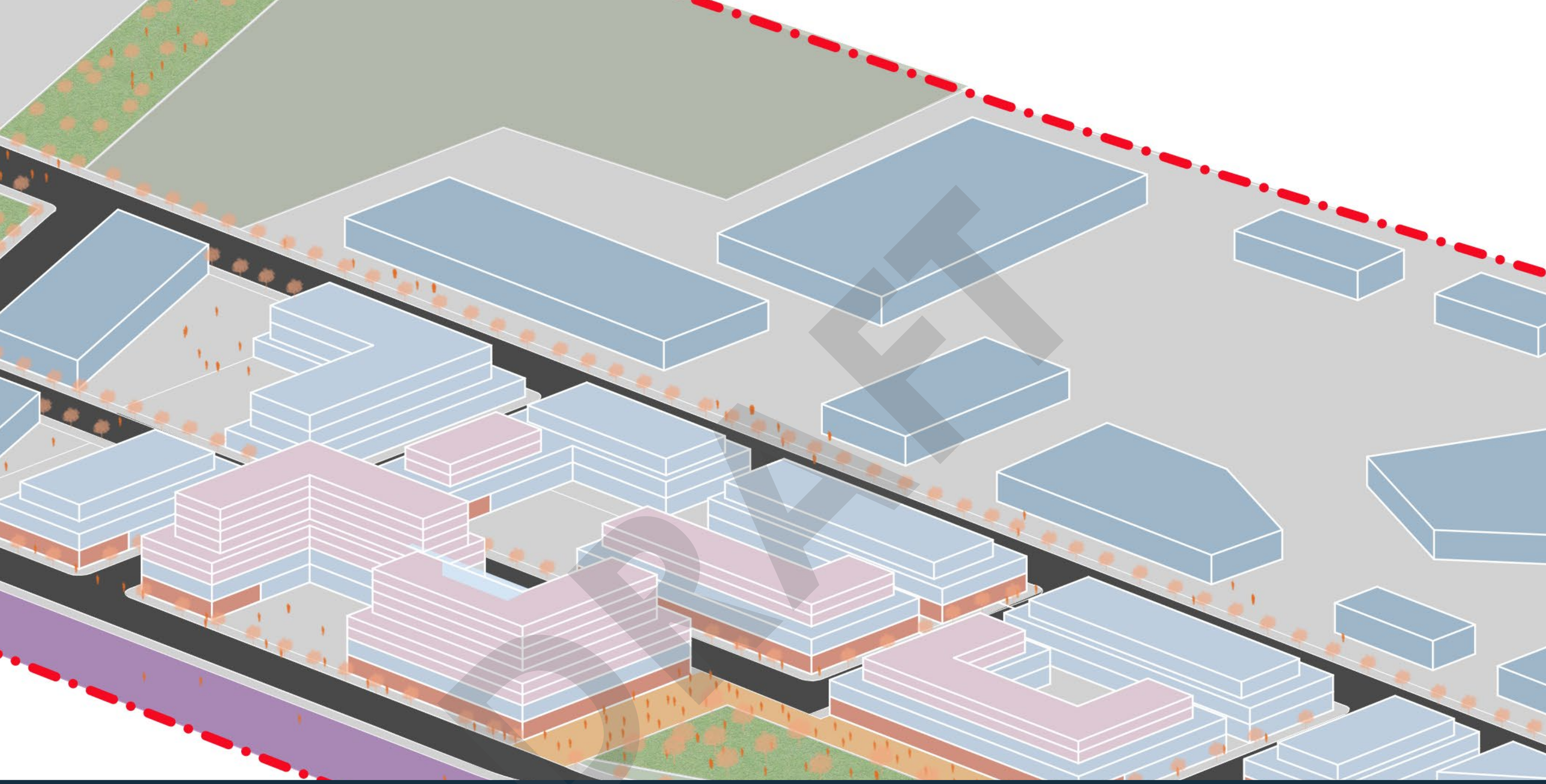


Western Freeway Commercial Area

Urban Design Framework Draft

CITY OF Melton

Melton City Council acknowledges Aboriginal and/or Torres Strait Islander peoples living and working in Melton.

Council recognises the people of the Kulin Nation as the original custodians of the land now known as the City of Melton.

On behalf of the municipality, Council pays respect to their Elders, past, present, and future.

TABLE OF REVISION

Revision No.	Date of Issue	Version No.	Approved By
1.0 (DRAFT)	10/07/2026	1.0	MH/SH
2.0 (DRAFT)	25/08/2026	2.0	MH/SH

CITY OF Melton

UrbanDesign and management

Land Development | Project Management
Planning | Urban Design | Civil Engineering

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Executive Summary

The Western Freeway Commercial Area Urban Design Framework (WFCA UDF) establishes the long term planning and design framework for the northern component of the Mount Atkinson Major Town Centre. It has been prepared as required by the Mount Atkinson and Tarneit Plains Precinct Structure Plan and will guide future subdivision, development and infrastructure delivery within the WFCA.

The WFCA will perform two complementary roles. Its southern area will form part of the broader Mount Atkinson Major Town Centre, providing mixed use development, local services and supporting retail and commercial activity focused around the Town Centre Park, Pedestrianised Street and Plaza and future Mount Atkinson Railway Station. Its northern and western areas will accommodate substantial business, large format retail, commercial and employment development that capitalises on access and exposure to the Western Freeway and Hopkins Road and connects with adjoining industrial and employment land.

The UDF establishes:

- a finer grained Core Town Centre focused on the Town Centre Park, Pedestrianised Street and Plaza and direct connections to the future railway station.
- substantial areas for business, large format retail, commercial and employment generating uses, with an appropriate transition in land use, built form and character across the WFCA.
- a connected movement network accommodating walking, cycling, potential public transport, vehicles, freight, loading and servicing while protecting pedestrian priority environments.
- a future station precinct comprising land for the railway station, station forecourt, potential public transport interchange, commuter parking and associated pedestrian and cycling connections.
- a network of parks, landscaped streets and active transport corridors that provides shade, amenity, recreation and connectivity throughout the town centre, commercial and employment areas.
- protection and sensitive integration of the Entry and Central Conservation Reserves, which contain Forest Sun Orchid populations and associated habitat.
- retention and interpretation of heritage elements, including the historic cobbled roadway, together with opportunities to recognise Indigenous cultural heritage and the post-contact history of the site.
- built form, landscape and sustainability outcomes that respond to the WFCA's prominent regional location, large commercial sites, extensive roof and parking areas and Melton's changing climate.

Access to the WFCA will ultimately be provided through Intersections IT-01 and IT-02. IT-02 may support earlier development, subject to demonstrated network capacity and relevant approvals, while the timing and form of IT-01 will be coordinated with future upgrades to the Western Freeway and Hopkins Road. The UDF protects the opportunity to deliver Bridge BR-01 and other important pedestrian and cycling connections across the Western Freeway and railway corridor.

Delivery of the WL3 wetland and RB3 retarding basin in the location identified by the Mount Atkinson and Tarneit Plains Precinct Structure Plan (MATPPSP) and Gardiner Lane Drainage Services Scheme remains the preferred drainage outcome. Any alternative drainage strategy will require demonstrated hydraulic, environmental, landscape and infrastructure outcomes and the support of Melbourne Water and Council.

The UDF recognises that development, infrastructure and transport investment will occur progressively. It therefore provides flexibility for detailed design and staging while protecting the ultimate land use, movement, public realm, conservation, drainage and infrastructure framework. Interim uses, access arrangements and works must support, or at least not prejudice, the long-term development of the WFCA.

Future proposals will be assessed through the combined application of the framework plans, requirements and guidelines. Requirements identify outcomes that must be achieved, while guidelines describe preferred design responses and allow alternative approaches where the relevant requirements and broader intent of the UDF are demonstrably achieved.

1.Introduction

The Western Freeway Commercial Area Urban Design Framework (WFCA UDF) has been prepared to guide the use and development of the WFCA, as required by the Mount Atkinson and Tarneit Plains Precinct Structure Plan (MATP PSP). The PSP identifies the WFCA as the northern component of the Mount Atkinson Major Town Centre (MTC) and requires an approved UDF before planning permits can be issued for subdivision and development within the area.

1.1. Purpose of this Document

A UDF is a strategic planning and design document that establishes a coordinated vision and spatial framework for the long term development of an area. It integrates land use, built form, public realm, movement, landscape and infrastructure considerations to support coordinated and high quality development.

The purpose of the WFCA UDF is to guide the coordinated planning, design and staged development of the precinct. It establishes the preferred urban structure, development outcomes and implementation framework for the WFCA.

Specifically, the WFCA UDF:

- Establishes a long term vision and urban design principles for the precinct.
- Establishes a coordinated framework for land use, movement, public realm, built form, landscape and infrastructure.
- Provides requirements and guidelines to inform future subdivision and development.
- Identifies the important connections, public spaces and infrastructure that must be protected and integrated as development occurs.
- Supports coordinated development sequencing and infrastructure delivery.
- Establishes a framework for implementation, monitoring and review.

1.2. How to use this document

The UDF should be read in conjunction with the MATP PSP, the associated Infrastructure Contributions Plan, the Melton Planning Scheme and other relevant legislation, policies and technical requirements. It does not replace the need for planning permits, approvals or further technical investigations required under those documents.

The UDF is organised into four sections:

Section 1: Introduction explains the purpose of the UDF, how it should be used and the background to its preparation.

Section 2: Context summarises the site context, planning framework and key influences affecting the precinct.

Section 3: Urban Design Framework establishes the vision, urban design principles and preferred development outcomes for the precinct. It addresses:

- Urban Structure
- Land Use
- Movement & Access
- Public Realm, Conservation & Heritage
- Built Form & Interface
- Sustainability & Climate Resilience

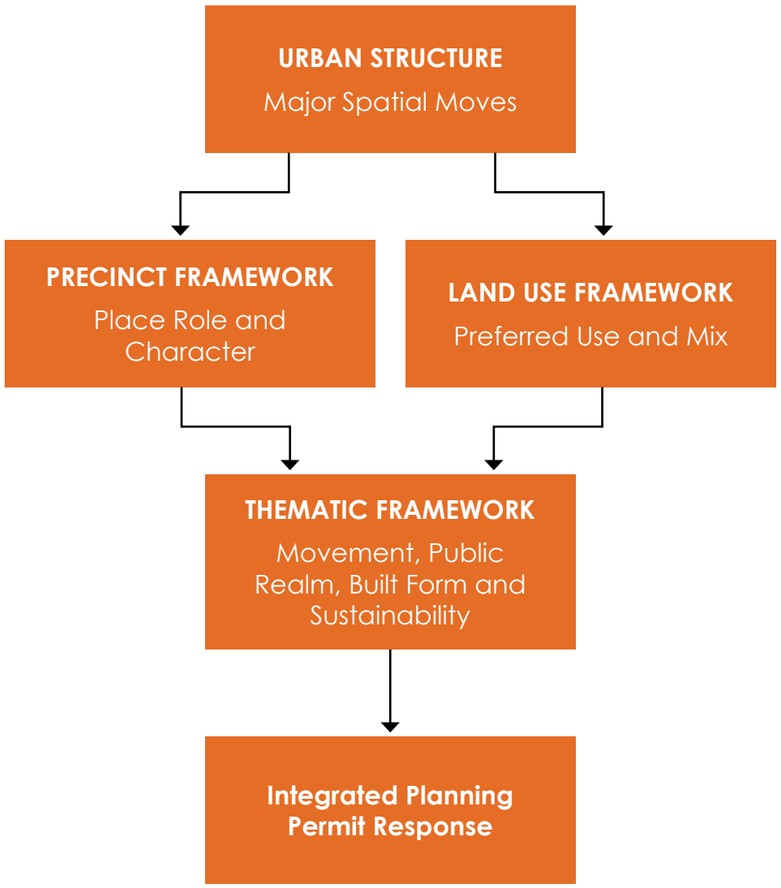
Section 4: Implementation and Review establishes the development sequencing considerations, infrastructure requirements, implementation actions and review process.

1.2.1. How the Framework works

The UDF operates through a coordinated hierarchy of spatial and thematic frameworks. The Urban Structure provides the overarching framework. Within that structure, the Precinct and Land Use Frameworks perform separate but complementary functions, while the thematic frameworks establish the more detailed expectations applying across both:

- the Urban Structure establishes the major spatial relationships and organising elements of the WFCA.
- the Precinct Framework divides the WFCA into place based areas and establishes their intended role, character, connections and development.
- the Land Use Framework overlays the precincts and provides more detailed guidance on the preferred distribution and mix of uses established by the MATP PSP and applied zoning pattern under the Urban Growth Zone.
- the Movement & Access, Public Realm, Conservation & Heritage, Built Form & Interface and Sustainability & Climate Resilience frameworks establish the detailed design and performance expectations applying across precinct and land use boundaries.

The Precinct Framework and Land Use Framework must be read together. A precinct may contain several land use categories, and the same land use category may require a different design response depending on the precinct in which it is located.



1.2.2. Principles, Requirements and Guidelines

The vision, urban design principles, framework plans, key framework elements, requirements and guidelines in Section 3 should be read together:

- **The vision and urban design principles** establish the overarching outcomes for the WFCA and guide interpretation of the framework plans, requirements and guidelines.
- **Framework plans** identify the spatial arrangement of the WFCA and the locations to which particular outcomes apply.
- **Key framework elements** describe the principal spatial components of each framework plan. They explain what the framework comprises and how its components relate but does not establish a separate assessment tier.
- **Requirements** identify outcomes that must be achieved through future subdivision and development.
- **Guidelines** identify preferred approaches for achieving the requirements and broader intent of the UDF. An alternative response may be supported where it demonstrably achieves the relevant requirement and the vision and principles of the UDF.

Supporting text and illustrations explain the intended operation and character of the framework and assist in applying the requirements and guidelines.

Elements expressly identified as indicative may be refined through more detailed planning and design, provided the proposed alternative maintains the intended connectivity, functionality and development outcome.

1.2.3. Planning Permit Applications

Planning permit applications should identify the applicable applied zone, PSP designation, UDF precinct and land use designation and, where relevant, the applicable frontage classification and interface type. Applications should demonstrate an integrated response to all relevant framework plans, requirements and guidelines.

Where an application proposes an alternative response to a guideline or indicative element, the design response should identify the proposed alternative and demonstrate how it achieves the relevant requirement and the vision and urban design principles of the UDF.

Where development is proposed to occur progressively, the design response should also demonstrate how interim arrangements will support, or at least not prejudice, the ultimate outcomes identified by the UDF.

1.3. Background to this document

The UDF builds on the incorporation of the MATP PSP into the Melton Planning Scheme in 2017 and the gazettal of the associated Infrastructure Contributions Plan (ICP) in 2020. Amendment C217melt subsequently made minor corrections to the PSP to maintain consistency with the ICP.

This UDF is supported by a Background Report that provides a more detailed assessment of:

- the Mount Atkinson and Tarneit Plains PSP and ICP.
- the site, regional and planning policy context.
- relevant infrastructure projects and strategic influences.
- the technical investigations that have informed the UDF.
- the key opportunities and constraints affecting the precinct.

1.4. Stakeholder Engagement

Preparation of the UDF has been informed by engagement with relevant Council departments and Government agencies including the Department of Transport and Planning (DTP), Melbourne Water and the Department of Energy, Environment and Climate Action (DEECA).

A workshop involving Council departments and relevant agencies was held in June 2026 to consider the principal issues affecting the precinct and assist in developing the vision, urban design principles and framework directions. The draft UDF has also been informed by subsequent review and feedback from Council's strategic and statutory planning, transport, engineering, open space and natural environment teams.

Broader engagement will occur through consultation on the draft UDF, providing landowners, relevant agencies, recognised Traditional Owners, the community, and other interested stakeholders with an opportunity to contribute before the UDF is finalised.



Figure 1 – Workshop Session

2.Context

The WFCA occupies a strategically important location within Melbourne's western growth corridor. It will form the northern component of the Mount Atkinson MTC and accommodate a complementary mix of town centre, commercial, large format retail, employment and transport related uses.

The UDF responds to the strategic framework established by the MATP PSP and has been shaped by surrounding development, existing and future transport infrastructure, environmental values and the broader evolution of the MTC.

2.1. Site Context

The WFCA is located between Caroline Springs and Melton, approximately 24 kilometres west of the Melbourne CBD (Figure 2) within the City of Melton. It occupies a strategic location between the Western Freeway, Hopkins Road and the Ballarat railway corridor within one of Melbourne's principal growth corridors.

The precinct is positioned between existing and future residential communities, major employment areas and regional transport infrastructure. This provides an opportunity to establish a significant commercial and employment destination that forms an integrated part of the Mount Atkinson MTC while supporting a future railway station and the surrounding transport network.

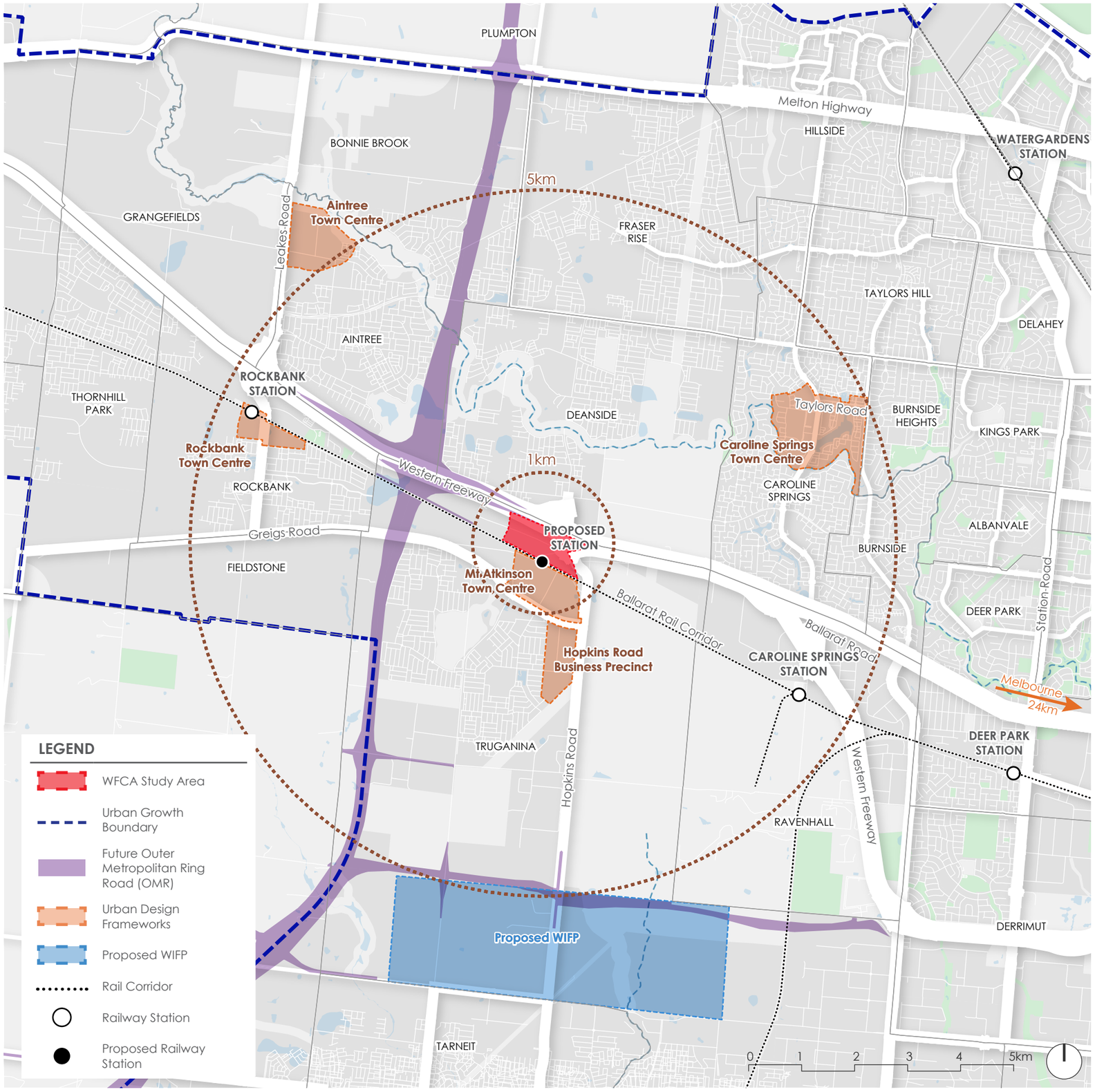


Figure 2 – Regional Context Map

The WFCA is bounded by:

- the Western Freeway to the north,
- Hopkins Road to the east,
- the Ballarat railway line to the south, and
- future employment land and the Outer Metropolitan Ring Road (OMR) to the west.

The Hopkins Road level crossing has been removed and replaced by a road bridge over the Ballarat railway corridor. The completed bridge and associated shared path establish an important existing connection between the WFCA and development south of the railway.

Surrounding planned growth areas include the Kororoit PSP to the north, the balance of the MATP PSP to the south and the Rockbank PSP to the west. The broader western growth corridor also contains extensive existing and planned industrial and employment land, reinforcing the strategic employment and commercial role of the WFCA.

2.2. Planning Framework

The MATP PSP and Urban Growth Zone establish the long term framework for urban development across the precinct. The MATP PSP identifies the WFCA as the northern component of the Mount Atkinson MTC and the Urban Growth Zone requires an approved UDF before permits can be issued for relevant subdivision, use and development.

The PSP identifies separate UDFs for the Mount Atkinson MTC, the WFCA and the Hopkins Road Business Precinct. The indicative boundary between the Mount Atkinson MTC UDF and the WFCA UDF has subsequently been adjusted to align with the Ballarat railway corridor. As a result, the northern component of the MTC is included within this UDF.

The WFCA UDF and the adopted Mount Atkinson MTC UDF south of the railway are intended to operate as coordinated parts of a single MTC. The relationship between the two UDF areas is particularly important for land use hierarchy, movement networks, the future railway station, public transport, pedestrian and cycling connections and the public realm.

The UDF translates the strategic directions of the PSP (refer to Figure 3) into a more detailed framework for land use, movement, built form, public realm and infrastructure delivery. It should be read in conjunction with the PSP, the associated Infrastructure Contributions Plan and the relevant provisions of the Melton Planning Scheme. The applied zones identified under the Urban Growth Zone establish the statutory controls governing use and development. The UDF provides more detailed spatial and design guidance within that framework and does not alter the permissibility of land uses.

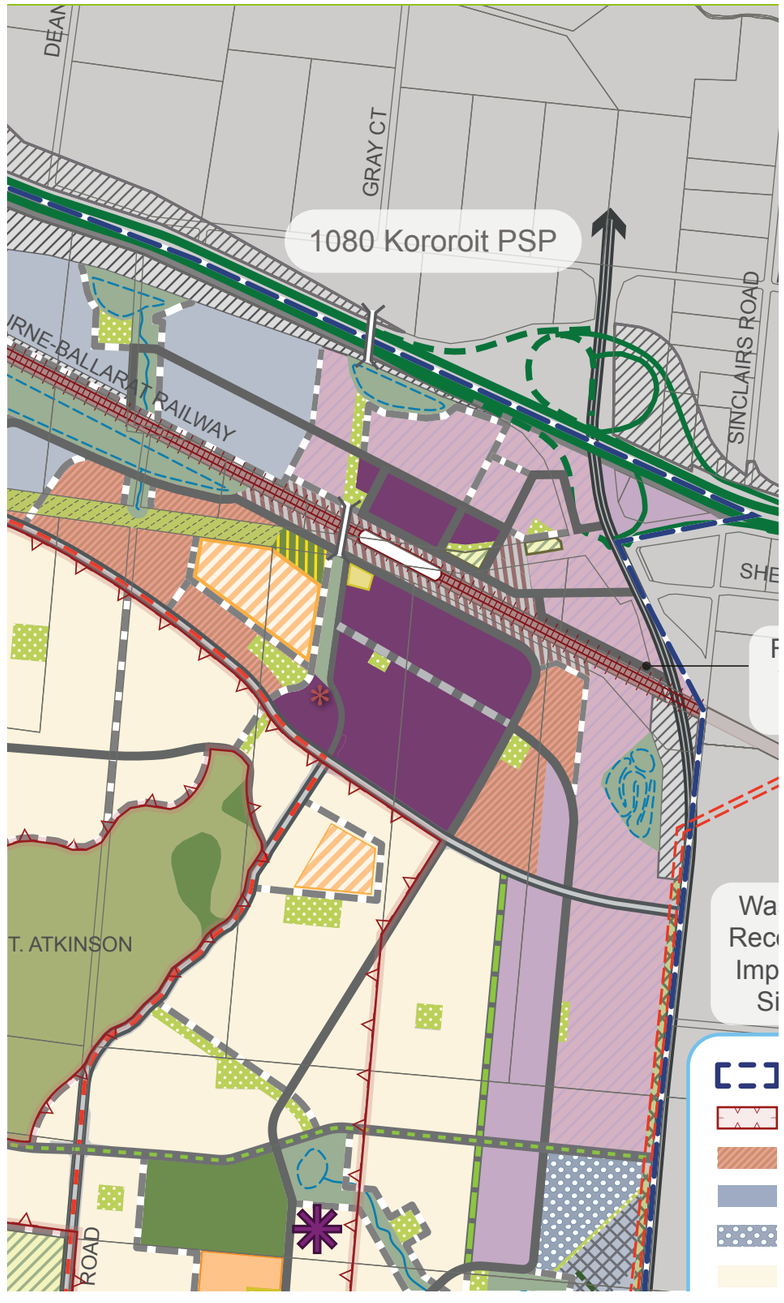


Figure 3 –Mt Atkinson & Tarneit Plains PSP. ***Source: VPA***

2.3. Key Influences

A number of strategic planning, infrastructure and environmental matters have influenced preparation of the UDF. Some are existing or approved, while others remain subject to further planning, funding and external approval. The UDF therefore responds to existing conditions while safeguarding opportunities for longer term infrastructure and development outcomes.

2.3.1. Mount Atkinson MTC

The WFCA forms the northern component of the Mount Atkinson MTC. The Mount Atkinson MTC UDF, approved by Council in February 2026, and shown in Figure 4, applies to land south of the Ballarat railway corridor and establishes the principal retail, civic and community focus of the MTC.

The two UDFs are intended to deliver a single, integrated MTC. Land uses, street alignment, pedestrian and cycling routes, public transport infrastructure, public spaces and built form should therefore support physical and functional connections across the railway corridor.

2.3.2. Future Mount Atkinson Railway Station

The MATP PSP identifies a potential future railway station on the Ballarat railway corridor adjoining the WFCA. The station will provide an important southern gateway to the WFCA and a long term public transport focus for the broader MTC.

The location, configuration, timing and delivery of the station remain subject to future State Government planning, funding and investment. The UDF therefore protects the land and connections required for a future station, station forecourt, potential public transport interchange and associated pedestrian, cycling and development connections. It also enables the precinct to function and develop progressively before the station is delivered.



Figure 4 –Mt Atkinson MTC Urban Design Framework. ***Source: Mesh***

2.3.3. Western Freeway Upgrade

The Western Freeway Upgrade is a major State and Commonwealth infrastructure project intended to improve safety, capacity and access between Melton and Caroline Springs. Planning and pre-construction activities are underway, while the detailed scope and staging of the upgrade continue to be refined. The project will directly influence the future development of the WFCA, particularly the timing, design and delivery of key transport infrastructure.

The MATP PSP identifies Intersections IT-01 and IT-02 as the principal access points to the WFCA. IT-01 is likely to be planned and delivered in association with future upgrades to the Western Freeway and Hopkins Road and may differ from the arrangement shown in the PSP and ICP. IT-02 may support earlier development, subject to detailed design, network capacity assessment, funding and relevant approvals as it is not directly associated with the Western Freeway Upgrade project.

The UDF provides flexibility for development and access arrangements to be refined while protecting the ultimate access and movement network.

2.3.4. Regional employment and freight context

The WFCA is located within one of metropolitan Melbourne's principal industrial, logistics and employment corridors. Significant planned employment land is located within the MATP PSP and surrounding precincts, including the Hopkins Road Business Precinct and employment land south and west of the MTC.

The proposed Western Interstate Freight Terminal and OMR road and rail corridors are longer term projects within the broader Truganina employment area. Their timing and configuration remain uncertain but they reinforce the strategic importance of the region for employment, freight and logistics and the need for the WFCA to manage freight access and interfaces appropriately.

The UDF does not rely on these longer term projects being delivered but should avoid outcomes that would prejudice their future planning or operation.

2.3.5. Conservation Reserves

The MATP PSP identifies two conservation reserves within the WFCA to protect Forest Sun Orchid populations and associated habitat. These reserves contain recognised biodiversity values and form part of the broader environmental network established by the PSP.

The Conservation Reserves are important spatial elements within the UDF. They influence the location and design of roads, public spaces, development interfaces and landscaping. Development must protect their ecological function while allowing them to contribute positively to the landscape character and identity of the precinct.

Detailed design and management of the reserves and their interfaces will remain subject to further ecological assessment, approved management arrangements and consultation with relevant authorities.

2.3.6. Drainage Infrastructure

The PSP identifies a regional drainage network within and adjoining the WFCA. Most of the precinct is located within the Gardiner Lane Drainage Services Scheme, with part of the land also affected by the Deanside Drive Drainage Services Scheme.

The location and configuration of drainage infrastructure influence development areas, roads, public open space, active transport connections and the overall public realm outcome. The drainage arrangement identified in the PSP and Gardiner Lane Drainage Services Scheme remains the preferred outcome.

An alternative arrangement that would relocate the drainage reserve outside the WFCA has been investigated during preparation of the UDF. This would remove the drainage reserve and its associated landscape and public-realm opportunities from the precinct. As it removes public, albeit encumbered, space from the precinct, it should only be pursued where supported by Melbourne Water and the required hydraulic, environmental and drainage functions can be achieved without impacts to public open space, landscape quality or movement connections.

2.3.7. History and identity

The WFCA forms part of the cultural landscape to which Traditional Owners have maintained connections over many generations. Recognition and interpretation of Aboriginal cultural values should be developed in consultation with recognised Traditional Owners.

Post-contact land uses have included agriculture, transport and other activities that have also shaped the area. The historic cobbled roadway within the WFCA provides a tangible connection with this period. The broader site is also associated with Bullen's African Lion Safari, which operated during the 1970s and early 1980s before closing in 1982.

