



MELTON PLANNING SCHEME

Urban Design Framework approval in accordance with
Clause 4 of Section 173 Agreement No AZ170104W
Page 1 of 36

Travis Conway Manager City Strategy
Signature of Responsible Authority
Date 22 June 2026

Eynesbury Town Centre Urban Design Framework

20 May 2026





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01

INTRODUCTION

01.01 Introduction

The Eynesbury Town Centre Urban Design Framework (Eynesbury UDF) has been prepared by ClarkeHopkinsClarke on behalf of Resimax Group. It is a long-term plan for urban development in the Eynesbury Town Centre. The Eynesbury UDF describes how the land is expected to be developed and has been prepared with input from UPCo and in consultation with the City of Melton.

The Eynesbury Town Centre is located approximately 36 kilometres west of Melbourne Central Business District, and forms the central part of the Eynesbury Township and Mixed Use Zone (MUZ) which straddles the boundary between the City of Melton and City of Wyndham, the two fastest growing municipalities in Victoria. The Eynesbury Town Centre is located fully within the City of Melton.

HOW TO READ THIS DOCUMENT

The Eynesbury UDF is to be read in conjunction with Eynesbury Township Development Plan (DP2009/005/3) approved by City of Melton on 25 September 2023.

The Eynesbury UDF guides land use and development where a planning permit is required for land identified in 03.01- Urban Structure and Land Use.

A planning permit must implement the outcomes of the Eynesbury UDF. The outcomes are expressed as the Objectives and Guidelines. Each element of the UDF contains requirements and guidelines (as relevant).

Requirements must be met by development. Where they are not demonstrated in a permit application, requirements can be included as a condition on a planning permit whether or not they take the same wording as in the Eynesbury UDF. A requirement may reference a plan, table, or figure in the Eynesbury UDF.

Guidelines express how discretion will be exercised by the responsible authority on certain matters that require a planning permit. If the responsible authority is satisfied that an application for an alternative to a guideline, implements the objectives, the responsible authority may consider and approve the alternative. A guideline may include or reference a plan, table, or figure in the Eynesbury UDF.

A permit granted by the responsible authority must:

- Be generally in accordance with the Eynesbury UDF.
- Include any conditions or requirements specified in DPO6 of the Wyndham Planning Scheme.

LAND TO WHICH THIS UDF APPLIES

03.01- Urban Structure and Land Use identifies the key features and boundary of the land to which this Eynesbury UDF applies.

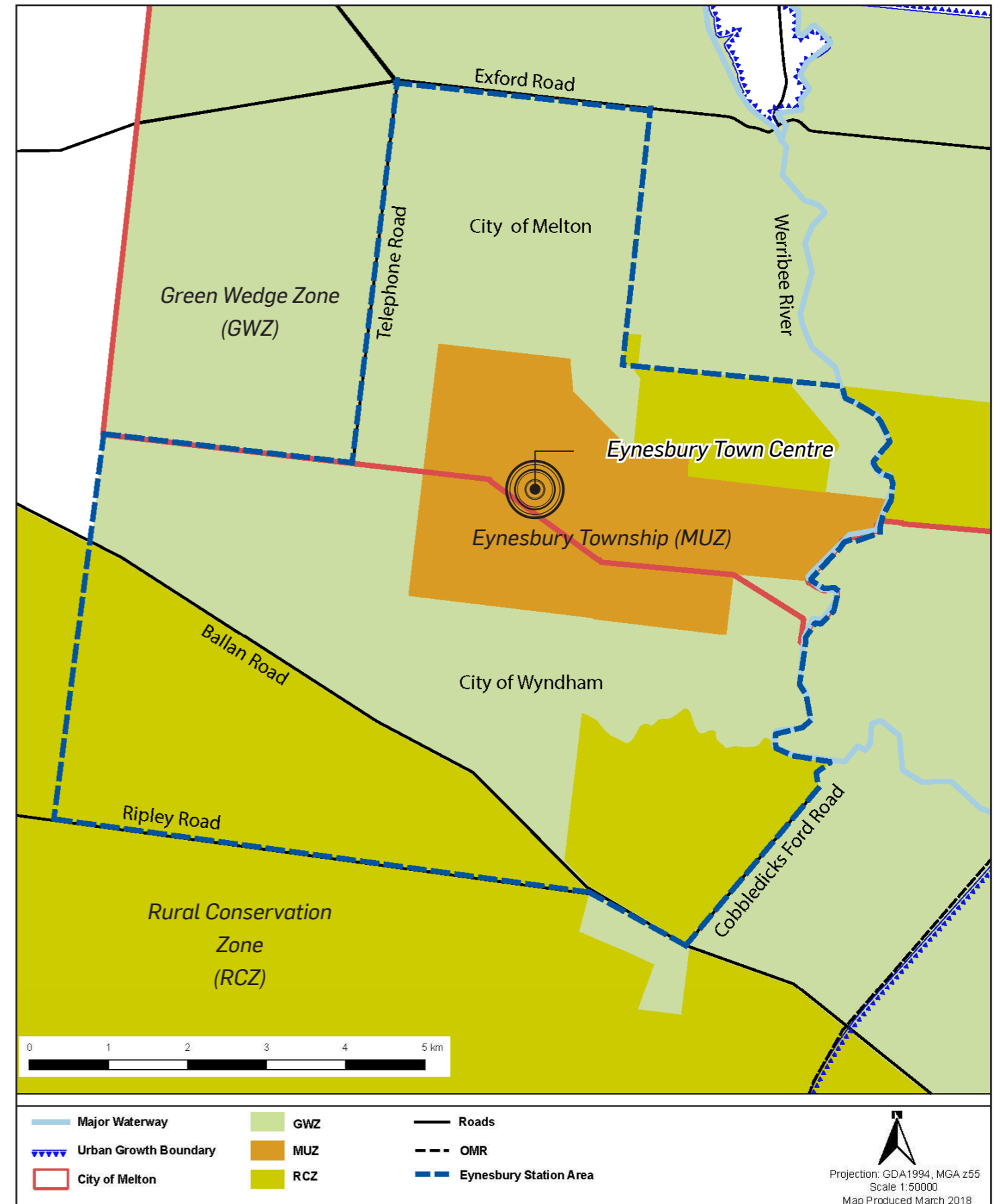
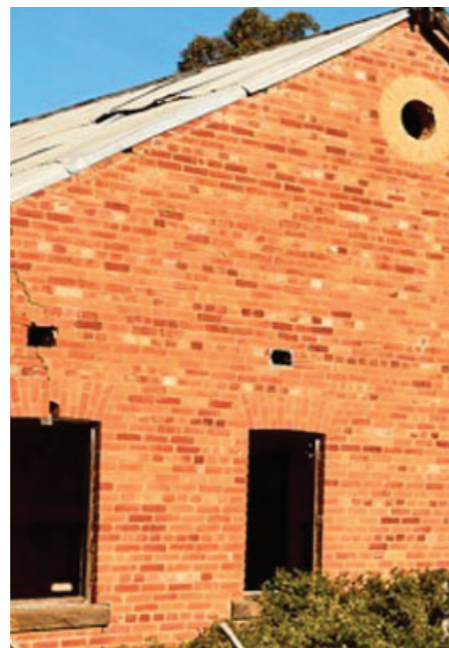


Figure 1. Eynesbury Township Development Plan - Melton, Melton Planning Scheme

01.02 The Eynesbury Town Centre Vision



“ The Eynesbury Town Centre will be a vibrant civic and cultural heart, shaped by local identity and framed by nature and heritage. It will foster community connection through a walkable mix of services, housing, and engaging public spaces.

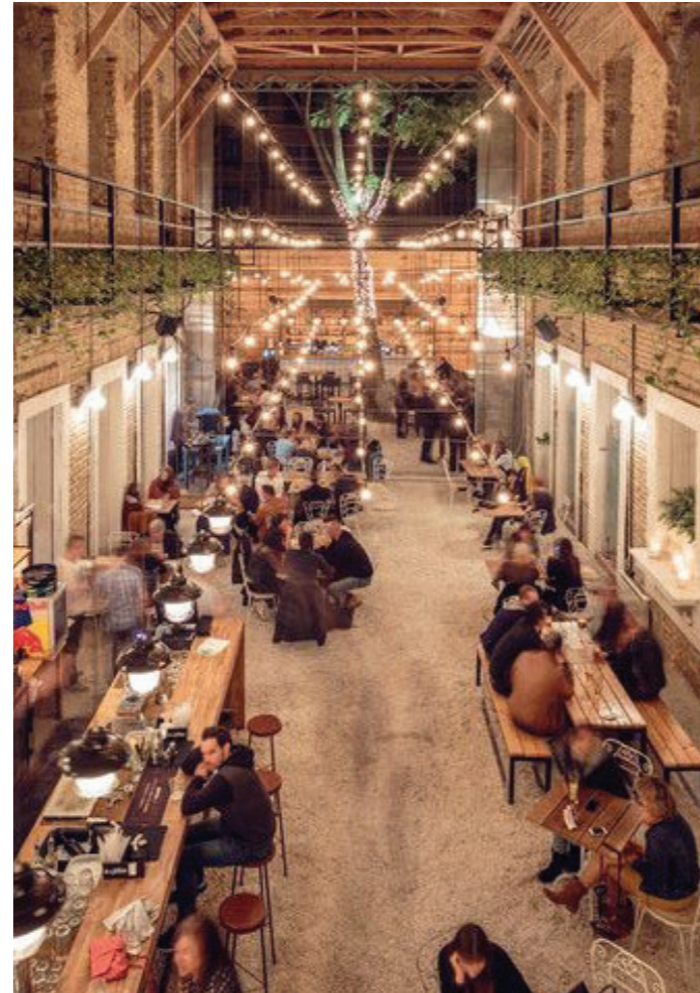


01.03 The Eynesbury Town Centre Design Pillars



Natural Environment

Eynesbury's rich and unique landscape and protected environmentally significant areas are a drawing point for materiality in the town centre. Inspiration comes from the natural surroundings in and around Eynesbury - weathered timbers of the Grey Box Forest, the expanse of greenery from the Eynesbury Golf Course, rugged stone pigments from Werribee Gorge and the sunburnt reeds of the rolling Native Grassland Reserve.



