Westcott Parade
Urban Design Framework

Background Report

Prepared for Melton City Council



Tract

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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
Background Report

Prepared for
Melton City Council

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Aerial View of Westcott Parade Precinct and surrounding areas

Setting the Scene

1 Introduction

1.1 Purpose of this Document

This Report provides the foundation for an Urban Design Framework (UDF) for the Westcott Parade Precinct (the Precinct). It establishes a shared understanding of the precinct's existing conditions, strategic context, and planning framework.

The report identifies key issues and opportunities that will inform the development of the UDF, including land use, built form, movement networks, public realm, and infrastructure considerations.

The document responds to the requirements of the Rockbank Precinct Structure Plan (PSP), which identifies the Westcott Parade Precinct as a key area for redevelopment. It also incorporates early engagement insights and policy alignment to support a coordinated and place-based approach to future planning.

1.2 Project Overview

Melton City Council has engaged Tract to prepare a UDF for the Westcott Parade Precinct in Rockbank.

The Precinct spans approximately 35 hectares and is strategically located near Rockbank Major Town Centre, the Western Freeway, and Rockbank Railway Station. It is expected to accommodate medium to high density residential development and play a pivotal role in shaping the growth of the broader Rockbank area.

The UDF will provide a detailed framework to guide land use planning, urban design outcomes, and infrastructure delivery. It will address key site-specific challenges such as fragmented land ownership, heritage assets, the future of the Sundowner Caravan Park, and the interface with surrounding uses and activities. The project will be delivered through a collaborative process, including engagement with the Wurundjeri Woi Wurrung Traditional Owners, landowners, and other stakeholders, to ensure the framework reflects local values and aspirations.

1.3 What is an Urban Design Framework

A UDF is a strategic planning tool used to articulate a clear and integrated vision for the future development of a defined urban area. It provides a structured approach to shaping land use, built form, public spaces, movement networks, and infrastructure in a way that responds to the unique context and aspirations of a place.

A UDF translates the broad objectives of planning schemes and Municipal Strategic Statements into practical, place-based design guidance. It includes a vision for how a place may evolve and provides sufficient detail to allow for design testing, feasibility assessment, and implementation. While it offers guidance for assessing planning and subdivision applications, a UDF is not prescriptive. Instead, it is designed to be flexible, focusing on key principles and objectives rather than fixed built form outcomes.

In the case of the Westcott Parade Precinct, the UDF will respond to the requirements of the Rockbank PSP, address site-specific challenges such as fragmented land ownership and heritage assets, and guide the coordinated delivery of a vibrant, connected, and sustainable residential neighbourhood. Once a UDF is adopted, any planning permit for use and development granted must be consistent with the UDF.

1.4 Structure of this Document

This Background Report is designed to provide a clear and logical foundation for the development of the UDF for the Westcott Parade Precinct.

This report:

- Outlines the purpose and scope of the project;
- Provides an overview of the strategic and planning context that informs the precinct's future;
- Presents a detailed site analysis and identifies key opportunities and constraints that shape the planning response.

The report also includes benchmarking insights to support best practice approaches and to delivering the sorts of medium to high density residential neighbourhoods envisaged in the PSP.

This report is structured into four main sections, as outlined on the following page.

The Background Report Structure:

Setting the Scene

1. **Introduction**
   - Outlines the purpose of the report, project overview, and defines the Urban Design Framework (UDF).
2. **Project Context**
   - Provides the geographical, strategic, and policy context for Westcott Parade, including planning schemes and surrounding development trends.

Westcott Parade Precinct

3. **Existing Conditions - Site Analysis**
   - Analyses current site conditions including land ownership, heritage, topography, transport, vegetation, planning zones and overlays, and infrastructure.
4. **Opportunities and Constraints Summary - Site Analysis**
   - Summarises key opportunities and constraints identified through the site analysis.

Benchmarking Best Practice

5. **What is Benchmarking**
   - Explains the rationale and purpose of benchmarking in urban design.
6. **Benchmark 1**
   - Woodlea Town Centre, Aintree, VIC.
7. **Benchmark 2**
   - Point Cook Town Centre, Point Cook, VIC.
8. **Benchmark 3**
   - Rouse Hill, NSW.
9. **Benchmark 4**
   - Williams Landing, VIC.

Consultation and Feedback

10. **Getting Involved in the Plan**
    - Summarises the approach to engaging Traditional Owners, local stakeholders, and community in shaping the precinct.

Appendices

Appendix

- Provides a bibliography of all background information that supports the information presented in this report.

2 Project Context

2.1 Where is Westcott Parade Precinct, Rockbank?

The Westcott Parade Precinct is located within the suburb of Rockbank in Melbourne's western growth corridor, approximately 30 kilometres from the Melbourne CBD. It sits within the jurisdiction of Melton City Council and forms part of the broader Rockbank Precinct Structure Plan (PSP) area, which is earmarked for significant urban growth.

Strategically positioned, the Precinct is adjacent to key infrastructure including the Western Freeway and Rockbank Railway Station, offering strong regional connectivity. It is also located near the emerging Rockbank Major Town Centre, which is planned to become a vibrant hub of activity and services for surrounding communities.

The Site spans approximately 35 hectares and is currently characterised by fragmented land ownership, a mix of residential and semi-rural land uses, and proximity to established and developing communities such as Aintree, Mt Atkinson, and Thornhill Park. These neighbouring developments are shaping the urban character of the area and influencing future planning directions.

Westcott Parade's location presents both opportunities and challenges. Its proximity to transport infrastructure and growth areas positions it well for medium to high density residential development. However, the presence of heritage assets, existing uses such as the Sundowner Caravan Park, and complex land ownership patterns will require a coordinated and context-sensitive approach to development.

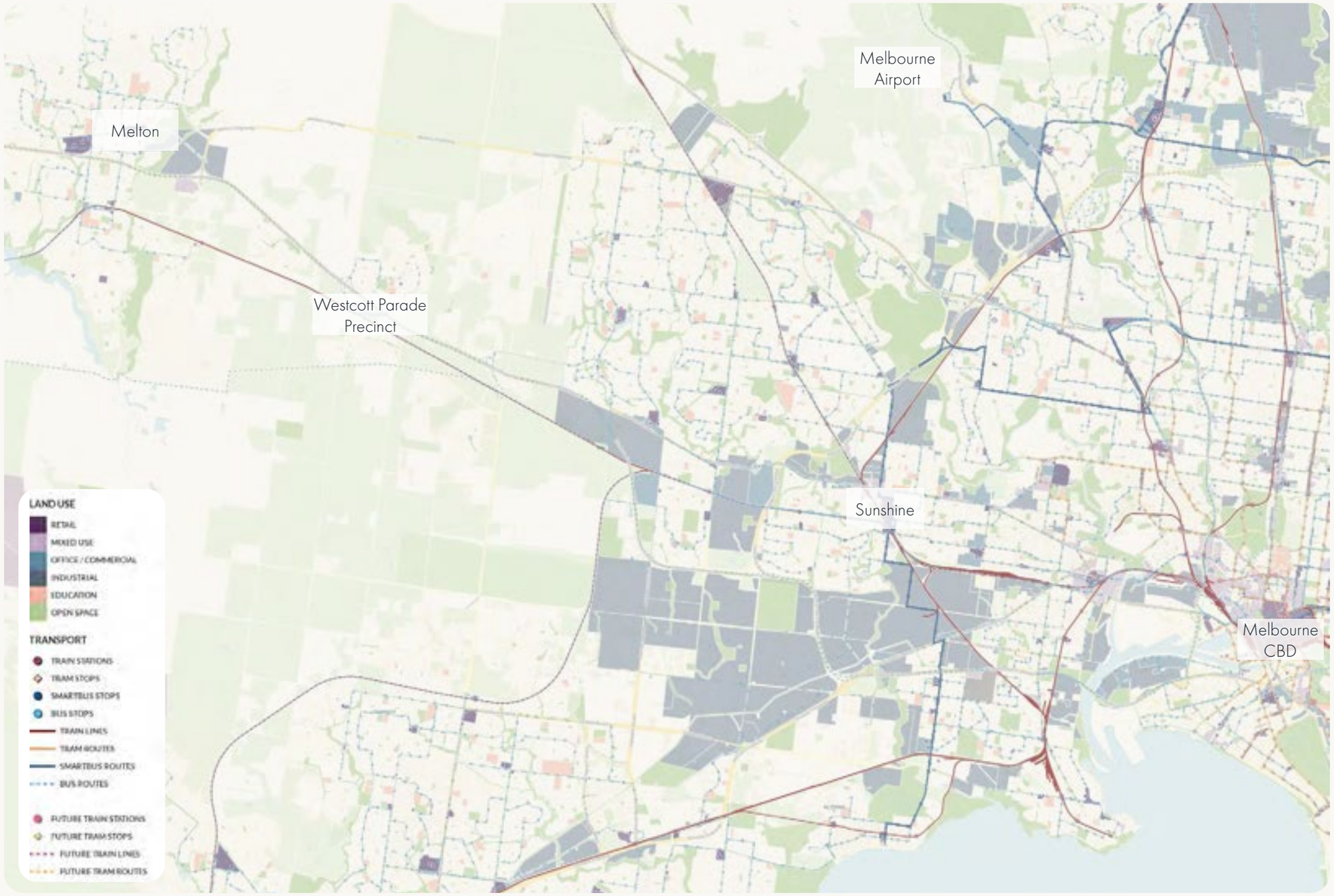


Figure 1. Westcott Parade Precinct Location Map

2.2 Strategic and Policy Context

2.2.1 State Government Policies and Strategies

Plan for Victoria

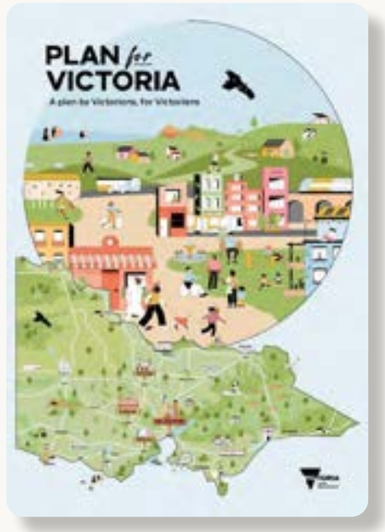
Plan for Victoria is the State's overarching strategic vision for growth, guiding development across metropolitan and regional areas. It is built around five pillars:

- Self-determination and caring for Country
- Housing for all Victorians
- Accessible jobs and services
- Sustainable environments
- Great places, suburbs and towns

The plan promotes inclusive, liveable, and connected communities, with a strong emphasis on respecting local character, supporting Traditional Owners, and enabling equitable access to housing, transport, and services. It replaces fragmented regional strategies with a unified spatial framework for the entire state.

For the Westcott Parade Precinct, this strategy provides a broader spatial and policy context that supports:

- Place-based planning that respects local identity and character, ensuring the precinct evolves as a distinctive and welcoming neighbourhood.
- Integration with regional and metropolitan priorities, helping Westcott Parade contribute to Victoria's goals for liveability, equity, and sustainability.
- Collaborative delivery, aligning council, community, and developer efforts to shape a precinct that reflects shared values and aspirations.
- Strategic alignment with planning controls, as Plan for Victoria is now embedded in the Planning Policy Framework (PPF), guiding zoning, overlays, and development outcomes across the state.
- Achieving Housing Targets set in the Plan, where Melton is expected to deliver 5,000 dwellings for non-greenfield developments and 104,000 dwellings for greenfield developments.



Victoria's Housing Statement: The Decade Ahead (2024–2034)

This statement sets a bold target to deliver 800,000 new homes across Victoria over the decade between 2024 and 2034. It introduces planning reforms to streamline approvals, reduce permit delays, and encourage higher-density housing near transport and services. Key initiatives include:

- Introduction of the Housing Choice & Transport Zone (HCTZ)
- Establishing a fast-track permit pathways in activity centres
- Providing incentives for affordable housing and infill development
- Rezoning strategic redevelopment sites

These reforms are designed to support housing affordability, sustainability, and better integration with infrastructure.

For Westcott Parade Precinct, the statement reinforces the need for diverse housing types, efficient permit processes, and integration with transport and community infrastructure.



Infrastructure Victoria's 30-Year Strategy (2025–2055)

This strategy outlines long-term infrastructure priorities across housing, transport, energy, health, and the environment. It recommends:

- Extending tram and rail networks to unlock housing corridors
- Improving bus services and regional connectivity
- Investing in social housing and climate-resilient infrastructure
- Promoting walkable, safe neighbourhoods with slower local streets

The strategy supports integrated planning and encourages partnerships between government and private sectors to deliver infrastructure efficiently.

For Westcott Parade Precinct, the statement reinforces the need for diverse housing types, efficient permit processes, and integration with transport and community infrastructure.



Urban Design Guidelines for Victoria

The Urban Design Guidelines for Victoria provide a practical framework for shaping places that are inclusive, safe, and resilient. For the Westcott Parade Precinct, these guidelines support the creation of a well-connected, walkable neighbourhood that integrates with surrounding development and infrastructure.

Key principles relevant to this precinct include:

- Urban Structure: Encouraging a legible street network that supports movement and access to key destinations like the Rockbank Town Centre and Rockbank Railway Station.
- Movement Network: Designing streets and paths that prioritise pedestrians and cyclists, while ensuring safe and efficient vehicle access.
- Public Spaces: Embedding open spaces and green corridors that enhance amenity, biodiversity, and community well-being.
- Built Form: Promoting medium to high density housing that responds to local character and supports passive surveillance and active frontages.
- Public Transport Environs: Enhancing the interface with Rockbank Railway Station through safe, attractive, and accessible design.
- Objects in the Public Realm: Integrating street furniture, lighting, and signage to support comfort, safety, and identity.

By applying these guidelines, the UDF for Westcott Parade can deliver a place-based response that aligns with state planning policy and supports a vibrant, connected, and liveable community.

Western Growth Corridor

The Growth Corridor Plans are strategic documents developed by the Victorian Government to guide development in Melbourne's designated growth areas which include Rockbank. These plans identify future locations for housing, employment, transport infrastructure, and open space, ensuring coordinated and sustainable urban expansion.

The Western Growth Corridor is earmarked for significant transformation into a well-serviced, diverse, and connected urban environment. The corridor's vision emphasises:

- Integrated land use and transport planning
- Access to jobs, education, and services
- Protection and enhancement of natural assets
- Creation of vibrant, locally distinctive communities

For the Westcott Parade Precinct, this means:

- Aligning with the corridor's structure to ensure seamless connectivity with surrounding precincts and transport networks.
- Supporting a mix of housing types and densities that respond to projected population growth and market demand.
- Embedding open space and community infrastructure to meet future needs and enhance liveability.
- Reinforcing local identity through design that reflects the character and aspirations of Rockbank and its evolving urban form.

By responding to the Western Growth Corridor Plan, the UDF will ensure Westcott Parade contributes meaningfully to the broader vision for Melbourne's western growth areas.

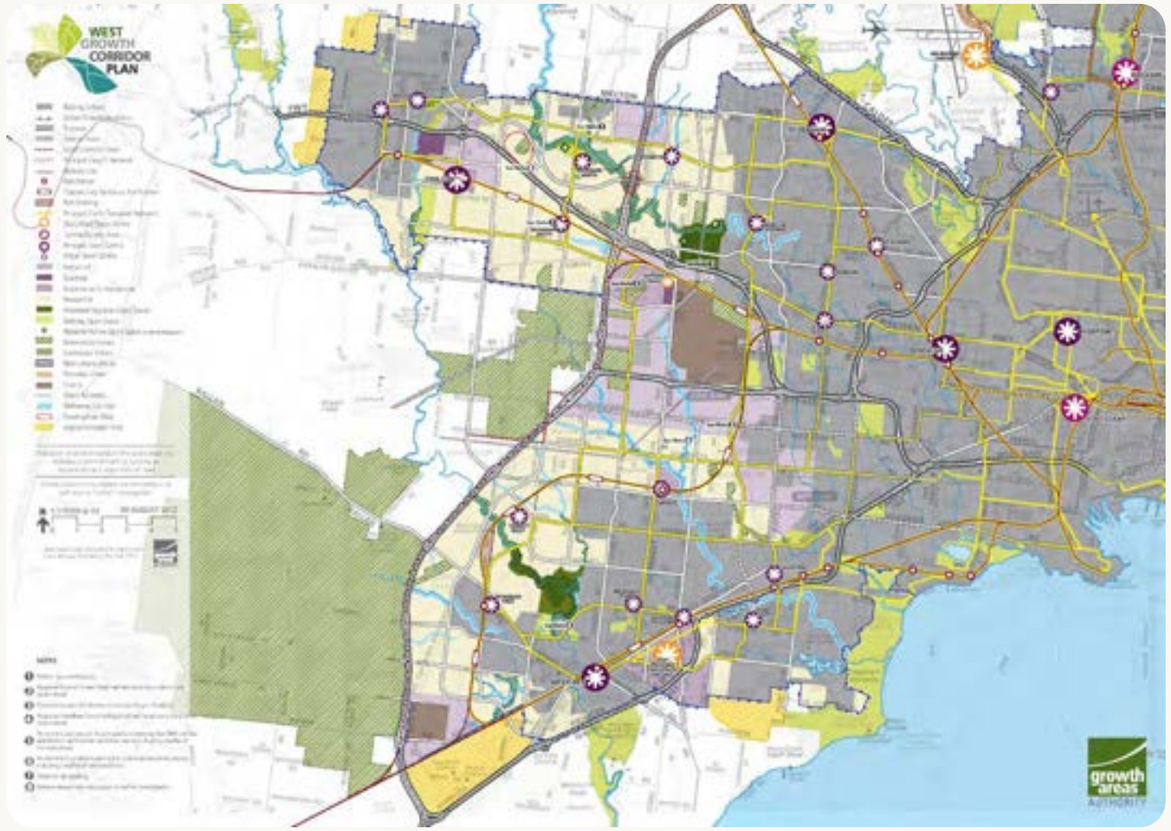


Figure 2. Western Growth Corridor Plan

2.2.2 Rockbank PSP

The Westcott Parade Precinct sits within the broader Rockbank PSP. The Structure Plan provides the strategic framework for guiding urban development in the area. It outlines land use, infrastructure, transport, and community facilities to support a growing population. It identifies Westcott Parade as a key redevelopment site, with potential for medium to high density residential development and improved connectivity to surrounding precincts and transport nodes.

Refer to 2.3 for more information about the PSP.

2.2.3 Rockbank Major Town Centre UDF

The Rockbank Major Town Centre UDF sets out the vision and design principles for the emerging town centre adjacent to Westcott Parade. It aims to create a vibrant, mixed-use hub that integrates retail, commercial, civic, and residential functions. The proximity of Westcott Parade to the town centre positions it to benefit from future investment and activity, reinforcing its role in the broader urban structure. This document was endorsed by Melton City Council in 2019.

2.2.4 Rockbank Mixed Use Precinct UDF (Future Work)

Melton City Council will undertake the preparation of the Rockbank Mixed Use Precinct UDF as part of its future strategic planning work.

This framework will provide strategic guidance for an area intended to accommodate a mix of residential, commercial, and employment uses. Once developed, the UDF should establish principles that support diverse housing typologies, active street frontages, and integrated public spaces. It will also need to integrate with the Westcott Parade Precinct by promoting complementary land uses and strengthening connections between precincts, ensuring a cohesive and well-connected urban environment.









View of Westcott Parade looking east towards the existing Rockbank Township

2.3 Rockbank PSP

The Rockbank PSP is an Incorporated Document within the Melton Planning Scheme. It is implemented through the Urban Growth Zone Schedule 7 (UGZ7). A PSP is a long term plan for urban development, describing how land is expected to be developed. This PSP was developed by the VPA in consultation with Melton City Council and other agencies and stakeholders.

The PSP sets out the vision for Rockbank as a well designed urban area focussed around a town centre accompanied by a network of neighbourhoods linked by open spaces and waterways.

The PSP includes requirements (which are mandatory) and guidelines (which are discretionary) which seek to guide the development of land.

The Rockbank PSP includes objectives, requirements and guidelines relating to:

- Image, character, heritage and housing.
- Town centres and employment.
- Community facilities, education and open space.
- Bushfire management.
- Transport and movement.
- Integrated water management and utilities.
- Infrastructure delivery and development staging.

2.3.1 Key concepts in the PSP

Overall the PSP covers almost 752 hectares of land, of which 460 hectares for residential uses and 2.75 for employment. The PSP identifies a series of sub-precincts, such as the Town Centre and Westcott Parade.

Of particular note, the PSP identifies locations for medium and higher density homes, and provides an expectation that these locations would, at a higher density, be able to deliver an increase in the number of housing units that would be delivered at the conventional housing density of 16.5 homes per net developable hectare. In these locations, marked in brown hatching in Figure 2 at right, the PSP promotes average minimum dwelling density of 24 homes per net developable hectare.

Whilst the PSP does not consider the Westcott Parade Precinct as part of the identified areas for higher density housing, the PSP does provide detailed development guidance and advice specific for Westcott Parade. This guidance is the foundation for the subject of this report - the emerging Westcott Parade Precinct UDF.

The PSP further identifies:

- The approximate size and location of open spaces, including key waterways, local sports reserves, local parks and municipal sports reserves.
- The configuration of the major road networks across the precinct, including arterial roads, boulevards, connector and local access streets, off road and shared paths, major signalised intersections and significant grade separation road crossings over the railway line. The PSP also identifies streets that should be capable of facilitating bus routes.

The PSP also includes a Development Contributions Plan (DCP) which provides a funding mechanism for the delivery of a range of infrastructure investments that are identified in the PSP and will be needed to support the long term development of Rockbank in line with the PSP.



Figure 3. Future Urban Structure from Rockbank PSP

2.4 Westcott Parade Precinct in the PSP

The PSP defines Westcott Parade Precinct as an area of land adjoining the western edge of Rockbank Township that forms part of the function of the township and is subject to urban renewal and development. It recognises the potential for the Precinct to provide extensive medium and high density housing opportunities because of its proximity to the Town Centre and Train Station.

However, in order to facilitate this scale and type of development, the PSP requires that a UDF be prepared to guide development and expand on the design principles set out within, shown in Figure 3.

The PSP outlines that the Westcott Parade UDF must address:

- Relevant design guidelines prepared by the Victorian Government and Melton City Council.
- The Westcott Parade Precinct Urban Design Framework Concept Plan (as shown in the PSP, and at Figure 3).
- A land use plan that identifies a hierarchy of public spaces including local parks, pedestrian connections and cycling links, urban spaces and landscape nodes.
- The interface with the Western Freeway (including noise attenuation), Melbourne-Ballarat rail corridor, Rockbank Township community hub, caravan park, existing commercial uses, surrounding residential uses (including Old Leakes Road and the existing township) and local parks
- A fine-grain road network, including the urban upgrade of Westcott Parade and direct access
- Opportunities for medium and higher density housing and its design
- Staging and indicative development timing, including interim drainage infrastructure requirements
- Guidelines to positively address environmental sustainability including integrated water management and energy conservation

The Rockbank PSP also includes requirements in relation to the delivery of infrastructure in the area, such as the retarding basin and construction of pedestrian crossings over the Western Freeway and Ballarat Railway Line.



Figure 4. Westcott Parade Precinct UDF Concept Plan from Rockbank PSP

2.5 City of Melton Strategies and Policies

Local planning strategies from the City of Melton, such as the Municipal Strategic Statement (MSS), Housing Strategy, and Integrated Transport Strategy, provide direction for land use, infrastructure, and community development at the municipal level. These policies emphasise place-based planning, housing choice, and sustainable urban growth.

The Westcott Parade UDF will respond to these priorities by proposing a coordinated and context-sensitive approach to redevelopment.

Municipal Planning Strategy (MPS) of the Melton Planning Scheme

The relevant provisions of the MPS are summarised as follows:

- Clause 00 – Purpose and Vision – this includes an acknowledge of Country, and that the Victorian Government acknowledges the Traditional Owners in Victoria as the custodians of Country. The government commits to ongoing engagement to restore and strengthen their rights within the planning scheme.
- Clause 01.01 – Purposes of the Planning Scheme outlines the purposes of the planning framework.
- Clause 01.02 – Vision for Victoria outlines a vision for Victoria.
- Clause 02.01 – Context describes the context of the City of Melton. Of relevance, it forecasts an increase of the population of the municipality to 485,000 people by 2051. It highlights that much of this residential population growth will be accommodated within greenfield development, similar to that proposed for the Westcott Parade Precinct.
- Clause 02.02 – Vision outlines the vision for the municipality. This seeks to create a vibrant, safe and liveable city, accessible for all.
- Clause 02.03 – Strategic Directions outlines strategic directions relating to settlement, environmental and landscape values, environmental risks and amenity, natural resource management, built environment and heritage, housing, economic development, transport, infrastructure and gaming values. Of relevance to the precinct, it seeks to ensure new growth areas are embedded with good urban design, providing housing diversity and affordability that reflects community needs, encourage innovate design and promote active travel.
- Clause 02.04 – Strategic Framework Plans indicates that the precinct lies within a growth area, adjacent to the planned Rockbank Major Town Centre.