These different layers of history provide opportunities to establish a distinctive sense of place through landscape design, public art, interpretation, naming, wayfinding and the use of locally characteristic materials. Interpretation should be based on appropriate historical and cultural research and consultation.





Figure 5 –Bullen's African Lion Safari: Western Hwy Rockbank. *Source: Facebook*

LEGEND

- UDF Boundary
- PSP
- Mt Atkinson MTC
- Future Mount Atkinson Railway Station
- Western Freeway
- Hopkins Road
- Freeway Interchange
- Conservation Reserve
- Drainage Infrastructure

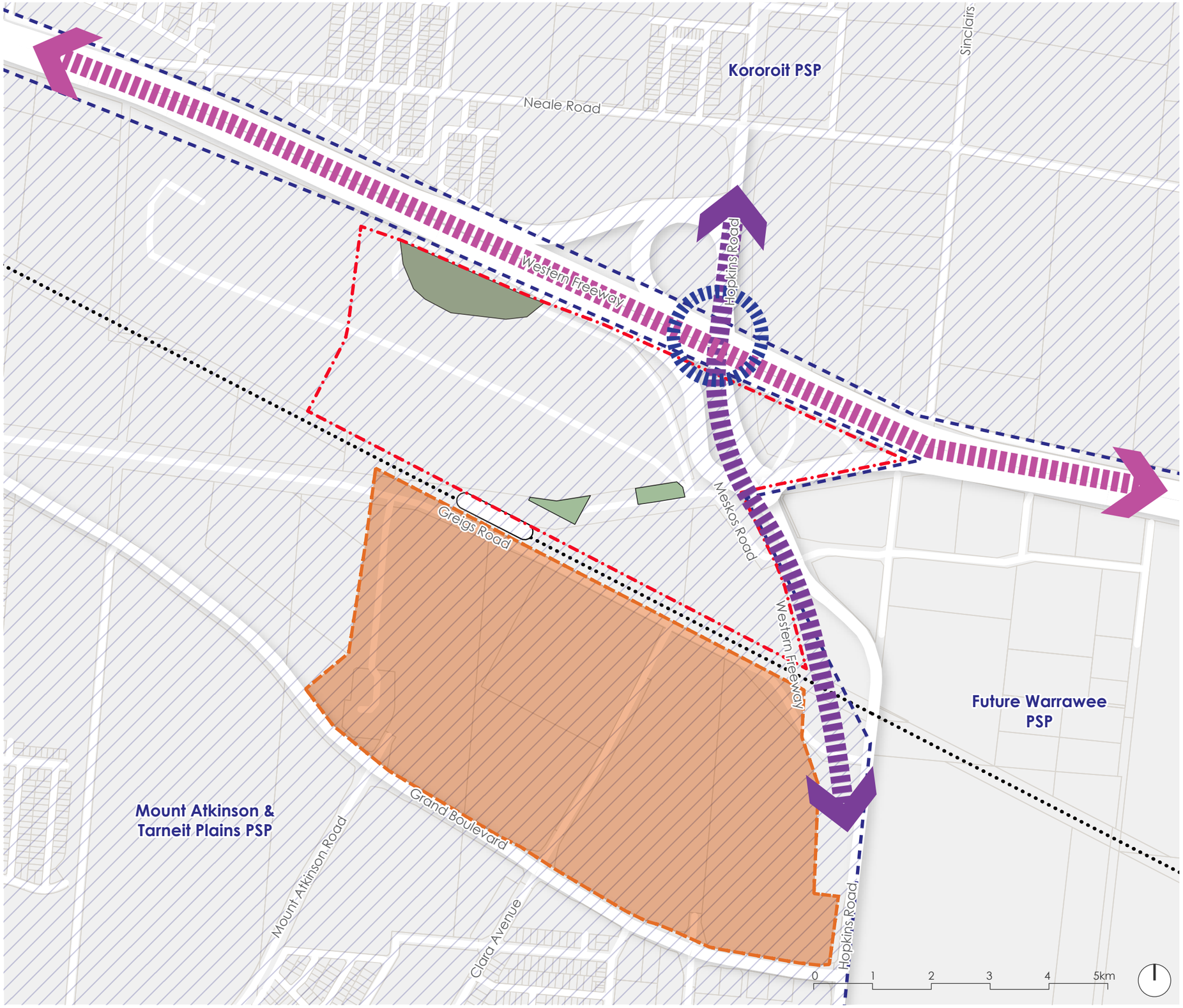


Figure 6 – Site Feature Map

3. Urban Design Framework

3.1. Strategic Directions

The UDF translates the strategic directions of the MATP PSP, technical investigations and stakeholder input into a coordinated framework for the long term development of the WFCA.

Some transport, drainage and development outcomes remain subject to further investigation and external approval. The UDF therefore establishes the strategic directions that subsequent planning, design and delivery must respond to, while allowing infrastructure and development to be refined and delivered progressively.

The UDF is based on the following strategic directions:

- The WFCA will perform two complementary roles within the Mount Atkinson MTC: forming its northern town centre component; and providing a substantial business, large format retail, commercial and employment destination. Retail, services and community activity within the WFCA will complement the principal retail, civic and community focus south of the railway.
- The town centre component will be organised around the Town Centre Park and Pedestrianised Street and Plaza, with direct walking connections to the future Mount Atkinson Railway Station and surrounding commercial areas.
- Business, large format retail and commercial development will capitalise on exposure and access to the Western Freeway and Hopkins Road. Land use and development intensity will transition from the finer grained town centre and to larger commercial and employment formats and adjoining industrial and employment land to the west.
- The future railway station will provide an important southern gateway and long term public transport focus. The station precinct and associated connections will be coordinated with the adopted Mount Atkinson South UDF while allowing the WFCA to function effectively before the station is delivered.
- Access will ultimately be provided through intersections IT-01 and IT-02. IT-02 may support earlier development, subject to demonstrated network capacity and relevant approvals. The planning and delivery of IT-01 will be coordinated with future upgrades to the Western Freeway and Hopkins Road.
- The movement network will retain provision for Bridge BR-01 as a long term pedestrian and bicycle connection between communities north of the Western Freeway, the WFCA, future railway station and the broader MTC. It will also provide coordinated vehicle, freight, servicing, walking, cycling and potential public transport connections within the WFCA and to adjoining areas.
- Conservation reserves, drainage infrastructure and heritage features will be integrated as defining elements of the precinct's structure and identity. The drainage outcome identified in the PSP and Gardiner Lane Drainage Services Scheme remains preferred. Any alternative requires demonstrated need and support from Melbourne Water.
- Development may occur progressively, but interim land uses, access arrangements and infrastructure must not prejudice the ultimate commercial, employment, movement, public realm, station or drainage framework.

3.2. Vision

The WFCA will be a distinctive and highly accessible commercial and employment destination forming the northern component of the Mount Atkinson Major Town Centre. It will combine a pedestrian focused town centre with substantial business, large format retail, commercial and employment areas that capitalise on freeway exposure, regional accessibility and connections to surrounding employment land.

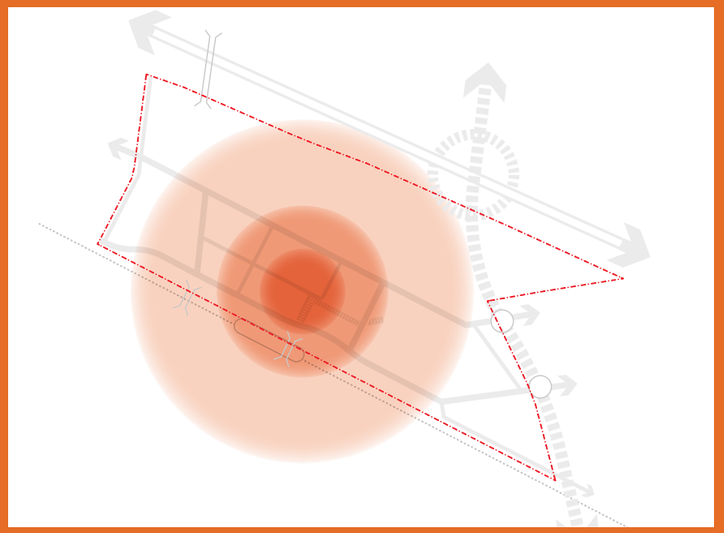
Centred on the Town Centre Park and Pedestrianised Street and Plaza, and connected to the future railway station, the WFCA will provide an attractive and welcoming place for workers, visitors and the wider community. Active development frontages and direct pedestrian connections will link these spaces with the future railway station, potential public transport interchange, commuter parking and surrounding commercial areas, providing a strong identity and high quality public realm for the WFCA.

A coordinated movement network will accommodate workers, visitors, freight and servicing while supporting potential public transport and active-transport access. Landscape, conservation, heritage and sustainable design will contribute to an attractive and climate-resilient precinct capable of adapting as infrastructure, transport services and development opportunities evolve.

3.3. Urban Design Principles

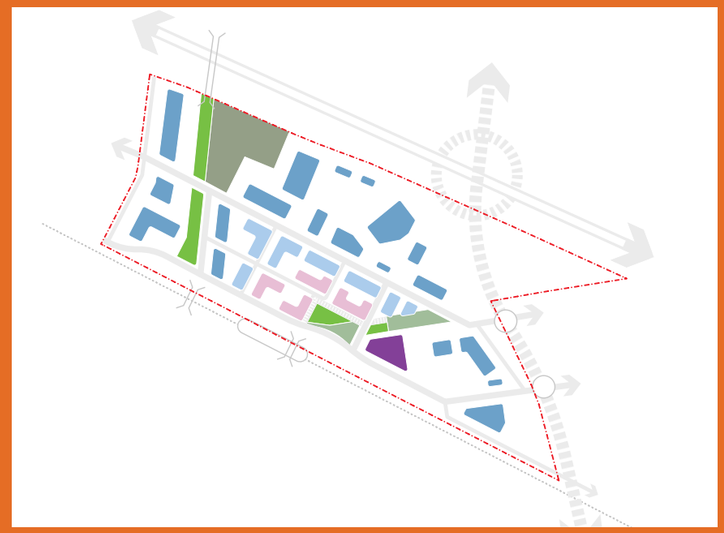
The following principles establish the overarching design outcomes to be achieved across the WFCA. Subsequent sections identify the Key Framework Elements, Requirements and Guidelines that give effect to these principles.

URBAN STRUCTURE



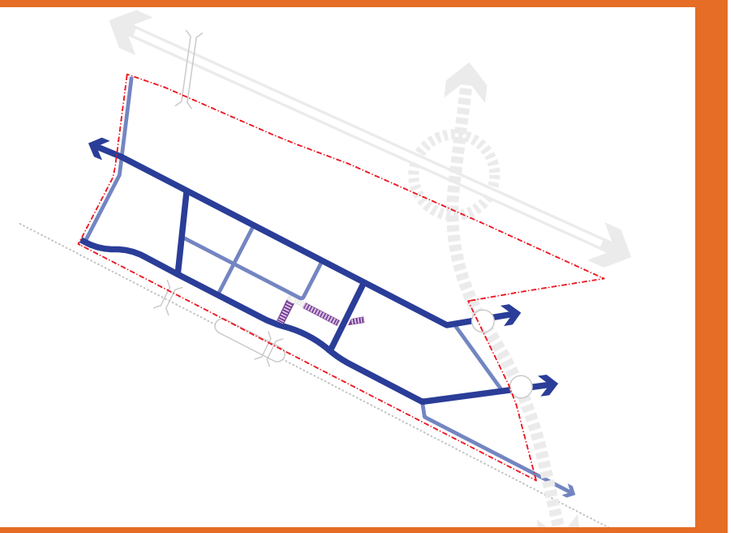
- Establish a clear and legible urban structure comprising a series of connected and identifiable precincts that transition in intensity and function from the town centre and future railway station to the surrounding commercial, large format retail and employment areas, creating a strong sense of place and supporting intuitive wayfinding.
- Focus higher intensity mixed use development around the Town Centre Park and Pedestrianised Street and Plaza, with strong connections to the future railway station, creating the heart of the WFCA and complementing the broader Mount Atkinson MTC south of the railway.
- Provide an adaptable framework that supports staged development and responds to future infrastructure and transport delivery, market change and changing development conditions.

LAND USE



- Deliver a diverse mix of commercial, large format retail, employment and supporting uses that complements the broader Mount Atkinson MTC while capitalising on the precinct's strategic location, freeway access and visibility.
- Support the establishment of a vibrant mixed use town centre focused on the Town Centre Park and Pedestrianised Street and Plaza, integrating retail, local services, employment, residential and community focused activities and connecting to the future railway station.
- Provide an appropriate transition between mixed use, commercial, large format retail, employment and industrial activities through compatible land use planning and interfaces.

MOVEMENT & ACCESS



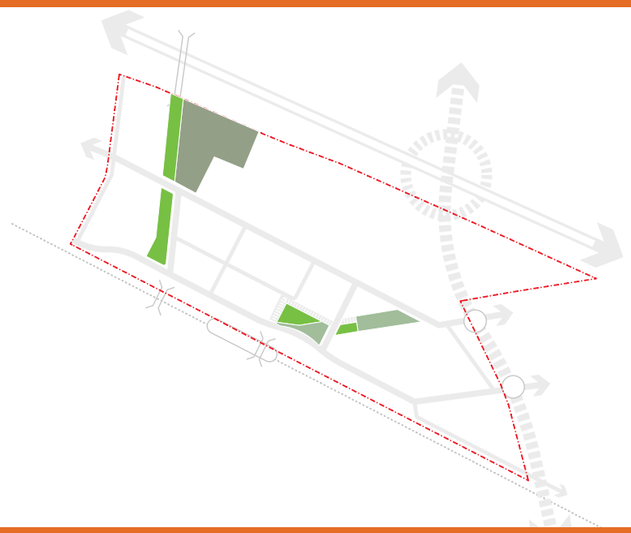
- Create a permeable and highly connected movement network that balances movement and place while accommodating potential public transport, walking, cycling, vehicle access, freight and servicing requirements.
- Prioritise high quality walking and cycling connections that provide direct access to the future railway station, town centre and surrounding commercial and employment areas.
- Support walking and cycling connections between the WFCA, surrounding residential communities, the broader MTC and adjoining employment areas.
- Capitalise on the precinct's strategic location by providing efficient access to the Western Freeway and Hopkins Road while maintaining a safe, connected and legible local movement network.

BUILT FORM & INTERFACE



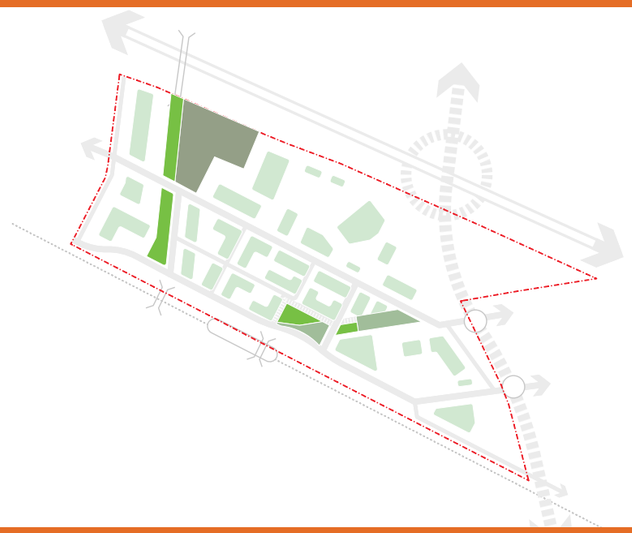
- Deliver active frontages and built form outcomes that support a vibrant and engaging public realm, particularly within the town centre, around the Town Centre Park and Pedestrianised Street and Plaza and along connections to the future railway station.
- Ensure the scale, siting and design of buildings respond to the intended role and character of each precinct and contribute to a coherent built-form character across the WFCA.
- Use built form and landscape to respond to the prominence of the Western Freeway, Hopkins Road, railway corridor, key streets, public spaces and gateway locations, establishing a distinctive identity for the WFCA.
- Manage interfaces between town-centre, commercial, large format retail, employment, transport and conservation areas through appropriate building orientation, design, landscaping and street treatments.

PUBLIC REALM, CONSERVATION & LANDSCAPE



- Use landscape, public open space and the Conservation Reserves as defining elements of the WFCA's identity, urban structure and public realm.
- Create attractive, connected and functional public spaces that support social interaction, passive recreation and movement throughout the WFCA.
- Recognise and interpret Aboriginal cultural heritage, post-contact history and heritage features as part of the public realm and urban structure, reinforcing the WFCA's character and identity.
- Protect the primary conservation function of the Conservation Reserves while establishing sensitive and visually open interfaces that allow them to contribute to the broader landscape character and public realm.

SUSTAINABILITY & ENVIRONMENT



- Integrate water sensitive urban design, sustainable infrastructure and environmentally responsive design throughout the WFCA.
- Respond to drainage systems, landscape character, environmental values and urban heat to support long term resilience and climate adaptation.
- Establish a resilient urban forest and protect and enhance biodiversity, the ecological values of the Conservation Reserves and other significant landscape assets.

3.4. Urban Structure

The Urban Structure establishes the spatial framework for land use, movement, public realm, landscape and infrastructure across the WFCA. It defines the relationship between the town centre, commercial and employment areas and surrounding land and provides an adaptable structure for progressive development.

Urban Design Response

The Urban Structure reinforces the relationship between the WFCA and the Mount Atkinson MTC south of the railway line while recognising the WFCA's broader commercial and employment function.

The framework comprises three interrelated development components:

- a finer grained town centre component organised around the Town Centre Park and Pedestrianised Plaza, with direct connections to the future railway station.
- substantial business, large format retail and commercial areas that capitalise on access and exposure to the Western Freeway and Hopkins Road.
- an employment area along the western edge that provides a transition and functional connection to adjoining industrial and employment land.

These components are linked by an integrated street and movement network that accommodates walking, cycling, potential public transport, vehicles, freight and servicing. The network connects the WFCA with the MTC south of the railway, surrounding communities and adjoining employment areas.

The public realm and landscape framework is centred on the Town Centre Park and Pedestrianised Street and Plaza and extends through public open space, landscaped streets, the Conservation Reserves, drainage corridors and walking and cycling routes. Key sites are identified where a strong built form response is required to reinforce the importance of the site and it's role in creating place.

The future railway station will provide the principal southern gateway and long term public transport focus. The Urban Structure retains provision for the station precinct and associated connections while allowing the WFCA to function and develop before the station is delivered.

The framework supports staged development and future adaptation while maintaining the intended relationships between land use, movement, public realm, landscape and infrastructure.

Key Framework Elements

The Urban Structure is organised around the following key framework elements:

- A Core Town Centre focused on the Town Centre Park and Pedestrianised Street and Plaza, with direct connections to the future railway station.
- A future railway station and transit area providing the principal southern gateway and connection to the MTC south of the railway.
- Substantial business, large format retail and commercial areas with exposure and access to the Western Freeway and Hopkins Road.
- An employment area that connects and transitions to adjoining industrial and employment land to the west.
- A connected street and movement network linking the precincts with the Major Town Centre south of the railway, adjoining employment land and surrounding communities.
- An integrated network of public open space, conservation reserves, drainage corridors and heritage features.
- A built form and interface framework that reinforces the role and character of each precinct and responds to the Western Freeway, future industrial land and the railway.

LEGEND

- UDF Boundary
- Retail / Commercial
- Mixed Use
- Office / Commercial
- Business / Large Format Retail
- Drainage Reserve (Encumbered)
- Open Space - Conservation Reserve
- Open Space - Local Park
- Railway Corridor Precinct
- Business / Transport
- Connector Street
- Local Street
- Indicative Local Street
- Pedestrianised Street
- Freeway Interchange
- Signalised Intersection
- Roundabout
- Railway
- Proposed Future Station Location
- Key Built Form
- Public Acquisition Overlay (PAO)
- Proposed Pedestrian Bridge

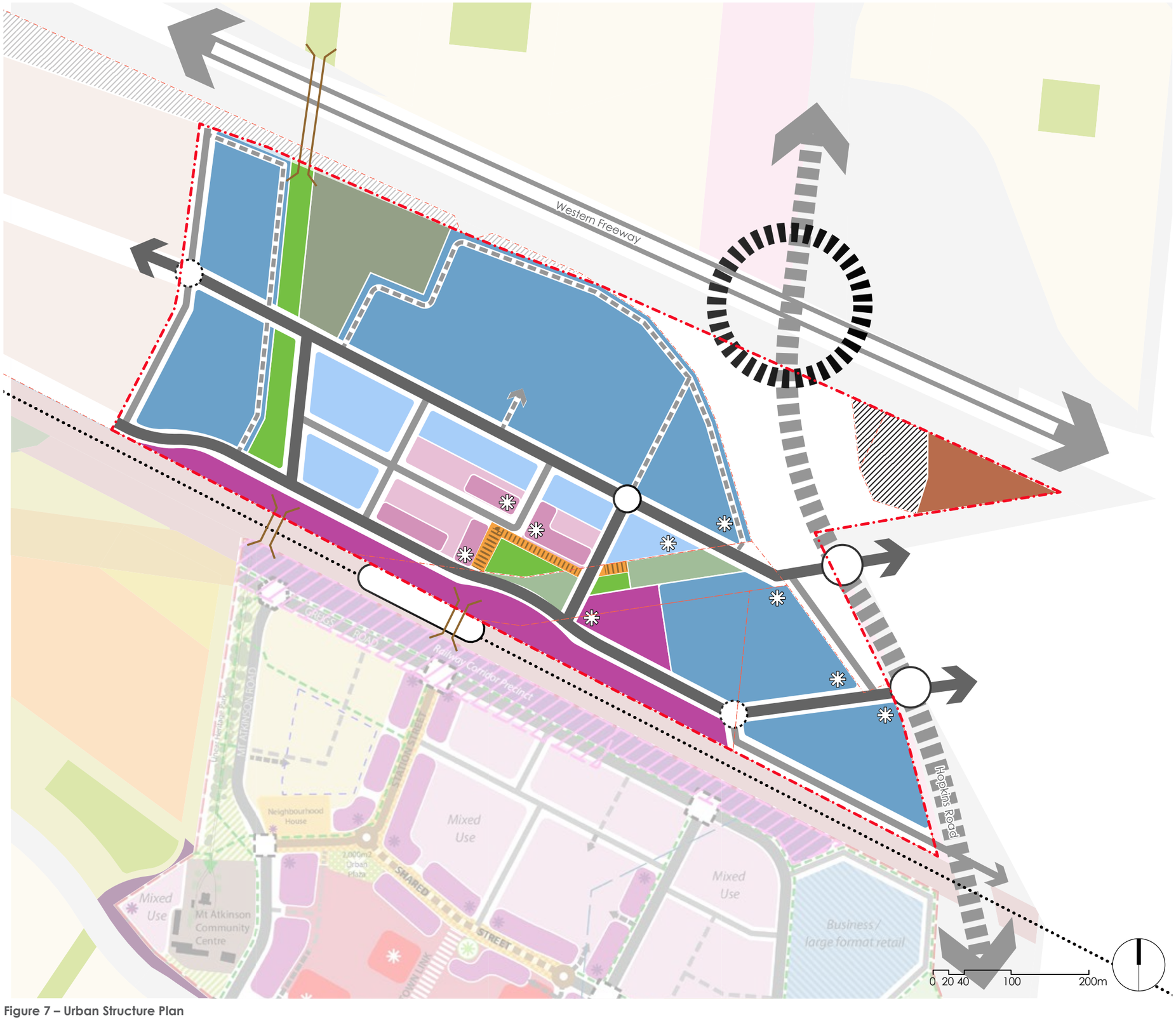


Figure 7 – Urban Structure Plan

Requirements

Development, including subdivision, must:

- **R1 -** Be generally consistent with the Urban Structure Plan at Figure 7.
- **R2 -** Maintain the intended role and spatial relationship of the precincts shown on the Precinct Plan at Figure 12 and described in Section 3.4.1.
- **R3 -** Retain provision for the future railway station, station forecourt, potential public transport interchange, commuter parking and associated pedestrian, bike and development connections.
- **R4 -** Deliver an interconnected movement network that supports walking, bike riding, potential public transport, freight, servicing and vehicle access, and provides connections to the MTC south of the railway and employment land west of the WFCA.
- **R5 -** Orient and configure development to positively address the Town Centre Park, Pedestrianised Street and Plaza, future station precinct, railway corridor, streets, parks and other public spaces.
- **R6 -** Integrate the Conservation Reserves, heritage features, drainage infrastructure and public open space into the broader urban structure while protecting their respective functions and values.
- **R7 -** Ensure staged development, interim land uses, access arrangements and infrastructure do not prejudice the ultimate land use, movement, public realm or infrastructure framework.

Guidelines

Development, including subdivision, should:

- **G1 -** Reinforce key gateways, movement corridors, public spaces and viewlines through coordinated built form, landscape and public realm design.
- **G2 -** Coordinate streets and walking and bike connections within the WFCA and to surrounding communities, employment areas and regional networks.
- **G3 -** Contribute to a cohesive landscape character that extends through the town centre, commercial and employment areas and integrates public open space, environmental values and heritage features.
- **G4 -** Locate buildings, vehicle access, parking, loading and servicing to minimise conflicts with pedestrians, bike riders, public spaces and adjoining uses.
- **G5 -** Arrange streets, buildings and public spaces to reinforce legibility, accessibility, passive surveillance and a strong sense of place.
- **G6 -** Design the street and movement network as a continuation of the network within the Mount Atkinson MTC south of the railway and protect opportunities for future connections.



Figure 8 – Rouse Hill Town Centre Square. ***Source: AJC Architects***

3.4.1. Precinct Framework

The Precinct Framework divides the WFCA into place based areas with distinct but complementary roles, character and development expectations. The precincts are not statutory land use designations and do not alter the applied zoning pattern or independently determine whether a use is permissible.

Each precinct may accommodate several land uses. Its intended character is determined by the combined treatment of built form, streets, public spaces, movement, landscape, interfaces and land use rather than by a single use or zone. The preferred distribution and mix of uses is addressed separately by the Land Use Framework at Section 3.5.

The precincts are intended to function as a connected whole. The Precinct Plan at Figure 12 must be read together with the Land Use Plan at Figure 13 and the relevant movement, public realm, built form and sustainability provisions.

Precinct 1 - Railway and Transit Corridor

The Railway and Transit Precinct identifies land intended to accommodate the future railway station, station forecourt, potential public transport interchange, commuter parking and associated pedestrian and bike connections. It will form the principal southern gateway to the WFCA and its primary connection with the Major Town Centre south of the railway.

The location, configuration, and timing of the future railway station remain subject to further State Government planning and investment. The framework therefore allows the precinct to function before the station is delivered while retaining flexibility for future transport infrastructure and more intensive development over time.

The precinct will provide direct and legible connections between the future railway station, Town Centre Park, Pedestrianised Street and Plaza, commuter parking and surrounding commercial and employment areas. Its ultimate design will also need to respond sensitively to the railway corridor, adjoining Conservation Reserve and historic cobbled roadway.

Precinct 2 - Core Town Centre

The Core Town Centre Precinct will provide the principal activity and public realm focus of the WFCA. It will be organised around the Town Centre Park and adjoining pedestrianised plaza and connected directly to the future railway station, commuter parking and surrounding precincts.

The precinct will have a finer grained, pedestrian oriented urban form that distinguishes it from the larger commercial and employment areas elsewhere in the WFCA. Buildings, streets and public spaces will establish a highly walkable and permeable environment, with active development frontages around the Town Centre Park, Pedestrianised Street and Plaza and principal walking routes.

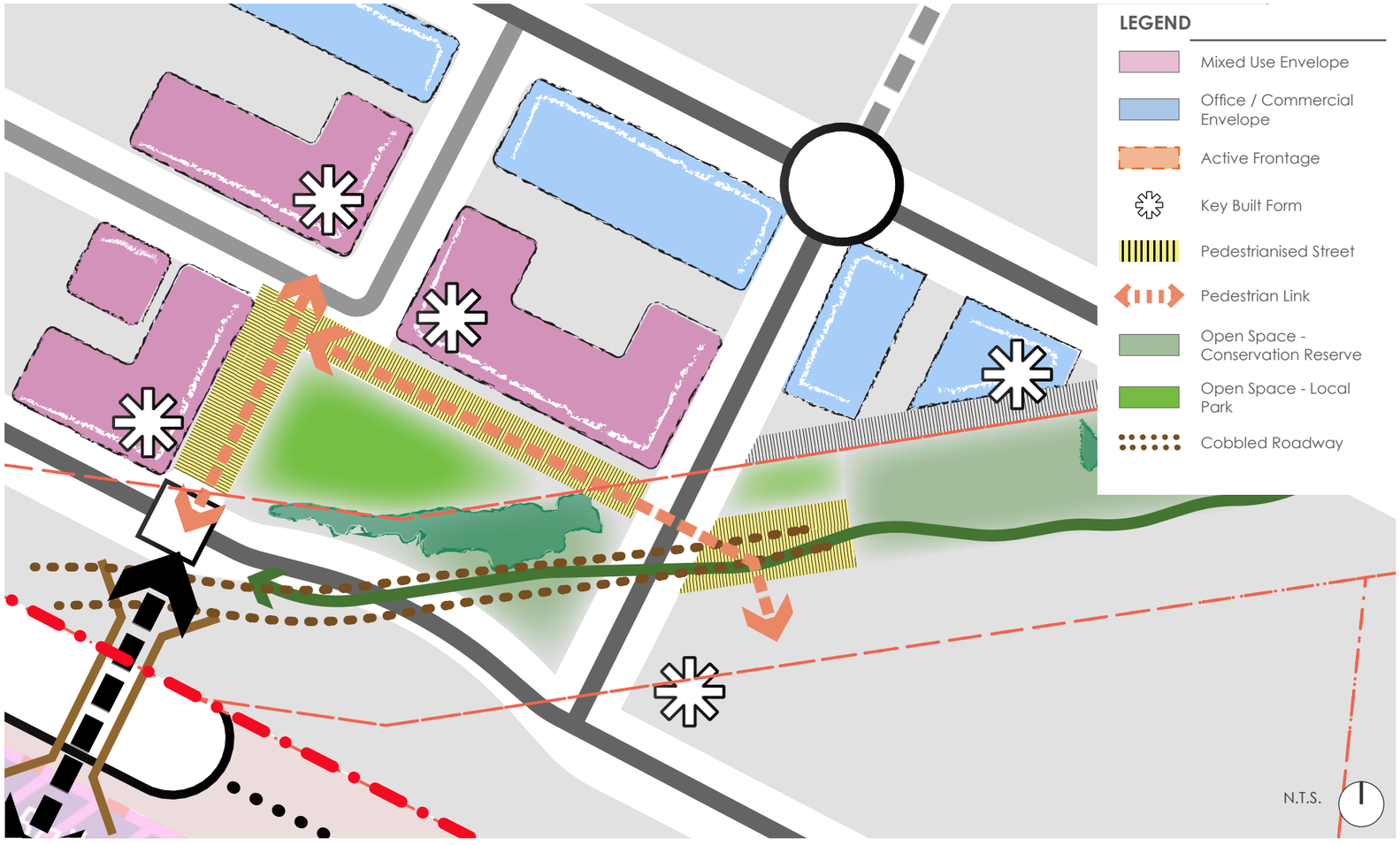


Figure 9 – Core town Centre & Commercial Transition

Precinct 3 - Commercial Transition

The Commercial Transition Precinct will provide a finer grained and built form transition between the Core Town Centre Precinct and the Business and Large Format Retail Precinct.

