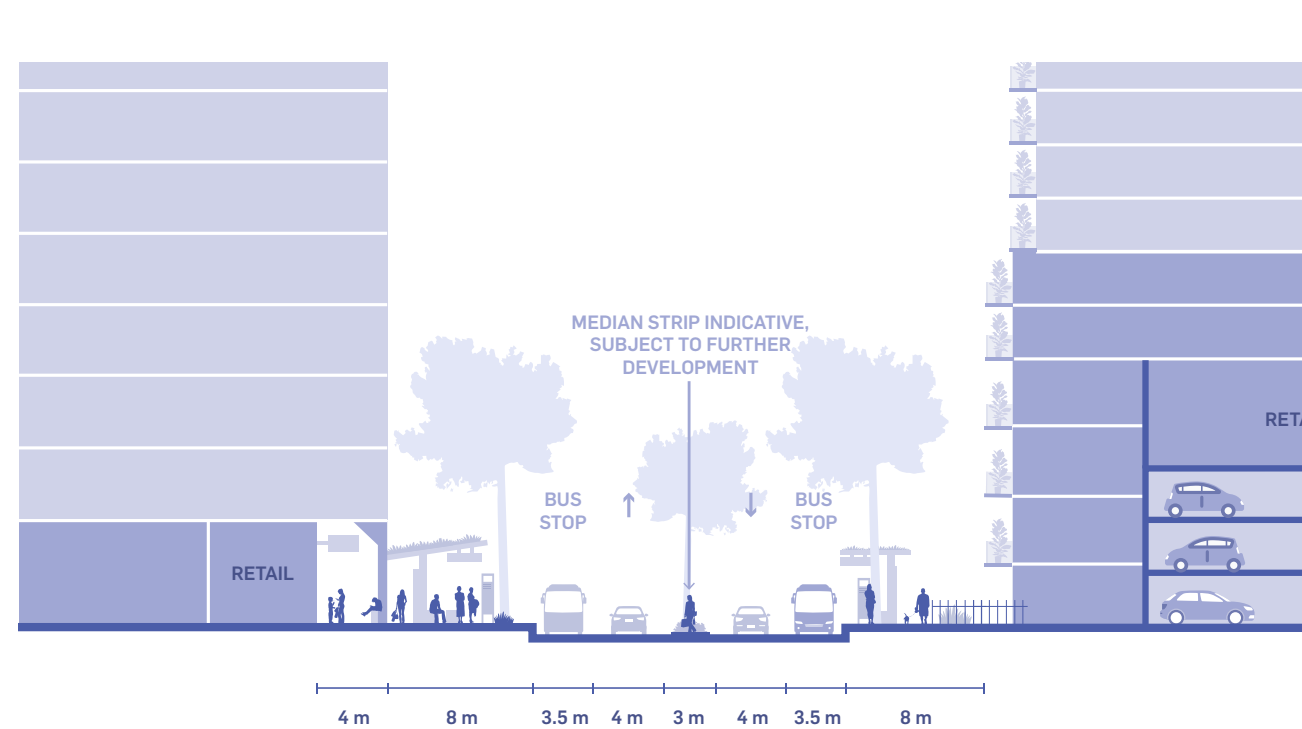
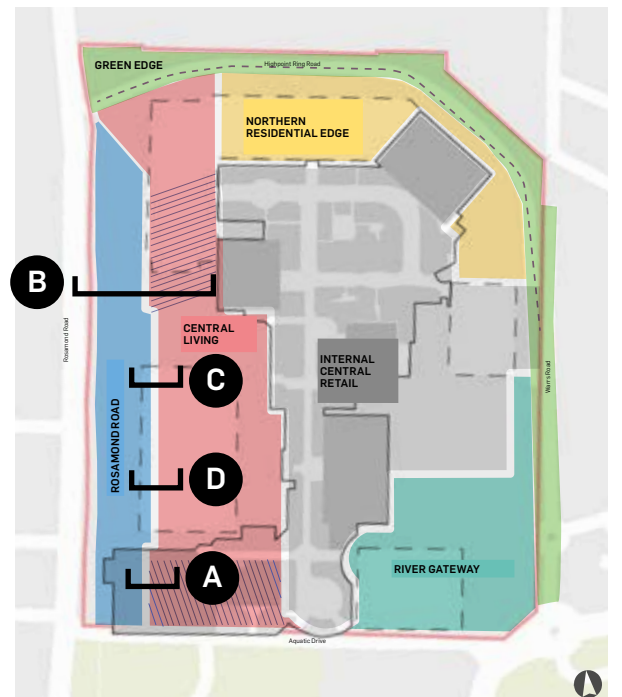


