



HIGHPOINT

PLANNING AND URBAN DESIGN FRAMEWORK

SEPTEMBER 2015

Pending Ministerial approval

MAYOR'S MESSAGE

Positive change is afoot. The varying lifestyles and demographics of our residents are increasing demand for housing and mixed-use development near shopping and public transport hubs.



As our community changes, the industrial areas once common throughout some parts of the City of Maribyrnong are transitioning to other uses better suited to meet the diverse needs of our growing municipality.

Council has identified that Highpoint Activity Centre presents opportunities for transformational change over the next 20 years, and has developed a vision to guide the balanced growth of this area in a considered and consistent way.

A main priority of the vision is the reimagining of Rosamond Road into a dynamic main street at the heart of a town centre. This will attract new residents, visitors and employment opportunities.

A vibrant hub with abundant places for living, working and socialising will create a lively and beautiful town while still respecting the existing residential areas.

New open spaces, including local parks and paths for walking and cycling, will change the feel of the area and improve its environmental performance.

A highlight of our vision is the ability to walk to a park from every home.

Forward thinking and investment into infrastructure is essential to support the economic growth, productivity and liveability of our city. Following community consultation, I am delighted to present the Highpoint Planning and Urban Design Framework.

Cr Nam Quach
Mayor of the City of Maribyrnong

Artist impressions by Craig Perry

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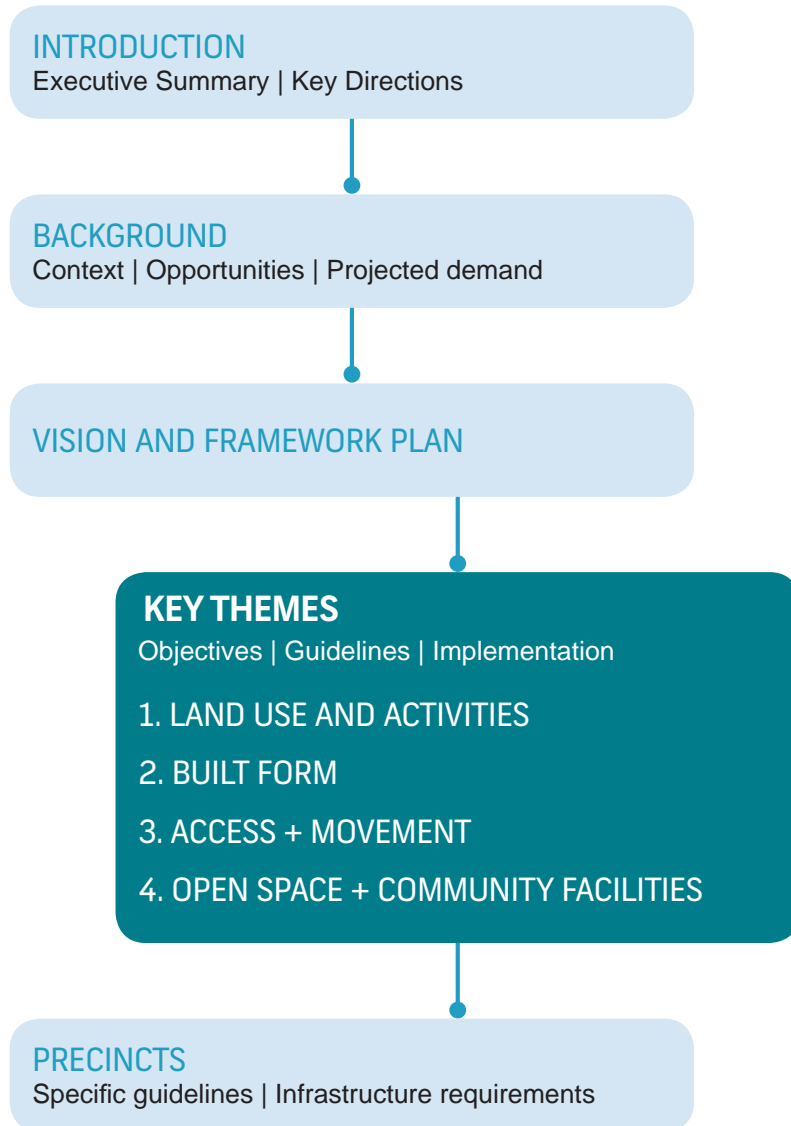
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ABOUT THIS DOCUMENT



EXECUTIVE SUMMARY

Highpoint Activity Centre is poised for significant change. As a key area for urban renewal within inner Melbourne, Highpoint enjoys striking views over the Maribyrnong Valley, tram and bus services, nearby parks and open space, and plentiful land for redevelopment.

The activity centre presents opportunities for transformational change. The industrial uses once common throughout Highpoint are transitioning to other areas better suited to their needs. At the same time, changing lifestyles and demographic preferences are increasing demand for housing and mixed-use development near shopping and public transport.

Highpoint Activity Centre offers great opportunities to transition from a mainly retail and industrial-led area to a vibrant mixed-use centre. Available land combined with attractive amenities for mixed use development will drive the change. This document sets the priorities, patterns and required elements to realise the transformation.

The **key directions** focus on making Highpoint a vibrant, exciting and attractive place. The current shopping centre-led area will see the addition of new residents, local parks, and paths for walking and cycling. Rosamond Road will transform into a lively main street at the heart of the centre.

Key Themes explain how Highpoint's transformation will occur:

Key Theme | Land Use and Activities explains how the centre transforms into a mixed use precinct with shops, homes, offices and entertainment. Major points include:

- Establishing a main street environment on Rosamond Road
- Adding residents to the centre, in townhouses and apartments
- Adding offices and local retailing, allowing people to live and work in the centre

Key Theme | Built Form explains how new development and streetscape improvements will create a place for people. Major points include:

- Ensuring high-amenity buildings
- Encouraging people and activity along streets, adding vibrancy and safety
- Protecting access to sunlight in parks and along footpaths
- Adding trees and open spaces

Key Theme | Access and Movement explains how new connections will make it easier to get around. Major points include:

- Building new paths to make walking, cycling and public transport more convenient
- Adding road connections to relieve traffic congestion
- Changing the priority of road space so walking and cycling is safer and more pleasant

Key Theme | Open Space and Community Infrastructure explains new parks and facilities will serve the area's new residents and workers. Major points include:

- Providing new parks alongside new development
- Offering small urban open spaces to rest or gather with friends
- Improving connections to existing open spaces including Pipemakers Park, Robert Barrett Reserve and the Maribyrnong River

In each key theme, an **Implementation** section details the tools that will ensure the proposed transformation occurs, including:

- Changing the zoning to allow mixing of uses
- Adding planning overlays to ensure new development follows the recommendations in this document
- Detailed planning for improvements for Rosamond Road's transformation into a main street at the heart of the centre

Following the key themes, the Precincts section gives more detail on the proposed development and improvements for each individual precinct within the activity centre. Infrastructure plans list the required items that new development must contribute in order to pay its fair share.

KEY DIRECTIONS

These four key directions bring together a number of the land use, built form, movement and access, open space and community infrastructure initiatives outlined in the Framework Plan.

1. A VIBRANT, MIXED-USE CENTRE

- There are plentiful spaces for all the things that make a community - such as living, working and socialising
- Rosamond Road is the heart of the centre, featuring a distinctive and accessible town centre with a clear identity
- New offices and retail uses promote enterprise and increase employment levels
- Diverse and intensive activities support a better transport system with more sustainable travel options
- Better connections and more intensive mixed use development foster local businesses
- The pedestrian and cycle network integrates retailing nodes with surrounding land uses

2. OUTSTANDING BUILDINGS, INSIDE AND OUT

- Buildings are oriented towards green streets, open spaces and the Maribyrnong River
- New higher buildings make a lively town centre and graduate down to respect existing residential areas
- Buildings and the spaces around them are designed to consider human comfort and environmental performance

3. GREAT STREETS FOR PEOPLE

- Better connections into and around the centre promote sustainable transport options, especially walking and cycling
- People and activities are highly visible in the building frontages, while cars are not
- Buildings and street treatments make interesting, safe, navigable and welcoming streets for walking, cycling, meeting and resting

4. TREES AND GREEN SPACES

- Green streets and open spaces transform the hard-edged feel of the centre and improve its environmental performance
- Private and public spaces take advantage of opportunities for shade trees, green walls and roof gardens
- Streets are valued and connected parts of the open space network
- New open spaces, existing regional parks and the Maribyrnong River are connected by a continuous green pedestrian and cycle network



THE SITE

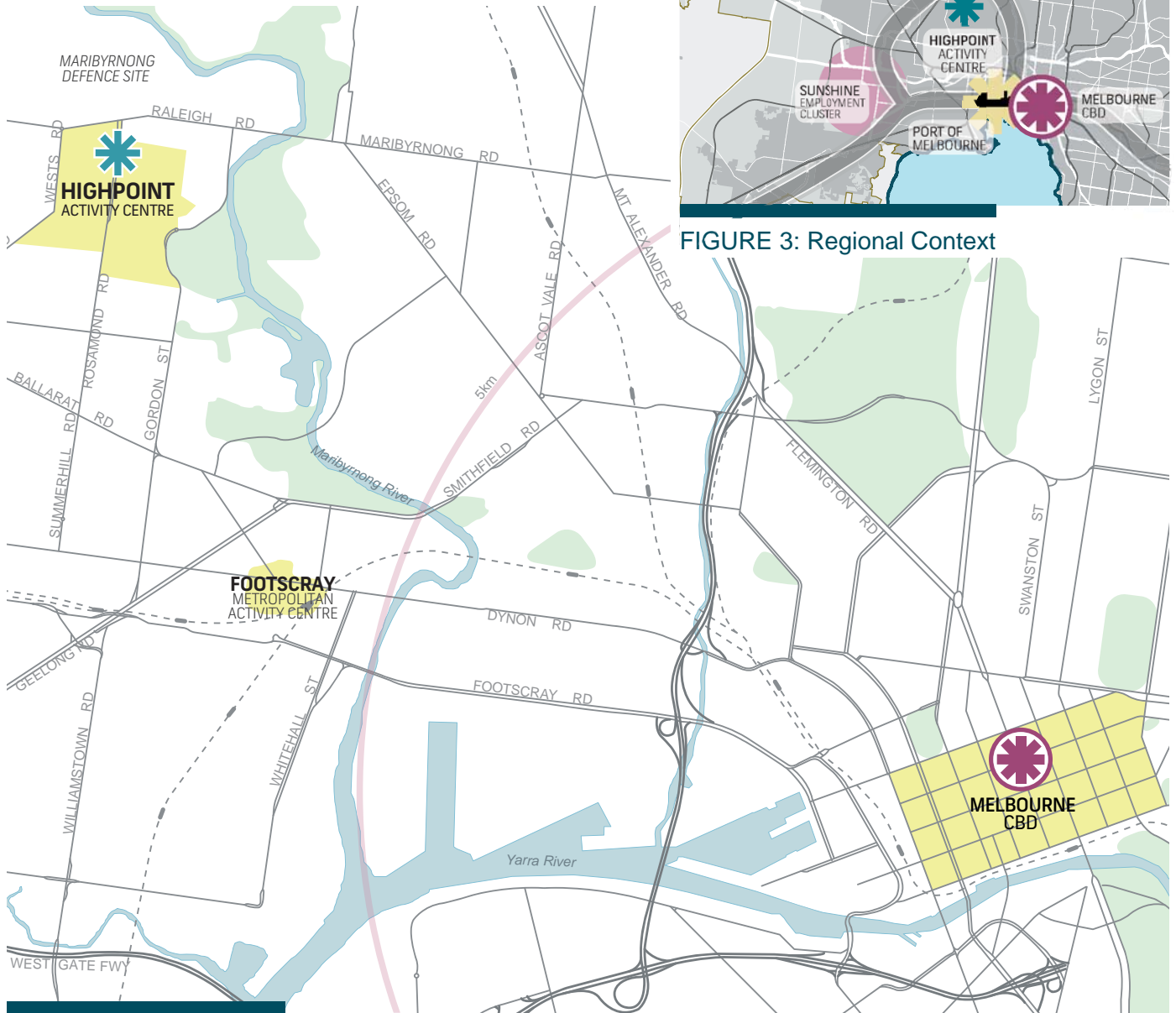


FIGURE 1: Highpoint Activity Centre Area

- Highpoint Activity Centre is over 2 square kilometres in size
- Within the activity centre, the enclosed Highpoint Shopping Centre contains nearly 154,000 square metres of retail floorspace.
- The centre is located near the Maribyrnong River and its adjacent areas of riverside parkland
- The surrounding area is characterised by large areas of open space and garden suburbs sitting above, and graduating down to, the river valley
- Tram and bus routes run through and adjacent to the centre, connecting people to adjacent communities and to the metropolitan and regional rail network at Footscray railway station
- The current built form includes large format retail buildings, associated ground level parking, and low-rise light industrial premises

1. Introduction

REGIONAL AND LOCAL CONTEXT



- Highpoint Activity Centre is 7 kilometres from the Melbourne Central Business District and 3 kilometres from Footscray Metropolitan Activity Centre
- To the north, the activity centre is bordered by the Maribyrnong Defence Site, a former Commonwealth facility and a major redevelopment site under State Government management. The defence site is expected to eventually accommodate approximately 5,000 dwellings
- Within the activity centre, Highpoint Shopping Centre is the largest in Melbourne's west. Its catchment extends to regional cities including Ballarat and Bendigo

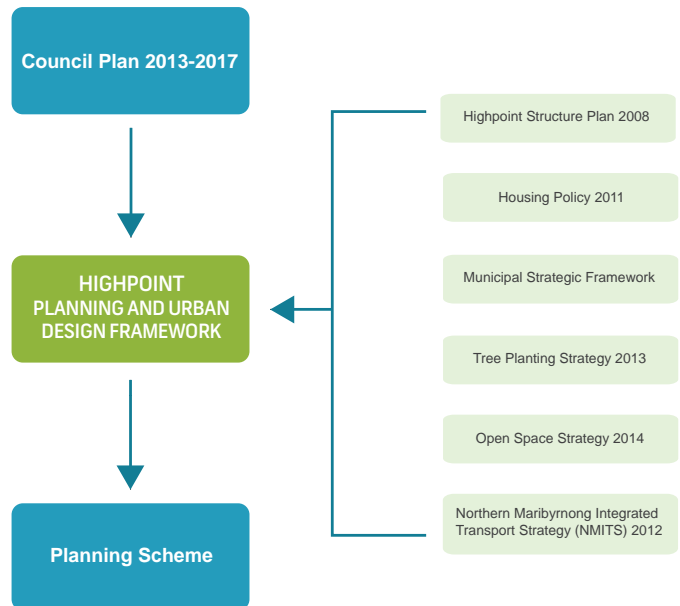
2. Background

POLICY CONTEXT

This document is a reference document to the Maribyrnong Planning Scheme. It provides background to the Maribyrnong Planning Scheme's provisions for the Highpoint Activity Centre. The content of this document is to be read as advisory and non-binding.

PLAN MELBOURNE 2014

Plan Melbourne, the Victorian Government's Metropolitan Planning Strategy, identifies Highpoint Activity Centre and the Maribyrnong Defence Site as urban renewal areas within the Central Subregion. Urban renewal areas in the plan include places where there are opportunities to increase land-use efficiency and productivity.



LOCAL POLICY CONTEXT

The Maribyrnong City Council documents listed below inform and influence the priorities in the Highpoint Planning and Urban Design Framework.

HIGHPOINT STRUCTURE PLAN 2008

The Highpoint Structure Plan 2008 identifies the key themes and future vision of the Highpoint Shopping Centre precinct and surrounding land.

COUNCIL PLAN 2013-2017

Maribyrnong City Council's Plan 2013-2017 identifies strategies for meeting the organisation's strategic objectives. Building a well planned city including good housing, transport, community infrastructure and open space are some of the themes addressed in the Council Plan.