The Community Barn

In a rural setting, barns are more than just a building on a farm. They represent the heart of the community and the agricultural industry. Traditionally used for farm produce sales, livestock, warehouses and social gathering places, barns and stables can invoke a sense of tradition and community. They embody a strong symbol of heritage and remind us of the days gone by.



Community Connections

Eynesbury embeds people in community and place, providing opportunity to relax, explore and adventure together. Within the Town Centre, a variety of local experiences, activities and activations aim to provide visitors an opportunity to experience the sense of community within Eynesbury, and the vibrancy and beauty of the neighbourhood.

A central Town Square to harvest connectivity through social occasions, entertainment, community events aim to reinforce this spirit of Eynesbury.



Heritage

Varying historical landmarks within Eynesbury's vast landscape has provided inspiration to form and materiality for the Town Centre. The Eynesbury Homestead and stables showcase beauty and unique expression of heritage architecture with the use of bluestone, timber and profiled metal roof form.

Other key landmarks of inspiration include the textured concrete silos and heritage brick farm houses in the region. Consideration has been given to the residential design guidelines in order to reflect the existing and future built form within Eynesbury.

01.04 Purpose and Structure of the Document

Purpose of the Document

The purpose of the document is to:

- Set out a cohesive development framework for the entire Eynesbury Town Centre,
- Provide guidance on urban design elements of the Eynesbury Town Centre,
- Align the elements of the Eynesbury Township Development Plan with the Eynesbury Town Centre UDF,
- Ensure development achieves the vision for Eynesbury Town Centre by providing objectives to assess future applications, and
- Ensure future development applications, including any sub-stages contribute to the ultimate vision for the Eynesbury Town Centre.

Structure of the Document

This document is structured into four parts (Figure 2). The first part introduces the Eynesbury Town Centre and UDF document. The second part provides an overview of the context, including the Eynesbury Township and the extent of land that the UDF will cover.

The third part is the Urban Design Framework for the Eynesbury Town Centre. This comprises of a number of over-arching urban design themes to guide the town centre's future. Each theme consists of a number of objectives and guidelines which form the primary framework for future development.

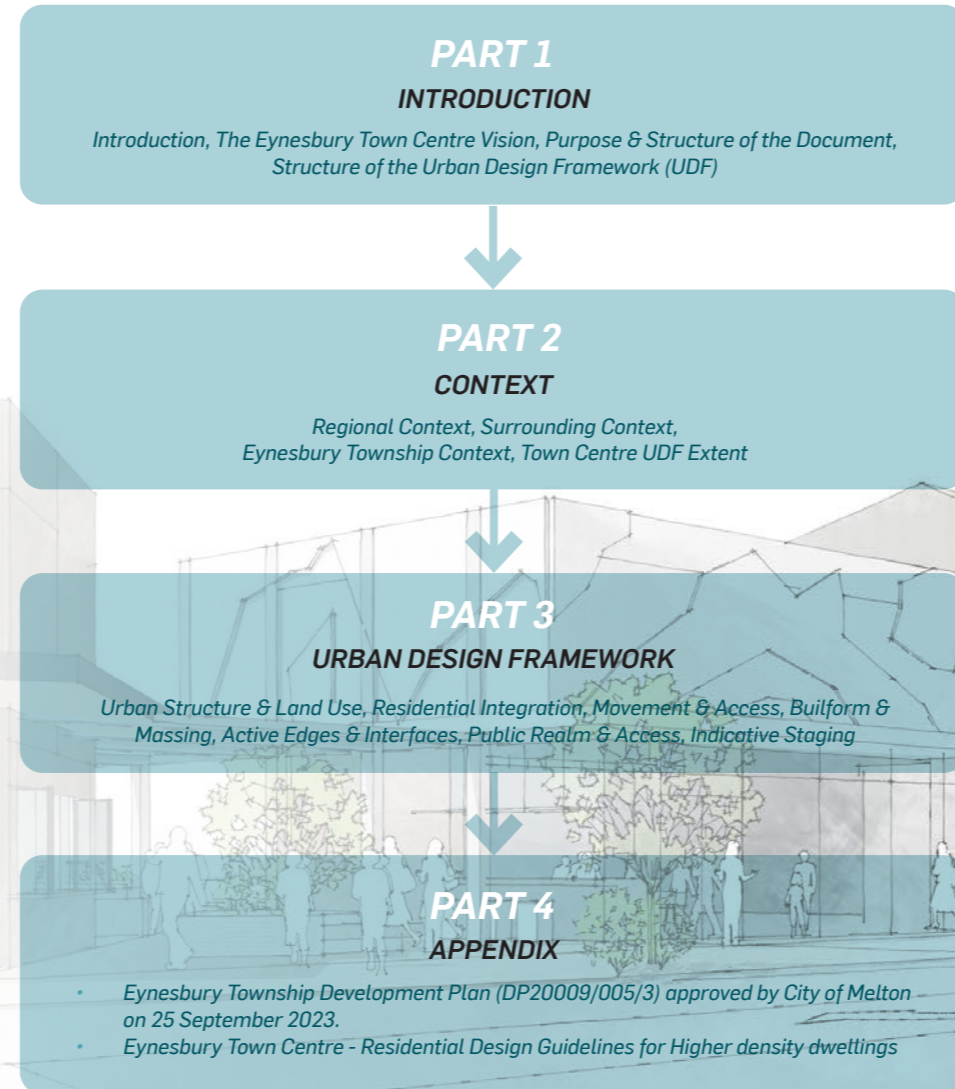
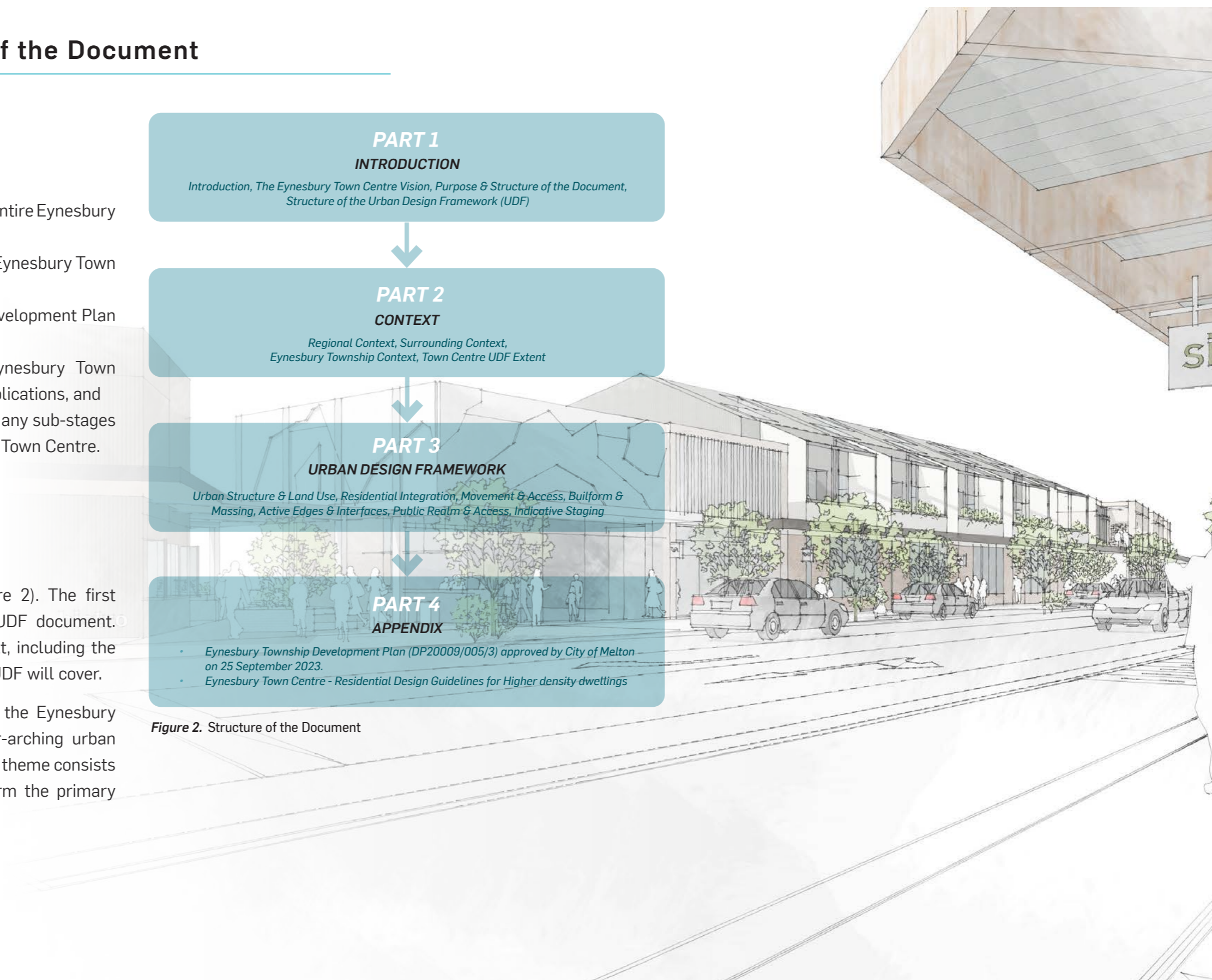


Figure 2. Structure of the Document



02

CONTEXT

02.01 Regional Context

The Eynesbury Township

The Eynesbury Township is located approximately 36km west of the Melbourne's Central Business District (CBD). The unique township sits between the urban growth areas of Melton and Werribee outside the urban growth boundary, surrounded by rural-zoned land.