Planning Policy Framework (PPF) of the Melton Planning Scheme

The relevant provisions of the PPF are as follows:

- Clause 11 – Settlement seeks to guide settlement across Victoria. Of particular relevance to the precinct:
  - Clause 11 implements Plan for Victoria.
  - It designates Rockbank Activity Centre as an 'Activity Centre – Housing Choice and Station' where mixed use development at various densities is to be facilitated.
  - Development is to be sequenced to ensure it occurs in a co-ordinated manner.
  - A minimum of 30 dwellings per net developable hectare is to be facilitated in locations within walkable distance of existing and proposed activity centres and train stations. A minimum of 20 dwellings per net developable hectare is to occur in other locations.
  - Achieve a minimum of 30 percent canopy cover within the public realm and open spaces.
- Clause 12 – Environmental and Landscape Values seeks to protect the health of ecological systems and facilitate biodiversity. It also seeks to ensure environmentally sustainable development and protection of significant environments and landscapes. It seeks to achieve an overall 30 percent canopy target in urban areas.
- Clause 13 – Environmental Risks and Amenity seeks to identify, prevent and minimise the risk of harm to the environment, human health and amenity, as well as strengthen the resilience of communities.. Of particular relevance to the precinct:
  - Minimise the impacts of natural hazards and assist in mitigating risks from climate change.
  - Reduce the impacts of the urban heat island impact.
  - Strengthen bushfire resilience and minimise risks of bushfire to human life.
  - Strengthen resilience to flood impacts and direct growth away from high impact locations.
  - Minimise the impacts to residential areas from surrounding commercial uses, or nearby transport routes, by way of noise, air quality and the like.
- Clause 15 – Built Environment and Heritage seeks to ensure liveable and attractive built environments, recognising urban design, building design, heritage and energy and resource efficiency contribute to the liveability of place. Of relevance to the precinct:
  - It encourages good urban design outcomes, and seeks to ensure development responds to its context.
  - Good landscape and environmentally sustainable design outcomes within development is encouraged.
  - The delivery of public spaces are to be encouraged with a high design quality.
  - Activity centres are to contribute to a 'sense of place' for their surrounding communities.
  - Building design is to minimise any detrimental impacts to the surrounding area.
  - Subdivision design is to facilitate healthy neighbourhoods.
  - The creation of 20 minute neighbourhoods, that give people the ability to meet most of their every day needs within a 20 minute walk, cycle or local public transport trip from their home.
  - Development is to contribute to the quality of neighbourhood character.
  - Heritage places are to be protected, and any development of these places ensuring they do not unreasonably detriment their historical significance or heritage fabric.
- Clause 16 – Housing seeks to provide housing growth, including ensuring new housing is diverse, sustainable and well located. It also seeks to ensure the provision of affordable housing. Of relevance to the precinct:
  - The municipality is to plan for 104,000 new dwellings within greenfield areas by 2051.
  - Higher density housing is encouraged in locations within, or in close proximity to, activity centres and public transport infrastructure.
  - Opportunities for increased residential densities are to be identified to help consolidate urban areas, and reduce the level of growth demand in greenfield areas.
  - Housing is to be provided with good internal and external amenity, with universal design principles.
- Clause 17 – Economic Development seeks to ensure planning provides a strong and innovative economy and assists in achieving economic prosperity.
- Clause 18 – Transport seeks to facilitate a safe, integrated and sustainable transport system. Of relevance to the precinct:
  - Land use and development is to be integrated with transport services, to ensure efficient use of transport infrastructure.
  - The use of active and public transport is to be encouraged, to assist in reducing the mode share of travel which utilises private (motor car) transport.
  - Higher density development is to be encouraged within close proximity to public transport infrastructure, such as railway stations.
  - Good cycling infrastructure is to be delivered in new suburbs, to ensure it does not require retrofitting at a later stage.
  - Appropriate car parking is to be provided within developments.
- Clause 19 – Infrastructure seeks to ensure the development of social and physical infrastructure This includes community infrastructure, such as health, cultural and educational facilities, open space and the like.

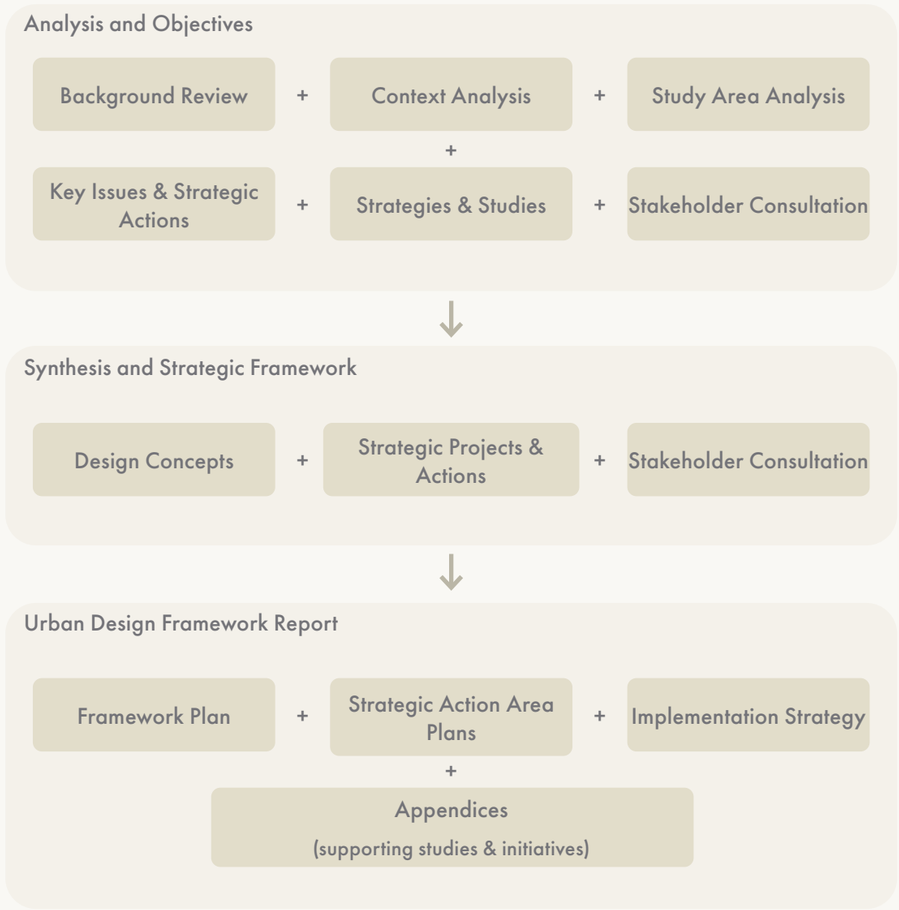
2.6 Planning Practice Note for the Preparation of a UDF

According to Planning Practice Note 17 (PPN17), a well-prepared UDF should:

- Establish a clear design vision that reflects the unique character and potential of the place.
- Be grounded in thorough site and context analysis, including land use, built form, transport, landscape, and infrastructure.
- Align with relevant planning policies and strategies, including local planning schemes and Municipal Strategic Statements.
- Be developed through a consultative process, incorporating input from landowners, stakeholders, and the community.
- Provide flexible and realistic design guidance, focusing on principles and objectives rather than prescriptive controls.
- Include an implementation strategy that outlines actions, responsibilities, and delivery mechanisms.
- Be multidisciplinary, drawing on expertise in urban design, planning, transport, landscape, and community engagement.
- Present information clearly, using diagrams, plans, and visualisations to communicate key ideas and proposals.

This report has been structured to align with these requirements and to provide a robust foundation for the preparation of the Westcott Parade UDF.

The UDF Process



2.7 Guidelines for the Preparation of a UDF

Melton City Council has its own guidelines for the preparation of a UDF. These guidelines provide a structured approach to planning and designing urban precincts. These guidelines aim to ensure that development is well integrated, sustainable, and responsive to both community needs and environmental conditions. They are organised into five key thematic areas, each containing specific requirements and recommendations to guide the preparation of a UDF that will deliver suitable future land use and built form outcomes.

Key Guideline Areas

1. **Land Use**
   - Promote a mix of retail, residential, medical, and community uses.
   - Ensure land uses are compatible and do not negatively impact surrounding areas.
   - Encourage active frontages and outdoor trading in public squares.
   - Sensitive uses must be appropriately located and buffered from industrial activities.
   - Anchor retail tenants should be visually secondary in the streetscape.
   - Acoustic assessments are required for developments near railway corridors.
   - Civic, educational, and health facilities must present high-quality street interfaces.
2. **Movement and Access**
   - Prioritise safe and convenient pedestrian and cyclist access, especially to railway stations and community facilities.
   - Apply Crime Prevention Through Environmental Design (CPTED) principles to enhance safety and visibility.
   - Provide wide footpaths, shared paths, and safe crossings.
   - Ensure public transport infrastructure includes seating, shelter, and lighting.
   - Design road networks to support efficient vehicle movement and minimise crossovers.
   - Integrate landscaping and lighting to reinforce movement hierarchies.
3. **Public Realm and Landscape**
   - Design public spaces for diverse users and experiences, including public art and events.
   - Respond to climate conditions with appropriate planting and shade structures.
   - Incorporate passive irrigation and water-sensitive urban design.
   - Retain and enhance dry-stone walls and existing vegetation.
   - Ensure accessibility and safety through lighting and clear sight lines.
   - Frame public spaces with active uses and ensure all plazas are inclusive.
   - Use locally sourced materials and a regionally appropriate planting palette that reflects the character of the Volcanic Plains grassland landscape and integrates these qualities into the urban design.
4. **Built Form**
   - Avoid long, inactive frontages and promote active interfaces.
   - Encourage high-quality, site-responsive architectural design.
   - Address both primary and secondary street frontages, especially on corner sites.
   - Ensure building height transitions are visually cohesive and context-sensitive.
   - Provide direct access to streets and screen service areas and car parks.
   - Activate rooftops and minimise blank walls during staged development.
5. **Sustainability**
   - Design buildings for solar access, daylight, and energy efficiency.
   - Limit use of reflective materials and maximise passive design strategies.
   - Include water-sensitive urban design and storm water harvesting.
   - Require Environmentally Sustainable Design (ESD) reports for new developments.
   - Encourage green roofs, walls, and façades to enhance biodiversity and cooling.
   - Promote the use of recycled materials and alternative water sources.

The preparation of the Westcott Parade UDF will follow Melton City Council's UDF Preparation Guidelines. These standards provide a robust foundation for shaping land use, movement networks, public realm, built form, and sustainability outcomes across the precinct. In addition to these local guidelines, the framework will also be informed by the Victorian Planning Practice Note for Urban Design Frameworks, ensuring alignment with broader strategic planning objectives and best practice approaches. Together, these documents will support the delivery of a cohesive, well-designed, and community-focused urban environment.

2.8 Summary of Key Strategic and Policy Directions

The planning and design of the Westcott Parade Precinct is guided by a suite of state, regional, and local policies as outlined, that collectively shape its future as a connected, sustainable, and liveable neighbourhood.

State-Level Frameworks

- Plan for Victoria establishes a vision for inclusive, place-based planning, prioritising housing diversity, integrated transport, and sustainable environments.
- Victoria's Housing Statement (2024–2034) sets a target of 800,000 new homes statewide, introducing reforms to streamline approvals and encourage higher-density housing near transport and services.
- Infrastructure Victoria's 30-Year Strategy promotes walkable neighbourhoods, improved public transport, and climate-resilient infrastructure.

Regional and Growth Area Strategies

- Western Growth Corridor Plan provides a coordinated framework for Melbourne's western growth areas, emphasising connectivity, housing choice, and open space integration.
- Rockbank PSP identifies Westcott Parade as a key redevelopment site, requiring a UDF to guide medium and higher-density housing, fine-grain street networks, and integrated drainage solutions.

Local Policy Directions

- Melton Municipal Planning Strategy (MPS) seeks vibrant, safe, and accessible communities supported by housing diversity, active transport, and high-quality urban design.
- Planning Policy Framework (PPF) reinforces minimum density targets near activity centres and stations, 20-minute neighbourhood principles, and a 30% canopy cover target for public spaces.

Urban Design and Sustainability

- Urban Design Guidelines for Victoria advocate for legible street networks, walkable environments, active frontages, and integrated green infrastructure.
- Melton UDF Preparation Guidelines set clear expectations for land use mix, movement networks, public realm quality, built form transitions, and sustainability measures.

Implications for the UDF

- Deliver medium to high-density housing to leverage proximity to Rockbank Station and the future Town Centre.
- Integrate active transport and public realm improvements to support 20-minute neighbourhood principles.
- Embed sustainability through water-sensitive design, tree canopy targets, and energy-efficient built form.
- Respect heritage and cultural values while enabling contemporary development.

2.9 Surrounding Context and Trends

The Western Growth Corridor has experienced significant community development over the past 15 years.

In 2010, the Rockbank area remained largely undeveloped, characterised by farming land, while most new growth was concentrated around Caroline Springs to the west. Since then, notable residential developments have emerged in multiple suburbs, including Aintree, Thornhill Park, Deanside, Fraser Rise, Truganina, and the southern portion of Rockbank.

These communities have been supported by the delivery of town centres, schools, community facilities, and open spaces, contributing to a well-serviced and connected urban environment.

Specific risk considerations

- Rapid urbanisation in the Western Growth Corridor increases pressure on infrastructure and connectivity, risking congestion and reduced accessibility if not addressed.
- Fragmented development patterns in adjacent estates may lead to poor integration and inconsistent character across precinct boundaries.
- Physical barriers such as the Western Freeway and rail corridor limit permeability and create risks of isolation from emerging town centres and services.
- Unregulated commuter parking along Leakes Road and Westcott Parade poses safety and amenity concerns that could worsen with further growth.

Potential UDF design responses and implementation

- Establish a fine-grain street network and active transport links to overcome physical barriers and connect to Rockbank Station and the future Town Centre.
- Coordinate interfaces with neighbouring developments to ensure continuity in streetscape, open space, and movement networks.
- Integrate traffic calming, shared paths, and structured parking solutions to manage congestion and improve safety.
- Embed green corridors and landscape buffers to soften major infrastructure edges and enhance amenity.
- Stage infrastructure delivery in alignment with growth to maintain accessibility and liveability.



Nearmap Dated 28 October 2010



Nearmap Dated 4 October 2015



Nearmap Dated 2 November 2020



Nearmap Dated 28 October 2025

2.10 Surrounding Developments

2.10.1 Aintree

Aintree, or often referred to the name of the development corporation Woodlea, is a new masterplanned community close to Westcott Parade, on the north side of the Western Freeway. A large part of Aintree has been completed, particularly in areas south of Taylors Road, however it is still growing. The Town Centre is located almost at the geographic heart of Aintree features a town square, a range of retail and service facilities. Housing options in Aintree include conventional single dwelling lots and townhouses.

A new stage of development in Aintree includes the linear band of housing located between the Western Freeway in the south and Pioneer Drive in the north and will form the closed parts of Aintree to Westcott Parade.



Townhouses in Aintree

2.10.2 Rockbank Town Centre

Rockbank Town Centre is located immediately west/south west of Westcott Parade, over Leakes Road and the rail line. The endorsed Town Centre UDF provides for a mix of uses and retail uses anchored around a pedestrian oriented street along Old Leakes Road. Medium and high density residential uses are located within the Town Centre, commensurate with excellent access to services and transport. Construction of the Town Centre has not yet commenced.



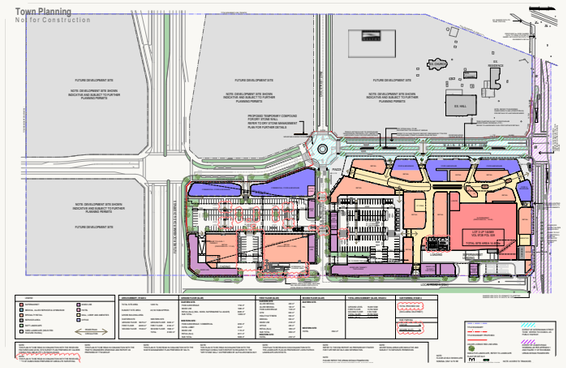
Future Town Centre Artist Impression



Future Stage of Development in Aintree



Wide Boulevard in Aintree



Future Town Centre Layout



Future Town Centre Artist Impression

2.11 Affordable and Diverse Housing Needs

The Victorian Government defines affordable housing as housing (including social housing) that is appropriate for very low, low and moderate-income households and priced at a level where these households can meet other essential living costs such as food, healthcare and transport.

Housing Affordability

Housing affordability is undergoing a long-term decline in Victoria and across Australia. Homes Victoria's Rental Report for the June Quarter 2025 shows the proportion of affordable rental units in Victoria falling from 88.3% in September 2001 to 24.5% in June 2024. Rising living costs and limited supply of new homes have made housing affordability an increasingly critical issue. According to the same report, within the City of Melton there are only one one-bedroom and eight two-bedroom private rental dwellings deemed affordable for households receiving Centrelink incomes.

The lack of affordable housing contributes to housing stress, increases the risk of homelessness and places pressure on those most vulnerable to financial hardship and family or domestic violence. Despite this growing need, the proportion of new dwellings that meet affordability criteria is not keeping pace with demand. Currently, only 0.9% of dwellings in the City of Melton are dedicated to social housing, compared to 2.5% across Victoria.

Housing Diversity

Housing diversity is equally important in addressing these issues. The City of Melton has a relatively homogeneous housing stock that does not meet the needs of its diverse community. According to the 2021 Census, only 5.5% of dwellings have two bedrooms or less. Given this limited supply of smaller dwellings, single-person households (16.5%) and smaller households (25.3% with two persons) are less likely to find appropriate and affordable housing within the municipality.

A range of housing types, including apartments, townhouses and detached homes, ensures that people of different ages, incomes and household structures can find suitable accommodation. Diversity supports social inclusion, enables aging in place and responds to changing family needs. Without this mix, communities risk becoming less adaptable and more segregated by income and lifestyle.

Implications for the Westcott Parade UDF

The findings highlight the need for the UDF to prioritise both affordability and housing diversity. Strategies should include a mix of housing types such as apartments, townhouses and adaptable homes, affordable housing targets, and higher-density options near services. These measures will help create an inclusive, resilient community that meets the needs of Melton's diverse population and addresses the current shortfall in smaller dwellings and social housing.

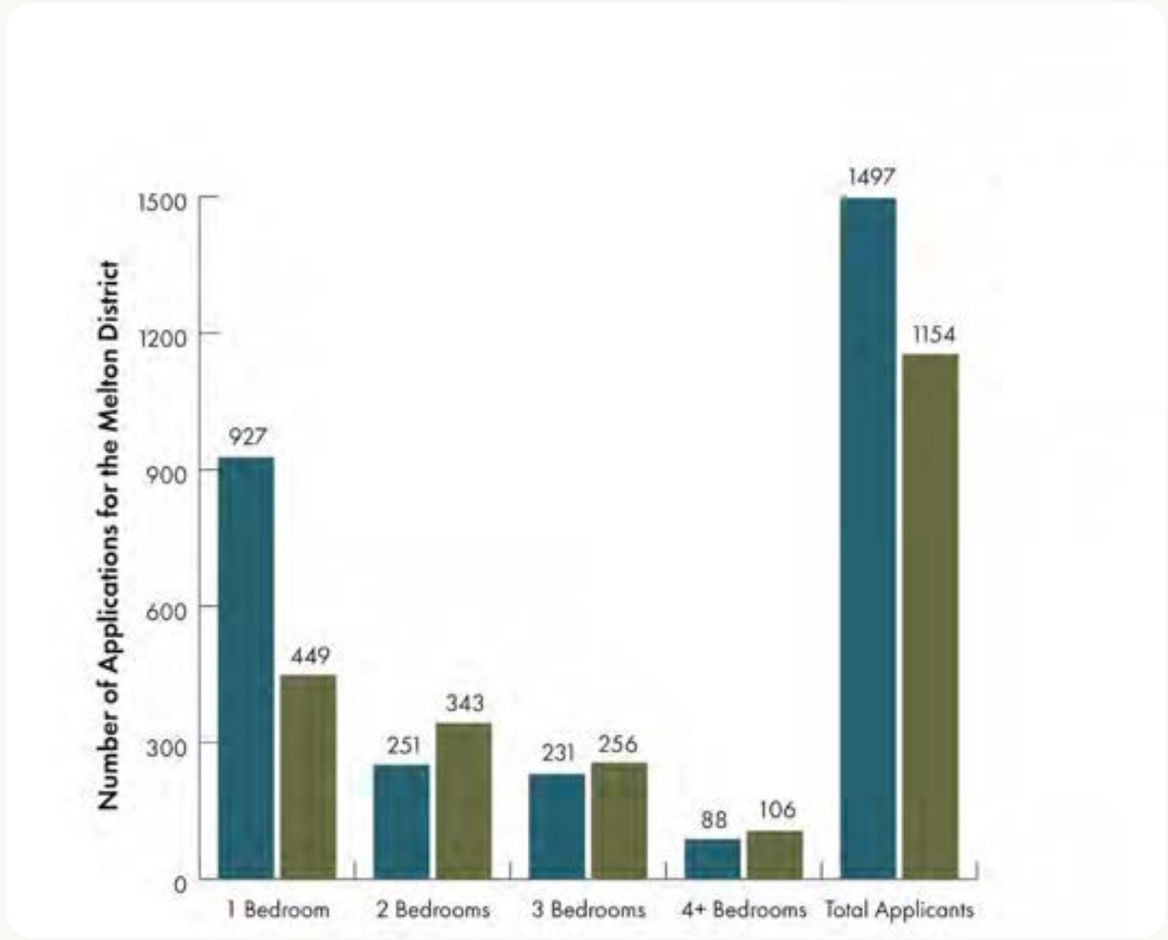


Figure 5. No. of affordable housing applications by housing type preference, for Melton, data from Homes Victoria in June 2025

Westcott Parade Precinct

3 Existing Conditions - Site Analysis

3.1 Site Context

The Westcott Parade Precinct (the Precinct) enjoys a strategic position in the areas around the emerging Rockbank Town Centre. The Precinct is approximately 35 hectares in size.

At present, the Precinct is characterised largely by low density housing on large lots, each accessed from the existing Westcott Parade. The Precinct also features the Sundowner Caravan Park. The following existing community and recreational facilities are also located within the Precinct:

- Ian Cowie Recreation Reserve
- Rockbank Primary School
- Rockbank Fire Station (Country Fire Authority)
- Rockbank Community Hall

The Precinct directly abuts existing suburban development of Rockbank to the east and the Western Freeway in the north. The Melbourne to Ballarat Railway line forms the southern boundary of the Precinct with Rockbank Railway Station located a short distance away within the neighbouring Rockbank Town Centre.

As a part of the wider Western Growth Region of outer western Melbourne, the Precinct is part of a wave of new communities and suburbs emerging in the area, each guided by Precinct Structure Plans. Some of these plans such as Rockbank having been completed, while others such as Melton East and Rockbank South either in preparation or not yet programmed for delivery.

Two heritage listed properties are located within the Precinct, namely the Community Hall and the former Rose and Crown Hotel which is located within the Sundowner Caravan Park.



Figure 6. Site Location Map



View looking west along Westcott Parade, with the Caravan Park in the rear of the image

3.2 Land Ownership

The Westcott Parade Precinct is characterised by a diverse mix of public and private land ownership. The area covered by the UDF boundary includes land held by several key stakeholders. These include Melton City Council, which owns community infrastructure and public spaces; VicRoads, responsible for major transport corridors such as Leakes Road, the Western Freeway; the Country Fire Authority (CFA), which operates the local fire station; the Minister for Education, overseeing educational land; VicTrack, which manages rail infrastructure including Rockbank Railway Station; and various private landowners.



Community Facilities

1 **Rockbank Community Hall**, located at 24 Old Leakes Road, was originally built in 1920 as the Rockbank Mechanics Institute. It features a stage, kitchen, and supper room, and serves as a venue for community programs, events, and private functions.



Figure 7. Land Ownership Plan

Educational Facilities



2 **Rockbank Kindergarten**, situated at 26 Old Leakes Road, provides early childhood education for 3 and 4 year olds. It maintains strong connections with the local primary school and community groups, supporting a smooth transition into local Primary schools.



3 **Rockbank Primary School** is a government co-educational institution located at 97–105 Westcott Parade. It caters to students from Prep to Grade 6 and currently enrols approximately 486 students.

Recreational and Sporting Facilities



4 **Ian Cowie Recreation Reserve** is a key open space asset on Westcott Parade. It includes football/cricket oval, netball court, playgrounds, BBQ facilities, and shelters. The reserve is the home ground of the Western Rams Football Sporting Club, formerly known as Rockbank Football Club and the Western Lions Cricket Club. A number of council upgrades for facilities in the Reserve are scheduled through to 2027.

Emergency Services



5 **The Rockbank CFA Fire Station**, located at 135 Westcott Parade, provides essential fire and emergency services to the local community. It is strategically positioned near other community assets including the recreation reserve and caravan park.

Private Landowners

Private land ownership within the Westcott Parade precinct is largely made up of individually held parcels, reflecting a varied mix of residential, commercial, and undeveloped land uses. This pattern of ownership contributes to the area's diverse character and development potential.

While most sites are held by separate owners, there are two exceptions: the properties at 1203 to 1205 Leakes Road and 183 to 195 Westcott Parade are owned by the same individual 6 .These consolidated holdings may present opportunities for coordinated planning or future redevelopment.