The precinct will provide physical and visual continuity with the Core Town Centre but will not operate as an expansion of the principal town centre retail core. Building scale, frontage treatment, street layout and public realm design will manage the transition between the finer grained town centre and the larger building footprints and more vehicle oriented character of the Business and Large Format Retail Precinct.

Development will provide active and attractive interfaces to the Town Centre Park, principal pedestrian routes and adjoining streets where identified on the relevant framework plans.

Precinct 4 - Business and Large Format Retail

The Business and Large Format Retail Precinct will accommodate a substantial proportion of the WFCA's commercial activity and employment in a larger footprint development format consistent with the Land Use Framework.

Its character will respond to the precinct's prominent exposure and access to the Western Freeway and Hopkins Road. High quality architecture, articulated building and roof forms, substantial landscaping and attractive interfaces will contribute to the regional identity of the WFCA.

Sites and buildings will be capable of adapting and intensifying over time, supporting different business, commercial and employment uses and more efficient use of land.

Precinct 5 - Employment Transition

The Employment Transition Precinct will provide a functional and built form transition between the commercial areas within the WFCA and adjoining industrial and employment land to the west.

Its character will respond to the larger building footprints and operational requirements associated with its employment role while providing an attractive and coordinated interface with adjoining industrial land, streets and the linear park.

Road, potential public transport and active transport connections should support functional integration with the broader employment area.

Development will also reinforce the continuity of the linear park and associated pedestrian and cycling connections.

Precinct 6 - Commercial / Transport

The Commercial Transport Precinct will accommodate transport oriented commercial uses in a strategic location with convenient access to the Western Freeway and Hopkins Road.

Its character will respond to this prominent and highly accessible location through safe and efficient vehicle access, high quality buildings, controlled signage and substantial landscaping. Development will provide a positive gateway presentation and avoid creating a visually dominant or poorly landscaped highway service environment.

Safe and legible walking connections will link the precinct with adjoining commercial areas and potential public transport services.



Figure 10 – Industry Lanes, Richmond. ***Source: Architecturs***



Figure 11 – Large format Retail. ***Source: LFRA***

LEGEND

- UDF Boundary
- 1 Precinct 1 - Railway and Transit Corridor
- 2 Precinct 2 - Core Town Centre
- 3 Precinct 3 - Commercial Transition
- 4 Precinct 4 - Business and Large Format Retail
- 5 Precinct 5 - Employment Transition
- 6 Precinct 5 - Commercial / Transport

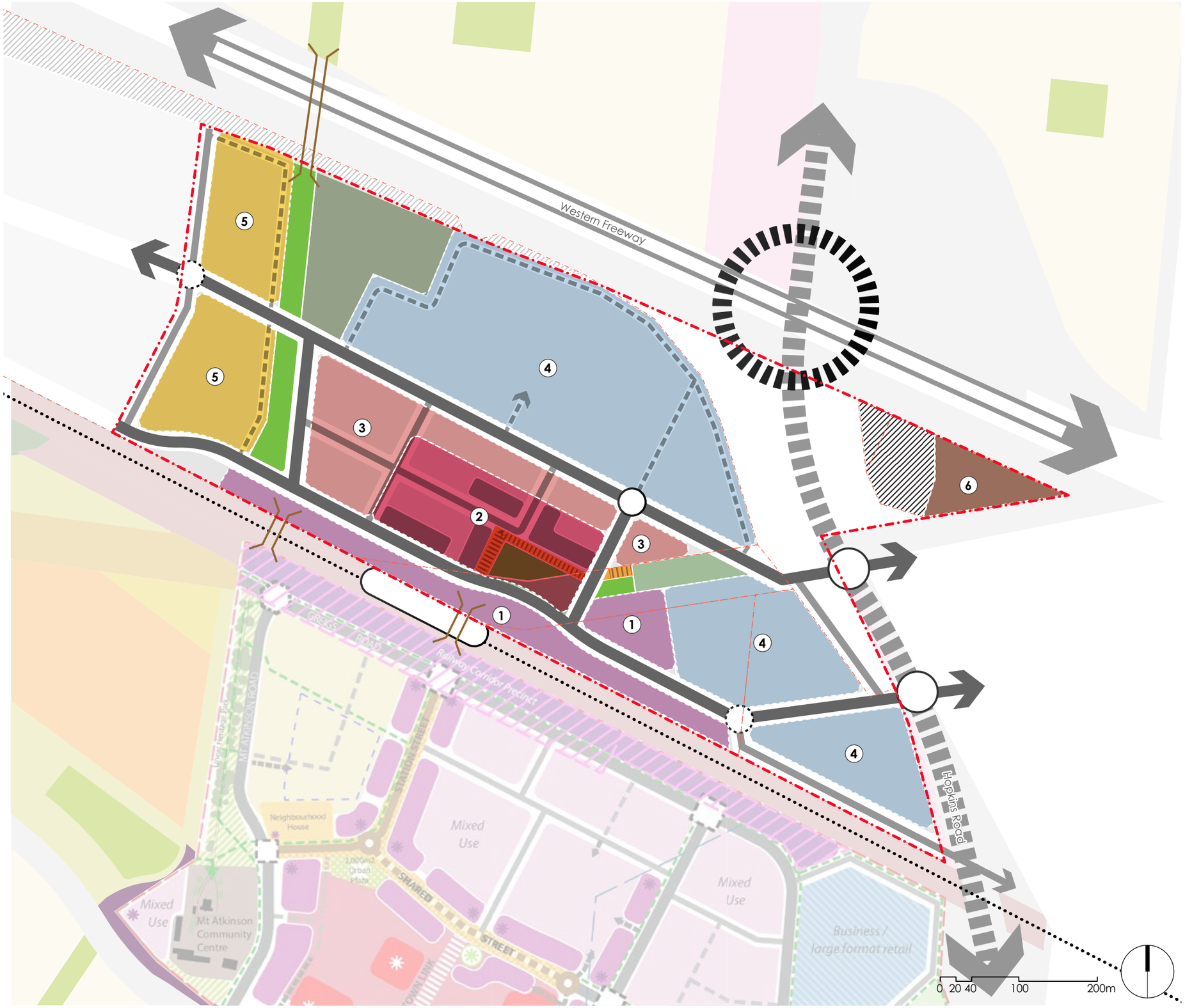


Figure 12 – Precinct Plan

3.5. Land Use

The Land Use Framework translates the land use structure established by the MATP PSP and the applied zoning pattern under the Urban Growth Zone into more detailed guidance for the distribution, mix and relationship of uses across the WFCA. It provides direction about activities at ground and upper levels, their relationship to the retail hierarchy and where different levels of activity, residential development and employment intensity are encouraged. It does not alter the applicable planning controls or independently determine whether a use is permissible.

The Land Use Framework overlays the Precinct Framework and the two must be read together. The applicable zone governs use and development, the land use designation identifies the preferred distribution and mix of uses, and the precinct establishes the place specific role, character, connections, interfaces and design response. The same land use designation may therefore require a different built form or public realm response in different precincts.

The Land Use Plan at Figure 13 spatially expresses this framework. It must be read with the relevant Urban Growth Zone schedule and applied zone provisions, which prevail if there is any inconsistency.

Land Use Key Elements

The Land Use Framework is organised around the following Key Framework Elements:

- A finer grained town centre focus around the future railway station, Town Centre Park and pedestrianised street and plaza, comprising retail, hospitality, commercial, community, residential and supporting uses.
- A substantial commercial and employment role comprising business, large format retail, office and other employment-generating uses with access and exposure to the Western Freeway and Hopkins Road.
- A transition in land use and development intensity from the mixed use town centre through commercial areas to larger business, large format retail and employment uses and adjoining industrial and employment land.
- A distribution of uses that responds to the applied zoning pattern and retail hierarchy, manages potential land use conflicts and allows land and buildings to adapt over time.

Retail / Commercial

Underlying Zone: Commercial 1 Zone

The Retail / Commercial designation provides the principal concentration of finer grained shopping, dining, business and service activity within the WFCA. It provides convenient services for workers, commuters, visitors and the surrounding community and supports the role of the Core Town Centre.

Retail / Commercial areas are intended to accommodate convenience retail, food and beverage premises, offices, professional services, community uses and other compatible commercial activities. These uses will be concentrated around the future railway station, Town Centre Park, pedestrianised plaza and other identified active frontages and key built form sites.

The scale and distribution of retail development should reinforce the role of the WFCA as the northern component of the Mount Atkinson MTC while complementing the higher order retail function south of the railway and the surrounding activity centre hierarchy.

A maximum of 2,500 m² of shop floorspace may be established without the need for a planning permit. This threshold is intended to maintain the role of the precinct as a local convenience and transit-oriented destination. Proposals exceeding the threshold must be assessed against the MATP PSP, the Melton Planning Scheme and the applicable retail hierarchy.

Mixed Use

Underlying Zone: Commercial 1 Zone

The Mixed Use designation provides for a combination of retail, commercial, residential, community and supporting uses within the Core Town Centre Precinct. It enables residential development to form a prominent component of the land use mix, alongside retail, commercial and supporting activities.

Mixed use development will increase housing diversity and the residential population close to the future railway station, employment opportunities and town centre services. Horizontal and vertical mixed use arrangements provide flexibility in how development responds to site conditions, market demand and changing community needs.

Where identified on the Land Use Plan and the Preferred Vertical Mixed Use Diagrams (Figures 14-17), active and publicly accessible uses should be provided at ground level, with residential, office and other compatible uses located above. The arrangement of uses will need to manage noise, servicing, loading, waste collection, vehicle access and other potential amenity conflicts.

LEGEND

- UDF Boundary
- Retail / Commercial
- Mixed Use
- Office / Commercial
- Business / Large Format Retail
- Drainage Reserve (Encumbered)
- Open Space - Conservation Reserve
- Open Space - Local Park
- Railway Corridor Precinct
- Business / Transport
- Connector Street
- Local Street
- Indicative Local Street
- Pedestrianised Street
- Freeway Interchange
- Signalised Intersection
- Roundabout
- Railway
- Proposed Future Station Location
- Key Built Form
- Public Acquisition Overlay (PAO)
- Proposed Pedestrian Bridge
- Preferred Upper Level Residential
- Preferred Upper Level Commercial/ Office Use

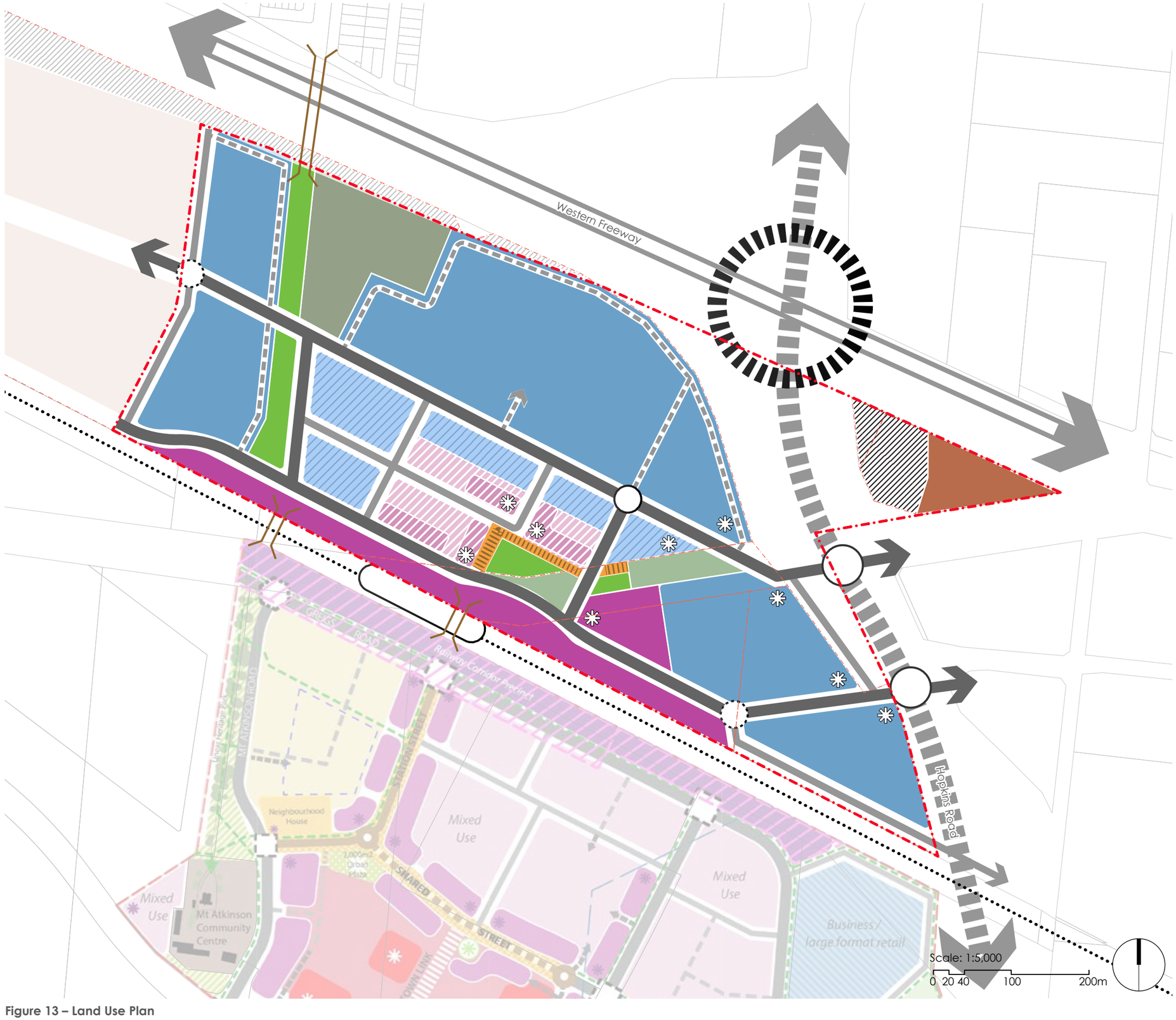


Figure 13 – Land Use Plan

Office / Commercial

Underlying Zone: Commercial 1 Zone or Commercial 2 Zone

The Office / Commercial designation supports a diverse range of employment generating activities including offices, professional services, medical and health services, business premises and other compatible commercial uses.

Office / Commercial areas complement the Retail / Commercial and Mixed Use designations by accommodating employment activities that do not necessarily rely on an active retail frontage while maintaining strong connections to the future railway station, Core Town Centre and surrounding employment areas.

Within the Core Town Centre Precinct, Office / Commercial uses will support the future station and mixed use town centre environment. Within the Employment Transition Precinct, they will reinforce connections with the industrial and employment areas to the west and help manage interfaces between different forms of commercial and employment activity.

Within the Commercial 1 Zone, upper level residential and commercial uses are encouraged where identified on Figure 5 and the Preferred Vertical Mixed Use Diagrams. Land within the Commercial 2 Zone will retain a predominantly commercial and employment generating function.

Business / Large Format Retail

Underlying Zone: Commercial 2 Zone

The Business / Large Format Retail designation provides the principal large site commercial and employment component of the WFCA. It accommodates restricted retail premises, showrooms, trade supplies, business parks, light industrial and other employment generating business uses that benefit from large sites, convenient vehicle access and high exposure locations.

Located along the Western Freeway and Hopkins Road, these areas capitalise on regional accessibility while complementing the finer grained convenience retail, commercial and mixed use functions of the Core Town Centre.

Business / Large Format Retail areas are intended to function as significant and adaptable employment areas rather than solely as a collection of destination retail premises. Sites and buildings should be capable of accommodating different business, commercial and employment uses over time without compromising the intended road, pedestrian, open-space and infrastructure networks.

Compatible industry and warehouse uses may be supported where permitted by the applied zone and consistent with the intended role of the applicable precinct.

Railway Corridor

Underlying Zone: General Residential Zone

The Railway Corridor designation identifies land associated with rail infrastructure, the future railway station, passenger access, potential public transport interchange functions and supporting active transport connections.

The future railway station will provide the principal public transport focus within the WFCA and support the surrounding retail, commercial, mixed use and employment areas. Use and development within or adjoining the corridor must not prejudice the delivery, operation or future expansion of the station, interchange or associated transport infrastructure.

Open Space

The Land Use Plan identifies local parks, linear open space, Conservation Reserves and drainage. Together, these areas support recreation, environmental values, stormwater management, landscape character and pedestrian and cycling connectivity.

These areas perform different functions and should not be treated as interchangeable. Local parks should provide accessible recreation and gathering opportunities, the Conservation Reserves primarily protect identified ecological values, and drainage reserves maintain their required stormwater functions.

Requirements

Use and development must:

- **R8 -** Be consistent with the relevant Urban Growth Zone schedule, applicable applied zone, MATP PSP and other relevant provisions of the Melton Planning Scheme.
- **R9 -** Be generally in accordance with the Land Use Plan at Figure 13 and support the intended role and function of both the applicable land use designation and precinct.
- **R10 -** Contribute to a complementary mix of Retail / Commercial, Mixed Use, Office / Commercial and supporting uses within the Core Town Centre Precinct, generally in accordance with Figure 13 and the Preferred Vertical Mixed Use Diagrams.
- **R11 -** Where shop floorspace is proposed, identify the cumulative amount of existing, approved and proposed shop floorspace across the relevant PSP land and demonstrate compliance with the applicable shop floorspace threshold and retail hierarchy.
- **R12 -** Within a Mixed Use designation, demonstrate how the proposed uses contribute to the intended residential, commercial and employment mix across the site or relevant development stage.
- **R13 -** Accommodate active and publicly accessible ground floor uses adjoining the Town Centre Park, pedestrianised plaza and other identified active frontages.
- **R14 -** Where preferred upper level uses are identified on Figure 13, incorporate residential and commercial uses generally in accordance with the Preferred Vertical Mixed Use Diagrams. An alternative arrangement must demonstrate an equivalent or better response to the intended land use, activity and employment outcomes.
- **R15 -** Office / Commercial land must retain a predominantly commercial and employment generating function within the Office / Commercial designation. Residential development within the Commercial 1 Zone must complement the intended commercial function and be located where identified by the framework.
- **R16 -** Primarily accommodate restricted retail, business, commercial and other employment generating uses within the Business / Large Format Retail designation, consistent with the intended role of the Commercial 2 Zone.
- **R17 -** Configure development in areas identified for Mixed Use or preferred upper level uses on Figure 13 to support the intended ultimate intensity of development. Siting, access and servicing arrangements must not preclude future development or intensification.
- **R18 -** Ensure temporary or interim uses do not prejudice the ultimate land use distribution or the delivery of identified transport, public realm, conservation, drainage or infrastructure outcomes.

Guidelines

- **G7 -** Support temporary or interim land uses that activate undeveloped land where they are compatible with surrounding uses and infrastructure and do not prejudice the long term development of the WFCA.
- **G8 -** Arrange land uses to maximise activity, employment and housing opportunities within the Core Town Centre and close to the future railway station.
- **G9 -** Provide a complementary mix of uses within the Core Town Centre that encourages activity throughout the day and night, including seasonal and temporary activities where appropriate.
- **G10 -** Locate service stations, drive-through food and drink premises and other vehicle oriented uses within the Business / Large Format Retail or Commercial Transport Precincts, generally close to Hopkins Road or a connector street. These uses should be avoided on key built form sites.
- **G11 -** Direct uses with greater operational or amenity impacts to the Employment Transition Precinct where permitted by the applied zone, consistent with Figure 5 and capable of appropriately managing those impacts.
- **G12 -** Design sites and buildings to accommodate changes in use, tenancy size and employment activity over time.
- **G13 -** Locate and design residential and other sensitive uses to manage potential conflicts with loading, servicing, traffic, noise and the operation of adjoining commercial and employment uses.

Preferred Vertical Mix of Use

The Land Use Framework identifies the intended predominant ground level land use pattern across the WFCA. The Preferred Vertical Mix of Uses diagrams illustrate how retail, commercial, residential and supporting uses may be distributed within multi-storey development to activate ground floor frontages and support a more intensive mixed use and employment environment.

The diagrams illustrate indicative vertical land use outcomes. They do not prescribe building height, scale or architectural form. Alternative configurations may be appropriate where they:

- are consistent with the applicable applied zone and land use designation.
- respond to the role and character of the applicable precinct.
- maintain active and publicly accessible ground floor uses along identified frontages.
- appropriately manage amenity and operational conflicts.
- achieve the intended activity, housing and employment outcomes of the UDF.

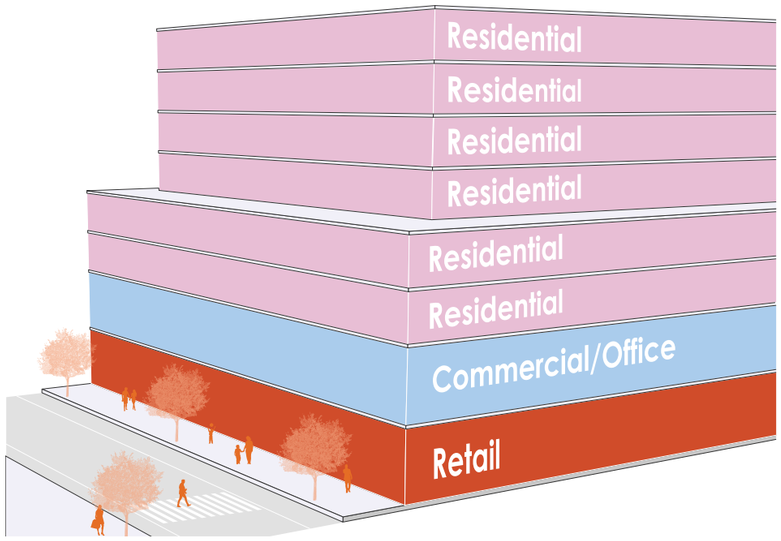


Figure 14 – Vertical Mix Diagram A

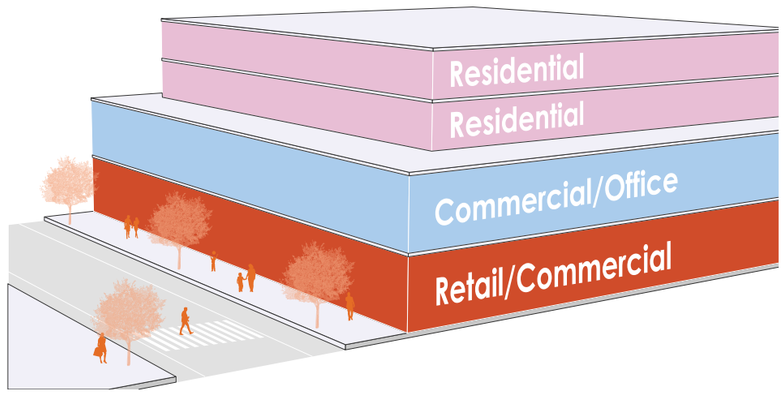


Figure 15 – Vertical Mix Diagram B

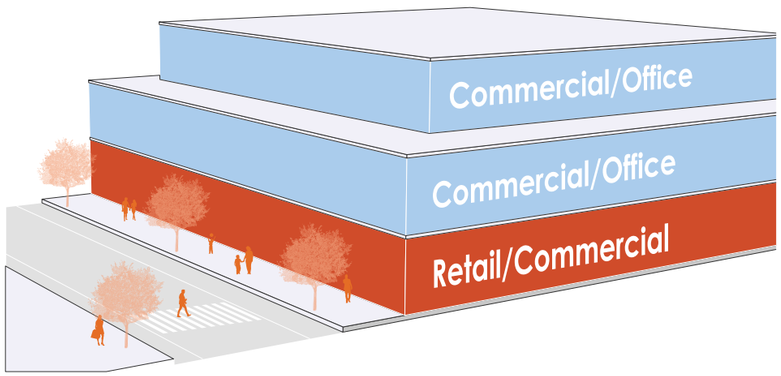


Figure 16 – Vertical Mix Diagram C

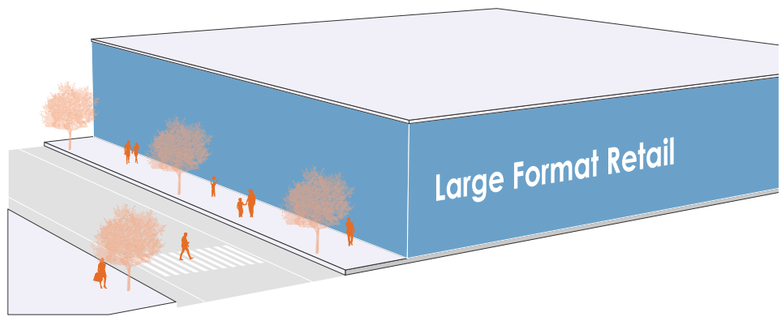


Figure 17 – Vertical Mix Diagram D

3.6. Movement & Access Framework

The Movement and Access Framework establishes a connected, safe and legible network that supports the complementary town centre and employment roles of the WFCA. It prioritises walking, cycling and public transport around the future railway station and Core Town Centre while maintaining efficient vehicle, freight, servicing and delivery access to the broader commercial and employment areas.

The network is structured around intersections IT-01 and IT-02, the future railway station, a continuous network of bus capable connector streets and convenient connections to Hopkins Road, the Western Freeway and the industrial and employment areas to the west. It provides connections to the Western Freeway, Hopkins Road, the Major Town Centre south of the railway, communities north of the freeway and employment areas to the west.

The framework applies a Movement and Place approach, recognising that streets perform both transport and public realm functions. The balance between those functions varies according to the role of each street and the precinct through which it passes.

Key Framework Elements

The Movement and Access Framework is organised around the following Key Framework Elements:

- An integrated street network connecting intersections IT-01 and IT-02 and providing efficient access to the Western Freeway, Hopkins Road and adjoining employment areas.
- A continuous bus-capable connector street network linking IT-01 and IT-02 and providing access to each precinct and adjoining employment areas.
- A future railway station supported by a station forecourt, potential public transport interchange, commuter parking and direct walking and cycling connections.
- A pedestrian focused Core Town Centre comprising a pedestrianised street, Town Centre Park, station forecourt and safe connections to surrounding development.
- Freight, loading and servicing routes that provide efficient access to commercial and employment areas while minimising conflict with principal pedestrian environments and public spaces.
- Car and commuter parking integrated with development and transport facilities without dominating streets, public spaces or active frontages.