SECTION A - SOUTHERN ROSAMOND ROAD ADJACENT TO AQUATIC DRIVE

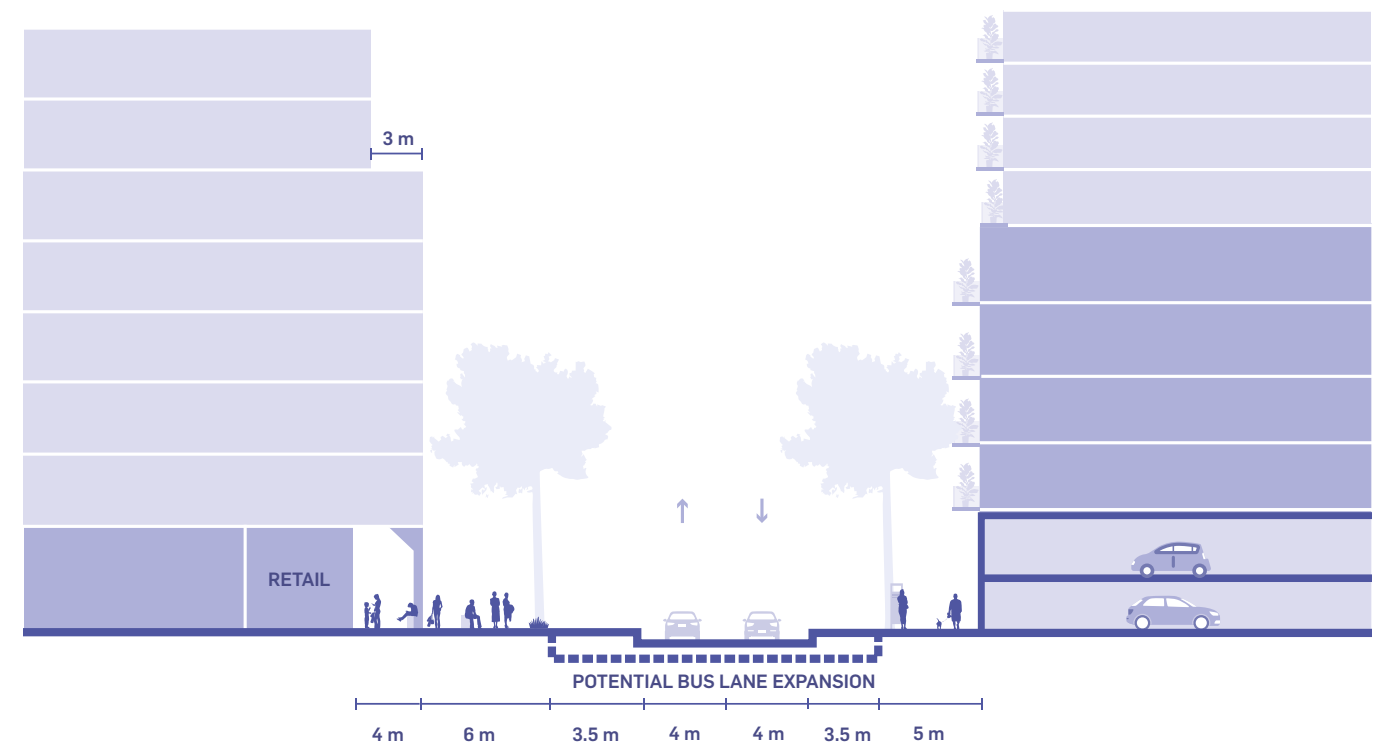
Figure 79 Sections along Little Rosamond Road
DRAWING NOT TO SCALE