Cultural and Religious Facilities

7 The **Huyen Vi Buddhist Enlightenment Vietnamese Cultural Garden**, located at 134–146 Westcott Parade, is an informal, temporary cultural and spiritual site, comprising of tents. The use is unapproved. The property spans approximately 2.08 hectares and was acquired in 2015 by the Huyen Vi Buddhist Enlightenment and Charity Association Inc. The site serves as a place of worship and cultural gathering for the local Vietnamese Buddhist community, contributing to the area's multicultural identity and spiritual diversity.



Commercial and Industrial Use

8 **Expert Movers**, a professional removalist company, operates from 135–147 Westcott Parade. The business provides a wide range of moving services including residential, office, and interstate relocations.

The site includes a large rear yard that accommodates a fleet of vehicles such as light commercial trucks, rear dump trucks, and semitrailers.

The level of noise and activity relating to this Business is very disruptive to local residents living in the immediate vicinity due to the high number of heavy duty vehicles using the rear yard.



Accommodation

9 **Sundowner Caravan Park**, situated at 2057 Western Highway, offers a range of accommodation options including powered and un-powered sites, cabins, and amenities such as a pool, laundry, and BBQ areas.

Access to the Caravan Park is via the Western Freeway. However, this access is likely to be relocated elsewhere as part of the Western Freeway Upgrade project. The future location is not confirmed but is assumed to be Westcott Parade. There are a number of issues associated with this, highlighted in Section 3.20 on page 66.

3.3 Historic and Heritage Fabric

The Precinct and its surrounds are characterised by a relatively modest heritage footprint. Within the study area, only two buildings have been identified as having local heritage significance under the Melton Planning Scheme:

- HO115 – Rockbank Community Hall
  A key civic landmark that reflects the social and cultural development of Rockbank as a rural settlement. The hall has historically served as a focal point for community gatherings and events.
- HO121 – Former Rose & Crown Hotel
  One of the earliest commercial establishments in the district, the former hotel provides a tangible link to Rockbank's role as a stopping point along historic transport routes. Its architectural form and siting contribute to the understanding of early hospitality and trade in the region.

Beyond these two sites, the area's historic fabric is limited, with much of the surrounding land having undergone significant transformation through agricultural use and more recent urban development.

Of particular note however is, the HO204 Heritage Overlay – Greigs Road Dry Stone Wall Precinct. Whilst outside the Precinct, this overlay applies to land along Leakes Road south of the railway line. This overlay recognises the cultural and historical significance of the dry stone walls that form part of the region's pastoral heritage. Future planning and design responses should acknowledge this broader heritage setting and ensure that connectivity and interface treatments do not detract from the integrity of these heritage elements.

This context presents an opportunity for new development to respect and celebrate these heritage elements while introducing contemporary built form that responds to the evolving character of Rockbank.

Specific risk considerations

- The two heritage-listed buildings, the Rockbank Community Hall and former Rose & Crown Hotel, must be safeguarded against structural damage, loss of integrity, and visual intrusion during redevelopment.
- Excavation and construction staging present risks of accidental disturbance to heritage fabric and its immediate setting.

Potential UDF design responses and implementation

- Retain and adapt heritage buildings as prominent focal points within the precinct, ensuring their continued use and relevance.
- Frame heritage sites with active public spaces and compatible built form to maintain visibility and celebrate their historic character.
- Stage development to allow heritage assessments before subdivision and infrastructure works, reducing statutory risk.



Figure 8. Heritage Overlays Map



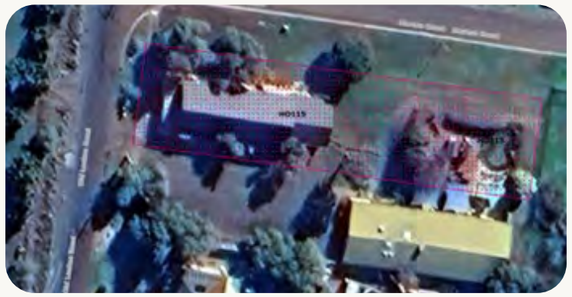
View of Rockbank Community Hall



View of former Rose & Crown Hotel, now part of the Sundowner Caravan Park

Rockbank Community Hall

Other Names of Place: Rockbank Mechanics' Institute
Location: Leakes Road, Rockbank. (Lot 3, LP 7311)
Critical Dates: c.1920
Existing Heritage Listings: None
Shire of Melton Historical Themes: 'Community'
Recommended Level of Significance: LOCAL





Rockbank Community Hall - Leakes Road frontage



Rockbank Community Hall - Rear and Side to shared carpark with Rockbank Kindergarten.



Rockbank Community Hall - Main Hall and Stage.



Rockbank Community Hall - Back Hall and Kitchen.

The Rockbank Community Hall, has significance as an important social centre for the local community, and as a mostly intact example of an inter-war hall building. Constructed c.1920, the building appears to be in good condition.

Although the front flat roofed, brick toilet wing has been introduced and does not enhance the significance of the place, the hall still demonstrates original design qualities for an interwar building. These qualities include the long gable roof form clad in green painted and lapped galvanised corrugated steel and the broad eaves. Other intact or appropriate qualities include the horizontal timber weatherboard wall cladding, regular bays of timber framed double hung windows at the sides, and the decorative gable infill (timber brackets and timber shingling).

The Hall has played an important role in the story of Rockbank social life, and in the development of its learning, culture, entertainment, celebration, commemoration, and community groups.

The building, with its inter-war architecture, also expresses a major era of growth in the Rockbank district and township following the break-up of the massive Clarke estate which once defined the area. It is one of only three remaining buildings of eight that represented the core of the town in the late 1930s. Its context of sugar gums and peppercorn tree plantings also contributes to this historic context.

The Hall is set close to the road. The horizontal timber weatherboard interwar hall building is characterised by a long gable roof form clad in green painted and lapped galvanised corrugated steel.

At the rear is an additional gable that houses the kitchen/ supper area. An introduced flat roofed brick toilet block at the front detracts noticeably from the significance of the building.

Internally the timber floors, lining boards, and ceiling all appear to be in good condition. The stage and decorative arch are still intact, as are the original air vents in the walls. The kitchen facilities are in good condition and the toilet block at the front is comparatively newer.

Broad overhangs are a feature of the early hall, as are the regular bays of timber framed double hung windows. Early features of the design include the decorative gable infill of timber brackets and timber shingling, which is in poor condition. The horizontal bank of timber framed windows in the gable end may have been introduced as were the four brick buttresses along the south side. The new skillion entry porch is unsympathetic.

Its setting close to the road enhances its contribution to a small historic precinct in Rockbank. It is one of three old buildings, which includes an adjacent turn of the century era double-fronted weatherboard house, and the Rockbank General Store / Post Office, which although significantly altered, includes an early-mid twentieth century corrugated iron shed set on the road. It also has a context of old trees, including an avenue of sugar gums, adjacent peppercorn trees and new landscaping at the front.

Former Rose & Crown Hotel

Other Names of Place: Sundowner Caravan Park Office
Location: 2057-2083 Western Highway, Rockbank
Critical Dates: 1875 (constructed)
Existing Heritage Listings: None
Recommended Level of Significance: LOCAL





Former Rose & Crown Hotel - Front facade (prior to current paint in grey)



Former Rose & Crown Hotel - Current front facade



Former Rose & Crown Hotel - Current front facade

The Sundowner Caravan Park office building (former Rose and Crown Hotel) at 2057 Western Highway, Rockbank, is significant as one of only two surviving hotel buildings in the City of Melton. Although considerably altered, the historical significance of the place is embodied in the surviving bluestone fabric of both the Victorian and interwar periods. The building appears to be in fair condition and is currently used as the residence for the Sundowner Caravan Park manager.

The building is significant for its association with the large extended Missen family, one of the most prominent Rockbank farming families, who had, with many others, arrived in the Melton area from South Australia for the 1860s Selection Act sales.

The single storey, painted bluestone, altered Victorian style hotel building is characterised by a gable roof form, together with a gable wing at the rear. The main gable roof appears to have replaced a nineteenth century roof (possibly a hipped roof) during the interwar (1920s-1940s) period. A skillion verandah projects at the front and may have replaced an earlier verandah. The roofs are clad in corrugated Colorbond and the verandah is supported by simple timber posts. A curved flat timber picket balustrade forms the verandah boundary. A painted masonry chimney adorns the roofline and there are wide eaves.

Apart from the bluestone construction, other surviving Victorian style features of the design include the front timber framed double hung multi-paned windows and the central timber framed door opening.

Surviving features as a result of the changes possibly during the interwar period include the gable ventilator and possibly the timber strapping. A rectangular sign is also located on the gable end, partially covering the lower parts of the strapping and the ventilator.

The former hotel is now used as the residence for Sundowner Caravan Park's site manager.

3.4 Aboriginal Cultural Heritage Context

The wider Rockbank area and the Westcott Parade Precinct sit within a landscape of high Aboriginal cultural heritage sensitivity. This region is traditionally associated with the Wurundjeri Woi wurrung people, with cultural values extending across the basalt plains, wetlands, and drainage corridors. Consultation with Registered Aboriginal Parties and cultural heritage advisors has highlighted the importance of viewing the landscape holistically, recognising both tangible elements such as artefact scatters and intangible values including place names, stories, and connections to Country. These considerations should inform the planning approach and underpin recommendations for heritage management within the broader precinct and the Westcott Parade UDF.

3.4.1 Broader Context - Rockbank Precinct

Landscape and cultural heritage setting

The Rockbank PSP occupies the Stony Undulating Plains of the Victorian Volcanic Plain where sheet basalt, gentle drainage lines and seasonal wetlands shape both landscape character and cultural heritage sensitivity [geomorphology and pre 1750 Ecological Vegetation Class (EVCs)]. Wetlands and water adjacent landforms are the primary determinants of Aboriginal cultural heritage potential, with artefact scatters and isolated artefacts most frequently recorded within 0 to 200 metres of mapped wetland extents, and at diminishing densities within 200 to 400 metres. On the broader basalt plains, away from water, densities are generally low.

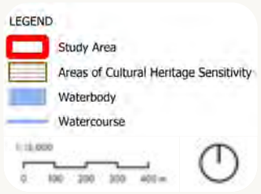
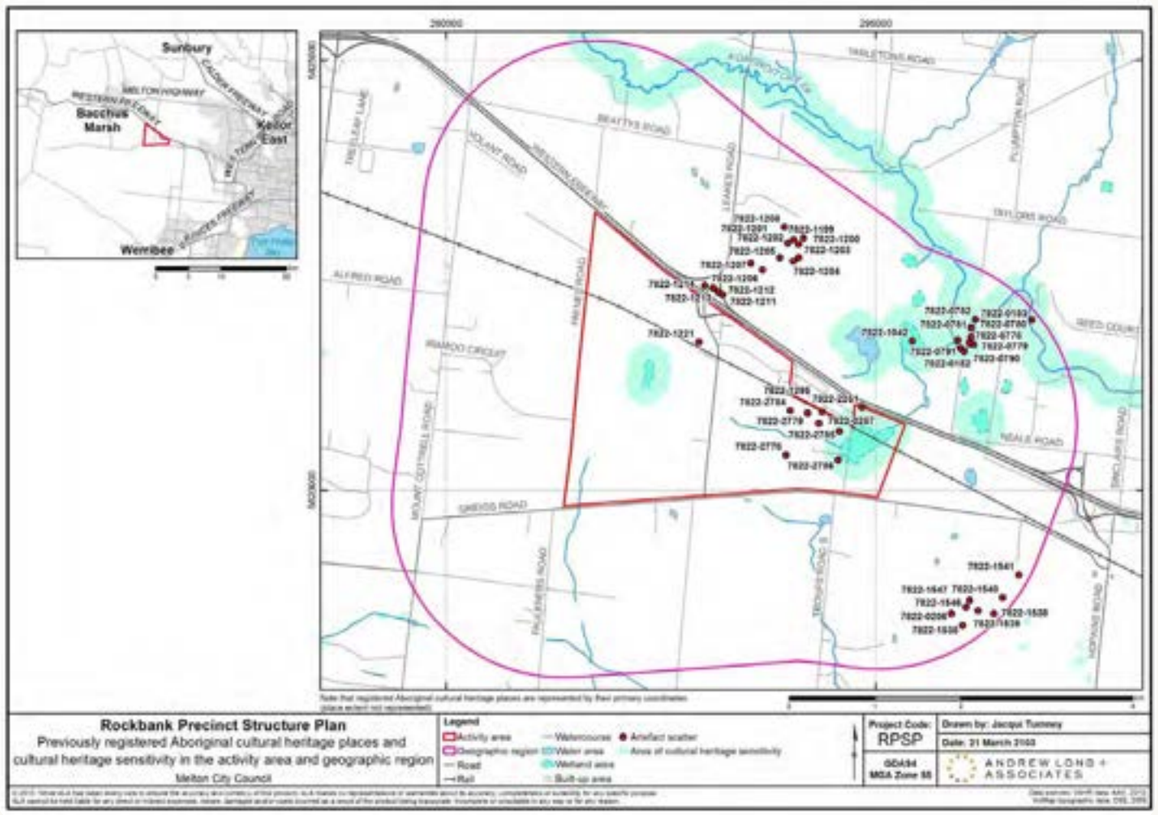
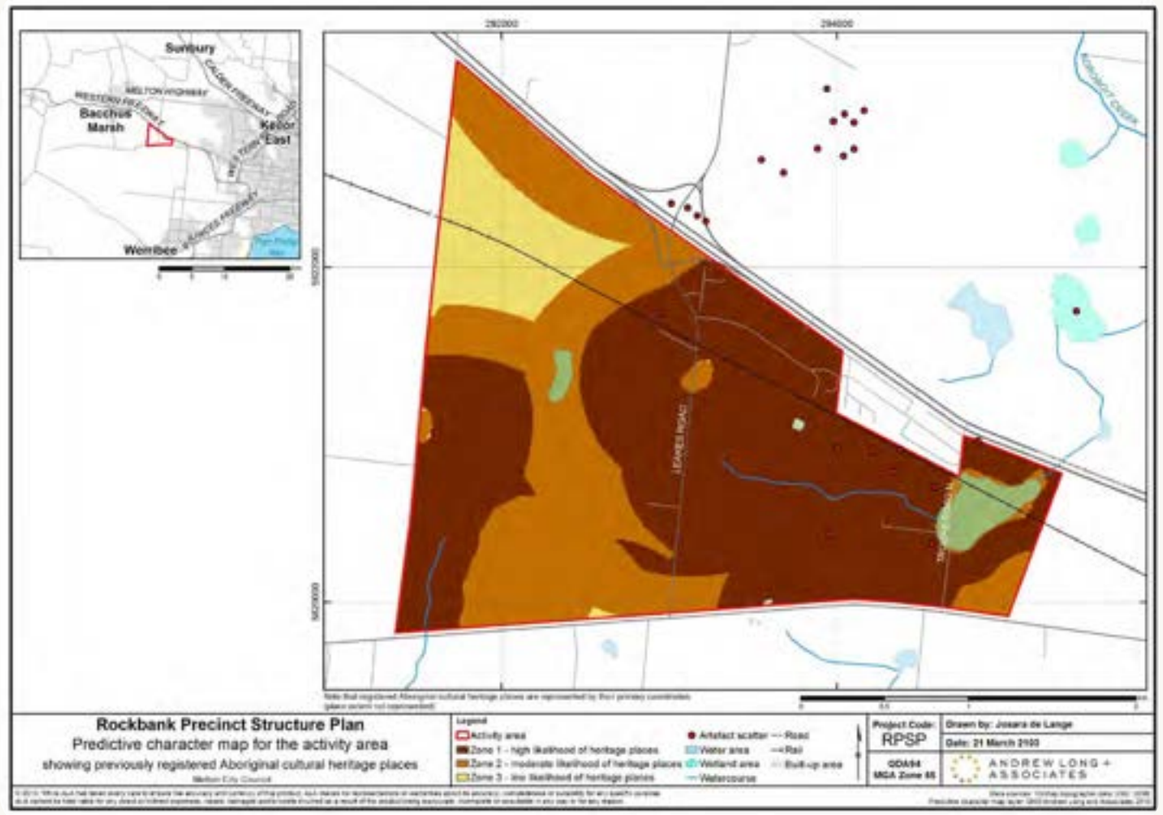




Figure 9. Areas of Aboriginal Cultural Heritage Sensitivity Map - Broader Context



Extract from *'Map 8: Previously registered Aboriginal cultural heritage places in the geographic region' -Rockbank Precinct Structure Plan - Aboriginal Heritage Impact Assessment*



Extract from *'Map 9: Predictive model characterising the likelihood of Aboriginal cultural heritage occurring within the activity area' -Rockbank Precinct Structure Plan - Aboriginal Heritage Impact Assessment*

Registered places and wider distribution

Within and adjacent to the Rockbank PSP area, registered Aboriginal cultural heritage places concentrate around wetland margins and drainage corridors, particularly along Kororoit Creek, Leakes Road north of the Freeway and in an area south and east of the Westcott Parade Precinct.

Two additional moderately dense scatters, unregistered at the time of reporting, were observed and recommended for formal recording. This distribution supports a precinct wide understanding that water availability and seasonal resource nodes were central to past occupation and activity.

Predictive model and sensitivity zones

Refined precinct modelling identifies three likelihood zones aligned to distance from wetlands:

- Zone 1, high likelihood, 0 to 200 metres from wetland edges.
- Zone 2, moderate likelihood, 200 to 400 metres.
- Zone 3, low likelihood, beyond 400 metres.

Field investigation and registered site distribution across the Rockbank PSP area validate this pattern, especially around the larger eastern wetland and smaller central or western wetlands that feed local drainage lines.

Intangible cultural values and Registered Aboriginal Party perspectives

The Wurundjeri Woi wurrung representatives describe the landscape as a single, interconnected cultural entity, noting that basalt plains, food and grazing areas, and story places together convey cultural meaning. They recommend integrating Aboriginal place names and history into future design and public realm outcomes.

3.4.2 Westcott Parade UDF Precinct

Precinct overview and existing conditions

While the broader Rockbank PSP is characterised by widespread Aboriginal cultural heritage sensitivity, particularly around wetlands and drainage corridors, the Westcott Parade Precinct presents a more nuanced scenario. The Westcott Parade Precinct sits on relatively level basalt plains with fewer mapped wetlands, resulting in lower recorded artefact densities during past surveys. However, its proximity to cultural landscapes and anecdotal evidence of possible human remains within the caravan park underscore the need for precautionary action.

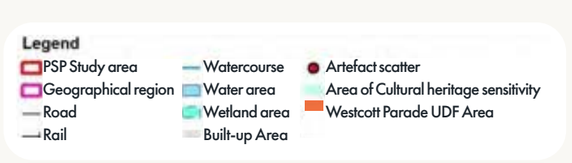
Aboriginal heritage considerations therefore influence this precinct differently than the wider PSP: rather than extensive avoidance zones, the appropriate focus here is on due diligence, voluntary Cultural Heritage Management Plans (CHMPs) at the planning permit and development stage, and integration of intangible cultural values, such as Aboriginal place names and interpretive elements, into the design framework. Flexible green spaces and sensitive staging will be critical to balancing development objectives with cultural heritage responsibilities.

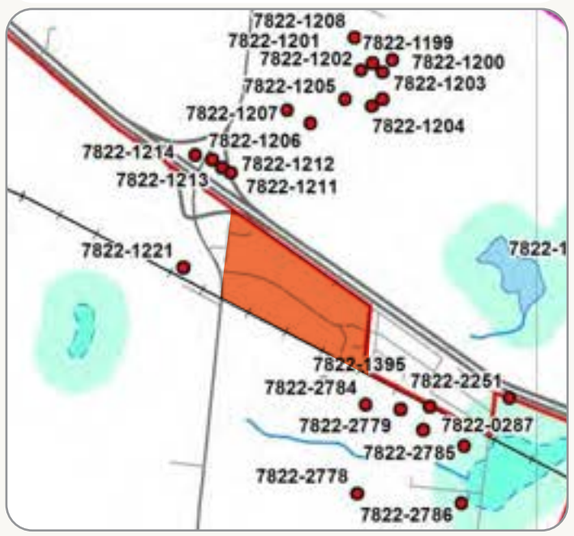


Figure 10. Areas of Aboriginal Cultural Heritage Sensitivity Map

Cultural heritage sensitivity and nearby places

Although the May 2013 field survey recorded no artefacts within the area of 135–147 Westcott Parade, the Precinct is in a broader high sensitivity setting due to proximity to wetlands and drainage features with adjacency to multiple registered artefact scatters (no.s 7822-0287, 7822-2778, 7822-2779, 7822-2784, 7822-2785 and 7822-2786).





Extract from 'Map 8: Previously registered Aboriginal cultural heritage places in the geographic region' -Rockbank Precinct Structure Plan (PSP 1099) Aboriginal Heritage Impact Assessment. The Westcott Parade UDF Precinct Area is shown in Orange.

Registered Aboriginal Party engagement and design priorities

The design team met with the Wurundjeri Woi wurrung Registered Aboriginal Party (RAP) on 3 November 2025.

In the meeting, Wurundjeri elders and advisors emphasised that the precinct is highly sensitive culturally, and recommended the following for:

- Preparation of Cultural Heritage Management Plans at planning permit and development stages to streamline approvals and demonstrate due diligence.
- Embed Aboriginal history and place naming into way-finding and public spaces.
- Provide flexible green spaces that enables avoidance or minimisation of harm to Aboriginal Cultural Heritage, including buffers at wetland edges and drainage alignments.
- Maintain ongoing RAP involvement through design reviews and pre lodgement discussions.

Specific risk considerations

Anecdotal evidence records the possible discovery of unidentified human remains within the caravan park opposite 135–147 Westcott Parade. Planning and approvals should treat this as a potential risk, with contingency procedures, early RAP consultation, and statutory guidance sought from the relevant authorities if any remains are encountered during works.

Potential UDF design responses and implementation

Movement and access:
Prioritise safe, direct walking and cycling connections to the station, coordinated with Aboriginal Cultural Heritage avoidance in high sensitivity locations.

Open space and buffers:
Use riparian and wetland edge reserves to protect higher significance areas and to deliver public realm outcomes that interpret cultural values.

Public realm and naming:
Co-design story trail elements, interpretive markers and dual naming in collaboration with the Wurundjeri Heritage Unit.

Approvals pathway:
Sequence a Cultural Heritage Management Plan before detailed subdivision or infrastructure design, to de-risk later statutory steps.

Monitoring and contingency:
Include a heritage advisor in pre construction briefings and adopt stop work protocols for unexpected finds.

3.5 Topography

The Precinct is located approximately 103 to 110m above sea level. The majority of the site is flat making it suitable for conventional development.

The highest point lies on the south western corner of the Precinct where Leakes Road and the rail line intersect.

The topography slightly steps down towards the east, reaching its lowest point along the eastern boundary.

Specific risk considerations

- The Precinct's generally flat terrain reduces complexity for development but creates risks of poor drainage and localised flooding if grading is not carefully managed.
- The minimal slope variation may limit natural overland flow paths, increasing reliance on engineered drainage solutions.

Potential UDF design responses and implementation

- Leverage the flat topography to deliver cost-effective streets and housing typologies, minimising cut and fill.
- Apply strategies to maintain positive drainage and avoid ponding.
- Integrate water-sensitive urban design (WSUD) features such as swales, raingardens and permeable pavements to complement the retarding basin identified in the PSP.

3.6 Drainage

In the Rockbank PSP, it is identified that a 1.91 hectare retarding basin is required to provide drainage storage during heavy rain events. The PSP provides the location for this retarding basin at a low point of the Precinct and directly connected to an existing drainage culvert under the Western Freeway, to the west of the Sundowner Caravan Park at 146 Westcott Parade.

The retarding basin is designed to service a catchment of 29 Ha. Retarded water will be discharged downstream in Rockbank North, where the flows are conveyed via Woodlea Estate to Kororoit Creek.

Specific risk considerations

- The precinct relies on a single low point for drainage discharge via an existing culvert under the Western Freeway, creating dependency on this connection.
- Flat topography increases the risk of ponding and localised flooding if overland flow paths are not carefully designed
- The proposed retarding basin must be sized and located accurately to manage stormwater for the catchment; any deviation could compromise flood mitigation.

Potential UDF design responses and implementation

- The retarding basin location and capacity must be confirmed early, ensuring integration with Melbourne Water standards and PSP requirements.
- Any redevelopment should include a clear drainage hierarchy with swales, rain gardens, and overland flow paths to complement the basin and reduce reliance on piped systems.
- Apply water-sensitive urban design (WSUD) principles across streetscapes and open spaces to manage runoff and improve water quality.
- The Retarding Basin presented in the PSP is indicative. Redistribution of the basin across multiple landholdings to create a fairer and more equitable approach may be possible, so long as it maintains access to the culvert connection to the wider drainage scheme. This may also avoid a scenario where the retarding basin as shown in the PSP remains undelivered because of viability constraints.



Figure 11. Elevation Map

3.7 Slope Analysis

Overall, the Precinct is flat and the majority of the Precinct lies below a gradient of 1.7%.

As the Precinct slopes down towards its eastern boundary, there are some small gradient changes between 1.7 to 4.3%.

Given the size of the Precinct, gradient change is less not noticeable and not likely to necessitate significant level work for new development.

Specific risk considerations

- The precinct's predominantly flat terrain reduces complexity for development but increases risk of poor drainage and ponding if it is not carefully managed.
- Limited slope variation may constrain natural overland flow paths, requiring engineered drainage solutions.

