

APPROVED DOCUMENT
PLANNING AND ENVIRONMENT ACT 1987
WYNDHAM PLANNING SCHEME
Urban Design Framework: Tarneit Major Town Centre
Council Reference No: DP0125/21
Sheet: 1 of 85
Approved by: Aaron Chiles
WYNDHAM CITY COUNCIL
Date: 22 December 2023
Note: The UDF was approved by Council at the Council Meeting on 19 December 2023

TARNEIT MAJOR TOWN CENTRE URBAN DESIGN FRAMEWORK

December 2023

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Wyndham City Council recognises Aboriginal and Torres Strait Islander peoples as the first Peoples of Australia. We acknowledge the Bunurong and Wadawurrung Peoples as Traditional Owners of the lands on which Wyndham City operates. The Wadawurrung and Bunurong Peoples have and always will belong to the Werribee Yalook (river), creeks, stars, hills and red clay of this Country. We pay respect to their Ancestors and Elders who always have, and always will, care for Country and community today and for future generations.

Leakes P/L thanks the City of Wyndham, the Victorian Planning Authority, the Department of Transport and Planning, and our consultant team for assistance in the development of this UDF. The Leakes P/L design team includes: Spiire Urban Design and Landscape Architecture, DPM, Traffix Group and Deep End Services.



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PART A - CONTEXT

Part A introduces the UDF and outlines its purpose. It also defines the area affected by the UDF, as identified in the overarching Truganina Precinct Structure Plan (PSP) and describes the Tarneit Major Town Centre and its context.

1 Introduction, Context and Analysis

1.1 Purpose of the Document

The purpose of this Urban Design Framework (UDF) is to provide a long-term integrated vision, supporting plans, diagrams, objectives, requirements, guidelines, and actions to manage development of the northern part of the Tarneit Major Town Centre.

The UDF bridges between the Truganina Precinct Structure Plan (PSP) which provides high-level concept plans, and planning permits which regulate development of specific development proposals. The UDF makes decisions about the location and design of key public assets, spaces and key services, in addition to considering the appropriate building type, form and height of development to be delivered. The UDF also makes key decisions around the general design of transport infrastructure, drainage assets and open space as well as environmentally sustainable design.

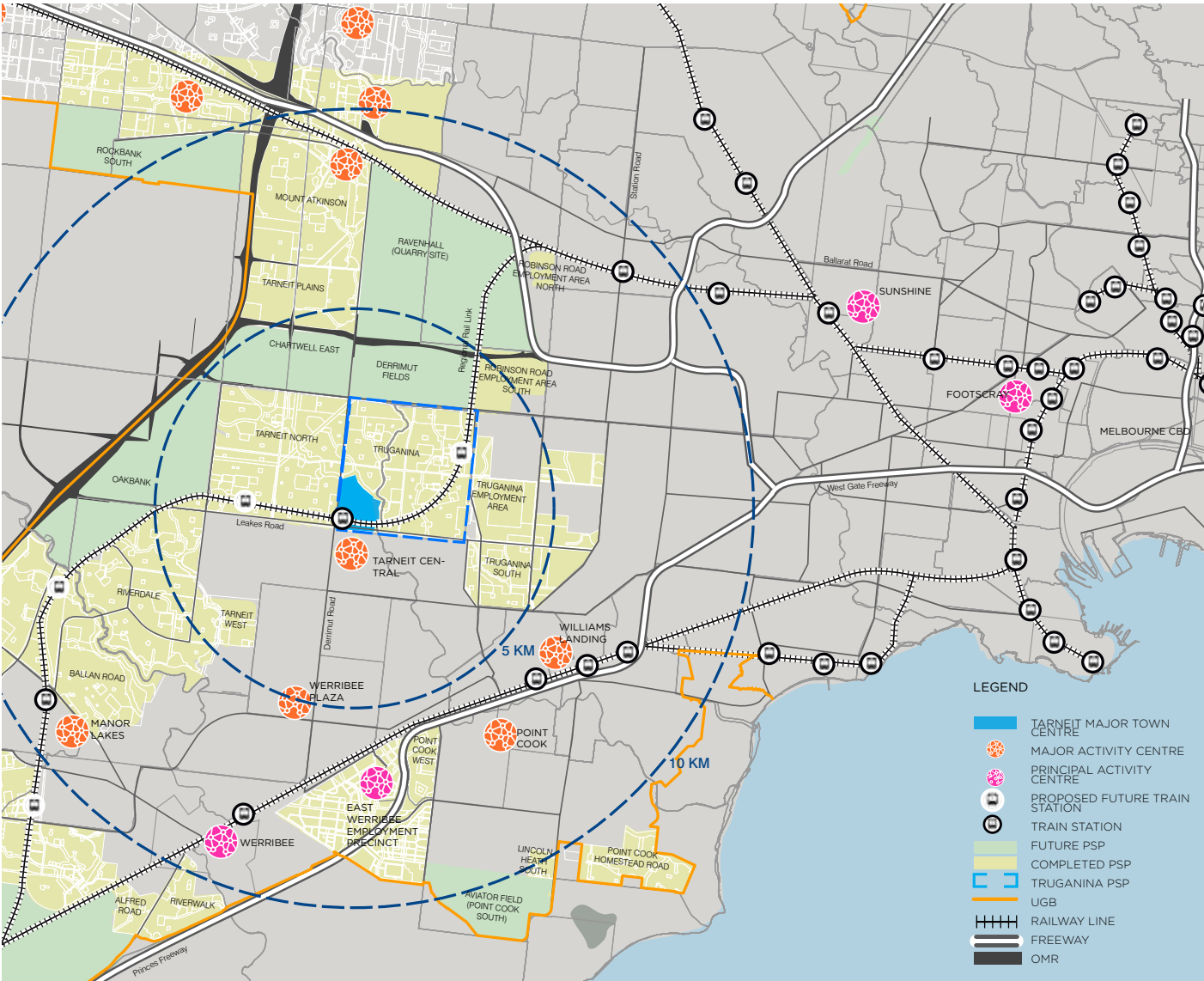
The UDF is an important strategic document, as planning permits which enable development of the Town Centre must ensure they accord with the relevant Objectives, Requirements and Guidelines.

1.2 Metropolitan Context

The Victorian Planning Authority (VPA) and the City of Wyndham (Council) have undertaken significant strategic planning to facilitate development of northern Wyndham. This includes the Western Growth Corridor Plan and multiple PSPs.

Plan 1 shows the location of the PSP and the Tarneit Major Activity Centre in Melbourne's Western Growth Corridor. Of most relevance is:

- The Land Use Framework Plan which includes a Growth Corridor Plan and the PSP designates the Tarneit Major Town Centre as a key site for a significant new town centre and employment hub that is connected to rail, and designed to service north Wyndham.
- The Tarneit Major Activity Centre is strategically located adjacent to the Tarneit Rail Station.
- The Tarneit Major Activity Centre abuts Derrimut Road which includes a section of the Principal Public Transport Network (PPTN). The Tarneit Major Activity Centre has excellent access to its primary and secondary retail catchment through a grid of arterial roads, connector streets and strategic creek crossings.
- The Tarneit Major Activity Centre is at the junction of Dry and Skeleton Creeks, which are regional active walking and cycling routes.