SECTION B - NORTHERN ROSAMOND ROAD EAST- WEST



SECTION C - LITTLE ROSAMOND ROAD BUS INTERCHANGE



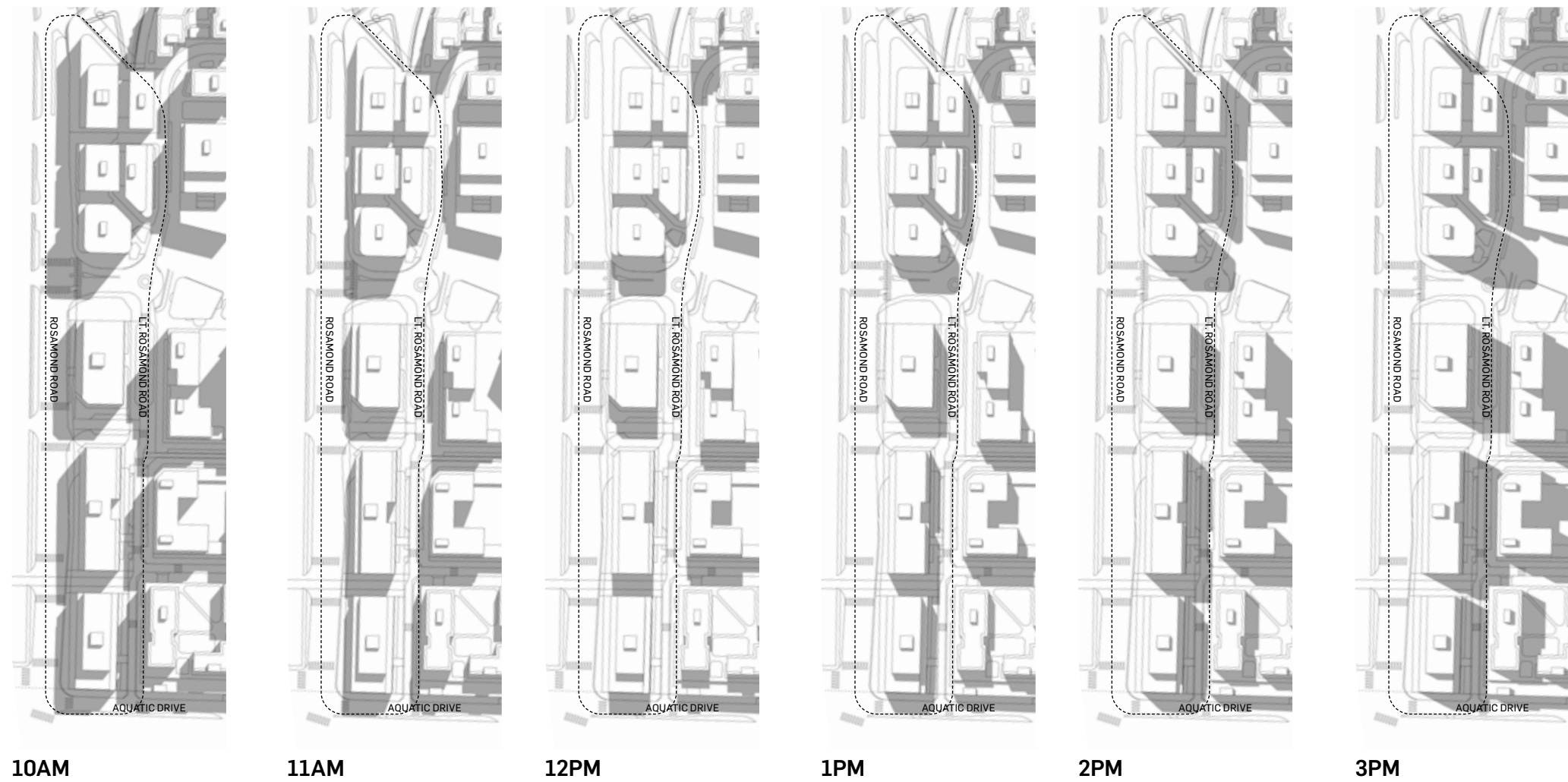
SECTION D - LITTLE ROSAMOND ROAD SOUTH

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ILLUSTRATED VIEW FROM ROSAMOND ROAD