Potential UDF design responses and implementation

- Future redevelopment should leverage gentle slopes to deliver cost-effective streets and housing typologies with minimal cut and fill.
- Strategies should be employed that maintain positive drainage and avoid ponding, particularly near intersections, within the public realm and open spaces.



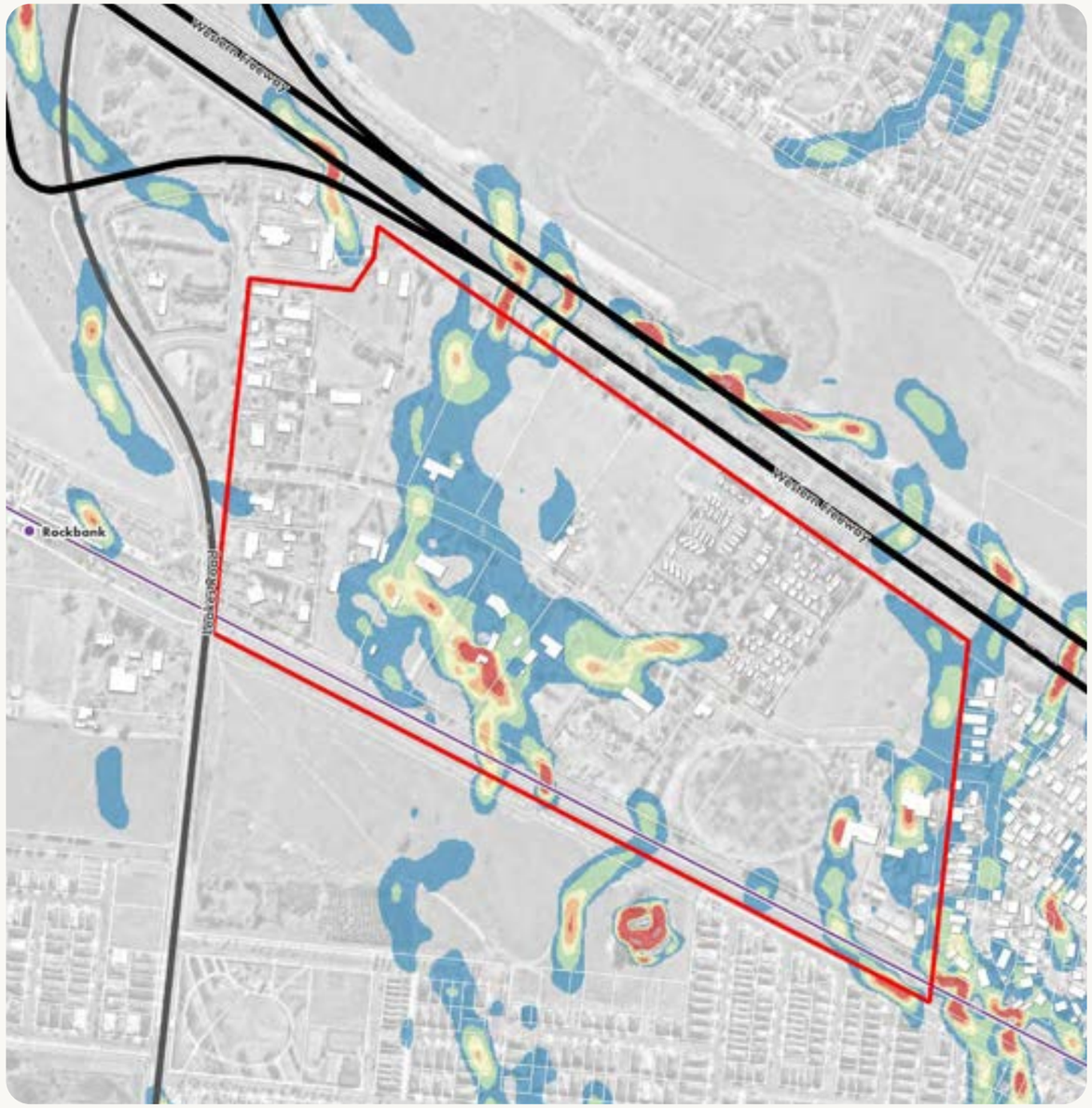


Figure 12. Slope Analysis Map

3.8 Public Transport

The Westcott Parade Precinct is served by Rockbank Railway Station, which is located just outside the Precinct, on the western side of Leakes Road. The Station is located on the Ballarat, Ararat and Maryborough lines. The Station features a bus interchange, providing connections to the surrounding communities.

There are 2 bus routes in operation around the Precinct. Route 444 runs in a loop, connecting Rockbank Railway Station and Aintree via Leakes Road.

Route 456 runs from Melton via the Western Freeway, and it connects Burnside and Deer Park and terminates at Sunshine. The bus route also runs along Westcott Parade, with 2 bus stops one at the western end adjacent to 195 Westcott Parade and the other to the rear of the Caravan Park.

As development across the broader Rockbank area progresses, additional bus routes are anticipated to improve public transport coverage. The Rockbank PSP does not indicate the need for Westcott Parade to continue as a bus capable road.

The 2025/26 Victorian State Budget allocated funding to deliver two new bus services to Rockbank Railway Station. As at the time of writing, these had not been activated. These routes are:

- From Aintree and Deanside to connect to Rockbank Station, Watergardens Station and Springside West Secondary College.
- Connecting Rockbank and Tarneit Stations, running via Rockbank South and Mt Atkinson.

Specific risk considerations

- Heavy reliance on Rockbank Railway Station as the primary public transport node creates vulnerability if service frequency or capacity does not keep pace with growth.
- Limited bus coverage and stop locations within the precinct may reduce accessibility for future residents.
- Unregulated commuter parking near the station and along Leakes Road and Westcott Parade poses safety and amenity risks.

Potential UDF design responses and implementation

- Plan for integrated bus stops and shelters within the precinct to improve coverage and convenience.
- Incorporate structured parking strategies and traffic calming measures to manage overflow parking and enhance safety.
- Design streets and public realm to prioritise active transport and public transport access, supporting 20-minute neighbourhood principles.



Rockbank Railway Station

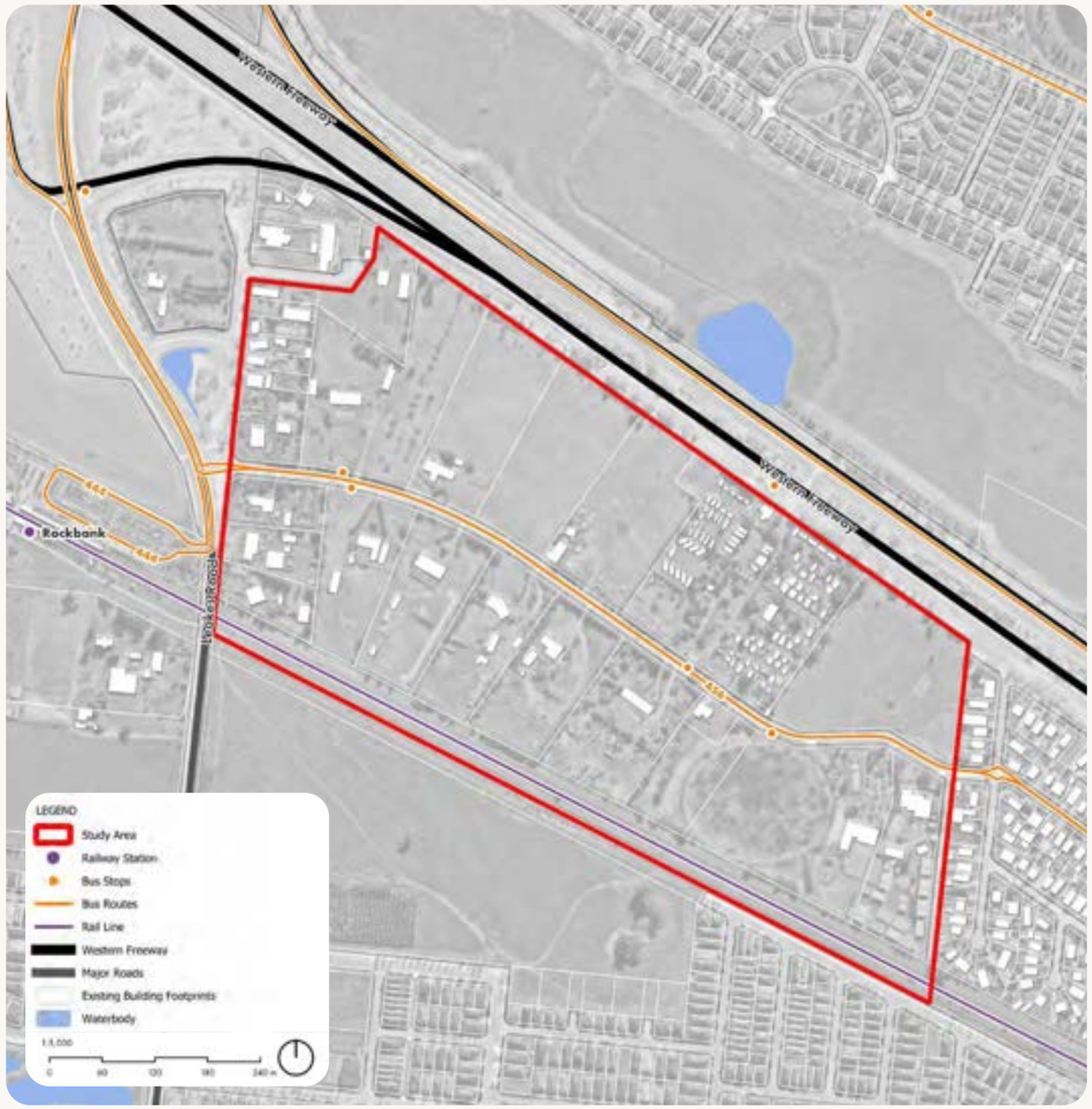


Figure 13. Public Transport Map

3.9 Existing Roads Conditions

3.9.1 Westcott Parade

Westcott Parade is a two-lane local road with a speed limit of 50 km/h, that reduces to 40 km/h at particular hours in proximity to Rockbank Primary School zone.

Land uses are typically clustered together along Westcott Parade, with public uses located predominantly west of the roundabout with Leonid Drive, and include Rockbank Primary School, Rockbank Skatepark, Ian Cowie Recreation Reserve and Rockbank CFA Fire Station.

The remainder of Westcott Parade features residential uses including the Sundowner Caravan Park that is situated on the periphery of both the residential and public use zones. There is an above-ground drainage channel that runs to the front of properties on the southern side of the road. Single crossovers are provided from Westcott Parade to each lot via culverts with endwalls.

Pedestrian access is limited to one side of the road for the entire stretch from Rockbank Primary School to Leakes Road and there is minimal adjacent tree canopy. This footpath runs along the south side of the road from Rockbank Primary School and is integrated with the Ian Cowie Recreation Reserve, maintaining convenient access to these facilities. The footpath then alternates to the northern side by way of an unregulated road crossing close to Sundowner Caravan Park and continues along the northern side up to Leakes Road. Refer to 3.12 Pedestrian & Cycling Routes for more detailed analysis of the pedestrian path.

Westcott Parade also features 2 bus stops to serve route 456, with one at the western end adjacent to 195 Westcott Parade and the other to the rear of the Caravan Park. Westcott Parade is likely to facilitate more bus routes as the surrounding areas develop. With carriageways ranging between 7.3 and 7.8 metres in width it is noticeably narrow for a bus route.



Westcott Parade Cross Sections locations



Westcott Parade near Ian Cowie Reserve

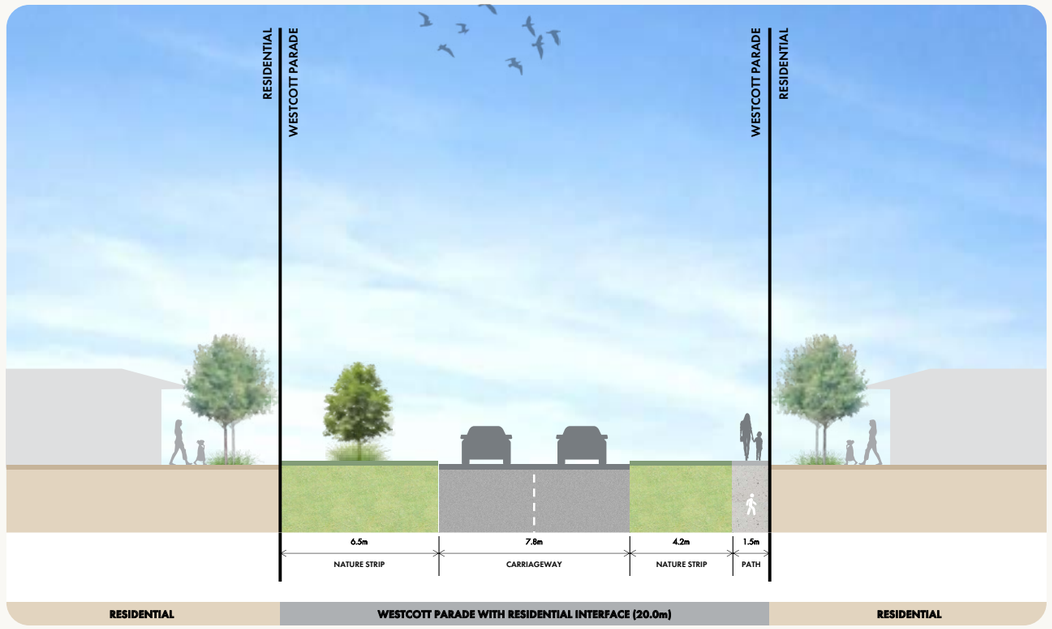


Figure 14. Westcott Parade Cross Section A

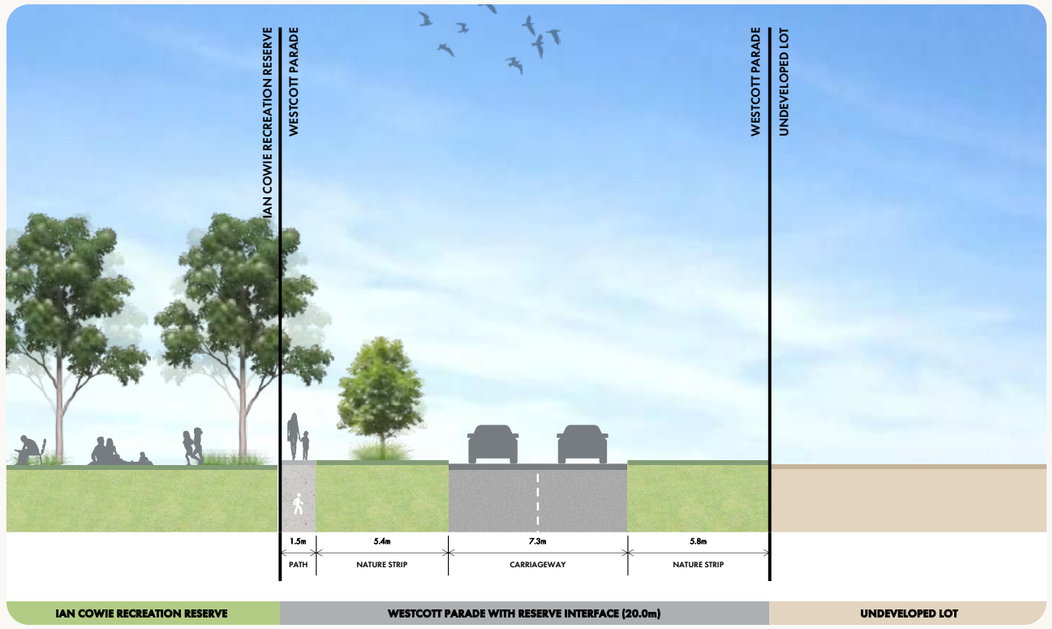


Figure 15. Westcott Parade Cross Section B

3.9.2 Western Freeway

The Western Freeway is a four-lane divided freeway with two lanes travelling in each direction and sealed shoulders. It connects to the Metropolitan Ring Road in Derrimut to outer-western suburbs including Rockbank, Melton and Bacchus Marsh. The speed limit varies from 90km/h to 110km/h along the Freeway.

Westcott Parade can be accessed from the Western Freeway via the exit to Leakes Road and a left-in left-out arrangement at Troups Road North for westbound travel to and from the Western Freeway. The Sundowner Caravan Park is accessible from the Western Freeway via a median crossover or a 75-metre long slip road. Sightlines are generally maintained at this intersection as tree canopy and planting is generally set back or minimal.

Tree canopy is dispersed throughout the length of the Western Freeway along the verges on both sides and in the road median.

The Freeway remains unencumbered on either side with no noise walls or landscaping separating it from the surrounding developments.



Figure 16. Western Freeway Cross Section A



Western Freeway Cross Sections location



Western Direction along the Western Freeway towards Ballarat



Western Freeway with access to Sundowner Caravan Park



Eastern Direction along the Western Freeway towards Melbourne

3.9.3 Leakes Road

Leakes Road is a two-lane road with turn lanes. Both directions of traffic are separated by sections of paved and landscape medians, and multiple auxiliary lanes to enable vehicle access into adjacent roads including Westcott Parade.

The western side of Leakes Road remains undeveloped except for the Rockbank Railway Station. It is the location of the future mixed use/commercial precinct.

With Rockbank Railway Station commuter car park at capacity, significant volumes of unregulated car parking is noted on the flanks of Leakes Road. Refer to 3.11 Parking for more information about this.

A shared use path is provided along Leakes Road, located on the western side at the intersection between the Western Freeway off-ramp until the residential precinct located south of Rockbank Railway Station.



Leakes Road Cross Sections locations



Figure 17. Leakes Road Cross Section A

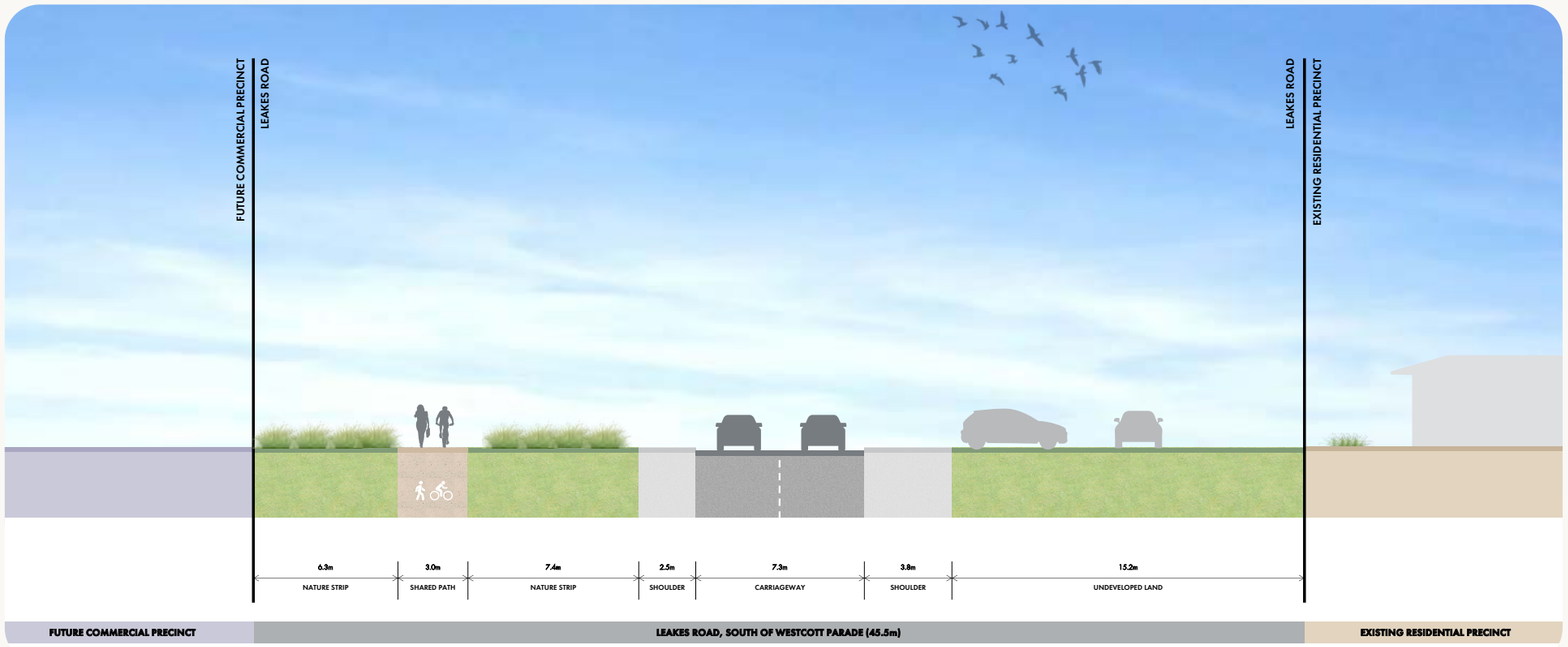


Figure 18. Leakes Road Cross Section B

3.9.5 Other road related Matters

The Western Freeway remains unencumbered by noise walls or obstruction landscaping. Therefore there is no separation between surrounding development and the roadway.

Noise abatement measures will be required to protect new development along the friend as development emerges, both within the Wesctott Parade Precinct but also as part of the expansion of Aintree on the northern side of the Freeway. While noise abatement is likely to take the form of noise walls, other solutions could also be applied if appropriate.

The delivery mechanism for of noise abatement solutions remain unclear.

3.9.4 Summary

Specific risk considerations

- Westcott Parade
  - Narrow two-lane local road with limited pedestrian infrastructure and frequent single-lot crossovers, reducing walkability and increasing vehicle-pedestrian conflict risk.
  - Current conditions and proposed cross section in the PSP do not meet current bus capable road standards.
  - Widening of roadway will be difficult if Caravan Park and CFA building remain in situ as no land is available for the widening of the road reserve.
- Western Freeway
  - High-speed traffic and noise create a physical and acoustic barrier to the Precinct, with current access arrangements to the Caravan Park adding a further safety complexity.
  - There is a lack of cyclist infrastructure.
  - Off-ramp intersections with Leakes Road are uncontrolled (no traffic lights) and may pose traffic and safety hazards.
  - Noise abatement solutions will be required.
- Leakes Road
  - Congestion at the rail crossing and unregulated commuter parking encroaching into road reserves compromise safety and amenity of the precinct.
  - Interim conditions during proposed roundabout construction may cause short-term confusion and create additional temporary issues.
  - Bridge crossing the Freeway is one lane in each direction, limiting traffic flows.

Potential UDF design responses and implementation

- Consider the upgrade of Westcott Parade into a multi-modal street with wider footpaths/shared paths, consolidated crossovers, street trees, and traffic calming to improve safety and walkability.
- Look to treat the Western Freeway interface with acoustic walls, landscape buffers, and controlled access points to reduce noise and visual impact.
- Coordinate with transport authorities to implement the Leakes Road interchange redesign, structured parking controls, safer pedestrian facilities near the rail crossing and the level crossing removal at Leakes Road and the construction of Rockbank Road.
- Define a fine-grain internal street network that distributes local traffic, supports active transport, and prioritises connections to Rockbank Station and the future Town Centre.
- Consider how development will interface with noise abatement solutions.

3.10 Future Road Network

3.10.1 Proposed Leakes Road Roundabout

In October 2025, Melton City Council commenced community consultation on a proposed Leakes Road and Westcott Parade intersection redesign. The proposed design includes:

- A new roundabout at the Leakes Road and Westcott Parade intersection.
- A raised pedestrian priority crossing on Westcott Parade at the roundabout.
- Pedestrian islands on Leakes Road.
- A new footpath on the eastern side of Leakes Road from the intersection to Rockbank Railway Station.
- New street lighting and landscaping.

The proposed design would enhance pedestrian safety, slow down vehicle speeds, assist in reducing unregulated parking within the road reserve, and minimise conflicts between vehicles.