Plan 1 Regional Context

1.3 Local Context

Following the approval of the Growth Corridor Plan, the VPA prepared two PSPs which include part of the Tarneit Major Town Centre - the Tarneit North and Truganina PSPs. Plan 2 reproduces the Truganina PSP future urban structure plan, including:

- The Town Core, which is located on the north side of the Tarneit Rail Station, surrounded by a business and residential area.
- A business precinct with a residential area is located to the south of the Town Core – generally between Leakes Road and the rail line east of Derrimut Road.
- A mixed-use area is designated on the west side of Derrimut Road.
- A regional indoor recreation centre is shown on the edge of the Town Core.
- A town square and community centre site is located in the Town Core.
- An east-west connector street links Derrimut Road and Skeleton Creek.
- The road network plan provides for investigation of extra signalised access points.
- Other connector streets and access streets are shown connecting from the surrounding residential growth areas into the Town Core.
- Dry and Skeleton Creeks are anticipated to be major passive open space corridors with key active transport routes and will also include a heritage trail to connect key heritage assets.
- A secondary school and major sports reserve is located abutting the town centre on the east side of Skeleton Creek.
- Education and Potential Education/ Community facility within the Tarneit Major Activity Centre.
- The Skeleton and Dry Creek corridors contain important cultural heritage assets.

1.4 Truganina PSP

The Truganina PSP was approved and incorporated into the Wyndham Planning Scheme in September 2014 through Amendment C175.

The PSP applies to approximately 1,089 hectares of land as shown on the plan contained within the Wyndham Planning Scheme Schedule 10 to the Urban Growth Zone (UGZ), and is reproduced in Plan 2. The PSP applies to the UDF land and:

- Provides a long-term plan for urban development.
- Describes how the land is expected to be developed, and how and where services are planned to support development.
- Sets the vision for how the land should be developed, illustrates the future urban structure and describes the outcomes to be achieved by the future development.
- Sets out objectives, requirements and guidelines for land use, development and subdivision.

1.5 Tarneit Major Town Centre Urban Design Framework

The Urban Growth Zone Schedule (UGZ10) in conjunction with the PSP requires an Urban Design Framework (UDF) to be prepared to the joint satisfaction of the Responsible Authority and the Victorian Planning Authority (VPA) before a permit for subdivision or development can be issued.

The PSP nominates the following precincts within the Tarneit Major Town Centre:

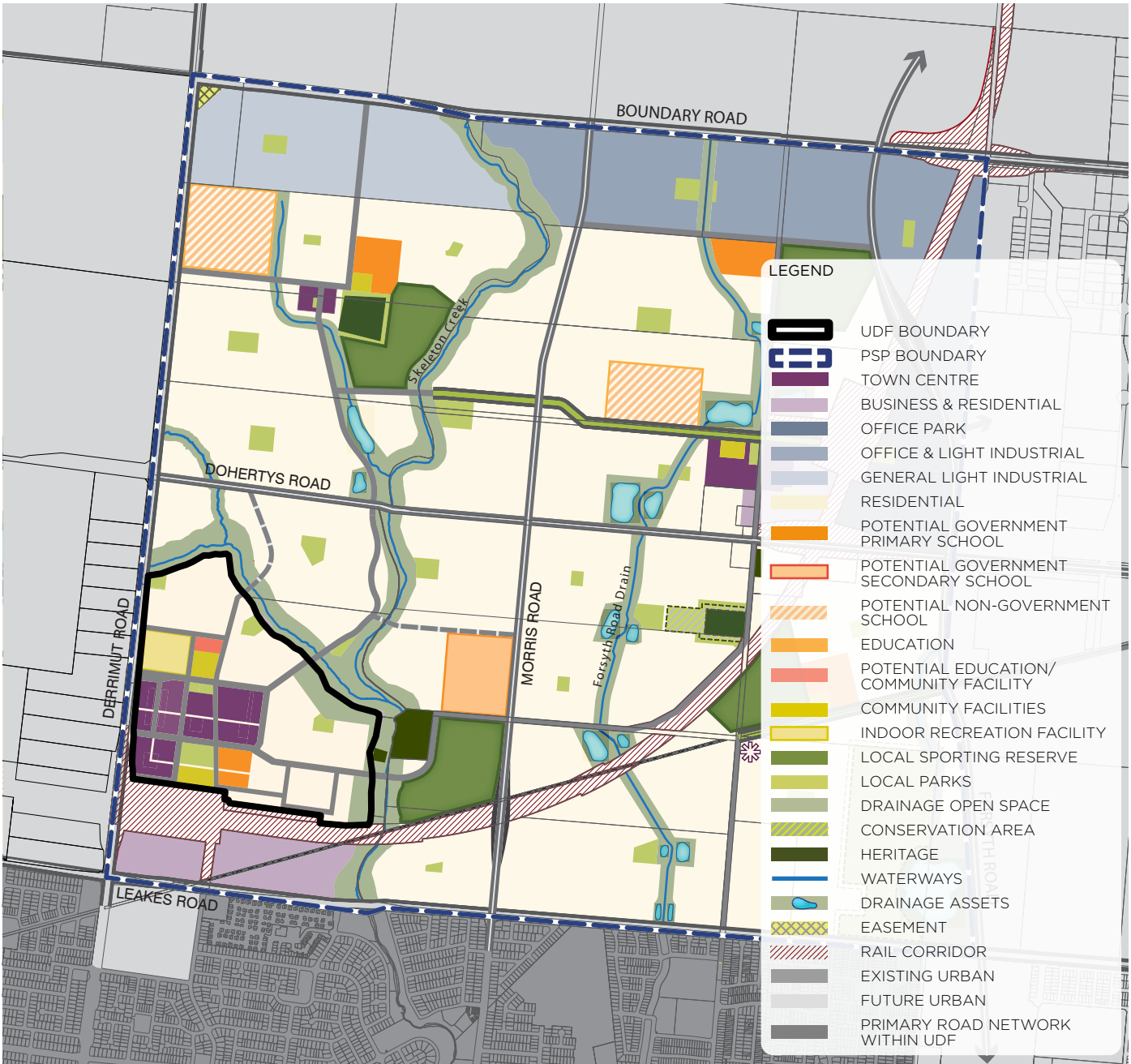
- Leakes Road Precinct (south of the rail line).
- Town Core Precinct (located immediately north of the Tarneit Rail Station).
- Dry Creek Precinct (located north of the Town Core).
- Skeleton Creek Precinct (located east of the Town Core).

A UDF was approved for the Leakes Road precinct on 15 March 2019. This UDF is for the remaining 3 precincts: Town Core, Dry and Skeleton Creeks.

Planning permits must be consistent with the approved UDF. For convenience, this UDF combines Dry and Skeleton Creek into a single precinct.

The PSP includes a Concept Plan for that part of the Tarneit Major Town Centre. The UDF must be generally in accordance with the PSP, including with the concept plan.

Past strategic plans have led to the creation of nine (9) character areas within the Tarneit Major Town Centre. The character areas are shown on Plan 4 and will be described later in this document. The planning scheme and permits provide for significant retail and other mixed-use development to occur at Tarneit Central which is the first stage of the delivery of the wider Tarneit Major Town Centre. Delivery of Tarneit Central is underway, with retail and entertainment precincts being delivered over several stages.