HOUSING STRATEGY 2011

Housing Strategy 2011 details Council's strategic direction in terms of providing housing for the municipality's diverse and growing population. It identifies Highpoint Activity Centre as an area with substantial housing opportunities.

AMUNICIPAL STRATEGIC STATEMENT

The Municipal Strategic Statement forms part of the Maribyrnong Planning Scheme and details the visions and strategies specific to the municipality.

TREE PLANTING STRATEGY 2013

The Tree Planting Strategy 2013 details Council's tree planting initiatives over the next 10 years. Proposed plant species, planting location and timing are clearly articulated within the strategy.

OPEN SPACE STRATEGY 2014

The Open Space Strategy 2014 identifies existing and proposed open space areas within Maribyrnong City Council, and outlines goals and objectives for continually improving open space areas.

NORTHERN MARIBYRNONG INTEGRATED TRANSPORT STRATEGY (NMITS) 2012

Northern Maribyrnong Integrated Transport Strategy 2012 identifies strategies and infrastructure projects to address the activity centre's transport-related issues.

2. Background

HIGHPOINT STRUCTURE PLAN 2008

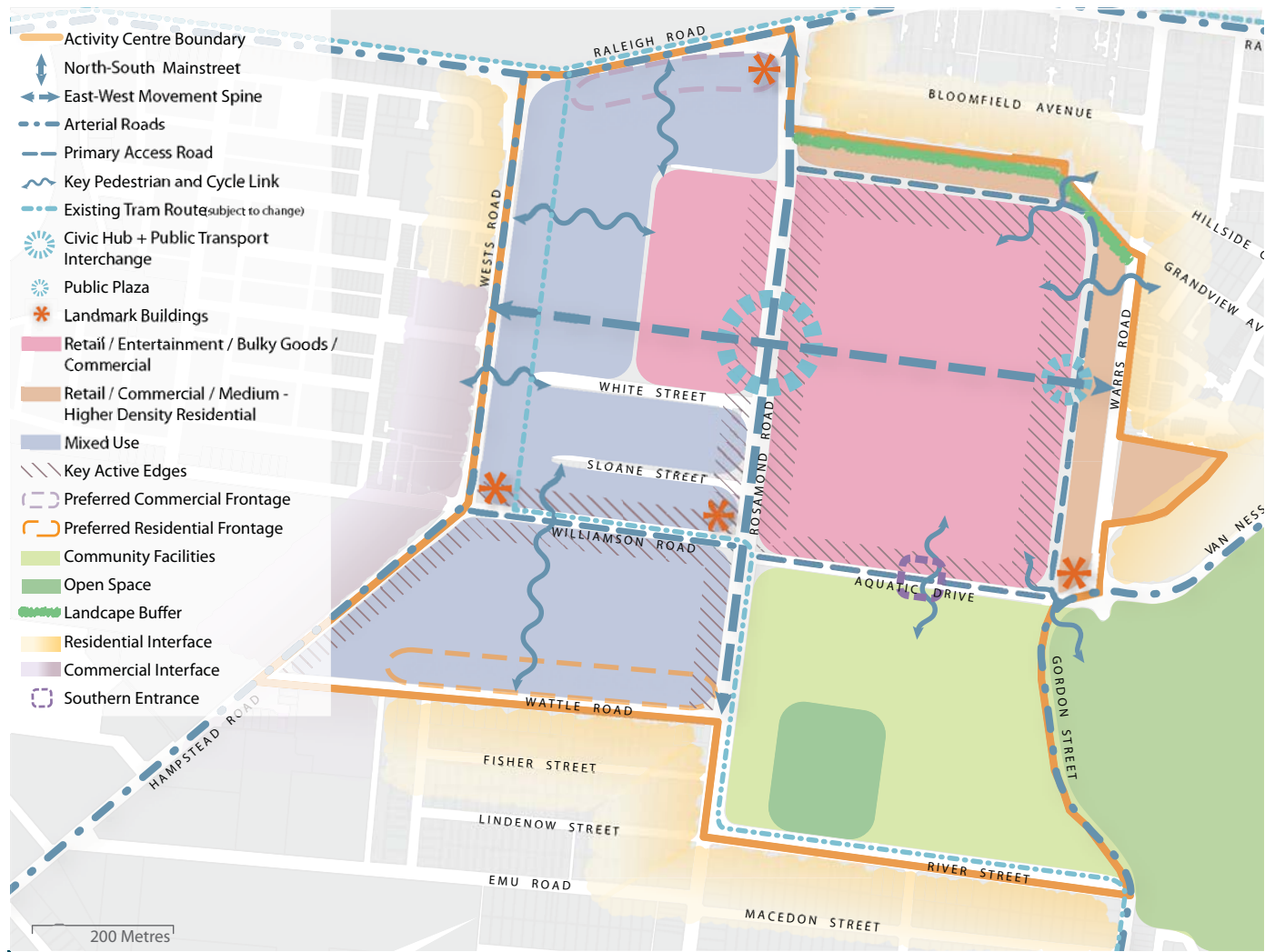


FIGURE 4: Outline Map | Highpoint Structure Plan 2008

The Highpoint Structure Plan was jointly produced by the Victorian Government and Maribyrnong City Council and adopted by Council in 2008. As a reference document in the local planning scheme, it provides a clear direction for the current planning of Highpoint Activity Centre.

STRUCTURE PLAN KEY THEMES

- A more compact, diverse and sustainable centre
- Strong north-south and east-west movement spines and a new civic hub based on a transport interchange
- A network of inviting pedestrian and cycle routes
- Developing underused land, especially at the edges of the centre, and expanding employment
- Increasing the use of sustainable transport modes
- Enhancing the public realm with high amenity public spaces
- Catering for population growth and different lifestyles with high density housing

The Highpoint Structure Plan's themes have informed the policy direction of this Planning and Urban Design Framework.

ISSUES AND OPPORTUNITIES

ISSUES

The Highpoint Structure Plan 2008 and subsequent analysis identified the following land use planning issues:

- Lack of a main focal point and clear, connected north-south and east-west movement spines
- Fragmented edges around the centre and underused land
- Reliance on car access, with poor links through the area and widely dispersed locations discouraging walking and cycling
- A low level of amenity in the public realm resulting from expanses of at grade parking, hard surfaces on ground and on buildings and a predominance of blank walls
- Uncomfortable microclimates as a result of the heat island effects of hard surfaces, a lack of shade and exposure to wind
- Large, hard-edged building masses dominate views into the centre and do not sit well with its softer 'garden suburb' residential context
- Dominance of single land uses, mainly retail and light industrial, and hence little opportunity to cater for population growth
- Concentrations of service sector and industrial jobs, with few professional jobs
- Lack of focus on the environmental impact of the centre, including on how water and energy efficiency could be improved.

The table below shows how a selection of these key issues for Highpoint Activity Centre could be addressed by the actions proposed in this Framework.

OPPORTUNITIES

Opportunities presented by the locational advantages of Highpoint Activity Centre include:

- The quantity of underused land in close proximity to a major destination shopping centre, providing the opportunity to greatly increase the number of residences and workplaces with daily walkable access to retail, entertainment, health services and jobs
- The opportunity to develop a clearly identifiable town centre around a commercial

and transport hub, that includes places to sit and socialise, plus strong pedestrian and cycling connections and facilities

- Opportunities to reduce the dominance of traffic and parking on main streets and to prioritise pedestrians, cycling and public transport
- A focus on identifying Rosamond Road as the main street at the heart of the centre, including the part of it that forms the town centre
- Upgrading the function of Williamson Road as a public transport corridor and highly walkable local retail centre
- Scope for more mixed use development to reduce travel demand, while still accommodating the bulky goods retail functions of the centre
- Creation of a new high quality public realm in streets and open spaces to support an increased residential, worker and visitor population
- Better access to public transport and increased services as residential and visitor populations increase, helping to make public transport, walking and cycling a more viable alternative to the current heavy reliance on cars
- Street and intersection upgrades and other enhancements in association with new development, to make streets safer and more attractive for pedestrians and cyclists
- Improved environmental performance of the area, such as through energy efficiency measures in new buildings and through greening of the area to reduce heat island effects and increase habitats for flora and fauna.

In summary, there is an opportunity to transform Highpoint Activity Centre from a typically hard-edged retail and industrially-dominated area into an interesting, diverse and activity-filled destination that makes the most of its picturesque setting and creates a new ambience through an extensive network of green streets and open spaces and a new emphasis on sustainable transport.

PREFERRED RESPONSES TO ISSUES

ISSUE	RESPONSE
Lack of an identifiable and accessible town centre	<ul style="list-style-type: none"> • New buildings with active street frontages make the town centre visible, safe and lively • A continuous walking and cycling network makes the centre accessible from within and outside the centre • A variety of uses close to the centre activates it day and night
Vacant, underused and single purpose land	<ul style="list-style-type: none"> • Rezoning land from solely industrial uses encourages mixed employment, recreational and residential uses and a more intensive use of land • Built form guidelines aim for higher density mixed use development while protecting amenity for residents and visitors
Car dominance and lack of transport alternatives	<ul style="list-style-type: none"> • A new central transport hub makes public transport more accessible • The connectivity and ambience of walking and cycling networks is upgraded throughout the centre and beyond • Visual dominance of parking is reduced by sleeving it with more active uses • Improved public transport services enjoy priority treatments on key routes
Poor quality public realm	<ul style="list-style-type: none"> • A linked network of compact open spaces and pedestrian and cycle connections accompanies new development • Effective pedestrian and cycling links between new open space and street networks are provided to existing regional parks near the centre • Landscaping, sunlight and shade are provided with new development in private and public spaces • Streets are a key part of the public realm and include trees, wind reduction, weather protection on key streets, areas to rest and socialise, solar access to key footpaths, adequate space for walking and cycling, passive surveillance, and strong, active street edges • Building heights on streets retain a human scale and sunlight access
Large, hard-edged building masses	<ul style="list-style-type: none"> • Built form guidelines on height help soften the appearance of new buildings when viewed from the surrounding area • Landscaping or green walls at key entry and vantage points create a greener identity for the centre that is more in keeping with residential and mixed uses • A new well-connected street and pedestrian/cycle network reduces the dominance of large, impermeable lots
Poor environmental performance	<ul style="list-style-type: none"> • Higher density, compact mixed use development reduces the need for travel and reliance on car travel • Better facilities and access routes for public transport users encourage walking and cycling and use of public transport • Greening of private and public spaces reduces heat island effects, increases absorption of CO₂, and provides habitats for flora and fauna • Water-sensitive urban design in streets and open spaces reduces stormwater runoff, improves its quality, and facilitates grey water recycling • Energy efficiency measures in new buildings are required • Potential soil and groundwater contamination is addressed before sensitive uses are introduced to redevelopment sites

PROJECTED DEVELOPMENT DEMAND

To establish projected development demand for the Highpoint Activity Centre, Charter Keck Cramer Pty Ltd (CKC) provided updated estimates of their earlier demand analysis from 2010. The estimates project development demand to 2031 and beyond.

CKC's overall development projections have been distributed among the 7 precincts within the activity centre. The distribution is based on each precinct's development readiness, taking into account land ownership patterns, amount of vacant or underused land, and recent development.

The demand estimates on this page and in Figure 5 are not intended to set limits on the capacity of each precinct. They are intended to project a likely distribution of demand for major land uses in order to anticipate development impacts and provide a basis for infrastructure planning.

PRECINCT 1 - WESTS LINK

Most of the area has recently been developed. The remaining two vacant sites have planning permits to add 572 dwellings.

Conclusion: Low prospect of attracting additional residential growth. Note: This is not intended to rule out any redevelopment within that precinct within the next 20 years.

PRECINCT 2 - VALLEY VIEW

Currently used mainly for self storage, and thus provides opportunities for intensification and diversification of uses. The frontage to Raleigh Road is visible from a distance and provides a gateway to the centre.

Conclusion: Projected demand for 400 dwellings, 4,000 square metres of office and 1,000 square metres of retail.

PRECINCT 3 - ROSAMOND HUB

Currently contains the Rosamond Homemaker Centre. Considerable opportunity to add new uses - such as residential, offices and health and recreational services while retaining its retail function.

Conclusion: Projected demand for 400 dwellings, 5,000 square metres of office, 4,000 square metres of retail, 5,000 square metres of bulky goods retailing.

PRECINCT 4 - SLOANE STREET

Currently, small lots predominate, with widely-distributed land ownership. More constraints on development exist compared to other precincts. Opportunities for residential development following rezoning include townhouse style development and shop-top or similar housing

Conclusion: Projected demand for 200 dwellings, 2,000 square metres of office, 4,000 square metres of retail.

PRECINCT 5 - SOUTH NEIGHBOURHOOD

Current industrial uses are likely to move away from this precinct, providing opportunities for substantial change. Large lots provide the prospect for a high-amenity, well-integrated new neighbourhood with associated local retailing.

Conclusion: Projected demand for 900 dwellings, 2,000 square metres of office, 1,000 square metres of retail.

PRECINCT 6 - HIGHPOINT HUB

Home to the Highpoint Shopping Centre, which is expected to retain and expand its retail function. Opportunities exist to add complementary residential and office uses.

Conclusion: Projected demand for 500 dwellings, 2,000 square metres of office and 60,000 square metres of retail.

PRECINCT 7 - RECREATION + EDUCATION

Currently focussed on community uses including the Maribyrnong Secondary College, the Maribyrnong Aquatic Centre, a bowls club and tennis courts.

Conclusion: No residential or commercial development is expected, though current community facilities will be upgraded and diversified over time.

2. Background

HIGHPOINT PLANNING AND URBAN DESIGN FRAMEWORK

PROJECTED DEVELOPMENT DEMAND



FIGURE 5: Estimated Additional Development Demand to 2045

	Total*	Precinct 1**	Precinct 2	Precinct 3	Precinct 4	Precinct 5	Precinct 6	Precinct 7
Dwellings	2,400	-	400	400	200	900	500	-
Office space	15,000 m ²	-	4,000	5,000	2,000	2,000	2,000	-
Retail	70,000 m ²	-	1,000	4,000	4,000	1,000	60,000	-
Bulky goods	5,000 m ²	-	-	5,000	-	-	-	-
Permit approved dwellings	572	572	-	-	-	-	-	-

Notes to table

Estimated demand is indicative only

*Source for totals: Highpoint Development Capacity Review 2014 (Charter Keck Cramer)

**Apart from the currently permitted developments, Precinct 1 is considered fully developed for the next 20 years

3. Vision

VISION FOR HIGHPOINT

The Highpoint Activity Centre is a vibrant mixed use centre that is an exciting place to live, work and visit.

The regional retail offer continues to be a key economic driver along with diverse enterprises and activities centred around a highly accessible public transport hub. A new town centre, with Rosamond Road as the main street at its heart, attracts new residents, visitors and employment opportunities.

Outstanding buildings, both inside and out, along with abundant trees and green spaces provide homes, workplaces and spaces for residents, workers and visitors that offer high amenity and exemplary environmental performance.

Great streets throughout the centre attract residents and visitors and reduce dependence on cars with a host of sustainable transport alternatives, including a well connected network of pedestrian and cycle paths and a more useable and accessible public transport network.

Development respects the area's spectacular setting and proximity to the Maribyrnong River and contributes to a safe, welcoming and legible network of green open spaces and streets. The activity centre provides a range of recreational opportunities, great connections to the river, excellent environmental performance and a strong sense of place.