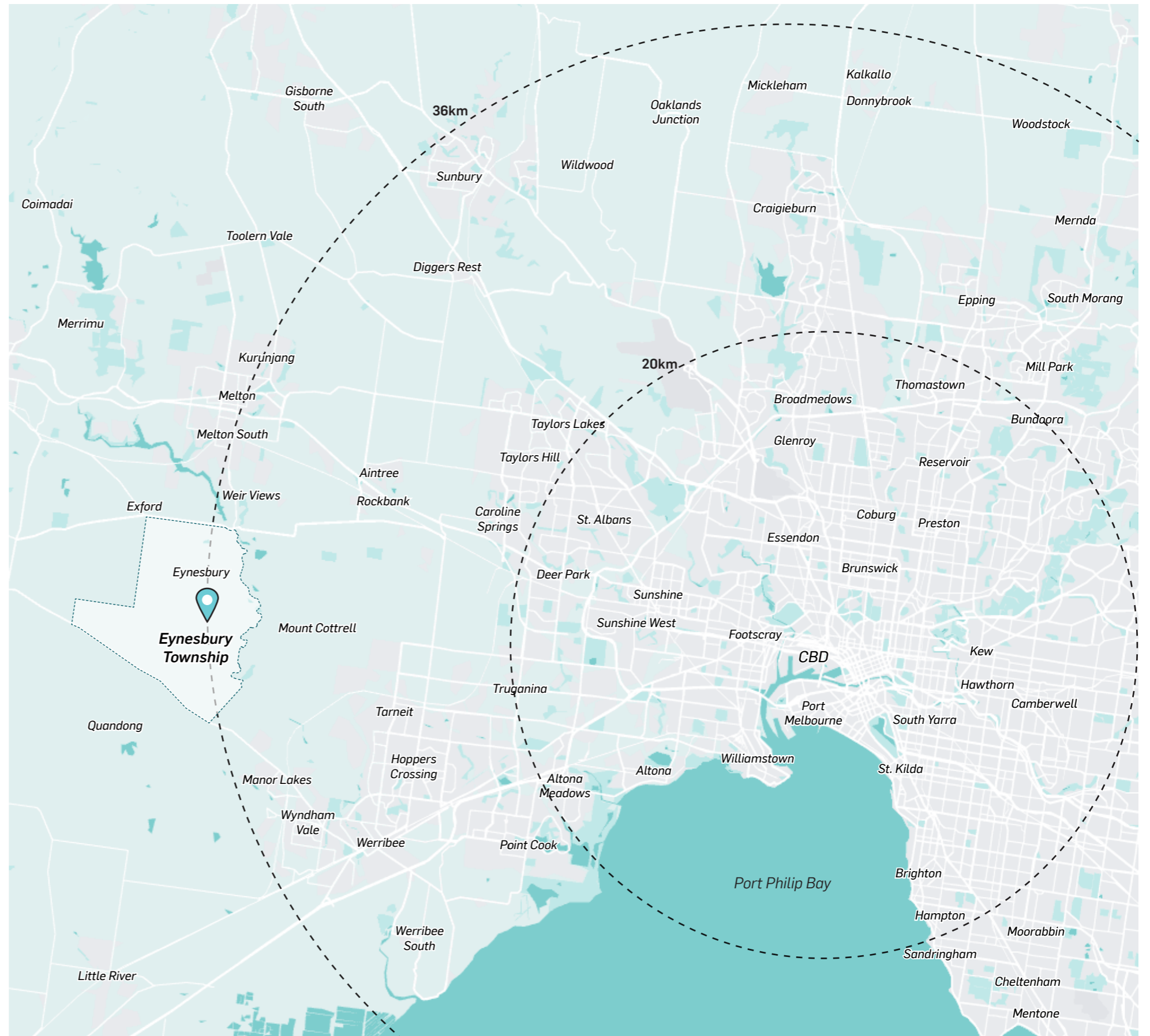
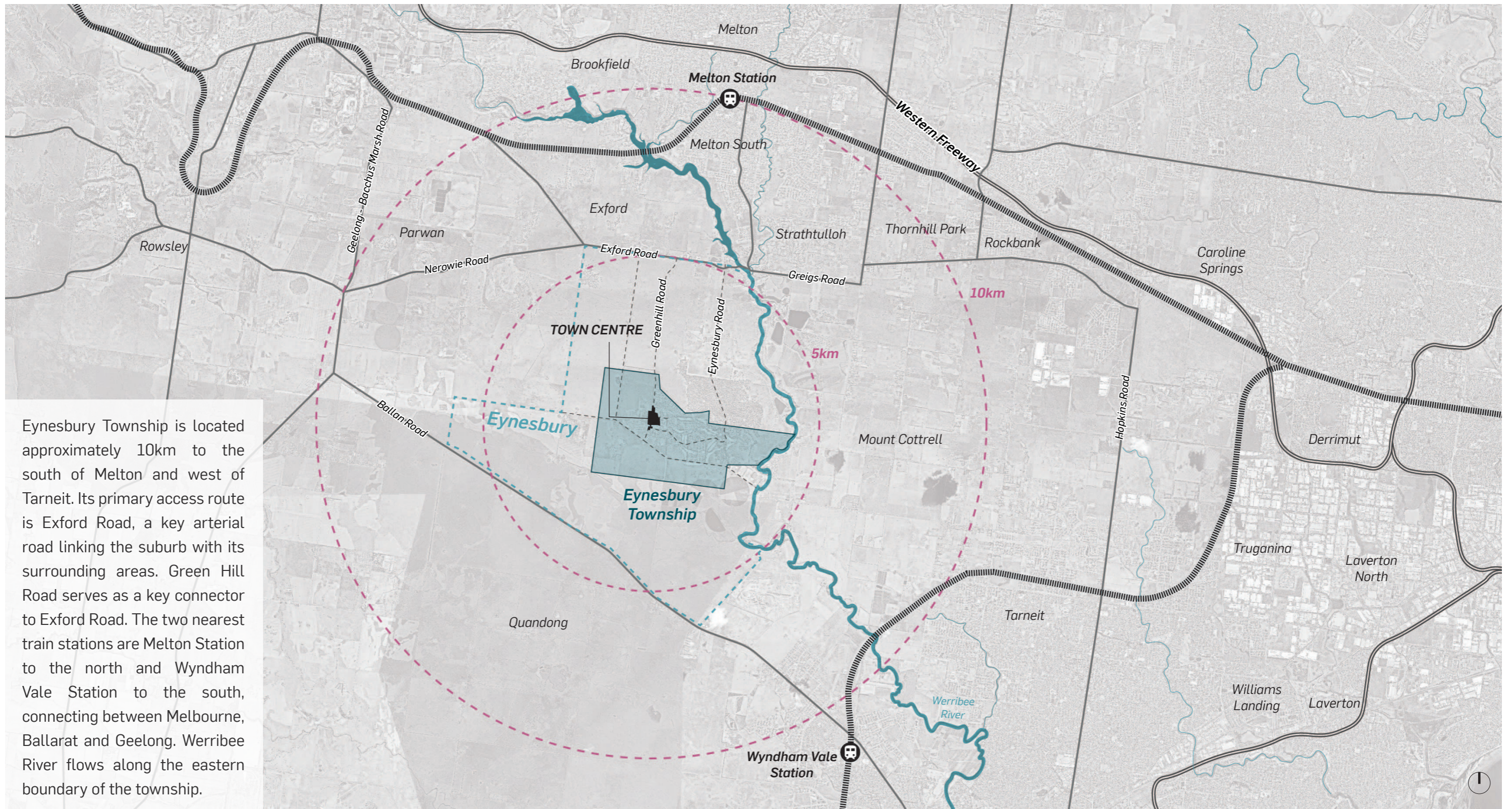