Plan 2 UDF Area within the Truganina PSP

0 125 250 375 500 625m
SCALE 1:25 000@A3

- NOTES
- All land identified as residential inside the UDF Boundary is residential/mixed use consistent with the Truganina PSP and other plans in this UDF.

PART B - VISION PRINCIPLES AND FRAMEWORK PLAN

Part B outlines the vision for the centre. It also explains the overall framework, the underlying principles and key character area outcomes.

2 Vision

2.1 Vision

"Located along-side the Tarneit train station and halfway between Werribee and Footscray, the Tarneit major town centre will become an important cluster servicing the western industrial node. The centre will also form an important employment generator in its own right, combining retail, entertainment, community services and business opportunities." (PSP Vision)

The Tarneit Major Town Centre will contribute to the overall livability of Melbourne's West and become a major business hub in the region. It will be home to a mix of employment, retail, civic and social infrastructure together with opportunities for a unique lifestyle. As the centre matures, it will have the capacity of 8,000 jobs and be home to more than 10,000 people, and be integral to delivering the concept of the '20-minute neighbourhood' within the wider Tarneit area.

The Tarneit Major Town Centre is nestled within the 'green lung' of Skeleton Creek and Dry Creek with landscaped street entries from Derrimut Road. The Tarneit Major Town Centre will be well-connected to the wider metropolitan rail, bus and cycle systems. A web of walking and cycling links will create a permeable network within the Tarneit Major Activity Centre.

Land use will be flexibly managed to allow market opportunities to be harnessed to generate a broad employment and high-density housing base. Development in the UDF area will progressively intensify as initial surface parking assets are later converted into mixed-use buildings.

Buildings will be well designed in the Town Core to create a positive urban outcome. Throughout the Town Core the street interface will be activated by retail, commercial and other non-residential uses.

Landscaping, heritage and art will be incorporated into the open space and building design to provide unique, shaded and green character design outcomes. Green roofs, vertical gardens, shady tree canopies in streets will encourage walking and cycling to the wider open space system and heritage trail.

At the street and walkway level there will be at least 25% tree canopy in streets, and 35% in parks, that are intimately designed at the human scale forming a well-connected cycling and walking web. Sunlight access will be protected from overshadowing to key public spaces to maintain amenity. The focus on users at the human scale will ensure weather protection and the micro-climate is well managed through building design, landscape and shelter in public and private spaces.

Some of the parks will include natural landscape spaces, but the creek system will form the major green space. This will provide a place for residents and workers to escape the hustle and bustle of daily urban life, and to explore and interpret our heritage roots and links into our ancient living culture.

Landmark recreation, education and civic facilities will ensure the Tarneit Major Town Centre becomes a central part of the sense of place for Wyndham's north.

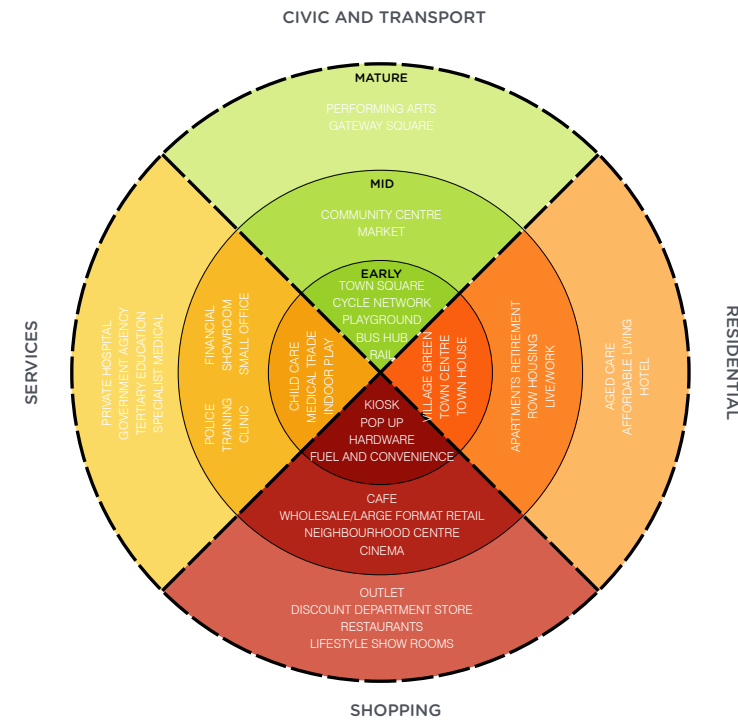


Figure 1 Centre Evolution



2.2 Town Centre Principles

People places and spaces

Spurred by changing consumer behaviour, online retail is continuing to grow, weakening traditional bricks and mortar retail. To be successful beyond convenience and weekly shopping, town centres need to provide a rich and desirable experience. Private and public realms are blurring as retail shifts to being about place-making and connection.

Key outcomes to plan for are:

- Quality public parks, plazas and streets. Attention to human needs like refreshments, toilets, seating, canopy trees, weather protection and public art.
- Programming and activation of key spaces, including the Civic Spine, and squares for pop up markets, food, dance and cultural events.
- Creating a mix of uses, with careful placement to maximise street activity, especially along key routes to boost safety through eyes on the street. For example, swim schools, gyms, childcare, education, health, community, as well as commercial and retail.
- Places to linger like cafes, restaurants and cinemas and accommodation.
- Provision of new community facilities in accordance with Wyndham City Council's Social Infrastructure Assessment and Service Plan.

Active Transport

Moving large numbers of people requires strategic and holistic solutions that cannot be provided by private cars alone. Combined with growing health issues, like obesity and diabetes, this has led planners and designers to prioritise active transport modes like walking, cycling and public transport to get people moving.

Key outcomes to plan for are:

- Integration of the train station into the town centre with strong transport and amenity connections.
- Permeable network of walkable and cycle friendly streets and Town Core links.
- Canopy trees to provide canopy cover of at least 25% of streets and 35% of parks and open spaces to encourage walking and cycling.
- Construct shade and weather protection along key routes and locations to encourage walking.
- Pedestrian priority at key street junctions with provision of traffic signals and pedestrian crossings.
- Dedicated cycle and bus routes in key areas to ensure they can compete against private vehicles.
- Prioritising active transport modes over the movement of private vehicles.

Climate Change and Sustainability

There is widespread recognition that human induced climate change from carbon pollution and other sources is the most significant issue facing our society. As our cities grow, there is a need to become more efficient with resource use, including boosting the circular economy to reuse resources. There is also a need to reduce the urban heat island effects as a priority.