3. Vision

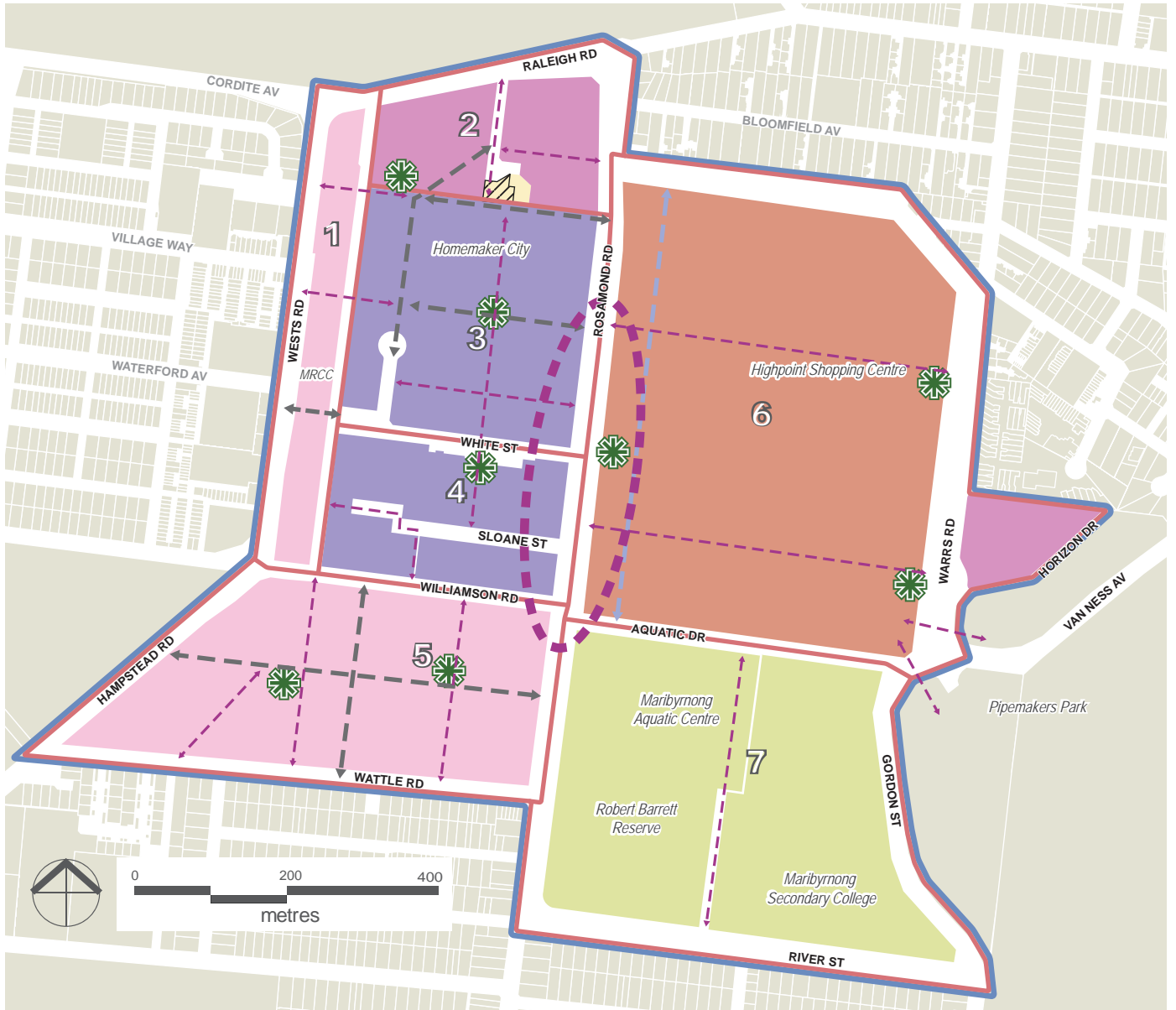


FIGURE 6: Framework Plan

- | | | | |
|--|--|--|---------------------------------------|
| | Activity centre boundary | | Town centre |
| | Precinct boundary & number | | Indicative new roads |
| | Larger retail, entertainment, residential, offices | | Indicative internal link |
| | Mixed use - bulky goods & other retail, offices, residential | | Indicative new pedestrian links |
| | Mixed use - offices, residential, local services | | Heritage site |
| | Residential, local retail and services | | Potential location for new park/plaza |
| | Recreation and education | | |
| | Public use | | |

ELEMENTS OF NEW AMBIENCE AND AMENITY FOR HIGHPOINT

New
→ Retail ←
Hub
↑

a Main Street experience

SHOPPING

Indoors and

Outdoors

LOCAL JOBS
FOR
LOCAL PEOPLE

Car parking hidden behind buildings



Enterprise:
'Main Street'
means business



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Development
close
to
public
transport


Unambiguous character
residential & retail
priorities separated

Choose your way through:
network of paths
network of paths
and shortcuts..

3. Vision



Homes,
not units
#




solar
access
to
indoor
spaces

Eyes
on the
street

(car parking hidden within)



Strong
sense
of
place



A breath
of fresh
air

balconies + terraces » »
trees + open spaces » »

Room to live

-
-
-
- high
-
- amenity
-
- standards
-
-
-



New gathering spaces



BALANCED GROWTH

In a new vibrant town centre

New tree lined streetscape throughout

walk to a park



from every dwelling

4. Key Themes | Land Use and Activities



OVERVIEW

This chapter provides strategies and actions for activating the Highpoint Activity Centre, incorporating land use zoning and overlays.

The land use vision for Highpoint is that, over the next 20 to 30 years, the activity centre will become more diverse in its activities and more intensively used. It will bring together a variety of businesses, jobs, housing, shopping, entertainment and recreation options so that most daily needs are met within a centre that is lively and welcoming day and night.

All parts of the activity centre will be well connected by a network of great streets and spaces, an excellent walking and cycling network, and good public transport.

LAND USE AND ACTIVITIES OBJECTIVES

- To facilitate more intensive use of underused land, such as areas currently used for ground level parking and large footprint low level buildings
- To support a lively mixed use centre, with an appropriate range of daytime and nighttime activities
- To establish a pattern of land uses across the activity centre that supports Rosamond Road as a main street at the heart of the centre
- To create a town centre that provides a commercial and retail focus along Rosamond Road in close proximity to a central open space or plaza and a new public transport hub
- To provide a range of housing that will help meet the inner metropolitan demand for housing from diverse households and for affordable housing
- To encourage residential development that is well located and of high architectural and urban design quality, with attractive internal and external spaces and good amenity for occupants
- To provide for local enterprises, facilities and employment, and to support business expansion
- To provide a defined area for bulky goods retailing and to ensure its integration with other uses
- To facilitate sharing of parking between complementary uses
- To ensure residents' and workers' daily needs can be met locally through a mix of uses, thereby reducing their travel needs

See also *Precinct Specific Objectives* on p. 40.

LAND USE AND ACTIVITIES GUIDELINES

GUIDELINES

- Mixed use development with different uses at various levels is encouraged
- The design of mixed use buildings should take into account the needs of different users, including providing distinct entry points for residential uses
- The town centre area along Rosamond Road is the focus for the most intensive commercial and recreational activity in the centre and Highpoint Shopping Centre is the focus for the most intensive retail activity
- Rosamond Road premises have the capacity to offer a range of activities and to maximise use of new open space, strong pedestrian and cycle connections across the road and a new transport hub on the eastern side of the road
- The intensive activity at the town centre on Rosamond Road is supported by higher built form, within the specified height ranges
- Car parking uses at any level should not be visible from street level except at vehicle exit and entry points
- Residential amenity, including noise exposure, should be considered in the design and operating conditions of mixed use commercial buildings containing residential levels
- Sustainable infrastructure, including shared systems, should be used wherever possible to achieve water, energy and waste efficient land uses and buildings

REZONING OF LAND USES

Zones which currently do not facilitate residential development will be replaced by the Mixed Use Zone, and the Commercial 1 Zone in areas where uses other than residential are encouraged at ground floors.

OVERLAYS

Precincts 1, 2 and 4 are covered by a Design and Development Overlay to ensure good built form outcomes.

Precincts 3, 5 and 6 are covered by a Development Plan Overlay that requires submission of plans showing how the open space, movement and land use objectives of this plan will be met. It will include the built form objectives and guidelines applying to those precincts.

The Development Plan Overlay may be removed or partially removed once measures for making a new centre are in place, while the Design and Development Overlay will continue to guide built form outcomes in other precincts.

A local policy on infrastructure provision by precinct will guide the provision of all new infrastructure, including open space and movement networks, across the Highpoint Activity Centre.

An Environmental Audit Overlay will be applied to known contaminated land, while an environmental site assessment requirement will apply to potentially contaminated sites.

IMPLEMENTATION

- Advocate for improved public transport services to support a residential population, increased visitation and a larger workforce
- Prepare a masterplan for the transformation of Rosamond Road into a main street at the heart of the activity centre

PROPOSED LAND USE

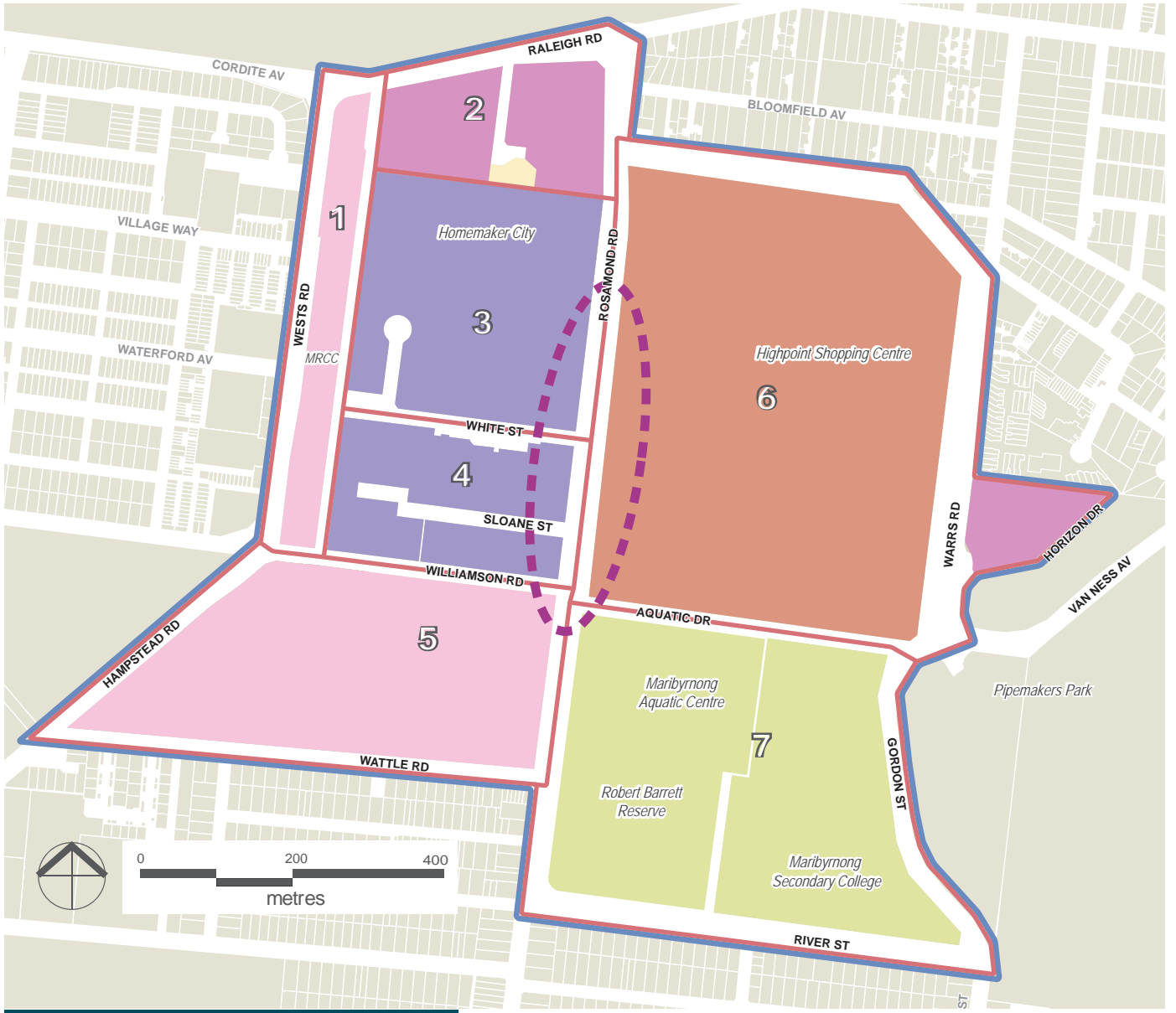
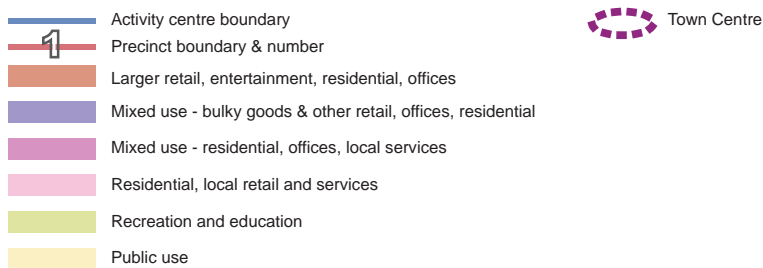


FIGURE 7: Long Term Land Use Strategy



ZONING

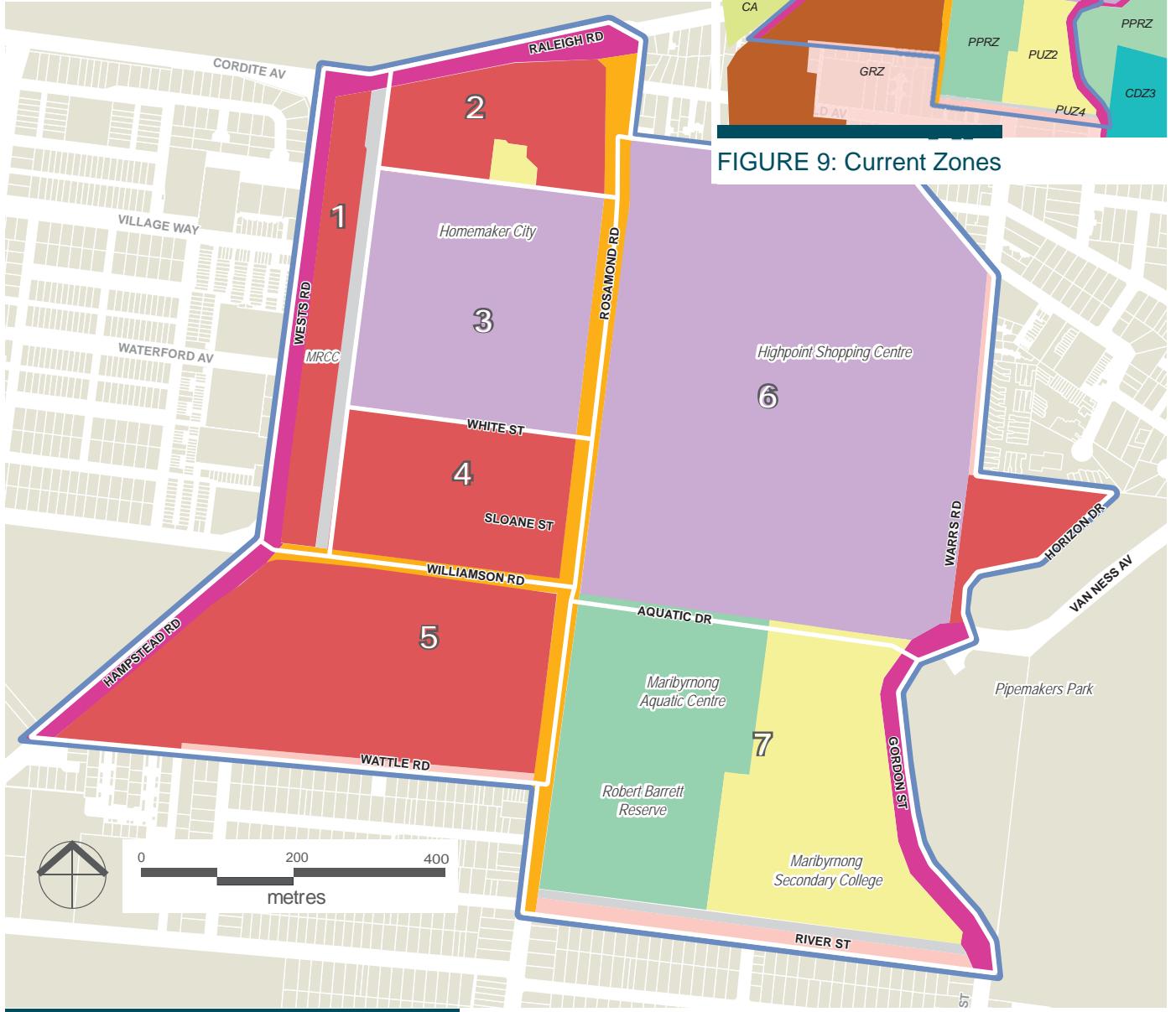


FIGURE 9: Current Zones

FIGURE 8: Proposed Zones

Activity centre boundary
 Precinct boundary & number

Proposed Zones
 Mixed Use Zone
 Commercial 1 Zone

Existing Zones
 General Residential Zone
 Public Park and Recreation Zone
 Road Zone Category 1
 Road Zone Category 2
 Public Use Zone 1
 Public Use Zone 2
 Public Use Zone 4

PRECINCT	OVERLAY
1	DDO
2	DDO
3	DPO
4	DDO
5	DPO
6	DPO
7	-

5. Key Themes | Built Form



OVERVIEW

This chapter outlines the proposed built form objectives and guidelines that will contribute to Highpoint Activity Centre's evolution as a great place to live, work and visit.