Figure 3. Regional Context Map

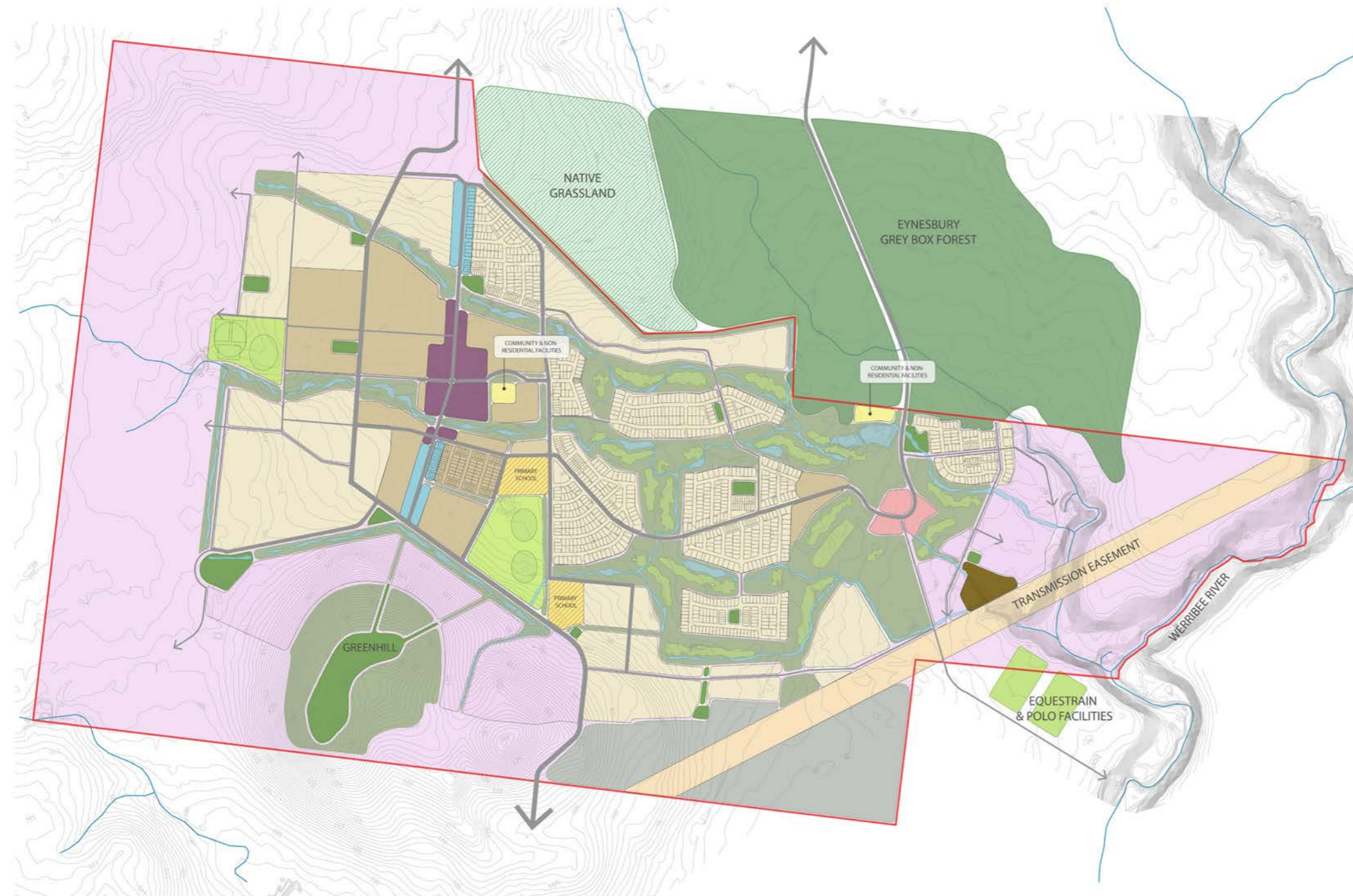
02.02 Surrounding Context



Eynesbury Township is located approximately 10km to the south of Melton and west of Tarnait. Its primary access route is Exford Road, a key arterial road linking the suburb with its surrounding areas. Green Hill Road serves as a key connector to Exford Road. The two nearest train stations are Melton Station to the north and Wyndham Vale Station to the south, connecting between Melbourne, Ballarat and Geelong. Werribee River flows along the eastern boundary of the township.

Figure 4. Surrounding Context Map

02.03 The Eynesbury Township



Eynesbury Township is a development that is unique given its context in a semi-rural setting. The Eynesbury Development Plan was approved in February 2013 (Figure 5). The Development Plan sets out a broad overview for the land use of the Township, and includes land allocation for a town centre, open space, public and community uses, and a mix of conventional and higher density housing. Refer to Appendix A for the full Development Plan.

This UDF covers the Town Centre land allocated by the Development Plan.

Natural and Heritage features of the Township include:

- The Homestead Precinct
- Aboriginal sites
- The Grey Box forest and associated buildings and facilities
- Native grasslands
- A number of small dams and large body of water near the homestead
- Werribee River running along the eastern side of the township
- Polo fields
- Golf course
- "Green Hill" which is located to the south-west of the existing township

Figure 5. Eynesbury Township Development Plan (DP2009/005/3) approved by City of Melton on 25 September 2023

02.04 Town Centre UDF Extent

The Urban Design Framework applies to the land designated as 'Town Centre' by the Development Plan (Figure 7).

The Eynesbury Town Centre forms the major activity centre and is located centrally within the Eynesbury Township. Green Hill Road and Woodstock Drive form the two main streets of the Town Centre, and create a quadrant-based centre. Eynesbury Road is an access road connecting the Homestead to the East.

Eynesbury Town Centre's location has the potential to leverage the amenity of the future waterways and central location adjacent to community facilities to become a major destination for the Township and region.

Note that the subdivision layout of the township has been revised since the 2013 Development Plan. Therefore the UDF boundary depicted in Figure 7. is intended as a guide only, and the detailed UDF diagrams to follow align with the revised subdivision pattern. As part of this change, the community centre has moved in the TC after council approval.

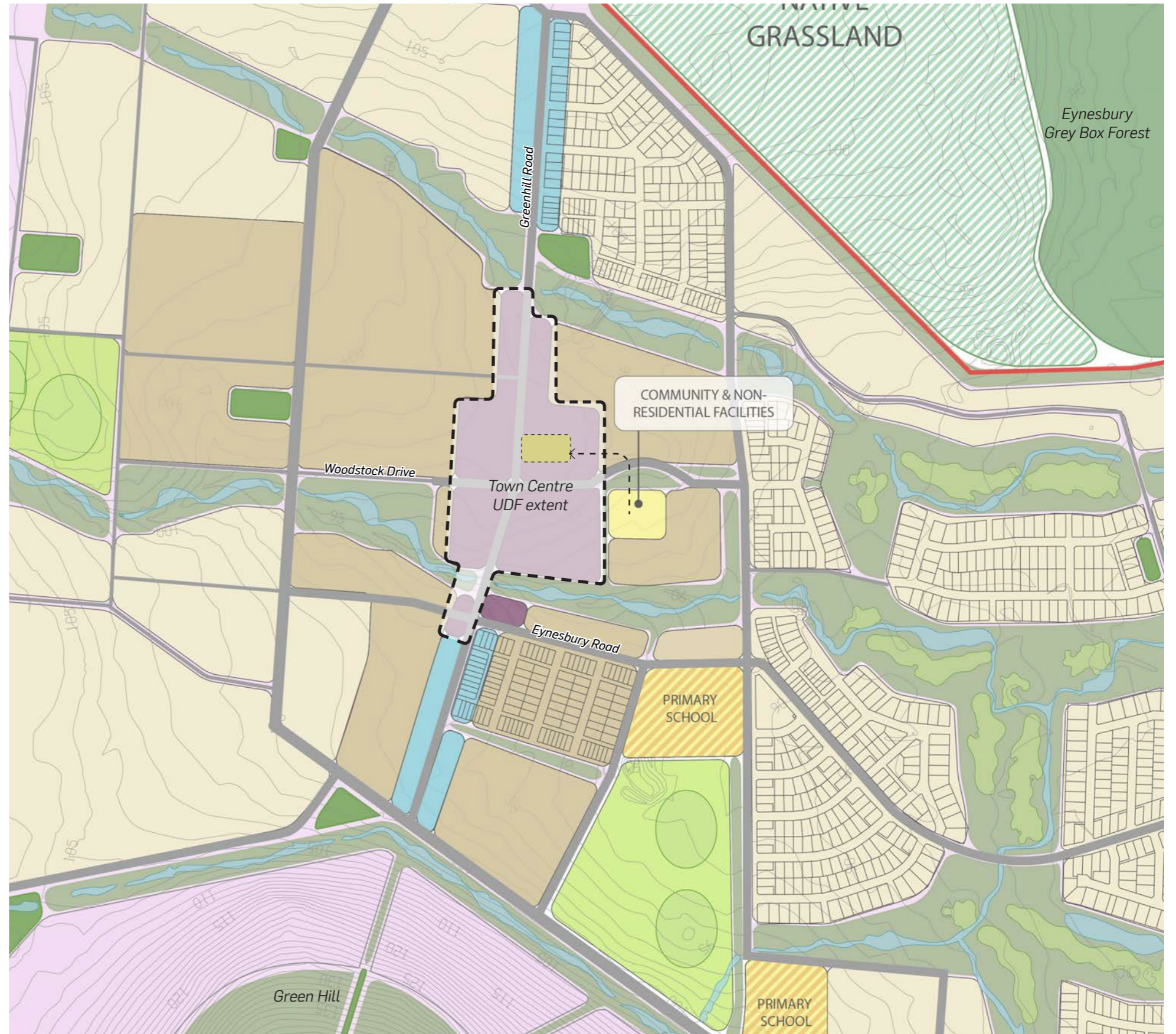


Figure 6. Eynesbury Town Centre UDF Extent, (Map Source: Eynesbury Township Development Plan (DP20009/005/3) approved by City of Melton on 25 September 2023)

03

URBAN DESIGN FRAMEWORK

03.01 Urban Structure and Land Use

The Urban Structure & Land Use theme provides a comprehensive framework for the physical and functional organisation of the urban land in the Eynesbury Town Centre. Land uses encouraged include a variety of retail, commercial, destination, and anchor uses, and the framework prioritises the creation of quality public spaces. Encompassing key elements such as a main-street network, integrated transport nodes and parking, the guidelines include the establishment of a well-defined block structure with permeability to promote walkability and connectivity.