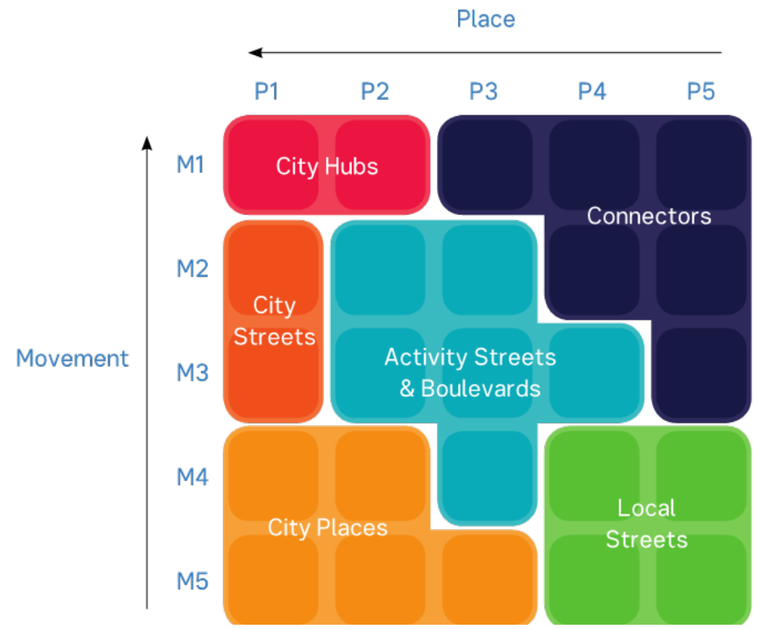


Figure 18 – Road and Street Types Matrix

	General Traffic	Place	Movement & Place Designation	Carriageway	Shared Path	Off Road Cycle Path	Footpath	Street Reserve
Main East West Connector	3	4	**Connector**	7.0m	Yes	3.0+1.8m	2-2.7m	26.0m
East West Railway Connector	2	5	**Activity Street / Boulevard**	7.0m	Yes	3.0+1.8m	1.5m	23.6m
Pedestrianised Street	4	3	**City Place**	6.0m	Yes	6.0m	4.7m	20.0m
Connector Road	5	3	**Local Street**	7.0m	Yes	3.0+1.8m	1.5-2.0m	26.0m
Local Streets	5	5	**Local Street**	7.0m	No	7m	2-2.7m	22.0m

Figure 19 – Street Hierarchy Table

LEGEND

- UDF Boundary
- Connector
- Activity Street / Boulevard
- City Place
- Local Street
- Freeway Interchange
- Signalised Intersection
- Roundabout
- Priority Pedestrian Crossing
- Railway
- Proposed Future Station Location
- Proposed Pedestrian/Bike Bridge

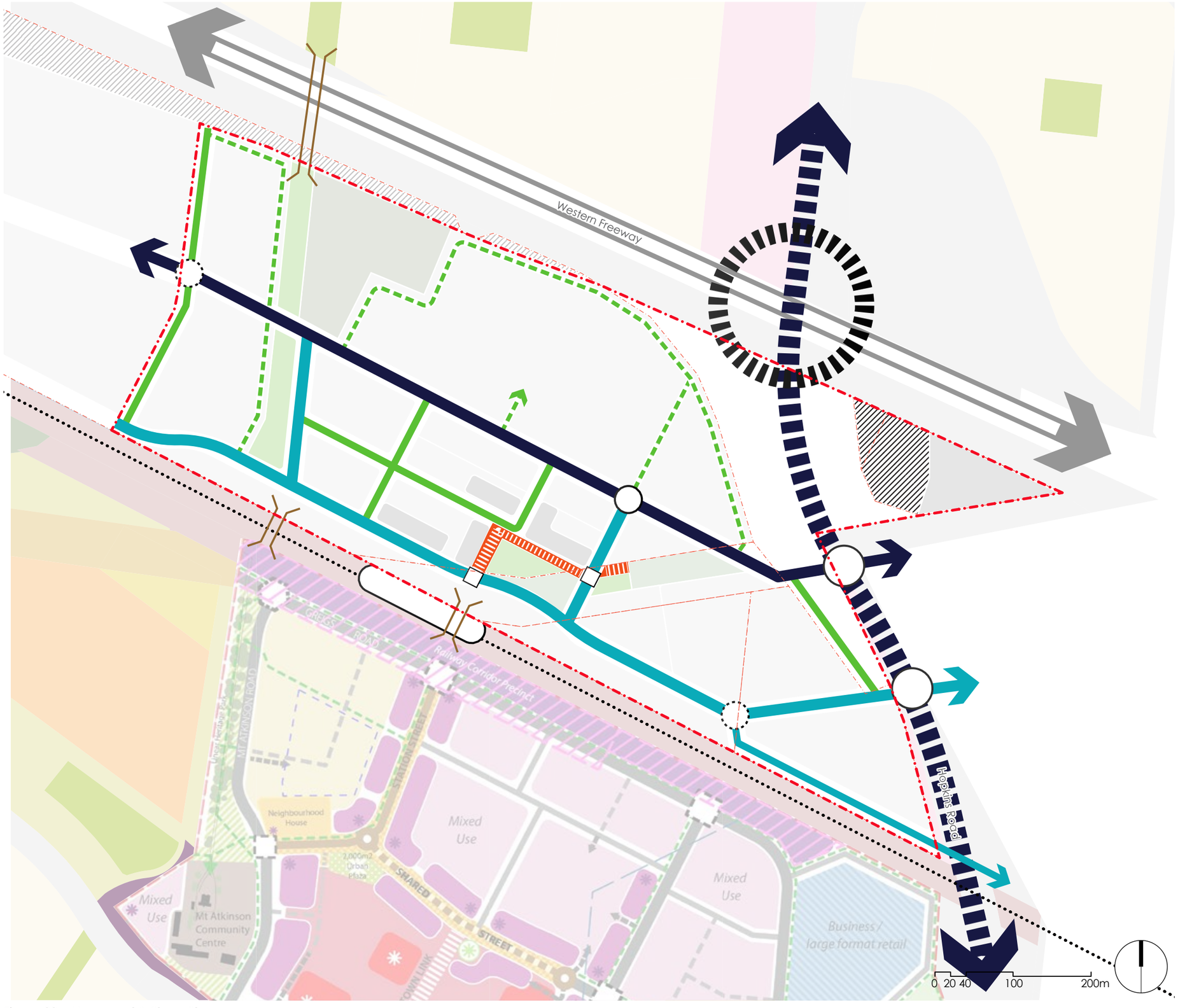


Figure 20 – Movement & Place Plan

3.6.1. Movement and Place

The Movement and Place approach recognises that streets have both a movement function and a place function. The relative emphasis placed on each function informs the role, design and operation of each street within the WFCA.

Streets within the Core Town Centre and around the future railway station should place greater emphasis on pedestrian activity, public transport access and public life. These streets should provide lower vehicle speeds, frequent crossing opportunities, generous pedestrian space, shade and direct relationships with adjoining buildings and public spaces.

Connector Streets serving the Business / Large Format Retail and Employment Transition Precincts have a greater movement function. They accommodate vehicles, potential bus services, freight and servicing while providing safe and continuous pedestrian and bicycle facilities.

Local Streets balance access to development with a safe, attractive and landscaped public realm appropriate to the adjoining precinct and land use.

The indicative Movement and Place classifications are shown on the Movement and Place Plan and inform the street typologies and cross-sections that follow.



Figure 21 – Pakenham Station - Genton. ***Source: Genton***

3.6.2. Street Network & External Access

The street network provides access to each precinct and connects the WFCA with the MTC south of the railway, surrounding communities and adjoining employment areas. It comprises Connector Streets, the Railway Connector Street, the Pedestrianised Street and Plaza and an interconnected network of Local Streets.

Connector Street

Connector Streets provide the principal vehicle, bus, freight and servicing routes through the WFCA. The connector network will provide a continuous bus capable connection between Intersections IT-01 and IT-02 and convenient access to each precinct.

The principal east-west Connector Street will provide access to the Business / Large Format Retail and Employment Transition Precincts and connect with the industrial and employment land to the west. It will accommodate freight and servicing while providing continuous separated pedestrian and bike infrastructure.

The north-south component of the connector network should be located toward the western end of the Core Town Centre, maintaining a clear distinction between the higher movement street network and the pedestrian priority town centre environment.

Railway Connector Street and Station Forecourt

The Railway Connector Street provides access to Hopkins Road, the future railway station, commuter parking and the Core Town Centre. It has an important place and public transport function and should provide lower vehicle speeds, high quality pedestrian and bike infrastructure and a strong relationship with the station forecourt.

The alignment of the street and adjoining public realm will be configured to:

- provide sufficient space for an expanded station forecourt.
- accommodate a potential bus interchange or bus stop allowing direct transfers between bus and train services.
- incorporate part of the cobbled roadway or associated heritage interpretation as a public realm and heritage feature, subject to further heritage investigation.
- establish a clear relationship between the station, pedestrianised street, Town Centre Park and commuter parking.

Freight movements should be directed away from the Railway Connector Street where a suitable alternative route is available.



Figure 22 – Ed Square, NSW. ***Source: Realestate.com.au***

Pedestrianised Street and Plaza

The Pedestrianised Street and Plaza will provide the principal public realm connection between the future railway station, station forecourt, Town Centre Park and adjoining town centre development.

It will operate primarily as a pedestrian space and will not accommodate general through traffic. Controlled access for emergency, maintenance and servicing vehicles may be provided where necessary and managed through physical controls, designated access times or other appropriate arrangements.

The Pedestrianised Street and Plaza will extend from the station forecourt to the first east west local street and provide:

- a continuous and accessible pedestrian surface.
- direct connections to the Town Centre Park and station forecourt.
- clear and legible movement through the Core Town Centre.

Detailed built form, landscape, amenity and heritage outcomes for the Pedestrianised Street and Plaza are addressed in the Public Realm and Built Form sections.

Local Streets

Local Streets provide access to development sites and complete the internal street network. They will support low vehicle speeds, pedestrian movement, bike access, on-street parking and canopy tree planting appropriate to the adjoining precinct and land use.

The final location and alignment of indicative Local Streets may be refined through detailed planning, provided the intended connectivity, block structure, development frontage and public realm outcomes are maintained.

Intersections and External Access

The ultimate external access strategy is based on intersections IT-01 and IT-02, generally in the locations shown on the Movement and Access Framework Plan. Their final location, configuration, timing and capacity remain subject to further transport investigation and approval by the relevant transport authorities.

Intersection IT-01 will provide access from the Western Freeway and communities to the north and will support freight, servicing and general traffic access to the Business / Large Format Retail and Employment Transition Precincts. Its planning and delivery will be coordinated with future upgrades to the Western Highway.

Intersection IT-02 will connect from Hopkins Road and provide access from the broader Mount Atkinson MTC, adjoining residential communities and future development within the Warrawee PSP. Subject to demonstrated network capacity and relevant approvals, it may provide the principal access for earlier development before IT-01 and the ultimate Connector Street network are delivered.

Potential Interim Connection

A potential interim connection between Intersection IT-02 and the existing Meskos Road access may support staged development of the WFCA and access to employment land to the west where the ultimate street connection cannot be secured or delivered when required.

The feasibility, alignment, configuration, timing and development capacity of the interim connection will be determined through further transport and engineering assessment. Any interim arrangement must operate safely, respond to the cumulative level of development relying upon it and not prejudice the delivery of IT-01, IT-02, the ultimate Connector Street network or the safe operation of Hopkins Road.

Following delivery of the ultimate access arrangements, the interim connection may transition to a Local Street or other access function consistent with the ultimate framework.

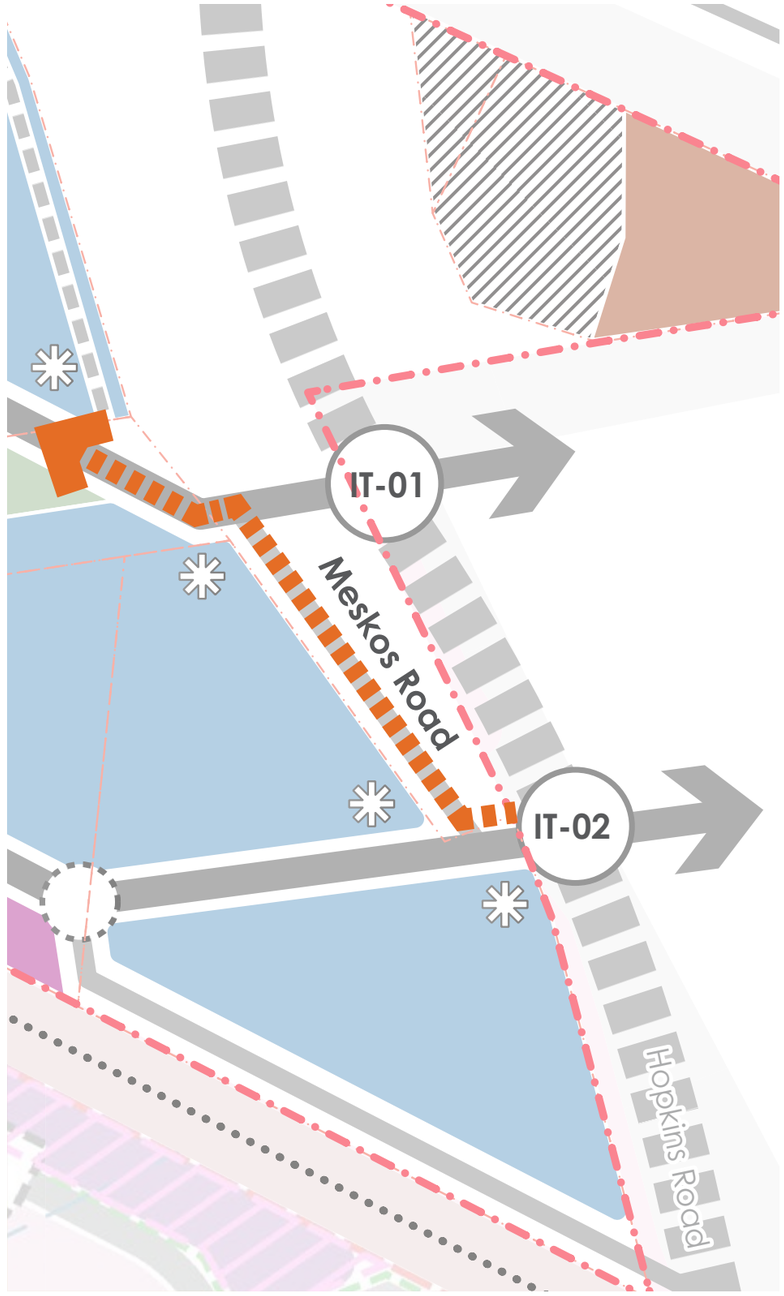


Figure 23 – Interim access from IN-02

LEGEND

- UDF Boundary
- Connector Street
- Local Street
- Indicative Local Street
- Pedestrianised Street
- Freeway Interchange
- Signalised Intersection
- Roundabout
- Priority Pedestrian Crossing
- Railway
- Proposed Future Station Location
- Proposed Pedestrian/Bike Bridge

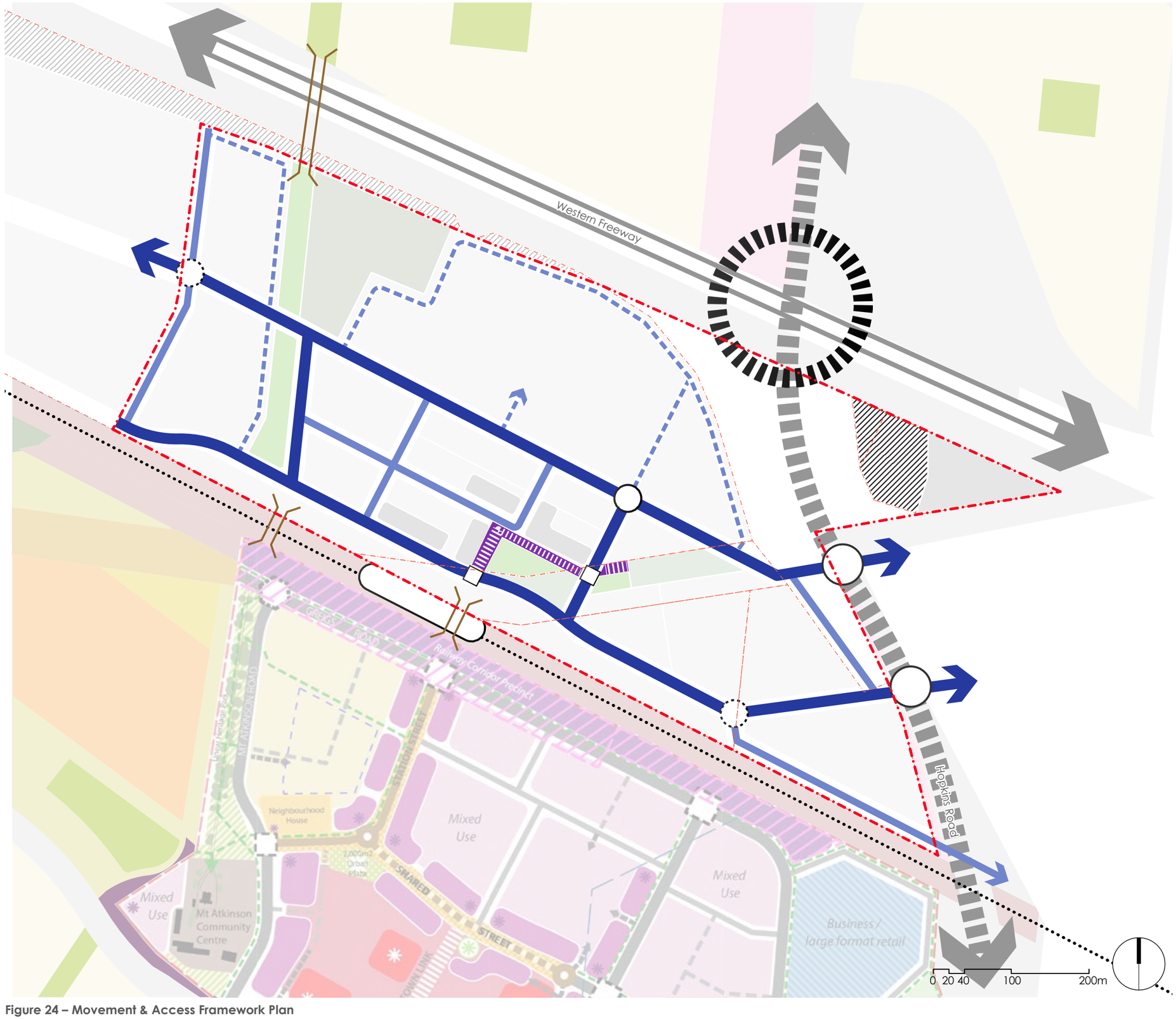


Figure 24 – Movement & Access Framework Plan

Internal Intersections

The location and form of internal intersections shown on the framework plans are indicative and will be confirmed through detailed transport assessment. Crossing treatments on streets carrying freight will need to balance pedestrian and cycling safety with the operational requirements of the freight route.



Figure 25 –Pakenham bus Interchange. ***Source: Victoria's Big Build***

3.6.3. Public Transport

Future Railway Station

The future Mount Atkinson railway station is planned as the principal public transport gateway to the WFCA and an important connection between the northern and southern components of the MTC. The Railway and Transit Precinct should support its future integration through direct, legible and accessible walking and cycling connections to the Core Town Centre, surrounding employment areas and land south of the railway.

The ultimate location, configuration and timing of the station remain subject to State Government planning and investment. A 30 metre by 730 metre investigation area has been identified based on the PSP requirements to preserve flexibility for the future station and its associated transport infrastructure. Within this area, the UDF makes provision for:

- the future station and station forecourt.
- a potential bus interchange
- commuter parking.
- Accessible walking and cycling connections across the railway corridor.
- bicycle access and storage.
- safe and direct connections to the Core Town Centre and surrounding commercial and employment areas.

The detailed arrangement of these elements is indicative and will be resolved through future station planning and coordination with the adopted Mount Atkinson MTC South UDF.

The framework anticipates the future railway station will include a future pedestrian bridge spanning the at-grade rail corridor and station platforms. This would form the principal walking connection between the northern and southern components of the MTC and connect surrounding communities on both sides of the railway.

Potential Bus Network

The potential bus network will connect the future railway station with the WFCA, the broader Mt Atkinson MTC and surrounding residential and employment areas.

A potential bus interchange is identified along the Railway Connector Street to provide direct and accessible transfers between bus and train services.

The indicative bus route forms a loop between Intersections IT-01 and IT-02 via the Core Town Centre. The final routes, stops and interchange facilities will be determined in consultation with the relevant transport authorities. The movement framework provides a continuous bus capable route through the Connector Street network, allowing services to respond to development staging and future transport planning.

LEGEND

- UDF Boundary
- Connector Street
- Local Street
- Indicative Local Street
- Pedestrianised Street
- Freeway Interchange
- Signalised Intersection
- Roundabout
- Priority Pedestrian Crossing
- Railway
- Proposed Future Station Location
- Proposed Pedestrian/Bike Bridge
- Indicative Bus Route
- Indicative Bus Interchange Location

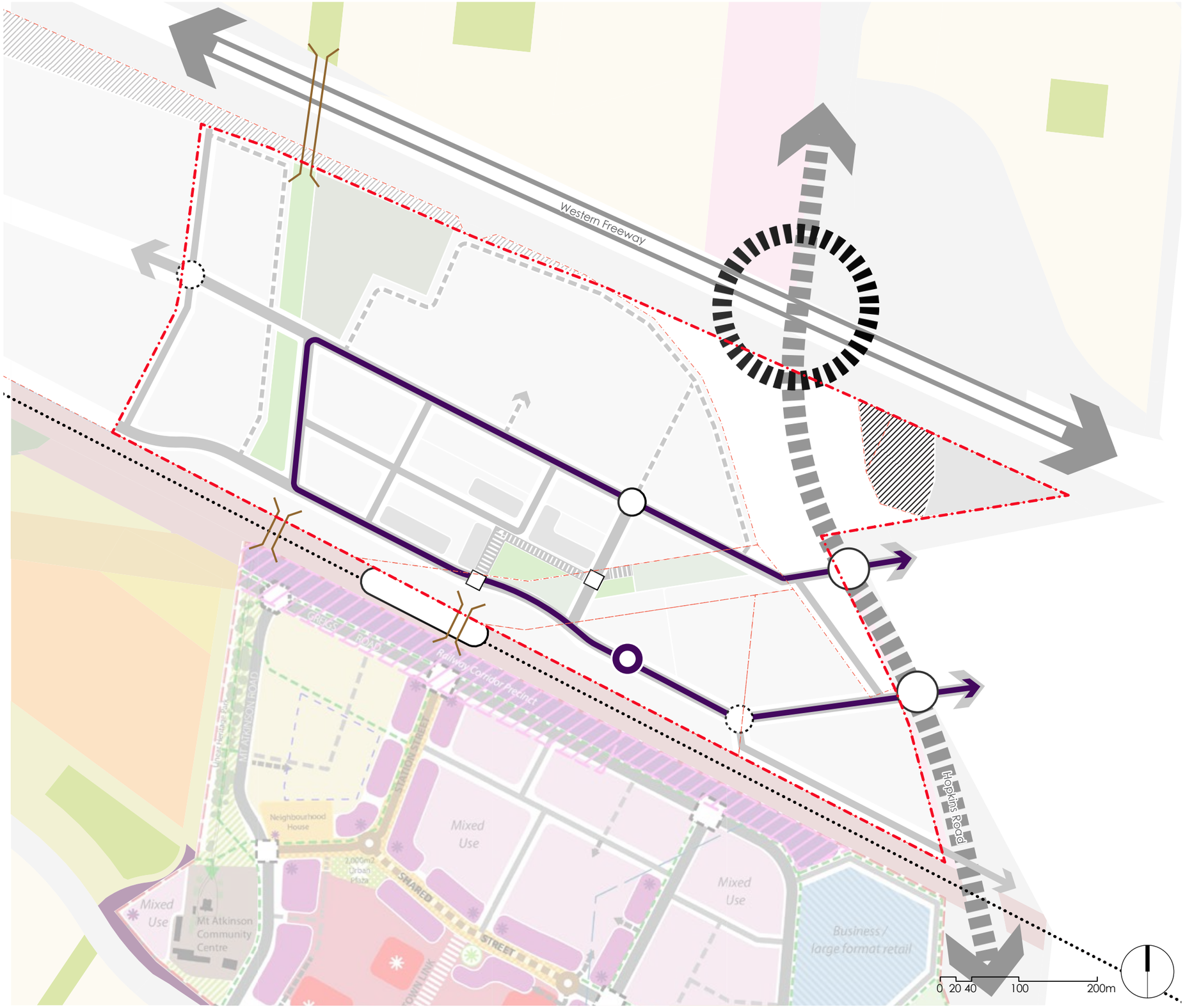


Figure 26 – Public Transport Network Plan

3.6.4. Walking & Cycling

Walking Network

The walking network connects the Core Town Centre ,railway station, Town Centre Park, pedestrianised street and plaza, Conservation Reserves and surrounding commercial and employment areas. It prioritises direct, legible and accessible connections between these destinations and the broader MTC.

A wide east-west walking connection is located along the northern edge of the Town Centre Park. It links the Core Town Centre with commuter parking, addresses the adjoining active frontage and provides a direct and legible route past the Conservation Reserve.

The planned connections across the railway corridor comprise the future railway station bridge and Bridge BR-02. The station bridge will provide the principal pedestrian connection between the northern and southern components of the MTC. Bridge BR-02 will provide an additional crossing west of the station, improving network resilience and connections to employment areas.

Bridge BR-01 is planned as the principal regional pedestrian and bicycle connection across the Western Freeway. Direct connections from BR-01 continue through the Linear Park to the future railway station, the Core Town Centre and destinations south of the railway.

Cycling Network

The future railway station is a key destination within the cycling network, connecting surrounding residential communities and employment areas with public transport and the Core Town Centre.

The primary east-west bike corridor follows the Railway Connector Street, linking the Linear Park, future railway station, future Warrawee PSP area, and industrial and employment land to the west.

The primary north-south bike route follows the Linear Park and continues across the Western Freeway via Bridge BR-01. This route intersects at the east-west Connector Street, creating a key network crossing.

The Connector Street network provides continuous separated bicycle facilities. An off-street two-way bicycle path should also be provided along the central local street where identified on the Pedestrian and Bicycle Network Plan.



Figure 27 – Cobblebank Station Cycle Trail.

3.6.5. Car parking

General

Car parking is intended to support access to the WFCA without dominating streets, public spaces or active frontages. Its location and configuration will vary between precincts in response to their land use, built form and public realm context.

Within the Core Town Centre, parking is intended to be located behind, beneath or within buildings, complemented by short term on-street parking. Multi-level parking should incorporate active ground floor uses or other appropriate screening along streets and public spaces.

Wthin the Business / Large Format Retail and Employment Transition Precincts, larger at-grade parking areas may be required but should form part of an integrated site layout in which buildings, landscaping and clearly defined walking routes establish the primary street interface. They should provide:

- direct and clearly defined pedestrian routes between parking areas, buildings and adjoining streets.
- canopy tree planting and landscaping.
- safe pedestrian crossings.
- bicycle parking close to building entrances.
- opportunities for shared or consolidated parking between compatible uses.

Vehicle access, loading and servicing areas should be separated from principal pedestrian routes, active frontages and public transport facilities wherever practicable.

LEGEND

- UDF Boundary
- Connector Street
- Local Street
- Indicative Local Street
- Pedestrianised Street
- Freeway Interchange
- Signalised Intersection
- Roundabout
- Priority Pedestrian Crossing
- Railway
- Proposed Future Station Location
- Proposed Pedestrian/Bike Bridge
- Off-Street Two-Way Bike Path
- Pedestrian Footpath

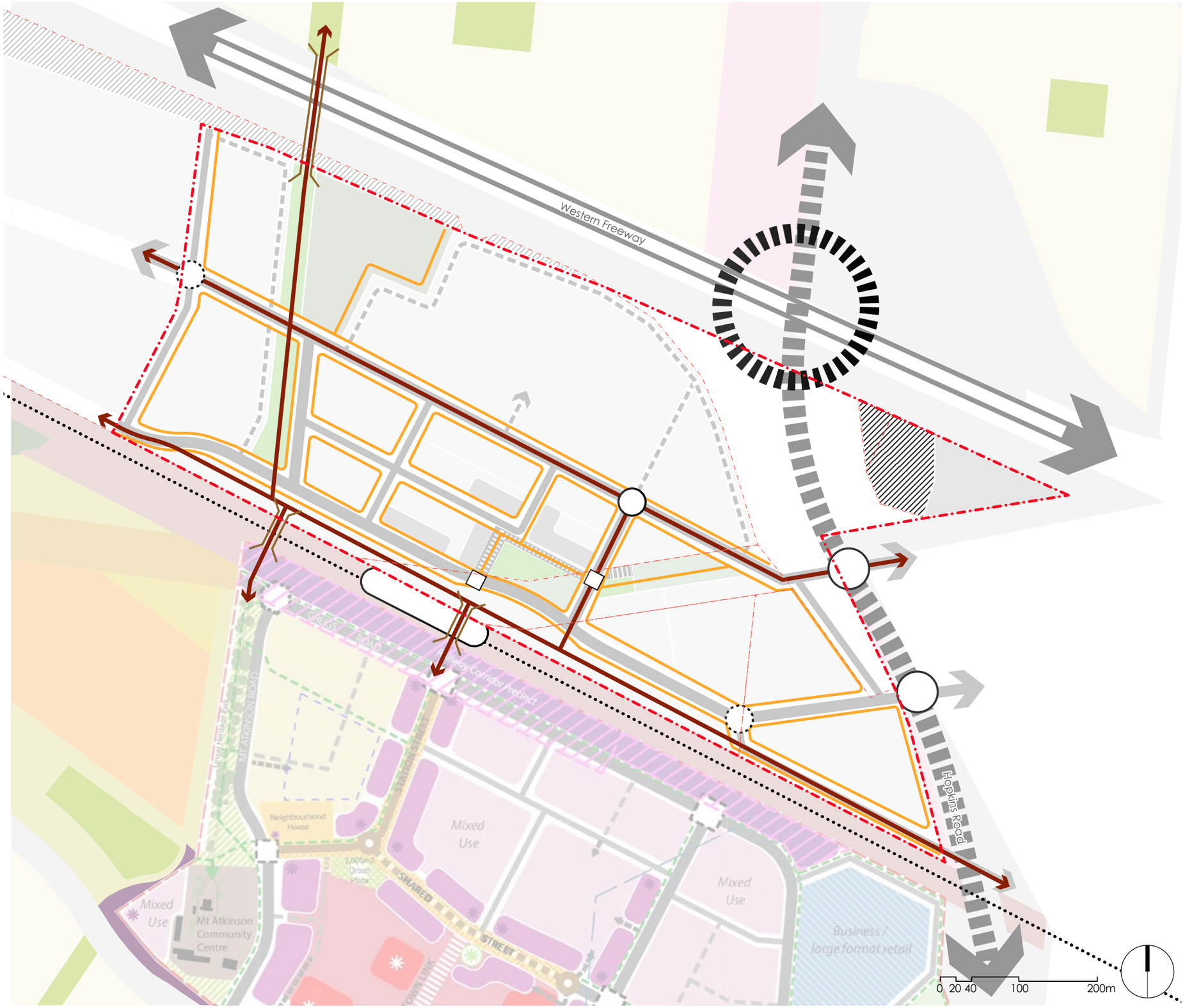


Figure 28 – Pedestrian & Bike Network Plan

Commuter Parking

Commuter parking associated with the future railway station may initially be provided at-grade within the Railway and Transit Precinct. The framework allows this parking to transition to a consolidated or multi-deck arrangement as patronage, development intensity and parking demand increase, enabling more efficient use of this strategically located gateway site.

Commuter parking is intended to provide direct, safe and accessible connections to the future railway station, potential bus interchange, Core Town Centre and the east-west pedestrian route along the northern edge of the Town Centre Park.

Any future multi-level parking structure should incorporate high quality architecture, landscaping, active or visually engaging ground floor frontages and appropriate screening. Its design may incorporate an at-grade bus interchange with commuter parking levels above, and should also respond to the cobbled roadway and adjoining conservation areas.