Factors such as building heights and the way buildings interact with the street will determine the activity centre's capacity to accommodate a higher population and maximise economic growth while creating safe, stimulating and enjoyable public and private places.

The built form vision for Highpoint Activity Centre is for new buildings that create a high level of amenity in public places and private spaces so that it becomes a safe, vibrant, welcoming and highly connected activity centre.

Bold and distinctive buildings will relate to the activity centre's river and hilltop setting, while respecting the surrounding residential context.

BUILT FORM OBJECTIVES

- To ensure that streets provide an interesting and comfortable experience for pedestrians, including providing for consistent definition of streetscapes
- To use built form to help define the key arrival and orientation points in the centre, such as main street corners, with prominent built form
- To increase opportunities for higher density and mixed use development while facilitating a transition in built form down to existing residential areas to reflect the character of those areas
- To ensure new buildings and landscaping complement the topography and enhance views in and out of the area
- To use built form to reinforce Rosamond Road's role as a main street at the heart of the centre and Williamson Road's function as a lively local retail centre
- To locate built form so that new buildings face streets and parks and do not unreasonably diminish sunlight to streets and open spaces
- To create a built form that strongly defines streets while retaining a human scale and access to daylight and sunlight on streets
- To reduce the visual impact and heat island effects of parking areas, including wrapping with active uses
- To encourage development that is well located and of high architectural and urban design quality, offers attractive internal and external spaces and provides good amenity
- To create spaces that have a high level of amenity for residents and visitors, including good access to sunlight and daylight in homes and in private and public open spaces
- To create high levels of passive surveillance through active street frontages
- To encourage building forms that maximise the volume of internal spaces for growing trees with spreading crowns
- To encourage buildings to meet best practice environmental sustainability standards

See also *Precinct Specific Objectives* on p. 40.

BUILT FORM GUIDELINES

BUILDING HEIGHT

- Maximum building heights should be in accordance with those shown on page 27. Building levels of 6 metres or more in height from floor to ceiling are counted as 2 storeys. The Building Heights Table on p.26 explains the purpose of the building height categories
- Development should be built to the street frontage except where a sensitive residential interface is shown in Figure 10
- For sensitive residential interfaces, a garden space should be provided between buildings and the street frontage
- 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/Williamson Road receives sunlight between 11 am and 2 pm on 21 June, and solar access to public open space is maximised where possible
- Development should avoid the creation of adverse wind conditions in streets, open spaces, balconies and adjoining properties
- Buildings should be spaced to equitably distribute access to daylight, sunlight and outlook for occupants of the building and nearby buildings, streets and paths, including taking into account the location of existing or potential habitable room windows on the property and nearby properties
- Buildings should incorporate higher floor to ceiling levels at ground floors, of up to 4 metres, to allow for their adaptation to a range of uses

BUILDING FRONTAGES

- Development should maximise internal spaces within lots to provide daylight and sunlight to habitable areas, and provide landscaping and deep soil zones for canopy trees
- Development should clearly define the public realm leaving no undefined, concealed or obscured spaces
- Development should provide weather protection to footpaths in areas of high pedestrian activity
- Development should allow for space to

accommodate potential movement network improvements as indicated in this Framework

- To maintain a human scale on streets, street wall heights and upper level setbacks should follow the table below:

STREET WALLS AND UPPER LEVEL SETBACKS

Street	Preferred street wall height	Minimum setback from property frontage for upper levels of buildings higher than preferred street wall height
Any street at least 18 metres wide	6 storeys	10 metres
All other streets	Width of road reserve	10 metres

- In locations designated for prominent built form, increases in building height at the street frontage of 1 to 2 storeys above the preferred height could be considered to visually emphasise the corner
- Buildings on corners of streets should present active frontages to both streets
- Upper levels of buildings with varying heights should visually complement levels at the street frontage. Development more than 10 metres from the front setback line should not form a dominant element in the streetscape
- Commercial office, retail and residential development should present active frontages, maximise opportunities for passive surveillance to streets and include doors and windows at frequent intervals
- Retail uses, including bulky goods, should present an active edge to any street, with a clear glazed facade from the footpath. An unobstructed view to the interior should be provided
- Retail uses fronting key pedestrian areas should incorporate weather protection over all adjoining footpaths for the full width of the property, and continues along any adjoining canopies
- All visible faces of a building should maximise passive surveillance, provide visual interest, avoid extensive blank or poorly finished walls, limit excessive reflections from external glazing and incorporate landscaped/green edges where specified, or active frontages if not practicable

BUILT FORM GUIDELINES

- Plant and equipment on the top of buildings should be integrated into the design and appropriately screened
- Exhaust flues and air conditioning units should minimise odour, heat and visual impacts on adjoining uses and streets
- Car parking should not be visible from the public realm. Open car parks at ground level, apart from on-street parking spaces, may not be included in new developments
- Interruptions to street frontages on key pedestrian routes from car park entries should be avoided
- On street or open space frontages, windows, terraces and balconies should be oriented to the street or open space
- Goods storage and loading bays should be located away from the public realm and sensitive uses, and be appropriately screened
- Buildings should incorporate best practice Environmentally Sustainable Design features and incorporate green walls and roof gardens wherever feasible
- Unless specified above, guidance on the

design of buildings facing open spaces is the same as for those on street frontages

INTERNAL AMENITY GUIDELINES

Buildings should provide a high level of internal amenity for occupants and ensure that the amenity of occupants of existing or future buildings is not compromised.

MARIBYRNONG GOOD DESIGN STANDARD

Maribyrnong City Council is preparing good design guidelines and standards for the municipality. One of the aims of this project is to ensure a high level of residential amenity for future development within the Maribyrnong municipality, including in the Highpoint Activity Centre.

The Good Design Standard and Clause 55 of the Maribyrnong Planning Scheme should be considered when assessing the residential amenity of development proposals up to four storeys in height. For development proposals above 4 storeys, the Victorian Government's *Guidelines for Higher Density Residential Development* (DSE, 2004) should be considered.

BUILDING HEIGHTS TABLE

Description	Preferred maximum building height	Purpose of building height
Low scale	3 storeys	- To ensure development is consistent with the traditional low rise character of existing nearby areas
Moderate scale	3–6 storeys	- To provide a transition between low scale buildings and the core of the centre - To ensure coherent human-scale streetscapes that support plentiful vegetation in the street - To provide high levels of amenity for building occupants
Higher scale in core	6–10 storeys	- To facilitate increased opportunities for living and working in proximity to a range of facilities in mixed use buildings along main transport routes while maintaining a spacious feel - To provide coherent human-scale streetscapes - To maximise amenity for building occupants and opportunities for street vegetation - To limit development that would create unsustainable demand for parking and road space

IMPLEMENTATION

- Promote the use of the Maribyrnong Good Design Standard

5. Key Themes | Built Form

HIGHPOINT PLANNING AND URBAN DESIGN FRAMEWORK

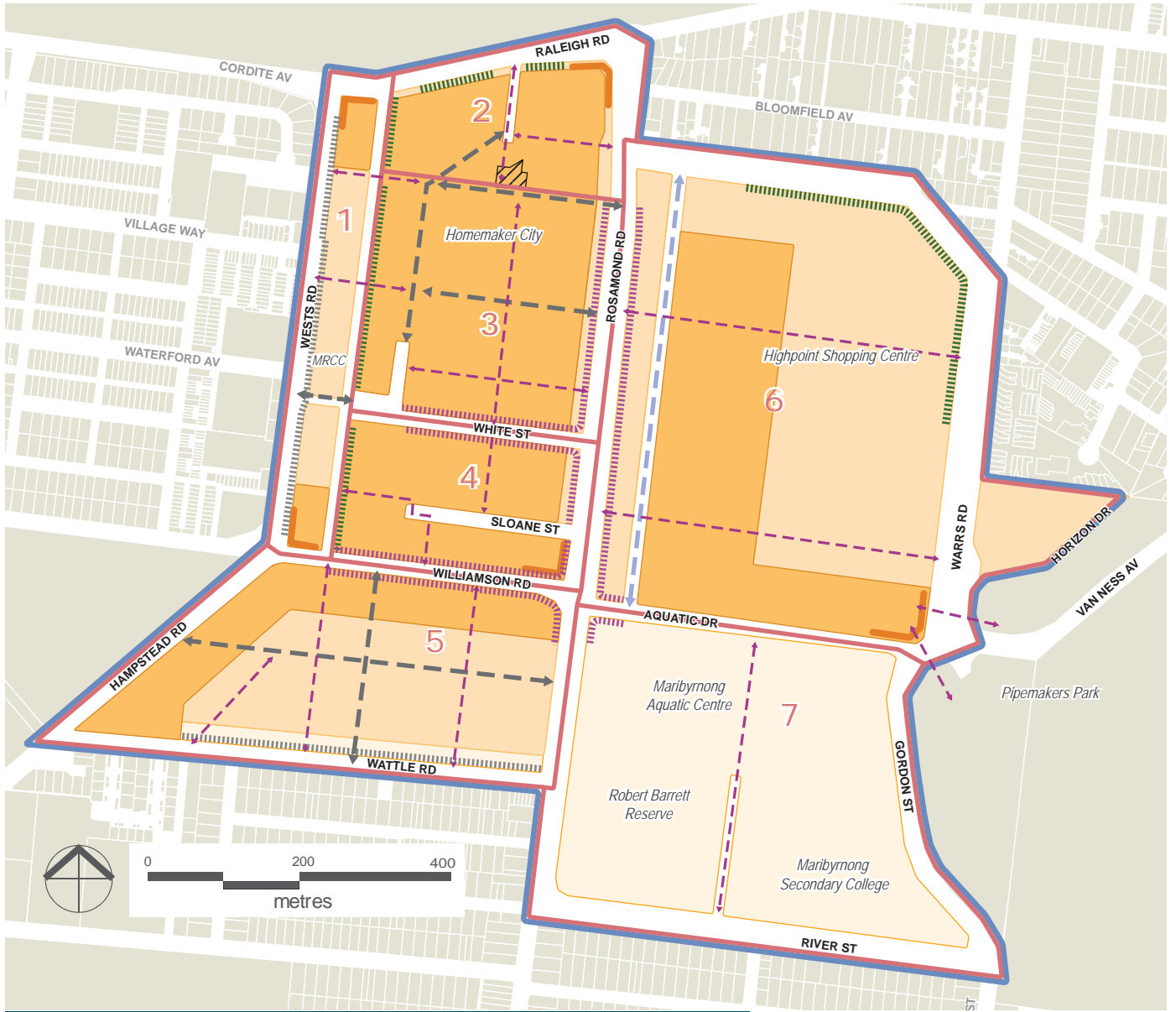


FIGURE 10: Preferred Building Heights and Streetscape Treatments

- Activity centre boundary
- 1 — Precinct boundary & number

- Preferred building height
- 3 storeys
 - 3–6 storeys
 - 6–10 storeys

- - - - - Indicative new roads
- - - - - Indicative internal link
- - - - - Indicative new pedestrian links
- Heritage site
- Sensitive residential interface
- Landscaped/green building edge
- Frontage to key pedestrian area
- Prominent built form - increases in building height at the street frontage of 1 to 2 storeys above the preferred height may be considered

6. Key Themes | Access and Movement



OVERVIEW

This chapter shows how movement and access within, and to and from Highpoint Activity Centre can be enhanced in conjunction with redevelopment of the area. Coherent movement networks for cars, service vehicles, pedestrians and cyclists will all contribute to an efficient, more sustainable centre as activities intensify. Routes and intersections will both need to be upgraded.

The access and movement vision for Highpoint Activity Centre is for a place that is well connected to jobs, services and facilities outside the centre, but where most daily destinations are easy and pleasant to walk or cycle to within the centre. Public transport is organised around a new hub and is the mode of choice for outside trips. Traffic and parking measures reduce the impact of cars on public and private spaces. The economic benefits of an efficient and well connected transport system are realised in growth of business activity.