Key outcomes to plan for are:

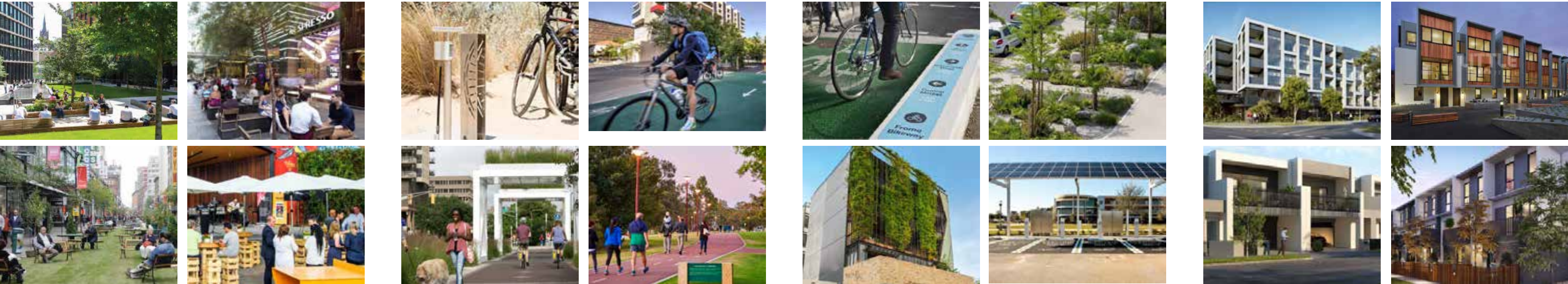
- Increase green infrastructure: cool streets, canopy tree planting, garden beds, street swales, green roofs and walls.
- Implement stormwater harvesting and passive irrigation for plants and trees to boost growth and canopy spread.
- Integrate on-site food production with urban farms, for example on larger roof areas.
- Incorporate solar power production to reduce carbon pollution.
- Explore use of materials with reduced embedded carbon elements.

The Missing Middle

Wyndham North attracts young and culturally diverse families with high proportions of young children and teenagers. Strategic sites like the Tarneit Major Town Centre can provide for the 'missing middle' of well-located diverse housing for young singles, single divorcees, single parent families, students, shared households and affordable homes for essential workers and transitional workers.

Key outcomes to plan for are:

- Provide for the Town Core to evolve in the longer term to include taller mixed-use buildings and residential development at upper levels.
- Provide for apartment buildings in the first wave of development at the edge of the Town Core precinct and within the urban core and along the creeks.
- Include specialised accommodation like hotels, student accommodation, key worker accommodation, serviced aged care and other forms of housing.
- Provide for well-located one and two-bedroom dwellings close to and within the Town Core.
- Support Government and Registered Housing Providers to deliver affordable and social housing for persons on very low and low incomes as defined by the Planning and Environment Act 1987.



2.3 Framework Plan & UDF

2.3.1 Framework Plan Outcomes

Plan 3 - Tarneit Major Activity Centre Framework Plan is to be delivered over the next 30 years and includes:

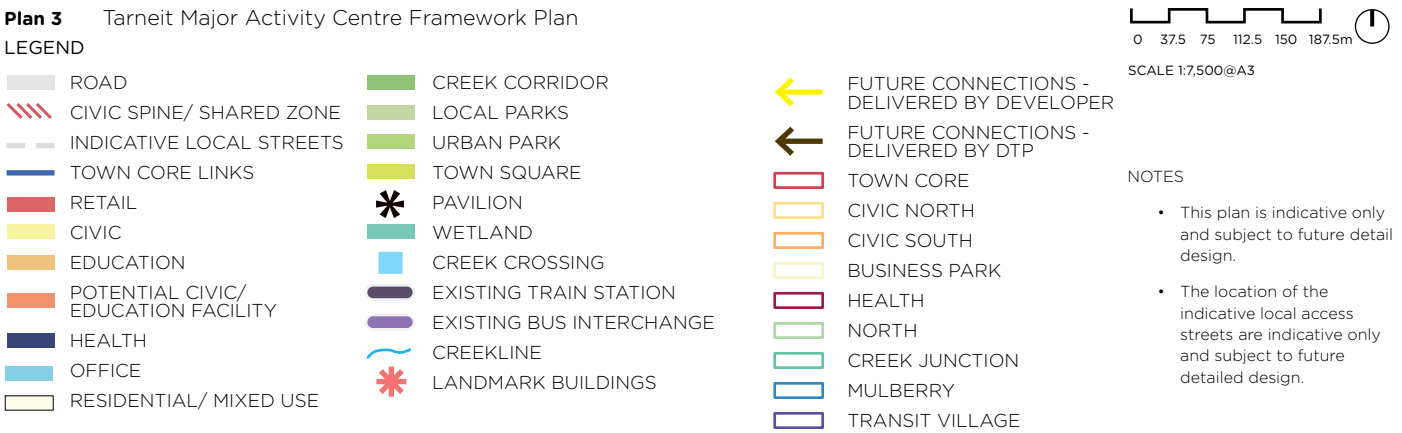
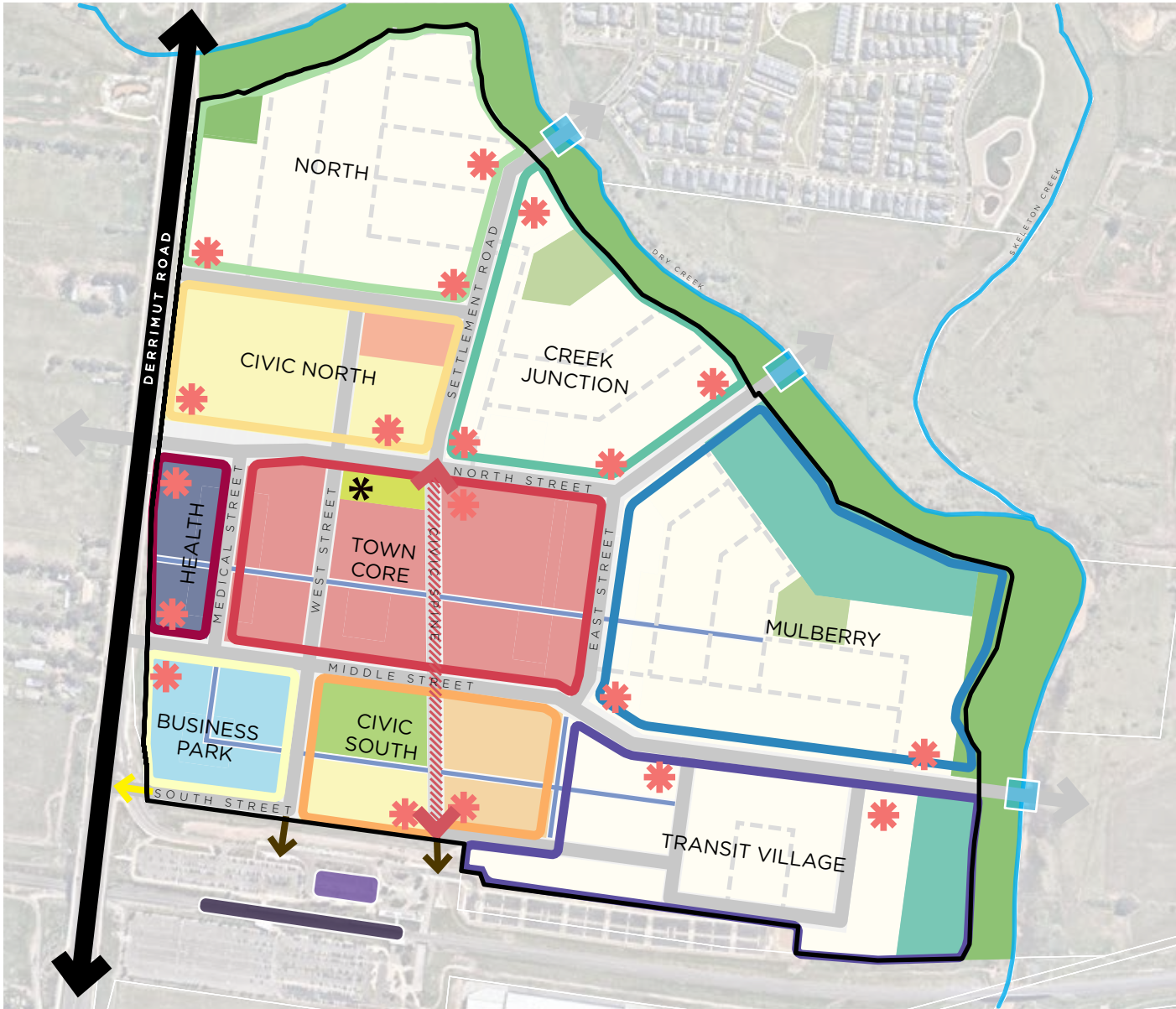
- Up to 8,000 local jobs and over 10,000 residents at ultimate build out.
- Retail - including supermarkets, department or mini-major stores, specialty shops and other general shops.
- Mixed use - including active ground-floor uses that include both retail and office, upper floor commercial, residential and accommodation.
- Restricted retail - including small-format premises and showrooms.
- Commercial and offices.
- Entertainment – including cinemas, function and reception centres.
- Food and drink premises - including restaurants, cafes, bars, and pubs.
- Accommodation – including short-stay, serviced apartments, hotels, and serviced aged care.
- Community uses – including a performing arts centre.
- Education - including TAFE and a potential civic/ education facility.
- Health facilities - including major private medical and a potential public facility, such as a community hospital.

