Westcott Parade
Urban Design Framework

Draft

Prepared for Melton City Council



Acknowledgement of Country

We pay our respects to the Traditional Custodians of Country throughout Australia, their Elders and ancestors, recognising their rich heritage and enduring connection to Country and acknowledging the ongoing sovereignty of all Aboriginal and Torres Strait Islander Nations.

We recognise the profound connection to land, waters, sky and community of the First Nations peoples, with continuing cultures that are among the oldest in human history. We recognise that they are skilled land shapers and place makers, with a deep and rich knowledge of this land which they have cared for, protected and balanced for millennia.

Our Country, 2022
88 x 119 cm Acrylic on canvas
Original artwork by
Alfred Carter
Gunaikurnai

Quality Assurance

Westcott Parade UDF
Draft Urban Design Framework

Prepared for
Melton City Council

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Setting the Scene



1 Introduction

1.1 What is an Urban Design Framework?

An Urban Design Framework is a strategic planning tool that translates the broad objectives of planning policy into place specific design directions. It establishes a long term vision for how an area should grow and sets out the preferred land use, movement network, built form character, public realm structure and infrastructure requirements.

What a UDF does do:

- Sets an overarching vision for future change.
- Provides an integrated spatial framework that guides development.
- Identifies opportunities for renewal, investment and public realm improvement.
- Supports coordinated decision making across multiple landowners.
- Provides design guidance to inform planning permits and subdivision layouts.
- Gives clarity about the intended character and urban structure of the precinct.

In the context of Westcott Parade, the UDF is required by the Rockbank Precinct Structure Plan - August 2016 (PSP) and the Rockbank PSP and Urban Growth Zone - Schedule 17 (UGZ7) to guide medium and high-density housing, local parks, street networks, active transport links, drainage infrastructure and key interfaces including the Western Freeway, rail corridor, Rockbank Township, and the Sundowner Caravan Park.

A UDF does not:

- Approve or refuse individual development proposals.
- Replace the statutory controls of the Melton Planning Scheme.
- Provide construction ready designs or engineering detail.
- Determine the exact timing of development, which depends on market factors, landowner intentions and funding.
- Deliver capital works programs.
- Control private land use beyond the scope of the Melton Planning Scheme.

Rather than prescribing exact built form outcomes, the UDF sets a coherent urban structure and a series of principles, requirements and guidelines that ensure development contributes positively to the vision for the precinct.

1.2 Purpose of this Urban Design Framework

The Westcott Parade Urban Design Framework provides a clear and coordinated vision to guide the transformation of the Westcott Parade Precinct into a connected, liveable and resilient neighbourhood. It establishes a shared understanding of the precinct's role within Rockbank and sets out the spatial, design and implementation directions needed to deliver a high quality urban environment.

The Framework builds on the requirements of the Rockbank Precinct Structure Plan (PSP) and responds to the characteristics of Westcott Parade, including its proximity to Rockbank Station and the future Rockbank Major Town Centre, established community assets, heritage places, movement constraints, and evolving residential context.

The UDF offers planning and design guidance that will:

- Establish a future vision for the Westcott Parade Precinct.
- Support the coordinated redevelopment of fragmented land parcels.
- Shape future land use, built form, public realm, and movement networks.
- Improve connections to the surrounding township, railway station, and town centre.
- Guide the staged delivery of infrastructure.
- Ensure new development strengthens the precinct's character, identity, and liveability.

Once adopted, the UDF will guide future planning permits and subdivision design to ensure development outcomes are consistent with the vision for the precinct.

1.3 How to Use this Urban Design Framework

This Urban Design Framework (UDF) establishes a coordinated vision for the long-term redevelopment of the Westcott Parade Precinct. The Framework is informed by an understanding of the Precinct's strategic context, site conditions, opportunities and constraints, which have shaped the Vision, Design Principles and Framework Plan.

The UDF is structured to move from the strategic vision for the Precinct through to the detailed design outcomes expected to guide future subdivision, development and public realm improvements. Each chapter includes objectives, supporting plans, requirements and guidelines that together establish the preferred outcomes for the Precinct.

Vision

Defines the long-term aspiration for the Westcott Parade Precinct and establishes the overarching direction for future redevelopment.

Design Principles

Guide the creation of a connected, liveable and sustainable neighbourhood and inform all aspects of the Framework Plan.

Framework Plan

Illustrates the preferred urban structure for the Precinct, including land use, movement, public realm, built form and infrastructure outcomes.

Requirements

Mandatory outcomes that must be achieved. Requirements will be used by Council when assessing future planning permit, subdivision and development applications.

Guidelines

Preferred approaches that support the achievement of the Vision, Design Principles and Framework Plan. Alternative design responses may be considered where it can be demonstrated that the intent of the guideline has been achieved and an equivalent or better outcome will be delivered.

This draft UDF has been prepared to support consultation and stakeholder engagement and may be refined following consideration of feedback received during the consultation process.

The Framework can be used by:

- Landowners and developers to prepare planning permit and subdivision applications.
- Council officers to assess development proposals and coordinate infrastructure delivery.
- Community members and stakeholders to understand how the Precinct is intended to evolve over time.
- Infrastructure agencies and service providers to plan future investment and upgrades.

The document should be read alongside the Rockbank Precinct Structure Plan (PSP) relevant Melton Planning Scheme provisions, the Rockbank Major Town Centre UDF and other applicable State and local policy documents.



Preparation of the UDF includes ongoing engagement with Traditional Owners, landowners, community groups and government agencies.

Opportunities to participate in the process will occur at key stages through:

- Drop in sessions,
- Workshops,
- Online engagement, and
- Targeted discussions with affected stakeholders.

1.4 Structure of this Document

The structure of the document allows users to navigate directly to the information most relevant to their needs while understanding how each part contributes to the overall vision for the precinct.

Section 1. Introduction

Explains the purpose of the UDF, the role of Westcott Parade within Rockbank, and how this document relates to the Rockbank Precinct Structure Plan and the Rockbank Major Town Centre UDF.

Section 2. Urban Design Framework

Establishes the spatial structure that will guide development of the precinct. It includes the Framework Plan and the Vision for Westcott Parade, under the following themes:

- Urban Structure: Defines the block pattern, street network and relationships to key destinations such as Rockbank Station, the township and the Major Town Centre.
- Land Use: Establishes the arrangement of residential, mixed use and community uses, including density transitions and key interface conditions.
- Movement and Access: Sets out the pedestrian, cycling, public transport and vehicle networks, including staging considerations and active transport priorities.
- Public Realm and Landscape: Identifies the open space network, parks, green links, drainage corridors and public realm that support liveability and amenity.
- Built Form, Density and Interfaces: Provides guidance on the size and layout of buildings, streetscape design, transitions between different character areas, and how development fits alongside neighbouring properties and open spaces.
- Sustainability and Climate Resilience: Establishes environmental objectives including integrated water management, canopy cover, passive design and heat mitigation.

Each theme contains a set of objectives, requirements and guidelines that provide clear, actionable direction for planning permits and subdivision design.

Section 3. Implementation and Staging

Describes how the precinct will be delivered over time. It identifies staging priorities, dependencies with regional transport projects, the role of the Rockbank Development Contributions Plan and developer led works, and the approach to interim and ultimate networks.

1.5 How this draft UDF was Prepared

This UDF has been informed by the development of a detailed **background report** that included a detailed site analysis, review of the Rockbank Precinct Structure Plan, relevant Melton Planning Scheme provisions, and the Rockbank Major Town Centre UDF.

It reflects inputs from engagement with Traditional Owners, Council and various agencies through workshops, discussions and targeted meetings.

1.6 Background Analysis

The summary below highlights key conditions, constraints and opportunities that have informed the Framework Plan and themes. A detailed **background report** was produced that should be referred to for more in-depth detail.

Existing Conditions

The Precinct sits between the Western Freeway and the Melbourne to Ballarat rail corridor with proximity to Rockbank Station, the existing Rockbank Township and the planned Major Town Centre. It includes community assets such as the primary school, community hall and recreation reserve, as well as varied landholdings and heritage places.

Constraints

The freeway and rail interfaces will require appropriate noise and access management. The Precinct is characterised by fragmented land ownership. Changing regional movement priorities and ageing infrastructure requires coordinated upgrades.

Opportunities

Higher density housing near transport and open spaces services and community facilities. Mixed Use and shop top housing along Leakes Road leveraging proximity to Mixed Use and Town Centre Precincts. Connected active transport spine along the rail corridor, with an integrated, climate resilient public realm. Improved links between the township, station and Major Town Centre.

1.6.1 Precinct Description

The Westcott Parade Precinct occupies a strategically important location within Rockbank's evolving urban area. Covering approximately 35 hectares, the Precinct contains a mix of established residential properties, larger semi-rural lots, community facilities and local services that have long supported the township. Key uses include Rockbank Primary School, Rockbank Community Hall, Ian Cowie Recreation Reserve, the Country Fire Authority (CFA) fire station and the existing caravan park, all of which continue to play an important role in serving the local community and supporting a diverse range of residents and visitors.

The area sits between the Western Freeway and the Melbourne to Ballarat rail corridor, with direct proximity to Rockbank Railway Station, the existing township and the emerging Rockbank Major Town Centre, placing it at the heart of a rapidly urbanising corridor.

Two heritage buildings, including the former Rose and Crown Hotel, contribute to the area's historic character and reflect Rockbank's early development.

Fragmented land ownership, varied interface conditions and ageing infrastructure create a complex redevelopment setting that requires a coordinated approach. The presence of established community infrastructure, heritage assets and the caravan park further highlights the need to carefully manage transition and change within the Precinct. At the same time, the Precinct's access to public transport, open space, community facilities and services presents a significant opportunity to support housing growth and deliver a more diverse and connected residential neighbourhood over time.



Westcott Parade - Future roundabout location.



Westcott Parade - CFA building.



Westcott Parade - Ian Cowie Reserve.

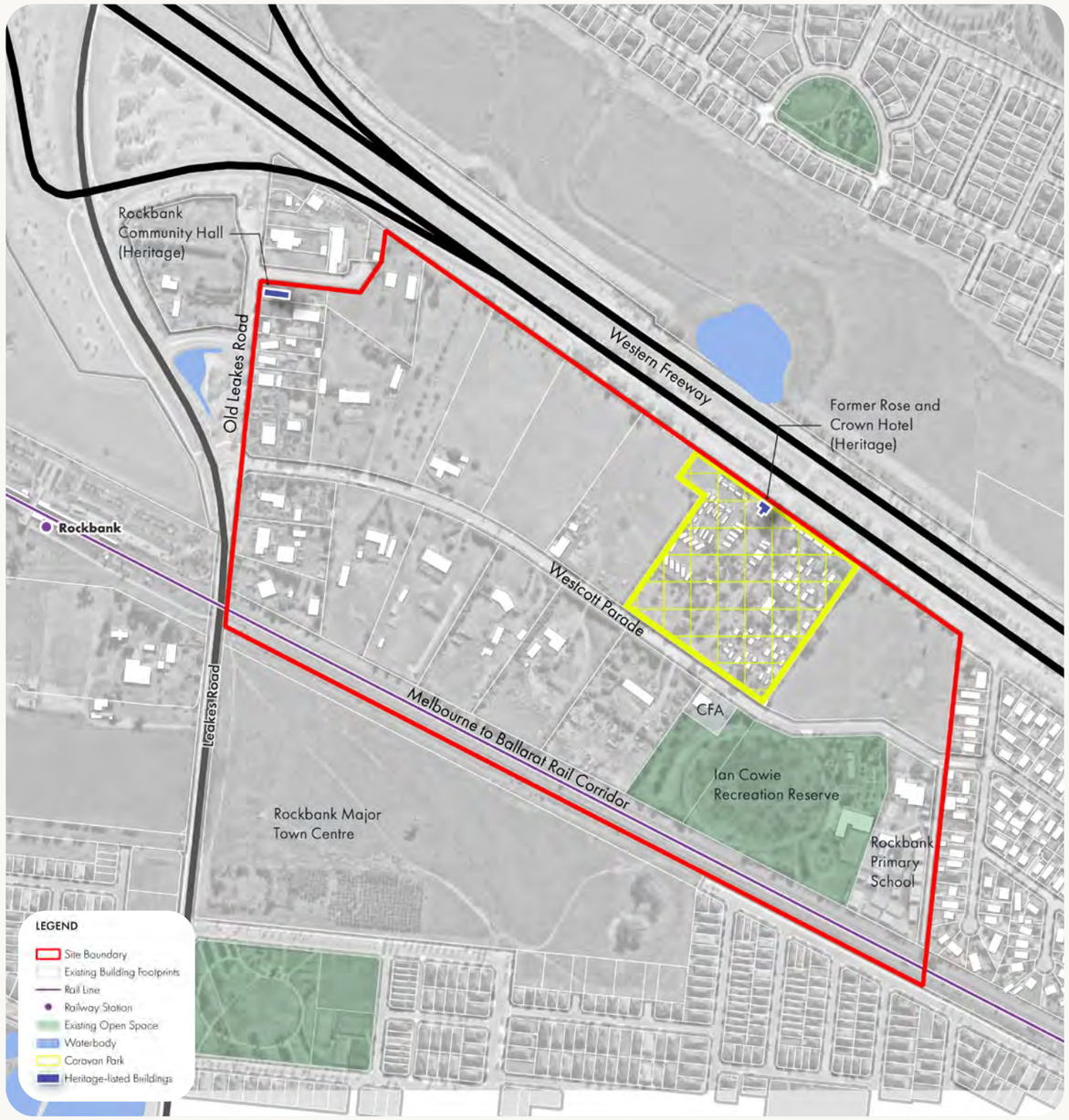


Figure 1. The Westcott Parade Precinct

1.6.2 Location Plan and UDF Boundary

The Precinct is located on the western edge of the established Rockbank township and forms part of the Rockbank Precinct Structure Plan area, which identifies the land as suitable for medium and higher density residential development supported by walkable access to transport, schools, open space and neighbourhood services.

The UDF boundary includes land fronting Westcott Parade, adjoining residential properties, key community and recreational facilities, heritage sites and the interface areas adjoining both the Western Freeway to the north and future connections to the Rockbank Major Town Centre to the south. The Melbourne to Ballarat rail corridor forms the southern edge of the Precinct, with Rockbank Railway Station located nearby within the emerging town centre.

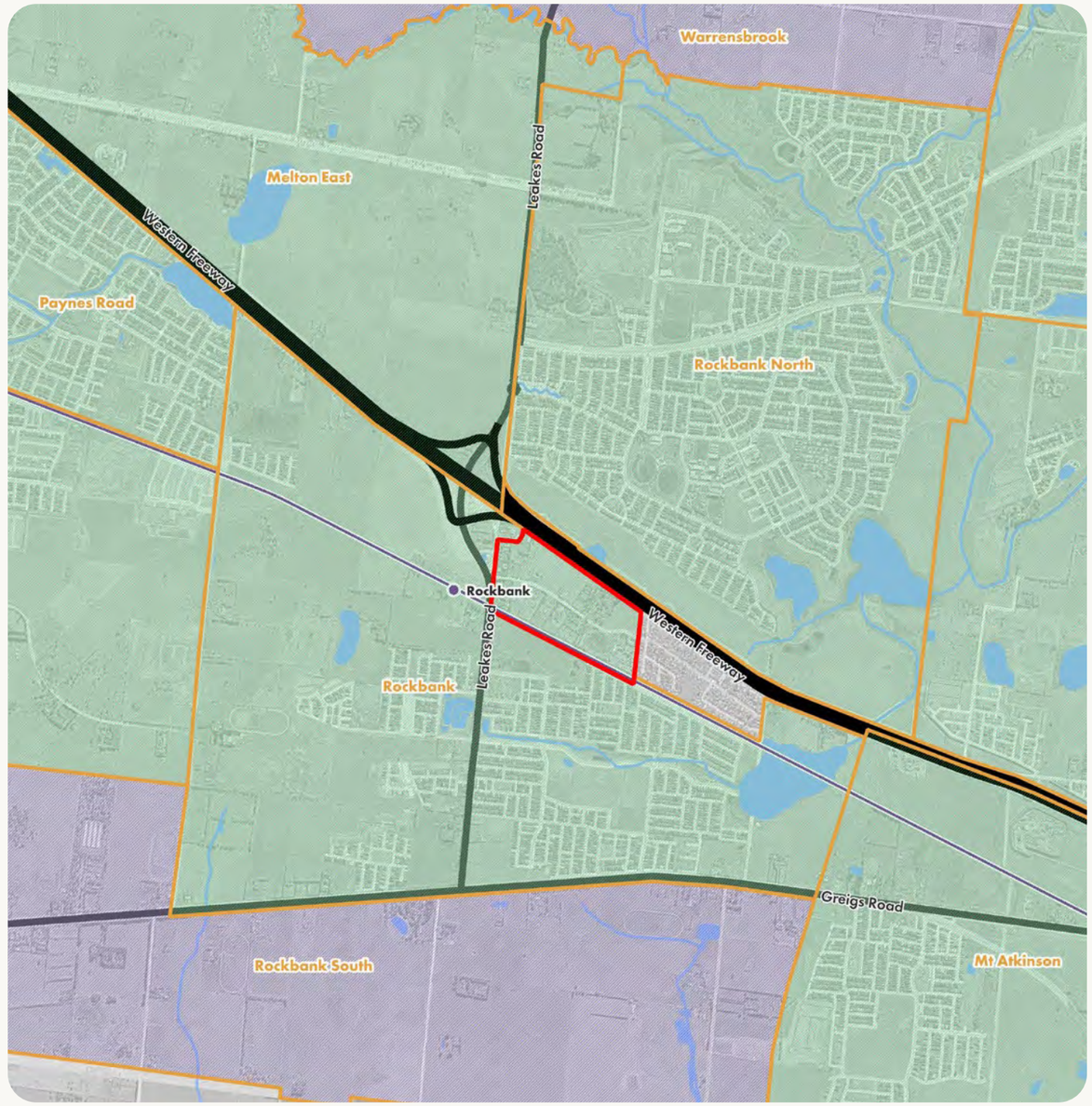


Figure 2. Location Plan and the UDF Boundary

The Rockbank Precinct Structure Plan (PSP) establishes the long-term vision and urban structure for the wider Rockbank growth area, guiding its transition from a rural township to a connected and sustainable urban community. The PSP sets out the future network of neighbourhoods, transport connections, community infrastructure, open spaces and drainage systems that will support population growth and the delivery of new services and employment opportunities.

Within this broader framework, the Westcott Parade Precinct is recognised as a strategic redevelopment area adjoining the existing township, Rockbank Railway Station and the future Rockbank Major Town Centre. Its location provides an opportunity to accommodate housing growth while strengthening connections to public transport, community facilities, open space and local services.

The PSP specifically requires the preparation of an Urban Design Framework (UDF) for the Westcott Parade Precinct to guide its future development. The UDF will need to address matters including the movement network, open space provision, drainage and infrastructure coordination, development staging, and the management of interfaces with the rail corridor, Western Freeway and surrounding township uses.





Figure 3. Rockbank PSP Future Urban Structure

1.7.1 Westcott Parade Precinct PSP Requirements

Section 3.1.4 of the Rockbank Precinct Structure Plan (PSP) identifies the **Westcott Parade Precinct** as an area requiring the preparation of an Urban Design Framework (UDF) to guide future redevelopment and urban renewal.

Requirement R16 establishes a series of matters that must be addressed through the UDF to support:

- Coordinated development.
- Improved connectivity, and;
- A high-quality urban environment.

This UDF has been prepared in response to PSP Requirement R16 and provides a comprehensive framework for future land use, movement, public realm, built form, sustainability and infrastructure outcomes within the Precinct.