ACCESS AND MOVEMENT OBJECTIVES

- To create a safe and legible network of east-west and north-south pedestrian/cycle routes, including a green pedestrian/cycle route in the No. 82 tram reserve
- To create new streets that will serve more intensive commercial development and a new residential population
- To facilitate a transport mode shift towards walking, cycling and public transport and away from private vehicle travel
- To reduce the need to travel longer distances by attracting a range of complementary land uses to the activity centre
- To create vehicle, walking and cycling connections from the precinct through to surrounding areas
- To ensure that parking and vehicle access to retail services and commercial uses is safe and visually non-intrusive
- To facilitate access to and use of public transport and to reduce dependence on car travel
- To provide for commercial vehicles to service buildings, including retail outlets, preferably away from pedestrian priority areas such as Rosamond Road
- To provide safe pedestrian access between car parking areas, and to and from external pathways and shopping centre access points
- To provide appropriate way-finding information for pedestrians and cyclists
- To ensure that future development proposals within Highpoint Activity Centre provide end-of-trip facilities for cyclists
- To reduce the impact of traffic congestion
- To provide more clearly delineated pedestrian connections to public transport stops
- To ensure public transport waiting areas are clean, safe, DDA accessible, attractive, well-connected and where possible provide 'real-time' timetable information
- To provide public transport priority treatments as part of surrounding intersection upgrades in conjunction with developments

- To incorporate the recommendations of the Northern Maribyrnong Integrated Transport Strategy into upgrading of transport facilities where this can be done in association with new development proposals
- To increase public transport efficiency by modifying configuration of existing roads to promote bus and tram priority
- To reconfigure Rosamond Road to establish its role as a main street at the heart of the activity centre and to reinforce Williamson Road's role as a local retail and business street
- To provide for eventual greater traffic capacity on the Highpoint Ring Road while retaining pedestrian and cyclist connectivity
- To use streets, pedestrian links, trails and new parks to connect the open space network
- To reduce the visual impacts of ground level parking
- To provide for sufficient parking to reflect the intensification of activity at Highpoint Shopping Centre and to maximise opportunities for sharing of parking
- To minimise impacts of parking access on the safety and comfort of pedestrians and cyclists

See also *Precinct Specific Objectives* on p. 40

ACCESS AND MOVEMENT GUIDELINES

STREET DESIGN GUIDELINES

- Provide for a range of needs in the street reserve, including verges on both sides, each containing trees and a footpath, adequate provision for bicycles in conjunction with traffic calming on shared car-cycle routes, and street parking (possibly incorporated into a verge) to support the land uses in the street
- On main cycle routes, provide for separated bike lanes. On local streets, provide for traffic calming, speed controls and any other necessary measures to ensure bicycles can safely share the road network with cars
- When extending existing streets, maintain the existing street reservation width
- When creating new local streets, reflect the width of existing street reserves in the centre, such as White Street (20 metres) and Caulson Close (18 metres)
- To achieve a permeable and well connected street and path network, new roads and paths should be designed to create a vehicle, pedestrian and cycle network with typical intervals of approximately 200 metres for vehicles, and approximately 100 metre intervals for pedestrians
- All streets and access lanes should be connected at both ends to another part of the vehicle network, and all pedestrian and cycle paths should be connected at both ends to another part of the relevant network
- Figure 10 and 11 provide an approximate location for new streets and pedestrian paths to achieve a permeable and connected network
- New street reserve widths should not only be based on predicted traffic volumes, which may be relatively low, but should also take into account generous street wall heights and the contribution of streets in the centre to the continuous green open space and pedestrian/cycle network
- Access lanes should be provided as necessary to provide access to parking and for utilities and servicing of buildings, and to reduce impacts of new development on streets
- Access lanes should provide for two-way vehicle movement, with footpaths on both sides
- Proposals for new development that would increase vehicle movement on any existing street and/or add new streets to the network should include a traffic impact report prepared by a suitably qualified person, showing expected traffic volumes and how traffic impacts would be managed to maintain a safe, permeable and navigable street network

- New streets or extended or reconfigured streets should provide the opportunity to place power lines underground, especially on key pedestrian routes such as Rosamond Road

PARKING DESIGN GUIDELINES

- Vehicular access should be safe, unobtrusive, and be located from laneways rather than from streets. Crossovers of streets to access parking should be avoided unless the traffic impacts of using laneways would be unreasonable
- Vehicular access to parking should be adequately separated from any pedestrian paths or access points to buildings
- Parking should be located to minimise its heat island effects and visual impact on public streets and spaces, such as being located

behind or underneath buildings that contain other, active uses on street frontages

- Consideration should be given to reducing standard parking requirements when parking spaces can reasonably be shared by different land uses at different times of the day - such as between entertainment and office uses, and retail and residential uses where land is in associated ownership
- Wrapping of parking structures with active uses on the street frontage is encouraged, where practicable

CYCLING PROVISION

- New development should include bike parking and end-of-trip facilities in accordance with the current cycling strategy for Maribyrnong and the relevant sections of the Northern Maribyrnong Integrated Transport Strategy.

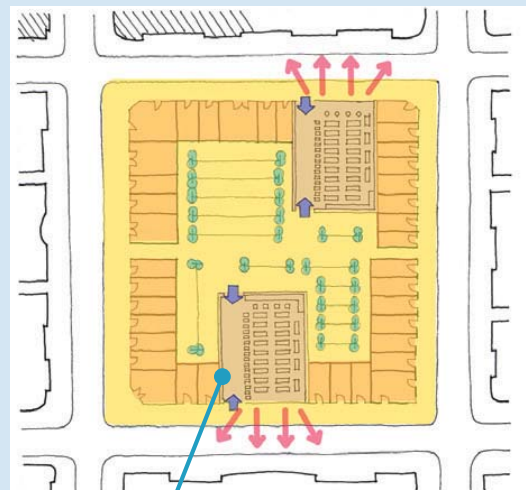
SLEEVING PARKING WITH OTHER USES

The Highpoint Planning and Urban Design Framework focusses on reducing the visual dominance of, and disruption to pedestrian routes caused by over-provision of parking at the ground level.

Highpoint Activity Centre is a key location for bulky goods retailing, which often follows a model of placing the retail store at a distance from the street, surrounded by large areas of street parking.

The Framework Plan proposes to accommodate parking in association with bulky goods retailing while minimising the visual impact on the street and on pedestrians.

The diagram at right from the Urban Design Compendium shows how this can be achieved.



By inserting the bulky goods retail building into a perimeter block, access is provided from both sides but active street frontage is ensured

Source: Urban Design Compendium, (Homes and Communities Agency UK, 2012)

IMPLEMENTATION

- Prepare masterplans for Rosamond and Williamson Roads
- Advocate for increased frequency and a greater range of destinations for bus transport to serve a new residential population and increased visitor and worker numbers
- Continue to implement key parts of the Northern Maribyrnong Integrated Transport Strategy that will affect how Highpoint Activity Centre functions over the life of this strategy (to 2031), including upgrading tram stops, cycle routes/facilities, and pedestrian access
- Advocate and plan for upgraded tram and bus priority on routes leading to Highpoint Activity Centre
- Continue master planning to improve pedestrian connections and circuits through open spaces around Highpoint Activity Centre, including Robert Barrett Reserve and into Pipemakers Park
- Advocate to the State Government to convert vacant space to the east of the No. 82 tram reserve into a landscaped pedestrian and cycle path connecting Raleigh Road and Williamson Road
- Update the Maribyrnong Street Tree Planting Strategy (2013) as needed in conjunction with new development in the Highpoint Activity Centre
- Prepare a Development Contributions Plan

DESIGNING CONNECTED STREET NETWORKS

A connected street grid maximises accessibility and choice. The Urban Design Compendium proposes a grid spacing of 80–100 metres for an optimum network for pedestrian and vehicular needs. In central areas however, grid spacing of 50–70 metres is preferred. Some major urban blocks may exceed 200 metres provided there are minor cross streets and footpaths through the blocks.

Limiting block lengths makes a vital contribution to creating an accessible and safe neighbourhood street system, according to Clause 56 of the Victoria Planning Provisions.

Standard C20 lists preferred block sizes of 120–240 metres in length and 60–120 metres in width to facilitate pedestrian movement and control traffic speed. These principles have been used for proposing a connected and walkable network for the Highpoint Activity Centre.

Source: Dan Zack, plannerdan.com



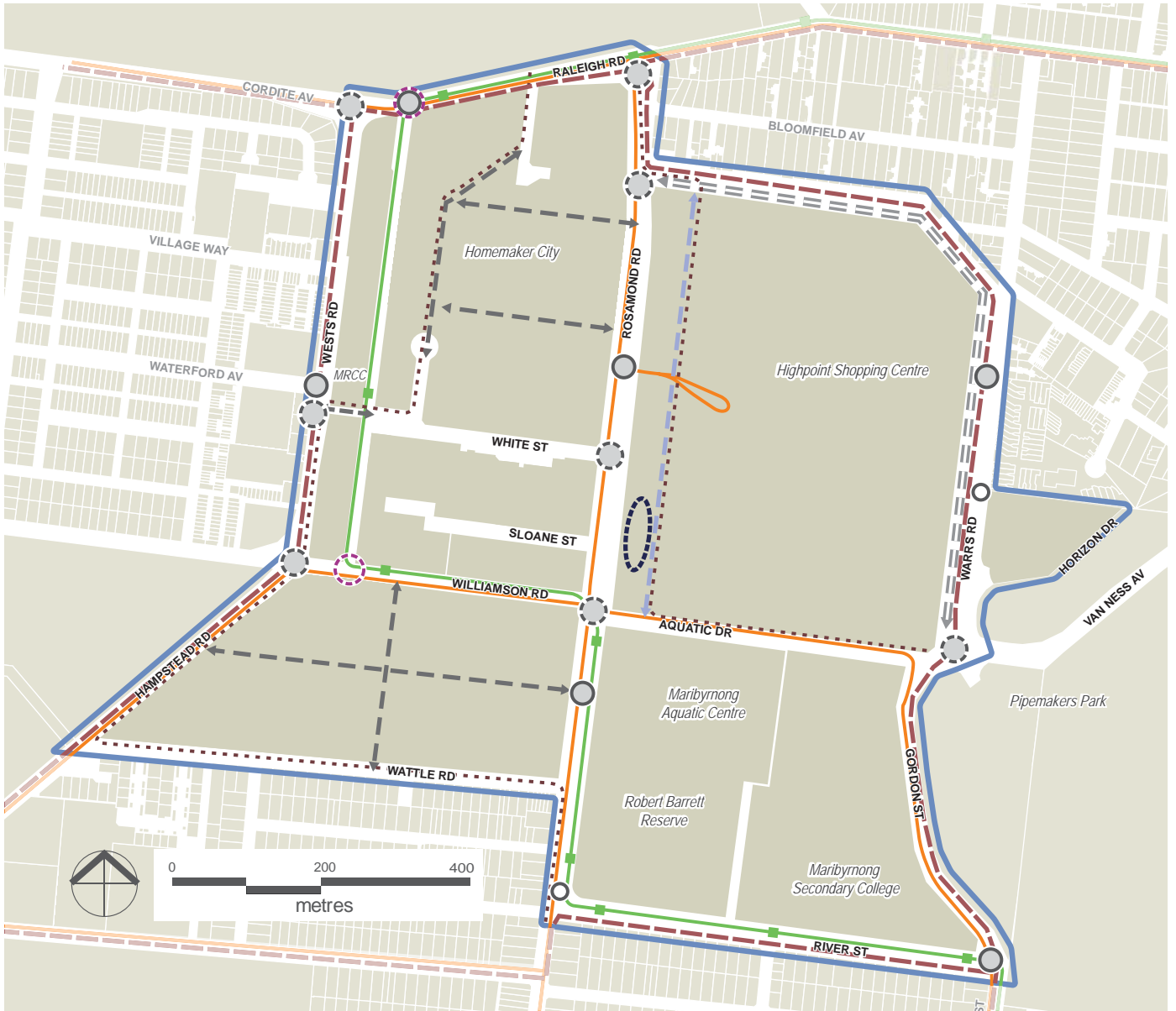


FIGURE 11: Proposed Vehicle Access and Movement Network

- Activity centre boundary
- Existing tram route and stop
- Existing bus route
- ⇄ Potential road widening
- - - Potential service vehicle route
- - - Potential vehicle bypass route
- ⇄ Indicative internal link
- ⇄ Indicative new roads
- Existing controlled intersection
- Existing signalised pedestrian crossing
- Potential intersection upgrade
- Potential pedestrian crossing upgrade
- Potential transport interchange

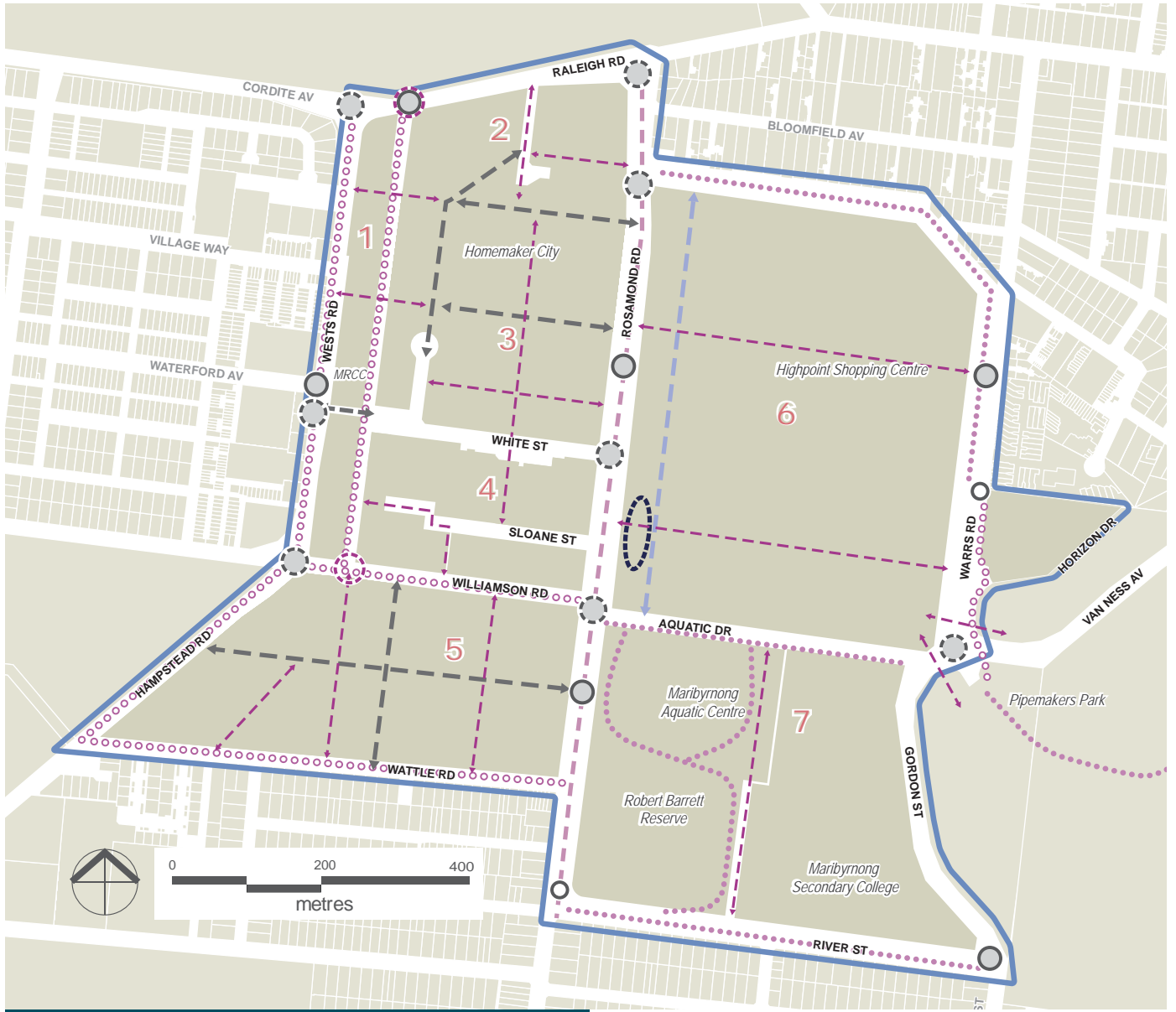


FIGURE 12: Proposed Pedestrian and Cycle Network

- Activity centre boundary
- ← - - - → Indicative new roads
- ← - - - → Indicative internal link
- - - - - Indicative new pedestrian links
- - - - - ● Existing shared use path (cycling and pedestrian)
- - - - - ○ Proposed shared use path
- - - - - Proposed bike lane
- Existing controlled intersection
- Existing signalised pedestrian crossing
- Potential intersection upgrade
- Potential pedestrian crossing upgrade
- Potential transport interchange