Illustration is indicative

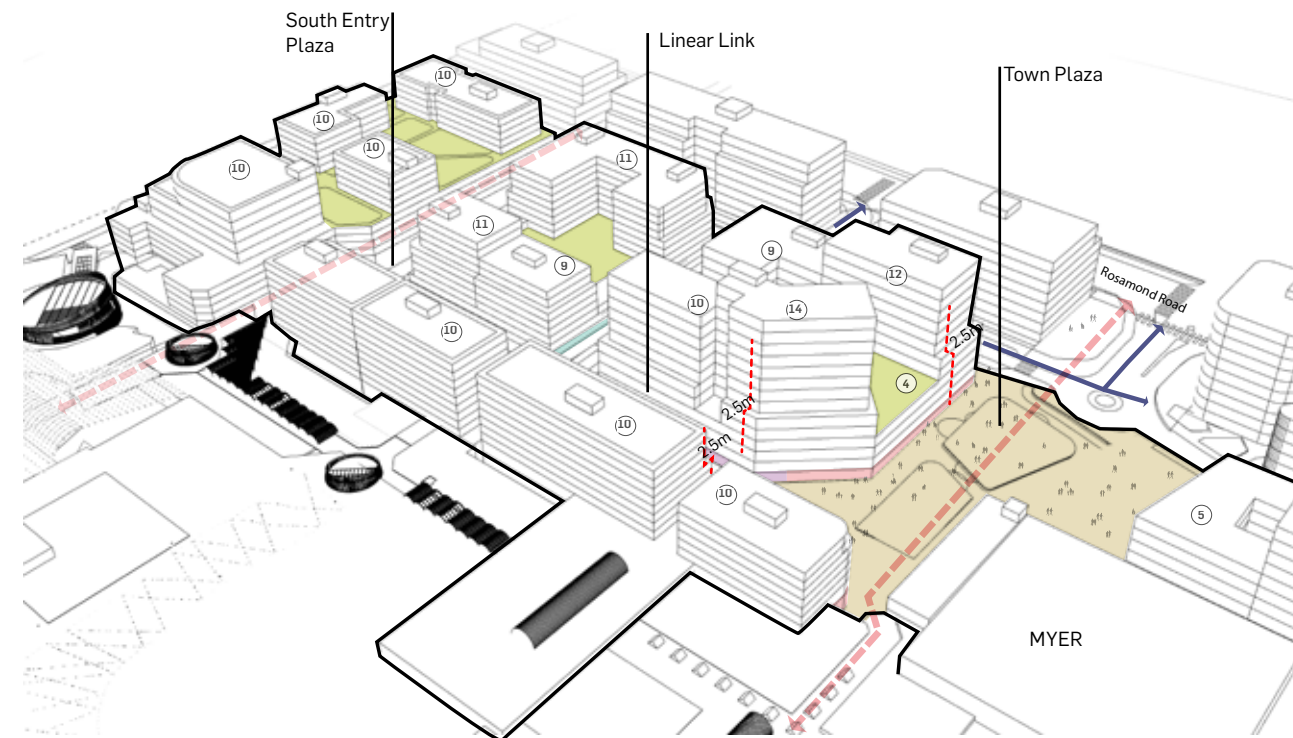