Figure 29 – Berwick Car Park and Bus Interchange. ***Source: Betterfutureawards***

Requirements:

- **R19 -** Subdivision and development must provide the street, potential public transport, walking and cycling network, including footpaths, shared paths, bicycle facilities and crossing points, generally in accordance with the relevant Movement and Access Plans.
- **R20 -** Streets must respond to their applicable Movement and Place classification and be designed generally in accordance with Figures 23 and 24, and relevant indicative cross-sections.
- **R21 -** The Connector Street network must provide a continuous bus capable connection between Intersections IT-01 and IT-02.
- **R22 -** The layout of the Railway Connector Street and adjoining land must retain sufficient space for the future station forecourt, potential bus interchange, commuter access and incorporation or interpretation of the cobbled roadway.
- **R23 -** The Pedestrianised Street and Plaza must prioritise walking and public activity. General through traffic must be excluded from the street, with vehicle access limited to emergency, maintenance or controlled servicing access.
- **R24 -** A continuous, publicly accessible east-west pedestrian route must be provided along the northern edge of the Town Centre Park between the Core Town Centre and commuter parking.
- **R25 -** Pedestrian and bike routes must be direct, legible, accessible and designed in accordance with Crime Prevention Through Environmental Design (CPTED) principles, including passive surveillance, appropriate lighting, clear sightlines, controlled access, and good maintenance.
- **R26 -** Planning and design of the Railway and Transit Precinct must provide for a publicly available and universally accessible walking connection, capable of operating at all times, linking the future railway station and potential public transport interchange with the Core Town Centre and the MTC south of the railway.
- **R27 -** Subdivision and development must retain the opportunity for pedestrian and active transport connections across the railway corridor, including the future railway station bridge and BR-02, generally in accordance with the Movement & Access Plan.
- **R28 -** Car parking, vehicle access, loading and servicing areas must be located and designed so they do not dominate principal street frontages or public spaces or create unreasonable conflicts with walking, cycling or potential public transport infrastructure.
- **R29 -** Within the Core Town Centre and Employment Transition Precincts, off-street parking must be located behind buildings through one or a combination of the following methods:
    - Full basement parking completely submerged below ground. The ramp to the car park to be the only visible element at street level.
    - Semi-basement (undercroft) parking partially submerged below ground. The face of the above ground portion of the car park must be sleeved with architecture detailing and landscaping.
    - Car parking within multi-storey buildings with active frontage including uses such as retail, commercial or residential.
    - At-grade car parking screened from view via built form, or landscaping where it is demonstrated that built-form is not achievable.
- **R30 -** Multi-level and rooftop parking must minimise its visual prominence and screen parked vehicles, lighting and servicing infrastructure from surrounding streets and public spaces.
- **R31 -** Car parking areas must incorporate canopy tree planting, landscaping and safe, clearly defined walking routes and be designed in accordance with Council's Off-Street Car Parking Guidelines.

- **R32 -** Where subdivision or development relies on the indicative interim connection between Intersection IT-02 and the existing Meskos Road access, a transport assessment must:
  - identify the cumulative level of development to be served by the interim arrangement.
  - demonstrate that Intersection IT-02, the connecting street and Hopkins Road can operate safely and within their available capacity.
  - identify any interim road or intersection works required.
  - demonstrate that the arrangement will not prejudice delivery of Intersection IT-01 or the ultimate street network.

Guidelines:

- **G14 -** Pedestrian priority crossings on streets that are not designated freight routes should incorporate raised pavements, contrasting materials, tightened intersection geometry or other design treatments that reduce vehicle speeds.
- **G15 -** Future bus stops should provide direct and accessible connections to key destinations and include seating, shelter, lighting and service information appropriate to their role, in consultation with the relevant transport authority and operator.
- **G16 -** On-street parking should support adjoining businesses and public spaces without compromising walking and cycling facilities, potential public transport operations, sightlines or canopy tree planting.
- **G17 -** Parking within or below buildings may be provided through basement, undercroft or sleeved multi-level arrangements. Any visible portion should be integrated with the architecture and landscape design of the development.
- **G18 -** Multi-level parking structures should minimise their visual prominence through active or visually engaging ground-floor frontages, building articulation, high-quality materials, landscaping and integrated screening.
- **G19 -** Parking within the Business and Large Format Retail and Employment Transition Precincts should generally be located to the side or rear of buildings, with buildings defining principal street frontages and direct walking routes provided through parking areas.
- **G20 -** Parking should be shared or consolidated between uses with complementary demand profiles to reduce its overall land requirement. Parking layouts should also support future intensification, redevelopment or transition to more efficient arrangements.
- **G21 -** Public and shared parking areas should incorporate or allow for car-share spaces and electric vehicle charging facilities where appropriate.
- **G22 -** Secure bicycle parking and supporting facilities should be provided near the future railway station, potential public transport interchange, Core Town Centre and principal building entrances.
- **G23 -** Any future consolidated commuter parking facility should allow for integration with the potential public transport interchange, contribute an active or visually engaging interface and respond appropriately to the cobbled roadway, Conservation Reserves and adjoining public realm.

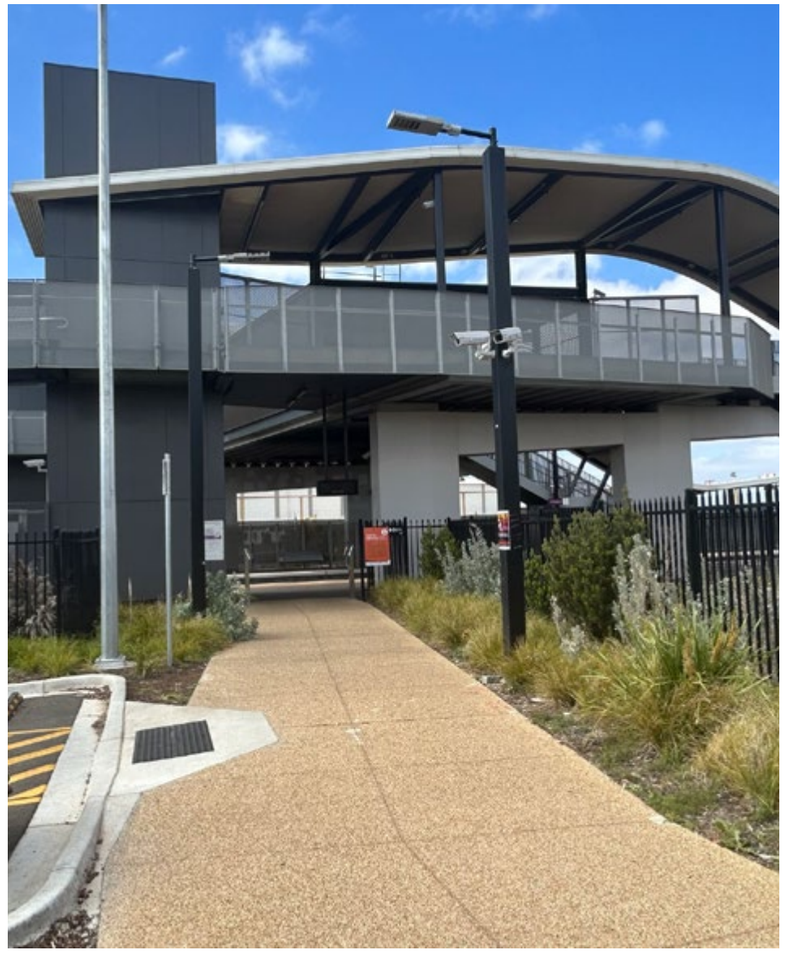
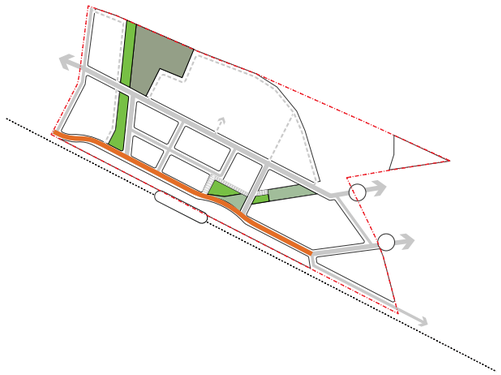


Figure 30 – Cobblebank Station entry and ramp



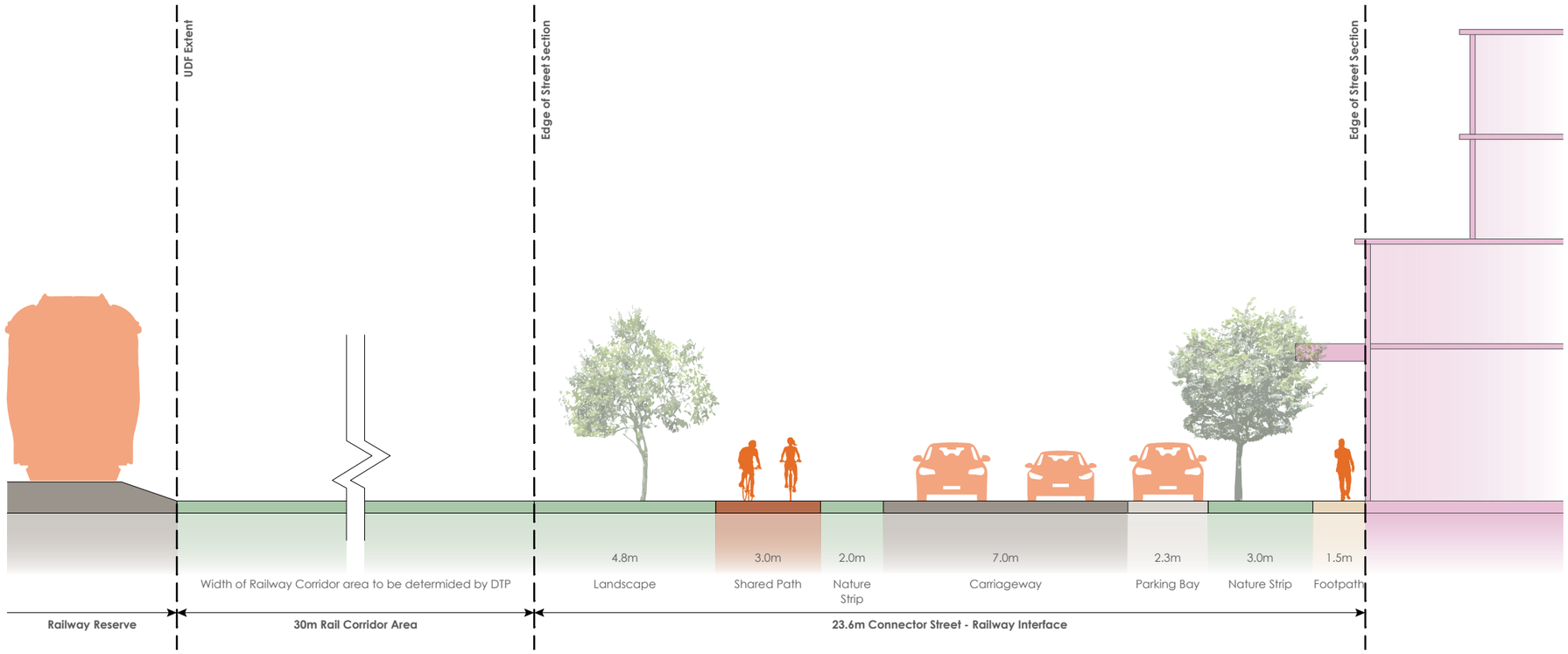
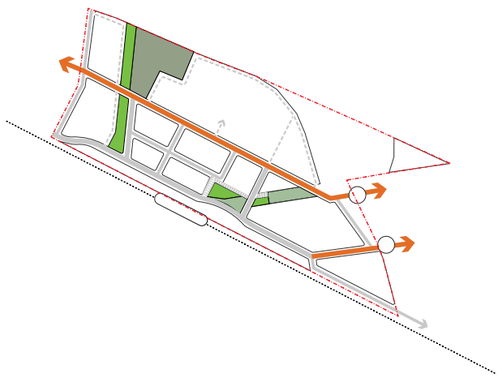


Figure 31 – Railway Connector Street



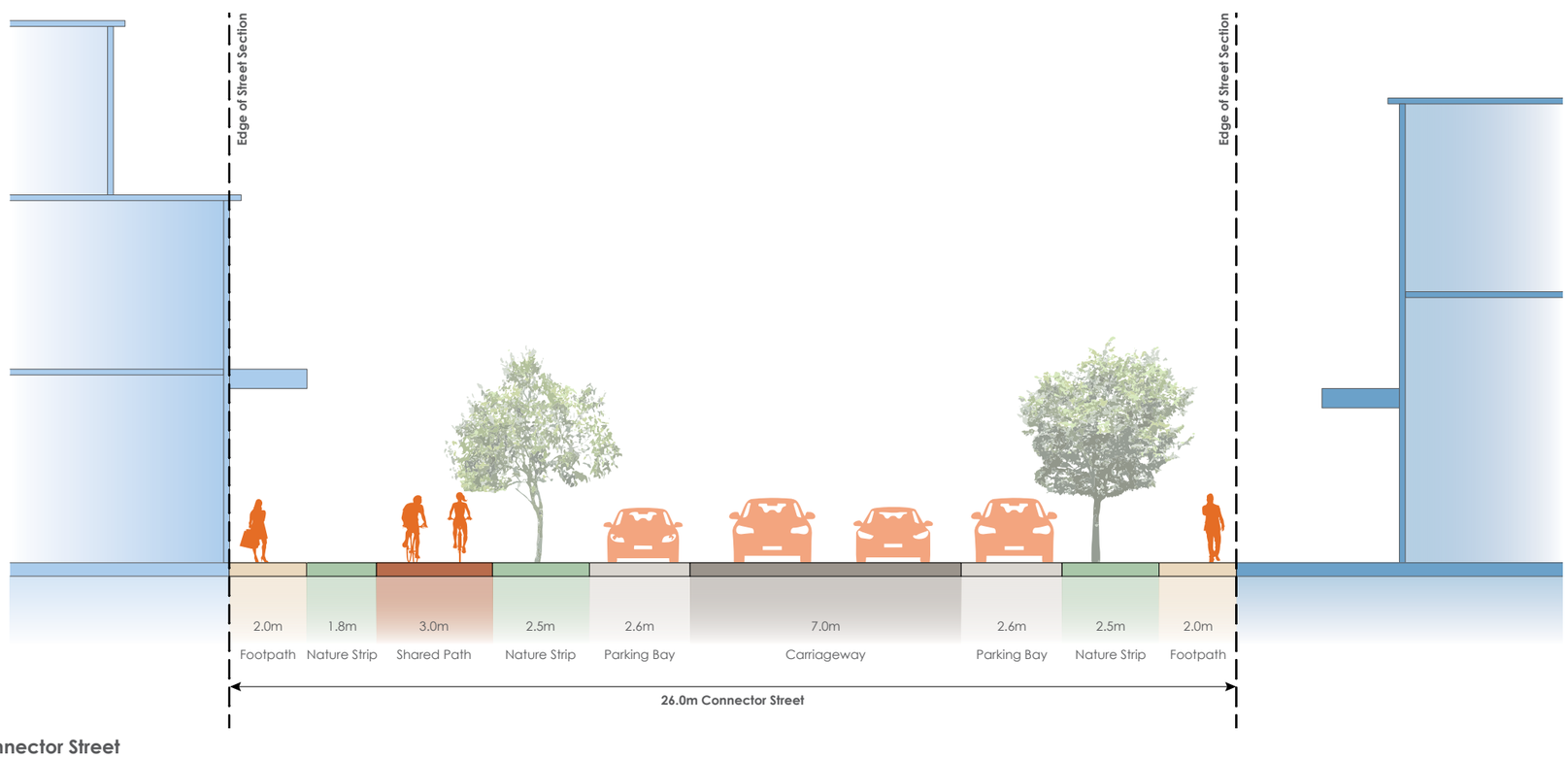
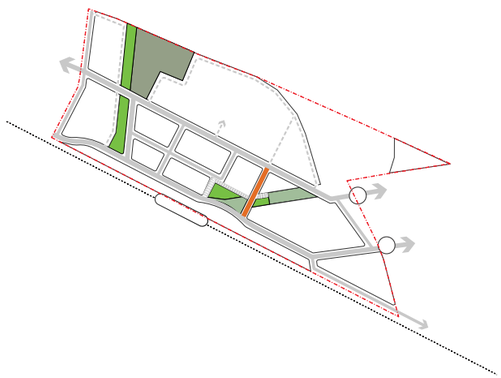


Figure 32 – Industrial Connector Street



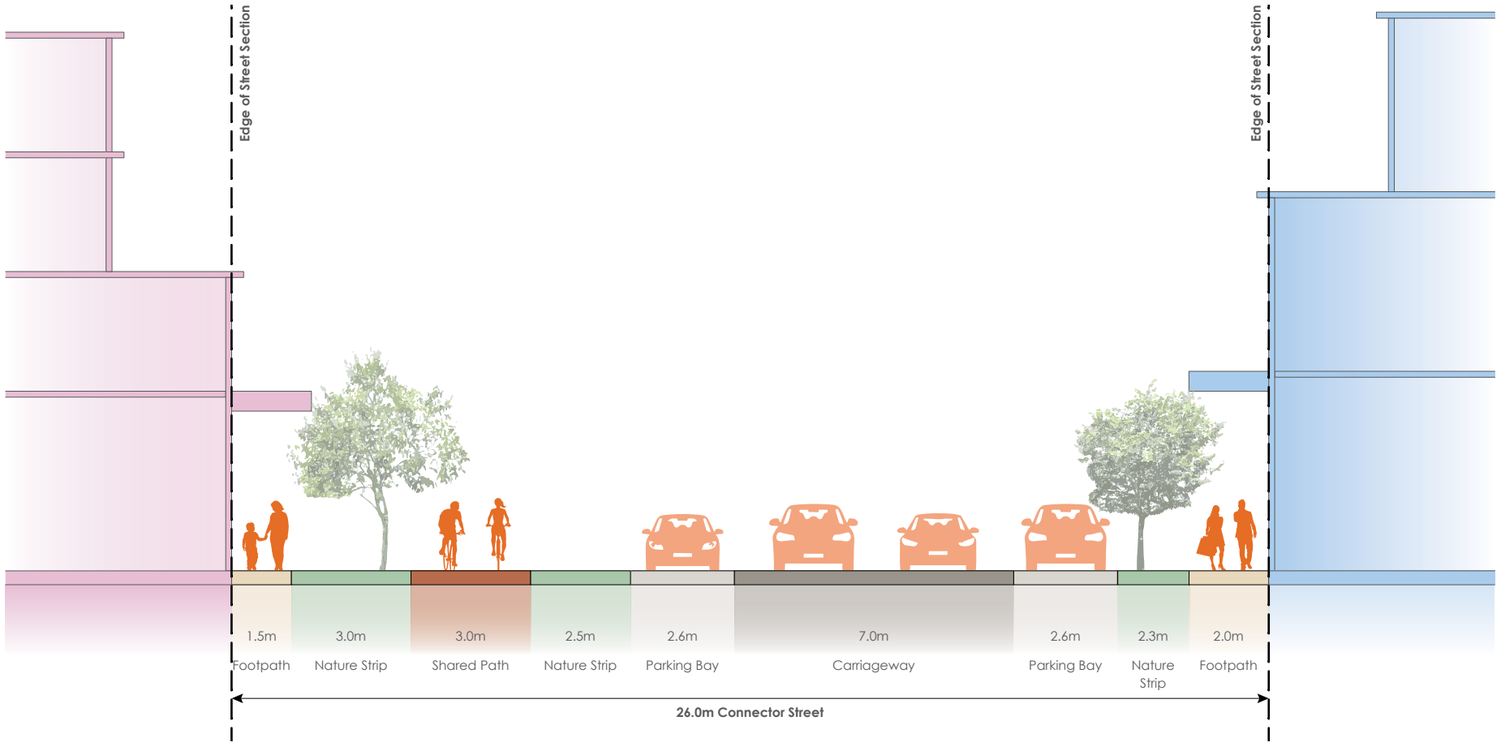
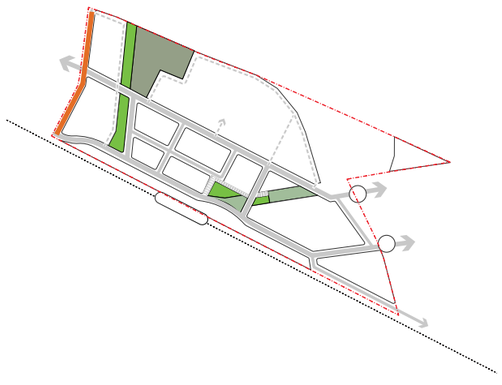


Figure 33 – Connector Street



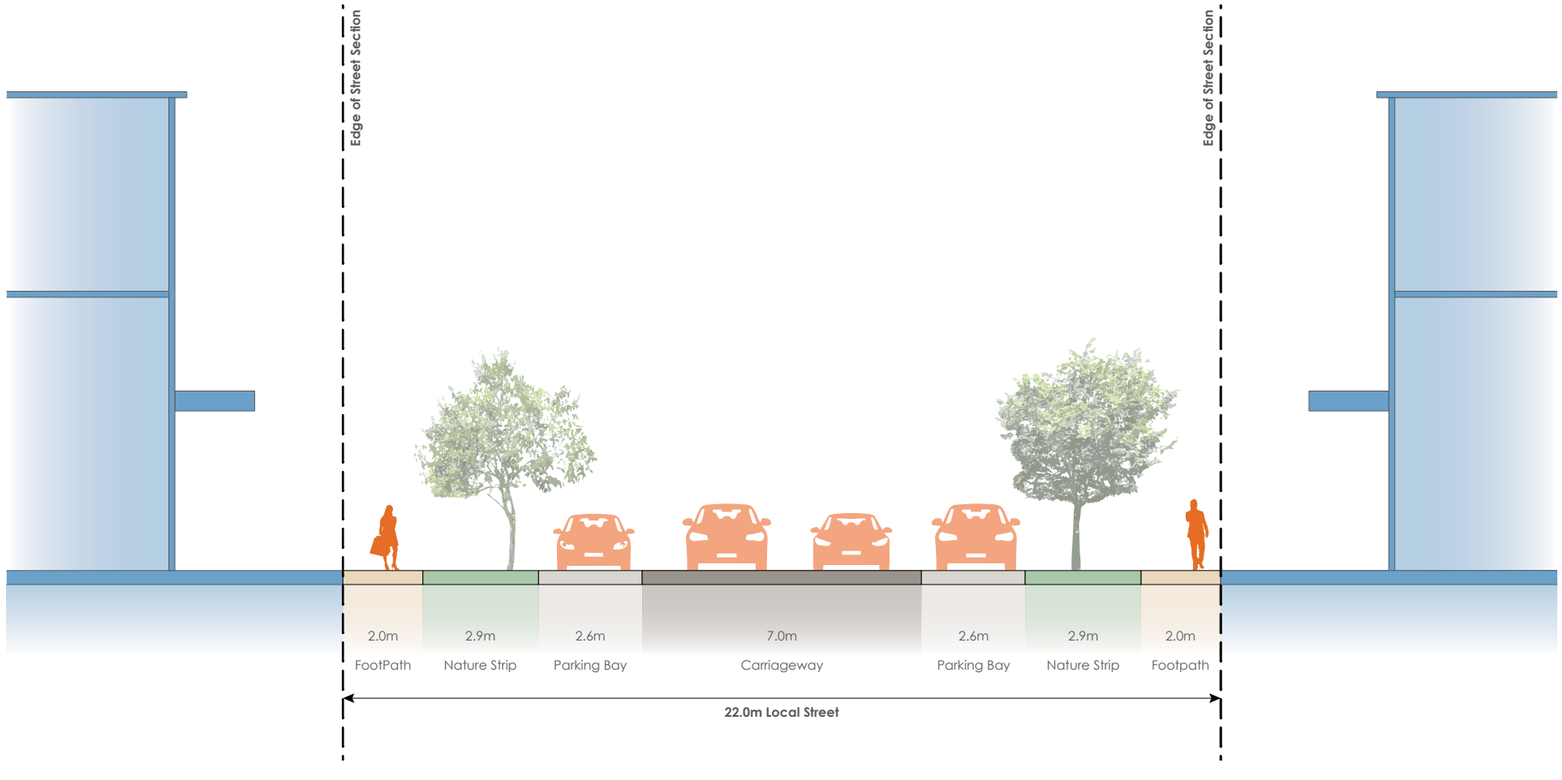
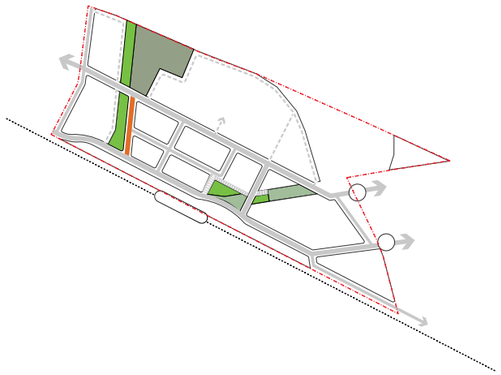


Figure 34 – Local Street



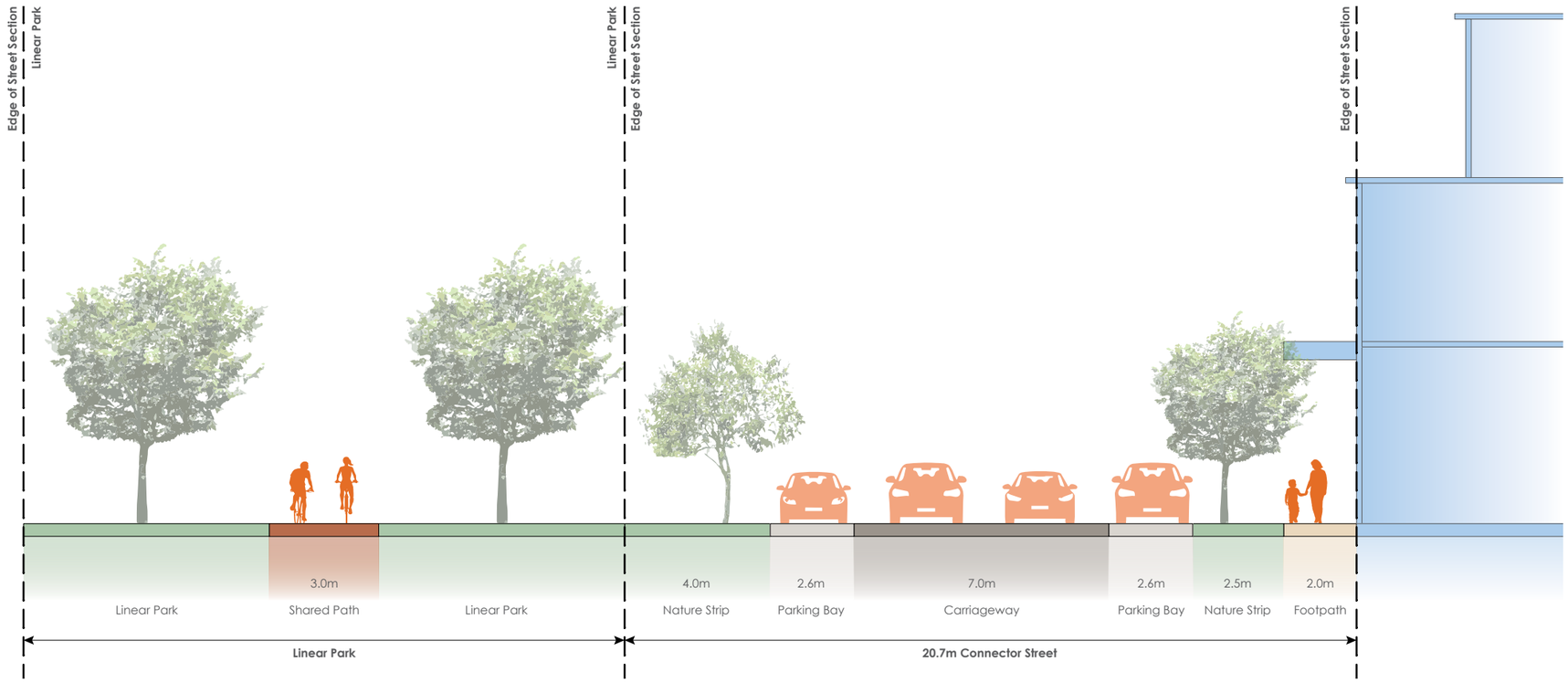
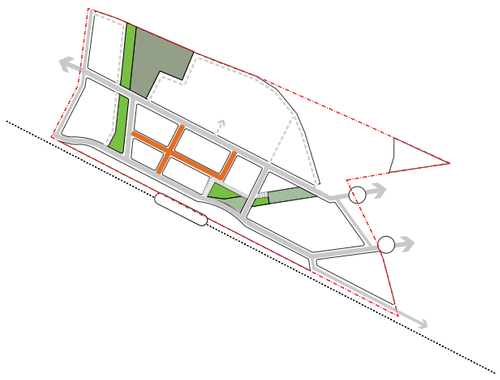