Legend

| | |
|--|--|
| UDF Boundary | Community Centre |
| Title Boundaries | Childcare |
| Key Boulevard | Residential |
| Primary Road | Public space |
| Secondary Roads | Private Open Space |
| Laneway / Driveway / Mews | Parks / Plazas / Gardens |
| Footpath | Parking |
| Pedestrian Crossing | Waterway |
| Pedestrian Movement | Loading Area |
| Vehicle / Loading Access | Key Pedestrian Link from Community to Waterway |
| Future Potential Bus Route | Raised Pedestrian Crossing |
| Signalised Intersection | Key Corner / Landmark |
| Anchor retail | Civic/Town Square |
| Specialty retail - Shops | Public Plaza |
| Specialty retail - Food & Beverage | Awnings |
| Potential Upper Level - Commercial / Residential | Indicative Seating / Outdoor Dining |
| Commercial | Future Potential Bus Stop |
| Commercial / Medical | View Lines |
| Potential Commercial / Entertainment (may include Food & Beverage) | |
| Commercial - Car Based | |



Figure 7. Urban Structure and Land Use Diagram

Urban Structure and Land Use | Objectives, Requirements and Guidelines.

Urban Structure and Land Use Objectives

- OBJ 1.** Create a compact town centre with a permeable block pattern and legible street network.
- OBJ 2.** Ensure the town centre provides a diversity of land uses with direct connection to exceptional quality public spaces.
- OBJ 3.** Integrate the town centre with highly accessible public and active transport routes.
- OBJ 4.** Connect the town centre to the surrounding area and blue and green infrastructure.

Requirements

- R 1. Provide a broad mix of land uses for the town centre with a diverse range of retail, commercial, entertainment, health and well-being, residential, community and public spaces to create activity during the day and night.*
- R 2. Locate active uses including community uses and uses with long operating hours on pedestrian priority streets / laneways / cut-throughs to encourage street activity throughout the day and night.*
- R 3. Integrate large-format uses and larger lots as supporting anchors, allow for street activation, pedestrian permeability and integration into the adjacent land uses and street patterns.*

Guidelines

- G 1. Create a block pattern and street layout with through-block links that provides a safe and comfortable environment prioritising pedestrians, cyclists and direct access to public transport.
- G 2. Integrate the town centre with the surrounding area, ensuring good connectivity between uses with direct links and clear sight lines to nearby public spaces, parks and community facilities.
- G 3. Locate key destinations and public facilities, such as community services, entertainment and major recreation facilities on public transport routes.
- G 4. Early delivery of high quality, key community and small-scale retail buildings should be provided where possible to establish an identity for the town centre.
- G 5. Maintain clear view lines to key features including blue and green infrastructure.



Figure 8. A main-street based town centre



Figure 9. Vertical mixed-use buildings

03.02 Residential Integration

The Town Centre should incorporate a range of higher density residential typologies to both activate the town centre outside of business hours, provide passive surveillance to public areas, and increase the local catchment of residents to use the Town Centre amenities.

Refer to Appendix B for further detailed design principles for higher density residential typologies within the Town Centre.

Legend

- UDF Boundary
- Title Boundaries
- Key Boulevard
- Primary Roads
- Secondary Roads
- Laneway / Driveway / Mews
- Signalised Intersection
- Vehicle / Loading Access
- Pedestrian Path
- Vehicle Access / Garages (Residential)
- Potential Shop Top Houses
- Townhouses
- Potential Upper Level Commercial / Residential
- Primary Residential Frontage
- Positive Interface/Open Outlook to the Waterway
- Private Open Space
- Public space
- Parks / Plazas / Gardens
- Parking
- Waterway
- Residential Interface to TC
- Residential to Waterway Interface
- Key Pedestrian Link from Community to Waterway
- Raised Pedestrian Crossing
- View Lines



Figure 10. Residential Integration Diagram

Residential Objectives

- OBJ 5.** Ensure that residential buildings complement the desired local character and support a green and sustainable town centre.
- OBJ 6.** Incorporate a diversity of higher density residential development to support an active and vibrant town centre.
- OBJ 7.** Provide a high standard of amenity to residential dwellings (refer to Appendix B for more detailed residential design principles).

Requirements

- R 4. Incorporate active edges at the ground level, with pedestrian entries to individual dwellings or apartments and delineate the boundary between public and private spaces through transitions such as landscaping and semi-transparent fencing.*
- R 5. Provide pedestrian priority street access to residential uses, preferably locating car parking access to the rear / side, ensuring streets include space to cater for communal entries / lobbies and creating a sense of an address.*
- R 6. Minimise setbacks to main streets to frame the streetscape and create a continuous built form edge.*

Guidelines

- G 6. Prioritise passive design in the design of residential buildings through orientation, solar shading, material choice and composition, locating communal spaces to capture sunlight and cool breezes.
- G 7. Include a diversity of lot sizes to cater for a variety of residential uses including larger lots surrounding the town centre core and smaller lots within the town centre to accommodate higher density dwellings.
- G 8. Integrate residential uses with services and amenity including cycling paths and cycling infrastructure, blue and green infrastructure.
- G 9. Incorporate on-street visitor parking and dedicated areas for waste collection.
- G 10. Create a transition from large development sites to adjacent residential neighbourhoods using scale, built form and uses, avoiding a 'wedding cake' built-form outcome.

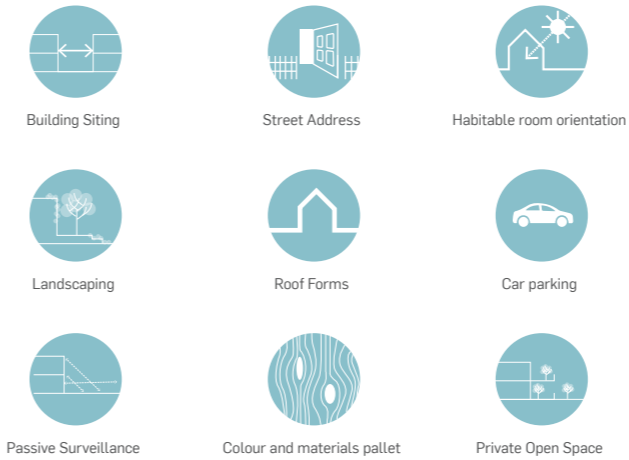


Figure 11. Design Principles for Higher - Density Residential Typologies within the Town Centre (Appendix B)

- G 11. Maximise north-facing living spaces and provide adequate light to habitable rooms.
- G 12. Incorporate private open space for each dwelling.
- G 13. Locate buffer spaces between habitable rooms in dwellings and areas likely to cause adverse impacts such as noise.
- G 14. Arrange building façades to identify individual dwellings and provide individual access for each dwelling.

Residential Typologies within the town centre



Townhouses and SOHO townhouses

Townhouses within the Eynesbury Town Centre should adopt forms and materials consistent with the the town centre vision, and encourage front-facing ground levels with good interaction with the streetscape (e.g. home office entrances, windows, front doors). Rear access lanes for car access and garages should be considered to maintain a consistent front street frontage without vehicle crossovers.



Shop top apartments

Subject to economic demand and further investigation, shop top apartments could be considered along Woodstock Drive to encourage upper level passive surveillance and framing of the street. Apartment or mixed-use buildings should adopt forms and materials consistent with the town centre vision.

03.03 Movement and Access: Active transit

Introduction

The Movement and Access theme defines the street network, comprised of a key boulevard, main street, local access roads, and service lanes. The framework supports safety and pedestrian-friendly zones, signalised intersections and roundabouts as well as marked and raised pedestrian crossings. Sustainable transport measures include potential public transport stops, pedestrian priority routes and cycling infrastructure. Consolidated car parking areas and access points provide for separated vehicular movement and loading zones.