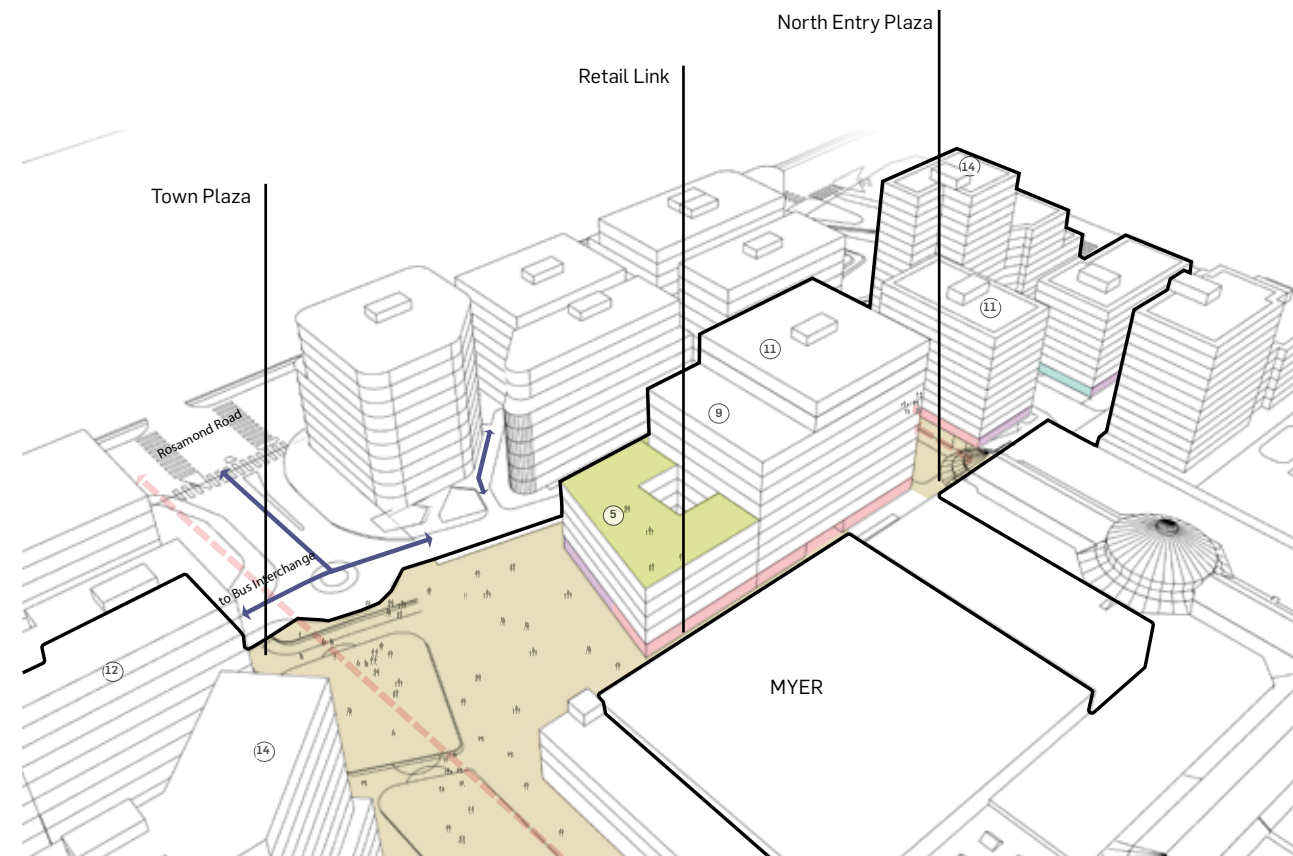