Figure 35 – Connector Street - Linear Park



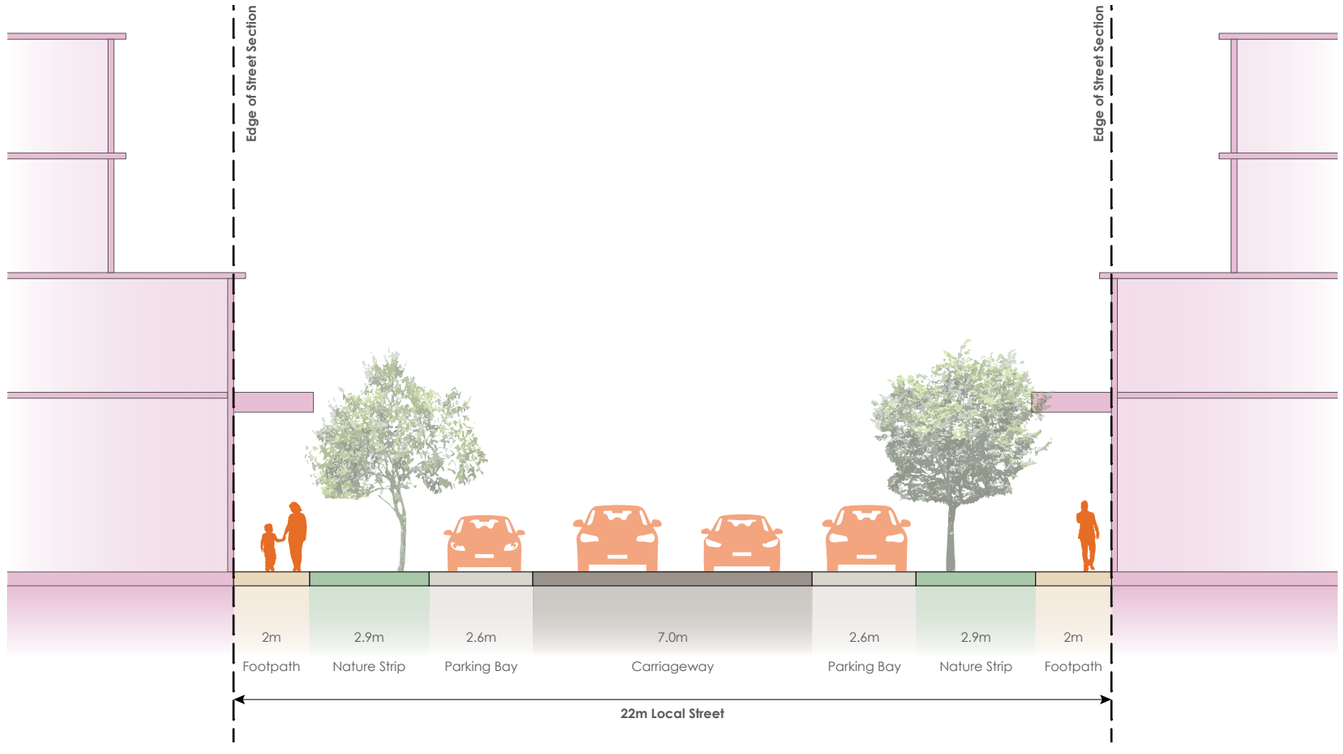
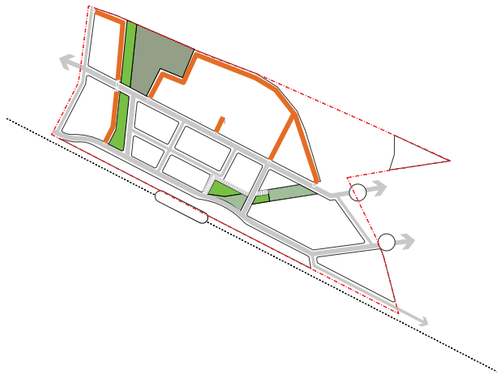


Figure 36 – Local Street



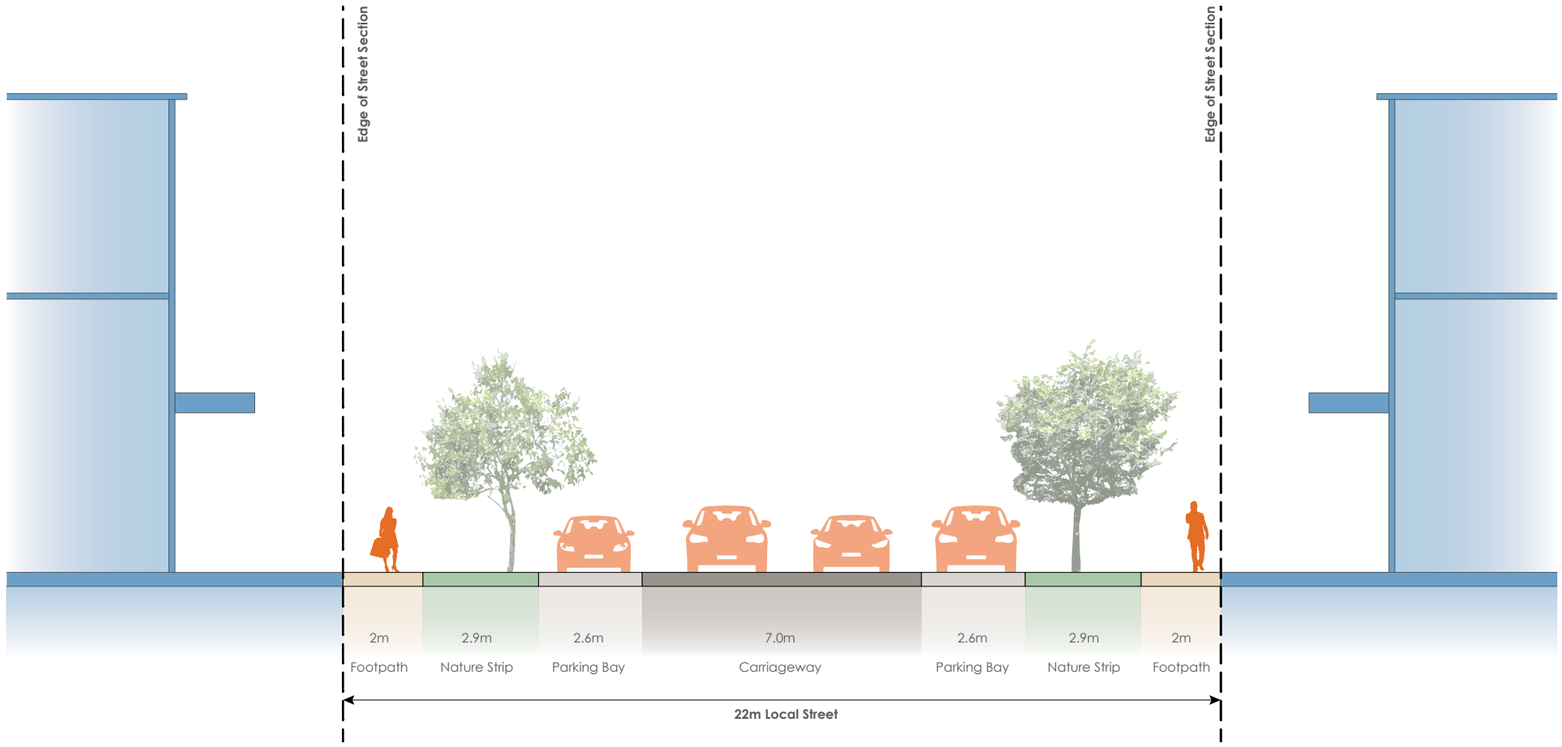
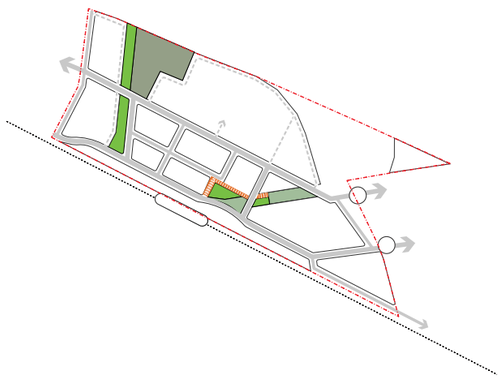


Figure 37 – Local Street



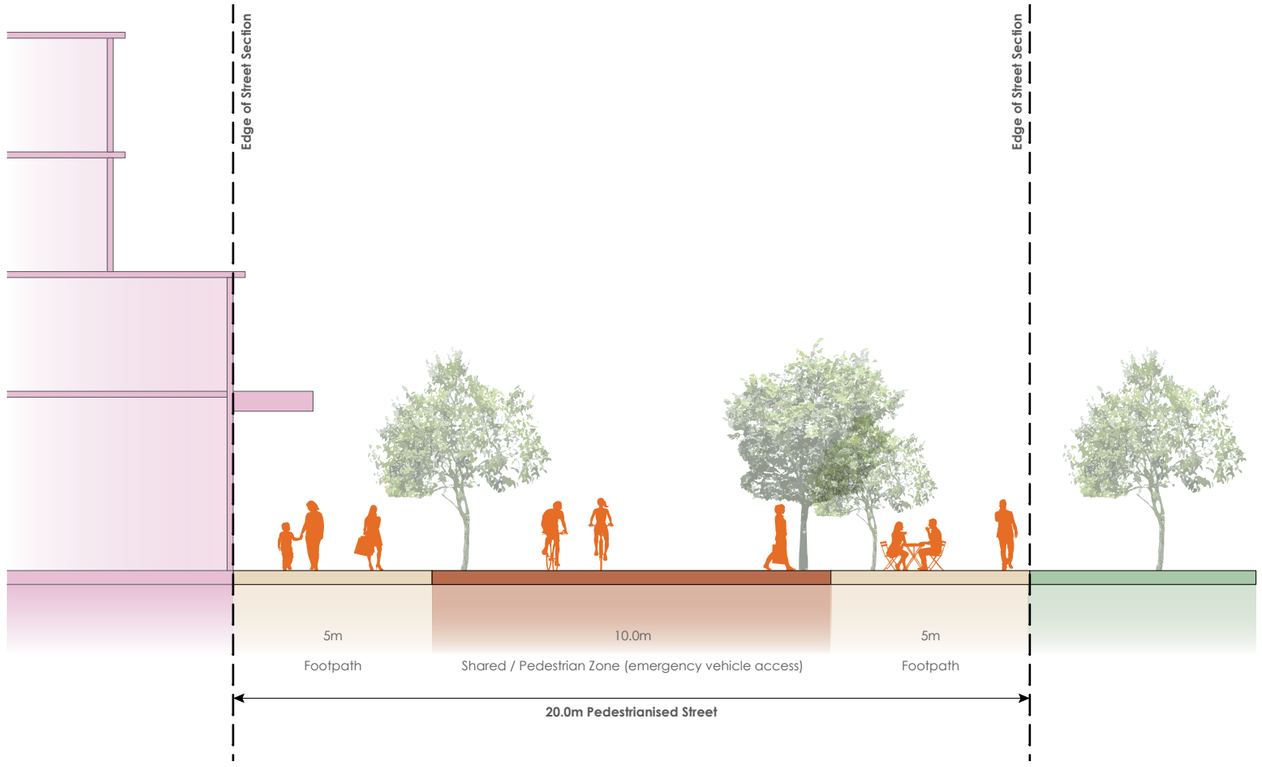


Figure 38 – Pedestrianised Street

3.7. Public Realm, Conservation & Heritage

The Public Realm, Conservation and Heritage Framework establishes an integrated approach to the WFCA's public spaces, landscape, conservation values and cultural heritage. Together, these elements support amenity, biodiversity, movement, recreation and a distinctive sense of place.

The public realm comprises a hierarchy of parks, plazas, pedestrian spaces, landscaped streets and movement corridors. Conservation reserves protect identified ecological values and require sensitive interfaces with adjoining development and public spaces. Heritage elements, including the cobbled roadway and the Indigenous and post-contact history of the site, provide opportunities for retention, interpretation and placemaking.

Opportunities should be taken to integrate public realm, conservation and heritage elements in ways that strengthen landscape character, connectivity and interpretation. Conservation reserves and drainage land can contribute to the broader landscape and amenity network alongside a hierarchy of appropriately located and designed public spaces.

Figure 40 spatially identifies the principal public-realm spaces, conservation reserves and heritage elements within the WFCA.

Framework Key Elements

- A connected hierarchy of public spaces centred on the Town Centre Park, pedestrianised street and plaza, with direct connections to the future railway station and surrounding development.
- The Linear Park as the principal north-south landscape and walking and cycling corridor, connecting Bridge BR-01, the Conservation Reserves, Core Town Centre, future railway station and land south of the railway.
- A landscaped east-west connection along the railway corridor linking the Linear Park, future railway station, commuter parking and adjoining commercial and employment areas.
- The Entry and Central Conservation Reserves, protected primarily for the Forest Sun Orchid populations identified in the MATP PSP and integrated through sensitive and visually open interfaces.
- Retention and interpretation of significant heritage elements, including the cobbled roadway and the Indigenous and post-contact history of the site.
- A distinctive landscape and public realm identity incorporating canopy trees, indigenous planting, basalt materials, public art and views to surrounding landmarks.

3.7.1. Public Realm

The public realm network comprises parks, plazas, pedestrian spaces, landscaped streets and movement corridors that connect the Core Town Centre, future railway station, commercial and employment areas and surrounding communities. Public spaces should be designed as a coordinated network while responding to the different role and character of each precinct.

Town Centre Park

The Town Centre Park will provide the principal civic green space and gathering place within the WFCA. Together with the adjoining pedestrianised street and plaza, it will form the public realm focus of the Core Town Centre.

The park will have a predominantly green and permeable character, framed by active development along its northern edge and connected to commuter parking by a principal east-west walking route. Its eastern edge will integrate with the Pedestrianised Street and Plaza, while its southern interface with the Central Conservation Reserve will provide a sensitive landscape transition that maintains visual openness and protects ecological values.



Figure 39 – Ed Square East Street. ***Source: Southwestvoice***

LEGEND

- UDF Boundary
- Connector Street
- Local Street
- Indicative Local Street
- Pedestrianised Street
- Freeway Interchange
- Signalised Intersection
- Roundabout
- Railway
- Proposed Future Station Location
- Proposed Pedestrian/Bike Bridge

Public Realm

- Linear Park
- Town Centre Park
- Railway Corridor Shared Path

Conservation Reserves

- Central Conservation Reserve
- Entry Conservation Reserve

Heritage

- Conservation Reserve Cobble Roadway
- Railway Precinct Cobbled Roadway

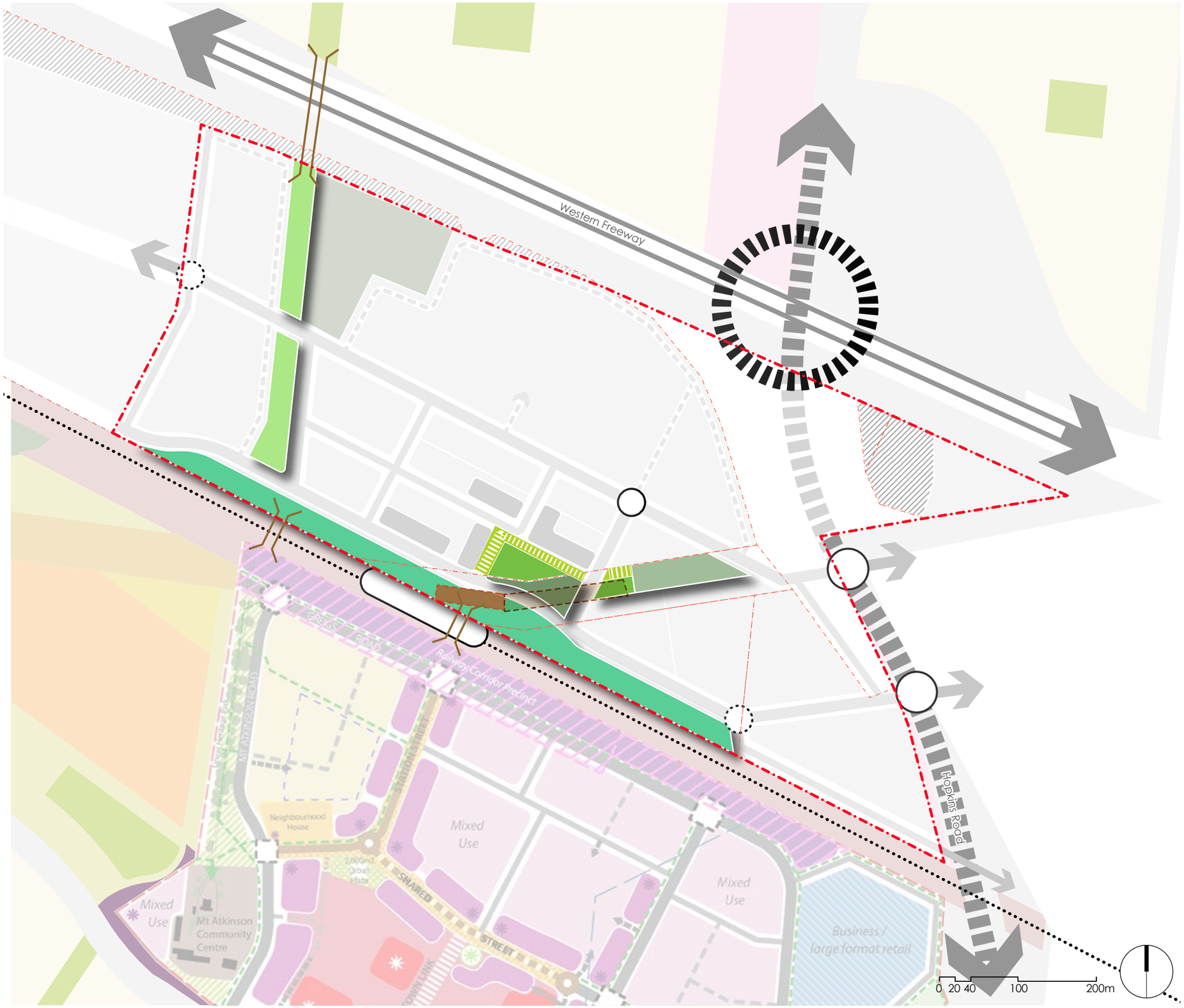


Figure 40 – Public Realm, Conservation & Heritage Plan

Pedestrianised Street and Plaza

The pedestrianised street and plaza will provide the principal hard landscaped civic space within the Core Town Centre. It will connect the future railway station and station forecourt with the Town Centre Park and adjoining retail, commercial and mixed use development.

The space will support everyday movement, outdoor dining, gathering, events and temporary activities. Adjoining buildings will define and activate its edges through occupied ground-floor uses, frequent entrances, clear glazing and weather protection. Emergency, maintenance and controlled servicing access will be accommodated without compromising its pedestrian-priority function.



Figure 41 – Matron Ruby Grant Park. ***Source: Landscape Australia***

Linear Park

The Linear Park will provide the primary north-south green space and active transport corridor through the WFCA. It will connect Bridge BR-01 and communities north of the Western Freeway with the future railway station, Core Town Centre and destinations south of the railway.

The Linear Park will combine movement, shade, biodiversity and informal recreation. It will also provide the landscaped connection between the Entry and Central Conservation Reserves and integrate with the drainage reserve where the two networks intersect. The crossing of the east-west Connector Street will be treated as a key network crossing while recognising the movement and freight role of that street.

Railway Corridor Shared Path

The railway corridor shared path will provide the principal east-west connection between the Linear Park, future railway station, Core Town Centre and surrounding areas.

The shared path will form part of a landscaped corridor that provides shade, visual amenity and separation from adjoining streets, parking and development. It will connect directly with the station approaches, Town Centre Park, Pedestrianised Street and Plaza and wider walking and cycling network.

Commercial and Employment Areas

Public realm within the Business / Large Format Retail and Employment Transition Precincts will provide safe, shaded and legible connections between workplaces, public transport, parking areas and the broader pedestrian and bicycle network.

Landscaped streets, building setbacks and smaller outdoor spaces will provide amenity for workers and visitors while contributing to a coherent identity across the WFCA.

3.7.2. Conservation Reserves

Two Conservation Reserves – the Entry Conservation Reserve and the Central Conservation Reserve - are identified in the MATP PSP to protect Forest Sun Orchid populations and associated habitat. They also provide an opportunity to contribute to the landscape structure and identity of the WFCA by defining a principal entry, framing the Town Centre Park and future railway station, and providing opportunities to experience and understand the site's natural environment.

The reserves should be protected and managed primarily for their conservation function. Adjoining development, streets and public spaces should establish sensitive and visually open interfaces that allow the reserves to contribute to the character of the WFCA while protecting their ecological values.

Interface design will be informed by the MATP PSP, any approved conservation or ecological management plan and site specific ecological assessment. Relevant considerations include building siting and overshadowing, landscaping, fencing, access, lighting, stormwater, servicing, construction management and the location of interpretation or viewing areas.

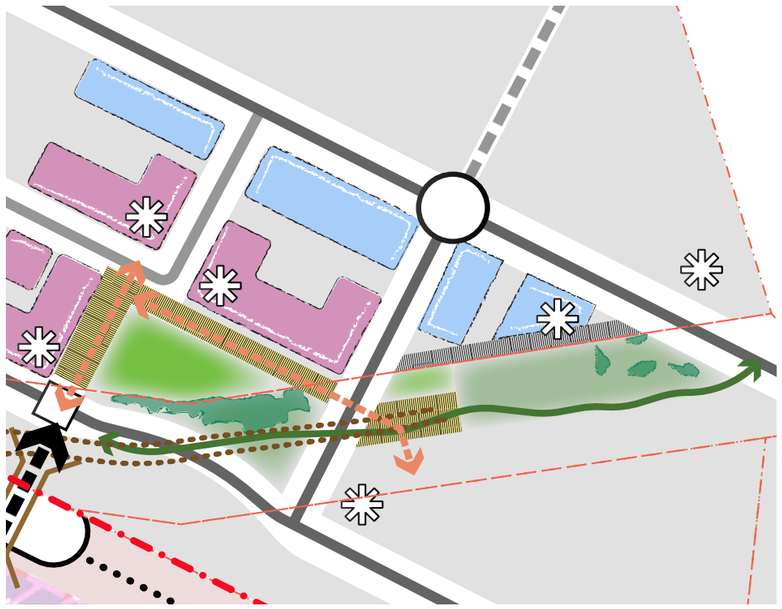


Figure 42 – Conservation Reserve Plan



Figure 43 – Thelymitra Arenaria (Forest Sun Orchid). *Source: Wikipedia*

Entry Conservation Reserve

The Entry Conservation Reserve is located at the northern entry to the WFCA, adjoining Intersection IT-01. It will form part of a landscaped gateway and provide a transition between the Linear Park, adjoining road network and surrounding development.

The framework plan illustrates a refined reserve configuration intended to coordinate with the future design of Intersection IT-01 while maintaining its overall area and conservation function. Any change to the reserve boundary identified in the MATP PSP remains subject to ecological confirmation and the required planning and conservation approvals.

Central Conservation Reserve

The Central Conservation Reserve forms an important landscape setting for the Town Centre Park, future railway station, commuter parking and Pedestrianised Street and Plaza.

It should have a soft and visually connected relationship with adjoining public spaces while retaining a clear conservation function. Walking routes will remain outside the reserve boundary and be designed to avoid vegetation loss, habitat fragmentation and informal access. The treatment of the cobbled roadway within the reserve will be coordinated with its ecological management.

3.7.3. Heritage

The WFCA contains Indigenous and post-contact heritage values that provide opportunities to strengthen its identity and sense of place. The planning and design of the area should support the identification, protection and interpretation of these values in consultation with Traditional Owners, relevant heritage authorities and suitably qualified heritage practitioners.

Heritage interpretation should be integrated into the public realm and built form through landscape design, public art, naming, signage, materials and the retention or incorporation of physical fabric. Interpretation of the site's former use as Bullen's African Lion Safari should only occur where supported by historical research and considered appropriate within the broader interpretation strategy.

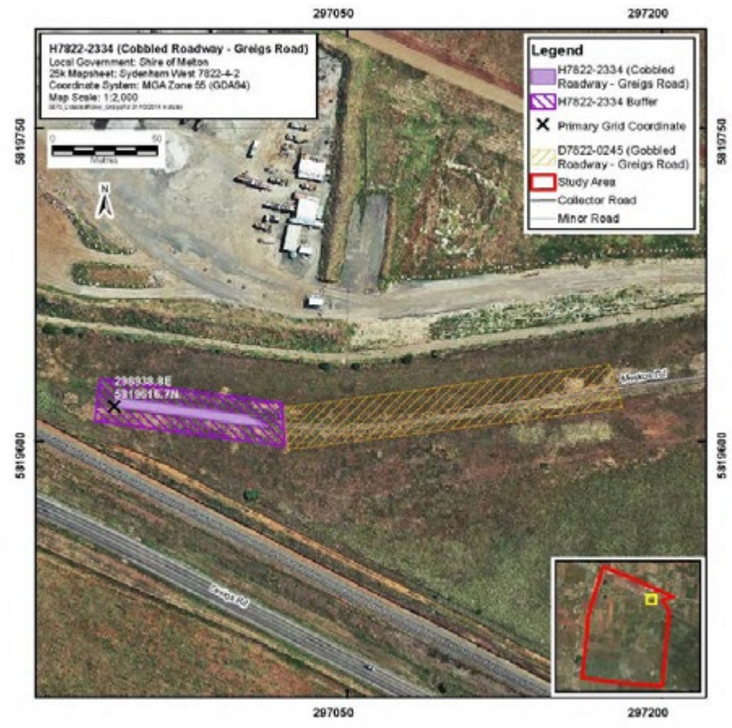


Figure 44 – Cobbled roadway. *Source: Ecology + Heritage Partners*

Indigenous Cultural Heritage

Planning and development must respond to applicable Cultural Heritage Management Plans, legislative requirements and any further cultural heritage investigations undertaken for the land.

Opportunities to incorporate Traditional Owner knowledge, language and cultural interpretation into landscape design, public art, naming and other public realm elements should be developed in consultation with the relevant Traditional Owners.

Cobbled Roadway

Two sections of cobbled roadway have been identified within the WFCA. Further archaeological and heritage investigation is required to confirm their extent, condition and significance, including the extent of the component included in the Victorian Heritage Inventory and the significance of adjoining unlisted sections.

The section within the Central Conservation Reserve should be retained in situ where this is compatible with the conservation management of the reserve. It may contribute to interpretation of both the ecological and post-contact history of the precinct.

The section near the future railway station should be considered as part of the detailed design of the Railway Connector Street, station forecourt and adjoining public realm. The preferred outcome is retention and interpretation in situ. Where complete retention is demonstrated to be impracticable, any relocation, alteration or reuse must be informed by archaeological and heritage assessment and obtain the required approvals, including consultation with Heritage Victoria.

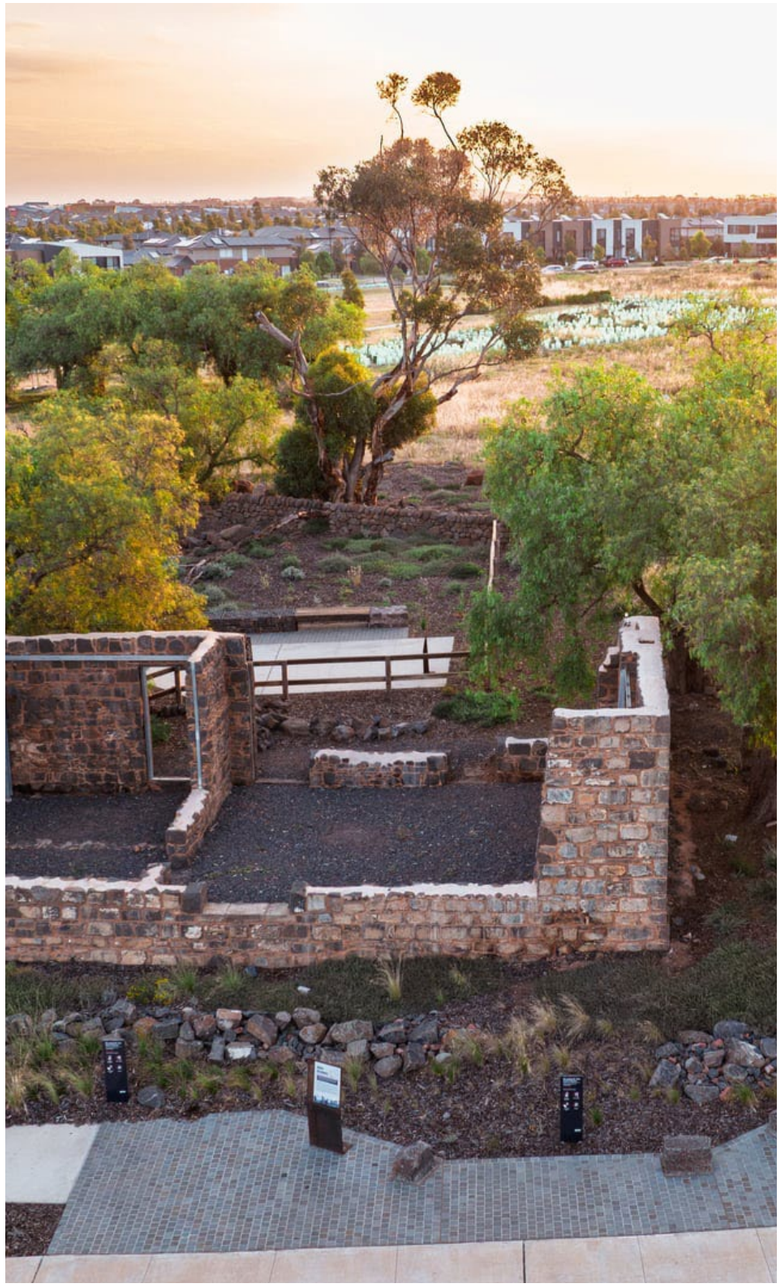


Figure 45 – Rockbank Inn. ***Source: Woodlea Heritage***

Requirements:

- **R33 -** Subdivision and development must deliver the public realm, conservation and heritage network generally in accordance with Figure 40 and maintain the identified connections between the Linear Park, Town Centre Park, pedestrianised street and plaza, future railway station and surrounding commercial and employment areas.
- **R34 -**The Town Centre Park must provide:
  - a predominantly green and permeable landscape.
  - an active development interface along its northern edge.
  - a continuous east-west pedestrian connection between the commercial area and commuter parking.
  - a direct and integrated relationship with the pedestrianised street and plaza.
  - safe and accessible connections to the future railway station.
  - a sensitive landscape interface with the Central Conservation Reserve.
- **R35 -**The pedestrianised street and plaza must be designed as a continuous, universally accessible pedestrian priority space incorporating shade, seating, lighting, landscaping and opportunities for adjoining uses to activate the public realm.
- **R36 -**The Linear Park and railway corridor shared path must provide continuous and legible pedestrian and bicycle connections. Parallel paths may be consolidated where separate paths would result in unnecessary duplication or reduce the area available for landscaping and canopy trees.