Legend

- UDF Boundary
- - - Title Boundaries
- *--> Key Pedestrian Link from Community to Waterway
- Footpath / Primary Pedestrian Movement
- - - Secondary Pedestrian Movement
- Pedestrian Access Points
- |||| Pedestrian Crossing
- - - > Shared Path
- - - > Off- Road Bike Path / Shared Path
- > On - Road Bike Path
- Public space
- Private Open Space
- Parks / Plazas / Gardens
- + Signalised Intersection
- Roundabouts
- Raised Pedestrian Crossing
- Bicycle Parking
- + E- Bike & Car Charging Station



Figure 12. Active transit Movement and Access Diagram

03.04 Movement and Access: Vehicles and loading

Legend

- - - UDF Boundary
- · - · - Title Boundaries
- █ Key Boulevard
- █ Primary Street
- █ Secondary Roads
- - - Laneway / Driveway / Mews
- · - · - Truck Movement
- Vehicle Access Points
- Loading Access Points
- Loading Access Points
- █ Future Potential Bus Route
- Public space
- Private Open Space
- Parks / Plazas / Gardens
- Potential Undercroft Parking
- Loading Area
- P Parking
- + Signalised Intersection
- Roundabouts
- █ Raised Pedestrian Crossing
- + E- Bike & Car Charging Station
- ⊕ Future Potential Bus Stops

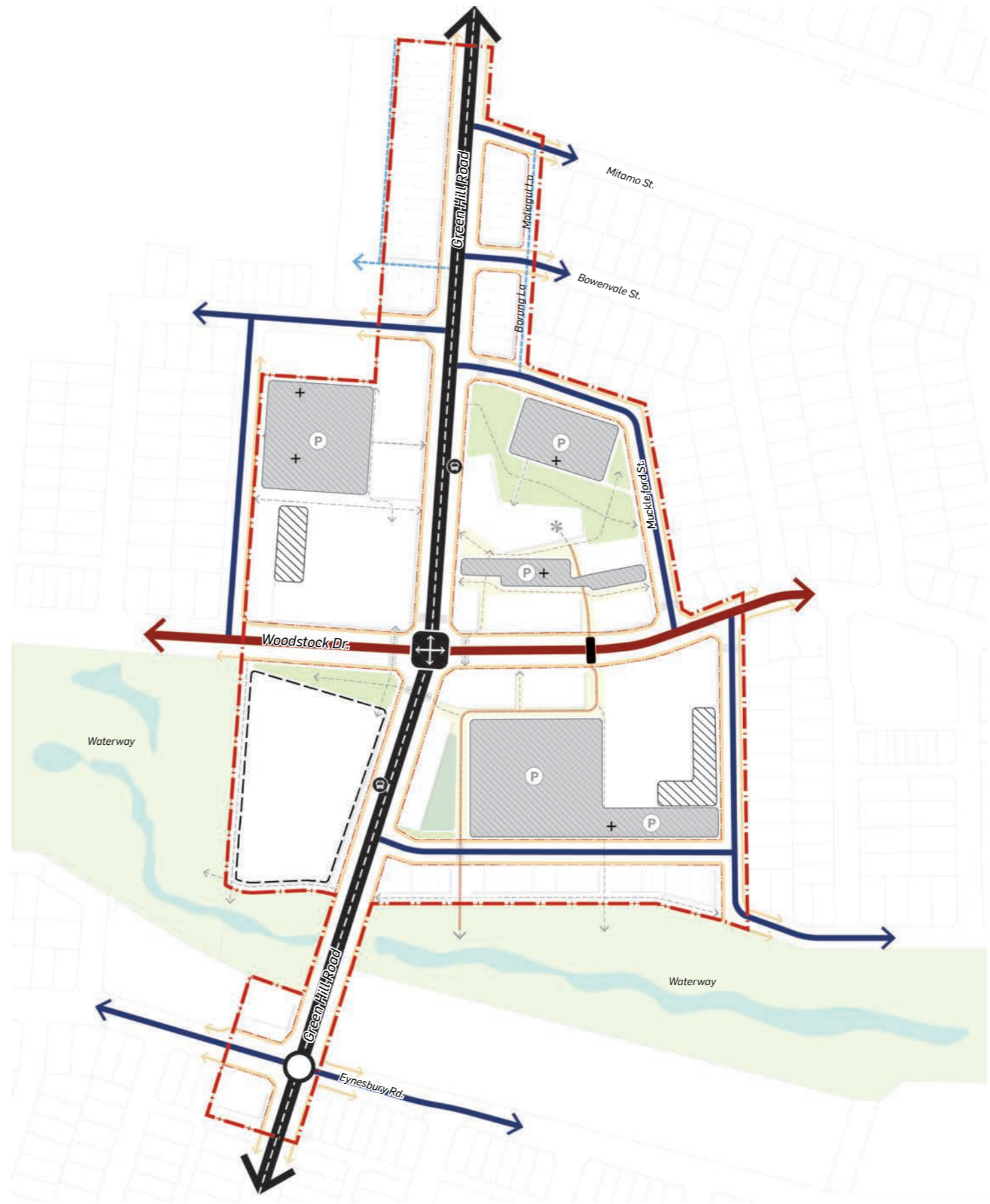


Figure 13. Vehicle and Loading Movement and Access Diagram

Movement and Access | Objectives, Requirements and Guidelines

Movement and Access Objectives

- OBJ 8.** Provide a hierarchy of connected, legible, and fully accessible streets that prioritise walking and cycling for people of all ages and abilities.
- OBJ 9.** Ensure streets are safe, active and attractive spaces for people including provision for landscaping outdoor dining, street furniture and active transport modes.
- OBJ 10.** Ensure parking is minimised, adaptable and integrated.
- OBJ 11.** Provide for efficient movement of goods to minimise the impact of vehicle movement on places.

Requirements

- R 7. A permeable, safe and low-speed street environment that encourages walking and cycling*
- R 8. Convenient access to local points of interest including the waterway and the town square/civic space in the northeast quadrant.*

Guidelines

- G 15. Provide a signalised intersection at Greenhill Road and Woodstock Drive for the safe movement of street users.
- G 16. Locate future public transport stops are accessible, convenient and safe and ensure adequate space for future public transport stop integration.
- G 17. Connect cycle paths with the surrounding shared path and trail network and desirable routes to destinations.
- G 18. Provide safe cycling paths with clear sight lines and visibility, free of hazards and obstructions.
- G 19. Include well-located and coordinated wayfinding signage integrated with the municipalities wayfinding system.
- G 20. Locate bicycle parking in a number of prominent and easily accessible locations that are clearly visible, well lit, and preferably under cover.
- G 21. Provide end of trip facilities including showers and change rooms, secure bike storage / parking and lockers for personal items for employees at the town centre.
- G 22. Integrate potential public transport stops into Greenhill Road providing safe and easy access between the transport stop and the town centre.
- G 23. Ensure streets, paths and walkways are well-lit for safety, particularly in high traffic areas, while avoiding glare into private residences and minimising light pollution.
- G 24. Ensure CPTED principles are incorporated into the design of streets and car parking minimising recesses, increasing passive surveillance and providing appropriate lighting for safety.
- G 25. Consolidate car parking and loading ensuring parking and loading areas are screened to the street by buildings or landscaping.
- G 26. Provide dedicated access for delivery vehicles to loading areas and dedicated access to car parking.
- G 27. Develop streets to a standard acceptable for ongoing maintenance and management.

03.05 Built Form, Massing and Intensity

Introduction

The Built Form, Massing and Intensity theme focuses on built form mass and intensity throughout the Town Centre, and considers destination and anchor locations. Identification of key corners, landmarks, and architectural features contributes to the unique character of the urban environment.

Legend

- UDF Boundary
- Title Boundaries
- Key Boulevard
- Primary Roads
- Secondary Roads
- Laneway / Driveway / Mews
- + Signalised Intersection
- o Roundabouts
- Pedestrian Path
- Potential upper level(s)
- Min. 2 storey
- Min. 1 storey
- P Parking
- Private Open Space
- Public space
- Parks / Plazas / Gardens
- Waterway
- ✱ Key Built Forms / Corners / Landmarks
- Key Pedestrian Link from Community to Waterway
- Raised Pedestrian Crossing

Core
 Note: While multi-level development is encouraged in the core, it is not required, and single-storey buildings may still be appropriate where they achieve strong vertical definition through architectural treatments.