2.3.2 The Role of the Framework Plan

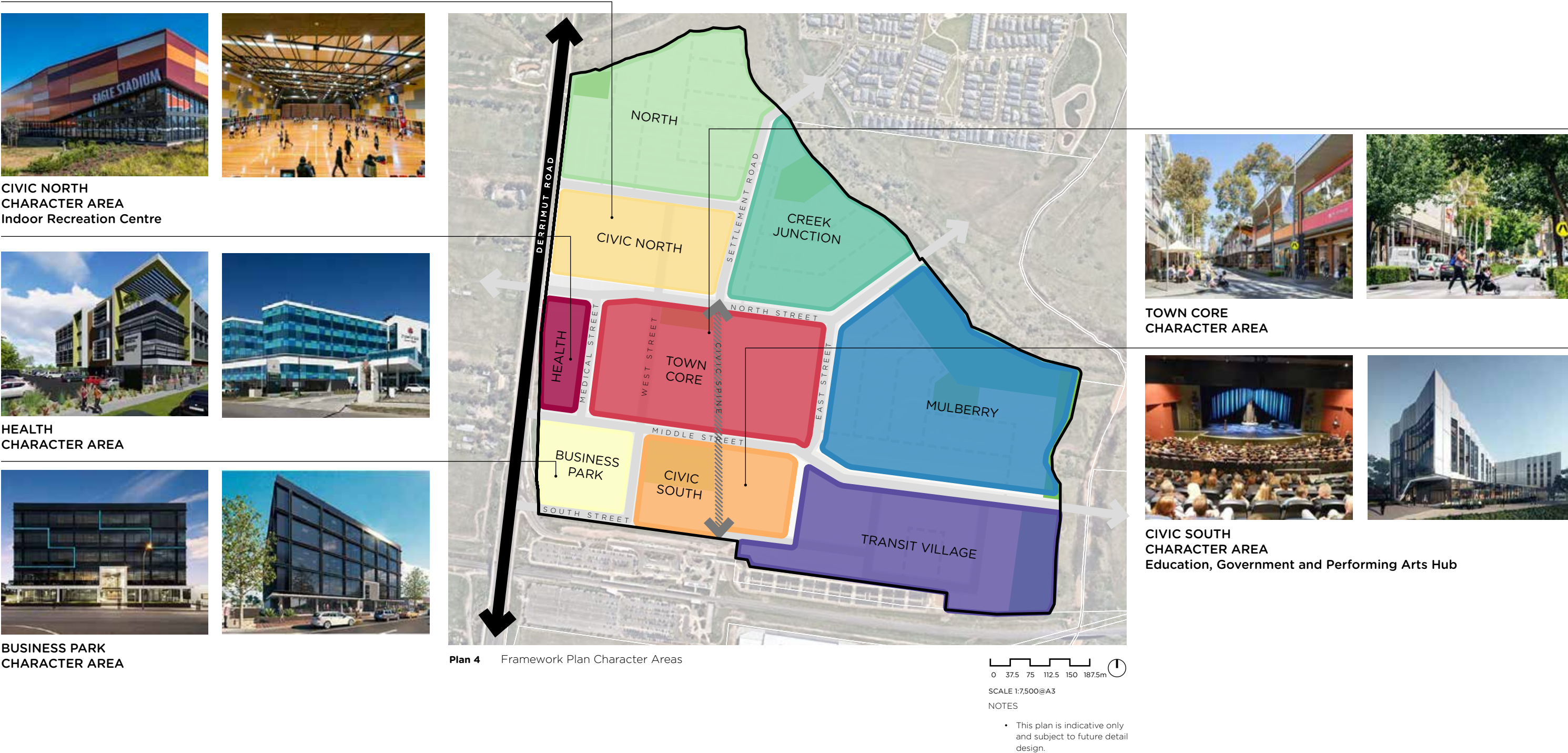
The Tarneit Major Activity Centre Framework Plan has been developed to guide use and development of the land, and to support the progressive intensification of the Tarneit Major Town Centre over time.

The Framework Plan and the Staging Plans (outlined in Part J - Implementation) are designed so:

- Critical public streets and links to surrounding areas are established early in the life of the Tarneit Major Activity Centre's development.
- Town Core parks and Council civic sites are secured early to help provide the foundation for social infrastructure development.
- Key street connections across Dry and Skeleton Creek are delivered as early as practical, together with a bus capable street to the rail station.
- Polly Parade to the west of Derrimut Road is connected early to allow easy access to the growing western catchment.
- Key sites are set aside for higher rise residential development from the outset to help build the conditions for the Town Core to intensify over time.



2.3.3 Framework Plan Character Areas



PART C - HOW TO USE

This Part C provides an overview of how to use this document, including details on where the UDF fits in the planning hierarchy and guidance on planning permit requirements.

3 How To Use This Document

3.1 Introduction - Planning Approval Hierarchy for land within the UDF area

- The planning approval hierarchy includes the following:
- Precinct Structure Plan.
 - Urban Design Framework.
 - Character Area Master Plan. This is a master plan for the character area that is submitted with the first permit application for development within each character area. It is considered as part of the first permit application.
 - Planning Permits.

The Precinct Structure Plan

The PSP is a higher-level structure plan that addresses over 1,000 hectares of land and makes key decisions about arterial road networks, open space systems and town centre location, scale and general urban design response. The PSP enables large scale residential development and to provide a strong planning vision and urban design intent for the Tarneit Major Town Centre. The PSP is not intended to provide sufficient detail to enable planning permits to then issue for subdivision and development. Instead, the PSP requires a further planning and urban design process and the preparation of a UDF to occur before a planning permit can be considered for development within the Tarneit Major Town Centre area.

The UDF

The UDF takes the PSP one step further and identifies a supplementary set of key decisions to more clearly define land use, road networks, active transport, retailing, social infrastructure, urban design, landscape responses, heritage protection, a local road hierarchy and general staging. The UDF makes a further set of key decisions and incorporates stakeholder feedback. As an example, the UDF resolves the number and general form of road connections to Derrimut Road and the location of health, retail, business and community activity.