- **R37 -**Landscape plans for streets and public spaces must:
  - identify anticipated canopy cover at maturity.
  - demonstrate the provision of shade along principal pedestrian routes and within gathering spaces.
  - use indigenous, climate resilient species appropriate to the location.
  - maintain required sightlines and infrastructure clearances.
  - respond to relevant Council landscape, public-realm and engineering standards.
- **R38 -**The Entry and Central Conservation Reserves must be protected and managed for the conservation of Forest Sun Orchid populations and associated habitat in accordance with the MATP PSP and any approved conservation or ecological management plan.
- **R39 -** Where public art is required or proposed, it must be designed and delivered in accordance with Council's applicable public art policy.
- **R40 -**Development adjoining a Conservation Reserve must provide an interface response addressing building setbacks, height and orientation, landscaping, fencing, access, lighting, stormwater, servicing and construction impacts. Development to the north of a Conservation Reserve must also provide shadow diagrams demonstrating the extent and duration of overshadowing and an assessment of its potential effect on ecological values.
- **R41 -**Before approval of any road, station, public realm or infrastructure works that may affect the cobbled roadway, an archaeological and heritage assessment must confirm its extent, condition and significance, including the component identified in the Victorian Heritage Inventory and adjoining sections that have not previously been assessed.
- **R42 -**Development and infrastructure must retain and protect the cobbled roadway in situ to the maximum extent practicable and integrate it with the conservation landscape, station forecourt or adjoining public realm. Any proposal for removal, relocation or alteration must be supported by the required heritage assessment and approvals.
- **R43 -**Public realm plans must identify and incorporate opportunities for conservation and heritage interpretation. This should address the Forest Sun Orchid reserves, the cobbled roadway, Indigenous cultural heritage in consultation with Traditional Owners and relevant aspects of the site's post-contact history.

Guidelines:

- **G24 -** Existing vegetation should be retained and incorporated into streets, parks and other public spaces where compatible with conservation, infrastructure and public safety requirements.
- **G25 -** Public realm improvements within commercial and employment areas should provide shaded pedestrian connections, canopy tree planting and smaller outdoor spaces for workers and visitors.
- **G26 -** The Town Centre Park, pedestrianised street and plaza should incorporate flexible spaces that support informal recreation, outdoor dining, markets, events and temporary activities.
- **G27 -** Landscape design should incorporate indigenous and climate resilient planting, water sensitive urban design and a diversity of species that strengthens biodiversity and seasonal interest.
- **G28 -** Development adjoining public spaces should provide active frontages and a high level of visual permeability, particularly at the ground floor, to encourage passive surveillance and visual connections between building occupants and the public realm.
- **G29 -** Building design should incorporate opportunities for informal seating and weather protection where interfacing public spaces.
- **G30 -** Interfaces with Conservation Reserves should use low-impact landscape treatments and visually open fencing where access control is required. Paths, viewing areas and interpretation should remain outside sensitive habitat and discourage informal access.
- **G31 -** Canopy trees and other planting adjoining Conservation Reserves should be located and selected to avoid adverse overshadowing, root competition and changes to soil or moisture conditions.
- **G32 -** Lighting adjoining Conservation Reserves should minimise unnecessary spill, and stormwater infrastructure should avoid adverse changes to water quality, flow, soil conditions or vegetation
- **G33 -** Public art and cultural interpretation should be incorporated within key public spaces, including the Pedestrian Street and Town Centre Park, to reinforce local identity and contribute to placemaking.
- **G34 -** Basalt and other locally distinctive materials should be incorporated into paving, landscape elements, street furniture, public art and heritage interpretation where appropriate.
- **G35 -** Where complete retention of the cobbled roadway in situ is demonstrated to be impracticable and the necessary heritage approvals are obtained, affected material should be carefully recorded and considered for relocation or reuse within a prominent nearby public space.

3.8. Built Form & Interface

The Built Form and Interface Framework establishes a coordinated approach to building scale, siting, orientation, frontage treatment and architectural quality across the WFCA. It gives physical expression to the intended role and character of each precinct and the activities identified by the Land Use Framework.

Within the Core Town Centre, built form will establish a finer grained and more intensive urban environment focused on the Town Centre Park, pedestrianised street and plaza and connections to the future railway station. Across the broader commercial and employment areas, larger buildings, parking and servicing areas should be integrated into a coherent street and landscape network and present high-quality interfaces to the Western Freeway, Hopkins Road and adjoining industrial land.

The Built Form & Interface Framework Plan identifies the principal frontage and interface types, key built form sites and other spatial built-form directions applying across the WFCA.

Built Form Key Elements

- Greater development intensity and a finer grained urban form around the future railway station and within the Core Town Centre.
- High quality and adaptable large format commercial and employment buildings that address streets and pedestrian routes and respond positively to regional interfaces.
- Core Town Centre Active, Semi-Active and Large Format Retail frontage classifications that establish an appropriate relationship between buildings and the public realm.
- Prominent and distinctive development at key built form sites, gateways, important corners and the termination of significant view lines.
- Coordinated responses to the railway corridor, principal public spaces, Conservation Reserves, Western Freeway, Hopkins Road and adjoining industrial land.
- Integrated treatment of roof forms, parking, loading, servicing, utilities, landscaping and signage as part of the overall site and building design.



Figure 46 – Kelvin Grove. ***Source: Calibrerealestate***

3.8.1. Built Form

Building Scale and Intensity

A clear hierarchy of building scale and intensity will reinforce the urban structure and the intended role of each precinct. Greater development intensity and a finer grained pattern of buildings and tenancies will be concentrated within the Core Town Centre and around the Town Centre Park and Pedestrianised Street and Plaza.

The Commercial Transition Precinct will manage the transition between the Core Town Centre and larger building footprints within the Business and Large Format Retail Precinct. Buildings within the Business and Large Format Retail, Commercial Transport and Employment Transition Precincts may have larger floorplates but should retain a clear street address, legible entrances and an appropriate relationship with adjoining streets and public spaces.

Transitions between precincts and adjoining land will be achieved through coordinated changes in building height, massing, setbacks, building separation, landscaping and the positioning of lower building elements.

Key Built Form Sites and Views

Key built form sites are located at prominent gateways, important street intersections, the future railway station, the Town Centre Park and the termination of significant view lines. Development on these sites should provide a distinctive and site responsive architectural outcome that assists with orientation and reinforces the hierarchy of places within the WFCA.

Built form and landscape design should reinforce views toward the future railway station, Mount Atkinson, the Town Centre Park and other key built form sites. The future station and adjoining development should form a recognisable public transport gateway without relying solely on additional building height or signage.

LEGEND

- UDF Boundary
- Core Town Centre Active Frontage
- Semi Active Frontage
- Large Format Retail Frontage
- Public Open Space Interface
- Railway Corridor Interface
- Industrial Interface
- Western Freeway Interface
- Hopkins Road Interface
- Connector Street
- Local Street
- Indicative Local Street
- Pedestrianised Street
- Freeway Interchange
- Signalised Intersection
- Roundabout
- Railway
- Proposed Future Station Location
- Key Built Form
- Public Acquisition Overlay (PAO)
- Proposed Pedestrian Bridge

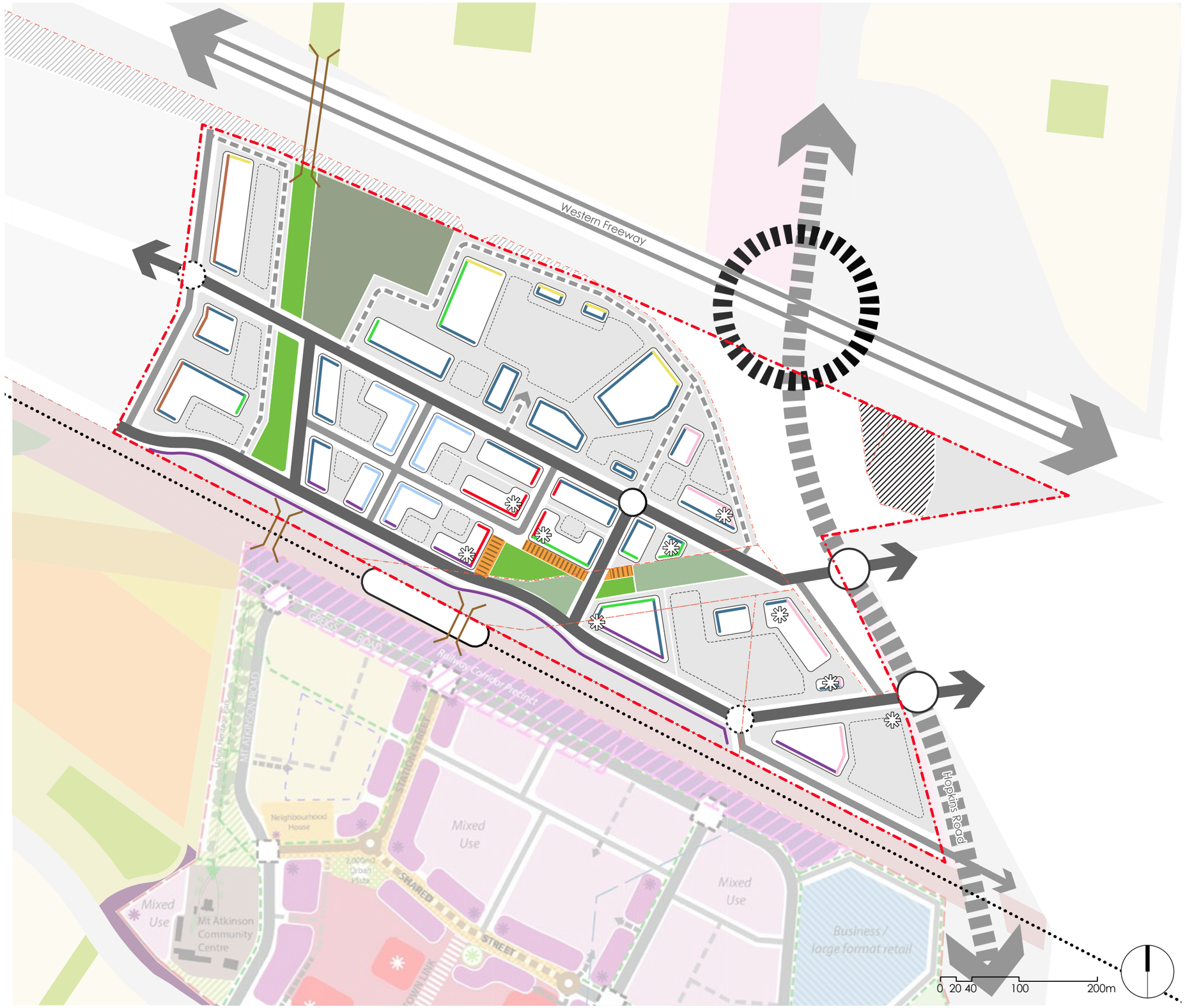


Figure 47 –Frontages & Interfaces Plan

Architectural Articulation, Roof Form and Materials

Building facades should be articulated through changes in building plane, windows, entrances, canopies, materials and integrated landscape elements. Long commercial elevations should be divided into visually distinct sections that reflect entrances, tenancies or structural bays rather than relying only on applied colour or superficial elements.

Large roof forms should incorporate variation in profile, height, parapet treatment or material where necessary to reduce their apparent scale and reinforce entrances, corners and other important building elements. Plant, equipment, service structures and rooftop parking should be integrated into the architectural composition and screened from public views.

Buildings should use durable and high-quality materials suited to their function and setting. Basalt and materials that reference the volcanic landscape and cobbled roadway may be used at key built form sites, entrances and prominent public interfaces where appropriate.

Adaptability

Buildings and sites should support staged development and future changes in use, tenancy configuration and business requirements. Access, parking, servicing and building layouts should allow future intensification without compromising the ultimate street network, frontage treatment or public realm.

3.8.2. Active Frontages

Active frontages create a direct relationship between buildings and the public realm through occupied ground floor uses, clear glazing, frequent entrances and opportunities for activities to extend into adjoining streets and public spaces.

The Built Form and Interfaces Plan identifies Core Town Centre Active Frontages, Semi-Active Frontages and Large Format Retail Frontage. The required level and form of activation will respond to the applicable frontage classification, land use and precinct. Mirrored, heavily tinted, opaque or permanently screened glazing does not provide an active relationship with the public realm. Vehicle access, loading, servicing, utilities and long sections of blank wall should be directed away from identified active frontages.

Core Town Centre Active Frontages

Core Town Centre Active Frontages will establish a fine grained and pedestrian oriented environment around the future railway station, Town Centre Park and pedestrianised street and plaza. Ground floors will accommodate active and publicly accessible uses, frequent entrances, clear glazing and weather protection, with opportunities for outdoor dining, trading and other activity.

Development along the northern edge of the Town Centre Park will address both the park and the principal east-west walking route. Development adjoining the Pedestrianised Street and Plaza will support activity at different times of the day and allow adjoining uses to extend into the public realm. Vehicle access, loading, servicing and exposed building services will be minimised along these frontages.

Semi-Active Frontages

Semi-Active Frontages will support pedestrian movement and passive surveillance without requiring the same intensity of activity as Core Town Centre Active Frontages. Occupied internal spaces, entrances and clear glazing will be oriented toward the street, with vehicle access, parking, loading and servicing positioned to minimise their effect on the frontage.

Large Format Retail Frontages

Large Format Retail frontages will provide an attractive and legible relationship between larger commercial buildings and adjoining streets and pedestrian routes. Each tenancy will have a clearly identifiable entrance connected directly to the public footpath and parking areas. Facades will incorporate glazing or other visually engaging treatments around entrances and be articulated to reflect tenancies, structural bays and important corners.

Buildings and landscaping should define the principal street interface, with parking generally located to the side or rear and loading, storage, waste and servicing screened from public views.



Figure 48 – Semi-Active Frontage at Overton Road, Williams Landing.
Source: Realcommercial

Railway Corridor Frontages and Corner Sites

Development adjoining the railway corridor and associated shared path will provide an attractive and visually engaging interface and maintain direct connections to the future station and surrounding development. Blank walls, exposed servicing and unscreened parking should not form the predominant railway frontage.

Buildings on prominent corners will address both frontages through glazing, articulation, landscape and clearly identifiable entrances. Vehicle access, loading and servicing should be located away from the corner and identified active frontages.



Figure 49 – University Hill. ***Source: Realcommercial***

3.8.3. Key Interfaces

The WFCA contains a range of interfaces that require different built form, landscape and access responses. Where land is affected by more than one interface, development should respond to each relevant condition.

Railway Corridor and Future Station

Development adjoining the railway corridor and future railway station will contribute to an attractive and legible public transport gateway. Buildings should orient occupied spaces, windows and entrances toward the shared path and station approaches where practicable, maintain direct walking connections and address rail noise and vibration without creating inactive or defensive edges. Development must not prejudice the future delivery, operation or expansion of railway and station infrastructure.

Town Centre Park and Principal Public Spaces

Development adjoining the Town Centre Park, pedestrianised street and plaza and station forecourt should provide the highest level of public realm engagement within the WFCA. Buildings will establish a well-defined edge, provide active and publicly accessible ground-floor uses and orient principal entrances toward the adjoining public space. Height, massing and upper levels should maintain comfortable public realm conditions and minimise unreasonable overshadowing.

Linear Park and Other Public Open Space

Development adjoining the Linear Park and other public open spaces will provide a visually open interface, passive surveillance and direct connections to adjoining paths where appropriate. Vehicle access, loading, servicing and waste areas should be located away from the interface, with landscape treatments coordinated with the adjoining open space.

Conservation Reserves

Built form adjoining the Entry and Central Conservation Reserves should protect the Forest Sun Orchid populations and associated habitat while maintaining an appropriate visual relationship with the reserves. Building siting, height, orientation, access, lighting, landscaping, stormwater and servicing will respond to Section 3.7.2 and the relevant conservation or ecological management plan.

Western Freeway and Hopkins Road

Development visible from the Western Freeway and Hopkins Road will provide a coordinated regional presentation through building form, roof design, durable materials, landscaping and signage. Gateway locations at Intersections IT-01 and IT-02 will be reinforced without allowing parking, loading, storage or servicing to dominate these interfaces.

Industrial Interface

Development adjoining industrial land to the west should reinforce the broader employment role of the area and provide a functional transition between different forms of commercial and industrial activity. Uses, buildings, access and landscape treatments will support business and movement connections while managing noise, traffic, lighting, dust and other operational impacts. Sensitive uses should not be located where they could constrain existing or future industrial operations.

Internal Transitions

Transitions between the Core Town Centre, larger commercial areas and employment precincts should be achieved through coordinated changes in building grain, scale, setbacks, landscape and street character.Where development occurs in stages, interim elevations and interfaces should be designed to present an acceptable public realm outcome until adjoining sites are developed.

Requirements

- **R44 -** Built form must be designed generally in accordance with the Built Form and Interfaces Plan.
- **R45 -** A planning permit application must identify the applicable precinct, land use designation, frontage classification and interface type and demonstrate an integrated response to each.
- **R46 -** Built form must reinforce the development hierarchy of the WFCA by providing a finer grained and more intensive urban form within the Core Town Centre and an appropriate response to the larger building footprints and operational requirements of the commercial and employment precincts.
- **R47 -** Buildings must address adjoining streets, parks, pedestrian routes and public spaces.
- **R48 -** Principal building and tenancy entrances must be clearly identifiable, directly accessible from the pedestrian network and located to reinforce movement between buildings, streets, public spaces and public transport.
- **R49 -** Core Town Centre Active Frontages must incorporate:
    - active and publicly accessible ground floor uses.
    - clear glazing providing views between occupied spaces and the public realm.
    - frequent and legible entrances.
    - weather protection along principal pedestrian routes.
    - opportunities for outdoor activity where appropriate.
    - limited vehicle access, blank walls and exposed services.
    - fine grained and provide highly active frontages with windows and entrances as the predominant elements of the ground floor facade.
    - Maximise opportunities to enhance passive surveillance of the public realm.
    - Have a zero setback to create a defined edge.
- **R50 -** Development adjoining the northern edge of the Town Centre Park or the Pedestrianised Street and Plaza must provide a strong active interface through occupied ground floor uses, direct entrances, clear glazing, weather protection and passive surveillance.
- **R51 -** Semi-Active Frontages must orient occupied internal spaces and building entrances toward the street, provide visual interaction with the public realm and minimise the prominence of vehicle access, parking, loading and servicing.
- **R52 -** Large Format Retail Frontages must provide clearly identifiable tenancy entrances, safe and direct pedestrian connections, articulated façades and an attractive landscape interface. Long blank walls, loading, storage and servicing must not dominate the primary public frontage.
- **R53 -** Development adjoining the railway corridor must provide an attractive and visually engaging interface, maintain direct connections with the shared path and future station and avoid presenting blank walls, exposed servicing or unscreened parking as the predominant railway frontage.
- **R54 -** Development on key built form sites, gateway locations, prominent corners and the termination of identified view lines must provide a distinctive and site-responsive architectural outcome that reinforces wayfinding and the hierarchy of places within the WFCA.
- **R55 -** Building height, scale and massing must provide an appropriate transition between adjoining precincts, land uses, public spaces, conservation reserves and industrial land.
- **R56 -** All publicly visible elevations and roof forms must incorporate architectural articulation and durable, high-quality materials. Rooftop plant, equipment, service structures and rooftop parking must be integrated into the building design and screened from surrounding streets, public spaces and significant views.
- **R57 -** Car parking, vehicle access, loading, servicing, waste storage and utilities must be integrated into the site and building design and located to minimise their visibility and impact on active frontages, public spaces and principal pedestrian routes.
- **R58 -** Buildings must provide passive surveillance of adjoining streets, public spaces and pedestrian routes and incorporate relevant CPTED principles.
- **R59 -** Development adjoining public open space or a Conservation Reserve must respond to the applicable interface guidance in Sections 3.7 and 3.8.3, including the management of overshadowing, lighting, access, servicing and other off-site impacts.
- **R60 -** Buildings and sites must be designed to accommodate staged development and future changes in use or tenancy without compromising the ultimate built form, street network, active frontages or public realm outcomes.

Guidelines

- **G36 -** Buildings should incorporate variation in height, roof forms, facade alignment, materials and architectural detail to provide visual interest and reduce the apparent scale of larger development.
- **G37 -** Durable, high quality materials should be used throughout the WFCA. Basalt and other materials that reference the volcanic landscape and cobbled roadway should be incorporated at key built form sites, entrances and prominent public interfaces where appropriate.
- **G38 -** Weather protection should be provided along key pedestrian routes and at building and tenancy entrances through awnings, verandahs, canopies or building overhangs.
- **G39 -** Key built form sites and gateway locations should be emphasised through building composition, prominent entrances, distinctive roof forms, landscaping, lighting or public art rather than relying solely on additional height or signage.
- **G40 -** Ground floor development within the Core Town Centre should provide a fine grained tenancy pattern and support activity at different times of the day and evening.
- **G41 -** Parking associated with Business / Large Format Retail development should generally be located to the side or rear of buildings and shared or consolidated between compatible uses where practicable.
- **G42 -** Landscape design should be integrated with building setbacks, entrances, parking areas and interface treatments rather than provided as isolated or residual planting areas.
- **G43 -** Signage should be coordinated with the architecture and landscape design of the site and should not obscure building articulation, important views or principal entrances.
- **G44 -** Development visible from the Western Freeway and Hopkins Road should provide a coordinated regional presentation through building form, roof design, materials, landscaping and signage.
- **G45 -** Development adjoining industrial land should use building siting, compatible land uses, landscape treatments and access arrangements to support a functional transition without constraining existing or future industrial operations.
- **G46 -** Upper levels containing windows, balconies or sensitive uses should be designed and separated to provide appropriate privacy, daylight, outlook and internal amenity.
- **G47 -** Blank walls should be minimised. Where an exposed wall is temporarily required because development is staged, it should incorporate materials, articulation, public art or landscape treatment that provides a visually interesting design.
- **G48 -** Vehicle access points should be located away from primary street frontages, the Town Centre Park, pedestrianised street and plaza and other public spaces wherever practicable.
- **G49 -** Development should establish a strong and consistent street edge by providing a minimum podium or overall building height equivalent to two storeys (generally greater than 7.0 metres) along public streets. Where a building contains a single storey use, the overall built form should incorporate increased floor-to-ceiling heights or architectural treatments that achieve the appearance and scale of a two-storey building.

3.9. Sustainability & Climate Resilience

The Sustainability and Climate Resilience Framework supports the development of the WFCA as a resource efficient, environmentally responsive and adaptable commercial and employment area.

Sustainability will be integrated into buildings, infrastructure, streets, public spaces and landscapes. The scale of the WFCA provides particular opportunities for water sensitive urban design, urban cooling, biodiversity, renewable energy generation, water reuse, reduced emissions and adaptation to a changing climate.

Key Design Elements

- Delivery of the WL3 wetland and RB3 retarding basin in accordance with the MATP PSP and Gardiner Lane Drainage Services Scheme, unless an alternative strategy is approved by Melbourne Water and the responsible authority.
- Integration of drainage infrastructure with the Linear Park, walking and cycling network and adjoining development and landscape interfaces.
- Integrated water management across buildings, development sites, streets, parking areas and public spaces.
- A connected green infrastructure and urban forest network linking public spaces, streets, Conservation Reserves, drainage infrastructure and landscaped development sites.
- Climate-resilient and adaptable buildings that reduce operational energy and water demand and provide for renewable energy, rainwater reuse, waste recovery and low-emission transport.

3.9.1. Drainage and Integrated Water Management

The MATP PSP and Gardiner Lane Drainage Services Scheme identify the WL3 wetland and RB3 retarding basin within the WFCA. Delivery of this infrastructure in its identified PSP location is the preferred drainage and public realm outcome.

The drainage reserve should be designed as an integrated landscape feature that contributes to the Linear Park, active transport network and broader landscape structure while maintaining its primary stormwater management function. Its precise size, shape and configuration must be confirmed through detailed engineering design and consultation with Melbourne Water.

Passive landscape, biodiversity, walking and informal recreation functions may be incorporated where compatible with hydraulic, water quality, safety, maintenance and access requirements. Drainage, earthworks and landscape design will be coordinated with adjoining development to avoid isolated or inaccessible residual areas and retain the land and connections required for Bridge BR-01.

Alternative Drainage Strategy

An alternative drainage strategy has been investigated that would relocate the drainage reserve to the adjoining Deanside Drainage Scheme outside the WFCA and consolidate flows through a single crossing of the Western Freeway before discharging into an existing waterway and ultimately Kororoit Creek.

Relocation of the reserve outside the WFCA would remove the landscape, public realm and any passive recreation contribution associated with its PSP location. The alternative should therefore only be pursued if it is demonstrated that the alternative drainage location:

- achieves the required hydraulic, water quality and stormwater management outcomes.
- is supported by Melbourne Water and other relevant authorities.
- maintains the continuity and quality of the Linear Park and active transport network.
- addresses any land exchange, infrastructure, staging and statutory planning implications.
- does not prejudice Bridge BR-01 or other planned infrastructure.

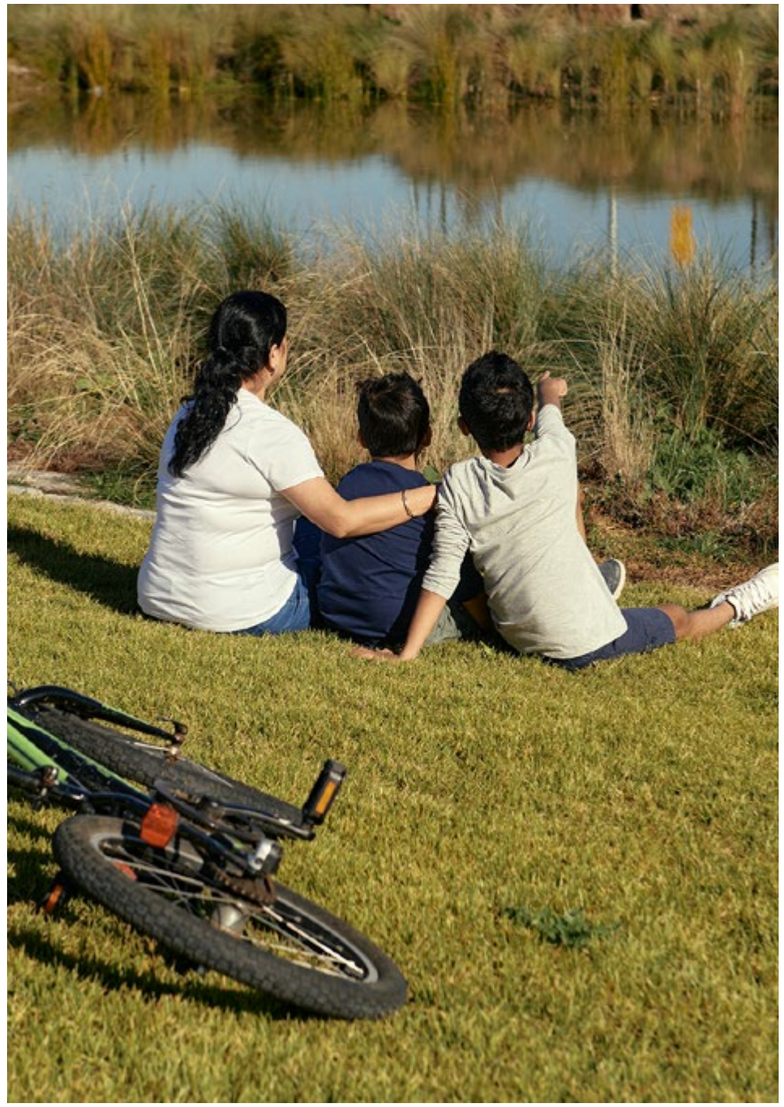


Figure 50 – Drainage Reserve. ***Source: Realestate***

3.9.2. Integrated Water Management

Integrated Water Management will coordinate the capture, treatment, reuse and discharge of water across buildings, development sites, streets, public spaces and drainage infrastructure.

The extensive roof areas, streets and parking areas associated with commercial and employment development provide significant opportunities for rainwater harvesting, passive irrigation and water sensitive urban design. Measures will be coordinated at site and precinct scale to improve stormwater quality, reduce potable water demand, support healthy landscapes and manage flows to the drainage network.

Each development stage should provide an effective water management response and connect with, or make provision for, the ultimate drainage and water management network. Ownership, operation and maintenance responsibilities must be identified for all water sensitive urban design and reuse systems.

3.9.3. Green Infrastructure & Climate Resilience

The streets, parks, pedestrian routes, conservation reserves, drainage infrastructure and landscaped areas within development sites provide an opportunity to establish a connected green infrastructure network across the WFCA.

This network will support urban cooling, support biodiversity, reduce the urban heat-island effect and provide comfortable environments for workers, residents, commuters and visitors. Canopy trees and shade will be prioritised along principal walking routes, within public spaces, around potential public transport facilities and building entrances and within large parking areas.

Planting and tree selection will respond to Melton's existing and anticipated future climate and provide diversity and resilience to heat, drought, intense rainfall, pests and disease. Planting adjoining Conservation Reserves must respond to the requirements of the Forest Sun Orchid populations, while planting within drainage areas must maintain required hydraulic, safety and maintenance functions.

3.9.4. Sustainable Buildings

Commercial, large format retail, office, mixed use and employment development will integrate sustainability measures from the outset of site planning and building design.

Buildings should reduce operational energy and water demand, respond to summer heat and solar exposure and support renewable energy generation, rainwater harvesting and low-emission transport. Roof layouts should coordinate solar panels, rainwater collection, plant, equipment and capacity for future technology without compromising architectural quality.

Durable materials, adaptable structural and servicing systems and effective waste-management arrangements will support future changes in use and improve whole-of-life environmental performance.

All development should respond to applicable Council environmentally sustainable design policies and guidelines.



Figure 51 – Green Square, Sydney. ***Source: Building Planning***

Requirements

- **R61 -** Development must respond to applicable Council environmentally sustainable design policies and guidelines and include a sustainability response proportionate to the scale and nature of the proposal.
- **R62 -** Subdivision and development must provide for delivery of the WL3 wetland and RB3 retarding basin generally in accordance with the MATP PSP and Gardiner Lane Drainage Services Scheme unless an alternative drainage strategy is approved by Melbourne Water and the responsible authority.
- **R63 -** Any alternative drainage strategy must demonstrate that it:
    - achieves the required hydraulic, water-quality and flood-management outcomes;
    - maintains the continuity and quality of the Linear Park and active transport network;
    - does not prejudice BR-01 or other planned infrastructure;
    - provides an appropriate landscape and development interface; and
    - addresses all land, infrastructure, staging and statutory planning implications.
- **R64 -** Subdivision and development must provide an integrated water-management response addressing stormwater capture, treatment, reuse and discharge and demonstrating how each development stage will connect with the ultimate drainage network.
- **R65 -** Water sensitive urban must be incorporated into streets, parking areas, public spaces and development sites, including passive irrigation of trees and landscaping where appropriate.
- **R66 -** Landscape plans must demonstrate how development contributes to the connected green infrastructure network and must identify:
    - anticipated tree-canopy coverage at maturity.
    - tree species, location and growing conditions.
    - soil volume and passive irrigation arrangements.
    - shade provided to principal pedestrian routes and parking areas.
    - ongoing establishment and maintenance requirements.
- **R67 -** Large commercial, large format retail, office, mixed use and employment development must demonstrate how building design:
    - reduces operational energy and water demand.
    - incorporates or allows for renewable energy generation.
    - captures and reuses rainwater.
    - responds to summer heat and solar exposure.
    - supports future adaptation.
    - integrates sustainability infrastructure with the building and roof design.
- **R68 -** Development must provide bicycle parking, end-of-trip facilities and electric vehicle charging infrastructure in accordance with applicable planning scheme and Council requirements and allow for future expansion where appropriate.
- **R69 -** Waste storage and collection must be integrated into site and building design, support waste separation and resource recovery and be screened from streets, public spaces and principal pedestrian routes.
- **R70 -** Sustainability, water-management and landscape systems must include clear arrangements for staging, ownership, operation, monitoring and ongoing maintenance.