View of Westcott Parade from Leakes Road



View of Leakes Road (looking south) from Westcott Parade

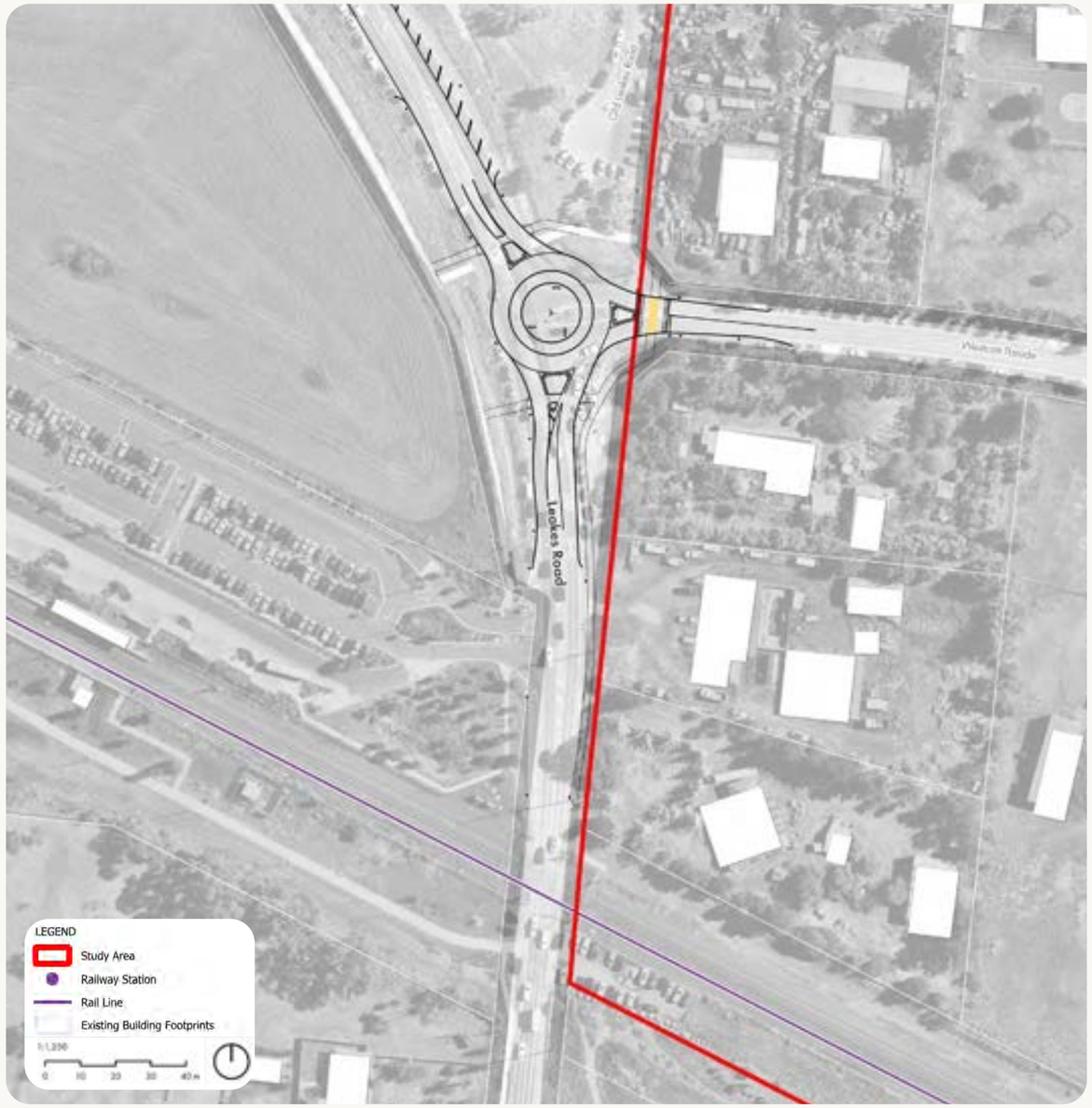


Figure 19. Roundabout Design Plan

3.10.2 Future Rockbank Road

The Rockbank PSP proposes that Leakes Road will no longer function as a main north south arterial connecting Rockbank Town Centre to Aintree. Connect to the Western Freeway will be reallocated to the future Rockbank Road.

The future Rockbank Road will replace Leakes Road and connect to the Freeway, making use of the current and upgraded freeway interchange.

While the PSP proposes that Old Leakes Road will remain in situ and connect to Westcott Parade it will truncate in two locations, at the rail line and north of Westcott Parade, creating a loop around in the Mixed Use Precinct, allowing for a new public spaces.

For detailed plans of road upgrades, refer to Appendix A.



Figure 20. Road Network Plan from Rockbank PSP showing future Rockbank Road and Leakes Road alignments



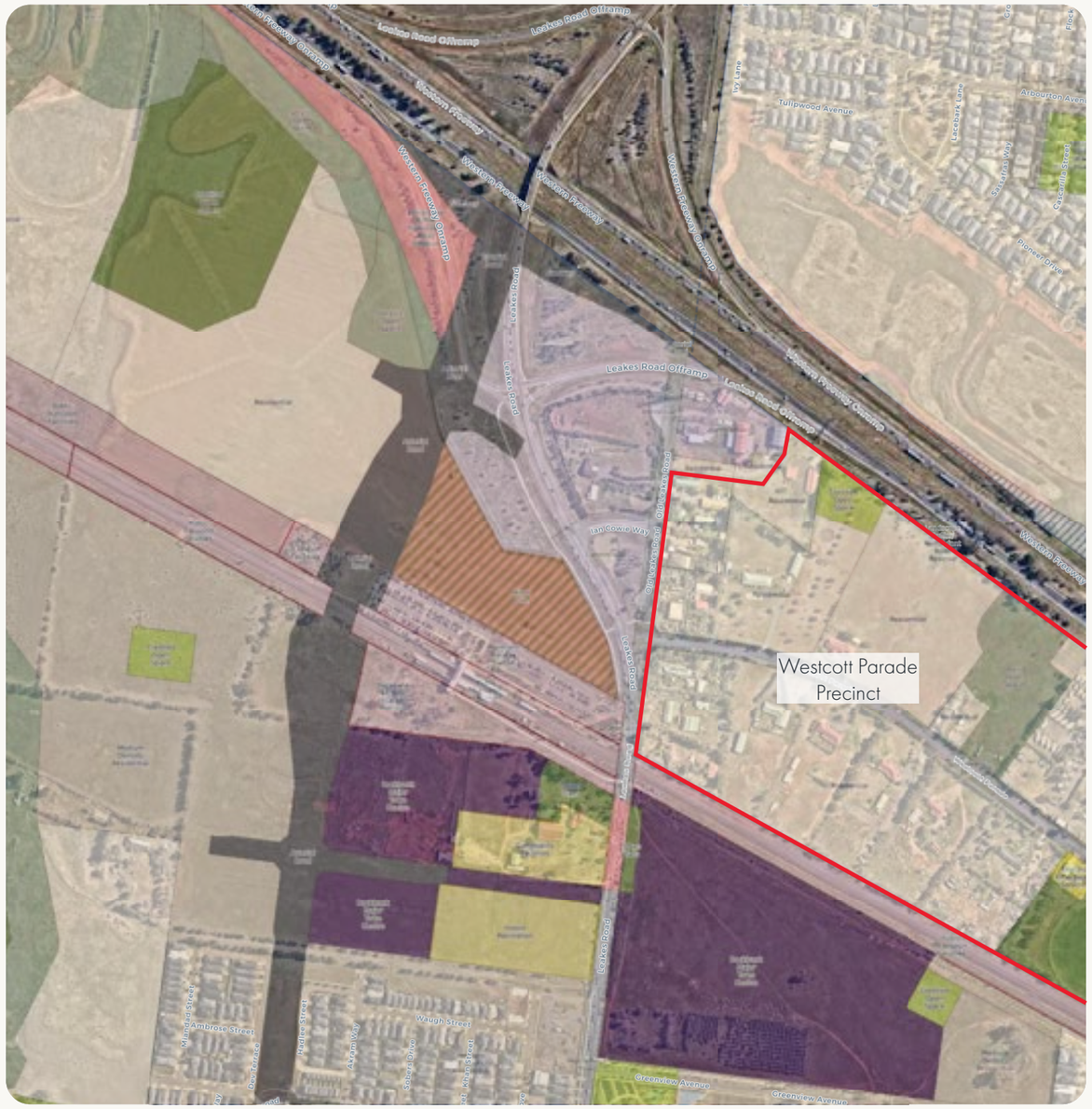


Figure 21. Rockbank PSP overlay on an aerial showing the alignment of the future Rockbank Road

3.10.3 Western Freeway Upgrade

The Department of Transport and Planning maintains a long term plan to upgrade the Western Freeway. Whilst plans are not available for review in the public domain, the upgrade project will integrate directly with the construction of Rockbank Road. It is unknown if it will necessitate a replacement bridge crossing over the freeway or just an upgrade. Similarly, it is unclear where the on and off ramps will be located, but there is no intention for them to be located within the Westcott Parade Precinct.

3.10.4 Outer Metropolitan Ring (OMR)

The OMR is a proposed road project that will connect Werribee to Kalkallo as a freeway standard road, together with four railway tracks in the median for interstate freight and high speed passenger trains. The proposal would ultimately enable the road development to include freeway to freeway and freeway to arterial road access points, with grade separated interchanges. The proposal road provides for a connection to the Western Freeway a short distance from the Westcott Parade Precinct, just east of the existing Rockbank Township. This is shown as hashed land in the Rockbank PSP.

The interchange between the Western Freeway and the OMR will be a significant piece of infrastructure. A slip lane would be located just north of the Westcott Parade Precinct, this would be used for OMR bound traffic travelling eastwards on the Western Freeway. It is likely that in the vicinity of the Precinct, this slip lane will be at grade, rising or tunnelling below the surface further east, near the existing Rockbank Township.



Figure 23. The OMR alignment, safeguarded land shown in grey hatching and the Westcott Parade Precinct in red

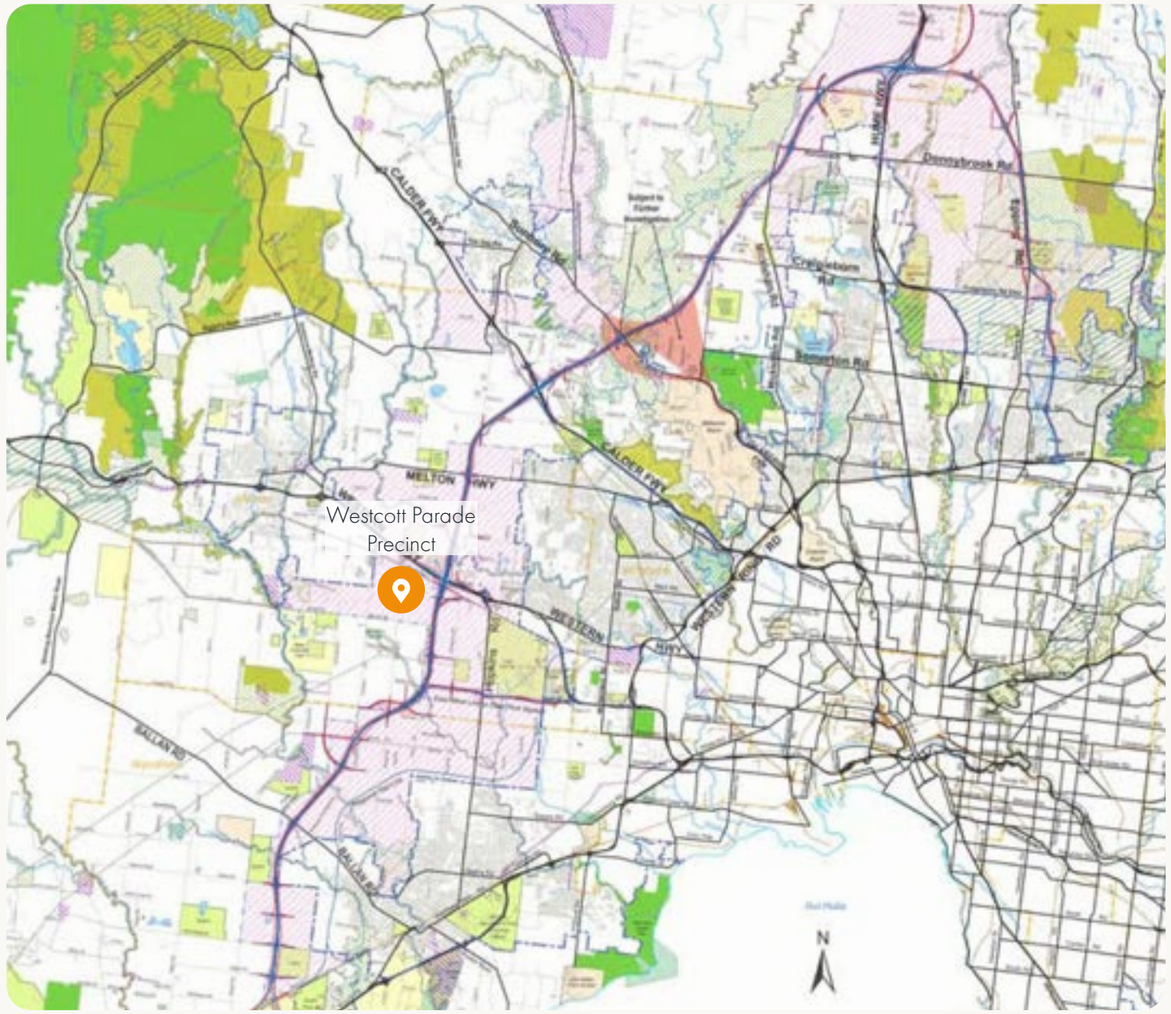


Figure 22. Outer Metropolitan Ring Transport E6 Corridor from Transport Victoria in June 2009



3.10.5 Summary

Specific risk considerations

- The proposed Leakes Road roundabout and pedestrian priority crossing will alter traffic patterns; interim conditions during construction may create safety and access challenges.
- Future truncation of Leakes Road and introduction of Rockbank Road will change connectivity, requiring careful staging to avoid isolation of precinct parcels.
- High reliance on the rail crossing at Leakes Road poses congestion and safety risks until grade separation or alternative connections are delivered.
- Uncertainty around Western Freeway upgrades and Outer Metropolitan Ring (OMR) alignment may affect long-term access and noise mitigation strategies.

Potential UDF design responses and implementation

- Integrate the proposed roundabout and pedestrian crossings into the street hierarchy, ensuring safe and legible movement for all modes.
- Design and plan for a fine-grain internal road network that maintains connectivity during staged delivery of Rockbank Road and Leakes Road truncation.
- Continued advocacy of the early delivery of grade-separated rail crossing or alternative east-west links to reduce congestion and improve safety.
- Continued advocacy for upgrades to the Western Freeway interchange.
- Incorporate noise attenuation and landscape buffers along freeway and OMR interfaces to protect residential amenity.

3.11 Parking

While outside of the Precinct, the Rockbank Railway Station commuter carpark provides approximately 353 spaces.

Due to significant development and population growth in recent years, Rockbank Railway Station commuter carpark is experiencing heavy usage to the point that overflow parking is a regular occurrence along Leakes Road, Westcott Parade and beyond. Unregulated and often disorderly parking occurs along these roads, encroaching into road reserves.

Whilst the bulk of unregulated parking occurs close to the Station and along the entry reserves of Westcott Parade, it is evident that the commuter parking issue is also creeping further east towards the school as the demand for car parking increases.

Whilst the bulk of unregulated parking occurs close to the Station, the car park at Ian Cowie Reserve also fills up to capacity.

Parking issues contribute to significant traffic congestion and pose a significant safety hazard to the busy at-grade intersection of the rail line and Leakes Road. Without proactive measures, the lack of adequate commuter parking will continue to erode local amenity, limit access to community facilities, and undermine the intended function of public open spaces.

Potential UDF Design Responses and Implementation

- Introduce structured parking solutions within the precinct to reduce reliance on informal roadside parking.
- Design streets with clear parking controls, landscaped verges, and integrated bays to maintain safety and amenity.
- Encourage active transport and public transport use through improved pedestrian and cycling connections and access to bus stops in and around Rockbank Station and the future Town Centre.
- Stage parking delivery alongside development phases to support the additional growth.



Unregulated and disorderly parking occurs at the intersection of Leakes Road and Westcott Parade.

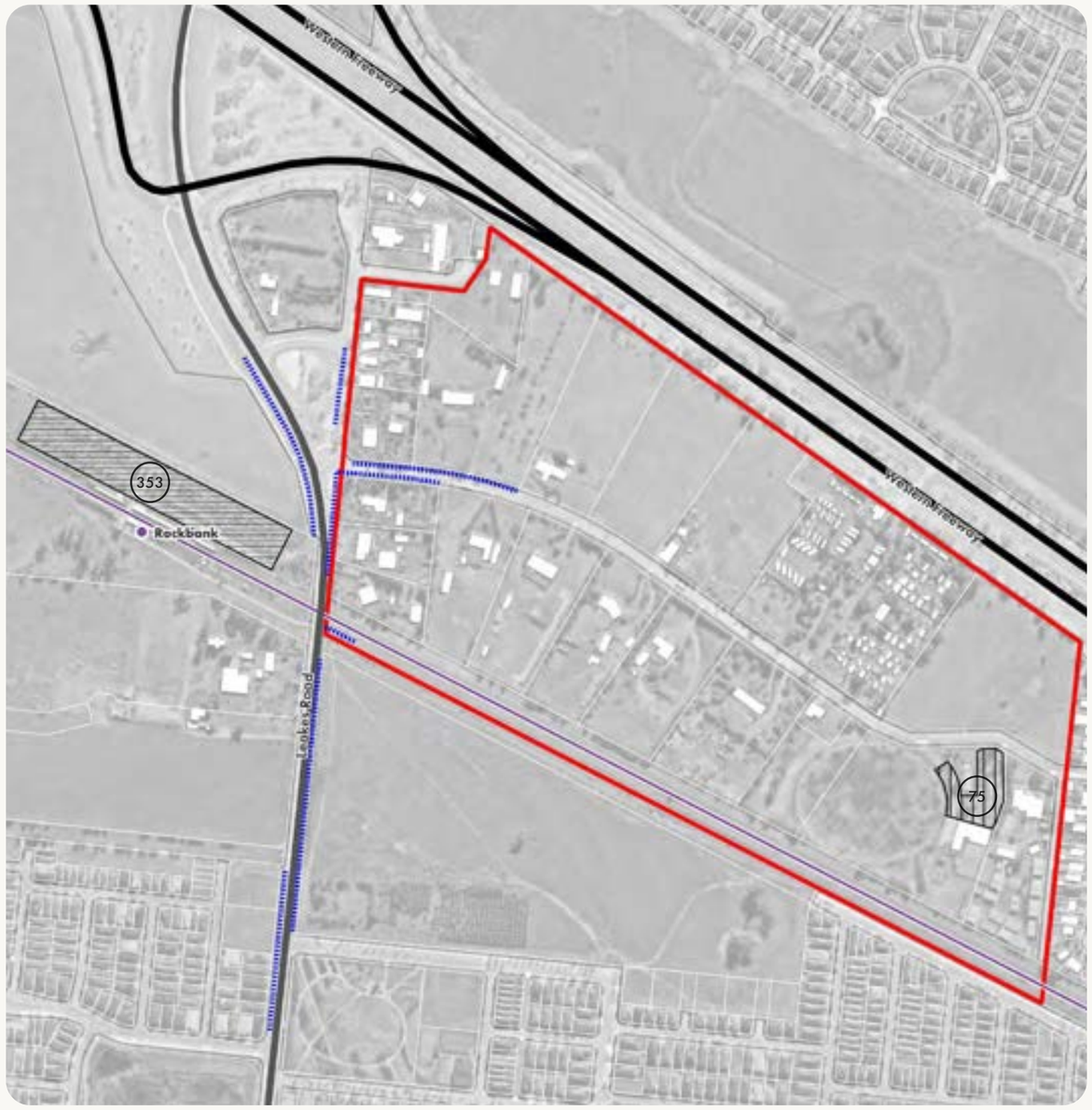


Figure 24. Parking Map

3.12 Pedestrian & Cycling Routes

The Precinct is defined by a single pedestrian footpath along the north side of Westcott Parade, which traverses to the southern side at Ian Cowie Reserve. Refer to 3.9.1 Westcott Parade for more information.

An informal route has been maintained by the Caravan Park providing access to Westcott Parade from the Caravan Park's entrance on the Western Freeway. This route traverses private land at 82-108 Westcott Parade.

Outside of the Precinct, are number of paths, including on the western side of Leakes Road near Rockbank Railway Station. This route is however regularly impacted by unregulated onstreet car parking.

The Rockbank PSP specifies that Westcott Parade within the Precinct will be upgraded with a shared path, forming an active transport network that connects to the proposed Rockbank Major Town Centre, the Rockbank Township and the broader extent of Rockbank via the future Rockbank Road which will have off road bicycle and pedestrian paths. It is worth noting the Rockbank DCP cross section does not reflect this and requires review to achieve good active transport connections.

A proposed pedestrian bridge over the rail corridor will be a critical piece of infrastructure that improves connectivity between the Precinct and the Major Town Centre.

An indicative location for a pedestrian bridge over the Western Freeway was identified in the Rockbank PSP. Whilst intended to improve connectivity between the precinct and areas north of the freeway, this bridge however is not included in the Rockbank DCP, is not listed in the Department's of Transport and Planning Transport Projects Plan or Bridge Projects Plan, no funding or plans have been developed for its delivery at this time. Furthermore, the development of latter stages of Aintree on the northern side of the Western Freeway have not considered the landing point for this bridge. Accordingly, alternative strategies for pedestrian connectivity, such as enhanced east-west links and safe crossing points along the future Rockbank Road should be considered.

Potential UDF Design Responses and Implementation

- Upgrade Westcott Parade with a continuous shared path and safe crossings to support active transport.
- Deliver a connected pedestrian and cycling network linking the precinct to Rockbank Railway Station, Ian Cowie Reserve, and the future Town Centre.
- Integrate green corridors and landscape buffers along paths to enhance amenity and safety.
- Plan for grade-separated or signalised crossings at key barriers (rail line and Leakes Road) to improve permeability.



Figure 25. Pedestrian & Cycling Routes Map

1 Pedestrian Path at the rear of the caravan park



Narrow and continuous pedestrian footpath runs along the northern side of Westcott Parade up to Ian Cowie Reserve.

2 Informal Path along the outside of the caravan park



An informal path outside of the eastern periphery of the caravan park offers connection for park residents to walk to Westcott Parade from its access point on Western Freeway.

3 Pedestrian Path along Ian Cowie Reserve



Mature vegetation intrudes into the path and presents hazard to the pedestrians.

4 Crossing Point at the rear of the caravan park



Narrow and continuous pedestrian footpath runs along the northern side of Westcott Parade up to Ian Cowie Reserve.

5 Pedestrian Path across Open Drainage Channel



There is an open drainage channel running at the southern side of Westcott Parade.

6 Pedestrian Path along Ian Cowie Reserve



Pedestrian footpath runs along the Ian Cowie Reserve and connects to Leonid Drive to the east of the Precinct.

7 Footpath along Leakes Road



Wide pedestrian path along Leakes Road provides connection to Rockbank Railway Station.

8 Shared Path along the Rail Line



There is a shared path along the south of the rail line connecting to the Station and terminating at Leakes Road.

3.13 Open Space

Ian Cowie Reserve, at approximately 4.2 Ha, is the largest recreational facility within the Westcott Parade Precinct and represents a key community asset.

While recent developments in the surrounding area have delivered several neighbourhood parks, access to and from the Precinct remains inconvenient due to physical barriers created by the Western Freeway and the rail line corridor.

The Rockbank PSP proposes additional open space to improve local amenity and connectivity. This includes a 0.5 hectare neighbourhood park located at the northern portion of 168–182 Westcott Parade, and a 0.3 hectare neighbourhood park south of the rail line corridor (outside of the Westcott Parade Precinct). The latter is planned to connect to Ian Cowie Reserve via a pedestrian bridge over the rail line, enhancing accessibility between key open spaces. The Rockbank PSP Developer Contributions Plan (DCP) includes funding provision for the delivery of this bridge.

Potential UDF Design Responses and Implementation

- Deliver new neighbourhood parks as identified in the PSP, ensuring equitable distribution and integration with the street network.
- Incorporate linear green corridors and tree-lined streets to connect open spaces and enhance walkability.
- Advocate for early delivery of the pedestrian bridge over the rail corridor to link the precinct with the future Town Centre.



Skate Park at Ian Cowie Reserve

3.14 Bushfire Risk

Most of the Precinct is designated as a Bushfire Prone Area, with the exception of the central portion of the Caravan Park, Rockbank Primary School, and part of Ian Cowie Reserve.

The mapping implies that area is prone to bushfire due to its location on the fringe of the urban area. Should urban development replace the current activity, as is proposed in the PSP and UDF, it is likely that this risk status will be removed by the Victorian Building Authority when it updates mapping every 6 months.

Potential UDF Design Responses and Implementation

- Incorporate bushfire mitigation strategies in the subdivision design, including perimeter roads, defendable space, and strategic landscaping.
- Plan for the integration of emergency access routes and water supply points into the street network and open space planning.



Figure 26. Bushfire Risk and Open Space Map

3.15 Landscape & Vegetation

The Westcott Parade Precinct is located on the basalt plains of Melbourne's western growth corridor, historically dominated by open grasslands and scattered native vegetation. Today, the precinct is largely urbanised with fragmented vegetation cover, including:

- Mature exotic species along property boundaries and within the Sundowner Caravan Park.
- Remnant native trees (peppercorn and sugar gum) associated with heritage sites such as the Rockbank Community Hall.
- Amenity planting within Ian Cowie Recreation Reserve, which includes irrigated turf for sports fields and ornamental species around play areas

The precinct's visual character is shaped by its flat topography, wide road verges, and open views toward the Western Freeway and rail corridor.

Ecological Context

The Environmental Significance Overlay (ESO1) along the rail corridor reflects the importance of remnant grasslands and woodlands in the broader municipality.

The Melton Open Space Plan

The Melton Open Space Plan identifies:

- A strong need for linear green connections linking residential areas to community facilities and transport nodes.
- Emphasis on multi-functional open spaces that combine recreation, biodiversity, and cultural interpretation.
- Opportunities to integrate passive recreation nodes within active reserves and drainage corridors.