The UDF addresses the key requirements of R16 through the following chapters and framework plans:

PSP Requirement R16	UDF Response
Preparation of a Westcott Parade Precinct Urban Design Framework.	Entire UDF
Land use plan identifying a hierarchy of public spaces, parks, pedestrian and cycling links, urban spaces and landscape nodes.	Precinct Plan, Land Use, Movement & Access and Public Realm & Landscape
Design response to the Western Freeway, Melbourne to Ballarat rail corridor, Rockbank Township, community facilities, caravan park, commercial uses and surrounding residential areas.	Built Form, Density & Interface
Fine-grain road network and urban upgrade of Westcott Parade.	Movement & Access
Opportunities for medium and higher-density housing and associated design outcomes.	Land Use and Built Form, Density & Interface
Staging and indicative development timing, including drainage infrastructure requirements.	Implementation & Staging
Environmental sustainability, integrated water management and energy-conscious design outcomes.	Sustainability & Climate Resilience

The Framework Plan and associated requirements and guidelines collectively implement the directions established by the Rockbank PSP and provide a detailed design framework to guide future subdivision, development and public realm improvements across the Westcott Parade Precinct.

1.7.2 Role within Rockbank

The Westcott Parade Precinct plays an important role within the broader Rockbank area due to its position between the established township; the emerging Rockbank Major Town Centre and the Mixed-Use Precinct identified in the Rockbank Precinct Structure Plan. Its location enables Westcott Parade to act as a connector between established and developing neighbourhoods, supporting a walkable residential community with strong access to public transport, community facilities, and future employment opportunities.

Rockbank Major Town Centre

A vibrant mixed-use hub focused around Rockbank Railway Station and Leakes Road. The centre is planned to accommodate retail, commercial, civic, educational, community and recreational activities, providing local jobs and services for Rockbank and surrounding growth areas. Council has endorsed the Rockbank Major Town Centre Urban Design Framework, which establishes the long term spatial and design vision for this important activity centre. This means the Town Centre UDF is actively guiding the development within that Precinct.

The Mixed Use Precinct

This Precinct will transition into a diverse neighbourhood combining commercial activity, retail, and medium and higher density housing, with a northern area planned to accommodate offices, light industrial uses and employment generating activities. This broader structure will reinforce Rockbank as a transit-oriented activity hub with a complementary mix of land uses.

The Westcott Parade Precinct

Bounded by the Western Freeway to the north and positioned between these two strategically important precincts, Westcott Parade is well placed to leverage its connections to transport, jobs and services. Its redevelopment will help stitch together the township, the Major Town Centre and the Mixed-Use Precinct through improved movement networks, new public realm links, coordinated built form responses and a greater diversity of housing. In doing so, the Precinct will contribute to Rockbank's evolution from a rural settlement into a more connected, contemporary and liveable township within Melbourne's western growth corridor.



Rockbank Major Town Centre Visualisation (image credit MCG Consultants)



Rockbank Major Town Centre Visualisation (image credit MCG Consultants)

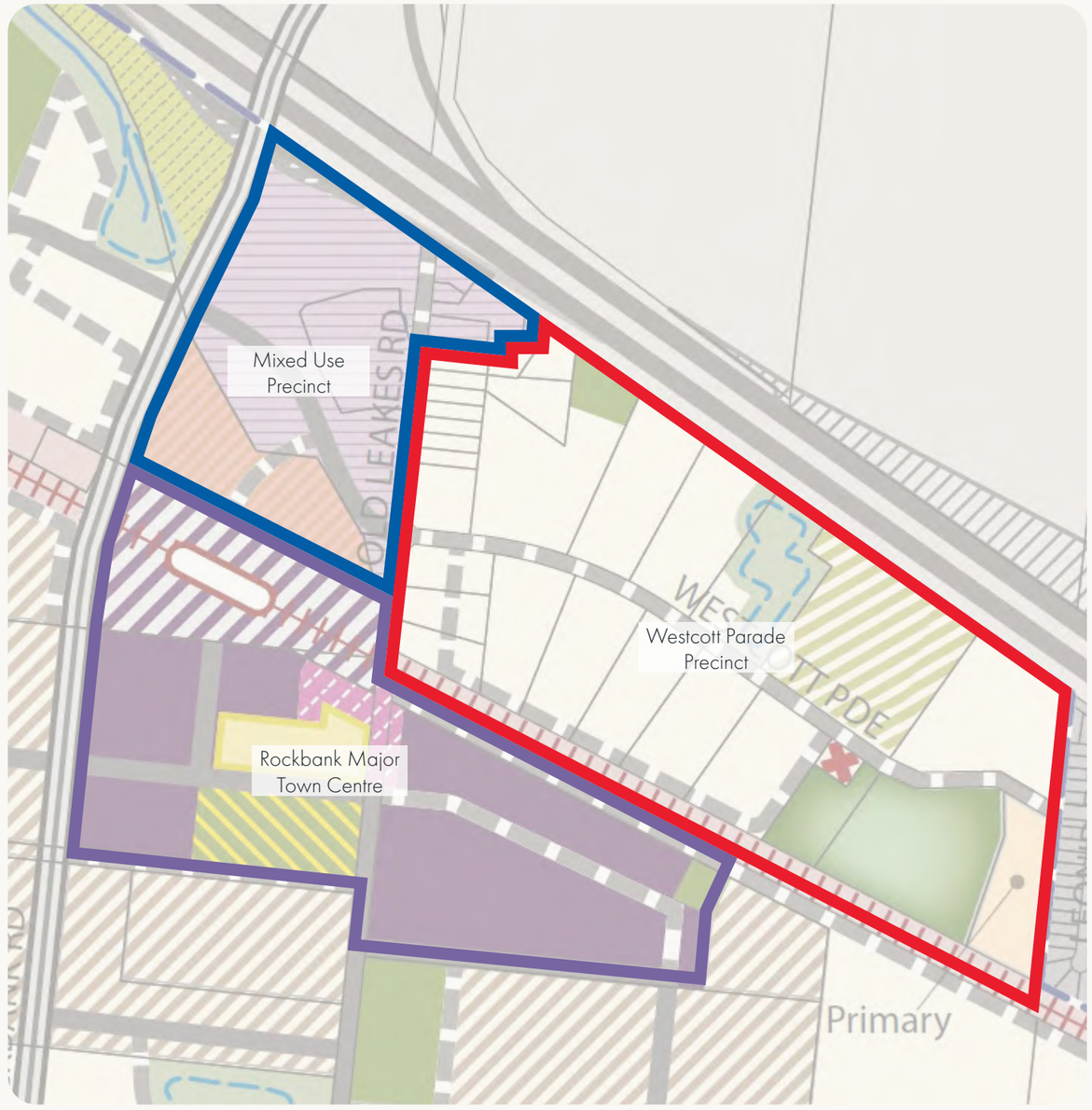


Figure 4. The Westcott Parade Precinct and neighbouring Precincts

1.7.3 This UDF's relationship to the Precinct Structure Plan

The PSP establishes the overarching planning framework for the area, including the future transport network, open space system, community infrastructure and broad land use directions. While the PSP provides a strategic vision for future growth, it does not define the detailed urban structure, land use outcomes or built form character required to guide redevelopment within the Precinct.

The Concept Plan prepared as part of the PSP builds upon the strategic directions established and identifies a preferred future structure for the Precinct, subject to the development of the UDF to the satisfaction of Melton City Council and the Victorian Planning Authority. This includes the arrangement of streets, public spaces, development parcels, movement connections and key destinations.

This Urban Design Framework builds upon this and translates the preferred Concept Plan into a more detailed and implementable framework. It provides guidance on land use, housing diversity, movement networks, public realm, built form and infrastructure outcomes to support coordinated redevelopment over time.

Together, the Concept Plan and Urban Design Framework provide greater certainty for Council, landowners and future developers by establishing a clear vision for how the Precinct should evolve while remaining consistent with the broader objectives of the Rockbank PSP.

Westcott Parade Precinct Concept Plan Key Moves



Figure 5. Rockbank PSP : Westcott Parade Precinct Concept Plan

1.7.4 Organising Elements

The PSP outlines the following organising elements to guide development:

- movement networks
- open space structure
- character areas
- staging

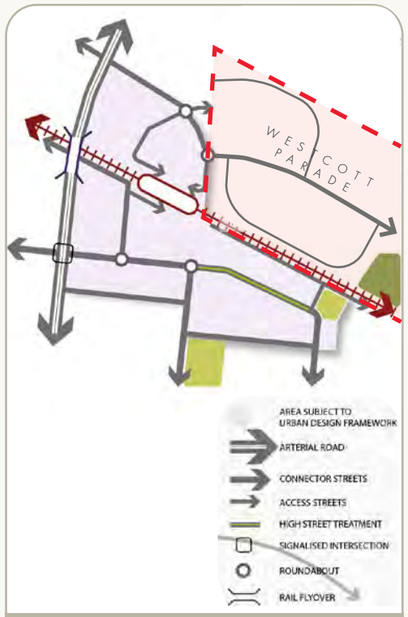
These frame how Westcott Parade should evolve within the broader township.

The UDF 's relationship to the PSP's Organising Elements



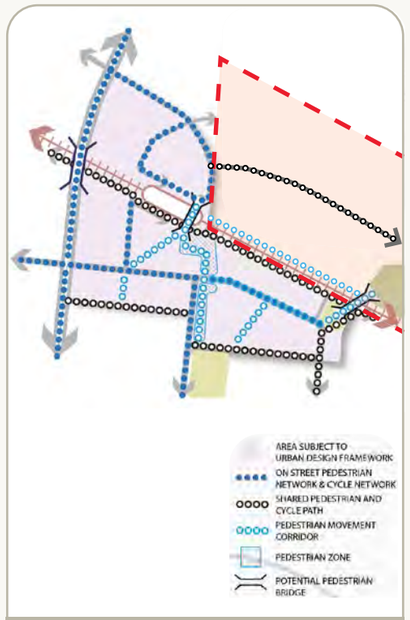
Open Space & Place Making

- Ian Cowie Reserve identified as a 'Primary Open Space Node' for the precinct.
- Bridge link over the rail corridor identified as a 'Key Connection' from the Ian Cowie Reserve to the New Town Centre.



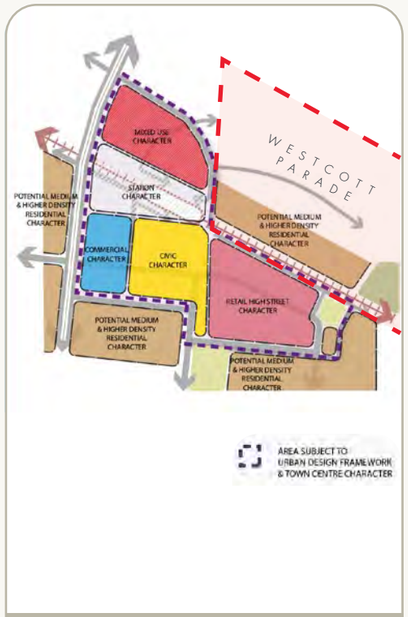
Road Network

- Connector streets feed directly into the Westcott Parade Precinct.
- Access is provided to the Station Parking and to the Town Centre from Leakes Road.



Pedestrian & Cyclist Movement

- Pedestrian and Cycle movement links to the Precinct via a shared path bridge over the rail at the Station and to the Ian Cowie Reserve.



Character Precincts

- Identifies a buffer precinct to the north of the railway line, within the Westcott Parade Precinct, that has the potential to be medium and higher density residential character.

Figure 6. Extracts from the Rockbank PSP : Rockbank Major Town Centre Organising Elements.

The [Rockbank Major Town Centre Urban Design Framework, October 2019] establishes the vision and structure for the future civic, commercial and transport heart of Rockbank.

Centred on Rockbank Station, the framework guides the creation of a mixed-use activity centre comprising retail, commercial, community and higher-density residential uses integrated through a walkable street network and a connected public realm system.

The UDF identifies the town centre's key destinations, movement corridors, public spaces and development precincts, providing a framework for coordinated growth and investment over time

The framework promotes a compact and connected centre focused around a Main Street, urban plaza and station precinct, with active frontages, public transport access and higher-density development concentrated around these key destinations. Open space, community infrastructure and active transport connections are integrated throughout the centre to support daily activity and create a vibrant and accessible urban environment.

Rockbank Major Town Centre Framework Plan

The Framework Plan illustrates the preferred future structure of the Rockbank Major Town Centre and identifies the key elements that will shape its development including:

- Station-led town centre
- Main Street retail spine
- Principal urban plaza
- Mixed-use core
- Community hub
- Strategic active transport corridor
- Pedestrian overpass network
- Recreation reserve integration
- Higher-density housing around activity centre
- Employment / mixed-use interface

Rockbank Station Precinct

Rockbank Station is the primary transport gateway and focal point for higher-intensity employment, residential and commercial development.

Pedestrian Overpass Connections

Pedestrian overpasses strengthen connectivity across the rail corridor and link surrounding neighbourhoods to the station and town centre.

Community Hub

Community facilities are integrated within the town centre core to support daily activity and strengthen community life.

Mixed Use Town Centre Core

Retail, commercial, residential and community uses are concentrated around the Main Street and station to create an active mixed-use centre.

Higher Density Residential Precincts

Medium and higher-density housing is concentrated around the station and town centre to support local services, employment and public transport.

Interface to Old Leakes Road

Built form and land use transition toward the Old Leakes Road and Mixed Use precinct, supporting activity and employment opportunities close to the town centre.

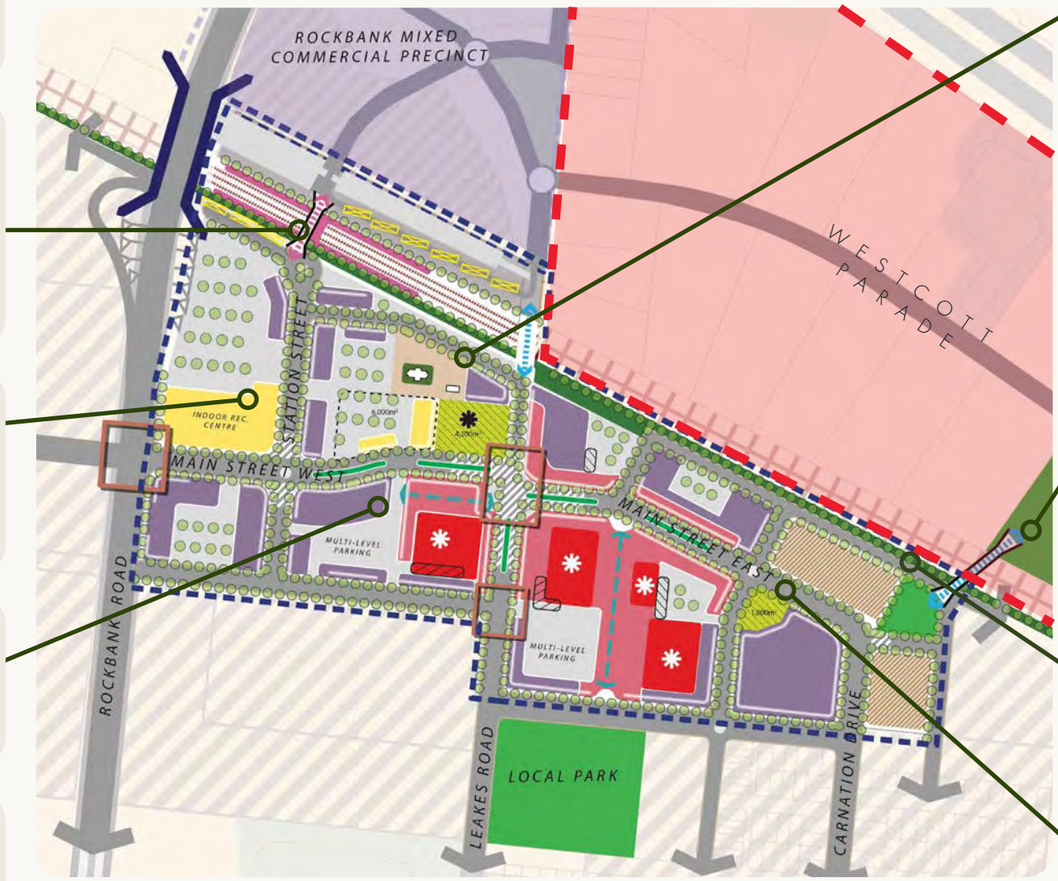


Figure 7. Rockbank Major Town Centre UDF Plan

Principal Urban Plaza

A landmark urban plaza establishes the civic heart of the town centre and provides space for gathering, events and community activity.

Town Centre Heart

The station, Main Street and principal urban plaza combine to form the commercial, civic and social heart of Rockbank.

Ian Cowie Recreation Reserve

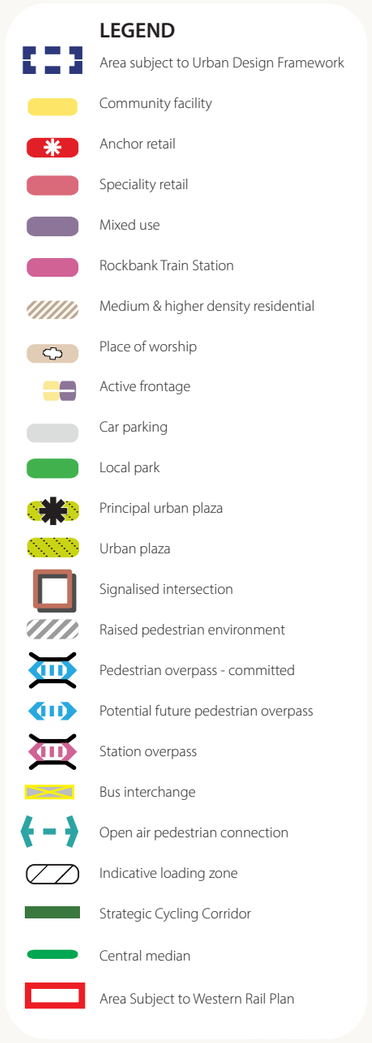
Ian Cowie Recreation Reserve forms a major recreational destination connected directly to the town centre and station precinct and located within Westcott Parade Precinct.

Rail Corridor Shared Path

A shared walking and cycling corridor along the rail reserve provides a strategic active transport connection through the town centre and beyond.

Main Street Spine

A vibrant Main Street links the station to the town centre core, concentrating retail, commercial activity and civic destinations along a highly walkable corridor.



1.7.5 Relationship with the Westcott Parade UDF

The Westcott Parade UDF builds upon this framework by guiding redevelopment of the residential precinct immediately north of the town centre.

It supports the Town Centre UDF by:

- Extending the medium and higher density residential catchment of Rockbank Station, Main Street and the principal urban plaza along old Leakes Road and the Westcott Parade spine.
- Extending the mixed use residential along Leakes road to provide a stronger interface with the mixed use precinct to the west, creating a buffer to the residential precinct to the east.
- Establishing Westcott Parade as the primary connection between the existing Rockbank Township, Rockbank Station and the Major Town Centre.
- Delivering a connected walking and cycling network linked to the rail corridor shared path and future pedestrian crossings.
- Accommodating a range of housing types within walking distance of Rockbank Station and the Major Town Centre, supporting a broader mix of residents close to jobs, services and public transport.
- Strengthening connections to the Ian Cowie Recreation Reserve and surrounding community facilities; and
- Coordinating streets, open spaces and development interfaces across both precincts.

Together, the two UDFs create a coordinated framework for the future growth of Rockbank, ensuring the station precinct, town centre and surrounding neighbourhoods evolve as an integrated and connected urban environment.

1.7.6 Mixed Use Precinct

The Mixed Use Precinct forms the third key component of the broader Rockbank station precinct, alongside the Rockbank Major Town Centre and the Westcott Parade Precinct.

The Rockbank Precinct Structure Plan identifies the Mixed Use Precinct as accommodating a combination of employment-generating uses, non-residential activities, local services and residential development that will support the continued growth of Rockbank. While the strategic role of the Precinct has been established through the PSP, a dedicated Urban Design Framework for the Mixed Use Precinct is required but has not progressed at the time of writing.

Accordingly, this Urban Design Framework has been prepared having regard to the anticipated role and function of the Mixed Use Precinct.

In particular, the Leakes Road interface has been planned to facilitate future integration between the two precincts through compatible land uses, movement connections and built form outcomes, while allowing flexibility for future planning and urban design work to occur within the Mixed Use Precinct.