DRAWING NOT TO SCALE

Shadow Diagrams

Shadow diagrams have been prepared in accordance to the requirements of the DPO17. Specifically the shadow diagrams indicate the areas of shadow in the precinct at September 21 between 10am to 3pm.

Figure 80 Precinct 2 - Shadow Analysis on Sept 21



6.5 PRECINCT 4– CENTRAL LIFESTYLE

LAND USE SUMMARY

- Reinforce the retail, leisure and recreation role of the Centre, completed by other uses where appropriate.
- Opportunities for innovation and new retail concepts, including pop up retail events are encouraged
- Consistent with the Commercial 1 Zone, other complementary uses may also be provided.

PRECINCT PLAN AND OBJECTIVES

This Precinct is located along the central part of the site bounded by Rosamond Road and the retail precinct

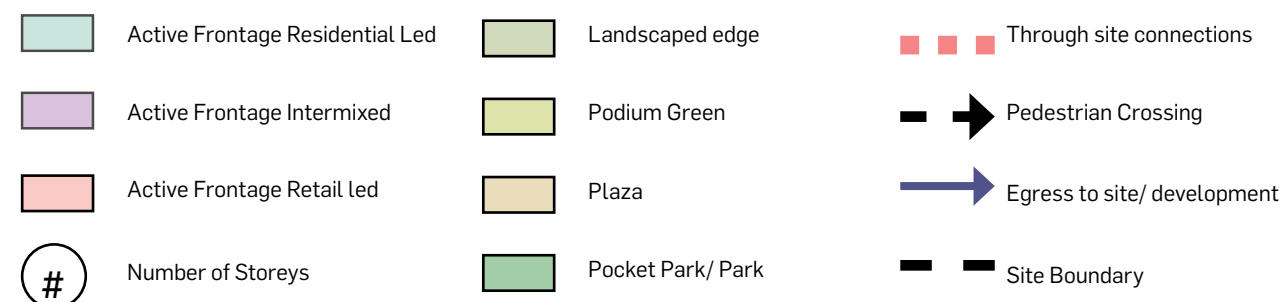
The Central Lifestyle Precinct is comprised of the following building clusters:

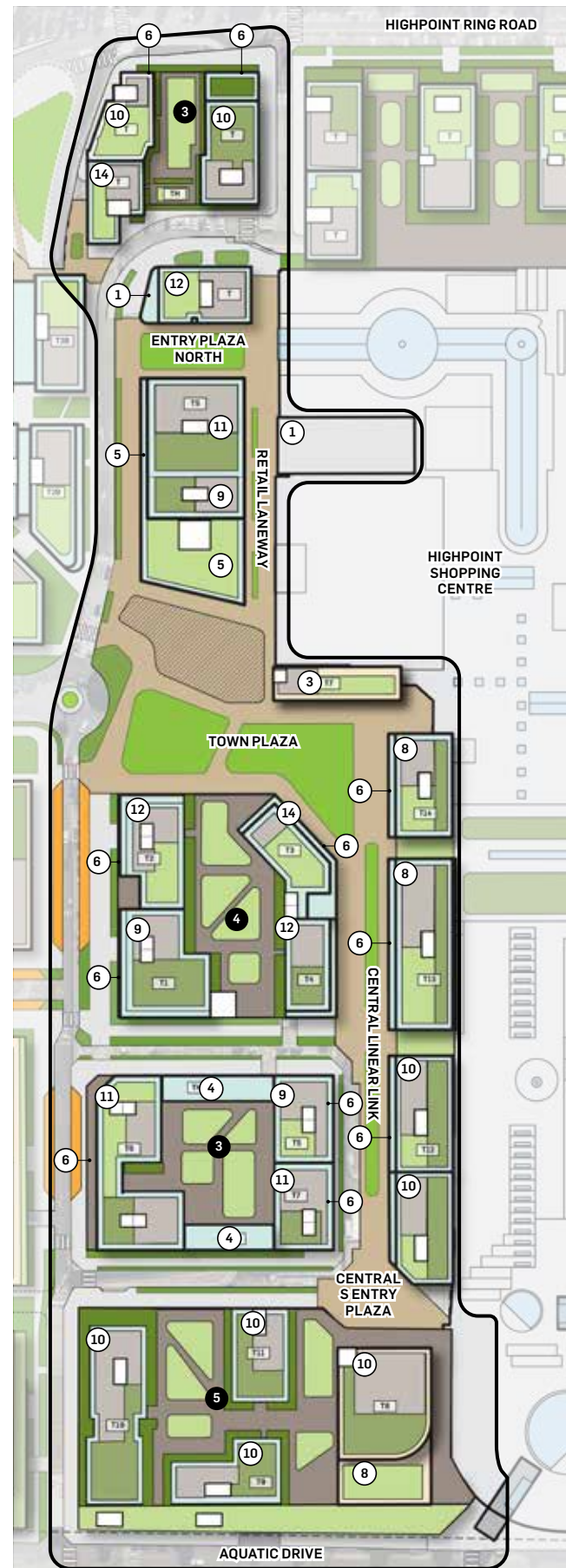
- Central South
- Central North

As identified in the Development Plan, the objectives of the Central Precinct are:

- Mixed use and town plaza with street level activation through retail and intermixed frontages
- Provide an active public open space interface that links to Rosamond Road
- Retail expansion along southern edge and commercial cluster in Central South
- Decking of Central South areas to ensure new road and public realm

Figure 81 Precinct 4 - Central North (top); Central South(bottom)





DRAWING NOT TO SCALE

DESIGN GUIDELINE

The following paragraphs and supporting diagrams demonstrate how these design guidelines may be achieved within the precinct.