Character Area Master Plans

The UDF includes concept plans that provide an indicative layout for the overall centre and for each character area. These concept plans show intent, but they are one example of how the UDF might be implemented at permit stage. The UDF is flexible enough for alternative layouts to be approved provided the PSP and UDF vision, objectives, requirements, and guidelines are satisfactorily implemented.

To ensure a co-ordinated approach to development within each character area, an application for a permit for the first development within a character area must provide a master plan that demonstrates how that character area is intended to be developed consistent with the PSP and UDF.

The preparation of the character area master plan is an application requirement for the first planning permit. This master plan is considered as part of the first permit application.

3.2 Planning Permits

Wyndham City Council is the Responsible Authority for the implementation of this UDF.

Pursuant to Section 2.9 of Schedule 10 of the UGZ, an application to subdivide land, or construct a building or carry out works (where the value of those works is in excess of \$500,000) on land in the Truganina Major Town Centre must be referred in accordance with section 55 of the Planning and Environment Act 1987 to the Victorian Planning Authority (Growth Areas Authority).

A planning application and subsequent planning permit must:

- Respond to the vision, framework plan, and other plans and diagrams within the UDF.
- Respond to the relevant character area Master Planning Requirements.
- Implement the UDF by demonstrating that all Objectives, Requirements and Guidelines are responded to and achieved.

The vision and objectives describe what the UDF seeks to achieve.

Requirements must be adhered to in developing the land. Where requirements are not demonstrated in a permit application, they will usually be included as a condition on a planning permit and may vary from the wording in the UDF as appropriate.

Guidelines express how discretion will be exercised by the Responsible Authority in certain matters that require a planning permit. If the Responsible Authority is satisfied that an application for an alternative to a requirement or guideline is satisfactory, and implements the vision and objectives, the Responsible Authority may consider the alternative.

A requirement or a guideline may include or reference a plan, table or figure in the PSP.

Conditions that must be included in a planning permit are outlined in Schedule 10 to the Urban Growth Zone (UGZ) in the Wyndham Planning Scheme.

The framework plan has been developed to support the progressive intensification of the Tarneit Major Town Centre over time.

Development proponents are encouraged to prepare permit applications for the whole of each residential character area. However, it is recognised that this may not be possible or practical in the non-residential character areas as these may develop over a longer time frame. The UDF provides detailed guidance around the expectations for the preparation of the character area master plans.

3.3 Character Area Master Plans

Town Core Master Plan

The Town Core has a special requirement for a Town Core Master Plan to be prepared to the satisfaction of the Responsible Authority before a permit can issue for the development of part of the land. There are more detailed Master Planning requirements for the Town Core character area compared to the other character areas, reflecting both its complexity and also how integral it is to the achievement of the vision for the town centre.

The Town Core is the primary location for retail provision. The retail environment is evolving and complex and is normally delivered in stages over time to match the growing catchment and market maturity. A well-conceived retail design is central to the achievement of key elements of the PSP and UDF vision as well as the success of key spaces such as the Civic Spine.

The UDF therefore requires a more detailed master plan to be prepared for the Town Core. This Town Core Master Plan will need to address:

- The PSP and UDF vision, plans and diagrams, objectives, requirements and guidelines.
- The whole of the Town Core.
- The likely staging of retail and other development types within the core.
- How the Civic Spine will be activated early and remain the primary active retail zone with strong pedestrian activity throughout the lifetime of the town centre.
- How initial surface parking sites can be located to support both the Civic Spine and ensuring they can support the main retail anchors and secondary retail zones running perpendicular to the Civic Spine.
- Opportunities to use the slope/ fall of the land to provide undercroft parking, where feasible.
- How land used for car parking on private land can transition in the long term to provide appropriate built form outcomes.
- How the town square will be activated throughout the town centre’s lifecycle.
- How capacity can be retained in the longer term for more intensive retail and entertainment and accommodation uses.
- How residential apartments can be progressively delivered throughout the retail core, initially on the edges and along the Civic Spine and later in larger mixed use and residential buildings.
- How micro-climate such as shadowing and wind can be managed as the Town Core is built out.

Other Character Area Master Plans

Other character areas have the following application requirements for the first planning permit associated with the development of each character area:

- A planning permit application must be accompanied by a character area Master Plan to the satisfaction of the Responsible Authority.
- The Master Plan must address relevant requirements and guidelines for the centre overall, and for that character area, to the satisfaction of the Responsible Authority.

Planning Permit Application Requirements

It is recognised that more complex housing typologies like apartments will be addressed through subsequent permit applications for individual sites. These can be indicated as super lots in the initial subdivision application, however the general built form envelope and landscape design response, access location and other relevant elements should be addressed in the initial permit application to ensure integration and a positive design outcome. Where this is proposed, general design arrangements and critical urban design guidelines should be addressed for key sites in the submitted character area Master Plan. As relevant, planning permit conditions can address the need for more detailed design guidelines to be endorsed for particular sites.

The permit application for each character area will also need to include:

- An urban design response addressing relevant vision, plans, diagrams, requirements and guidelines.
- A housing design response addressing proposed locations for different housing types, including small lot and low, medium and higher rise apartments and proposals for any non-residential use or special purpose housing like accommodation or serviced aged care.
- A landscape design response and master plan. Where relevant, this will need to include a Heritage Design response and dry stone wall management plan.
- An active transport response that promotes safe and comfortable walking and cycling.
- A traffic assessment including proposed concept design for all major roads and intersections.
- Indicative street plans and sections for each street and lane, including engineering servicing and passive street tree watering response.
- A sustainability response addressing the planning scheme policies and the requirements of the UDF.
- The proposed provision of open space and land to be transferred to Council including a mechanism for acquisition of land over and above the DCP and POS liability.

3.4 Other legislation and regulation

Development must also comply with other Acts and approvals where relevant e.g., the Aboriginal Heritage Act 2006 in the case of cultural heritage. Not every aspect of the land's use, development or subdivision is addressed in this UDF. A Responsible Authority can also manage development and issue permits as relevant under its general discretion.

3.5 Changes from UDF

The UDF may be amended to the satisfaction of the Responsible Authority and the VPA. Changes to the specific siting and size of proposed land uses in implementing the UDF may be made, provided the changes do not result in a substantial divergence from the aspired outcome for use and development outlined in this UDF for that character area, or where the changes are required due to:

- Changes to the regulatory requirements relating to any land use.
- The availability of more detailed and relevant information informing the planning process.
- The requirements of a servicing authority or service provider.
- Any reason the Responsible Authority and the VPA considers appropriate in facilitating the implementation of the approved PSP.

PART D - LAND USE GUIDELINES

This Part D describes preferred land use outcomes in the UDF in greater detail.

4 LAND USE

4.1 Introduction

Land use within the UDF area is regulated by Schedule 10 to the Urban Growth Zone (UGZ), which applies the Commercial 1 Zone to the land within the UDF area. The Commercial 1 Zone allows for a mix of retail, business, entertainment, residential and community uses.

The Design and Development Overlay (DDO10) applies to the land along the rail line to protect the amenity of future residents. Specifically, housing must be designed to protect bedrooms from noise that would impact the health of residents – with a focus on management of night-time noise affecting sleep.