Rockbank Station in close proximity to the Precinct



Rockbank Community Hall

Urban Design Framework

2.


POINT HENRY VISTA

2 Urban Design Framework

2.1 Framework Plan

The Framework Plan establishes the overall spatial structure for the Precinct and provides a coordinated approach to future redevelopment. It responds to the Precinct's strategic location between the existing Rockbank Township, Rockbank Station, Rockbank Town Centre and the future Mixed Use Precinct, while integrating existing community assets and open space destinations.

The Framework Plan establishes:

- A connected street and block network that supports coordinated redevelopment across fragmented landholdings.
- Westcott Parade as the principal movement corridor and neighbourhood address, supported by a Shared User Path (SUP) and high-quality landscape outcomes.
- A landscaped trail along the Melbourne to Ballarat rail corridor that strengthens walking and cycling connections between Ian Cowie Recreation Reserve, Rockbank Station and the wider Rockbank community.
- A range of housing typologies, with development intensity focused along Westcott Parade, Leakes Road and locations with strong access to public transport and community facilities.
- An open space network comprising the Local Park, Ian Cowie Recreation Reserve, landscape nodes, the retarding basin and associated pedestrian and cycling connections.
- Opportunities for non-residential uses along Leakes Road that provide an active transition to the future Mixed Use Precinct and benefit from proximity to the Town Centre.
- Clear built form strategies for residential and non-residential development throughout the Precinct.
- A staged and coordinated approach to infrastructure delivery, ensuring development can proceed while supporting the ultimate vision for the Precinct.

2.2 Vision

The Westcott Parade Precinct will be a welcoming, contemporary residential community offering diverse housing options for people at every life stage, creating a community that is inclusive, diverse, and resilient.

Tree lined streets, generous open spaces and a walkable public realm will invite people outdoors, encouraging healthy living and social connection. The landscape will support cooling, biodiversity and sustainable water management while shaping a distinct sense of place.

The Precinct will be easy to move around with active travel a natural part of daily movement, promoted through safe paths, strong cycling links and clear pedestrian routes that connect directly to Rockbank Station, the Major Town Centre, and the mixed use precinct. Direct access to Rockbank Station will enable strong connectivity to Melton, Sunshine, and Melbourne's CBD along the Ballarat Rail Corridor.

By carefully integrating with existing assets and responding to the character of an emerging new community, the Precinct will become an important connector and contribute to a unified, evolving identity for the wider Rockbank area. It will play a central role in shaping Rockbank's next chapter as a growing, thriving and connected community in Melbourne's west.



Local park as the key community asset to encourage healthy living and social connection.



Tree lined streets to support a more pedestrian friendly neighbourhood for medium density living.



Generous public open space and streetscape to support active transport including walking and cycling.



2.3 Urban Design Principles

Urban Design Principles establish the key ideas that have informed the Westcott Parade Urban Design Framework. Derived from the vision for the Precinct, they provide a foundation for the Framework Plan and guide future decisions relating to land use, movement, public realm, built form and infrastructure.

Together, these principles seek to create a connected, walkable and resilient neighbourhood that strengthens links to Rockbank Station, the Town Centre and surrounding communities, while supporting a diverse range of housing, high-quality public spaces and coordinated redevelopment over time.

The following diagrams illustrate how each principle informs the spatial structure of the Precinct.

These Principles include:

- Urban Structure
- Land Use
- Movement and Access
- Built Form, Density and Interface
- Sustainability and Climate Resilience

Urban Structure



Connected to Rockbank

Create a clear and legible urban structure that strengthens connections between the existing township, Rockbank Station, the Town Centre, Ian Cowie Recreation Reserve and surrounding neighbourhoods. The Precinct should support coordinated redevelopment through a connected street network, logical development parcels and a strong public realm framework.

Key outcomes:

- A clear and legible neighbourhood structure.
- Coordinated redevelopment across fragmented landholdings.
- Direct connections to Rockbank Station and the Town Centre.
- Strong integration with surrounding neighbourhoods and destinations.
- A connected network of streets, paths and public spaces.

Land Use



Homes for Every Stage of Life

Provide a range of housing opportunities that support different household sizes, life stages and housing needs. Housing diversity should increase opportunities for people to live close to public transport, services, recreation and employment, while ensuring development responds appropriately to existing neighbourhoods and sensitive interfaces.

Key outcomes:

- A mix of housing typologies and tenures.
- Medium and higher density housing located near transport and services.
- Housing that supports ageing in place.
- Opportunities for affordable and adaptable housing.
- Appropriate transitions to existing residential areas and sensitive interfaces.

Movement & Access



People-Focused Streets

Establish Westcott Parade as the principal movement corridor through the Precinct. The corridor will balance the needs of pedestrians, cyclists, public transport and vehicles while creating an attractive and highly walkable public environment. Walking and cycling will be prioritised through the Shared User Path, the Landscaped Trail and a network of local streets and crossings.

Key outcomes

- Westcott Parade as the primary movement spine.
- A Shared User Path providing direct east-west connectivity.
- Safe walking and cycling routes to Rockbank Station.
- Limited vehicle crossovers along Westcott Parade.
- A highly connected and legible street network.

Public Realm & Landscape



Parks, Places and Green Links

Create a connected network of parks, streetscapes, green links and landscape corridors that support recreation, biodiversity, climate resilience and everyday movement. Public open space should strengthen connections between neighbourhoods while contributing to the identity and character of the Precinct.

Key outcomes

- A connected open space network.
- Access to local recreation opportunities.
- Enhanced biodiversity and landscape outcomes.
- Green links that support movement and place-making.
- Strong connections to Ian Cowie Recreation Reserve.
- A new local park with a broad precinct catchment.

Built Form, Density & Interface



A Distinctive and Adaptable Neighbourhood

Deliver a contemporary built form character that responds to key streets, open spaces and transport corridors. Buildings should contribute positively to the public realm while accommodating a variety of housing formats and densities that support long-term growth.

Key outcomes

- Active and attractive street frontages.
- Density focused near transport and activity areas.
- Appropriate transitions to sensitive interfaces.
- Diverse and adaptable housing typologies.
- A strong neighbourhood identity.

Sustainability and Climate Resilience



Greener by Design

Embed sustainable and climate responsive design throughout the Precinct through integrated water management, urban greening, biodiversity initiatives and measures that improve environmental performance and community resilience.

Key outcomes

- Increased tree canopy across streets and parks.
- Integrated water sensitive urban design.
- Reduce urban heat impacts.
- Connected green links and drainage landscapes.
- Strong walking and cycling connections to key destinations.

2.4 Urban Structure

Westcott Parade as the Primary Structuring Element

As the principal spine of the Precinct, Westcott Parade functions as the primary movement corridor, public realm address and organising element for future redevelopment. Treated as a boulevard, Westcott Parade connects the existing Rockbank Township with Rockbank Station and the Rockbank Major Town Centre and establishes a clear structure for movement, housing, open space and community destinations throughout the Precinct.

A network of local streets and pedestrian connections extend from Westcott Parade to provide access to surrounding neighbourhoods, parks and community facilities. The movement network promotes connectivity whilst minimising unnecessary intersections and vehicle conflicts along the boulevard.

Medium Density Housing and Potential Higher Density / Apartment Locations are concentrated along the corridor, providing increased housing choice within walking distance of Rockbank Station, the Major Town Centre and key community infrastructure. Active frontages, overlooking and increased residential activity contribute to a vibrant, safe and attractive public realm.

A shared user path along the southern side of Westcott Parade forms the primary east-west active transport spine within the Precinct, linking residents to Rockbank Station, the Major Town Centre, Ian Cowie Recreation Reserve and surrounding neighbourhoods.

Strategically located pedestrian crossings improve connectivity between residential neighbourhoods, parks, community facilities and active transport routes, whilst a new local park with a broad precinct catchment provides an important community destination along the boulevard.

Leakes Road and Town Centre Interface

Leakes Road forms the southern edge of the Precinct and establishes an important interface with the Rockbank Major Town Centre and Mixed Use Precinct.

Mixed-use development is concentrated along this frontage to strengthen the relationship between the Precinct and the Major Town Centre. Limited commercial and retail uses at ground level with shop top, apartment style dwellings above are intended to create an active main street character. This provides a natural transition between the future Mixed Use Precinct and the more residential character of the Westcott Parade Precinct whilst supporting increased housing choice, employment opportunities and access to services.

Development along Leakes Road is set back from the road via substantial hard and soft landscaping. This will further strengthen movement between Westcott Parade Precinct and surrounding Precincts and establish an attractive urban edge.

Western Freeway Interface

The Western Freeway forms the northern boundary of the Precinct and is a challenging acoustic and visual interface. To protect residential amenity, the Framework Plan provides a landscaped noise attenuation interface to conventional housing south of the Freeway.

Melbourne-Ballarat Rail Corridor

The Melbourne-Ballarat rail corridor forms the southern boundary of the Precinct and is a challenging acoustic and visual interface. To provide respite from railway noise and contribute to a generous movement network, the Framework Plan establishes a Rail Corridor Landscape Trail which will serve as a walking and cycling connection between Ian Cowie Reserve and Rockbank Station.

Conventional Housing Neighbourhoods

Conventional Housing plays an important part in the Precinct's interior away from key movement corridors and connections to areas outside, such as the Town Centre and the Station. Conventional Housing also provides an appropriate transition to surrounding residential areas.

Retarding Basin and Drainage Landscapes

A retarding basin and an associated drainage corridor are incorporated into the Precinct structure as important drainage, environmental and landscape assets. In addition to supporting stormwater management and flood mitigation outcomes, the retarding basin contribute to biodiversity, neighbourhood amenity and the broader network of open spaces and movement corridors throughout the Precinct.

Sundowner Caravan Park

The Sundowner Caravan Park is retained within the Framework Plan and integrated into the surrounding neighbourhood through connected streets, public spaces and active transport links. The urban structure supports the continued operation of the site whilst maintaining flexibility for future integration should redevelopment occur over time.

Existing Community Facilities

Rockbank Primary School, the Community Hall, Kindergarten, CFA Station and Ian Cowie Recreation Reserve are retained as important community destinations within the Precinct. The Framework Plan strengthens connections to these facilities through a network of streets, parks, shared paths and public spaces, improving accessibility and reinforcing their role as focal points within the community.

Landscape Connections

A network of green links, landscaped streets and public spaces connects Westcott Parade with local parks, drainage landscapes, community facilities and the Rail Corridor Landscape Trail. These landscape connections reinforce the green character of the Precinct, support biodiversity and create attractive walking and cycling routes between key destinations.

Key Outcomes

- Westcott Parade functions as the primary movement and public realm spine.
- Direct walking and cycling connections to Rockbank Station and the Town Centre.
- Mixed-use development and Potential Higher Density / Apartment Locations concentrated along Leakes Road, acting as a transition between the Precinct and adjacent areas.
- A new local park with a broad precinct catchment.
- The Rail Corridor Landscape Trail functioning as a strategic active transport and recreation connection.
- Green links, drainage landscapes and landscape connectors strengthen the public realm network.
- Development responds positively to the Western Freeway, Melbourne-Ballarat rail corridor, Sundowner Caravan Park and other key interfaces.

Urban Design Framework Plan

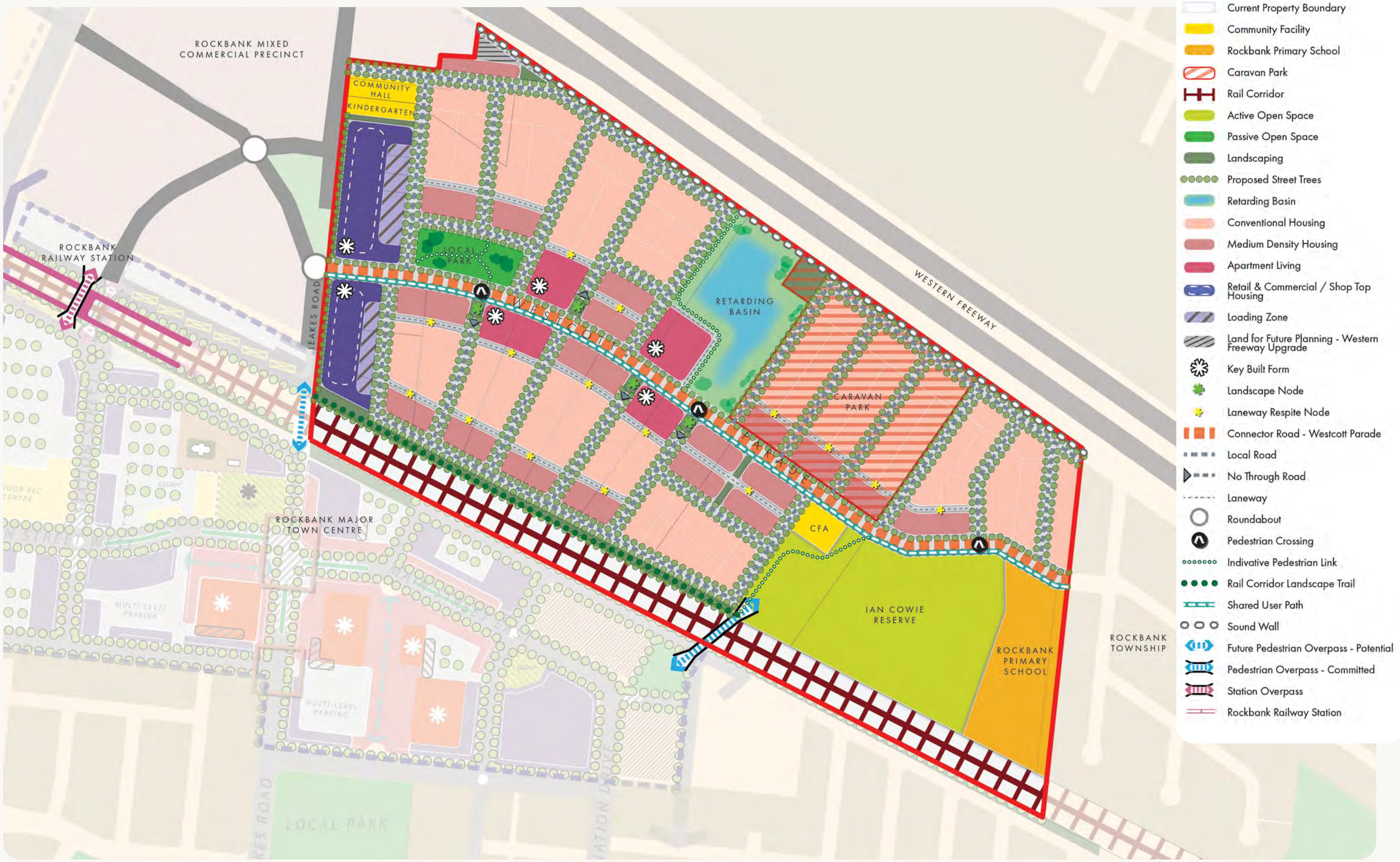


Figure 8. The Westcott Parade Precinct Urban Design Framework Plan

2.4.1 Precincts

Character Area 1

Westcott Parade Boulevard

Westcott Parade forms the primary address and movement corridor for the Precinct and will function as a boulevard with a diverse mix of housing, a desirable public realm and active transport infrastructure.

A continuous Shared User Path along the southern side of Westcott Parade creates a direct walking and cycling connection between key destinations and will generate regular activity throughout the day. Medium Density Housing and Potential Higher Density / Apartment Locations are concentrated along the boulevard and will provide active residential frontages defined by visible front doors, windows and balconies and variety and rhythm in facade treatment.

A new Local Park, located on Westcott Parade, will provide passive recreation opportunities and act as a community focal point. Landscape Nodes positioned at the termination of selected local streets further contribute to the green character of the boulevard and provide pedestrian connections between neighbourhoods.

Vehicular crossovers will not be located along Westcott Parade, in order to reinforce the boulevard character.

Key Character Outcomes

- Primary neighbourhood address and movement corridor.
- Active residential frontages with visible entries, windows and balconies, variety and rhythm in facade treatment.
- Continuous Shared User Path along the southern side of Westcott Parade.
- Medium Density Housing and Potential Higher Density / Apartment Locations.
- New Local Park supporting passive recreation and community activity.
- Landscape nodes providing visual relief, greening and pedestrian connections.
- Reduced vehicle crossovers and a pedestrian-oriented streetscape.

Character Area 2

Leakes Road Urban Interface

Leakes Road forms the western edge of the Precinct and establishes the transition between the residential neighbourhoods of Westcott Parade, the Mixed Use Precinct and the Rockbank Station.

This character area accommodates the Precinct's only non-residential uses. Permitted small scale retail, commercial, community and employment generating uses are encouraged at ground level, with apartments above. Together these uses establish an active and urban interface that responds directly to the future activity of the Town Centre and Mixed Use Precinct on the other side of the road.

Buildings will address Leakes Road through active frontages, frequent entries and glazing. The apartments and higher-density residential development above offer passive surveillance throughout the day and evening. A 6 metre setback to the built form will separates development from Leakes Road, functioning as an informal plaza, providing opportunities for walking, cycling, outdoor dining and informal recreation.

Servicing, loading and waste collection occur from rear lanes and secondary streets, ensuring the primary frontage remains active, attractive and pedestrian focused.

Key Character Outcomes

- Potential Non-Residential Uses at ground level along the Leakes Road frontage.
- Residential apartments above non-residential uses.
- Active frontages addressing Leakes Road.
- A 6m setback to Leakes Road to establish a generous public realm.
- Rear loaded servicing and access arrangements.
- Landmark corner buildings at key intersections.

Character Area 3

Neighbourhood Living Areas

The majority of the Precinct falls within this character area.

This character area is characterised predominantly by Conventional Housing, together with selected pockets of Medium Density Housing located close to Westcott Parade and the Rail Corridor Landscape Trail. The character area is organised around a network of connected local streets, parks and community facilities that support everyday neighbourhood living.

Tree-lined streets, regular pedestrian connections and access to nearby parks establish a comfortable residential environment. Housing fronts directly onto local streets and contributes to passive surveillance and neighbourhood character. Local streets are supported by north-south connections that provide access to Westcott Parade, the its Shared User Path, the Rail Corridor Landscape Trail and surrounding destinations.

Key Character Outcomes

- Conventional detached housing.
- Focused Medium Density Housing opportunities in high traffic locations.
- Tree-lined residential streets.
- Direct access to local parks and community facilities.
- Strong north-south neighbourhood connections.
- Access to the Shared User Path and Rail Corridor Landscape Trail.
- Landscape nodes integrated into the neighbourhood structure.

Character Area 4

Parks, Recreation and Green Links

This character area comprises the Precinct's open spaces, and landscape connections.

The open space hierarchy includes a range of spaces that perform different functions.

Ian Cowie Recreation Reserve

Ian Cowie Recreation Reserve provides active recreation opportunities.

Local Park

The Local Park located on Westcott Parade provides passive recreation opportunities, play spaces and informal gathering areas.

Retarding Basin

Located north of Westcott Parade adjacent to the Sundowner Caravan Park, the Retarding Basin primarily functions as stormwater infrastructure and flood mitigation. It will also be a landscaped green space, incorporating shared user paths along its edges, contributing to biodiversity and visual character.

Landscape Nodes

Landscape nodes are positioned at the intersection of select local streets with Westcott Parade. They provide green, visual relief and passive recreation. They also reinforce the boulevard character of Westcott Parade.

Laneways

Laneways to the rear of Medium Density Housing will accommodate vehicle access whilst also functioning as landscaped neighbourhood spaces. Rear-loaded dwellings will provide windows, secondary access doors garages, and active frontages to laneways. This ensures laneways remain safe and well-used. Deep soil planting, canopy trees and small landscape respite nodes will create visual interest, provide opportunities for informal gathering and reinforce the laneways as destinations rather than simply movement corridors.

Rail Corridor Landscape Trail

The Rail Corridor Landscape Trail provides a landscaped walking and cycling corridor linking Ian Cowie Recreation Reserve and Rockbank Station.