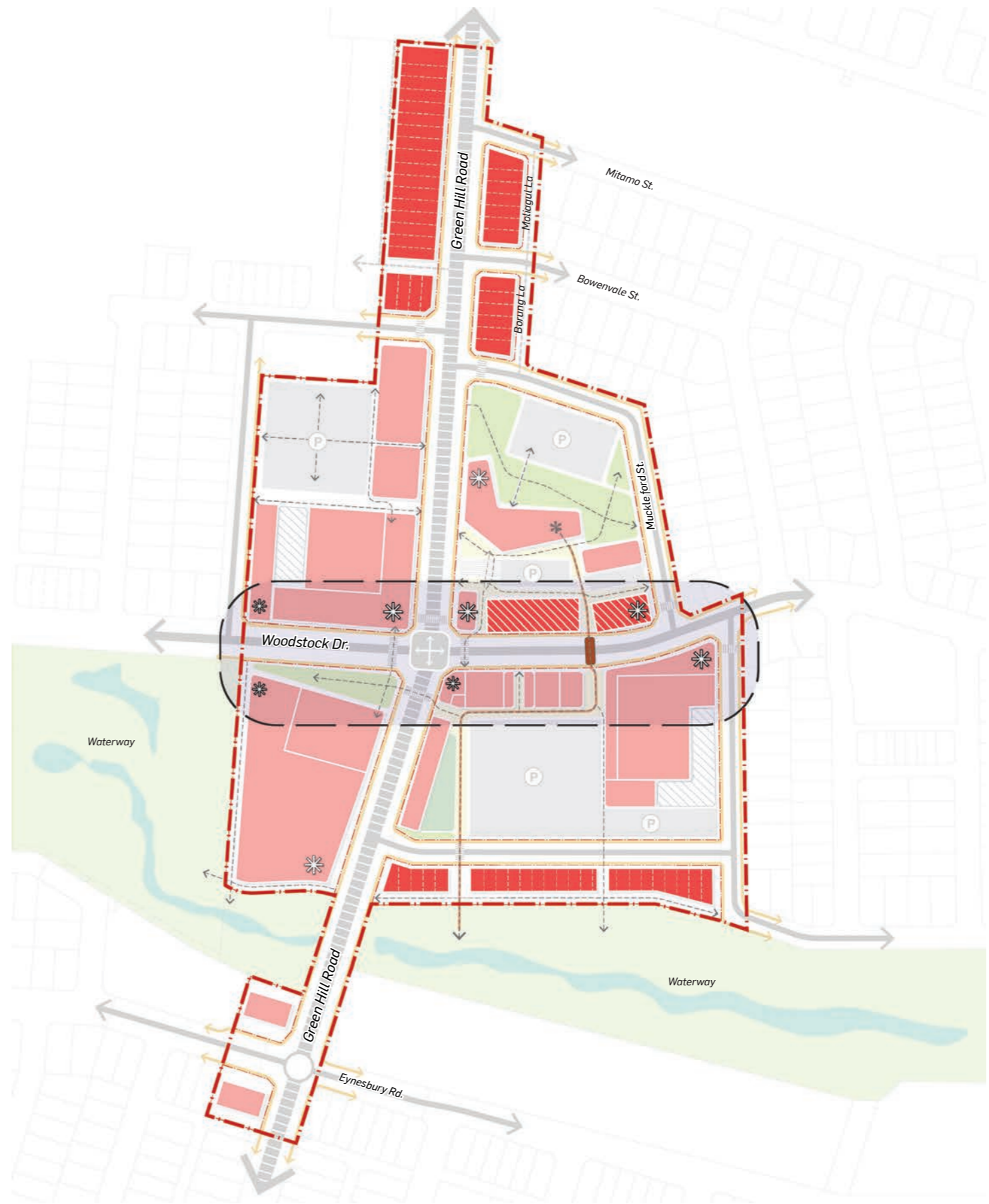


Figure 14. Built Form and Massing Diagram

Built Form, Massing and Intensity Objective

OBJ 12. To deliver a higher level of built form intensity in the Core by incorporating strong vertical definition and architectural treatments that create a perceived height equivalent to two storeys or more, while retaining flexibility for future multi-storey development where feasible and commercially supported.

Requirements

- R 9. *New development in the Core should incorporate architectural elements to accentuate scale—such as expressed parapets, cornices, vertical ground-floor glazing, or articulated upper façades—that create a clear vertical emphasis.*
- R 10. *Incorporate built-form articulation and variation across the town centre to create visual interest and amenity while retaining an overall cohesion to the town centre character.*
- R 11. *Use the building height and setbacks to frame the street space as a public space and provide setbacks that support green cover, tree canopy that are appropriate for adjacent public space.*
- R 12. *Provide high quality frontages at prominent corners to create a sense of address through a combination of taller massing and articulation proportionate to the street cross section width.*
- R 13. *Built form and street walls are to respond to the width of the street to create a comfortable sense of enclosure for street users.*

Guidelines

- G 28. Where a single-storey outcome is appropriate, a sense of height can be achieved through articulation, glazing proportions and vertical detailing within the existing envelope. A sense of height should be achieved through architectural treatments including:
 - taller-height glazing
 - expressed vertical frames
 - parapet extensions
 - clerestory windows, mezzanine-style glazing or framed façade elements
 - vertical fins, blades or pilasters
 - upper-level massing or framed façade elements
 - taller floor-to-ceiling heights (e.g. 3.6 metres or greater for ground floor commercial or community uses)
 - taller-height entry features or recessed portals
 - roof forms that create vertical emphasis, including parapet steps, gables or concealed pitched roofs
 - materials and finishes that reinforce vertical proportions rather than horizontal banding.
- G 29. Woodstock Drive should read as the most intense built form environment in the town centre, with:
 - strong vertical definition
 - architectural treatments that reinforce enclosure and urban character
- G 30. Avoid low-scale, horizontal-dominant forms that diminish the main street character.
- G 31. Ensure corner buildings that are identified as Key Built Forms / Landmarks provide strong vertical emphasis where vertical rhythm is prioritised through height, articulation or landmark elements.
- G 32. Street wall height should be consistent within each block to create a cohesive character.
- G 33. Upper-level setbacks (where multi-storey development occurs) should maintain a strong ground-level presence.
- G 34. Human-scale detailing should be integrated at ground level to support walkability and activation.
- G 35. Multi-Level built form should not be precluded in the Core where there is higher activity and a pedestrian focus.

03.06 Edges and Interfaces

Introduction

The Edges and Interfaces theme focusses on building frontages and main entries to buildings. Primary active frontage with main entries, lighting, and articulation are detailed, along with considerations for secondary frontages, awnings and solutions to avoid blank walls. Interfaces integrate retail / commercial spaces with the main street, retail areas with town square / public spaces, and car parking.

Legend

| | | | |
|--|---------------------------------|--|--|
| | UDF Boundary | | Secondary Community Edge |
| | Title Boundaries | | Awnings |
| | Key Boulevard | | Residential Interface to TC |
| | Primary Roads | | Waterway Interface |
| | Secondary Roads | | Visual / Landscape Buffer |
| | Laneway / Driveway / Mews | | Visual / Acoustic + Landscape Buffer |
| | Signalised Intersection | | Loading Area |
| | Roundabouts | | Private Open Space |
| | Pedestrian Path | | Public space |
| | Primary Active Retail Edge | | Parks / Plazas / Gardens |
| | Primary Active Commercial Edge | | Parking |
| | Primary Active Residential Edge | | Waterway |
| | Primary Active Community Edge | | Key Pedestrian Link from Community to Waterway |
| | Potential Commercial Edge | | Raised Pedestrian Crossing |
| | Secondary Retail Edge | | Indicative Seating / Outdoor Dining |
| | Secondary Commercial Edge | | Key Built Forms / Corners / Landmarks |
| | Secondary Residential Edge | | |



Figure 15. Active Edges and Interfaces Diagram

Active Edges and Interfaces | Objectives, Requirements and Guidelines

Primary Active Community Edge

OBJ 13. Create a welcoming, community-facing interface that encourages visibility, interaction and a sense of openness.

Requirement

R 14. Ensure pedestrian entries are visible and legible.

Guidelines

- G 36. Provide clear visual connection between indoor community spaces and the street (glazing, low fencing, transparent materials).
- G 37. Incorporate landscaped edges, shade trees and seating to create a softer, more inviting frontage.
- G 38. Integrate playful or educational elements (artwork, colour, textures) appropriate to community uses.
- G 39. Avoid long blank walls; break up façades with articulation, windows, awnings or material changes.
- G 40. Provide active uses along the frontage where possible (e.g., reception, active areas rather than storage or back-of-house).
- G 41. Maintain passive surveillance over the street through window placement and activity zones.

Primary Active Retail Edge

OBJ 14. Support high levels of pedestrian activity, visibility and commercial vibrancy.

Requirement

R 15. Design frequent entries to encourage foot traffic.

Guidelines

- G 42. Ensure 80 per cent of ground level façade is glazing to maximise transparency and visual interest.
- G 43. Provide weather protection (awnings, canopies) along the pedestrian interface – doesn't have to be continuous.
- G 44. Allow for outdoor trading where appropriate (seating, displays).
- G 45. Use high-quality materials and lighting to create an attractive, safe night-time environment.
- G 46. Avoid blank walls, solid roller shutters or inactive frontages.
- G 47. Ensure signage is integrated, legible and consistent with the character of the precinct.



Figure 16. Active Frontages - Retail Shopfronts

Active Edges and Interfaces | Objectives, Requirements and Guidelines

Primary Active Commercial Edge

OBJ 15. To create a commercially engaging, visually appealing and safe interface that contributes to street activation while accommodating a range of car-based uses (that could include convenience restaurants and service stations)

Requirement

R 16. Incorporate generous glazing to maintain visual connection with the street.

Guidelines

- G 48. Ensure clear visibility into commercial tenancies from the street through glazing, open sightlines or transparent elements where practical.
- G 49. Locate customer-facing elements (entries, ordering points, dining areas, display windows) along the street edge wherever feasible.
- G 50. Avoid long blank walls by incorporating articulation, varied materials, landscaping or screening treatments.
- G 51. Where possible, back-of-house areas or plant should be located away from the street edge.
- G 52. Ensure building entries are clearly identifiable and directly address the street.

- G 53. Use façade articulation to break up building mass and avoid monotonous frontages.
- G 54. Integrate lighting and signage that enhances safety and legibility.
- G 55. Maintain passive surveillance through window placement and active internal uses.
- G 56. Create a unique visitor experience and positively contribute to the character of the Town Centre.
- G 57. PAD Sites and anchor sites that have high road exposure should create a unique visitor experience and positively contribute to the character of the Town Centre.

Primary Active Residential Edge

OBJ 16. Create a safe, attractive and human-scaled residential interface that supports everyday street life.

Requirement

R 17. Use low or transparent fencing to maintain openness while defining private space.

Guidelines

- G 58. Provide front doors, porches or terraces that face the street to encourage interaction.
- G 59. Incorporate landscaping that softens the edge and contributes to the neighbourhood character.
- G 60. Ensure windows overlook the street to support passive surveillance.
- G 61. Provide pedestrian-friendly lighting and clear pathways.
- G 62. Encourage front gardens and seat areas that support casual use.