Rockbank PSP

The Rockbank PSP sets out expectations for how new development should respond to the local landscape and ecological context. For Westcott Parade, most land is cleared and urbanised, with only scattered mature trees and ornamental planting remaining. These trees are generally of low ecological value, and many may be removed to enable redevelopment, subject to permit requirements and offset obligations.

Key considerations include:

- Native Planting and Biodiversity - Introduce planting that reflects the basalt plains environment, using species such as Kangaroo Grass, Wallaby Grass, and River Red Gum.
- Open Space and Streetscape Design - Ian Cowie Recreation Reserve should be strengthened as the main green space for the precinct, with shade trees, native planting zones, and improved paths. Streets like Westcott Parade and Leakes Road should become green corridors with tree planting, suitable WSUD options, and safe walking and cycling links to Rockbank Station and the future Town Centre.

Opportunities

For Westcott Parade Precinct, this offers opportunities to:

- Enhance the movement network through the precinct by creating green streetscapes that connect to Rockbank Station and the future Town Centre.
- Strengthen green corridors along Westcott Parade and Leakes Road through street tree planting and water-sensitive urban design.
- Improve pedestrian amenity with shaded footpaths, integrated planting, and visual buffers to soften the interface with the rail line and freeway.
- Enhance Ian Cowie Recreation Reserve as a multifunctional open space with native planting zones, shade structures, and biodiversity nodes.
- Celebrate heritage and cultural identity by retaining mature trees at the Rockbank Community Hall.
- Incorporate native planting palettes to reflect the ecological heritage of the basalt plains.

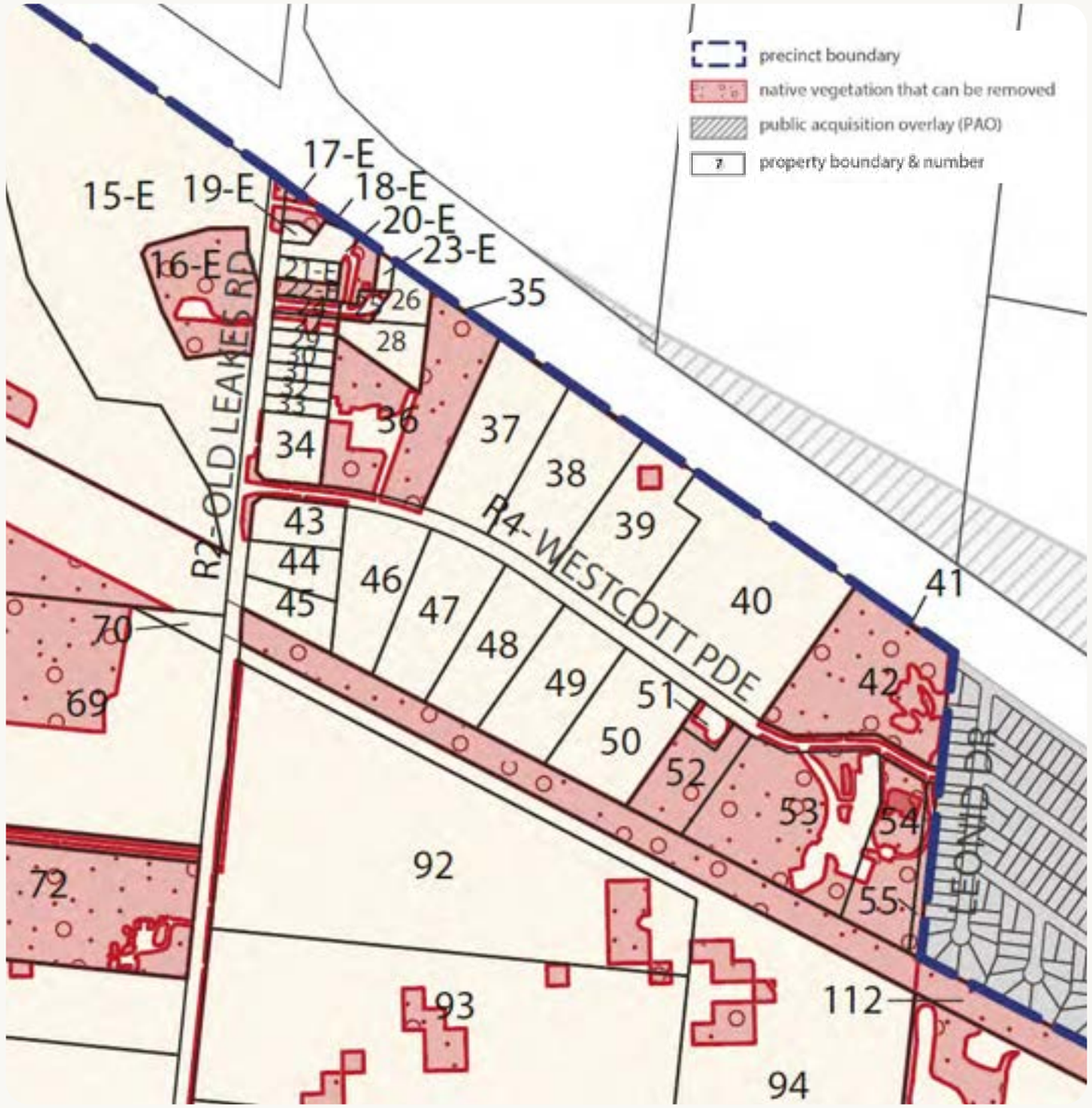


Figure 27. Native Vegetation Retention & Removal Map from Rockbank PSP

3.16 Planning Zones

Urban Growth Zone – Schedule 7 (UGZ7)

The UGZ applies to the Westcott Parade Precinct, which implements the Rockbank Precinct Structure Plan, August 2016 (Rockbank PSP).

The objectives of the UGZ, as relevant, are as follows:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To manage the transition of non-urban land into urban land in accordance with a precinct structure plan.
- To provide for a range of uses and the development of land generally in accordance with a precinct structure plan.
- To contain urban use and development to areas identified for urban development in a precinct structure plan.
- To provide for the continued non-urban use of the land until urban development in accordance with a precinct structure plan occurs.

A planning permit is required for (inter alia):

- Subdivision.
- Buildings and works.
- Land uses (if a Section 2 – permit required use).

The UGZ7 requires that in the Westcott Parade Precinct, an Urban Design Framework (UDF) must be prepared to the satisfaction of the Responsible Authority (Melton City Council) and Growth Areas Authority (now the Victorian Planning Authority). A planning permit cannot be granted to use or subdivide land, or construct a building or carry out works, until this has been prepared to their satisfaction.

The UDF must be generally in accordance with the Rockbank PSP. Subsequently, any planning permit granted must also be generally in accordance with the Rockbank PSP.

Any planning permit granted must also include any requirements or conditions outlined within the UGZ7. A summary of some of the key requirements include:

- A Public Infrastructure Plan, to detail the provision, staging, timing and delivery responsibility of infrastructure works or land.
- Acoustic assessments for any proposals within the railway noise amenity area (proximate to the railway line).
- Traffic Impact Assessment Reports, including functional layout plans and road safety audits for certain proposals.
- Kangaroo Management Plans, to detail the management of kangaroos during construction.
- Conditions requiring bus stops to be constructed in accordance with the requirements of Public Transport Victoria.
- Applications that create residential lots also have requirements for restrictions on the plan of subdivision (if under 300sm in size) to implement the Small Lot Housing Code.

The UGZ7 also applies other zones to precincts within the Rockbank PSP, dependent on the desired land uses sought within these precincts. The applied zone within the majority of the Westcott Parade precinct is the General Residential Zone – Schedule 1 (GRZ1).

Planning permit applications within the precinct must be referred in accordance with Section 55 of the Planning and Environment Act 1987 to Melbourne Water. Melbourne Water is a determining authority, meaning their views must be implemented in any decision made by the Responsible Authority. Permits within the Westcott Parade area also have requirements for Melbourne Water conditions relating to the management of stormwater.

Public Park and Recreation Zone (PPRZ)

97 to 105 and 107 to 123 Westcott Parade are located within the PPRZ. This covers part of the Rockbank Recreation Reserve and the Rockbank Primary School.

The purpose of the PPRZ is as follows:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To recognise areas for public recreation and open space.
- To protect and conserve areas of significance where appropriate.
- To provide for commercial uses where appropriate.

Given that the purpose of the PPRZ is to provide for conservation areas and parklands, it is considered an anomaly that the Rockbank Primary School is located within the PPRZ. This may need to be rectified in future through a planning scheme amendment to apply another suitable zone to the Rockbank Primary School. A permit is required for buildings and works and various uses. Applications must have the consent of the public land manager.

3.17 Applied Zones

The GRZ1 is the applied zone for the majority of the Westcott Parade precinct. The objectives of the GRZ1 are as follows:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To encourage development that is responsive to the neighbourhood character of the area.
- To encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport.
- To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.

A planning permit is required for:

- Subdivision.
- Buildings and works.
- Land uses (if a Section 2 – permit required use).

The GRZ1 includes a mandatory 11m / three storey height limit for a dwelling or residential building (this can increase to 12m if the slope of the land where the building is located is greater than 2.5 degrees over a cross section of 8m).

Any dwelling or residential building, or subdivision for residential purposes, has a mandatory Garden Area requirement (with the size dependant on the size of the lot or planning unit).

Applications for a residential building or two or more dwellings on a lot are required to be assessed against Clause 55 – Townhouse and Low Rise Code. Clause 55 is a codified assessment tool, which means if a proposal complies with the standard, the Responsible Authority is required to approve the proposal. The Responsible Authority is only provided with the discretion to consider the merits of a residential building or two or more dwellings on a lot if variations are sought to the Standards. Objectors do not have review rights for compliant developments.

Applications for Section 2 (permit required) uses are required to be assessed against a range of decision guidelines to determine their appropriateness. The objectives seek to allow limited non residential uses, being to serve local community needs in appropriate locations.

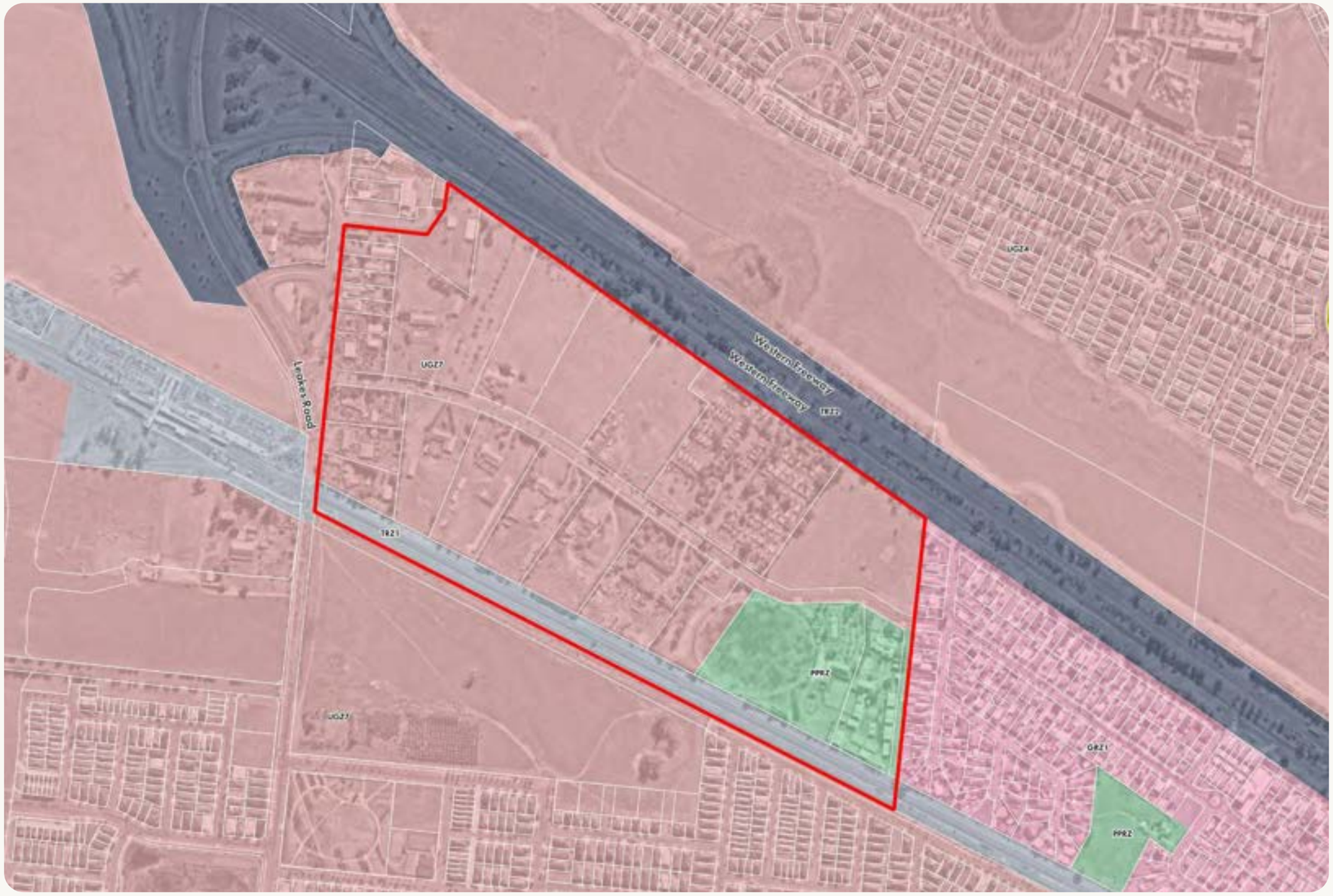


Figure 28. Planning Zones Map

3.18 Planning Overlays

Development Contributions Overlay – Schedule 7 (DCPO7)

The DCPO7 applies to the precinct. Its purpose is to:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To identify areas which require the preparation of a development contributions plan for the purpose of levying contributions for the provision of works, services and facilities before development can commence.

The DCPO7 implements the Rockbank Development Contributions Plan – August 2016. This requires contributions to be made for a range of developments.

Environmental Significance Overlay – Schedule 1 (ESO1)

The ESO1 applies to the land associated with the Ballarat Railway Line.

The statement of environmental significance for this area is as follows:

Remnant woodlands, open forests and grasslands are the dominant native vegetation communities within the City of Melton's landscape. These vegetation communities provide habitat for a diverse array of flora and fauna, including many threatened species. They provide examples of the now endangered grassy woodlands and critically endangered grasslands that once covered large areas of the City of Melton.

The following sites are examples of these vegetation communities that contribute to the environmental diversity of the City and are to be preserved and protected. It should be noted that this is not an exhaustive list of sites to be preserved and protected.

Mt Cottrell Woodland, Eynesbury Woodland, Telephone Road Woodland, Exford Weir Road Woodland, Exford Woodland,, Melton Gilgai Woodlands Long Forest , Pyrete Range and Yangardook Bush Reserves, Pinkerton Forest and Bush's Paddock (Grassland and Woodland), Toolern Vale Hills and Ryans Lane Woodland, Black Hills and assorted Road Reserves, , Diggers Rest Rail Reserve, Former Department of Defence Property, Kororoit Creek and Western Grasslands Reserve.

The elevated forested areas of the Toolern Vale Forest, Pyrete Range, and Yangardook Bush Reserve occur in the Uplands to the north of the municipality. In some locations, these elevated areas provide viewpoints out to the flat volcanic plains and landmarks including the You Yangs, Mt Kororoit, Mt Atkinson, Mt Cottrell and the Melbourne CBD. The Diggers Rest-Coimadai Road lies at the interface between the Victorian Volcanic Plain and Central Victorian Uplands Bioregion. This is a transitional landscape, where the topography changes from open and relatively flat countryside supporting grasslands to undulating land characterised by woodlands and forests of the Toolern Vale Hills.

Native grasslands, an intrinsic feature of the Victorian Volcanic Plains, are of state and national conservation significance and considered one of the most endangered vegetation communities in Victoria. These grasslands are dominated by perennial tussock grasses and provide habitat for numerous threatened flora and fauna species.

The environmental objectives to be achieved are as follows:

- To protect and conserve remnant native woodlands, open forests, grasslands and discourage inappropriate use and development.
- To retain and enhance the natural vegetation character of the forested areas.
- To retain forested areas as important features of the landscape.
- To carefully manage the interface between urban and rural areas.
- To emphasise the importance of topography and indigenous vegetation within the Uplands landscape.
- To minimise the impact of buildings and structures on open pastoral areas and the forested areas of the Uplands.
- To recognise areas of high fire hazard and to ensure all development acknowledges any potential risk.

A planning permit is required for buildings and works, construction of fences, subdivision of land and the construction of bicycle pathways and trails.

Heritage Overlay – Schedule 1115 (HO115)

The HO115 applies to 24 Old Leakes Road. This property consists of the Rockbank Community Hall, which is of local heritage significance. This also includes its immediate setting, including the peppercorn and sugar gum trees.

Heritage Overlay - Schedule 121 (HO121)

The HO121 applies to part of 2057-2087 Western Highway, Rockbank, which is the Sundowner Caravan Park.
The HO121 covers the former Rose and Crown Hotel building at the front of the Caravan Park, which is of local heritage significance.

For more information about heritage sites within the Precinct refer to 3.3 Historic and Heritage Fabric.

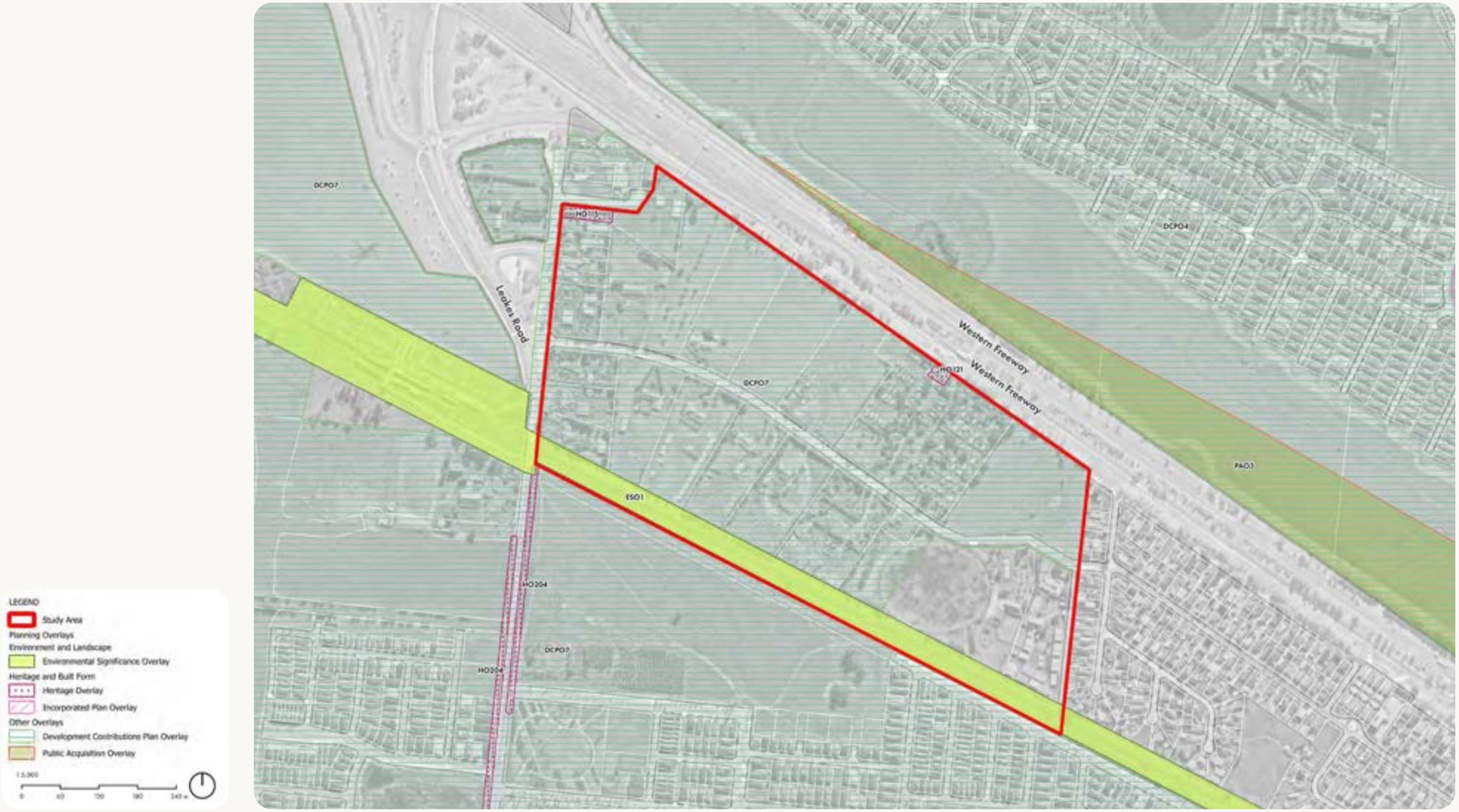


Figure 29. Planning Overlays Map

3.19 Interfaces

The Westcott Parade Precinct is bounded by the Western Freeway in the north, the rail line in the south, Leakes Road in the west and the existing Rockbank township in the east.

Western Freeway Interface

The Western Freeway is a major arterial road that connects wider western Victoria with Melbourne. The Freeway is more than 90m wide, creating a physical barrier and preventing connections with Aintree in the north. The Freeway is also a leading source of noise pollution for existing private properties.

Rail Line Interface

The rail line corridor serves V/Line's Ararat/Maryborough lines and Rockbank Railway Station is located a short distance west of the Precinct.

Properties at the southern side of Westcott Parade, the Ian Cowie Reserve and the Rockbank Primary School have their rear boundaries abutting the rail corridor, and these properties experience noise pollution from railway services.

Residential Interface

The north-eastern edge of the Precinct adjoins the rear boundaries of existing residential properties. Adjacent to this interface, Rockbank Primary School is positioned alongside a vacant strip of land approximately 12 metres wide, which provides separation between the School and the rear of the neighbouring residential lots.

Westcott Parade Interface

Acting as the main thoroughfare through the Precinct, Westcott Parade provides the main access points for the majority of land parcels in the Precinct. This is characterised by low timber/mesh wire fences with mature vegetation to provide privacy for private residential properties. In comparison, the Caravan Park is screened with a layer of black membrane, preventing further physical and visual connection from the streetscape.

Leakes Road Interface

The north-western edge of the Precinct is defined by Old Leakes Road, a cul-de-sac that connects to Leakes Road via Ian Cowie Way.

In the Precinct's upper north western corner is an interface with Marton Court which presents similar characteristics to Old Leakes Road. This is a small dead end street with vacant lots opposite the Rockbank Community Hall and agricultural warehousing at the rear.

The south-western boundary adjoins Leakes Road, which intersects with the rail corridor and currently experiences significant traffic congestion at this crossing.



Figure 30. Interfaces Map

1 Old Leakes Road



A cul-de-sac at the end of Old Leakes Road where a noise wall terminates.

2 Old Leakes Road & Melton Community Hall



The footpath runs on the side of the community hall on Old Leakes Road. The other side of the road is not developed and screened with dense vegetation.

3 Waterbody along Leakes Road



Old Leakes Road terminates with another court bowl at the south and is separated from Leakes Road by an informal drainage pond.

4 Westcott Parade



The easternmost lots of the Westcott Parade Precinct is currently undeveloped and it abuts onto the rear fences of existing residential properties.

5 Westcott Parade



The footpath shifts to the southern side of the carriage way and is separated with wide verge for drainage and electric poles. The caravan park is separated with a layer of black membrane and mesh wire fencing.

6 Westcott Parade



Larger properties have mature trees along the Westcott Parade frontage with low timber and mesh wire fencing.

7 Western Freeway



Wide verge separates lot boundaries from the freeway and limits access points along this interface. Noise pollution is a common issue along the Freeway.

8 Rail Line Corridor



The southern side of Westcott Parade abuts the rail corridor, which creates noise pollution and limits southward connections.

3.20 Sundowner Caravan Park

The Caravan Park is the largest landholding in the Precinct and is located almost at the centre of the Precinct.

The Caravan Park offers long term accommodation for low income residents and short term accommodation for visitors. The Caravan Park's main entrance is located on the Western Freeway and all visitors need to pass through a boom gate, this allows for controlled access and egress, ensuring safety inside the Park.

The Caravan Park offers accommodation for approximately 133 long term residents. It is well maintained and managed with a range of communal amenities, including a pool, a community garden, showers, toilets and laundries located at the middle of the park.

An off-grid area is located in the park's south western corner, abutting Westcott Parade and offering larger land to accommodate bigger caravans and buses.

A bus stop for bus route 456, was previously located at the front of the caravan park on the Western Highway. It is now located to the south of the Caravan Park on Westcott Parade.



Caravan Park Current Layout

Pedestrian access to this bus stop for residents and guests of the Caravan Park is via an informal path running along the eastern edge of the park through the adjacent private property. This route is maintained (mown and cleaned) by the Caravan Park management for the benefit of residents and guests.

There is an access gate located on the Caravan Park's southern edge abutting Westcott Parade. Whilst this would provide access directly to the bus stop on Westcott Parade, the Caravan Park restricts this from use to ensure ongoing control of access into the Park.

Plans to relocate the access to Westcott Parade from the Western Freeway have stalled. From a management point of view, the Park would like to maintain a consolidated single access point to ensure safety and streamline its management. Relocating the entrance to Westcott Parade, would require substantial investment in relocating administration facilities and providing services such as electricity and plumbing.