Key Character Outcomes

- Ian Cowie Recreation Reserve supporting active recreation.
- Local Park providing passive recreation and community gathering space.
- Retarding Basin integrated as a landscaped open space.
- Landscape Nodes providing greening and pedestrian connectivity.
- Laneway Respite Nodes creating small-scale gathering spaces.
- Rail Corridor Landscape Trail supporting recreation and movement.
- Direct connections between open spaces, neighbourhoods and key destinations.



Character Area 1 - Westcott Boulevard Example



Character Area 2 - Leakes Road Urban Interface Example



Character Area 3 - Neighbourhood Living Areas Example



Character Area 4 - Parks, Recreation and Green Links Example



Figure 9. The Westcott Parade Precinct Plan

2.5 Land Use

This UDF retains and integrates important existing community assets, including Rockbank Primary School, the Community Hall, Kindergarten and CFA Station, whilst accommodating a diverse housing opportunities, open space and limited non-residential uses.

Land use and development intensity increases along Westcott Parade and within the western portion of the Precinct.

Conventional Housing forms the predominant character of the eastern and interior neighbourhoods, whilst Medium Density Housing, Apartment Living and limited non-residential uses are concentrated in higher accessibility locations.

2.5.1 Residential Neighbourhoods

Residential development forms the primary land use within the Westcott Parade Precinct and supports its role as a residential extension of Rockbank Station and the Rockbank Town Centre.

The Framework Plan distributes a range of housing opportunities throughout the Precinct whilst concentrating more intensive development along Westcott Parade and the western edge of the Precinct. This approach allows increased housing choice in locations with the highest accessibility whilst maintaining a conventional residential character throughout much of the neighbourhood.

Development intensity generally decreases moving eastward away from Westcott Parade and the Town Centre, creating an appropriate transition to surrounding residential areas and existing township neighbourhoods.

2.5.3 Housing Typologies

A range of housing typologies will support housing diversity and accommodate different household types throughout the Precinct.

Conventional Housing

Conventional Housing comprises detached dwellings on individual lots located within the interior and eastern portions of the Precinct. This typology provides opportunities for larger homes with rear gardens.

Medium Density Housing

Medium Density Housing comprises townhouses, terraces and similar attached housing forms. Generally concentrated along Westcott Parade, near the Rail Corridor Landscape Trail and in locations with convenient access to community facilities and the primary movement network. Medium Density Housing are rear loaded, with garages and secondary entrances located to rear laneways.

Apartment Living Areas

Apartment Living is concentrated along Westcott Parade and the Leakes Road frontage.

Apartment Living along Westcott Parade contributes to increased housing diversity and residential activity along the Precinct's primary movement spine.

Apartment Living on Leakes Road is located above permitted Non-Residential Uses located at ground level. This will support the establishment of an appropriate transition from Westcott Parade Precinct to the Mixed Use Precinct on the other side of the road.

Future Homes

Locations identified for Apartment Living may provide opportunities for the delivery of the Victorian Government's Future Homes initiative. With their proximity to transport, jobs and services, the UDF supports the delivery of Future Homes in these locations.

2.5.2 Potential Non-Residential Uses

Potential Non-Residential Uses are encouraged exclusively along the Leakes Road frontage and only in conjunction with Apartment Living above.

These uses are intended to occupy the ground floor of buildings and contribute to an active streetscape, support local employment opportunities and provide services that benefit the surrounding residential community.

Potential Non-Residential Uses may include:

- Cafés and food premises;
- Medical consulting rooms;
- Gym and fitness facilities;
- Home offices and small offices;
- Community services; and
- Other compatible non-residential uses permitted by the planning scheme.

Together with apartment living located above, these uses establish an active transition between the Westcott Parade Precinct and the Mixed Use Precinct across the road and reinforce the urban character of the Leakes Road frontage.



Future Homes example

2.5.4 Community Facilities and Education

Existing community and educational facilities will remain in situ. These include:

- Rockbank Primary School.
- Rockbank Community Hall.
- Kindergarten.
- CFA Station.

The Urban Design Framework seeks to retain and strengthen these uses by integrating them within the new residential community.

The location of these facilities has influenced the surrounding movement network, open space structure and residential neighbourhoods, ensuring they remain accessible and well connected to both existing and future communities.

Together with community facilities proposed within the Rockbank Major Town Centre, these assets contribute to a broader network of education, recreation, emergency services and community infrastructure that supports the long-term growth of Rockbank.

With development across the Precinct, there will be opportunities to explore the renewal and reuse of Rockbank Community Hall. This will be subject to what is permitted under the Heritage Overlay to the Melton Planning Scheme.

2.5.5 Open Space and Recreation

The UDF provides a hierarchy of passive recreation spaces, active recreation facilities and landscape areas that support the day-to-day needs of the Precinct's residents.

Ian Cowie Recreation Reserve

The existing reserve is the primary active recreation destination serving the Precinct and surrounding community. The Reserve accommodates sporting and recreation facilities and will continue to provide opportunities for organised sport, active recreation and community activities. The Framework Plan strengthens walking and cycling connections between the Reserve, Rockbank Station, the Town Centre and surrounding residential neighbourhoods.

Local Park

A new 05 hectare Local Park is located on Westcott Parade and provides the primary passive recreation space within the Precinct. Positioned adjacent to higher-density housing and the Shared User Path, the park acts as a focal point for community activity and serves a broad precinct catchment.

The park will provide opportunities for informal recreation, play, social interaction and neighbourhood gathering within walking distance of surrounding homes.

Retarding Basin

The Retarding Basin is located north of Westcott Parade adjacent to the Sundowner Caravan Park and forms an important component of the Precinct's drainage infrastructure. Whilst its primary purpose is stormwater detention and flood mitigation, the basin will be treated as a landscaped open space that contributes to neighbourhood amenity and visual character. Tree planting, landscaping and walking connections will help integrate the basin into the broader public realm network.

The location and size of the Retarding Basin must be consistent with the requirements of the Rockbank PSP and Development Contributions Plan.

Landscape Nodes

Landscape nodes are situated at the intersection of select local streets and Westcott Parade.

These spaces provide visual relief, greening and landscape character whilst strengthening pedestrian connections between neighbourhoods and active transport routes. Landscape Nodes also create opportunities for small-scale passive recreation and reinforce Westcott Parade as a boulevard.

Rail Corridor Landscape Trail

The Rail Corridor Landscape Trail provides a landscaped walking and cycling connection between Ian Cowie Recreation Reserve and, Rockbank Station.

The trail functions as both a movement corridor and a public open space, providing passive recreation opportunities, landscape amenity and access to key destinations throughout the Precinct.

2.5.6 Sundowner Caravan Park

The Sundowner Caravan Park is an established land use within the Precinct.

The UDF ensures that the existing operation of the caravan park can continue while maintaining opportunities for future redevelopment should land use circumstances change over time. The UDF provides for main access to the site to be provided from Westcott Parade.

Where the caravan park remains in operation, adjoining development should provide a positive interface that supports passive surveillance, neighbourhood connectivity and a high-quality public realm. New streets, parks and residential development should be designed to integrate with the caravan park rather than creating isolated edges or rear boundaries.

Should the caravan park be redeveloped in the future, the UDF provides an urban structure that enables the site to integrate into the surrounding neighbourhood through a connected street network.



Extract from Westcott Parade Framework Plan - Sundowner Caravan Park.

2.5.7 Preferred Land Uses Table

Precinct	Area Type	Preferred Uses
Westcott Parade Boulevard	Medium Density Housing	• Townhouses, terrace housing and attached dwellings
	Apartment Living / Future Homes	• Apartments • Future Homes typologies
Leakes Road and Town Centre Interface	Non-Residential Uses as permitted by the Zone at ground level Apartment Living above	As permitted by the Zone including: • Child care centres • Gym • Food and drinks premises • Convenience shop (other shops prohibited) • Home office • Apartments on upper levels
Neighbourhood Living Areas	Conventional Housing	• Detached housing • Semi-detached housing
	Medium Density Living	• Town houses / terrace housing
Parks, Recreation and Green Links	Active Recreation	• Ian Cowie Recreation Reserve
	Passive Recreation	• Local Park
	Drainage and Landscape Infrastructure	• Retarding Basin and associated landscape areas
	Landscape Connections	• Landscape Nodes • Laneways • Rail Corridor Landscape Trail • Shared User Path connections (road

Notes:

- Apartment Living Areas are concentrated along Westcott Parade and the Leakes Road frontage where direct access to Rockbank Station, the Town Centre and the active transport network can be achieved.
- Potential Non-Residential Uses are encouraged exclusively along the Leakes Road frontage and only in conjunction with Apartment Living above.
- Future Homes opportunities may be delivered within identified Apartment Living Areas where higher residential densities are appropriate and consistent with the Framework Plan.

2.5.8 Land Use Requirements & Guidelines

The following requirements and guidelines establish the preferred land use outcomes for the Precinct and should be read in conjunction with the Framework Plan, Precinct Plan and Character Areas Plan.

Requirements

LU R1. Development must generally be in accordance with the Framework Plan and support the intended land use structure of the Precinct.

LU R2. Residential development must be generally located in accordance with the housing typologies identified on the Framework Plan.

LU R3. Apartment Living Areas must be concentrated in the locations identified on the Framework Plan.

LU R4. Non-Residential Uses must be concentrated along the Leakes Road frontage and only in conjunction with Apartment Living above, to ensure that the Leakes Road frontage is activated with supporting outdoor dining, or other street uses.

LU R5. Ground Non-Residential Uses premises should provide active frontages to key streets, public spaces and pedestrian connections.

LU R6. Existing community facilities must be retained unless an alternative outcome is approved through the appropriate statutory process.

LU R7. Development must maintain access to Rockbank Primary School, the Community Hall, Kindergarten and CFA Station.

LU R8. The Local Park, Retarding Basin and Rail Corridor Landscape Trail must be retained as key components of the open space framework.

LU R9. Development adjoining the Sundowner Caravan Park must provide an appropriate interface that supports passive surveillance, neighbourhood connectivity and consider how future development opportunities of the Caravan Park could be facilitated, if required.

Guidelines

LU G1. Housing diversity should be achieved through a mix of Conventional Housing, Medium Density Housing and Apartment Living.

LU G2. Apartment Living outcomes should incorporate a mix of dwelling sizes and formats that support a range of household types and life stages.

LU G3. Housing at the upper levels should be encouraged along the Leakes Road interface where it contributes to increased housing diversity and a more active urban edge.

LU G4. Potential Non-Residential Uses should support day-to-day needs of surrounding residents and workers.

LU G5. Outdoor dining, seating and other street-based activities should be encouraged where practicable along the Leakes Road frontage.

LU G6. Community facilities should be highly accessible and connected to surrounding neighbourhoods through the pedestrian and cycling network.

LU G7. Land uses adjoining parks, open spaces and green links should orient entries, windows and active living areas toward public spaces to support passive surveillance.

LU G8. Future development should support a decrease in density away from Leakes Road and Westcott Parade.

LU G9. The Retarding Basin should operate as both stormwater infrastructure and a landscaped public asset.

LU G10. Landscape nodes and Laneway landscaping should contribute to neighbourhood greening, passive recreation and pedestrian permeability.

LU G11. Development adjacent to the Sundowner Caravan Park should avoid rear boundary interfaces wherever possible and instead utilise streets, parks or active residential frontages to create a positive neighbourhood edge.

LU G12. Should the Sundowner Caravan Park redevelop in the future, subdivision and development outcomes should generally align with the movement, land use and public realm structure illustrated in the Framework Plan.

The movement network for the Westcott Parade Precinct is designed to support a connected, walkable and transit-oriented neighbourhood that strengthens links to Rockbank Station, Rockbank Town Centre, Ian Cowie Recreation Reserve and surrounding areas.

The Framework Plan prioritises walking, cycling and public transport while providing an efficient local street network that supports future redevelopment and neighbourhood access.

The movement structure builds upon the directions established within the Rockbank Precinct Structure Plan and responds to the strategic role of Westcott Parade as the principal east-west connection through the Precinct.

2.6.1 Westcott Parade (Connector Road)

Westcott Parade functions as the primary connector road through the Precinct and forms the principal east-west connection between the Rockbank Township, Rockbank Station and the Town Centre.

As a Connector Road, Westcott Parade will function as a boulevard rather than a traffic corridor. It will accommodate walking, cycling, buses and vehicle movement within a high-quality public realm defined by street trees, a continuous Shared User Path and active residential frontages.

Development along Westcott Parade will establish a strong sense of enclosure and place through building frontages, overlooking windows, balconies and residential addresses. Together with the Local Park and landscape nodes, these elements will establish Westcott Parade as the principal public address of the Precinct.

2.6.2 Active Transport

Shared User Path (SUP) - along Westcott Parade

A Shared User Path (SUP) is located along the southern side of Westcott Parade.

The SUP is shared by pedestrians and cyclists and provides a direct connection between the existing Rockbank Township and Rockbank Station.

The path is integrated with the street's boulevard landscape and provides safe and convenient access to key destinations whilst encouraging walking and cycling.

Rail Corridor Landscape Trail

The Rail Corridor Landscape Trail complements the SUP by providing a secondary active transport and recreation corridor within the Precinct.

Located adjacent to the Melbourne-Ballarat rail corridor, the Trail establishes a direct connection between Ian Cowie Recreation Reserve, Rockbank Station and the Town Centre.

In addition to supporting movement, the Trail provides a landscaped linear public space incorporating canopy planting, passive recreation opportunities and visual connections along the rail corridor.



Rail Corridor Trail, Ashburton

2.6.3 Local Street Network

The street layout promotes strong north-south connectivity and maintains flexibility for future integration of the Sundowner Caravan Park.

Landscape Nodes are located at the junction of select streets with Westcott Parade to provide greening, passive recreation opportunities and pedestrian connections.

Access Streets

Access Streets provide low-speed connections between residential neighbourhoods, parks and Westcott Parade. Tree planting, passive surveillance and frequent pedestrian connections create a safe and attractive residential environment.

Laneways

Laneways provide rear access to Medium Density Housing and selected Apartment Living developments. Rear-loaded dwellings address these spaces through windows, entrances and active frontages, ensuring they function as attractive residential environments rather than service corridors.

Laneways should be designed as pedestrian safe places, with deep soil planting and canopy trees incorporated within selected locations to establish landscape nodes or breakouts spaces, provide greening, informal gathering opportunities and improved amenity.

2.6.4 Public Transport

Westcott Parade currently accommodates bus services and will continue to function as a bus-capable road as the Precinct develops. Bus stop locations should be integrated into the public realm and connected to surrounding development. As development intensifies, public transport services may be refined to respond to population growth and changing travel patterns.

2.6.5 Connections Beyond the Precinct

Connections to Rockbank Town Centre are supported by:

- A committed pedestrian bridge over the rail line between Ian Cowie Reserve and Main Street in Rockbank Town Centre.
- A future pedestrian overpass located at the south western corner of Westcott Parade, connecting the two truncated ends of Leakes Road and providing direct pedestrian connectivity into Rockbank Town Centre.



Figure 10. Movement & Access - Street Typology Plan

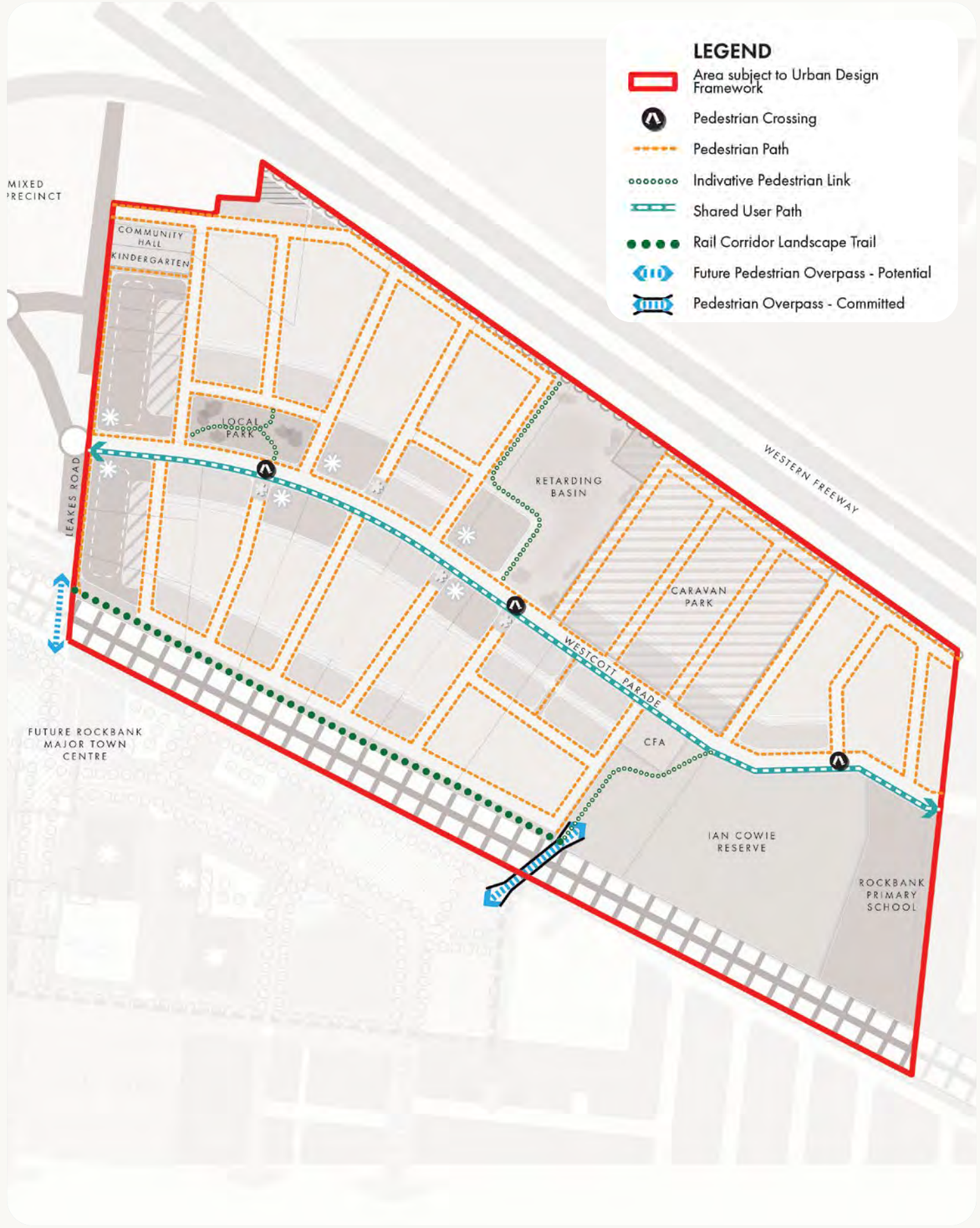


Figure 11. Movement & Access - Active Transport and Pedestrian Network Plan

2.6.6 Street Types and Hierarchy

The movement network comprises a hierarchy of streets and paths that support walking, cycling, public transport and vehicle movement. Each plays a distinct role in connecting neighbourhoods, public spaces, community facilities and key destinations throughout the Precinct.

Cross sections for streets articulating the below characteristics are presented on the following pages.

Typical dimensions are subject to detailed design and agency approvals.