Other interfaces and edges

- G 63. Potential Commercial Edge** - Provide adaptable ground-floor layouts that can transition to commercial uses.
- G 64. Secondary Retail Edge** - Ensure façades are visually interesting even when not retail-occupied.
- G 65. Secondary Commercial Edge** - Encourage active façades where feasible, with windows, entries, an passive surveillance.
- G 66. Secondary Residential Edge** - Provide privacy through setbacks, landscaping, or screening.
- G 67. Secondary community Edge** - Provide opportunities for gathering spaces, seating, and shade.
- G 68. Residential Interface to Town Centre** - Use setbacks, planting, and height transitions to soften the interface.
- G 69. Waterways Interface** - Orient buildings to overlook the waterway for passive surveillance.
- G 70. Visual / landscape buffer** - Incorporate layered planting with canopy, mid-storey, and groundcover species.

03.07 Public Realm and Landscape

Introduction

The Public Realm and Landscape theme takes into account the character of streets, public spaces, and town squares with consideration for outdoor amenities such as dining zones, seating, shade, and lighting. Embracing Water Sensitive Urban Design (WSUD) principles ensures sustainable and environmentally conscious urban development. A seamlessly integrated public transport stop, car park screening and built form sleeving contribute to a visually cohesive Town Centre character. Universal access is prioritised for inclusivity, and wayfinding signage including guidelines for advertising placement, enhances navigability and user experience within the public realm. The incorporation of Crime Prevention Through Environmental Design (CPTED) principles ensures a safe and welcoming built environment.

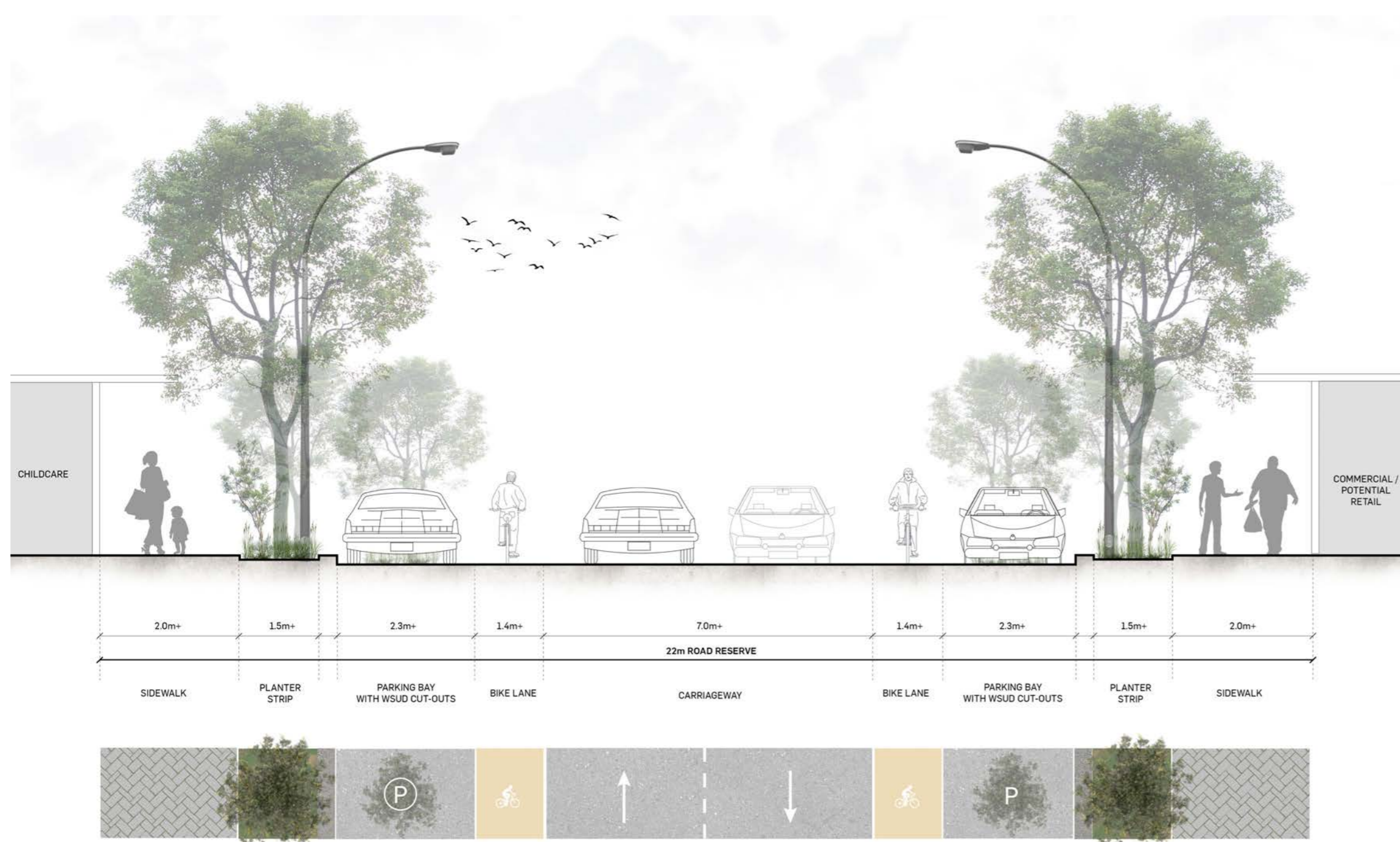
Legend

- | | |
|--|--|
| UDF Boundary | Awnings |
| Title Boundaries | Loading Area |
| Key Boulevard | Private Open Space |
| Primary Roads | Public space |
| Secondary Roads | Parks / Plazas / Gardens |
| Laneway / Driveway / Mews | Parking |
| Signalised Intersection | Waterway |
| Roundabouts | Key Pedestrian Link from Community to Waterway |
| Pedestrian Path | Raised Pedestrian Crossing |
| Shared Path | Indicative Seating / Outdoor Dining |
| On - Road Bike Path | Wayfinding Signages |
| Off- Road Bike Path / Shared Path | Civic/Town Square |
| Town Centre Main street (Native trees) | Public Plaza |
| Avenue type C planting (Native Trees) | |



Figure 17. Public Realm and Landscape Diagram

Greenhill Road - Public Realm and Landscape



Key Plan

Figure 18. Section A - Greenhill Road Section (town centre)

Woodstock Drive - Public Realm and Landscape



Key Plan



Figure 19. Section B - Woodstock Drive Section (town centre)

OBJ 17. Provide a range of safe and accessible public spaces ensuring they are varied, adaptable and of high quality.

OBJ 18. Strengthen place character with a planting palette for streetscapes and public spaces.

OBJ 19. Ensure public facilities are well-located in key public places to support community and public life.

OBJ 20. Incorporate tree canopy cover, landscape features and micro-climates to enhance human health and biodiversity.

Requirement

R 18. Provide a connected, high quality pedestrian environment in public spaces designed to encourage social interaction throughout the town centre, with high amenity value and a balance between movement zones and informal activity.

Guidelines

- G 71. Ensure public spaces and footpaths are fully accessible and cater for pedestrians of all ages and abilities, are well-lit for safety and incorporate CPTED principles and Safer Design Guidelines.
- G 72. Locate public space to capture sunlight, cool breezes and street views, adjacent to active land uses, frontages and public facilities and protected from adverse weather.
- G 73. Support the activation of public space and the night-time economy with pop-up or temporary uses such as events and markets by providing 3-phase power, water points, adjustable lighting, toilets and storage facilities.
- G 74. Ensure attractive, robust and durable public furniture is provided, appropriately scaled and located town centre signage, and well-located and coordinated wayfinding signage integrated with the municipalities wayfinding system.
- G 75. Provide outdoor dining areas adjacent to food and beverage retail premises with furniture that supports flexible use of public spaces.

- G 76. Integrate landscape features into public spaces including shade trees and Water Sensitive Urban Design measures to capture water in the landscape and contribute to urban cooling.
- G 77. Integrate native and drought resistant planting in public space and streets to enhance native wildlife habitat and biodiversity in urban areas.
- G 78. Integrate urban greening to support urban ecology and biodiversity, reduce urban heat and increase amenity.
- G 79. Develop a planting palette for the various street typologies to diversify the character of the streetscape and support the different functional uses.
- G 80. Provide urban tree canopy cover for on-grade car parking with sufficient canopy to mitigate urban heat island effect or in combination with alternate green alternatives such as permeable pavement.
- G 81. Develop public open spaces, civil infrastructure and communal open spaces to a standard acceptable for ongoing maintenance and management.

03.08 Indicative Staging

Introduction

The following diagram presents an indicative staging plan for the future development of the Town Centre.

Legend

- UDF Boundary
- Title Boundaries
- Key Boulevard
- Primary Roads
- Secondary Roads
- Laneway / Driveway / Mews
- + Signalised Intersection
- O Roundabouts
- Stage 1a
- Stage 1b
- Stage 2a
- Stage 2b
- Stage 3
- Stage 4
- Stage 5



Figure 20. Staging Diagram

04

APPENDICES



**Clarke
Hopkins
Clarke**

APPENDIX A

EYNESBURY TOWNSHIP DEVELOPMENT PLAN



**Clarke
Hopkins
Associates**

APPENDIX **B**

FUTURE RESIDENTIAL GUIDELINES

**Clarke
Hopkins
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Impact Tomorrow

ClarkeHopkinsClarke

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