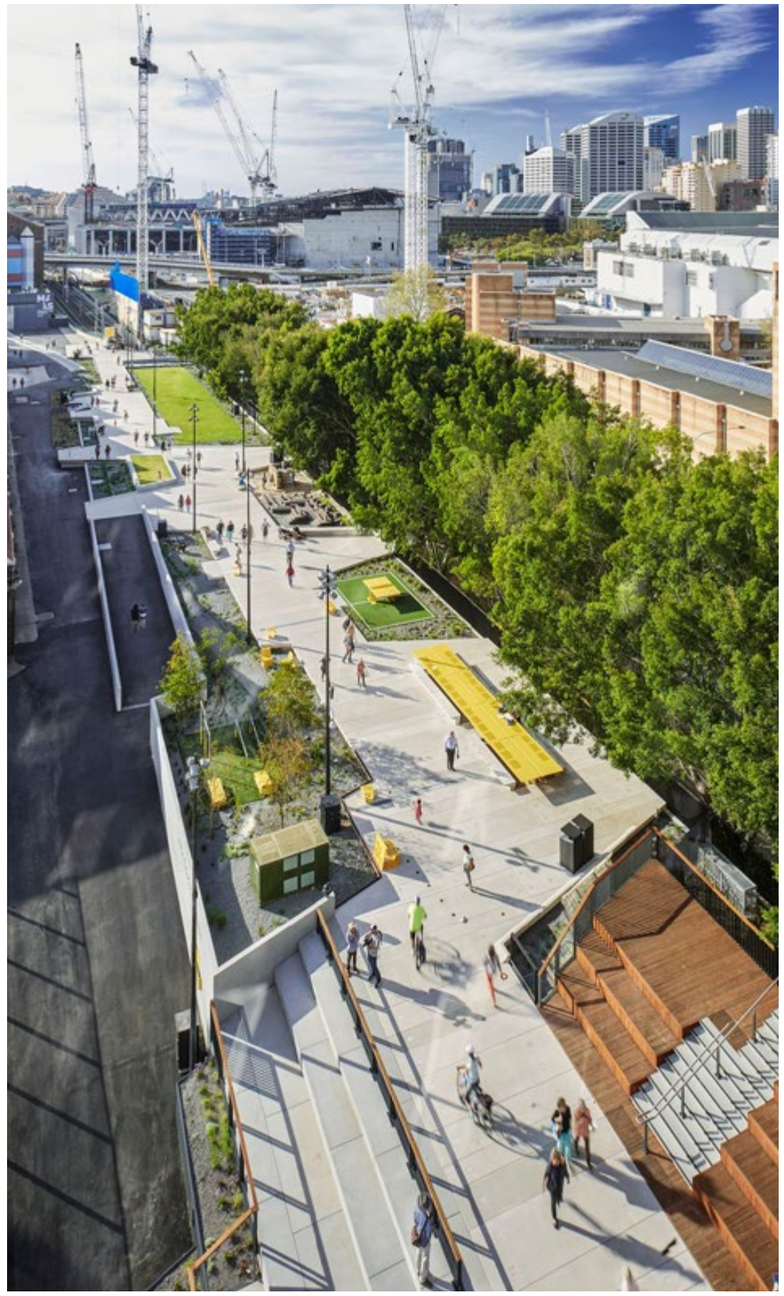


Figure 52 – The Goods Line linear open space. ***Source: Landscape Australia***

Guidelines

- **G50 -** Streets, development sites and public spaces should minimise unnecessary impervious surfaces and incorporate permeable treatments where appropriate to their use, loading and maintenance requirements.
- **G51 -** Canopy tree planting and shade should be prioritised along principal pedestrian routes, within public spaces, around public transport facilities and within large parking areas.
- **G52 -** Planting should use a diverse range of indigenous, drought tolerant and climate resilient species suited to Melton's existing and anticipated future climate.
- **G53 -** Rainwater captured from large roof areas should be reused for landscape irrigation, toilet flushing and other suitable non-potable purposes.
- **G54 -** Planting along streets should seek to achieve 30% tree canopy coverage (calculated at tree maturity)
- **G55 -** Roof design should maximise opportunities for solar energy generation and coordinate solar panels, rainwater collection, plant and equipment and provision for future energy storage systems.
- **G56 -** Building orientation, external shading, glazing and façade design should reduce unwanted summer heat gain while maintaining natural daylight and occupant comfort.
- **G57 -** Durable materials with lower embodied carbon, recycled content or responsible sourcing should be used where suitable for the building and its intended function.
- **G58 -** Car sharing services and electric vehicle charge points should be encouraged within the street network and car parks in locations convenient to users of key facilities and land uses.



Figure 53 – Urban Greening ***Source: University of Melbourne***

4.Implementation, Staging & Review

4.1. Implementation Framework

The WFCA will be delivered progressively in response to market demand, infrastructure delivery, land ownership and government investment. The timing of individual development projects will be influenced by factors outside the control of landowners and Council, including the delivery of major road, public transport and drainage infrastructure.

Accordingly, the UDF adopts a flexible implementation framework that enables development to occur progressively as opportunities arise while protecting the long term vision for the precinct. Rather than prescribing fixed development stages or timeframes, the framework identifies the key infrastructure dependencies and implementation principles required to facilitate orderly development.

4.1.1. Indicative Development Pathway

The ultimate vision for the WFCA is not dependent on a fixed staging sequence. Development is expected to occur progressively in response to market demand and the delivery of major infrastructure. The following sequencing represents the most likely implementation pathway based on current land ownership, infrastructure planning and commercial demand, noting that Phases Two and Three, in particular, could be interchangeable depending on timing of delivery of key infrastructure such as the Mt Atkinson Railway Station.

Phase One: Early Development

Early development may be driven by industrial and employment activity west of the WFCA and demand for larger commercial or large format retail sites. This development is most likely within the Business and Large Format Retail, Commercial Transport and Employment Transition Precincts.

Intersection IT-02 may provide the initial access to this development. The UDF identifies a potential interim internal connection between Intersection IT-02 and the existing Meskos Road alignment. Its use will depend on land access, detailed design, transport assessment, infrastructure capacity and approval by the relevant authorities. This connection could facilitate staged access to the larger development parcels within Precinct 5, allowing development to respond to market demand rather than being constrained should IT-01 not be available for early access.

Early development should protect land required for the future movement network, drainage infrastructure and public realm, ensuring that interim works do not compromise the long-term vision for the precinct. The capacity of the interim road network will also need to be assessed to ensure development does not exceed capacities of the available infrastructure.

Phase Two: Large Format Retail/ Commercial Expansion (once both intersections are available)

As demand for large format retail grows, development is expected to expand progressively across Precincts 4, 5 and 6 as additional access and internal road connections are delivered.

This expansion should occur in conjunction with the progressive extension of the internal road network and supporting infrastructure.

The availability of both IT-01 and IT-02 to service the WFCAUDF area and industrial land to the west will significantly improve access and network resilience by providing a dedicated gateway for heavy vehicle movements from the Western Freeway. Once operational, the ultimate road hierarchy can be implemented, reducing reliance on interim access arrangements and improving the efficiency of freight and customer movements throughout the precinct.

Phase Three: Mt Atkinson Railway Station and Core Town Centre Development

The Core Town Centre and Railway and Transit Precincts may develop progressively before the future railway station is delivered. The delivery of the Mt Atkinson Railway Station will be the catalyst for the commercial maturation of the Core Town Centre. Increased public transport accessibility and pedestrian activity will support higher order retail, hospitality, commercial and office uses, together with the delivery of the public realm that is the heart of the WFCA Core Town Centre.

Early development within this area is likely to comprise mixed-use residential development, reflecting the lower reliance of residential uses on public transport patronage and town centre activity. This will assist in establishing an initial residential population that supports the longer-term evolution of the Core Town Centre.

As the town centre matures, commercial development should progressively intensify around the station and Core Town Centre public realm, reinforcing the role of the Core Town Centre as the primary mixed-use destination within the WFCA.

The Alternative Sequencing Plan at Figure 56 demonstrates potential impacts to sequencing should the railway station be delivered in an earlier timeframe than envisaged. This would be reliant on appropriate access being provided for both private vehicles and buses, but may support some earlier delivery within the Core Town Centre.

4.1.2. Key Dependencies and Staging Considerations

The following implementation considerations are expected to influence the sequencing and timing of development within the WFCA:

Land Use:

- Development of industrial land west of the WFCA is expected to generate early demand.
- Early large format retail development is expected to be driven by anchor tenants seeking large development parcels with convenient access. Parcels near initial access points are expected to be the most commercially viable.
- Commercial development within the Core Town Centre will be strongly influenced by the timing of delivery of the railway station. Demand for this development will be low until traffic is generated by the railway station.
- The extent of development that can occur before both signalised intersections are delivered on Hopkins Road may be constrained by network capacity considerations.

Movement and Access:

- Intersection IT-02 is expected to provide the primary access point for early development until IT-01 is delivered.
- Any interim access from IT-02 (prior to IT-01 being delivered) to the main east-west connector street is to be provided via the existing Meskos Road alignment.
- Delivery of Intersection IT-01 is expected to be coordinated with future upgrades to the Western Freeway and will enable the ultimate road network and preferred freight access arrangements.
- The timing, location and delivery of the Mount Atkinson railway station and electrification of the Ballarat Railway Line to Melton remains uncertain and will influence the pace and timing of development within the Core Town Centre, and the staging of development.
- Delivery of Bridge BR-01 requires coordination with the Western Freeway upgrade and future OMR planning.

Public Realm, Conservation and Heritage

- Conservation management and interface requirements for the Conservation Reserves will be required to be resolved prior to any development commencing that has potential to impact them.
- Archaeological and heritage investigation must be completed before works that may affect the cobbled roadway.
- Staged development must retain and progressively deliver the identified public spaces, Linear Park, walking and cycling connections and landscape interfaces.

Sustainability & Climate Resilience

- A drainage solution approved by Melbourne Water and the responsible authority is required to support development of the WFCA and adjoining employment land.
- Each development stage must provide an effective interim servicing and water management response and demonstrate how it will connect with the ultimate drainage and infrastructure network.

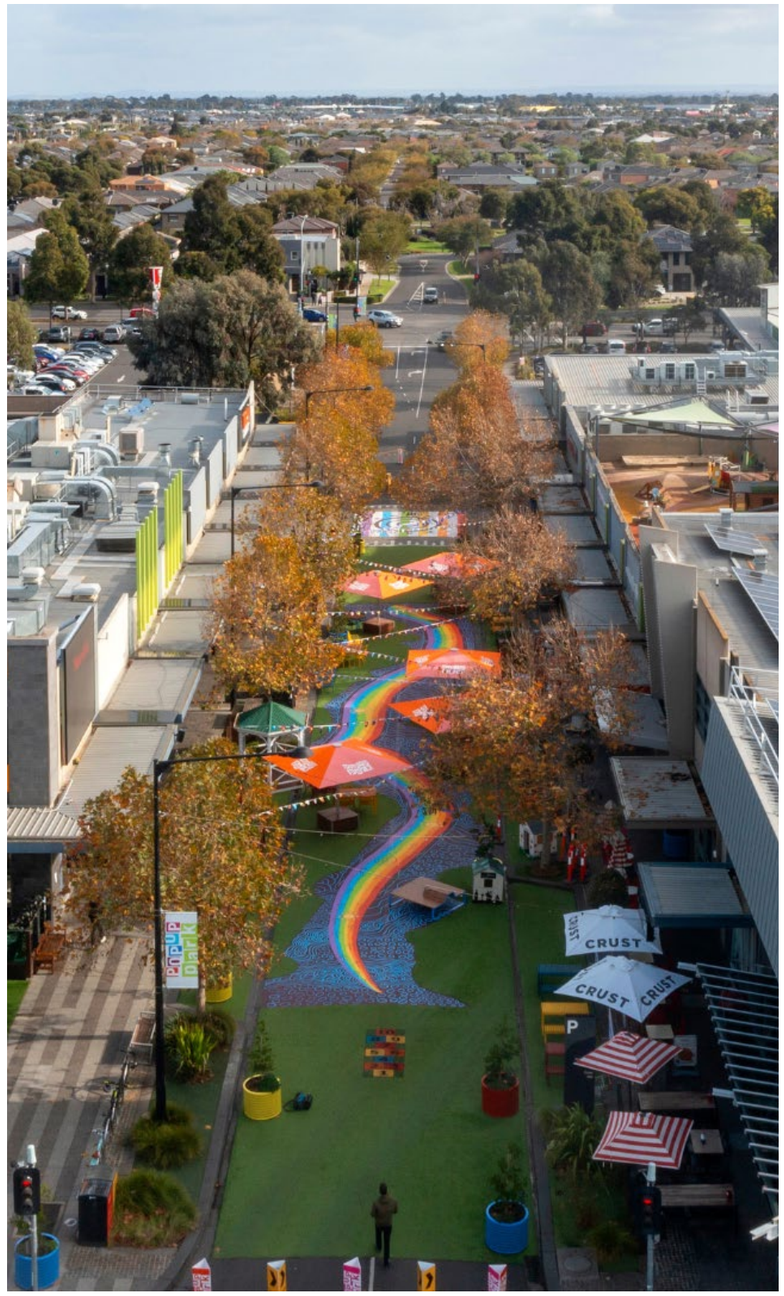


Figure 54 – Stockland, Point Cook.

LEGEND

- UDF Boundary
- (1) Phase 1 - Early development
- (2) Phase 2 - Large format Retail / Commercial Expansion
- (3) Phase 3 - Mt Atkinson Railway Station + Core Town Centre Development

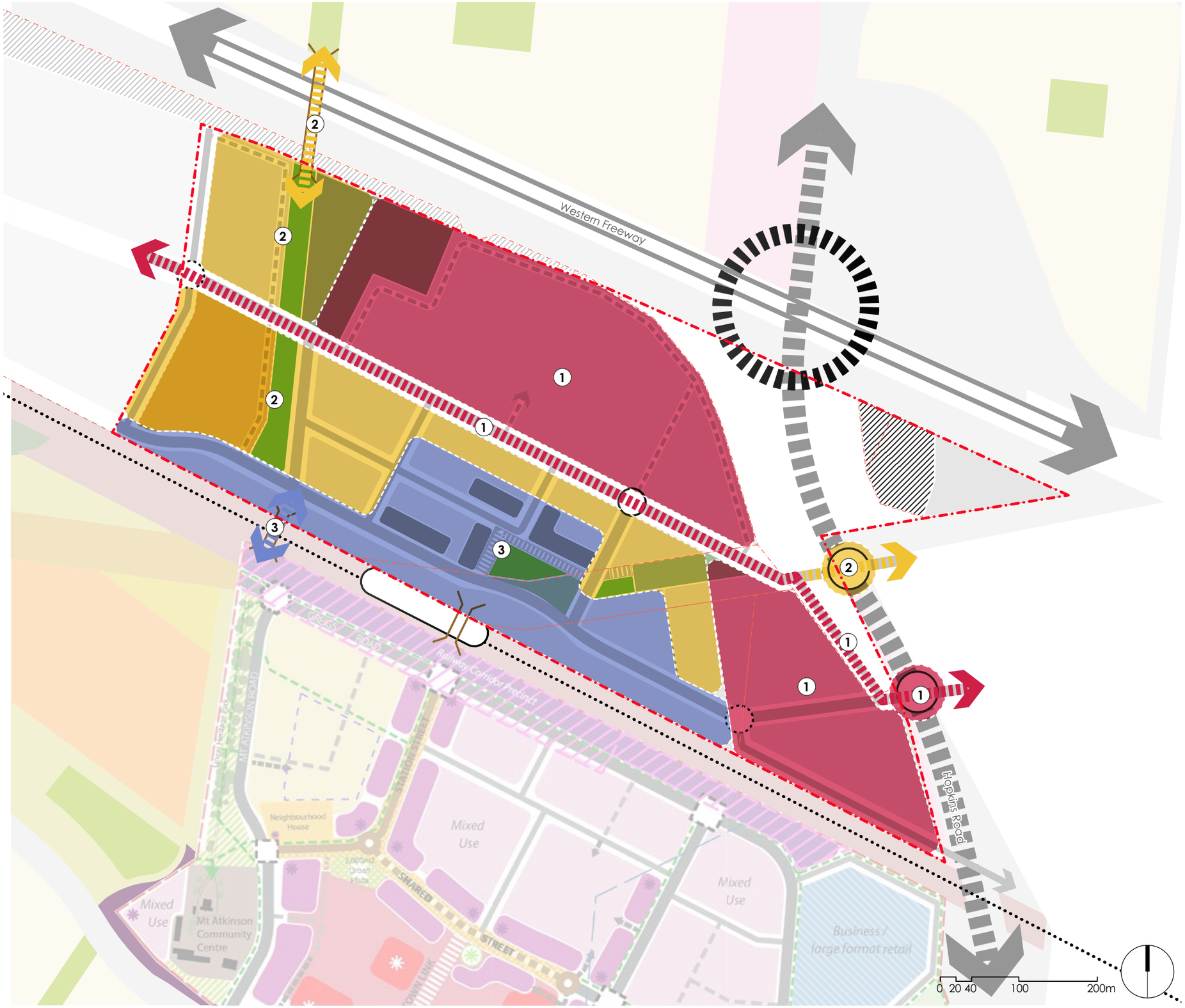


Figure 55 – Sequencing Plan

4.2. ICP and key infrastructure delivery

The MATP PSP and ICP identify infrastructure required to support development of the WFCA. The descriptions below distinguish the ICP item from the current delivery issue or UDF response. The ultimate scope, timing and funding of each item remain subject to the applicable ICP, detailed design and agreement with the relevant authority.

4.2.1. ICP Items

IT-01: Signalised intersection: Hopkins Road / east-west connector road. Construction of primary arterial to connector road 3-way signalised intersection and roundabout (interim treatment) within declared arterial road reserve.

The ultimate form and timing of IT-01 is expected to be coordinated with future upgrades to the Western Freeway and Hopkins Road and may differ from the arrangement shown in the ICP. Until its delivery is confirmed, development must retain the required connection and demonstrate that any alternative or interim access arrangement does not compromise IT-01 or the ultimate network.

IT-02: Signalised intersection: Hopkins Road / east-west connector road. Construction of primary arterial to connector road 3-way signalised intersection (interim treatment).

The development of the intersection requires access to Land Parcel 19 which is not in the same ownership as the majority of the UDF land. This may constrain access to early development opportunities. A potential interim connection using the existing Meskos Road alignment may support earlier development, subject to landowner agreement, detailed design, transport assessment, funding and relevant approvals.

BR-01: Pedestrian and cyclist bridge. Construction of pedestrian and cycle bridge across the Western Freeway to the future Kororoit Precinct.

BR-01 is a key piece of infrastructure to ensure safe pedestrian access from communities north of the Western Freeway. Its design, feasibility, cost and timing require coordination with the Western Freeway upgrade and future Outer Metropolitan Ring Road planning. The UDF retains the approach to BR-01 and the connecting Linear Park corridor while allowing the final bridge arrangement to be resolved through future infrastructure planning.

BR-02: Pedestrian and cyclist bridge. Construction of pedestrian and cycle bridge (ultimate treatment) across the Melbourne-Ballarat rail corridor, and the purchase of land (0.07ha) for the bridge.

Bridge BR-02 would provide a secondary railway crossing to the future station overpass. Its ultimate role and timing will depend on the future station arrangement, Bridge BR-01 and the wider walking and cycling network. Development must retain the identified bridge approaches and connections.

BR-03: Hopkins Road level crossing upgrade. Construction of a pedestrian accessway to the level crossing at the intersection Hopkins Road and the Melbourne-Ballarat rail corridor, including automatic gates and pedestrian crossing.

This item has been superseded by the Hopkins Road Level Crossing Removal Project and should be identified as completed or redundant in future ICP and UDF updates, as appropriate.

OS-05 & OS-06: Local parks of 0.54 and 0.44ha forming a linear green connector and active transport corridor through the WFCA.

OS-07 and OS-08: Local Parks of 0.24ha and 0.18ha, to be combined within the WFCA to provide a more consolidated area of open space within the Core Town centre precinct.

The UDF consolidates these spaces as the Town Centre Park to provide a more usable and site-responsive civic open space while maintaining the total open-space contribution within the relevant property (Land Parcel 6), subject to Council approval and any required ICP accounting or amendment.

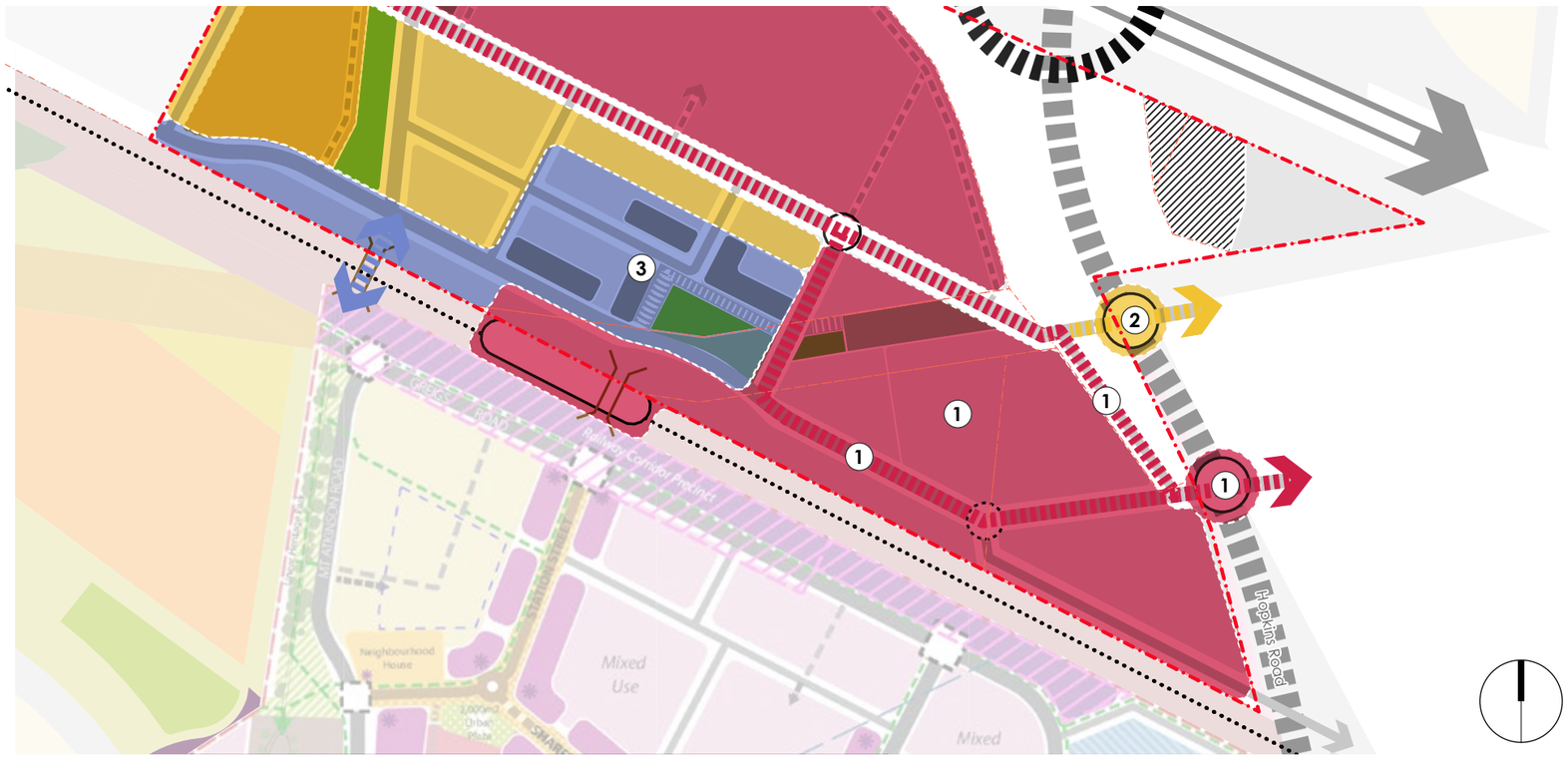


Figure 56 – Alternative Sequencing Plan Scenario

4.2.2. Other key Infrastructure

Drainage Reserve (WI01) – 2.32ha within the Gardiner lane DSS (Melbourne Water).

The Gardiner Lane Drainage Services Scheme identifies drainage infrastructure within the WFCA. Delivery of an approved drainage solution is a key dependency for development of the WFCA and adjoining employment land.

The preferred outcome is delivery of the wetland and retarding basin in the location identified by the MATP PSP and Drainage Services Scheme. An interim or alternative solution may be considered in consultation with Melbourne Water and the responsible authority, subject to the requirements in Section 3.9. Any alternative that changes the PSP land use or zoning arrangement may require a planning scheme amendment and associated land and infrastructure agreements.

4.3. Review

The UDF has been prepared using the best available information and reflects current expectations for retail, commercial, industrial and residential development.

As a long-term strategic framework, the UDF should be reviewed periodically to ensure it continues to provide relevant guidance as new information, infrastructure commitments and market conditions evolve.

The UDF should be reviewed every five years and updated as required. An earlier review may be initiated following:

- Delivery of the Mt Atkinson Railway Station and bus interchange.
    - The final location of the railway station may require reconfiguration of the street network to align with the station entrance and overpass.
- Delivery of either IT-01 and/or the associated future upgrade of the Western Freeway.
- Delivery of IT-02.
- Confirmation of the timing and delivery of the Outer Metropolitan Ring Road.
- Changes to the requirements of servicing authorities that impact the land use outcomes.
- Significant changes in retail, commercial or industrial demand, or changes to the activity centre hierarchy.
- Technological change, including autonomous vehicles, that may affect transport planning, movement networks or car parking demand.
- Implications arising from the future urban structure of the Warrawee PSP.
- Limited implementation of the UDF over the review period, requiring the underlying market, infrastructure and planning assumptions to be reassessed.

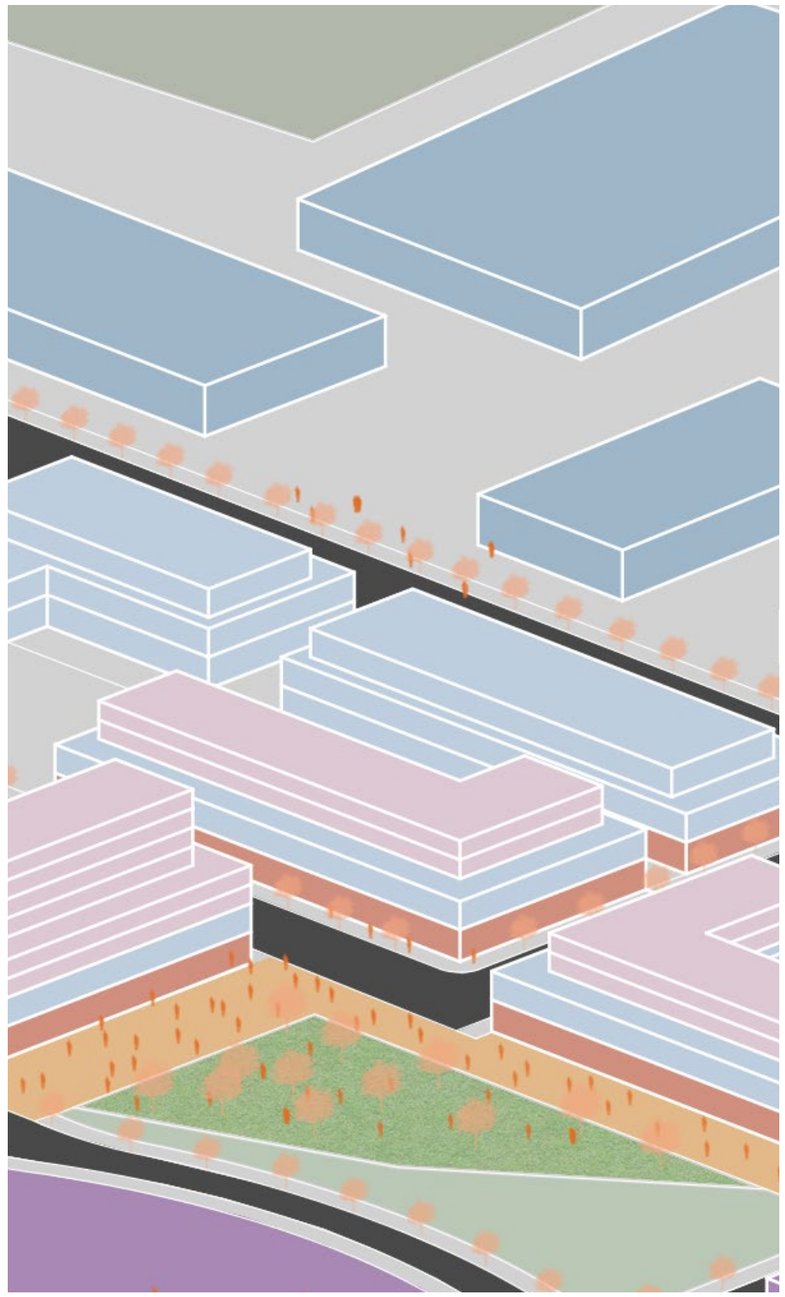


Figure 57 – Town Centre 3D Modelling

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