Street Type	Movement Role	Place Function	Key Design Features	Cycling Provision	Pedestrian Environment
Westcott Parade (Connector Road)	• Main movement corridor, includes Shared User Path.	• Pedestrian priority. • Diversity of activity include cycling. • Walking, buses and cars.	• Minimum 23m road reserve width • Tree lined verges. • Safe crossings. • Bus capable where needed. • Active street frontages. • No crossovers	• Shared path or on street lanes as context requires. • Southern Shared User Path (3.0m minimum).	• Southern Shared User Path (minimum 3.0m wide). • Northern footpath (1.6m minimum). • Signalised / priority crossings at key locations. • Street tree canopy and shade. • Direct access to Local Park and community destinations.
Rail Corridor Landscaped Trail	• Landscaped trail alongside Train line. • Adjacent to local neighbourhood road.	• Linear open space and shade. • One sided residential.	• Minimum 24.5m road reserve width. • Generous verge or reserve. • Continuous canopy. • Implements Water Sensitive Urban Design principles (WSUD).	• Southern cycle/walking path (3.0m minimum).	• Northern footpath (1.5m). • Southern cycle/walking path (3.0m). • Continuous landscaped connection with frequent tree planting. • Seating and rest opportunities. • Direct access to Ian Cowie Recreation, Reserve, Station and Town Centre.
Access street	• Local property access.	• Residential environment.	• Minimum 16m road reserve standard width • Minimum 14.5m road reserve width along open space edges provided a footpath is located within the open space. • Narrow carriageways. • Frequent crossovers. • Street trees. • Water Sensitive Urban Design principles (WSUD).	• Shared environment.	• 1.5m footpaths minimum. • Frequent street tree planting for shade. • Passive surveillance from residential frontages. • Low-speed pedestrian-priority environment.
Laneway	• Low-speed vehicle access. • Pedestrian movement and secondary dwelling address (Rear)	• Shared neighbourhood place and access lane. • Provides for planting and vegetation, not just paving. • Servicing (garage) access to homes.	• Minimum 8m road reserve width • Secondary dwelling entries • Active frontages. • Overlooking windows and balconies • Landscaping with deep soil planting opportunities. • Occasional gathering nodes.	• Shared environment.	• Very low speed shared environment prioritising pedestrian safety and comfort Shared pedestrian/vehicle environment. • Active rear frontages. • Laneway respite nodes. • Pedestrian comfort prioritised over vehicle speed.

Notes:

- Indicative footpath, shared path and street dimensions are shown to communicate the intended character of each street type and may vary through detailed design, engineering approval and future subdivision layouts.

2.6.7 Special Corridors and Interfaces

In addition to the internal street network, a number of corridors and interfaces require specific design consideration due to their strategic role, surrounding land uses or relationship to infrastructure beyond the Precinct. These corridors influence movement, amenity and neighbourhood character and should be considered alongside the primary street network.

Street Type	Movement Role	Place Function	Key Design Features	Cycling Provision	Pedestrian Environment
Leakes Road (Potential non-residential uses)	• Local access street (truncated Old Leakes Road). • Serves apartments and non-residential uses.	• Urban mixed-use frontage. • Transition between the Precinct and Mixed Use Precinct.	• Minimum 51.5m road reserve width. • Active ground-floor non-residential uses. • Apartments above. • No direct crossovers. • Rear servicing. • Weather protection where appropriate.	• Abutting the Mixed Use Precinct. Outside of scope for this UDF.	• Minimum 2.5m footpath. • Active frontages and regular building entries. • Outdoor dining and spill-out opportunities. • Direct interface with landscape boulevard. • Pedestrian-priority environment.
Freeway Interface	• Local residential access street. • Maintenance access to noise attenuation wall.	• Residential frontage to the freeway edge. • Landscape buffer and transition zone.	• Minimum 19.5m road reserve width. • Noise attenuation wall. • Landscape buffer. • Vegetation screening. • Residential frontages to the south.	• Shared street environment.	• Minimum 1.5m footpath. • Continuous tree planting and landscaping. • Comfortable residential walking environment. • Safe access to adjoining neighbourhoods. • Low-speed pedestrian-priority character.

Notes:

- Indicative footpath, shared path and street dimensions are shown to communicate the intended character of each street type and may vary through detailed design, engineering approval and future subdivision layouts.



Westcott Parade

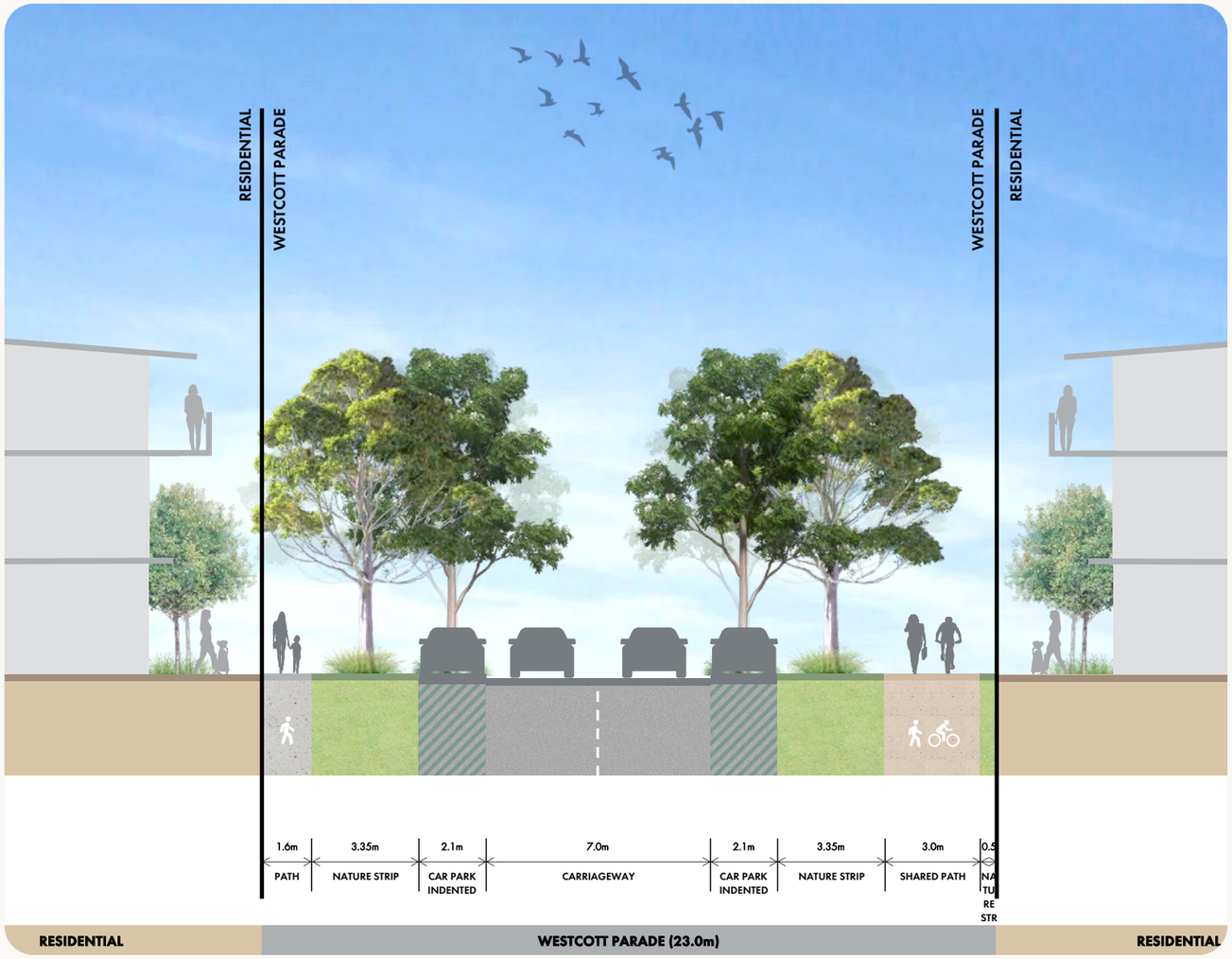


Figure 12. Westcott Parade section, looking east

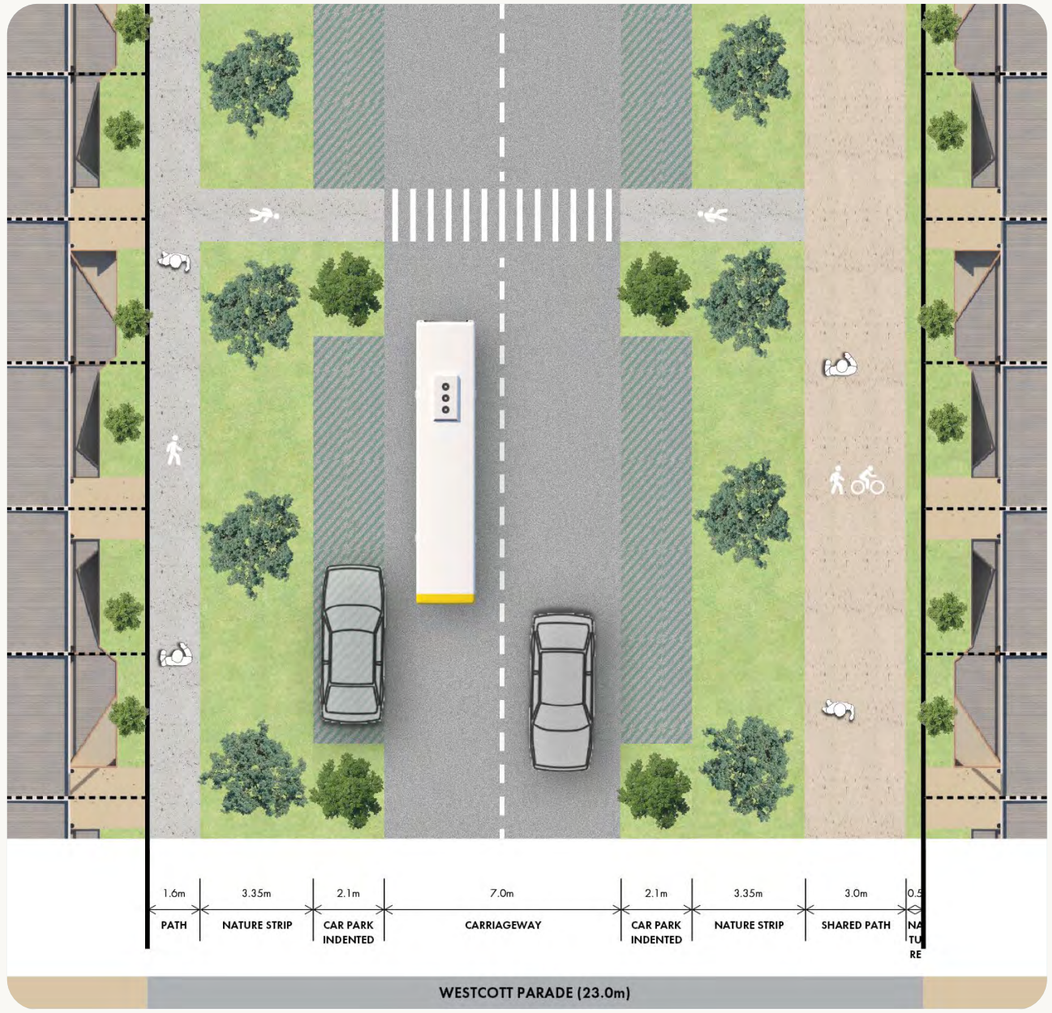


Figure 13. Westcott Parade indicative Plan



Local Access Street and Rail Corridor Landscaped Trail



Figure 14. Local Access Street and Rail Corridor Landscaped Trail section, looking east



Local Access Street (16m)