PROPOSED CROSS SECTIONS

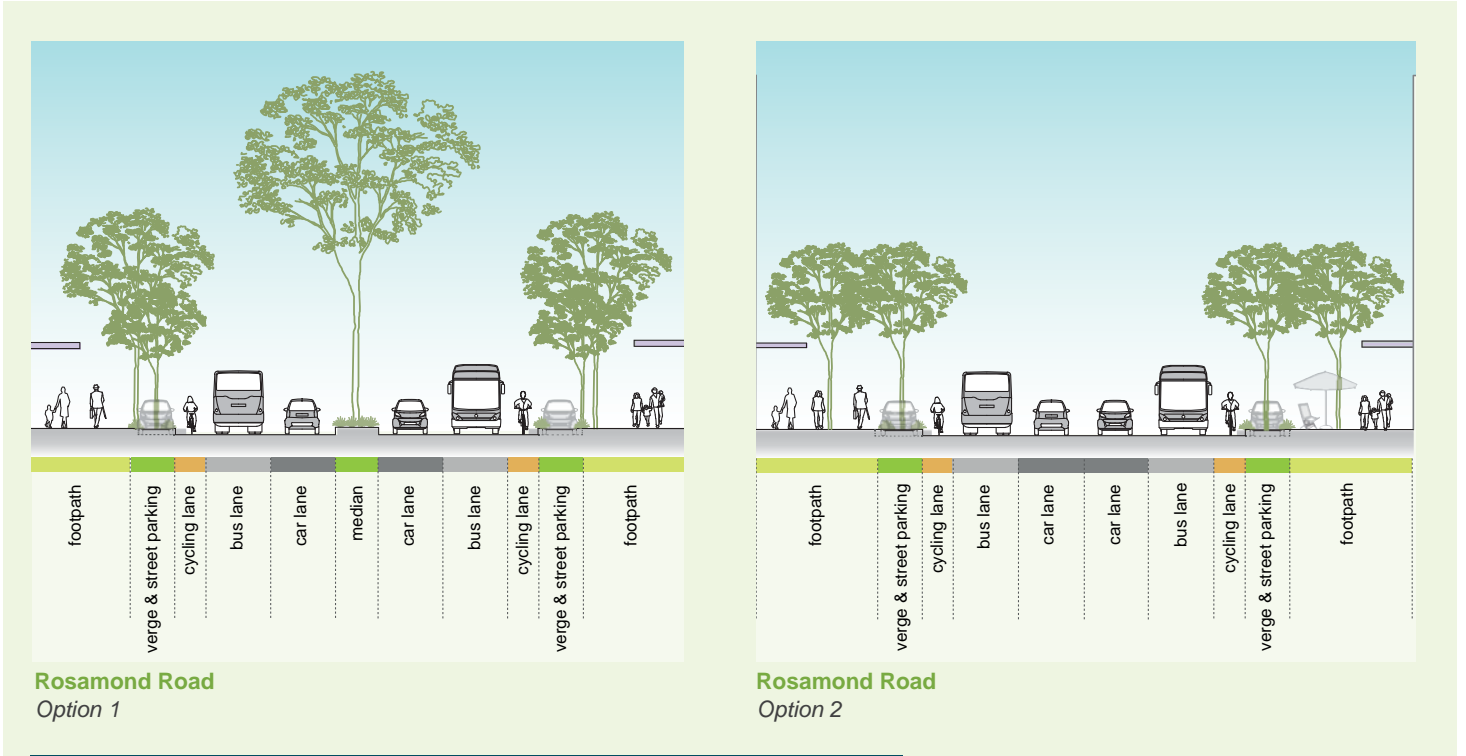


FIGURE 13: Options for Possible Rosamond Road Reconfiguration

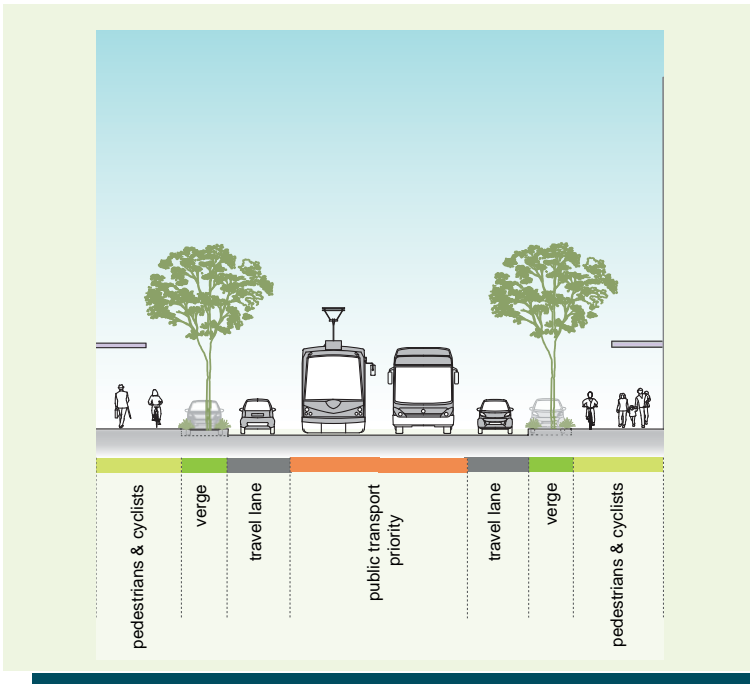


FIGURE 14: Possible Williamson Road Reconfiguration

PROPOSED CROSS SECTIONS

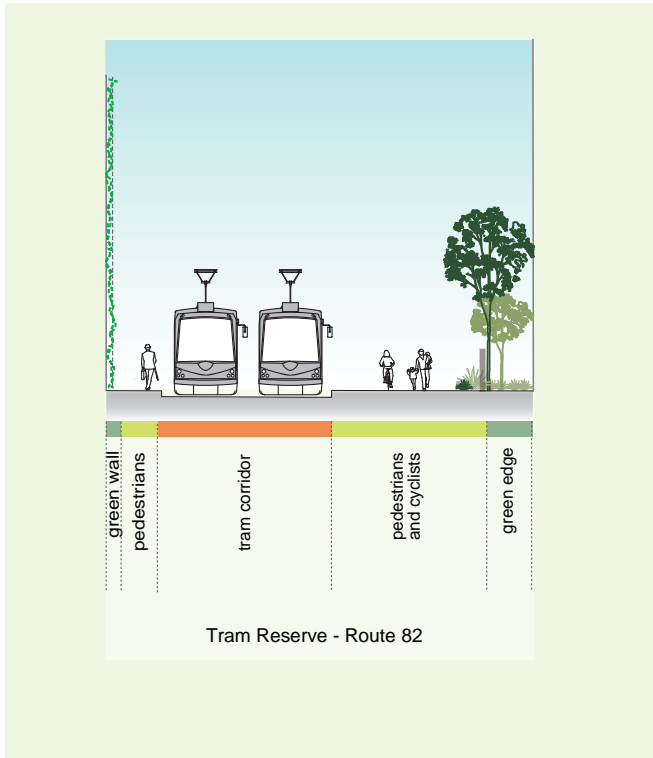


FIGURE 15: Possible Tram Reserve Reconfiguration

Potential reconfiguration of tram reserve containing the No. 82 tram to provide for a shared cycle-pedestrian north-south link and greening of the reserve and surrounds.

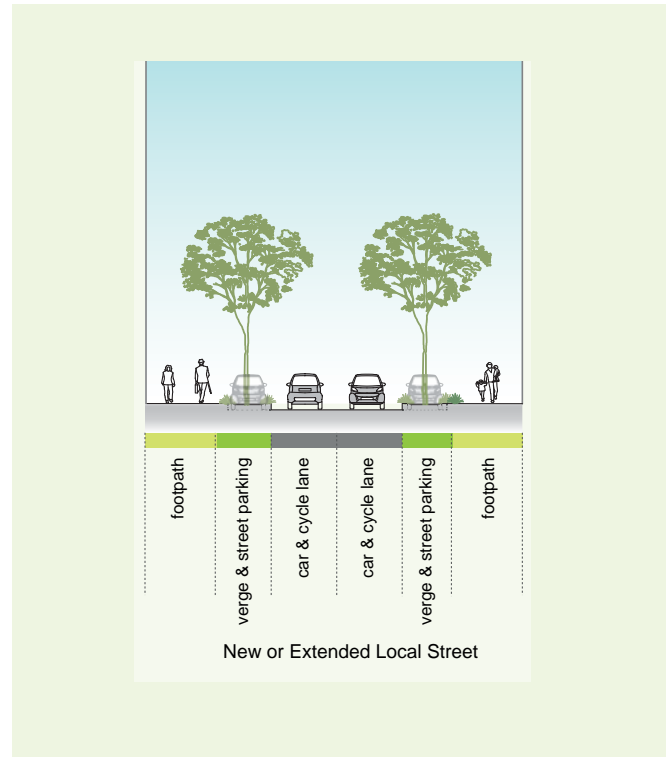


FIGURE 16: Possible Local Street Configuration

Cross section of a typical new street or extension to existing street, providing for trees and footpaths on each side, and shared space for cars and cycling.

7. Open Space + Community Infrastructure



OVERVIEW

The vision for open space in Highpoint is for streets, parks, plazas and other elements of the public realm to all contribute to connecting people, through green and leafy spaces, to a range of passive and active recreation opportunities. The public realm will contribute substantially to the climatic and environmental objectives of a new and greener Highpoint while supporting health and safe transportation by walking and cycling. Connections to and between open spaces, including Robert Barrett Reserve, Pipemakers Park and the Maribyrnong River will be clear and accessible.

Community infrastructure facilities will be augmented as the population of residents, visitors and workers grows. Connections with surrounding developments such as the Maribyrnong Defence Site on Raleigh Road will be improved to assist in sharing community facilities as they progress. Both private and public infrastructure will contribute to activating the centre and meeting the diverse needs of a growing population.

OPEN SPACE OBJECTIVES

- To establish a network of public open spaces that offers a range of typologies and functions appropriate to the future community's needs
- To establish new high quality public open spaces for residents, workers and visitors, including opportunities for public art
- To ensure the public open space network meets the needs of people of all ages and abilities
- To ensure public open spaces offer appropriate activity opportunities for their intended range of users
- To ensure community and personal safety in all public open spaces
- To provide for an open space area within a walkable distance of every dwelling
- To recognise the additional importance of public open space in higher density residential environments
- To ensure new public open spaces are accessible throughout the day, where possible
- To provide clear, logical and accessible connections between public open spaces
- To provide public open spaces that are easily accessible to major pedestrian thoroughfares, including Rosamond Road
- To use the streetscape as a key element in linking open spaces

- To use smaller public open spaces to enhance the urban experience in areas with high pedestrian volumes
- To provide new links to the nearby major open space assets such as Robert Barrett Reserve, Pipemakers Park and the Maribyrnong River
- To use open space to improve the environmental performance of the area, including reducing heat island effects and restoring flora and fauna habitats, where possible
- To recognise the role of streets as part of the open space network in providing for activities such as sitting and socialising, and providing a habitat for flora and fauna
- Broad and clear sightlines should be provided along the length of all pedestrian links
- All local open spaces should include play areas, sitting spaces, maximum opportunity for canopy trees and links to other open spaces
- Parks should be oriented to maximise solar access for the benefit of people and vegetation, including placing parks on the south side of streets where possible
- All new public open spaces should be provided in line with relevant Council strategies and policies

See also *Precinct Specific Objectives* on p. 40.

OPEN SPACE GUIDELINES

- All new public open spaces should be bounded by street or pedestrian links or by building frontages that are separated from the open space by a path
- Buildings should be oriented so that windows and balconies overlook open spaces while buildings and private open spaces adjoining open spaces are designed to provide privacy for building occupants
- All new public open spaces should incorporate high quality design, furniture and finishes
- All new public open spaces should be well lit
- All new public open spaces should provide a mix of sun and shade
- Provide for a range of needs in the growing population, including places to meet and to forge stronger bonds as the residential population grows
- Use public and private resources to help meet a range of needs for the community to socialise and enjoy leisure activities
- Explore shared community facilities with surrounding new development, such as the Defence site
- Anticipate and plan for demographic change and the needs of different age groups for health, education and other services as the population grows
- Plan for specific facilities, including an extension to the Maribyrnong Aquatic Centre and a new centrally-located library and early years facility

COMMUNITY INFRASTRUCTURE OBJECTIVES



FIGURE 18: Open Space + Community Infrastructure

- Significant tree planting
- Street tree planting
- Landscaped/green building edge
- ★ Potential location for new park/plaza
- ★ Potential location for enhanced early years facility
- ★ Proposed skate park
- ▲ Potential public art

IMPLEMENTATION

- Advocate to the State Government to convert vacant space to the east of the No.82 tram reserve into a landscaped pedestrian and cycle path connecting Raleigh Road and Williamson Road
- Prepare masterplans including streetscape and landscape specifications for all major new and upgraded spaces in Highpoint Activity Centre, including Rosamond Road, Williamson Road, new neighbourhood parks in precincts that will become residential locations, and a new landscaped public walk and cycle way on the east side of the No. 82 tram reserve
- Plan for expansion and possible relocation of existing community facilities, including the public library
- Include public art in new parks and plazas in conjunction with major developments
- Advocate to the State Government to provide new facilities, such as schools, to be provided in conjunction with the development of Highpoint Activity Centre and the Maribyrnong Defence Site, and for community facilities that maximise opportunities for shared spaces
- Prepare a Development Contributions Plan
- Implement the Maribyrnong Open Space Strategy 2014



8. Precincts

OVERVIEW

Precinct objectives and guidelines supplement the general objectives and guidelines provided in the previous sections. Not all precincts have guidelines that expand further on the objectives.

They give specific indications of where particular land uses and approaches to development will be encouraged, and where new infrastructure will be needed to fulfil the general objectives of this Framework Plan, and what standards are anticipated for new infrastructure.

All the specific precinct objectives and guidelines should be read in conjunction with the 4 sets of

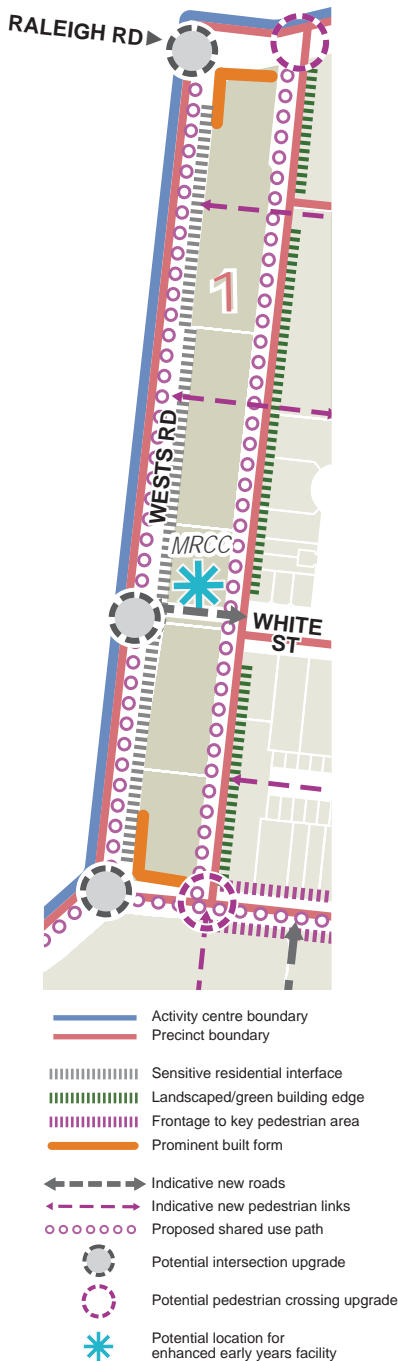
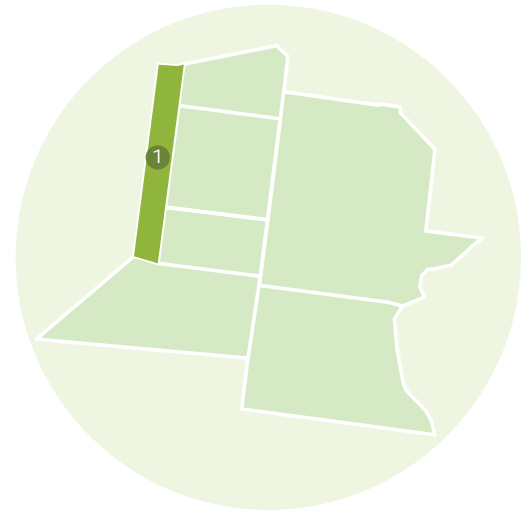
thematic objectives and any guidelines listed under Land Use and Activities, Built Form, Access and Movement and Open Space and Community Infrastructure, as they complement rather than replace them.

Precinct objectives and guidelines will be incorporated into the planning scheme tools which will give effect to this document, in the appropriate local policies and overlays.