Built Form and Architecture

- Provide for vibrant and intense activity, supported through higher built form and density. This Precinct has the opportunity for the higher form based on the significant distance from sensitive interfaces and opportunities to connect to public transport.
- Provide for appropriate tower separation (minimum 15m) to ensure adequate daylight and a high quality of internal amenity
- Establish a clear and legible urban structure in from of a gridded street network which provides clear connections to the external street network, new open space and the Highpoint Shopping Centre.
- Maximise opportunities for active uses at ground floor, particularly along internal streets that are anticipated to have relatively high volumes of foot traffic.
- Built form is encouraged as a podium and tower typology, where building forms surround central car parking and podium communal space, as a sleeve for car parking.
- Multi-level car parks are encouraged to be sleeved with other uses, particularly at ground level. Where not possible, provide a high quality façade treatment that provides visual interest

LEGEND

- Illustrative built form buildings
- Ground level open space
- Podium communal open space
- Courtyard frontage
- Kerb
- No. of storeys of built form (from the ground/street level)
- No. of storeys at podium level

Figure 82 Precinct 4 - Roof Plan with building height



Access, Movement and Car parking

- Vehicle and car parking movements are encouraged from lower order internal roads
- Provide Little Rosamond Road in a north-south configuration parallel to Rosamond Road. Road width (minimum 22m including carriageways and footpaths) should allow for the potential for the relocated bus interchange. Service and vehicle entries should be encouraged from Little Rosamond Road.
- Provide legible and inviting entries to the east-west pedestrian connections via the existing shopping centre
- Large retail car park located at the southern edge of precinct above supermarket and accessed from Aquatic Drive via a proposed signalised junction

LEGEND

- Cycle route (low order)
- Protected cycling route (shared path network)
- Small cluster secure cycle bike parking hoops in public realm
- Cycle parking, secure, covered end of trip facilities.
- Car park entry & exit
- Shopping mall pedestrian entry
- Pedestrian crossing
- Car park
- Hotel
- Commercial
- Residential
- Recreation/Retail
- Retail
- Loading & servicing

Figure 83 Precinct 4 - Access and Car parking plan





GROUND FLOOR LEGEND

	Feature Tree - Large evergreen trees
	Deciduous Tree
	Internal Street Tree - medium sized evergreen trees
	External Street Tree - Large/medium Trees
	Feature Planting
	Lawn - to activate communal area
	Nature Strip Planting
	Feature Paving (type 1) - e.g. Bluestone/Concrete paving treatment
	Feature Paving Ramp (type 2) - eg. Timber
	Feature Paving (type 3) - e.g. Timber Decking
	Feature Paving (type 4) - Children's play- e.g. Soft fall, bark mulch, sand treatment
	Secondary Paving (type 1) - e.g. Exposed Aggregate, concrete paving
	Secondary Paving (type 2) -Internal Roads - e.g. shared space concrete paving/ bluestone, asphalt
	Secondary Paving - External Roads
	Lighting
	Insitu concrete walls
	Seat Wall - on top of insitu concrete walls

ROOFTOP LEGEND

	Extensive roof top planting
	Intensive roof top planting
	Podium Courtyards
	Private Garden space