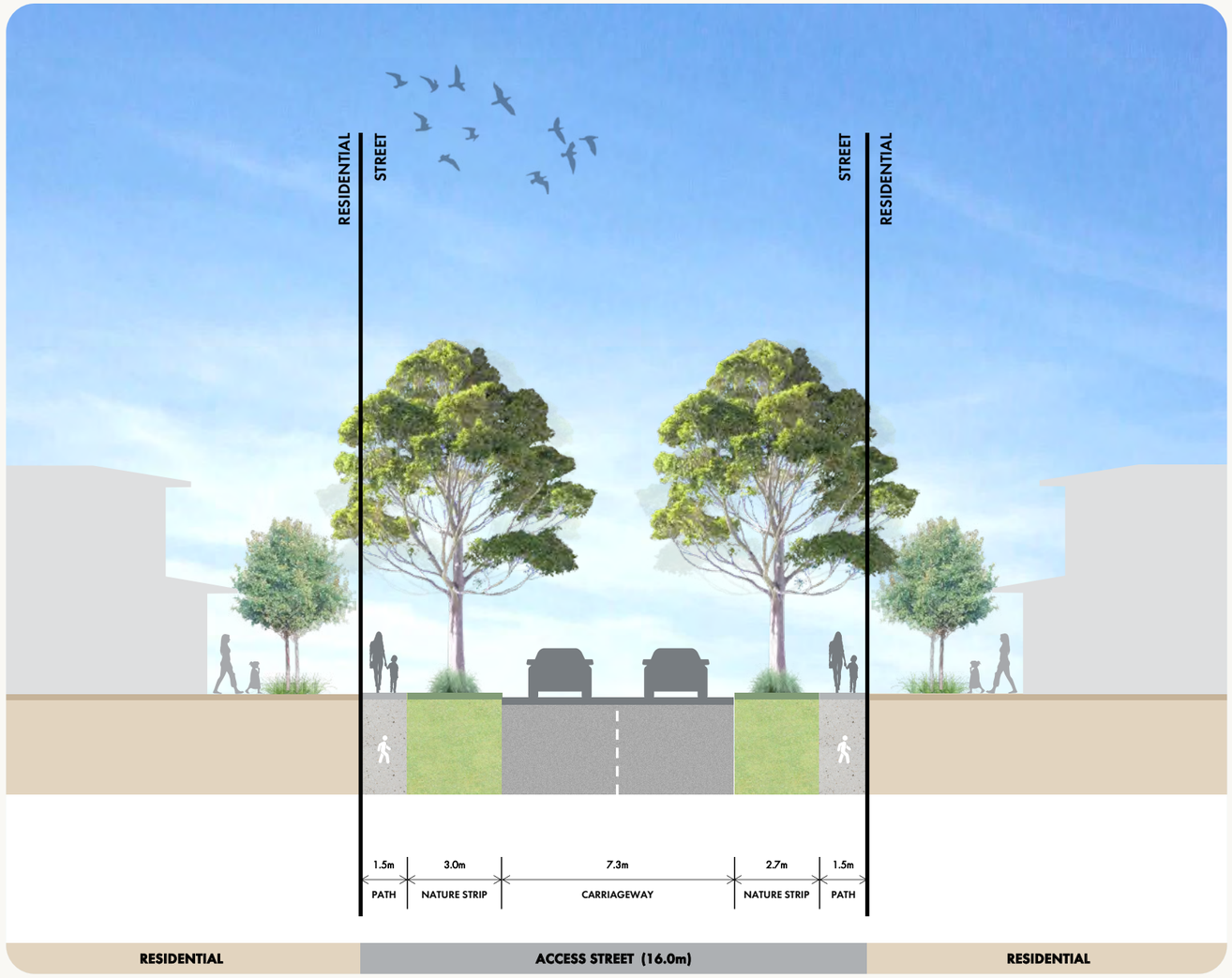


Figure 15. Local Access Street (16m) section



Local Access Street with Open Space Interface

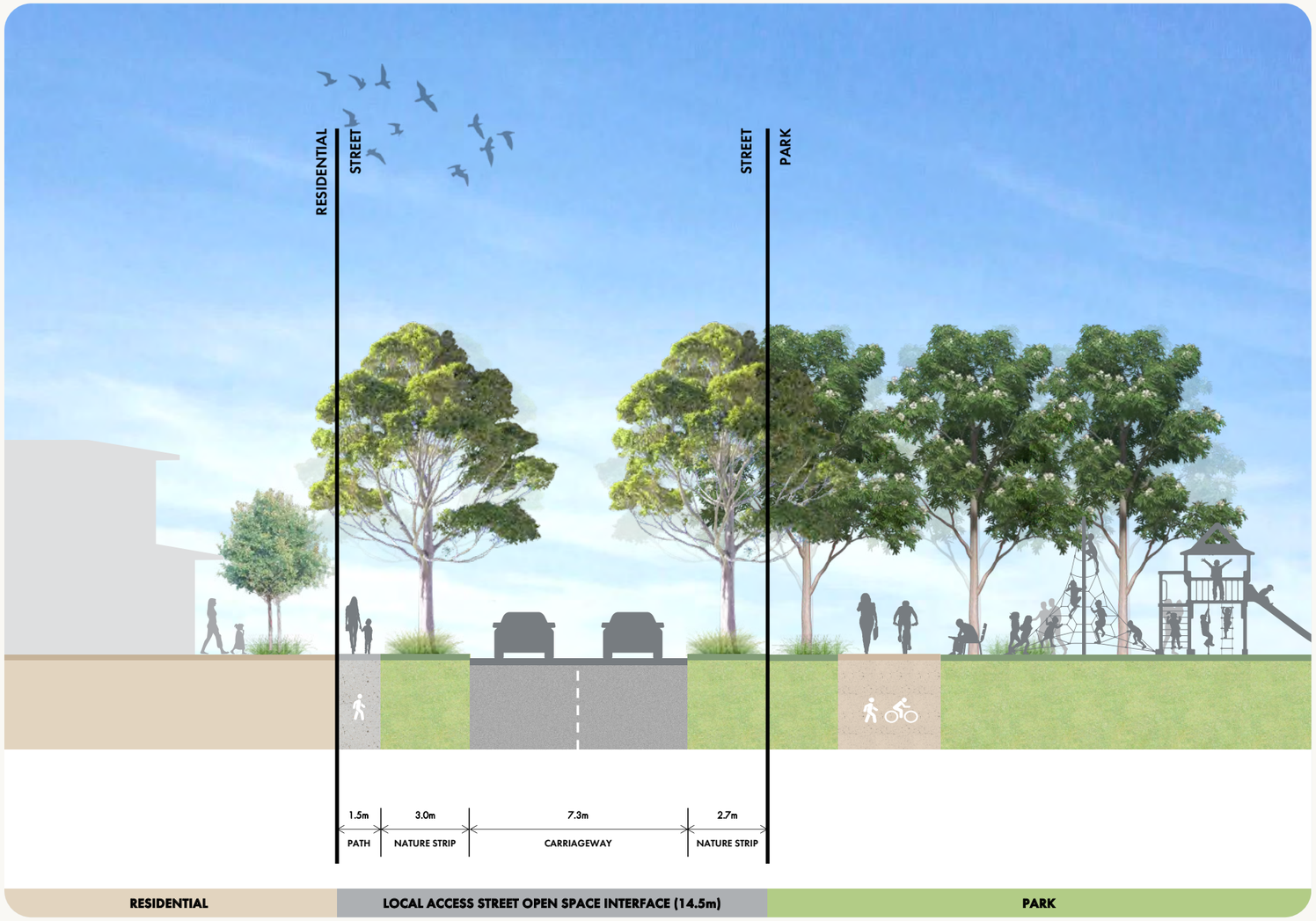


Figure 16. Local Access Street with Open Space Interface section



Laneway

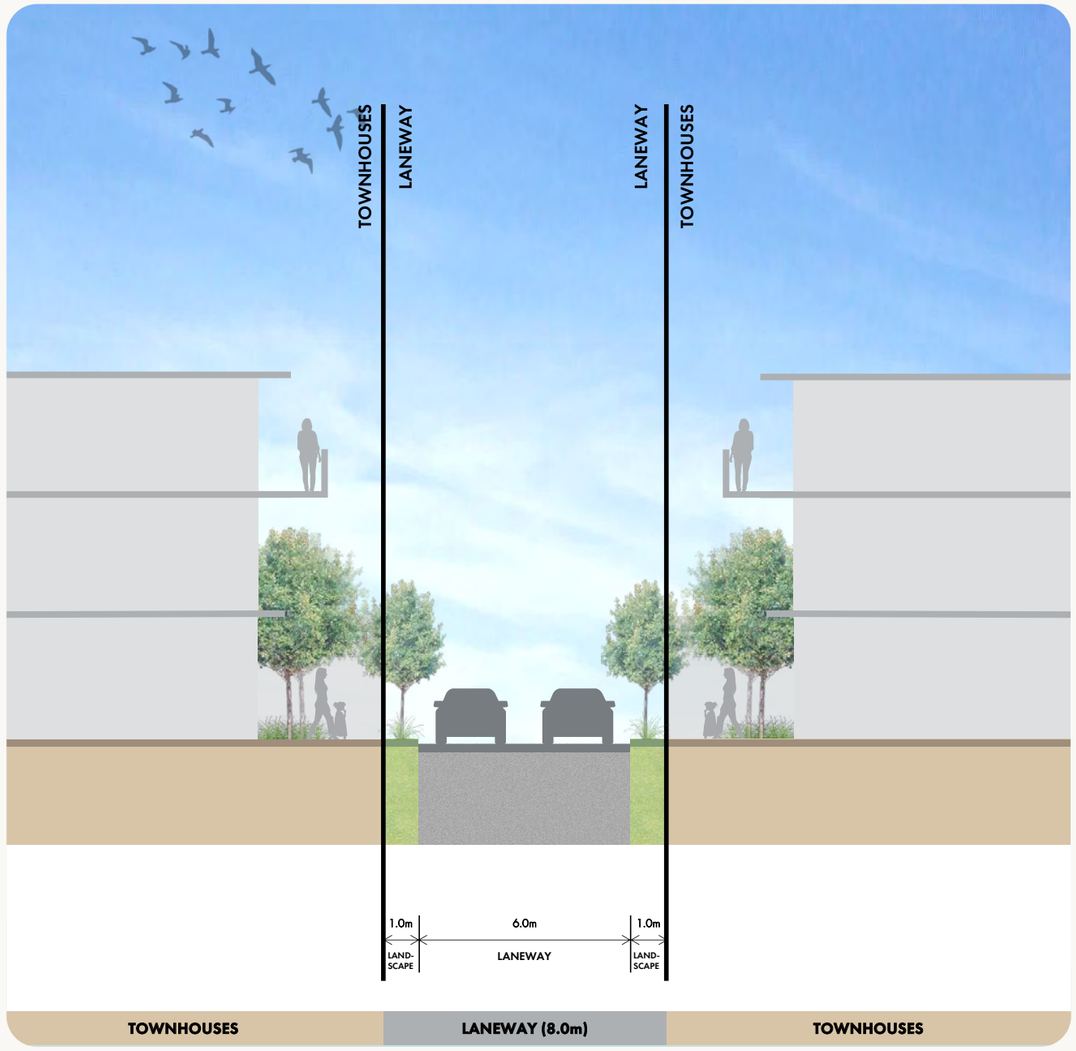


Figure 17. Laneway section

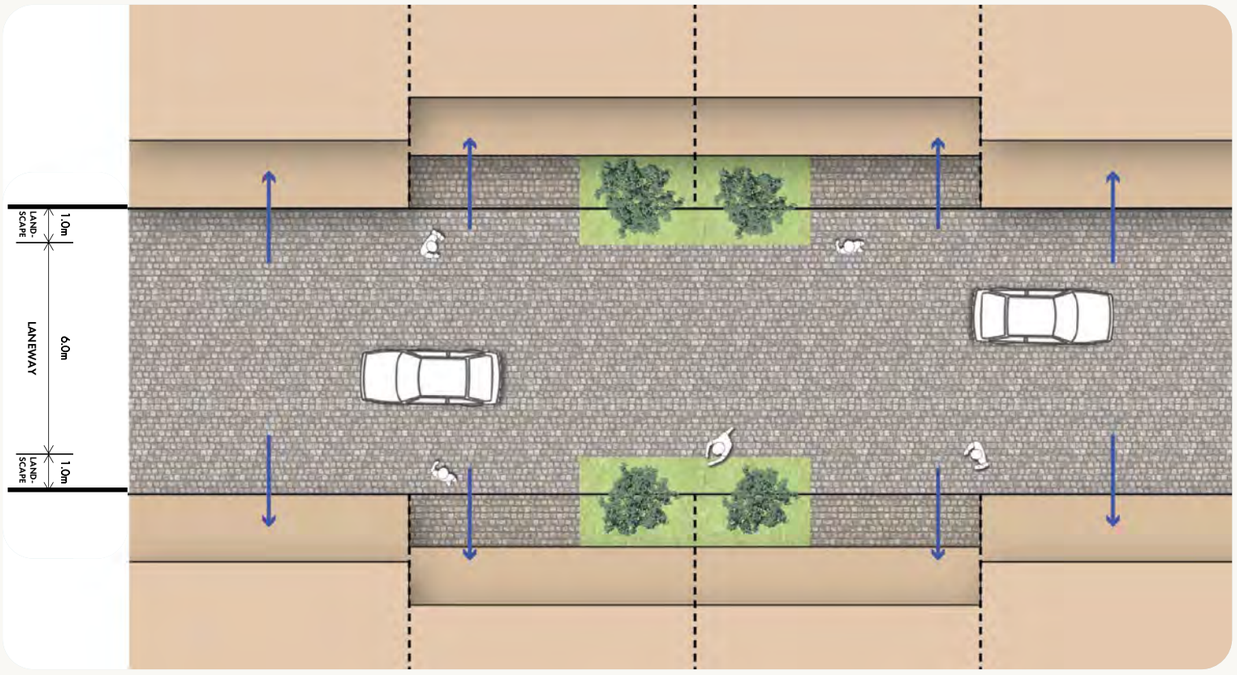


Figure 18. Laneway indicative Plan



51.5m Local Access Street - Leakes Road



Figure 19. Mixed Use Frontage - Leakes Road Indicative section



Local Access Street - Freeway Interface

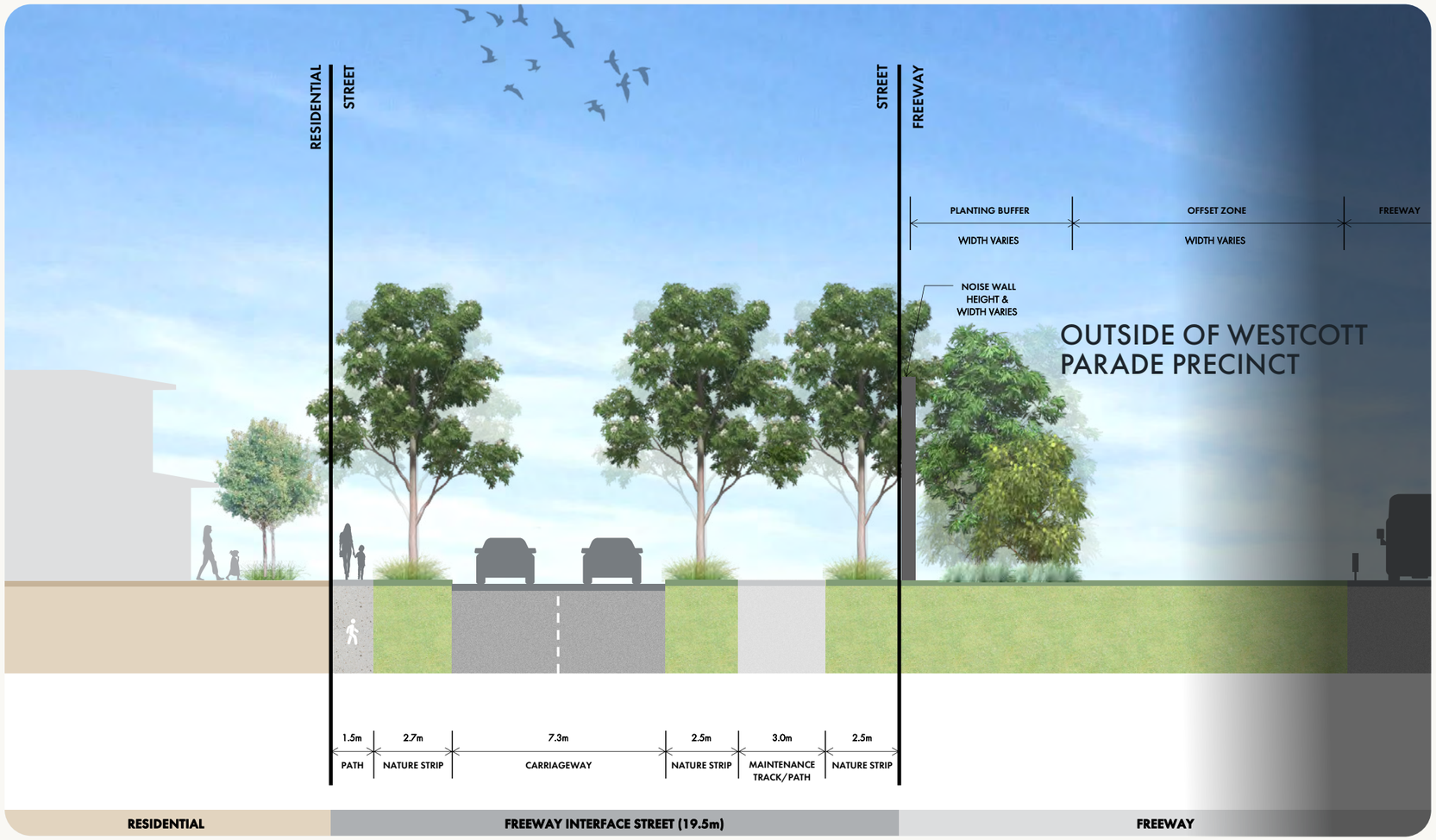


Figure 20. Freeway Interface section

2.6.8 Movement Requirements & Guidelines

The following requirements and guidelines support walking and cycling as the preferred modes of movement throughout the Precinct.

The movement network seeks to minimise vehicle crossovers on Westcott Parade and Leakes Road, encouraging access from secondary streets, rear lanes and internal roads to support a safer and more continuous pedestrian environment.

Pedestrian and Active Transport Requirements

Requirements

M R1. Active transport infrastructure must generally accord with the Movement & Access Plan.

M R2. The Shared User Path along Westcott Parade must be delivered as a continuous east-west walking and cycling connection.

M R3. The Rail Corridor Landscape Trail must be delivered as a continuous walking and cycling connection between Ian Cowie Recreation Reserve, Rockbank Station and the Town Centre.

M R4. All development must provide direct pedestrian and cycling connections to surrounding streets, open spaces and active transport routes.

M R5. Pedestrian crossing locations identified on the Framework Plan must be incorporated into future subdivision and road design.

M R6. Development must not create barriers to pedestrian or cycling movement, including unnecessary fencing, dead-end paths or disconnected networks.

Guidelines

M G1. Walking and cycling should be prioritised for local trips between homes, parks, community facilities, Rockbank Station and the Town Centre.

M G2. Active transport routes should align with key pedestrian desire lines and provide direct access to major destinations.

M G3. Active transport infrastructure should maximise passive surveillance through overlooking windows, entrances and active frontages.

M G4. Shared paths should be supported by wayfinding, seating, drinking fountains and bicycle repair facilities at key locations where appropriate.

M G5. Active transport infrastructure should be delivered as early as practicable in the development process.

M G6. Bicycle repair stations should be provided at key locations along the Shared User Path, Rail Corridor Landscape Trail and other major active transport routes where appropriate.

Public Transport Requirements

Requirements

M R7. Future bus stops must be integrated with surrounding pedestrian and cycling infrastructure to the satisfaction of Public Transport for Victoria.

M R8. Public transport infrastructure must provide safe, direct and accessible connections to surrounding residential neighbourhoods.

Guidelines

M G7. Future bus stop locations should be integrated with pedestrian crossings, active transport routes and key destinations.

M G8. Public transport infrastructure should contribute positively to the public realm through high-quality design, landscaping and seating opportunities.

M G9. Bus stop locations should maximise accessibility to surrounding residential neighbourhoods and community facilities.

M G10. Way-finding elements should be incorporated to improve legibility and access to public transport services.

Street Network & Vehicle Access Requirements

Requirements

M R21. Road networks and subdivision layouts must be designed to integrate with existing and future road connections on adjoining properties, creating a connected street network and avoiding isolated or disconnected development outcomes.

M R22. Access Streets, Laneways and Westcott Parade must be delivered generally in accordance with the street hierarchy and indicative street sections identified in this UDF.

M R23. Street design must prioritise safe movement for all users, including pedestrians and cyclists.

M R24. Development along Leakes Road must maintain a continuous pedestrian environment. Vehicle access must be provided from side streets, rear lanes or internal access roads wherever practicable, with direct vehicle crossovers to Leakes Road avoided, unless otherwise agreed with the Responsible Authority.

M R25. All street layouts, turning areas and access arrangements must demonstrate that servicing, waste collection and emergency access can be accommodated without compromising pedestrian safety, active frontages or public realm outcomes.

M R26. Laneways must accommodate opportunities for landscaping, tree planting, passive surveillance and pedestrian movement whilst still maintaining access, servicing, waste collection and emergency vehicle requirements.

M R27. Access arrangements and road layouts adjoining the Sundowner Caravan Park must support the ongoing operation of the site and not compromise future integration opportunities should redevelopment occur.

M R28. Vehicle crossovers on local streets must be minimised and coordinated with street tree planting to maximise canopy opportunities, maintain pedestrian continuity and support streetscape quality.

M R29. All development abutting the Western Freeway must construct a noise attenuation wall unless otherwise agreed to by the Department of Transport and Planning or its successor agency.

Guidelines

M G11. Street layouts should support a clear and legible movement hierarchy.

M G12. Access Streets should reinforce a low-speed residential environment through street tree planting, passive surveillance and frequent pedestrian connections.

M G13. Westcott Parade should reinforce its role as a landscaped boulevard through continuous tree planting, high-quality public realm improvements, integrated active transport infrastructure and no vehicle crossovers.

M G14. Pedestrian movement along Leakes Road should be prioritised through continuous footpaths, active frontages, safe crossing points and minimised vehicle conflicts.

M G15. The location and design of vehicle crossovers should be coordinated with street tree planting to maximise canopy opportunities and minimise impacts on the pedestrian environment.

M G16. Parking along Westcott Parade should generally be provided in intermittent indented bays to allow landscape breaks, maximise tree planting opportunities and reinforce boulevard character.

M G17. Laneways should minimise vehicle conflicts, support efficient servicing and waste collection arrangements, and incorporate tree planting and deep soil opportunities to reduce the dominance of hard paving.

M G18. Turning movements for service and emergency vehicles should be integrated into street and subdivision design whilst minimising the extent of hard paving and maintaining high-quality landscape outcomes.

M G19. Rear-loaded housing should incorporate windows and/or doors adjacent to garage openings to provide passive surveillance and active frontages to laneways.

M G20. Car parking and servicing areas should be designed to minimise their visual prominence within the public realm.

2.7 Public Realm and Landscape

The public realm and landscape network provides the recreational, social and environmental framework for the Westcott Parade Precinct.

Public realm extends beyond parks and landscaping and includes the streets, public spaces, recreation areas, landscape corridors and gathering places that contribute to the character, identity and everyday experience of the neighbourhood.

Together, these spaces support recreation, social interaction, movement, environmental outcomes and community life, while helping establish a distinct sense of place for Westcott Parade.

For details relating to the form, function and design of movement corridors, including Westcott Parade, the Shared User Path and the Rail Corridor Landscape Trail, refer to Section 2.6 Movement & Access.

2.7.1 Active Recreation

Ian Cowie Recreation Reserve

Ian Cowie Recreation Reserve is the primary active recreation destination serving the Precinct and surrounding community.

The Reserve accommodates organised sport, recreation and community activities and will play an important role in supporting both existing and future residents. Connections to the Reserve are strengthened through the Rail Corridor Landscape Trail, local streets and active transport links.

Key Character Outcomes

- Primary active recreation destination.
- Existing sporting facilities retained.
- Improved walking and cycling access.
- Strong connections to surrounding neighbourhoods.
- Integration with the Rail Corridor Landscape Trail.

2.7.2 Passive Recreation

Local Park

A new Local Park is located on Westcott Parade and provides the primary passive recreation space within the Precinct.

The Local Park is provided in accordance with the Rockbank PSP and Development Contributions Plan open space framework. Pursuant to PSP Requirement R25, the park must be delivered in the location, for the function and to the minimum size as identified within the PSP open space network.

Key Character Outcomes

- New Local Park delivered in accordance with the PSP and DCP.
- Broad precinct catchment.
- Passive recreation and informal play opportunities.
- Community gathering and social activity.
- Strong relationship with Westcott Parade and the Shared User Path.

2.7.3 Retarding Basin

The Retarding Basin is a required component of the Rockbank PSP drainage network and broader integrated water management framework. Its primary role is to provide stormwater detention and flood mitigation for the Precinct.

Consistent with PSP Requirement R28, the basin will also be designed as a landscaped green space incorporating tree planting, pedestrian connections and biodiversity outcomes, contributing positively to neighbourhood character whilst maintaining its operational drainage function.

Key Character Outcomes

- Stormwater and flood mitigation infrastructure.
- Landscaped open space setting.
- Improved visual amenity.
- Biodiversity opportunities.
- Integration with surrounding neighbourhoods.



Active Recreation



Passive Recreation



Wetland at Aurora

2.7.4 Landscape Nodes (along Westcott Parade)

Landscape Nodes are located at the junction of select streets with Westcott Parade. They provide for visual and functional greening within the Precinct and provide for small pockets of passive recreation. Pedestrians and cyclists will be able to connect to surrounding neighbourhoods through these spaces.

Key Character Outcomes

- Additional canopy tree planting.
- Reinforce the Boulevard, green character of Westcott Parade.
- Informal gathering spaces.
- Improved neighbourhood amenity.
- Biodiversity opportunities.

2.7.5 Laneway Green Nodes

Laneway Green Nodes or breakout zones are integrated into laneways and incorporate deep soil planting, canopy trees and small gathering opportunities. These spaces create moments of pause within the laneway network and contribute to greening, passive recreation and neighbourhood amenity. They help establish laneways as places rather than solely movement corridors.

Key Character Outcomes

- Deep soil planting opportunities.
- Additional canopy tree planting.
- Informal gathering spaces.
- Improved laneway amenity.
- Reinforcement of laneways as neighbourhood places.

2.7.6 Leakes Road Public Realm

A landscaped corridor along Leakes Road forms a public realm destination that supports walking, cycling and neighbourhood activity.

Positioned between the Leakes Road frontage and the Mixed Use Precinct beyond, this space will function as an informal linear plaza that supports outdoor dining, passive recreation and activity associated with surrounding non-residential uses.

This space will establish an attractive urban edge and strengthen the transition between the Precinct and the adjacent Mixed Use Precinct, the Train Station and Town Centre beyond.

Key Character Outcomes

- Informal public plaza environment.
- Outdoor dining opportunities.
- Passive recreation and gathering.
- Strong relationship with non-residential uses.
- Attractive transition to the Town Centre.

2.7.7 Community Facilities

Rockbank Primary School, the Community Hall, Kindergarten and CFA Station are important public destinations within the Precinct.

Together these facilities contribute to community life and neighbourhood identity and are supported by a network of streets, public spaces, active transport routes and landscape connections that improve accessibility and visibility throughout the Precinct.

Key Character Outcomes

- Community destinations retained.
- Improved accessibility.
- Strong relationship to surrounding public spaces.
- Enhanced walking and cycling connections.
- Ongoing role as neighbourhood focal points.



Landscape Nodes



Laneway Nodes



Informal plaza outside Woodlea



Figure 21. Public Realm, Community and Landscape Plan

2.7.8 Public Realm and Landscape Requirements & Guidelines

The following requirements and guidelines set clear expectations for public realm quality, delivery and maintenance.

Requirements are mandatory and will be used by Council when assessing proposals.

Public Open Space & Recreation

Requirements

PRL R1. Public open space outcomes must generally accord with the Public Realm & Landscape Plan.

PRL R2. The Local Park must be delivered generally in accordance with the location, size and function identified within the Framework Plan and the requirements of the Rockbank PSP and Development Contributions Plan.

PRL R3. Walking and cycling connections between the Precinct and Ian Cowie Recreation Reserve must be maintained and strengthened to support its ongoing role as the primary active recreation destination serving the Precinct.

PRL R4. The Retarding Basin must be delivered generally in accordance with the location and function identified within the Framework Plan and relevant PSP and drainage infrastructure requirements to the satisfaction of the Responsible Authority (Melbourne Water).

PRL R5. The Retarding Basin must maintain its primary stormwater detention and flood mitigation function whilst contributing positively to landscape character and neighbourhood amenity.

PRL R6. Development adjoining the Local Park and Retarding Basin must provide active frontages and maximise opportunities for passive surveillance.