An outline of the proposed Precincts Infrastructure Plan follows the summary pages for each of the 7 precincts.



8. Precincts



PRECINCT 1 WESTS LINK

LAND USE

OBJECTIVES

- To accommodate predominantly residential uses
- To provide for convenience retailing along Williamson Road, at the south end of the precinct

BUILT FORM

OBJECTIVE

- To achieve passive surveillance of the tram corridor and its future uses

GUIDELINES

- Walls of buildings should be set back from the Wests Road frontage boundary a similar distance to nearby adjacent buildings
- Development adjacent to the tram reserve should achieve passive surveillance over the corridor through the use of balconies and windows. Blank walls should be avoided

ACCESS + MOVEMENT

OBJECTIVES

- To establish new and to enhance existing pedestrian and cycle connections from the west into the centre, including from Village Way and from Waterford Avenue
- To establish a new road link connecting White Street to Wests Road
- To facilitate the establishment of a north-south shared use path within the existing tram reserve

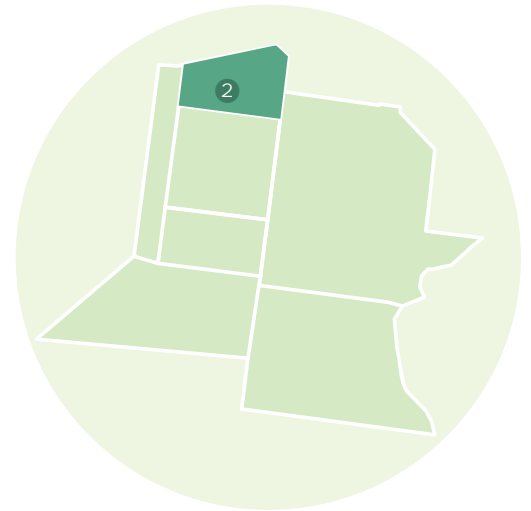
OPEN SPACE + COMMUNITY INFRASTRUCTURE

OBJECTIVE

- To provide a soft landscaped edge along Wests Road to enhance north-south pedestrian movement, and soft landscaping along the north edge of the precinct, facing Raleigh Road

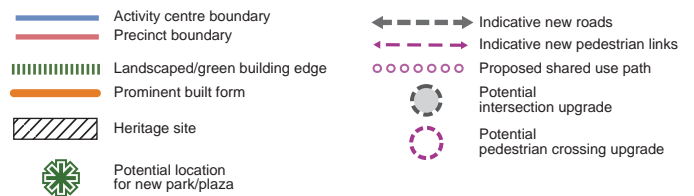
8. Precincts

HIGHPOINT PLANNING AND URBAN DESIGN FRAMEWORK



PRECINCT 2

VALLEY VIEW



LAND USE + ACTIVITIES

OBJECTIVES

- To accommodate a mix of residential, office, and retail uses
- To allow high-visibility office and high density residential uses with high architectural and urban design quality that takes advantage of views to surrounding areas along Raleigh Road
- To facilitate opportunities for a variety of workspaces and dwelling types, including apartments and live-work spaces
- To direct retail frontages to Rosamond Road and avoid establishment of bulky goods uses in this precinct

BUILT FORM

OBJECTIVES

- To provide distinct and substantial landscape edges to contribute to the activity centre's new 'green' identity. An active frontage may be substituted, provided long blank frontages do not result at upper levels

ACCESS + MOVEMENT

OBJECTIVES

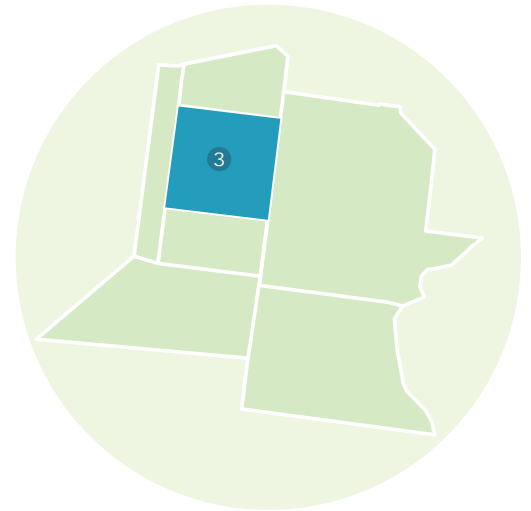
- To establish the existing north-south accessway as the primary commercial service access into the precinct, while ensuring safe and convenient pedestrian and cyclist access
- To establish a north-south pedestrian link that connects the existing north-south road link to Precinct 3
- To establish an east-west pedestrian link that connects the existing north-south road link to Rosamond Road
- To establish a road link between the southern end of the existing accessway and the east-west road link in the north part of Precinct 3

OPEN SPACE + COMMUNITY INFRASTRUCTURE

OBJECTIVE

- To provide new public open space proximate and easily accessible to development in the precinct.

8. Precincts



PRECINCT 3

ROSAMOND HUB



LAND USE + ACTIVITIES

OBJECTIVES

- To provide for higher density residential, commercial, entertainment and retail development, including bulky goods development in this precinct and Precinct 4
- To promote a compact and lively mixed use precinct where layered uses can make better use of land and reduce travel demand

BUILT FORM

OBJECTIVES

- To create a strong, active, highly walkable edge to Rosamond Road that contributes to its new role as a main street at the heart of the centre
- To provide for built form that provides a strong definition to new and existing streets
- To establish a new 'main street' character along Rosamond Road and Williamson Road that contributes to a high standard of pedestrian amenity
- To achieve a balance between openness and enclosure within the street and maintain a human-scale experience from the footpath

- To preserve solar access to at least one footpath of Rosamond Road between 11am and 2pm at the winter solstice

GUIDELINES

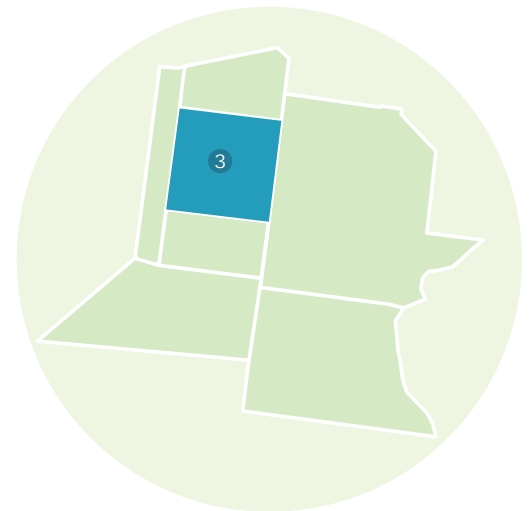
- For new large format retail buildings with residential above, provide for courtyard and roof gardens
- Wrap any above-ground large format parking with other uses along streets and minimise vehicle entry points

ACCESS + MOVEMENT

OBJECTIVES

- To create a more permeable vehicle, pedestrian and cycle movement network throughout the precinct
- To improve the pedestrian amenity of White Street and Caulson Close
- To contribute to a more pedestrian-oriented character in Rosamond Road
- To direct primary car park access away from Rosamond Road

continues on next page



PRECINCT 3 ROSAMOND HUB



continued from previous page

GUIDELINES

- Rosamond Road should be significantly enhanced and upgraded to support its role as a main street at the heart of the centre
- A broad pedestrian crossing should be created in Rosamond Road aligned with the proposed new public transport interchange and east-west link through the Highpoint Shopping and Entertainment Centre
- In conjunction with diversion of traffic away from Rosamond Road, any freight and/or commercial vehicle activity should also be directed away from Rosamond Road
- New roads and paths should be located to ensure vehicle and cycle networks have intervals of no more than 200 metres between

intersections and the pedestrian network has no more than 100 metre intervals

OPEN SPACE + COMMUNITY INFRASTRUCTURE

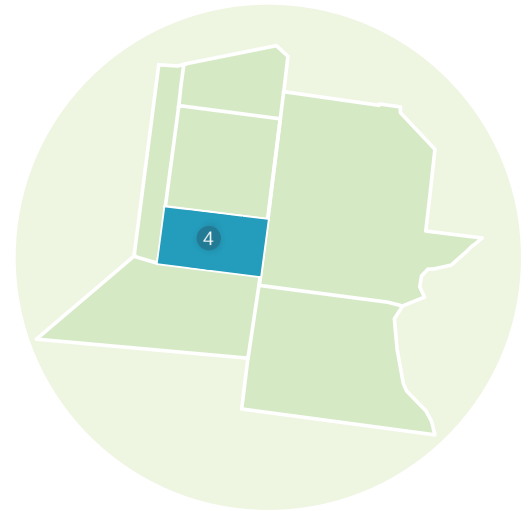
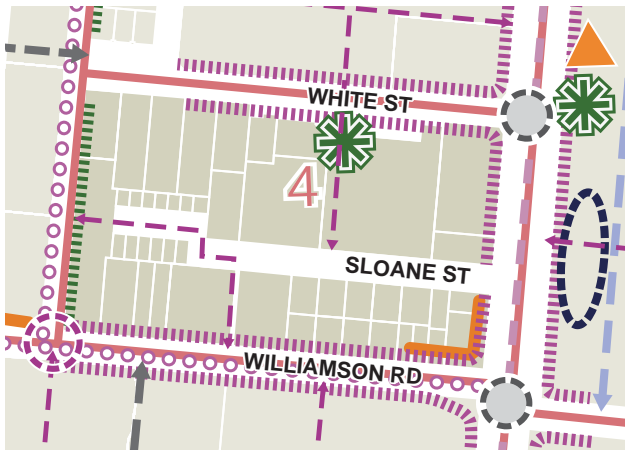
OBJECTIVE

- To provide a new public open space for visitors, workers and residents













GUIDELINES

- Development should contribute land or money towards a new local open space
- New open spaces should be centrally located and proximate to intersections of the north-south and east-west streets or pedestrian links

8. Precincts



PRECINCT 4 SLOANE STREET

 Precinct boundary	 Potential intersection upgrade
 Landscaped/green building edge	 Potential pedestrian crossing upgrade
 Frontage to key pedestrian area	 Potential transport interchange
 Prominent built form	 Potential location for new park/plaza
 Indicative new roads	 Potential public art
 Indicative new pedestrian links	
 Proposed shared use path	

LAND USE

OBJECTIVES

- To provide for a mix of land uses
- To activate Williamson Road by promoting local retailing and small business opportunities
- To activate Sloane Street by promoting a mix of residential and small business along the street frontage
- To direct any bulky goods retailing north of Sloane Street and ensure its integration with other uses
- To activate Rosamond Road by promoting higher density mixed use and to reinforce its role as a main street at the heart of the centre

BUILT FORM

OBJECTIVES

- To create a more walkable and active street along Williamson Road
- To enable higher built form along Rosamond Road
- To encourage site consolidation that will facilitate a comprehensive approach to built form, vehicle and pedestrian/cycle connections and public realm improvements
- To achieve active frontages for buildings facing Williamson Road

GUIDELINES

- For new large format retailing buildings with residential above, provide for courtyard and roof gardens rather than vacant roof spaces

ACCESS AND MOVEMENT

OBJECTIVES

- To integrate the existing Sloane Street cul-de-sac into a permeable pedestrian/cycle network
- To establish a new shared use path from the western end of Sloane Street through to the tram reserve
- To increase the vehicle capacity of Williamson Road while ensuring pedestrian/cyclist amenity and providing for greenery, pedestrian shelter and weather protection
- To upgrade walking and cycling conditions along Williamson Road to complement its identity and function as a main street
- To improve the Rosamond Road, Williamson Road and Aquatic Drive intersection in conjunction with new development
- To increase public transport priority along Williamson Road

OPEN SPACE + COMMUNITY INFRASTRUCTURE

OBJECTIVE

- To investigate conversion of the existing car parking along White Street to public open space



PRECINCT 5 SOUTH NEIGHBOURHOOD

- Activity centre boundary
- Precinct boundary
- Sensitive residential interface
- Frontage to key pedestrian area
- Prominent built form
- Indicative new roads
- Indicative new pedestrian links
- Proposed shared use path
- Potential intersection upgrade

- Potential pedestrian crossing upgrade
- Potential location for new park/plaza
- Potential location for library (2 locations)
- Proposed skate park
- Potential public art



LAND USE

OBJECTIVES

- To provide for predominantly residential uses with a mix of housing typologies
- To support apartments located above retail uses along Williamson Road
- To support exclusively residential development along Wattle Road

BUILT FORM

OBJECTIVES

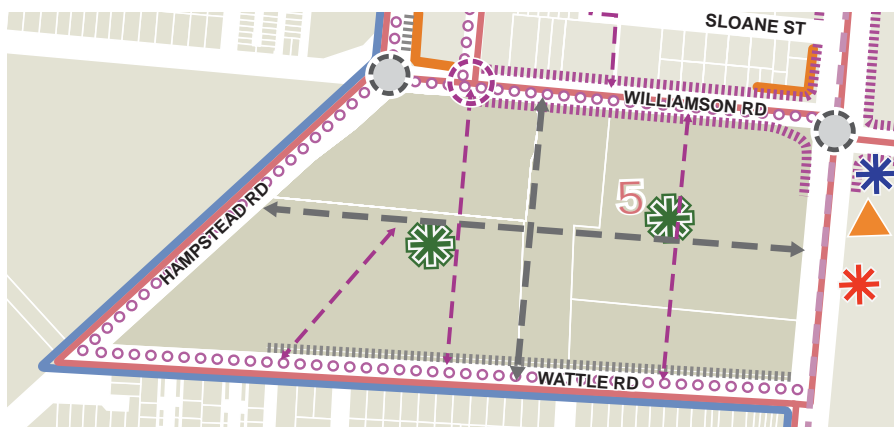
- To ensure built form along Rosamond Road acknowledges Robert Barrett Reserve across the road
- To avoid unreasonable overshadowing of residential properties south of the activity centre
- To provide for active frontages along Williamson Road
- To create a walkable, active street that incorporates weather protection for pedestrians

ACCESS AND MOVEMENT

OBJECTIVES

- To provide better north-south and east-west connectivity across the precinct
- To create a finer grain movement network for pedestrians and cyclists throughout the precinct
- To upgrade walking and cycling conditions along Williamson Road to complement its identity and function as a main street
- To direct service vehicles away from Williamson Road
- To improve the Rosamond Road, Williamson Road and Aquatic Drive intersection in conjunction with new development
- To increase public transport priority along Williamson Road

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GUIDELINES

- A new north-south street should be provided linking Wattle Street and Williamson Road mid-way between Rosamond Road and Hampstead Road
- A new east-west street should be provided linking Rosamond Road and Hampstead Road mid-way between Williamson Road and Wattle Road
- New east-west and north-south vehicle access streets for new residents should be safe, visually enhancing and have regard to pedestrian and cycling requirements

**PRECINCT 5
SOUTH NEIGHBOURHOOD**

	Activity centre boundary		Potential pedestrian crossing upgrade
	Precinct boundary		Potential location for new park/plaza
	Sensitive residential interface		Potential location for library (2 locations)
	Frontage to key pedestrian area		Proposed skate park
	Prominent built form		Potential public art
	Indicative new roads		
	Indicative new pedestrian links		
	Proposed shared use path		
	Potential intersection upgrade		

OPEN SPACE + COMMUNITY INFRASTRUCTURE

OBJECTIVE

- To create at least one new small local open space that includes play areas, sitting spaces, sunny spaces and maximum opportunity for canopy trees. Ensure these areas are linked by a network of safe pedestrian paths

8. Precincts

HIGHPOINT PLANNING AND URBAN DESIGN FRAMEWORK



PRECINCT 6 HIGHPOINT HUB

- Activity centre boundary
- Precinct boundary
- ||||| Landscaped/green building edge
- ||||| Frontage to key pedestrian area
- Prominent built form
- - - - - Indicative new roads
- <--> Indicative internal link
- <--> Potential road widening
- - - - - Indicative new pedestrian links
- o o o o o Proposed shared use path
- ⊗ Potential transport interchange
- ⊗ Potential location for new park/plaza
- ⊗ Enhanced recreational facility
- ⊗ Potential location for library (2 locations)
- ⊗ Proposed skate park
- ▲ Potential public art
- ⊗ Potential intersection upgrade