KEY FEATURES

	Pedestrian connection
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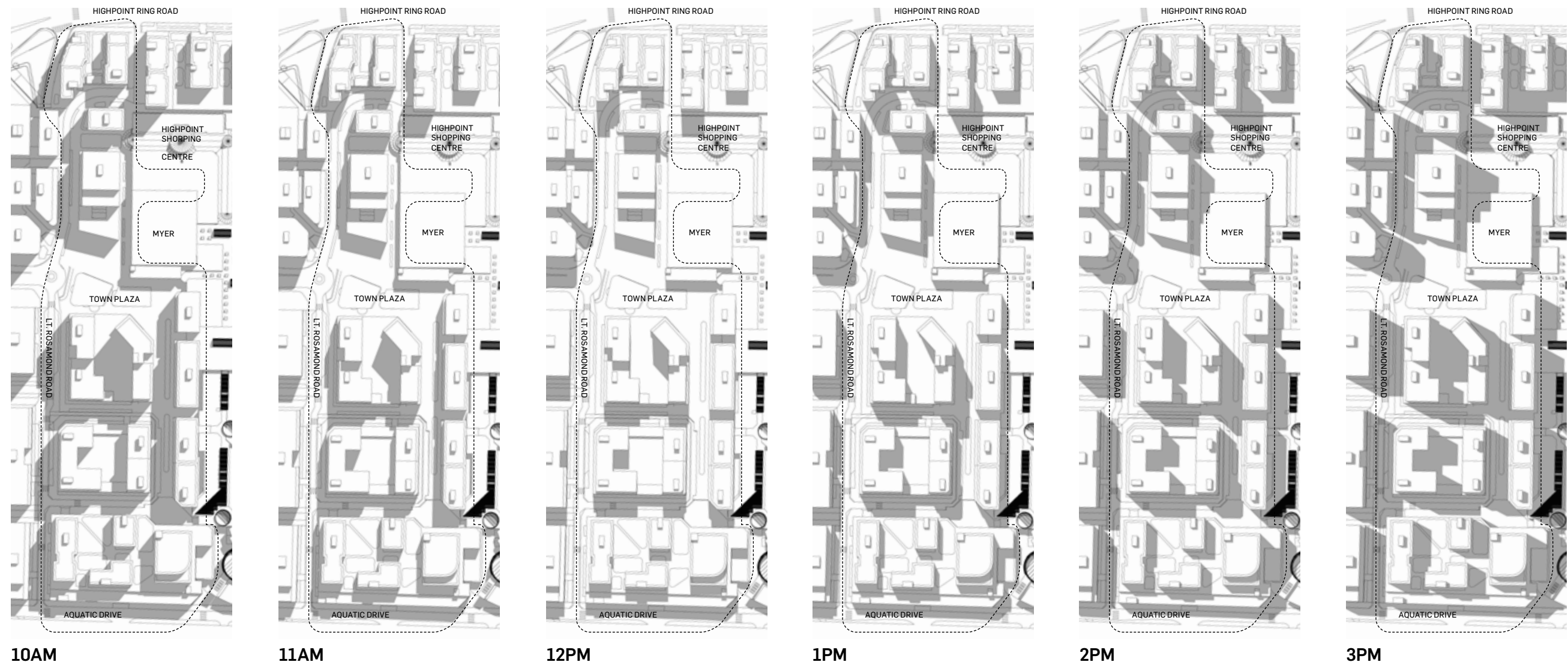
Open space and Community Infrastructure

- Provide for a new Town Plaza which is visible from Rosamond Road, and provides opportunities for both commercial and non-commercial related activity.
- Allow for opportunities for relocation of community hub around the new proposed Town Plaza
- Provide for a new Northern Entry Plaza linked by a new retail lane way to the Town plaza
- Connect the Town Plaza to the Southern Entry Plaza via a landscaped linear link that is activated by retail.
- Allow for podium landscape to cater to private amenities
- Ensure shared streets with residential interface to ensure passive surveillance and intimately scaled streets that are well landscaped and have pedestrian priority.

Figure 84 Precinct 4 - Indicative concept landscape plan



DRAWING NOT TO SCALE



Shadow Diagrams

Shadow diagrams have been prepared in accordance to the requirements of the DPO17. Specifically the shadow diagrams indicate the areas of shadow to the site from the spring equinox at September 21 between 10am to 3pm.

Figure 85 Precinct 4 - Shadow Analysis on Sept 21