Guidelines

PRL G1. The Local Park should function as the primary passive recreation destination within the Precinct and support informal recreation, play and community gathering opportunities.

PRL G2. Ian Cowie Recreation Reserve should continue to function as the primary active recreation destination serving the Precinct and surrounding existing and future communities.

PRL G3. The Retarding Basin should be designed as a landscaped green space that contributes positively to neighbourhood character whilst maintaining its primary drainage function.

PRL G4. Public open spaces should support a range of passive and active recreation opportunities consistent with their intended role and catchment.

PRL G5. Existing mature vegetation should be retained and incorporated into public realm areas wherever practical.

Public Realm Connections

Requirements

PRL R7. The Rail Corridor Landscape Trail must provide a continuous walking and cycling connection between Ian Cowie Recreation Reserve, Rockbank Station and the Town Centre.

PRL R8. Landscape Nodes identified on the Framework Plan must be retained as landscape termination points and pedestrian connections within the neighbourhood structure.

PRL R9. Public spaces and landscape areas must incorporate canopy tree planting and landscaping that contributes to neighbourhood character, urban cooling and biodiversity outcomes.

PRL R10. Public realm lighting must support safety, accessibility and after-hours use of key pedestrian and cycling routes.

Guidelines

PRL G6. The Rail Corridor Landscape Trail should incorporate seating, shade, way finding and rest opportunities that support both recreation and movement.

PRL G7. The Leakes Road public realm should function as an informal linear public space supporting outdoor dining, passive recreation and activity associated with adjoining non-residential uses.

PRL G8. Landscape Nodes should provide visual relief, greening and pedestrian connections at the termination of selected local streets.

PRL G9. Laneway Green Nodes should incorporate deep soil planting, canopy trees and opportunities for informal gathering and passive recreation.

PRL G10. Public realm improvements around the Community Hall, Kindergarten and Rockbank Primary School should strengthen their role as community gathering places through improved pedestrian access, seating, shade and landscape treatment.

PRL G11. Drinking fountains, seating, bicycle repair stations and shade opportunities should be considered at key locations along the Westcott Parade Shared User Path, Rail Corridor Landscape Trail and within other public spaces.

The built form framework provides direction for the design, arrangement and character of future development within the Westcott Parade Precinct.

The Framework Plan supports a range of housing types and development forms. Together, these built form outcomes will establish a distinctive residential neighbourhood character and strong sense of place, whilst reinforcing the public realm and supporting the long-term evolution of the Precinct.

2.8.1 Built Form Character

Development within the Precinct will exhibit a contemporary residential character supported by a range of housing types, high-quality landscape outcomes and active relationships with surrounding streets and public spaces.

Buildings will be designed as positive contributors to the public realm, clearly addressing streets, parks and open spaces through front doors, windows, balconies and articulated façades. Architectural treatments, material variation, landscape integration and thoughtful detailing is used to create visual interest and establish a cohesive neighbourhood character.

Whilst development intensity varies throughout the Precinct, building heights are limited to three storeys, as set out in the General Residential Zone to the Melton Planning Scheme.

Conventional Housing

Conventional Housing comprises detached dwellings on individual lots and forms the predominant residential character throughout much of the Precinct.

Buildings will generally address local streets through clearly defined front entries, front gardens and landscaped setbacks that contribute to a comfortable residential environment.

Medium Density Housing

Medium Density Housing comprises town houses, terraces and similar attached housing forms.

Development should provide a rhythm of entries, windows and balconies that create active residential streets whilst maintaining opportunities for landscaping and tree canopy growth.

Apartment Living

Apartment Living is concentrated along Westcott Parade and the Leakes Road frontage.

Apartment buildings should provide strong visual connections to surrounding public spaces, incorporate generous balconies and terraces, and contribute to active and attractive streetscapes through articulated façades and clearly identifiable building entries.

Apartment Living with Potential Non-Residential Uses

Along the Leakes Road frontage, Apartment Living may incorporate Potential Non-Residential Uses at ground level

These buildings should provide active street frontages through glazing, entrances and publicly accessible uses at ground level, with residential apartments located above.

The Framework Plan establishes a built form hierarchy that responds to accessibility, public realm relationships and the role of key destinations within the Precinct.

More intensive built form outcomes are concentrated along Westcott Parade and the Leakes Road frontage where direct access to Rockbank Station, the Town Centre and the active transport network can be achieved. These areas accommodate Apartment Living and, along Leakes Road, apartments above Potential Non-Residential Uses that contribute to a more urban frontage and active street environment.

Medium Density Housing is generally focused around the Precinct's primary movement corridors and active transport routes, whilst Conventional Housing forms the predominant character within the interior neighbourhoods.

The distribution of building types supports increased housing choice whilst ensuring development intensity responds appropriately to surrounding public spaces, community facilities and existing residential areas.



Townhouses at Tarakan Street, Heidelberg



Apartment Living above non-residential uses at 835 High Street, Armadale

2.8.2 Key Built Form Sites

Key Built Form or landmark locations are found at prominent corners, gateways, public destinations and important intersections throughout the Precinct.

These locations play a significant role in defining neighbourhood identity, assisting way finding and creating memorable arrival points. Unlike surrounding development, Key Built Forms are expected to demonstrate a stronger architectural response and contribute positively to streetscape character, public spaces and viewlines.

Key Built Form Sites are generally located:

- Along Westcott Parade.
- Along the Leakes Road frontage.
- Adjacent to the Local Park.
- At important intersections and gateway locations.
- Along key walking and cycling routes.

Architectural emphasis at these locations should be achieved through building articulation, façade composition, material expression and landscape integration rather than building height alone. This may be achieved through:

- Corner articulation that addresses multiple frontages.
- Prominent and legible building entries.
- Increased glazing and visual interest.
- Distinctive materials and detailing.
- Building elements that terminate views and reinforce key destinations.
- Enhanced landscape integration.
- Strong relationships with adjoining public spaces

The purpose of these sites is not necessarily to be taller than surrounding development, but to act as recognisable landmarks that reinforce neighbourhood identity and contribute to a strong sense of place.

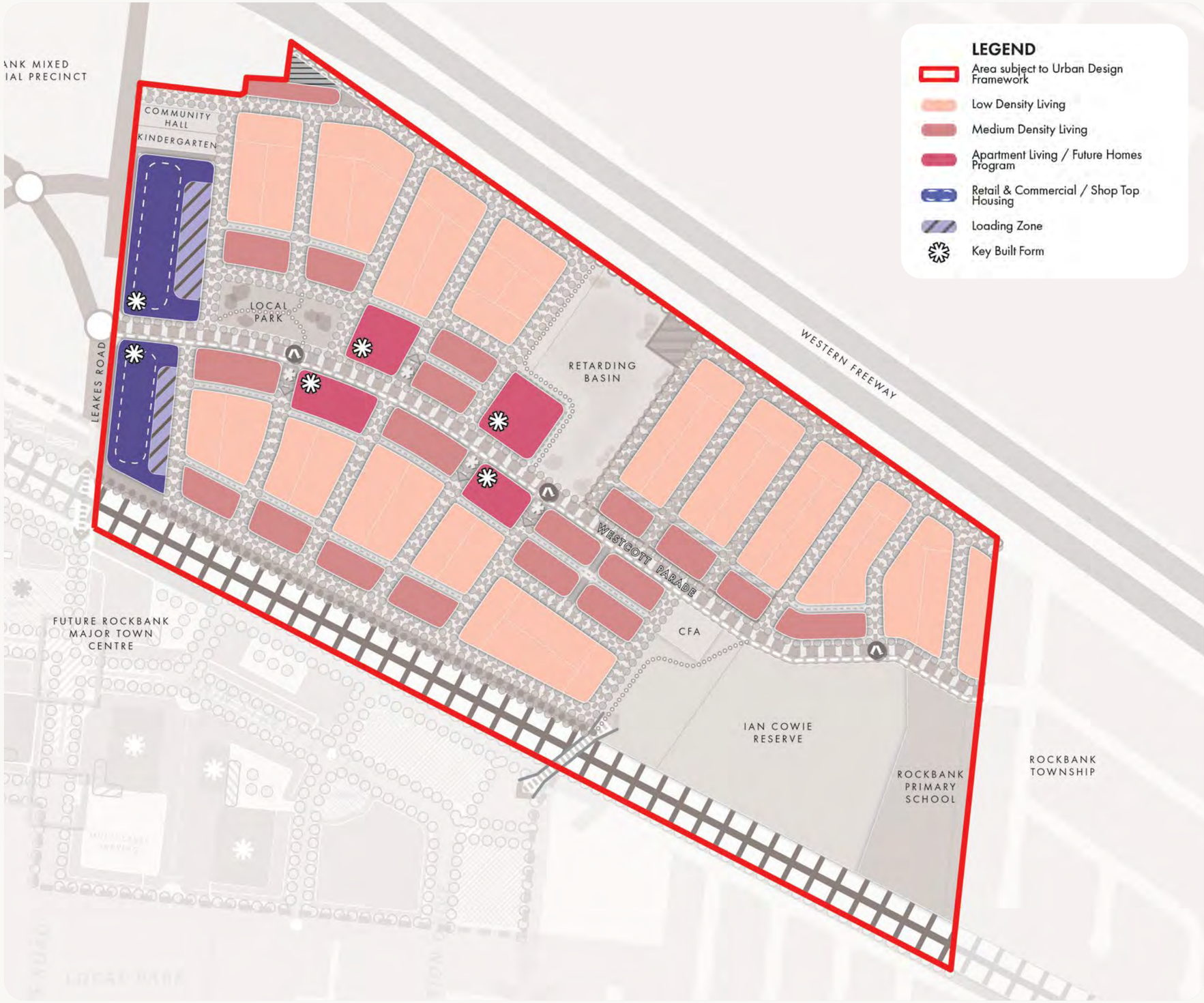


Figure 22. Built Form, Density & Interface Plan

2.8.3 Interfaces

The way buildings respond to streets and the public realm and adjoining development influences the character, functionality and safety of the Precinct. The Interfaces Plan identifies a hierarchy of interface conditions that guide how development should address the public realm.

Primary Interfaces

Primary Interfaces, or frontages represent the principal public address of a building and generally occur along Westcott Parade, Leakes Road and local streets.

These frontages should establish a positive relationship with the public realm through front doors, habitable room windows, balconies, terraces and active living areas. Together these elements contribute to activity, passive surveillance and a clearly identifiable building address.

Where necessary, such as in Conventional Housing a primary frontage can include vehicular access. In higher density forms like Apartment Living servicing elements like fire hydrants or plant equipment can be incorporated into the primary frontage in creative and positive ways.



Primary Frontage that embraces services at Bruce Street, Kensington

Secondary Interfaces

Secondary Interfaces or frontages occur where development addresses laneways, access streets and servicing areas.

These interfaces should not be treated as residual spaces. Architectural detailing, landscaping and opportunities for passive surveillance is essential and should ensure secondary frontages contribute positively to neighbourhood character.

This is particularly important in the following locations:

Laneways

Laneways provide rear access to development whilst functioning as residential environments.

Windows, balconies and entrances should address laneways where appropriate, contributing to passive surveillance and activity. Deep soil planting, canopy trees and Laneway Green Nodes will reinforce a landscaped character.

Rear Loading to Leakes Road

Located to the rear of mixed use developments with ground floor non-residential uses with dwellings above.

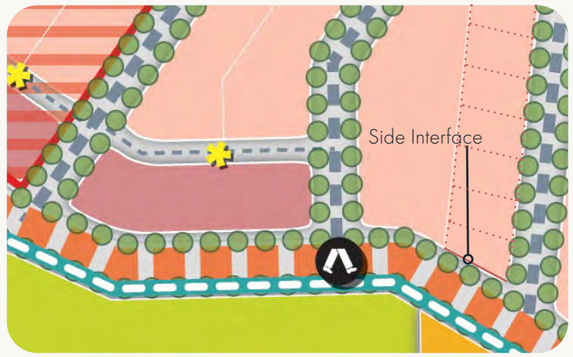
Loading, servicing, waste collection, plant equipment and associated infrastructure should be integrated into the overall building design. This does not mean relying solely on the use of screening. These interfaces should maintain a positive residential streetscape outcome and avoid the appearance of rear service yards, particularly as there are dwellings on the opposing side of the street.

Side Interfaces

Side interfaces are primarily associated with Conventional Housing lots located on a corner. Where the primary interface is located to one street the side interface is located to the crossing or perpendicular street.

Fencing, blank walls or a lack of architectural treatment should be avoided in these locations. Instead, development could include side windows (including obscured glazing) and side gardens.

Apartment Living located on main streets like Westcott Parade may have side interfaces to crossing streets. These interfaces should not be treated as residual spaces. Air vents, storage zones and blank walls should be avoided.



Indicative location for a potential side interface



Figure 23. Built Form, Density & Interface Plan

2.8.4 Built Form, Density & Interface Requirements & Guidelines

The following requirements and guidelines establish the preferred built form character outcomes for the Precinct and should be read in conjunction with the Built Form, Density & Interfaces Plans.

Built Form Character

Requirements

BF R1. Development must be generally in accordance with the Built Form, Density & Interfaces Plans.

BF R2. Buildings must provide a clear address to primary frontages and public spaces.

BF R3. Developments located where Key Built Form is identified must demonstrate enhanced architectural articulation, prominent building entries, corner treatments, increased glazing and landscape integration that contributes positively to neighbourhood identity, wayfinding and public realm quality.

BF R4. Waste, recycling, servicing and utility infrastructure must be integrated into the overall building design and must not dominate the public realm or building frontage.

Guidelines

BF G1. Buildings should incorporate articulated façades, varied materials and integrated landscaping to create visual interest and neighbourhood character.

BF G2. Buildings should be arranged to maximise opportunities for tree planting, landscaping and deep soil areas.

BF G3. Developments with Key Built Form should reinforce gateways, important intersections and neighbourhood destinations through enhanced architectural expression and landscape treatment.

BF G4. Development should contribute to a cohesive neighbourhood character whilst allowing variation in housing type and architectural expression.

Housing Typologies

Requirements

BF R5. Apartment Living must be generally located in accordance with the Framework Plan.

BF R6. Development must provide an appropriate transition between Apartment Living, Medium Density Housing and Conventional Housing areas.

Guidelines

BF G5. A variety of housing types should be provided throughout the Precinct to support housing diversity and changing household needs.

BF G6. Locations identified for Apartment Living may support Future Homes outcomes where appropriate.

BF G7. Apartment Living should provide high levels of residential amenity through balconies, terraces, access to daylight, natural ventilation and opportunities for landscape outlook. Developments should orient living areas, windows and balconies toward public streets, parks, shared paths and active transport corridors wherever practical.

Interfaces

Requirements

BF R8. Primary Frontages must include clearly identifiable front doors, habitable room windows and/or balconies addressing the public realm.

BF R9. Development along Leakes Road must place the main frontage along Leakes Road and establish a strong relationship with the adjoining public realm,.

BF R10. Secondary Frontages must not be treated as residual spaces and must positively contribute to neighbourhood character, including windows, balconies and entrances that contribute to passive surveillance and activity.

BF R11. Loading, servicing, waste collection, plant equipment and associated infrastructure related to Apartment Living and Potential Non-Residential Uses must be integrated into the overall building design..

BF R12. Building services, vents, water infrastructure, fire services and other operational elements must be thoughtfully incorporated into building façades and must not dominate interfaces with streets, parks, trails or public spaces.

BF R13. Side Interfaces must be articulated in positively contributing ways, with the avoidance of the use of fencing, blank walls or no architectural treatment where possible.

Guidelines

BF G14. Primary Frontages should reinforce the role and character of adjoining streets and public spaces through active living areas, windows, balconies and landscape treatments.

BF G15. Design solutions should avoid relying solely on screening to incorporate plant, technical and other servicing areas.

BF G16. Buildings along Primary Frontages should provide frequent entries, glazing and active frontages that contribute to a fine-grain and pedestrian-oriented streetscape.

2.9 Sustainability & Climate Resilience

Sustainability and climate resilience are fundamental to the long-term environmental performance and liveability of the Westcott Parade Precinct.

The Framework Plan supports a greener and more resilient neighbourhood through substantial tree canopy planting, integrated stormwater management and climate-responsive development. Together, these initiatives will improve neighbourhood amenity, reduce urban heat impacts, support biodiversity and contribute to the long-term sustainability of the Precinct.

Rather than relying on individual initiatives alone, the Framework Plan adopts a precinct-wide approach where streets, parks, drainage infrastructure, active transport corridors and development outcomes work together to improve environmental performance and enhance everyday liveability.

2.9.1 Urban Greening and Canopy

All streets, public spaces and movement corridors within the Precinct are intended to incorporate significant tree planting.

Particular emphasis is placed on Westcott Parade, Leakes Road, the Rail Corridor Landscape Trail, the Local Park and the Retarding Basin, where increased canopy cover will contribute to shade, neighbourhood character, biodiversity and pedestrian comfort.

Approaches to access, servicing and vehicle crossovers throughout the Precinct have been designed to maximise opportunities for tree planting and long-term canopy growth. Together, these initiatives will establish a greener public realm and assist in reducing the impacts of urban heat.

Key Outcomes

- Significant canopy planting throughout the Precinct.
- Increased shade along key walking and cycling routes.
- Improved public realm, neighbourhood character and amenity.
- Reduced visual and physical dominance of cars
- Enhanced biodiversity outcomes.
- Reduced urban heat impacts.

2.9.2 Retarding Basin & Stormwater Management

Retarding Basin

The Retarding Basin is located north of Westcott Parade adjacent to the Sundowner Caravan Park and forms a required component of the Rockbank PSP drainage network and broader integrated water management framework.

The basin is identified within Melbourne Water's Rockbank Township Drainage Services Scheme (DSS 4179), with its location established through the broader drainage strategy for the area. Its location responds to existing and future drainage infrastructure requirements, including downstream drainage connections and stormwater management requirements beyond the Precinct.

The primary role of the Retarding Basin is to provide stormwater detention and flood mitigation for the Precinct whilst supporting the operation of the broader drainage network. Consistent with PSP Requirement R28, the basin will also contribute to neighbourhood amenity through tree planting, landscape treatments and pedestrian connections, provided these outcomes do not compromise its primary drainage function.

Interim Stormwater Management

Development within the Precinct may occur before delivery of the ultimate Retarding Basin and associated drainage infrastructure.

Where development occurs prior to delivery of the ultimate drainage solution, interim stormwater management measures will be required to appropriately manage stormwater runoff rates and volumes whilst ensuring delivery of the ultimate drainage network remains achievable.

Interim solutions should not prejudice the future delivery of the Retarding Basin or the broader drainage network identified by the Rockbank PSP and DSS 4179.

Key Outcomes

- Delivery of the Retarding Basin in accordance with PSP and drainage requirements.
- Stormwater detention and flood mitigation.
- Integration of drainage infrastructure into the wider landscape framework.
- Appropriate interim stormwater management where required.`

Figure 1. Figure Caption

2.9.3 Climate Responsive Development

Tree canopy, public open space and landscape infrastructure will play an important role in improving outdoor comfort throughout the Precinct.

Development should incorporate passive design measures where appropriate to improve solar access, natural ventilation and energy efficiency. Together, landscape and built form outcomes should contribute to a more comfortable and climate-responsive neighbourhood environment.

Key Outcomes

- Improved thermal comfort.
- Increased shade and urban cooling.
- Climate-responsive public spaces.
- Reduced energy demand.
- Improved neighbourhood resilience.



Figure 24. Sustainability Objectives & Environment Plan

2.9.4 Sustainability & Climate Requirements & Guidelines

The following Requirements and Guidelines establish expectations for sustainable design, climate resilience and integrated water management across the precinct.

Figure 1. Figure Caption

Urban Greening & Canopy

Requirements

SC R1. Tree canopy planting must be incorporated throughout streets, public spaces and movement corridors identified on the Framework Plan.

SC R2. Westcott Parade, Leakes Road, the Rail Corridor Landscape Trail, the Local Park and the Retarding Basin must incorporate substantial canopy tree planting.