LAND USE

OBJECTIVES

- To retain retail and entertainment uses as the focus of the precinct, and encourage complementary hospitality, community, health and office uses in the vicinity of the enclosed shopping centre and along Rosamond Road
- To promote Rosamond Road as a main street at the heart of the centre
- To facilitate the addition of housing, including above other uses, with a focus on the south-eastern and western edges of the shopping centre
- To support townhouse-style residential development east of Warrs Road

BUILT FORM

OBJECTIVES

- To preserve solar access between 11am and 2pm on 21 June to a minimum of one footpath along Rosamond Road between Williamson Road/Aquatic Drive and the Highpoint Ring Road and between 10am and 3pm on 21 September along all other streets

- To provide active frontages along Rosamond Road and to buildings fronting Aquatic Drive
- To emphasise Rosamond Road's role as the activity centre's focus and its status as a main street at the heart of the centre
- To provide for greening of large exposed surfaces, such as rooftops, with green elements such as roof gardens

ACCESS AND MOVEMENT

OBJECTIVES

- 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

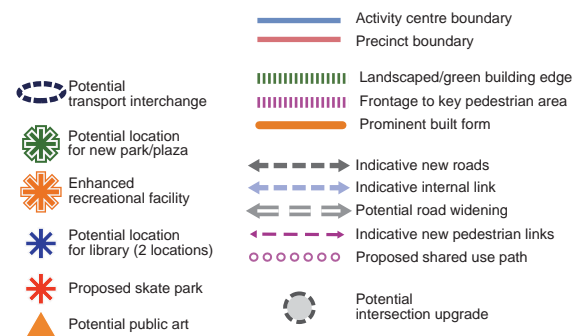
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8. Precincts

HIGHPOINT PLANNING AND URBAN DESIGN FRAMEWORK



PRECINCT 6 HIGHPOINT HUB



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visual amenity and character of Rosamond Road

- 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

GUIDELINES

- 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
- The new public transport interchange should provide legible, safe and convenient connections to both sides of Rosamond Road
- 'Real-time' public transport timetable information should be visible throughout Highpoint Shopping Centre

OPEN SPACE + COMMUNITY INFRASTRUCTURE

OBJECTIVES

- To upgrade the existing public plaza fronting Rosamond Road and provide focal points at each end of the east-west pedestrian links
- To provide at least one small local open space
- To provide landscaping and street treatments that will contribute to Rosamond Road's role as a main street at the heart of the centre
- To provide for distinctive and substantial green walls or landscaped edges along the Highpoint Ring Road

GUIDELINES

- Development should contribute land or money to new public open spaces, which may include public art
- New public open space should provide for a range of activities including meeting and resting, and not be limited to patrons of commercial premises



PRECINCT 7 RECREATION + EDUCATION



LAND USE

OBJECTIVES

- To facilitate expansion and diversification of the recreational facilities around the Maribyrnong Aquatic Centre
- To provide a potential location for a relocated library
- To provide recreation and park infrastructure that caters to people of all ages
- To recognise the Maribyrnong Secondary College in the eastern half of the precinct

BUILT FORM

OBJECTIVE

- To maintain low-scale built form that protects the open space character of the precinct

ACCESS AND MOVEMENT

OBJECTIVES

- To improve pedestrian and cycle access into and through the major open space in the area – the Robert Barrett Reserve

GUIDELINES

- Align the Aquatic Drive crossing location to desired travel patterns

OPEN SPACE + COMMUNITY INFRASTRUCTURE

OBJECTIVES

- To consolidate car parking where possible to create more public open space
- To maintain and enhance the existing public open space and community facilities within the precinct

GUIDELINES

- Introduce new walking tracks to improve accessibility for all members of the community

PRECINCT INFRASTRUCTURE PLAN

New development will be required to meet the cost of delivering the following infrastructure, as appropriate having regard to the scale of development:

- Connector streets and local access streets
- Landscaping of all existing and future roads and local streets
- Intersection works and traffic management measures along arterial roads, collector roads and local streets
- Local pedestrian, bicycle and shared paths along all existing and future roads and local streets, and to/within local parks
- Local drainage systems
- Infrastructure required by utility services providers.

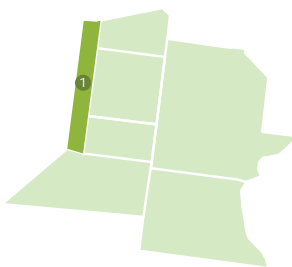
To meet the objectives and guidelines in this document, including for specific precincts, it may be necessary to provide the following items in association with new development:

- Widened footpaths
- New paving
- Landscaping treatments along existing roads
- Feature node points
- Entry threshold treatments
- Road resurfacing
- Public transport upgrades
- Undergrounding of power lines
- Public art
- Street furniture
- Community infrastructure
- Relevant projects in Northern Maribyrnong Integrated Transport Strategy

The list of precinct infrastructure to be provided is not exhaustive. Other items may be provided as agreed between the Responsible Authority and the landowner. Development proposals should include any necessary studies to confirm the need for infrastructure, its design requirements and how the works and services will be delivered in a timely manner in conjunction with the development. Agreements made under Section 173 of the *Planning and Environment Act 1987* will ensure that infrastructure works and services that give effect to the objectives and guidelines of this Planning and Urban Design Framework are provided in conjunction with development.

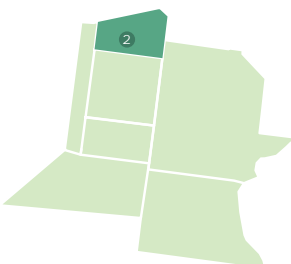
Note the infrastructure items within each precinct are indicative of the works anticipated to be required into the future. Validation of the need for projects, and identification of funding mechanisms to enable their delivery will need to occur via the preparation of a Development Contributions Plan (DCP) process with engagement of landowners and stakeholders throughout the whole of the activity centre as well as external to it. Until such time that a DCP is prepared by Council, infrastructure works and services satisfying the tests of need, nexus, fair apportionment and accountability may be secured at the planning permit stage via an agreement made under Section 173 of the Planning and Environment Act 1987.

PRECINCT-SPECIFIC INFRASTRUCTURE TABLE



PRECINCT 1

- Upgrades to Wests Road, including a new crossing to Village Way
- An extension of White Street and associated signalisation
- Intersection upgrade where Wests Road meets Raleigh Road

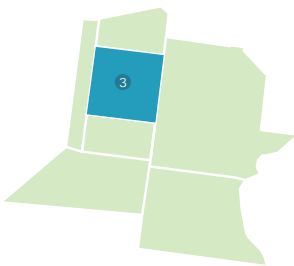


PRECINCT 2

- Road upgrade and extensions to connect the current access road to Precinct 3 and provide for a new north-south route through the centre for cars, service vehicles, cyclists and pedestrians
- Rosamond Road improvement (part)
- New pedestrian connections east-west from Rosamond Road and north-south to Precinct 3 from Raleigh Road

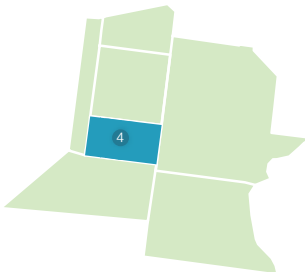
PRECINCT-SPECIFIC INFRASTRUCTURE TABLE

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PRECINCT 3

- Road upgrades to Rosamond Road (part) and White Street
- Two new east-west local streets to provide access and outlook to new housing and other uses
- A new street to link the street extension from Precinct 2 to the existing Caulson Close, making Caulson Close into Caulson Street
- New open space and new pedestrian links in conjunction with residential and more intensive employment uses



PRECINCT 4

- Road upgrades to Sloane Street to provide for traffic calming and wider footpaths
- Rosamond Road improvements (part)
- New open space
- New pedestrian links south to Williamson Road and west to the tram reserve and hence to Wests Road



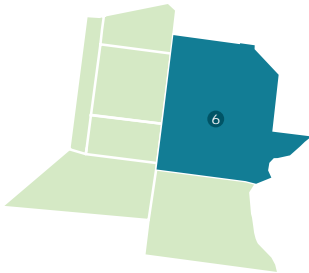
PRECINCT 5

- Road upgrades to Williamson Road (repaved and widened footpaths, streetscape improvements, shade trees, cycle facilities and bus priority treatments) and to Wattle Road (repaved and widened footpaths, cycle facilities, shade trees)
- Intersection upgrades to Williamson/Rosamond/Aquatic Drive meeting points (part)
- Two new neighbourhood open spaces
- Open space links
- Potential contributions for existing and future sporting and community facilities in Robert Barrett Reserve and enhanced connections to the Reserve

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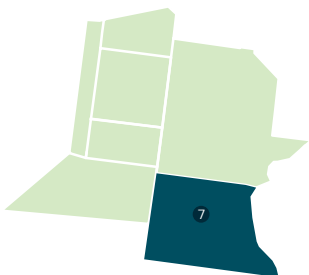
PRECINCT-SPECIFIC INFRASTRUCTURE TABLE

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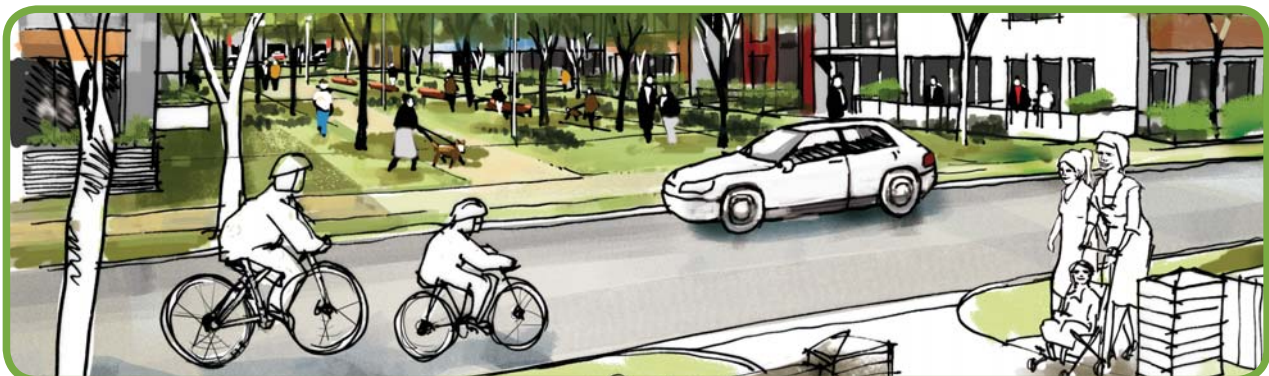
PRECINCT 6

- Rosamond Road improvement (part) and for the Highpoint Ring Road (including widening to two lanes in each direction, facilities for cyclists, better provision for pedestrians on both sides of the road and an intersection upgrade at Rosamond Road)
- A new north-south road east of Rosamond Road with capacity to take vehicles servicing and accessing the Highpoint Shopping Centre off Rosamond Road
- Potential enhancement or additions to community facilities
- Two enhanced pedestrian east-west connections, which may be incorporated into a building, and marked at each end by widening and seating areas
- Upgraded pedestrian connections to Pipemakers Park
- In conjunction with contributions to a new public transport interchange, a new signalised intersection at or near White Street
- Williamson/Rosamond/Aquatic Drive improvements to intersections and pedestrian facilities (part)
- Rosamond Road/Ring Road intersection works



PRECINCT 7

- Expanded Maribyrnong Aquatic Centre
- Enhanced Robert Barrett Reserve
- Potential library location



REFERENCES

Maribyrnong Planning Scheme

Plan Melbourne: Metropolitan Planning Strategy (Department of Transport, Planning and Local Infrastructure, 2014)

Urban Design Compendium 2 (Homes and Communities Agency UK, 2007 and following)
www.homesandcommunities.co.uk/udc

Urban Stormwater Best Practice Environmental Management Guidelines (Melbourne Water, 1999)

Maribyrnong City Council:

- Bicycle Strategy 2014
- Carbon Neutral Action Plan 2008
- Economic and Industrial Development Strategy 2011
- Greenhouse Reduction Strategy 2006
- Highpoint Activity Centre Structure Plan 2008
- Landscape Guidelines 2005
- Housing Strategy December 2011
- Integrated Transport Strategy 2001
- Maribyrnong River Valley Vision and Design Guidelines 2010
- Northern Maribyrnong Integrated Transport Strategy 2012
- Open Space Strategy 2014
- Recreation Strategy 2009
- Street Tree Planting Strategy 2013

GLOSSARY

Active frontages: Street frontages where there is active visual engagement between people inside and outside the building, at and above ground level, such as through doors, windows and balconies

Adaptability, adaptive re-use: Design of buildings to serve different uses over time in response to changing demands for space

Accessway: Also known as access lane. A laneway which may be narrower than a normal street and is principally intended to give access to particular properties for cars, utility vehicles and pedestrians

Amenity: A collection of qualities that are important in making an indoor or outdoor space attractive for human occupation

Blank wall: A wall with few openings and a mainly uniform wall finish

Built form: The combination of features of a building, including its style, façade treatments, height and site coverage

Bulky goods retail: Retailing of goods such that, due to their size or weight, require a large area for handling, display and storage. Includes white goods, furniture and building supplies

Cul-de-sac: Also known as a dead-end street. A street that is only connected at one end to the surrounding street network

Heat island effect: A localised heating effect in urban areas caused by a concentration of hard surfaces such as pavements, walls and roofs that retain heat and radiate it back into the environment

Human-scale: The proportional relationship of the physical environment (buildings, trees, roads, etc) to human dimensions. Maintaining a human scale means ensuring that structures in the environment are not perceived as overwhelming at ground level

Mixed-use development: Development that combines two or more different types of land uses, such as residential and retail, in close proximity to each other, sometimes even within the same building

Road reserve: All of the area between two property boundaries on opposite sides of a street or lane that is allocated to road and street functions, including footpaths and verges. It may be publicly or privately managed

Passive surveillance: Informal observation of streets and public spaces by people in their every day activities, which adds to perceptions of safety in those spaces

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GLOSSARY

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Public realm: Incorporates all areas freely accessible to the public, including parks, plazas, streets and laneways

Sense of enclosure: A perception for people on a street that it is contained and has a defined form. Contributing factors to this sense of containment include heights of buildings on the street, street widths and planting on the street

Shared use path: A path designed for both cyclists and pedestrians, and separated from vehicle routes.

Site boundary: Also known as property boundary. The outside edge of a parcel of land that has its own property title

Soft landscaped edges: Plantings of greenery along a building or development that softens its appearance and presentation

Solar access: Ability of a property, street or open space to receive sunlight. Access to sunlight can be a factor in how spaces are used and the efficiency of solar collection devices

Streetscape: The landscape of a street, including all its visual components such as surrounding buildings, street planting, street furniture and pavement treatments, and the level of activity on the street

Street edge: The dividing line between the property boundary and the street or road reserve.

Street wall height: The total height of a building at the point on the property which is closest to the applicable street frontage

Sustainable transport: Transport by modes other than single-occupancy cars. Includes walking, cycling, bus, tram, train and carpooling

Walkability: The way in which an urban environment supports walking as a way of getting around and through the area. Factors that add to walkability include safe and attractive paths that offer good connections between frequent trip origins and destinations

Water Sensitive Urban Design (WSUD): an holistic approach to the planning and design of urban development that aims to minimise impacts on the natural water cycle and protect waterway health



HIGHPOINT

PLANNING AND URBAN DESIGN FRAMEWORK



MORE INFORMATION

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Maribyrnong
CITY COUNCIL