When access to the Park is ultimately relocated away from the Freeway, and the Park continues to require a single entrance and egress, significant caravan and bus movements will likely make use of Westcott Parade (unless an alternative access point is identified away from Westcott Parade). This will add extra traffic volume to the Precinct.





Figure 31. Caravan Park Uses and Activities

Caravan Park Entry



The Caravan Park is only accessible via the Western Freeway. Utilities and services are connected via this access point into the Caravan Park.

Short Term Accommodation



The Caravan Park provides short term accommodation at the northeastern side of the Park. The mature vegetation also provides generous tree canopy offering shading.

Heritage Building



The former Rose & Crown Hotel is heritage listed and it is currently home to the Caravan Park manager.

Eastern Interface



On the adjacent property at 82-108 Westcott Parade is a narrow strip of land that is maintained by the Caravan Park for access to Westcott Parade from the Park's entrance on the Western Freeway.

Western Freeway Interface



The Caravan Park is separated from Western Freeway with wide verge.

Community Garden



There is a community garden at the centre of the Caravan Park, which is created and maintained by long term residents.

Westcott Parade Interface



Although the Caravan Park adjoins Westcott Parade, access is restricted for safety and security reasons. A black membrane attached to mesh fencing provides separation and blocks visual connection from the Caravan Park to the street.

Eastern Interface



Whilst there is no access point along this interface, the mesh wire fencing is transparent, allowing visual connection into the Caravan Park.

3.21 Community and Social Infrastructure

The Precinct is strategically positioned to leverage existing and emerging social infrastructure within Rockbank and surrounding growth areas.

Existing and Proposed Facilities

Community Hall (1)
The Council-owned, heritage-listed Rockbank Community Hall provides a focal point for local gatherings and events. Future upgrades should align with broader community development objectives while respecting its heritage character.

Education (2) (6)
The Precinct includes Rockbank Kindergarten and Rockbank Primary School, providing foundational education and early learning services for local families. These facilities are key anchors for community life and should be supported through improved access and integration with surrounding development.

Place of Worship (3)
The Huyen Vi Buddhist Enlightenment Vietnamese Cultural Garden is located at 146 Westcott Parade and serves as a spiritual and cultural hub for the Vietnamese community. Its presence highlights the need for inclusive planning that respects cultural diversity and provides spaces for faith-based and cultural activities.

Emergency Services (4)
The CFA Fire Station within the precinct ensures emergency response capability, supporting resilience and safety for residents.

Recreation Reserve (5)
The existing Ian Cowie Recreation Reserve offers opportunities for active and passive recreation. Enhancements should consider shared-use paths, landscaping, sustainable water sources and integration with green corridors to promote walkability and social interaction.

Connectivity and Integration

The Precinct's location adjacent to Rockbank Railway Station and arterial roads positions it as a highly accessible node. Strengthening pedestrian and cycling links between community facilities, residential areas, and the station will be critical to fostering social cohesion and equitable access.

Alignment with Broader Context

Future planning should ensure that community infrastructure is delivered in a staged manner aligned with population growth, and that design reflects cultural inclusivity and sustainability principles.



Figure 32. Character, Housing, Community & Employment from Rockbank PSP



Figure 33. Community and Social Infrastructure Map

1 Rockbank Community Hall



2 Rockbank Kindergarten



3 Hyen Vi Buddhist Enlightenment Vietnamese Cultural Garden



3 Hyen Vi Buddhist Enlightenment Vietnamese Cultural Garden



4 Rockbank CFA



5 Ian Cowie Reserve



5 Ian Cowie Reserve



6 Rockbank Primary School



4 Opportunities and Constraints Summary

4.1 Opportunities and Constraints

The following provides a summary of the key opportunities and constraints that could be considered or addressed in the Westcott Parade Urban Design Framework (UDF).

Density Uplift

Due to proximity to Rockbank Railway Station and the proposed Rockbank Major Town Centre, the Precinct is well serviced and provides potential for increased residential densities in the forms of townhouses or even mid-rise apartments. Built forms can have looser height limits along Leakes Road and gradually step down to the lower scale homes in the existing Rockbank Township.

Interface Upgrade along Leakes Road

The Rockbank PSP has indicated the western side of Leakes Road as Mixed Commercial Precinct and the south of the rail line corridor as Rockbank Major Town Centre. This presents opportunities for the Leakes Road interface to cater for more active uses and/or provide innovative solutions that will complement the non residential activity across the road and in the Town Centre.

Flat Topography for New Developments

The Precinct enjoys noticeably flat topography with very little change in slope. This makes the site highly suitable for a range of developments, as it reduces the need for major earthworks or ground-levelling. A level site helps lower construction costs because not only does it allow for conventional building typologies, it also allows for easier delivery of infrastructure such as roads, drainage, and utilities. It also improves accessibility and walkability, supporting well-connected public spaces.

Leverage Existing Community Assets

A number of existing community assets within the Precinct, including the heritage-listed Rockbank Community Hall, Rockbank Kindergarten, Rockbank Primary School and Ian Cowie Reserve could be leveraged as the key anchor points for future precinct design.

Westcott Parade as the backbone

Westcott Parade is a two-lane local road and acts as the key thoroughfare connecting Leakes Road from the west and Leonid Drive to the east. It is approximately 20m wide with 1.5m wide pedestrian paths on only one side. The limited width presents challenges for higher traffic volumes and walkability improvement.

Western Freeway

The Western Freeway forms the northern boundary of the Precinct and currently provides the sole access point to the caravan park. With the expected Freeway upgrade and the future Outer Metropolitan Ring Road, to the north-east of the Precinct, both these roads will create significant visual and physical barriers as well as contribute to noise and air pollution.

Leakes Road

The significant lack of available car parking at Rockbank Railway Station will continue to lead to unregulated and often disorderly parking along Leakes Road. Without further investments, including the proposed roundabout, increased development in the Precinct will exacerbate current trends.

Sensitive Interfaces

Serving as the northern edge of the Precinct, the Western Freeway limits the ability for access points to properties along its edge. It also contributes to noise pollution and will, with the development of the Precinct require the addition of noise attenuation measures to mitigate noise.

The rail corridor on the Precinct's southern edge also creates noise pollution and presents itself as a physical barrier for connection to the proposed Rockbank Major Town Centre to the south.

Caravan Park Access and Interfaces

The Caravan Park is currently accessed via the Western Freeway and pedestrian movements to Westcott Parade is via an informal path running through the adjacent private property. Whilst there is a rear gate to Westcott Parade, this is restricted by the Caravan Park to ensure ongoing control of access into the Park, presenting a difficult challenge to integrate the Park into the greater Westcott Parade community. Should the abutting private property be developed in the future and the Caravan Park stay in situ, the Caravan Park will lose any pedestrian connection to the Westcott Parade. Should Freeway access be discontinued (as expected with the Freeway upgrade) and access reoriented to Westcott Parade - there will be significant traffic impacts on Westcott Parade.

The Caravan Park is currently separated by a layer of black membrane attached to mesh wire fencing, presenting a dull and blank interface to Westcott Parade. This negatively impacts the streetscape and prevents any passive surveillance on the public realm.

Heritage and Cultural Sensitivity

Within the precinct, the Rockbank Community Hall and the former Rose & Crown Hotel are heritage-listed buildings that contribute to the area's historical identity. This provides an opportunity for new development to both respect and celebrate these elements, while introducing contemporary built forms that complement and respond to Rockbank's evolving character. Thoughtful integration of old and new will help create a distinctive sense of place that honours the past and embraces the future.

The Rockbank region is of great cultural significance to First Nations Peoples. Early engagement with the Registered Aboriginal Party (RAP) is underway to ensure respectful and meaningful conversations that inform the UDF. The aim is to understand cultural values and protect thousands of years of heritage wherever possible. Where impacts cannot be avoided, the UDF should include measures to mitigate and minimise harm, ensuring development respects First Nations identity and foster connection to First Nations Peoples.

Connectivity to other Precincts

The Westcott Parade Precinct occupies pole position, acting as the connecting element between the Mixed-use Commercial Precinct, Rockbank Railway Station, Rockbank Major Town Centre and the existing township. Its strategic location offers a great opportunity to leverage proximity to these key destinations, fostering strong physical and functional links that enhance accessibility, activity, and integration across the broader Rockbank area.

Fragmented Land Ownership of Regular Land Parcels

Aside from several land parcels owned by different government agencies, there are 19 private landowners holding the majority of land within the Precinct. This highly fragmented ownership presents significant challenges for land consolidation, creating additional barriers to advocating higher-density apartment living, which typically requires larger, aggregated parcels.

Although land ownership is fragmented, most parcels are rectangular in shape. This regularity provides efficiency in site planning and layout design, offering opportunities to achieve coherent development patterns despite the constraints of multiple ownerships.

Drainage

Melbourne Water has identified a need for a Retarding Basin to address the drainage needs of development within the Precinct. Whilst there is flexibility in its location and shape, it would need to discharge towards the north (Aintree and Kororoit Creek). The existing connection under the Western Freeway essentially fixes the location of the Retarding Basin. Alternate locations would require costly and invasive extensions..



Figure 34. Opportunities and Constraints Map

Benchmarking Best Practice

5 What is Benchmarking

5.1 Introduction and Purpose

Benchmarking is a process where real world examples (or case studies) are assessed and analysed against a range of urban design themes and criteria. This exercise enables the identification of best practice (and often also bad practice), innovative approaches and successful design outcomes all of which can be used to inspire and inform a project as it moves through the design phases.

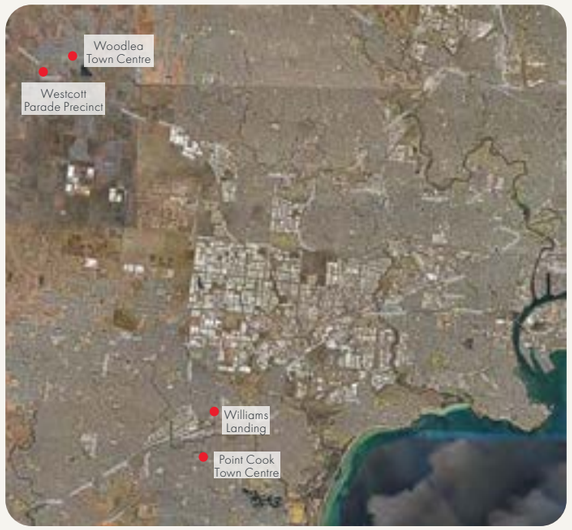
By understanding what works well (or doesn't work well) in similar contexts, benchmarking provides a foundation for informed decision-making and ensures that proposed designs align with contemporary expectations for liveability, sustainability, and functionality.

The insights gained through benchmarking are then applied to subsequent stages of the design process, helping to create places that are not only contextually appropriate but also exemplify high-quality urban environments.

5.2 The Benchmarks

On the following pages is a deep dive analysis of the following places/projects:

- Woodlea Town Centre (Aintree)
- Point Cook Town Centre
- Rouse Hill (Sydney NSW)
- Williams Landing



Benchmark locations - Melbourne



Benchmark location - Sydney

5.3 Rationale for selected benchmarks

This report adopts two key themes to guide the selection of benchmarks:

1. **Town Centres**; and
2. **Transit Oriented Developments (TOD)**.

These themes reflect the context within which the Westcott Parade Precinct is located, adjacent to the future Rockbank Town Centre and proximity to Rockbank Railway Station.

Town Centres refer to local activity areas that typically comprise public spaces, community infrastructure, retail, hospitality, offices, and other associated uses. They serve as focal points for social and economic activities within a community.

Woodlea Town Centre and Point Cook Town Centre have been selected as Town Centre benchmarks. These centres share similarities with the Westcott Parade Precinct and demonstrate successful characteristics that this project could achieve, such as well-integrated public spaces, diverse retail offerings, and strong connections to surrounding residential areas.

Transit Oriented Developments (TOD) share many characteristics with town centres, including mixed-use developments and active public spaces. However, a defining feature is the integration of mass transit modes—such as railway stations and bus interchanges—within the urban fabric. TODs generally exhibit higher activity intensity and increased residential and commercial density, supporting sustainable transport and reducing reliance on private vehicles.

Rouse Hill (in Sydney) and Williams Landing have been selected as TOD benchmarks due to their exemplary integration of transport infrastructure with high-density mixed-use development. Both examples illustrate how TOD principles can deliver vibrant, accessible precincts that support sustainable mobility, enhance economic activity, and create a strong sense of community around major transport nodes.

6.1 Woodlea Town Centre



Theme	Features
Shopping Centre	• HomeCo. Shopping Centre including supermarkets, restaurants and medical & health services
Residential	• The majority of housing is single residential land lots • Clusters of front- and rear-loaded townhouses scattered around the town centre and along main streets
Public Realm	• Multiple neighbourhood parks scattered around the town centre to provide a wider catchment • Woodlea Town Playground at the front of the shopping centre
Community infrastructure	• Bacchus Marsh Grammar and Aintree Primary School are located within the town centre • Timbertop Children's & Community Centre is located to next to Aintree Primary School • The town centre is also equipped with sport facilities including ovals and tennis courts
Retirement Village	• Lifestyle retirement community adjacent to the town centre

Observations:

- Woodlea Town Centre is a neighbourhood scale, is surrounded by residential uses and open spaces and serviced by local roads.
- Wide streets offer space for landscaping and street tree planting, providing large tree canopies as trees grow over time, contributing to a more pleasant public realm and offering shade for pedestrians and cyclists.
- Townhouse developments serve as the medium density housing typology. This is a common feature in new communities/growth areas in the short-to-medium term, and can be delivered with relative east as they integrate with conventional land lots to balance market offerings.
- Public open space is strategically located to offer the amenities to the community.

Public Realm



Wide streets connect the neighbourhood to the town centre and provide opportunities for urban greening.



Street tree planting can provide canopy shading when they grow into maturity.

Lessons to learn:

- No train station means there is little incentive for higher density living.
- Limited diversity of housing type - with only two typologies of note, namely single lot homes and townhouses.
- Shopping centre and town centre roof space not utilised for apartment living.

1 64 Wireless drive



Lot Area: 162.5 sqm

Lot Size: 25m x 6.5m

Level: 2 storeys

Product Type: Rear loaded (parking to the rear) 3-bed Townhouse

Strengths: Rear loading provides sufficient space for regular tree planting and ensures active frontage

Weaknesses: Rear laneway for garage access and bin stores creates significant swathes of hard standing concrete with limited greenery. Poor surveillance could lead to safety issues.





2 9 Martin Street



Lot Area: 198.75 sqm

Lot Size: 26.5m x 7.5m

Level: 2 storeys

Product Type: Front loaded (parking to the front) 3-bed Townhouse

Strengths: Consolidating driveway crossovers provides short breaks for tree planting. Variety of materials (brick and render) and form (setback) establishes an engaging streetscape.

Weaknesses: Relatively narrow frontages means that despite driveway consolidation there is still more hardstanding than soft and 1 tree planted per 1-3 units.





3 10 Creativity Walk



Lot Area: 117 sqm

Lot Size: 18m x 6.5m

Level: 3 storeys

Product Type: Rear loaded (parking to the rear) 4-bed Townhouse

Strengths: Variety of materials (brick and render), colour palettes establishes an engaging streetscape. Upper level setbacks help to prevent an over-dominant built form against surround one and two storey homes. Fronting onto a park provides a premium outlook for homes and increases surveillance of the public realm.

Weaknesses: Rear laneway for garage access and bin stores creates significant swathes of hard standing concrete with limited greenery. Poor surveillance could lead to safety issues.





4 9 Teddy Walk



Lot Area: 117 sqm

Lot Size: 18m x 6.5m

Level: 3 storeys

Product Type: Rear loaded (parking to the rear) 4-bed Townhouse

Strengths: Architectural treatment (portal shape) and playful roof form provide interest and engaging frontage. Rear laneway hardstanding broken of by incidental tree planting.

Weaknesses: Although set back from the road in a green space, it is not actively designed and townhouses lack a street presence.





6.2 Point Cook Town Centre



Theme	Features
Shopping Centre	• Point Cook Shopping Centre including large format retail, supermarkets and restaurants
Residential	• The town centre is located in an established suburb with the majority of residential component as single residential land lots • Clusters of front- and rear-loaded townhouses are located in constrained footprint as infill developments
Public Realm	• Large wetland abutting the north of the town centre and is well connected with trails
Community infrastructure	• God's End Time Harvest Ministries Church is located to the west of the town centre • Wyndham Library Point Cook Branch is located to the north of the shopping centre

Observation:

- Medium and higher density housing (townhouses) located close to main hubs of activity in the town centre but separated by large swathes of surface car parking, this presents a fragmented and detached centre.
- Wetlands provide the public amenity and offer abundant open space for local residents.
- Townhouses are infill developments and development potential limited by the irregular shape of the land parcels.
- Medium-high density housing provision is limited to two small developments of townhouses.
- No adjacency to high frequency and high capacity transport infrastructure that can justify significant supply of high density housing.

Public Realm





Lessons to learn:

- No train station means there is little incentive for higher density living.
- No diversity of housing type - with only a small supply of townhouses within the Town Centre.
- Shopping centre and town centre roof space not utilised for apartment living.

1 38 Luxe Terrace



Lot Area: 107 sqm

Lot Size: 19.5m x 5.5m

Level: 3 storeys

Product Type: Double fronted 4-bed Townhouse

Strengths: Takes advantage of wetland frontage. Provides medium to high density housing in close proximity to centres of activity.

Weaknesses: Units are accessed from street, where car parking is located, limiting the use of the park/ wetland frontage. Limited material and colour palette and window apertures to street frontage create a monotonous, repetitive and unengaging streetscape with limited surveillance and bulky volume. Lot size and rhythm prevent significant tree planting that could contribute to shade and urban greening.





2 6 Taya Lane



Lot Area: 126 sqm

Lot Size: 12m x 10.5m

Level: 2 storeys

Product Type: Front loaded (parking to front) 3-bed Townhouse

Strengths: Setbacks, material choice, roof form and vegetation provide an engaging and interesting streetscape. Service road/laneway is articulated by vegetation on this site. Innovative back to back townhouse typology.

Weaknesses: Street interface where built form sits on the property boundary provides a very narrow street and could lead to overlooking. Double garage parking width limiting opportunities for more vegetation.





7 Transit Oriented Development (TOD)

7.1 Rouse Hill, Sydney NSW

Rouse Hill serves as a contemporary Australian example of a TOD through its strategic location of active and public transport with mixed-use and higher density residential housing, whilst maintaining access to nature and open space in a metropolitan and high activity environment.

The Town Centre comprises of a mixed-use precinct adjacent to Rouse Hill Metro Station, providing high density residential dwellings amongst a mix of retail, entertainment and dining. Proximity to Rouse Hill Metro Station and a number of bus routes ensure a high level of accessibility and alignment with the principles of Transit Oriented Development (TOD).

Pedestrian connections via Civic Way and Main Street increase the permeability of the Town Centre and promote walkability.

High density residential development is located predominantly along White Hart Drive and Caddies Boulevard, above retail and commercial land uses

Medium density housing (which takes the form of smaller single dwelling lots and homes) are located south of White Hart Drive, within a five to fifteen minute walking catchment of both the Town Centre and the Metro station.

Medium and high density residential development is surrounded by open space and shared use paths provide increased connectivity between the Town Centre and nearby residential developments via open space.

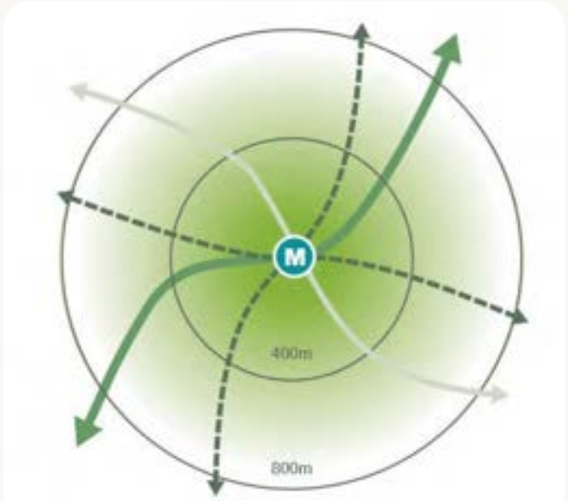


Figure 35. Development Principles for Rouse Hill



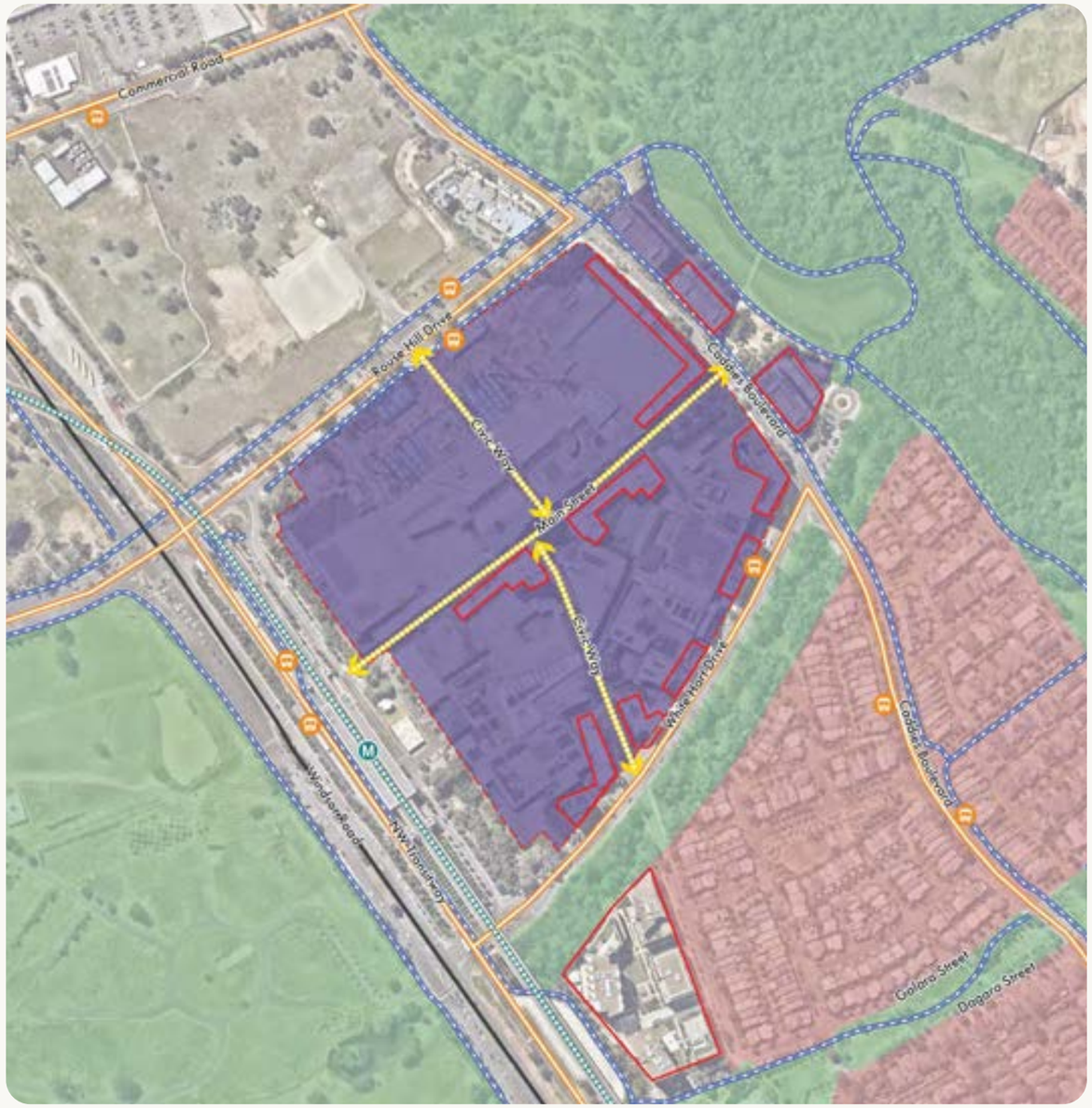


Figure 36. Rouse Hill urban structure plan



Theme	Features
Shopping Centre	• Rouse Hill Shopping Centre including large format retail, supermarkets, cinema and restaurants
Residential	• Residual land from the shopping centre has been developed into mid-rise apartment buildings • Single residential lots dominate the area outside of the town centre
Public Realm	• High street style retail and hospitality uses along the main street of the Town Centre • Large wetland abutting the north of the town centre and is well connected with trails to parkland at the southwest of the Station
Community infrastructure	• The Town Centre will be further supported with the proposed Rouse Hill Hospital to be developed tot the north west

Observation:

- Rouse Hill Shopping Centre is a major shopping and service destination for the surrounding area.
- The town centre is supported by the Sydney North Metro line connecting Tallawong to Sydney CBD.
- The Proximity (32 Civic Way) comprises 28 affordable housing units.
- Diversity of housing typologies.
- Extensive investment in vegetation and green infrastructure to support urban greening and contribute to street amenity.

Public Realm





** Floor Space Ratios are planning controls that measure the relationship between the total floor area of a building and the size of the land it sits on. This is calculated as:*

$$\frac{\text{Total Gross Floor Area}}{\text{Site Area}}$$

Lessons to learn:

- Extensive tree canopy as part of the public realm.
- Diverse housing mix ranging from low density single lot homes, medium density single lot housings on smaller lots and apartments above retail uses.
- Dwellings provided above retail and commercial uses including shopping centre.
- Density is managed through floor space ratios.*
- Provision for some affordable housing.