Guidelines

SC G1. Tree planting should prioritise Westcott Parade, Leakes Road, the Rail Corridor Landscape Trail and other significant pedestrian routes.

SC G2. Drought-tolerant and climate-appropriate species should be used where appropriate.

SC G3. Existing mature vegetation should be retained and incorporated into the broader landscape network where practical.

Retarding Basin & Stormwater Management

Requirements

SC R3. The Retarding Basin must be delivered generally in accordance with the location and function identified in the Framework Plan, the Rockbank PSP and the Rockbank Township DSS 4179 drainage network

SC R4. The Retarding Basin must maintain its primary stormwater detention and flood mitigation function.

SC R5. Where development occurs prior to delivery of the ultimate Retarding Basin and associated outfall infrastructure, developers must provide a Stormwater Management Strategy (SWMS) demonstrating interim stormwater management measures, including interim outfall arrangements and how stormwater runoff rates and volumes will be controlled to pre-development levels for the 1% AEP event.

The Stormwater Management Strategy must demonstrate to the satisfaction of Melbourne Water that:

- Interim drainage solutions appropriately manage flood flows and stormwater generated by the development without causing adverse impacts to surrounding or downstream properties, groundwater, cultural heritage assets or infrastructure.
- Interim drainage solutions do not compromise the future delivery of the ultimate DSS drainage assets.
- Interim drainage solutions do not result in additional costs to the DSS.
- The ultimate drainage assets can be delivered in accordance with the broader drainage strategy and prior to the issue of a Statement of Compliance for the final stage of subdivision of the relevant precinct parcel.

SC R6. Development must incorporate passive design measures that improve solar access, natural ventilation and thermal comfort.

SC R7. Infrastructure design must support the long-term delivery of the movement, drainage and open space networks identified on the Framework Plan.

SC R8. Infrastructure must be designed so as not to compromise future upgrades, drainage outcomes or public realm improvements identified in the Framework Plan.

Guidelines

SC G4. The Retarding Basin should be designed as a landscaped green space that contributes positively to neighbourhood character and biodiversity outcomes whilst maintaining its primary drainage function.

SC G5. Interim drainage solutions should facilitate the orderly delivery of the ultimate drainage network identified by the Rockbank PSP and Rockbank Township DSS 4179.

SC G6. Rainwater harvesting, passive irrigation, recycled water opportunities and water-efficient landscaping should be considered where practical.

SC G7. Drainage infrastructure should contribute positively to neighbourhood amenity and visual character wherever practical.

Climate Responsive Development

Requirements

SC R9. Infrastructure design must support the long-term delivery of the movement, drainage and open space networks identified on the Framework Plan.

Guidelines

SC G8. Landscape and built form should work together to reduce urban heat impacts and improve outdoor comfort.

SC G9. Buildings should maximise opportunities for solar access, natural ventilation and reduced energy demand where appropriate.

SC G10. Shade should be prioritised within public spaces, pedestrian routes and activity areas to improve year-round comfort.

Resilient Infrastructure

Requirements

SC R10. Infrastructure must be designed so as not to compromise future upgrades, drainage outcomes or public realm improvements identified in the Framework Plan.

Guidelines

SC G11. Infrastructure should be designed to accommodate future growth, climate change and changing community needs.

SC G12. Utility, drainage and public realm infrastructure should be coordinated to minimise future disruption and maximise long-term efficiency.

SC G13. Temporary and interim infrastructure solutions should be capable of integrating into ultimate development outcomes wherever practicable.

Implementation & Staging

3



3 Implementation & Staging

3.1 Indicative Staging Strategy

The Westcott Parade Precinct is expected to redevelop progressively over time in response to landowner decisions, infrastructure delivery, market conditions and broader development occurring within the Rockbank Precinct Structure Plan area.

The Framework Plan has been designed to support a flexible and coordinated pattern of redevelopment whilst maintaining the ultimate movement network, public realm, open space and infrastructure outcomes identified by this Urban Design Framework, regardless of the order in which individual landholdings are developed.

Given the Precinct's fragmented land ownership, existing community infrastructure, strategic drainage requirements and relationships to Rockbank Station, the Rockbank Major Town Centre and surrounding development areas, a coordinated implementation approach will be critical to achieving long-term neighbourhood outcomes.

The indicative staging strategy illustrates one possible pathway for implementation. Actual development timing and sequencing may vary depending on landowner decisions, infrastructure delivery and broader development occurring throughout Rockbank.

3.1.1 Interim Conditions

What is happening across Rockbank now?

Significant investment is occurring across the broader Rockbank area, including the commencement of Rockbank Major Town Centre, upgrades to Rockbank Station and associated rail infrastructure, improvements to Leakes Road and the surrounding road network, and the delivery of new active transport connections linking neighbourhoods with key destinations.

These projects establish the foundations for future redevelopment within the Westcott Parade Precinct and improve access to employment, services, recreation and public transport.

Implications for Westcott Parade

Redevelopment Opportunities

The continued growth of Rockbank, investment in Rockbank Station and the ongoing development of the Rockbank Town Centre will continue to increase the attractiveness of Westcott Parade for residential, community and potential non-residential investment.

Early redevelopment opportunities are expected to focus on individual landholdings capable of progressing independently whilst maintaining the ability to deliver the ultimate neighbourhood structure identified by the Framework Plan.

Movement and Access Upgrades

The Framework Plan identifies the ultimate Shared User Path, Rail Corridor Landscape Trail and pedestrian connection network for the Precinct.

Given these routes traverse multiple landholdings, delivery is expected to occur progressively as redevelopment occurs and land is brought into public ownership or otherwise secured through the development process.

Individual development proposals should support delivery of the ultimate movement network and avoid outcomes that would prejudice future connections identified by the Framework Plan.

Leakes Road

Early redevelopment along Leakes Road should encourage opportunities for Non-Residential Uses at ground level and support the establishment of an active urban edge adjoining the Rockbank Town Centre and Mixed Use Precinct.

Interim Stormwater Management

Until delivery of the ultimate Retarding Basin and associated drainage infrastructure identified by DSS 4179, individual development parcels may be required to provide interim on-site stormwater management solutions in accordance with Melbourne Water requirements.

Interim drainage arrangements must not prejudice delivery of the ultimate Retarding Basin or the broader drainage network.

Priorities for Delivery

Support the delivery of:

- The ultimate Shared User Path network.
- The ultimate Rail Corridor Landscape Trail.
- The Local Park.
- The Retarding Basin and associated drainage infrastructure.
- Key pedestrian crossing locations.
- Future road and active transport connections..

Protect:

- Future road connections
- Retarding Basin delivery
- Rockbank Station access
- Leakes Road frontage opportunities
- Future redevelopment opportunities across adjoining landholdings.

3.1.2 Ultimate Neighbourhood Structure

What is expected across Rockbank?

As Rockbank Town Centre and surrounding precincts continue to develop, Rockbank will evolve into a connected network of neighbourhoods supported by public transport, employment opportunities, recreation facilities, education infrastructure and community services.

Implications for Westcott Parade

Neighbourhood Consolidation

Westcott Parade will function as a connected residential neighbourhood integrated with Rockbank Station, the Rockbank Town Centre, Ian Cowie Recreation Reserve and surrounding neighbourhoods through a completed movement network, public realm network and landscape framework.

Housing Diversity

A range of housing opportunities including Conventional Housing, Medium Density Housing, Apartment Living and Apartment Living incorporating ground level Non-Residential Uses, will provide opportunities for residents at different life stages whilst supporting access to public transport, services and community infrastructure.

Integrated Centres and Employment Links

The Leakes Road frontage will provide opportunities for Potential Non-Residential Uses that strengthen connections between the neighbourhood, the Rockbank Major Town Centre and the surrounding Mixed Use Precinct.

Priorities for Delivery

Completion of:

- Local street network;
- Shared User Path;
- Rail Corridor Landscape Trail;
- Local Park;
- Retarding Basin and associated drainage infrastructure; and
- Key public realm improvements.

Delivery of:

- Apartment Living and Medium Density Housing in accordance with the Framework Plan;
- Leakes Road frontage redevelopment; and
- Key built form sites and neighbourhood gateways.

Long-term integration of:

- Community facilities;
- Ian Cowie Recreation Reserve;
- Rockbank Station;
- Rockbank Major Town Centre; and
- Sundowner Caravan Park redevelopment opportunities, should redevelopment occur.

3.2 Opportunities for Land Consolidation

The Framework Plan has been prepared to facilitate redevelopment across both individual landholdings and consolidated development sites.

Whilst many elements of the Framework Plan can be delivered through redevelopment of existing parcels, some outcomes will require the consolidation, agglomeration or re-parcellation of adjoining lots to support coordinated development, efficient infrastructure delivery and the preferred built form outcomes identified by the Framework Plan.

In particular, land consolidation may be necessary to facilitate the following:

- Apartment Living and Potential Non-Residential Uses along the Leakes Road frontage;
- Apartment Living adjacent to the Retarding Basin.
- The proposed residential blocks directly north of the Local Park. The current land ownership pattern in this location features irregularly shaped landholdings, making delivery complicated.

Development of individual parcels should not prejudice the future consolidation of adjoining sites or compromise the delivery of the ultimate neighbourhood structure, movement network, public realm and infrastructure outcomes identified by the Framework Plan.



Figure 25. Indicative opportunities for land consolidation

3.3 Key Development Drivers & Dependencies

The delivery of the Framework Plan will be influenced by a range of infrastructure projects, land use changes and external investment occurring within and beyond the Precinct.

Infrastructure / Project	Relevance to Westcott Parade
Rockbank Station & Rockbank Town Centre	Continued investment in Rockbank Station and Rockbank Town Centre is expected to increase demand for housing, employment, services and community facilities within the Precinct.
Leakes Road Upgrades	Future upgrades to Leakes Road, including road truncation and associated intersection improvements, will influence development outcomes along the western edge of the Precinct and support the establishment of the intended urban frontage.
Retarding Basin (DSS 4179)	The Retarding Basin identified by the Rockbank PSP and DSS 4179 represents the ultimate stormwater detention and flood mitigation solution for the Precinct and is a critical dependency for redevelopment.
Local Park	0.5 hectare The Local Park is required in accordance with the Rockbank PSP and Development Contributions Plan and provides the primary passive recreation destination within the Precinct.
Rail Infrastructure Improvements	Future rail corridor upgrades and potential corridor widening may influence development outcomes adjoining the western edge of the Precinct.
Outer Metropolitan Ring Road Reservation	The north-western portion of the Precinct is influenced by the future Outer Metropolitan Ring reservation and future development should recognise this constraint.
Sundowner Caravan Park	The ongoing operation and potential future redevelopment of the Sundowner Caravan Park will influence neighbourhood integration and long-term redevelopment opportunities.

Ultimate Infrastructure Dependencies

Delivery of the ultimate neighbourhood structure is dependent on:

- Delivery of the Retarding Basin identified by DSS 4179.
- Delivery of the Local Park required by the Rockbank PSP and Development Contributions Plan.
- Completion of the ultimate movement network.
- Continued investment in Rockbank Station and Rockbank Town Centre.
- Delivery of key transport and active transport infrastructure supporting the Precinct.

Sundowner Caravan Park

The Framework Plan has been prepared on the basis that the Sundowner Caravan Park will continue to operate in the short to medium term.

The ultimate neighbourhood structure can be achieved without redevelopment of the Caravan Park. However, additional movement, open space and redevelopment opportunities may be realised should the site transition to an alternative use over time.

3.4 Infrastructure Delivery

3.4.1 Development Contributions Plan

The Rockbank Development Contributions Plan (DCP) provides the primary mechanism for funding growth-related infrastructure required to support redevelopment of the Westcott Parade Precinct and the broader Rockbank PSP area.

Several DCP projects have a direct relationship to implementation of the Framework Plan and should be considered in future subdivision, permit and infrastructure planning.

DCP Item	Project	Relevance to Westcott Parade
RD10B / RD10C	Westcott Parade Upgrade	Delivery of the Westcott Parade upgrade, including associated active transport infrastructure and streetscape improvements, is fundamental to achieving the movement and public realm outcomes identified by the Framework Plan.
IT10A / IT10B	Rockbank Road and Westcott Parade Extension / Intersection	Establishes a key connection between the Precinct, Rockbank Station and the Rockbank Major Town Centre and supports the long-term movement network.
BR05B	Rockbank East Pedestrian Bridge	The future pedestrian bridge will improve walking and cycling access between the Ian Cowie Recreation Reserve and the Rockbank Town Centre.
BR06B	Leakes Road Level Crossing Upgrade	Improves connectivity and access along the Leakes Road interface and supports future mixed-use and higher-density development outcomes.
CI03A	Community Centre Land	Supports delivery of community infrastructure accessible to future Westcott Parade residents.

Future development should be designed to support and not prejudice the delivery of these infrastructure projects.

3.4.3 Developer Works

Development within the Precinct will be required to deliver infrastructure identified by the Rockbank PSP, Development Contributions Plan and Framework Plan.

Depending on the location and extent of redevelopment, developer-delivered works may include:

- Westcott Parade frontage works.
- Local streets and laneways.
- Shared User Path connections.
- Rail Corridor Landscape Trail connections.
- Local Park interfaces and associated public realm improvements.
- Utility infrastructure connections.
- Interim stormwater management measures.
- Infrastructure required to facilitate future road, movement and drainage connections.

Future permit applications should demonstrate how development contributes to the delivery of the ultimate Framework Plan outcomes and integrates with surrounding infrastructure.

3.4.2 Interim Conditions and Infrastructure Delivery

Redevelopment within the Precinct is expected to occur across multiple landholdings and over an extended period of time.

Development should be designed to respond to existing land ownership boundaries whilst preserving the ability to deliver the ultimate neighbourhood structure, movement network, public realm and drainage infrastructure identified by the Framework Plan.

Until delivery of the ultimate Retarding Basin and associated drainage infrastructure, individual development sites may be required to provide interim on-site stormwater management solutions in accordance with Melbourne Water requirements.

The Framework Plan identifies the ultimate Shared User Path, Rail Corridor Landscape Trail and pedestrian connection network for the Precinct. Given these routes traverse multiple landholdings, delivery is expected to occur progressively as redevelopment occurs and land is brought into public ownership or otherwise secured through the development process.

Individual development proposals should support delivery of the ultimate movement network and avoid outcomes that would prejudice future connections identified by the Framework Plan.

Interim development outcomes must not prejudice:

- Future road connections;
- Delivery of the Local Park;
- Delivery of the Retarding Basin and DSS 4179 drainage infrastructure;
- Shared User Path connections;
- Rail Corridor Landscape Trail connections; or
- Future redevelopment opportunities identified by the Framework Plan.

Given redevelopment is expected to occur across multiple landholdings, delivery of the ultimate movement network, public realm and infrastructure outcomes may occur incrementally over time and not necessarily in the sequence illustrated by the indicative staging strategy.

Review

4



4 Review

The Westcott Parade Urban Design Framework has been prepared using the most current information available at the time of writing and is intended to guide the coordinated redevelopment of the Precinct over an extended period.

Given the long-term nature of development within the Precinct, future conditions, infrastructure projects, policy settings and community needs may change over time. As such, the UDF should be reviewed periodically to ensure that it remains relevant and continues to provide appropriate guidance for future development.

It is recommended that the UDF be reviewed approximately every five years, or earlier where significant changes occur that may affect the assumptions, objectives or delivery of the Framework Plan.

Key matters that may trigger a review include:

- Significant changes are made to the Rockbank Precinct Structure Plan, Development Contributions Plan or associated strategic planning framework.
- Drainage infrastructure requirements, including the delivery or operation of the Retarding Basin and DSS 4179 drainage network, change materially.
- Major transport infrastructure projects, including rail corridor upgrades, Leakes Road upgrades or the Outer Metropolitan Ring reservation, alter the assumptions that underpin the Framework Plan.
- Infrastructure delivery, land ownership patterns or development outcomes differ substantially from those anticipated by the UDF.
- Redevelopment of the Sundowner Caravan Park creates opportunities or development outcomes not contemplated by the current Framework Plan.
- Additional land consolidation opportunities emerge that support alternative development outcomes whilst remaining consistent with the objectives of the Precinct.

Any future review should consider:

- The ongoing relevance of the neighbourhood structure.
- Delivery of the movement network and active transport connections.
- Delivery of the Local Park, Retarding Basin and associated infrastructure.
- Housing diversity and built form outcomes.
- Integration with the Rockbank Major Town Centre and surrounding precincts.
  Emerging infrastructure requirements and redevelopment opportunities.

Appendices

Appendix A Glossary of Terms 78

Appendix A Glossary of Terms

Active Frontage
A building frontage that contributes to street activity through entries, windows, glazing, and visible internal uses that face the public realm. Supports safety, passive surveillance and walkability.

Active Transport
Movement by walking, cycling, scooting or other non motorised travel.

Block Structure
The pattern, size and arrangement of urban blocks defined by the street network.

Built Form
The height, massing, scale and arrangement of buildings within an area.

Character Area
A part of the precinct defined by its land use, built form, landscape features or interface conditions.

Connector Street
A street that provides a key local movement function and links neighbourhoods, activity centres, schools and community facilities.

Development Contributions Plan (DCP)
A statutory mechanism that collects funds from development to deliver essential infrastructure such as roads, drainage, open space and community facilities.

Drainage Corridor
Land set aside for stormwater conveyance, water treatment and integrated landscape outcomes.

Fine Grain Street Network
A closely spaced network of smaller blocks and frequent connections that support walkability, permeability and diverse housing types.

Framework Plan
The overarching spatial structure in a UDF that coordinates land use, movement, open space, built form and infrastructure.

Green Link
A landscaped linear connection that supports walking, cycling, biodiversity and urban cooling.

Heritage Place
A building or site of recognised historic, social or architectural value.

Higher Density Housing
Housing types such as apartments, mixed use buildings and shop top dwellings, usually located near public transport, local parks, or activity nodes.

Interface
A location where different land uses, building types or conditions meet, such as residential to commercial, or development next to the freeway, rail corridor or open space.

Local Park
A small neighbourhood park providing recreation, play, shade and community gathering opportunities within walking distance of homes.

Major Town Centre
Statutory definition for a mixed use activity centre with a broad range of retail, commercial, residential and community uses supported by public transport.

Medium Density Housing
Housing types such as townhouses, terraces and small lot homes that provide a higher level of density than detached housing while maintaining a human scale.

Mixed Use
Development that combines different uses such as residential, commercial or community facilities within a building or block.

Movement Network
The combined system of walking, cycling, public transport and vehicle routes.

Passive Surveillance
Informal observation of streets or public spaces from homes, windows or active frontages to improve safety.

Pedestrian Focused Street
A street designed to prioritise walking comfort, crossings, shade, low speeds and high quality public realm.

Precinct Structure Plan (PSP)
A long term land use and infrastructure plan that guides growth area development and sets planning requirements.

Public Realm
All publicly accessible places including streets, parks, plazas, paths and landscaped areas.

Retarding Basin
A stormwater facility that temporarily stores water during high rainfall events to manage flooding and support landscape outcomes.

Sensitive Interface
An edge condition where development must respond carefully to protect amenity, such as existing residences, heritage places or the Caravan Park.

Shared User Path (SUP)
A path used by both pedestrians and cyclists, often forming a key active transport spine.

Shop Top Housing
Residential dwellings located above ground floor commercial or mixed use spaces.

Staging
The planned sequencing of development, infrastructure and public realm delivery over time.

Street Hierarchy
The classification of streets based on their movement and access role within the network.

Townhouse / Terrace Housing
Attached or semi detached medium density homes that front the street and contribute to a fine grain neighbourhood structure.

Urban Design Framework (UDF)
A strategic plan that translates PSP directions into detailed, place based guidance for land use, built form, movement, public realm, landscape and staging.

Urban Plaza
A small hard landscaped public space designed for gathering, resting, community activities and everyday use.

Water Sensitive Urban Design (WSUD)
Landscape and drainage measures such as raingardens, swales and wetlands that improve stormwater quality, support passive irrigation and enhance ecological outcomes.

Tract

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