1 2 Caddies Boulevard



Lot Area: 2481 sqm

Level: 5-8 storeys

Product Type: Apartment building

Summary: L shape single aspect (single direction of daylight intake) sleeving a shopping centre

Strengths: Maximum height at corner to address the intersection. Makes premium use of what is conventionally blank shopping centre facade. Shopping centre car park access is treated as undercroft. Multiple cores provide rhythm and activity.

Weaknesses: Single aspect building disadvantages internal apartment amenity. Typology tied to adjacent shopping centre and is appropriate for core of Town Centre only.





2 32 Civic Way



Lot Area: 1.5 Ha

Level: Max 7-12 storeys

Product Type: Mixed use complex

Summary: Complex comprising 375 dwellings across 6 apartment buildings, above podia and shared outdoor space. Includes 28 affordable housing units.

Strengths: Variety of architectural treatment creates interest and promotes an active streetscape and relates positively to double storey streetscape on opposing side of the street. Generous shared communal space between buildings.

Weaknesses: Large lot required, likely only suitable for Town Centre location.







View of Rouse Hill looking towards the Shopping Centre and the Metro Station from the east

7.2 Williams Landing



Theme	Features
Shopping Centre	• HomeCo. Shopping Centre includes supermarkets, restaurants and medical & health services
Residential	• 4 mid-rise apartment buildings to the north of the shopping centre
Public Realm	• Large wetland area abutting the town centre to the west • The town centre remains largely undeveloped and is occupied by at grade carpark in the interim
Community infrastructure	• Library located to the northeast of the shopping centre
Office	• Target office is located next to the Railway Station

Observation:

- The apartment developments are concentrated north of the shopping centre and are separated a significant distance from the Railway Station, with current access through or along at grade car parks.
- Pedestrian experience significantly impacted by long stretches of as yet undeveloped land
- Apartment blocks of varying heights, generally between 5 and 7 storeys.
- Ground floor of Apartment complexes provide mixed use to the frontage and direct access, town house like dwellings to the sides and rear.
- Whilst residential components are concentrated near shopping centre, other uses including Target Headquarters and Aged Care facility are separated and stand alone.

Public Realm



Williams Landing Railway Station is supported by a bus interchange to provide further connectivity across the precinct.

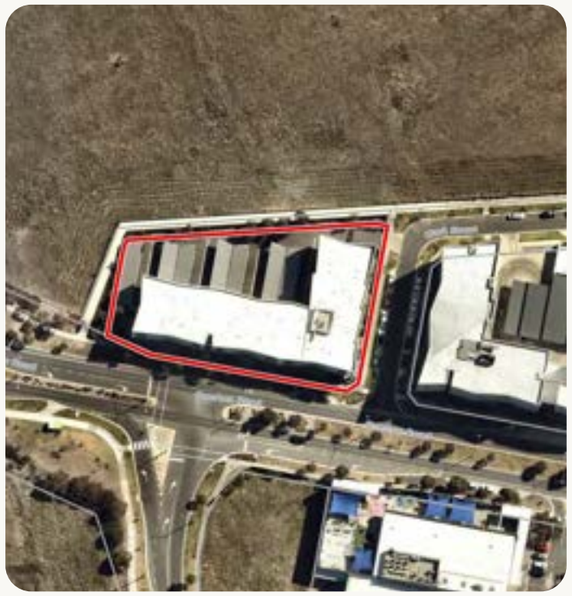


Boulevard style local streets support active transport.

Lessons to learn:

- Demonstrates an ability to apply townhouses and apartments in one complex.
- Whilst TOD principles are evident, the functionality of the TOD is significantly eroded due to market interest and/or staging.

1 1 Clark Street



Lot Area: 3462 sqm

Level: 3 storeys

Product Type: Apartment building

Summary: L shape apartment building with at grade parking to the rear.

Strengths: Two entrances, 1 to the side, 1 to the front ensure street activity. Ground floor units enjoy their own entrances and front yards. Variety of materials, architectural treatment, playful roofline facilitate engaging streetscape

Weaknesses: Does not take advantage of corner to increase height. At grade rear car park provides poor outlook for apartments, and is underutilisation of ground floor space.



4 storeys apartment building with facade articulation to address the intersection.



Access to the car park is arranged off the main road and the ground level is used as at grade car park.

2 2 Clark Street



Lot Area: 4,850 sqm

Level: Max 5 storeys

Product Type: Mixed use building with ground floor retail and townhouses and apartments above

Summary: U Shaped apartment building sitting atop rectangular podium. Podium comprises of retail uses to frontage and townhouses to the back and car park in the core. Building height stepped down to north east corner.

Strengths: Tower element broken into two blocks to reduce bulk and massing. Townhouses forming part of the podium demonstrate innovative way to integrate housing diversity.

Weakness: Single aspect (daylight access) to apartments and townhouses.



A green link provides shortcut to the back of the block, improving connectivity with activated ground floor for food and beverage use.



Three townhouses wrap around the carpark at the centre of the building block. The carpark is accessible via the entry at Clark Street.

Consultation and Feedback

8 Getting involved in the plan

8.1 Community and Stakeholder Engagement

Community and stakeholder engagement are critical parts of developing an UDF as it helps to ensure that a framework reflects the needs and wishes of the local community, vested interest groups and stakeholders.

This project will be developed in a collaborative manner. A number of touchpoints for stakeholder and community engagement are planned throughout the process, including an opportunity to provide feedback on the Draft Urban Design Framework

All comments and feedback will be collated and synthesised, with a Consultation Summary to be released shortly after.



Bibliography

9 Bibliography

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Victoria's Housing Statement

Infrastructure Victoria's 30 Year Strategy 2025-2055

Urban Design Guidelines for Victoria

Rockbank Precinct Structure Plan

Rockbank Precinct Structure Plan - Development Contributions Plan

Rockbank Major Town Centre Urban Design Framework

Planning Practice Note for the Preparation of an Urban Design Framework

Homes Victoria Rental Report, June Quarter 2025

Melton Open Space Strategy 2016-2026

Western Growth Corridor Plan

Melton Planning Scheme

Rockbank Township Drainage Strategy 4179

Shire of Melton Heritage Study May 2007

Rockbank Social Infrastructure Needs Assessment July 2014

Aboriginal Heritage Impact Assessment, Rockbank Precinct Structure Plan October 2013




ROCKBANK FIRE
STREET
LIBRARY
BORROW | SWAP | DONATE
CLIVE CUSSLER
SHADOW TYRANTS
BORROW | SWAP | DONATE

Appendix

Victorian Planning Authority vpa

APPENDIX B Transport project cost sheets



INFODOC NUMBER	TITLE
30041114-ID-0000-20160616	LOCALITY PLAN, DRAWING INDEX AND NOTES
30041114-ID-0001-20160616	IT01 - GREIGS RD/TROUPS RD NORTH
30041114-ID-0002-20160616	IT02 - GREIGS RD/RB NORTH SOUTH ROAD 1
30041114-ID-0003-20160616	IT03 - GREIGS RD/RB NORTH SOUTH ROAD 2
30041114-ID-0004-20160616	IT04 - GREIGS RD/ROCKBANK RD
30041114-ID-0005-20160616	IT05 - ROCKBANK RD/TOOLERN RD
30041114-ID-0006-20160616	IT06 - TOOLERN RD/RB NORTH SOUTH ROAD 3
30041114-ID-0007-20160616	IT07 - TOOLERN RD/PAYNES RD
30041114-ID-0008-20160616	IT08 - ROCKBANK RD/RB EAST WEST ROAD 2
30041114-ID-0009-20160616	IT09 - ROCKBANK RD/RB EAST WEST ROAD 1
30041114-ID-0010-20160616	IT10 - ROCKBANK RD/WESTCOTT PDE
30041114-ID-0011-20160616	IT11 - PAYNES RD/MURRAY RD
30041114-ID-0012-20160616	IT12 - PAYNES RD/ALFRED RD
30041114-ID-0013-20160616	IT13 - PAYNES RD/RB EAST WEST ROAD 1
30041114-ID-0014-20160616	IT14 - PAYNES RD/RB EAST WEST ROAD 3
30041114-ID-0015-20160616	IT15 - PAYNES RD/GREIGS RD
30041114-ID-0016-20160616	RD01 - GREIGS RD
30041114-ID-0017-20160616	RD02 - GREIGS RD
30041114-ID-0018-20160616	RD03 - ROCKBANK RD
30041114-ID-0019-20160616	RD04 - TOOLERN RD
30041114-ID-0020-20160616	RD05 - PAYNES RD
30041114-ID-0021-20160616	RD06 - PAYNES RD
30041114-ID-0022-20160616	RD07 - PAYNES RD
30041114-ID-0023-20160616	RD08 - PAYNES RD
30041114-ID-0024-20160616	RD09 - PAYNES RD
30041114-ID-0025-20160616	RD10 - WESTCOTT PDE
30041114-ID-0026-20160616	BR01 - ROCKBANK RD OVER WESTERN FWY
30041114-ID-0027-20160616	BR02 - ROCKBANK RD OVER RAIL LINE
30041114-ID-0028-20160616	BR03 - PAYNES RD OVER WESTERN FWY
30041114-ID-0029-20160616	BR04 - PAYNES RD OVER RAIL LINE
30041114-ID-0030-20160616	BR05 - PEDESTRIAN BRIDGE OVER RAIL LINE
30041114-ID-0031-20160616	BR06 - LEAKES ROAD PEDESTRIAN RAIL CROSSING
30041114-ID-0032-20160616	BR07 - ROCKBANK ROAD CULVERT
30041114-ID-0033-20160616	BR08 - PAYNES ROAD INTERIM PEDESTRIAN RAIL CROSSING
30041114-ID-0034-20160616	BR09 - TROUPS ROAD NORTH PEDESTRIAN RAIL CROSSING

GENERAL NOTES:
1. PROPOSED ROW BOUNDARY BASED ON TYPICAL CROSS SECTION AND TYPICAL INTERSECTION WIDTHS
2. ROAD CROSS SECTIONS HAVE BEEN ADOPTED FROM THE MPA TYPICAL CROSS SECTIONS
3. PAVEMENT REHABILITATION OF THE EXISTING GREIGS ROAD PAVEMENT HAS BEEN ASSUMED
4. FULL PAVEMENT RECONSTRUCTION OF THE EXISTING PAYNES ROAD PAVEMENT HAS BEEN ASSUMED
5. THE CO-ORDINATE SYSTEM USED IN ALL DRAWINGS IS MGA (ZONE 55).
6. PAVEMENT REHABILITATION OF THE EXISTING WESTCOTT PARADE PAVEMENT HAS BEEN ASSUMED
7. LINEMARKING IS INDICATIVE AND REPRESENTATIVE OF THE FUNCTIONALITY OF THE INTERSECTION ONLY.

DRAFT CONCEPT PLAN
FOR DISCUSSION PURPOSES ONLY
This draft plan has been prepared to show a concept for discussion purposes only and has no formal or official status.

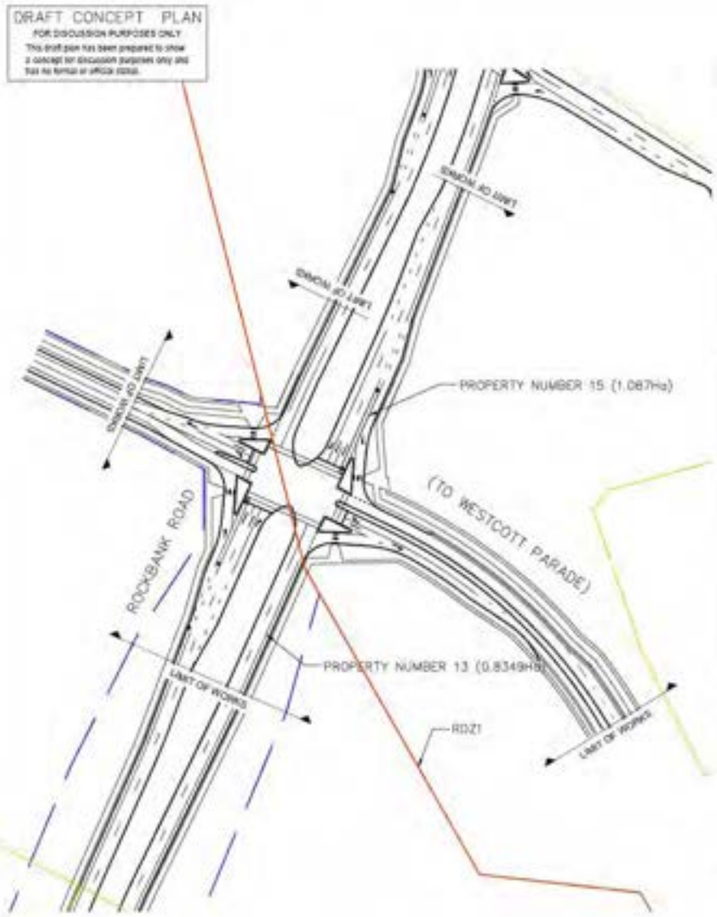
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SCALE 1:20000 200 0 200 400 600 800 1000m AT A0 SIZE DRAWING

SMEC AUSTRALIA PTY LTD

INFORMATION DOCUMENT

TITLE SHEET
INFRASTRUCTURE COSTING
30041114-ID-0000-20160616



IT10 **Rockbank Rd/Westcott Pde**

Description	Detail	Unit	Rate	Qty	Amount
Clearing & Grubbing		item	$ 2.55	19218	$ 49,005.90
Earth Works	Cut to fill	cu m	$ 30.60	6308.15	$ 193,029.39
Pavement	Construct deep strength pavement (Arterial Pavement), including wearing course (720mm depth)	sq m	$ 127.50	7135	$ 909,712.50
	Construct granular pavement (Council Pavement for Collector Street 550mm depth)	sq m	$ 76.50	2129	$ 162,868.50
Kerb & Channel		m	$ 40.80	1730	$ 70,584.00
Footpath	Concrete (based on 'Typical Residential Footpath Cross Section' Figure 006 Engineering Design and Construction Manual)	sq m	$ 46.92	3260	$ 152,959.20
Concrete Splitter Islands		sq m	$ 51.00	690	$ 35,190.00
Drainage	Subsoil Drains	m	$ 22.44	1730	$ 38,821.20
	Drainage Pits (max depth 1.5m)	No	$ 2,193.00	20	$ 43,860.00
	Drainage Pipe 300 dia	m	$ 153.00	240	$ 36,720.00
	Drainage Pipe 375 dia	m	$ 183.60	240	$ 44,064.00
	Drainage Pipe 450 dia	m	$ 255.00	200	$ 51,000.00
Miscellaneous	Line Marking (based on average per m^3 of pavement)	sq m	$ 2.55	9264	$ 23,623.20
	Signage	No	$ 183.60	20	$ 3,672.00
	Tactile pavers (per pram crossing)	No	$ 263.12	24	$ 6,266.88
	Fencing	m	$ 25.50	512	$ 13,056.00
Landscaping	Topsoil and grass to naturestrips	sq m	$ 3.26	6004	$ 19,597.06
Traffic signals	Divided cross road	item	$ 229,500.00	1	$ 229,500.00
Intersection Lighting	New lighting pole (All inclusive)	No.	$ 12,240.00	10	$ 122,400.00
Vicroads	10 year Maintenance Fee	item	$ 75,000.00	1	$ 75,000.00
	Prom, controller & surveillance	item	$ 17,500.00	1	$ 17,500.00
				Subtotal	$ 2,298,429.83
Council Fees	3.25% of cost of works	item	3.25%	1	$ 74,698.97
Vicroads Fees	1% of cost of works	item	1%	1	$ 22,984.30
Traffic Management	5% of cost of works	item	5%	1	$ 114,921.49
Environmental Management	0.5% of cost of works	item	0.5%	1	$ 11,492.15
Survey & Design	5% of cost of works	item	5%	1	$ 114,921.49
Supervision & Project Management	10% of cost of works	item	10%	1	$ 229,842.98
Site Establishment	2.5% of cost of works	item	2.5%	1	$ 57,460.75
Contingency	20% of cost of works	item	20%	1	$ 459,685.97
				TOTAL	$ 3,384,437.92

The estimated construction costs provided in this document have been issued to the Metropolitan Planning Authority for budgeting purposes only for the Development Contributions Plan. Utility service relocation costs are indicative only. SMEC Australia assumes no liability for losses incurred through changes to the quantities required to construct the intersection or increases in construction costs. These values are not intended for use in construction pricing and do not constitute a Bill of Quantities.

NOT FOR CONSTRUCTION

SCALE 1:2000 AT A3 SIZE DRAWING

SMEC AUSTRALIA PTY LTD

INFORMATION DOCUMENT

IT10 - ROCKBANK RD/WESTCOTT PDE
INFRASTRUCTURE COSTING
30041114-ID-0010-20160616



RD10 **Westcott Pde**

Description	Detail	Unit	Rate	Qty	Amount
Clearing & Grubbing		item	$ 2.55	18279	$ 46,611.45
Earth Works	Cut place & Compact and disposal (for boxing)	cu m	$ 30.60	1527.9	$ 46,753.74
Pavement	Construct granular pavement (Council Pavement for Collector Street 550mm depth)	sq m	$ 76.50	2778	$ 212,517.00
	Pavement rehabilitation	sq m	$ 45.90	6720	$ 308,448.00
Kerb & Channel		m	$ 40.80	1792	$ 73,113.60
Footpath	Concrete (based on 'Typical Residential Footpath Cross Section' Figure 006 Engineering Design and Construction Manual)	sq m	$ 46.92	2688	$ 126,120.96
Drainage	Subsoil Drains	m	$ 22.44	3584	$ 80,424.96
	Drainage Pits (max depth 1.5m)	No	$ 2,193.00	36	$ 78,948.00
	Drainage Pipe 375 dia	m	$ 183.60	1112	$ 204,163.20
Miscellaneous	Line Marking (based on average per m^2 of pavement)	sq m	$ 2.55	9498	$ 24,219.90
Landscaping		sq m	$ 3.26	6093	$ 19,887.55
Lighting	New lighting pole (All Inclusive)	No.	$ 12,240.00	9	$ 110,160.00
				Subtotal	**$ 1,331,368.36**
Council Fees	3.25% of cost of works	item	3.25%	1	$ 43,269.47
Traffic Management	5% of cost of works	item	5%	1	$ 66,568.42
Environmental Management	0.5% of cost of works	item	0.5%	1	$ 6,656.84
Survey & Design	5% of cost of works	item	5%	1	$ 66,568.42
Supervision & Project Management	10% of cost of works	item	10%	1	$ 133,136.84
Site Establishment	2.5% of cost of works	item	2.5%	1	$ 33,284.21
Contingency	20% of cost of works	item	20%	1	$ 266,273.67
				TOTAL	**$ 1,947,126.23**

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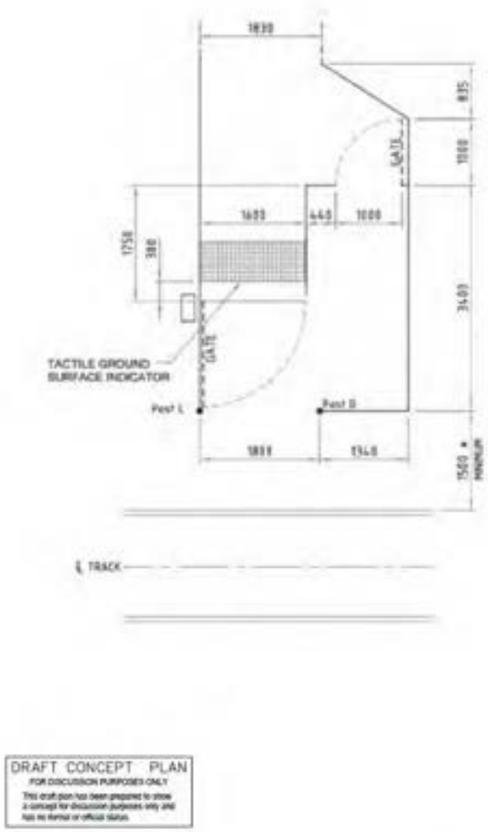
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AT A3 SIZE DRAWING

SMEC AUSTRALIA PTY LTD

INFORMATION DOCUMENT

RD10 - WESTCOTT PDE
INFRASTRUCTURE COSTING
30041114-ID-0025-20160616



DRAFT CONCEPT PLAN
FOR DISCUSSION PURPOSES ONLY
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BR06 **Level crossing upgrade - Automatic pedestrian gates**

Description	Detail	Unit	Rate	Qty	Amount
Site Access		Item	$ 5,100.00	1	$ 5,100.00
Decommissioning of existing crossing		Item	$ 28,000.00	1	$ 28,000.00
Removal of existing crossing		Item	$ 19,000.00	1	$ 19,000.00
Crossing Construction/Materials		Item	$ 210,000.00	1	$ 210,000.00
Testing and Commissioning		Item	$ 37,500.00	1	$ 37,500.00
				Subtotal	$ 299,600.00
Council Fees	3.25% of cost of works	Item	3.25%	1	$ 9,737.00
Vicroads Fees	1% of cost of works	Item	1%	1	$ 2,996.00
VicTrack Fees	1% of cost of works	Item	$ 97,475.00	1	$ 97,475.00
Traffic Management	5% of cost of works	Item	5%	1	$ 14,980.00
Environmental Management	0.5% of cost of works	Item	0.5%	1	$ 1,498.00
Survey & Design		Item	$ 109,000.00	1	$ 109,000.00
Supervision & Project Management	10% of cost of works	Item	10%	1	$ 29,960.00
Site Establishment	2.5% of cost of works	Item	2.5%	1	$ 7,490.00
Contingency	10% of cost of works	Item	10%	1	$ 29,960.00
				TOTAL	$ 602,696.00

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NOT FOR CONSTRUCTION

AT A3 SIZE DRAWING

SMEC AUSTRALIA PTY LTD

INFORMATION DOCUMENT

□R06 - □EA□ ES ROAD PEDESTRIAN RAI□ CROSSING
INFRASTRUCTURE COSTING
30041114-ID-0031-20160616



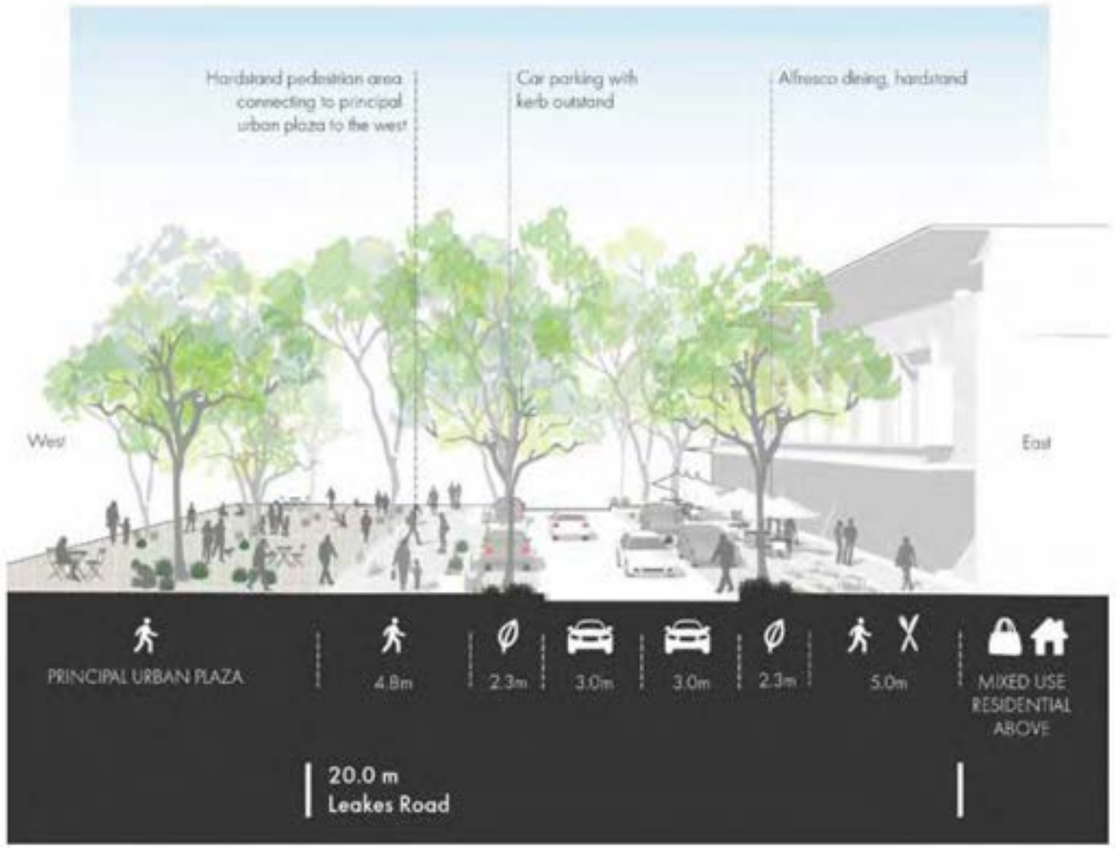


Figure 18. Leakes Road (north of signalised intersection)

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