The Heritage Overlay protects several heritage sites within the Dry and Skeleton Creek corridors. These sites are incorporated into relevant landscape concept plans and are linked through a Heritage Trail as proposed by the PSP.

This UDF provides further land use guidance to assist with the consideration of planning permit applications.

Table 1 provides high-level net developable estimates for uses within the Tarneit Major Town Centre at full build out. Table 2 provides high-level floorspace estimates for uses within the Tarneit Major Town Centre at full build out.

Net Developable Area (NDA) refers to the total amount of land within the precinct that is made available for development of housing and employment buildings, including lots, local and connector streets. Total precinct area minus community facilities, schools and educational facilities and open space, arterial roads and encumbered land. Small local parks defined at subdivision stage are included in net developable area.

Table 1 Tarneit Major Town Centre Land Budget

Tarneit Major Town Centre			
Site Area	73.01 Ha		
	Area (Ha)	% Site	% NDA
Community and Education			
Indoor Recreation	3.35	4.59%	5.79%
Community Facility	1.69	2.31%	2.92%
Performing Arts Centre	1.14	1.56%	1.97%
Sub Total	6.18	8.46%	10.68%
Encumbered Open Space			
Cultural Heritage	1.08	1.48%	1.87%
Waterway and Drainage	4.72	6.46%	8.16%
Sub Total	5.80	7.94%	10.03%
Credited Open Space			
Local Park Network	3.22	4.41%	5.57%
Sub Total	3.22	4.41%	5.57%
Total	15.20	20.82%	26.27%
NDA	57.85	79.24%	100.00%
Residential/ Mixed Use NDA	36.78	50.38%	63.58%
Commercial/ Mixed Use NDA	21.07	28.86%	36.24%

Total Yield - Dwellings (minimum)	2625
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Note: the land budget does not include the Creek corridors (encumbered open space along Skeleton & Dry Creeks).

Table 2 Tarneit Major Town Centre Floorspace Estimates

Floorspace Estimates	
Medical Centre(s)	6,500m²
Retail Floorspace	30,000m²
Bulky Goods Retail	2,000m²
Office	30,000m²
Indoor Recreation Facility	20,000m²
Gym	2,000m²
Cinema	3,000m²
Community Facilities	5,000m²
Enrolments	
Childcare Centre	600 children
Tertiary / TAFE Facility	2,000 students

Source: Deep End Services/ Traffix Group

Note: Further development stages would occur as the population capacity is reached and as the local workforce expands with more significant office, health and education uses established. A longer-term ambition for up to 55,000m² of retail floorspace as per the Truganina PSP will be achievable, with this in the form of more intensive multi-level development.

4.2 Character Areas

This section of the UDF provides detailed place-based guidance for the nine (9) character areas. Plan 5 demonstrates land uses for each of the character areas:

- North.
- Civic North.
- Creek Junction.
- Health.
- Town Core.
- Business Park.
- Civic South.
- Mulberry.
- Transit Village.

4.2.1 Preferred Land Use Types

The following section describes preferred land uses by character area.

Town Core

Retail uses in the Tarneit Major Town Centre are to be consolidated within the Town Core character area. Uses will include supermarkets /department stores, entertainment and a range of specialty retail offerings. This is centrally located within the UDF area with close proximity to the existing train station.

Indicative land uses include:

- Full range of retail.
- Cinema and entertainment.
- Cafe, restaurant and taverns.
- Private market.
- Function and reception centres.
- Hotel/motel and short stay accommodation.
- Medical.
- High density housing.
- Affordable housing.
- Government services

Civic North and Civic South.

A substantial 6.14 Ha of land is dedicated to community facilities, encompassing an indoor recreation centre, a versatile community hub, and a vibrant performing arts venue. Strategically positioned at both ends of the Civic Spine—north and south—these facilities are thoughtfully integrated, enhancing accessibility to civic services. This design aligns seamlessly with the Town Centre’s ethos of blending community amenities and civic activities within the commercial zones, fostering a cohesive and dynamic urban environment. Indicative land uses include:

- Performing arts centre.
- Indoor recreation.

- Level 2 community facility.
- Ground floor cafe/restaurant.
- Childcare.
- High density housing.

1.90 Ha of land is dedicated to education uses, strategically situated at the southern terminus of the civic spine. Indicative land uses include:

- TAFE/ Tertiary education.
- Government/ non-government school.
- Learning centre.

Health

The Health character area will provide a vibrant precinct for medical, allied health services and potential emergency services for the wider Wyndham community. Indicative land uses include:

- Public/private hospital.
- Integrated specialist centre and day surgery.
- 24 hour GP and medical clinic.
- Specialist health services.
- Health related education.
- Allied health and wellbeing centre.

Business Park

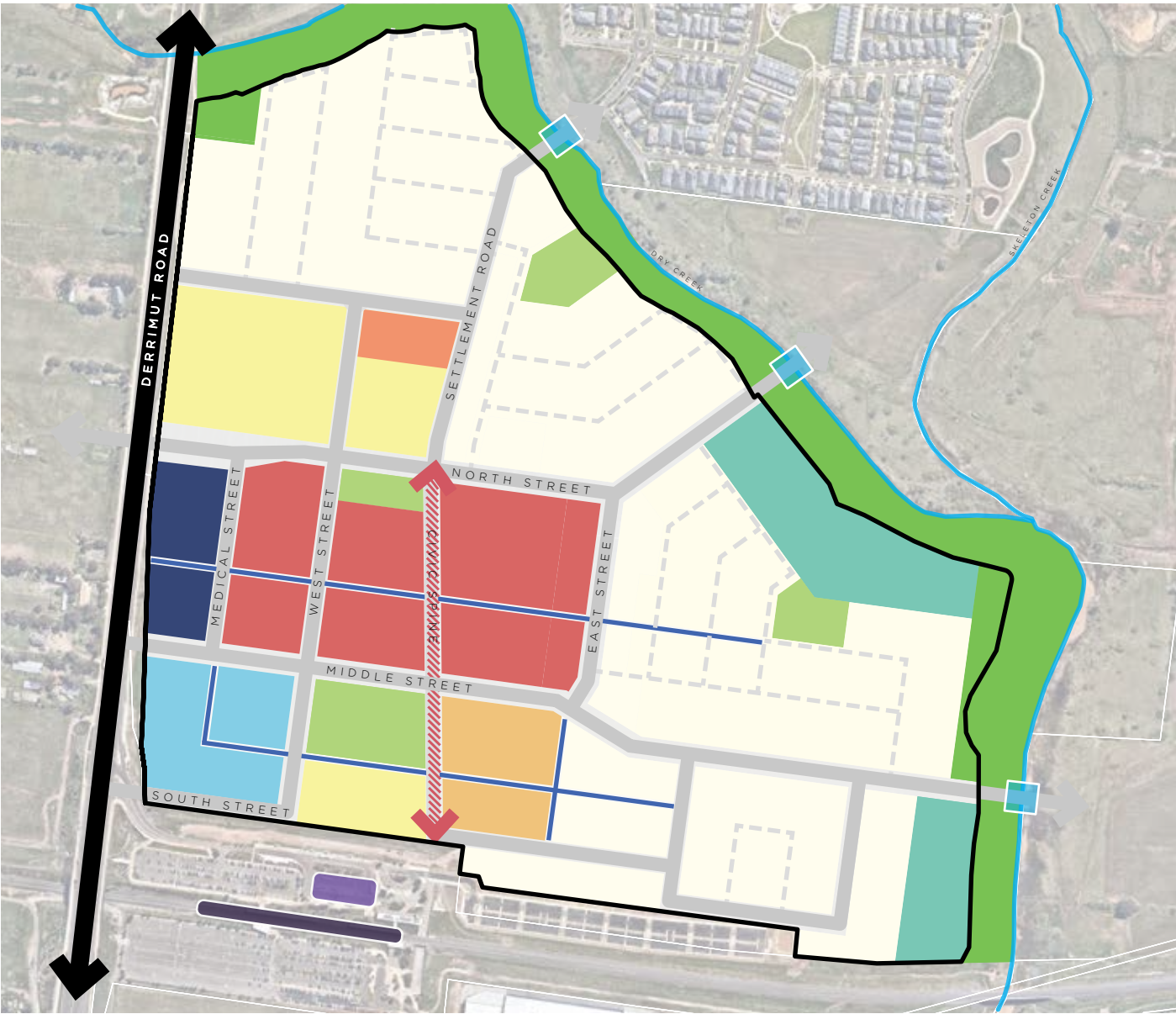
Harnessing its accessibility to Tarneit Station and nearby public transport options, the Business Park will blend multi-story architectural structures with versatile ground-level applications. Indicative land uses include:

- Office.
- Government Services.
- NGO’s.
- Ground floor cafe/restaurant.
- Hotel/motel and short stay accommodation.

Residential - North, Creek Junction, Mulberry, Transit Village

Residential land uses are positioned along the northern and eastern edges of the UDF area, within comfortable walking distance of the Town Centre Core and train station. Indicative land uses include:

- Medium to high density residential including town houses and apartments.
- Home based business.
- Aged care.
- Childcare.



Plan 5 Tarneit Major Activity Centre Land Use Plan

LEGEND

- | | |
|-------------------------------------|--------------------------|
| ROAD | OFFICE |
| CIVIC SPINE/ SHARED ZONE | RESIDENTIAL/ MIXED USE |
| INDICATIVE LOCAL STREETS | ENCUMBERED OPEN SPACE |
| TOWN CORE LINKS | UNENCUMBERED OPEN SPACE |
| RETAIL | WETLAND |
| CIVIC | CREEK CROSSING |
| EDUCATION | EXISTING TRAIN STATION |
| POTENTIAL CIVIC/ EDUCATION FACILITY | EXISTING BUS INTERCHANGE |
| HEALTH | CREEKLINE |

0 37.5 75 112.5 150 187.5m
SCALE 1:7,500@A3

NOTES

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4.3 Land Use Objectives, Requirements and Guidelines

Table 3 Land Use Objectives, Requirements and Guidelines

OBJECTIVES	REQUIREMENTS	GUIDELINES
To ensure a dynamic and sustainable blend of retail, commercial, office, residential, education, and community amenities.	R1 The major town centre must encompass a diverse array of retail, commercial, office, residential, education, civic, and community uses. This includes supermarkets, specialised retail, mini majors, large format retail, as well as eateries like cafes, restaurants, bars, taverns, hotels and entertainment venues.	G1 Uses which facilitate activation at different times of the day should be encouraged to facilitate passive community surveillance and a safe environment. G2 Mixed-use buildings should provide retail or commercial uses on the ground level with offices and/or residential on the floors above. G3 Land uses within each character area should comprise the preferred land use types at Section 4.2.1.

PART E - URBAN DESIGN GUIDELINES

This Part E describes the UDF in greater detail and provides comprehensive Urban Design Guidelines.

The Urban Design Guidelines provide objectives, requirements, and guidelines both generally for the overall town centre and for each of the more specific character areas.

5 Urban Design - Overall Guidelines

5.1 Built Form

Built form within the Tarneit Major Town Centre will have a contemporary urban character that creates a distinct identity for the Town Centre and creates a rich and engaging pedestrian experience.

This section provides guidance on:

- Building heights.
- Building setbacks and street wall heights.
- Landmark buildings.
- Active frontages and interface conditions.
- Envisaged residential densities and typologies.

5.1.1 Building Heights and Setbacks

Building Heights

The built form and massing within the Tarneit Major Town Centre will contribute to an urban atmosphere, softened by integrated landscape features that enrich the local character. Building heights will be tailored to establish a sense of enclosure while harmoniously blending with the streetscape.

To achieve this, key roads and pedestrian pathways will have a minimum 2 storey built form at their edges. Building heights in certain locations can be up to 8 storeys provided it is demonstrated that ample sunlight reaches the Civic Spine and Town Square, while ensuring a balanced transition in height with the surroundings. Buildings surpassing 8 storeys may be permissible, contingent upon approval from the Responsible Authority.

Plan 6 provides an overview of building heights across the Tarneit Major Activity Centre.

The design of taller buildings (above 4 storeys) should seek to minimise the impacts of overshadowing, and unsafe wind effects, particularly on public land and publicly accessible areas on private land.

Building Setbacks and Street Wall Heights

Building setbacks from a street edge affect how uses relate to the public space of the street and public paths. Building setbacks contribute to the arrangement of building elements bordering property lines, influencing the visual flow of the streetscape.

For example, where there are no setbacks, buildings may directly access adjacent footpaths maximising potential activation from adjacent buildings. Alternatively, ground floor setbacks can be used to buffer street edges and soften them with garden beds. Introducing variations can add visual allure and allow room for entrances, outdoor dining zones, green spaces, and canopy trees.

A street wall refers to the front facade of a building where it is built on or close to a street. Street walls are used to define the street and to provide a comfortable scale for pedestrians. Generally, street walls should be around 2-3 stories to provide for a more human scale; however, they may be varied where an alternative urban character is preferred, such as in the Business Park, where taller street walls will emphasise a more monumental character.

Setbacks of upper building levels also affect the visual enclosure of street spaces, the apparent scale of these spaces in proportion to people using them, and also provide protection from weather and access to sunlight.

Plan 6 offers an overview of typical building setback norms for key streets and public areas within the Tarneit Major Town Centre:

- Zero metre setbacks are encouraged for retail, commercial, civic, education, and mixed-use buildings along key streets and encompassing the Town Square, whilst establishing a robust built form. However, flexible ground floor setbacks may be permissible to infuse visual intrigue, dynamic street views, and activation possibilities, subject to the agreement of Responsible Authority.
- A 2m setback from the Town Core links will future proof the comfort and human scale of these areas when they are developed.
- In total, a 6m wide building setback is required that will include a 5m wide tree reserve, which is required to be provided along Derrimut Road, and an additional 1m wide setback to this tree reserve. This is to foster a welcoming green buffer upon arrival.
- Street walls should generally not exceed 2-3 stories (or up to 11m) with a setback of 5m above 3 stories. However, the height of street walls may be varied where a particular design intent is proposed and where minimal impacts on the public realm can be demonstrated, and with the agreement of the Responsible Authority.

5.1.2 Landmark Buildings

Landmark buildings are those buildings that can be recognised by the public within a particular place and can be used to judge position relative to other buildings or features. Landmark buildings must be distinguished by unique characteristics such as architecture, height, volume, roof shape, window openings, colour, etc. Landmark buildings may be public/civic, private commercial or residential in ownership.

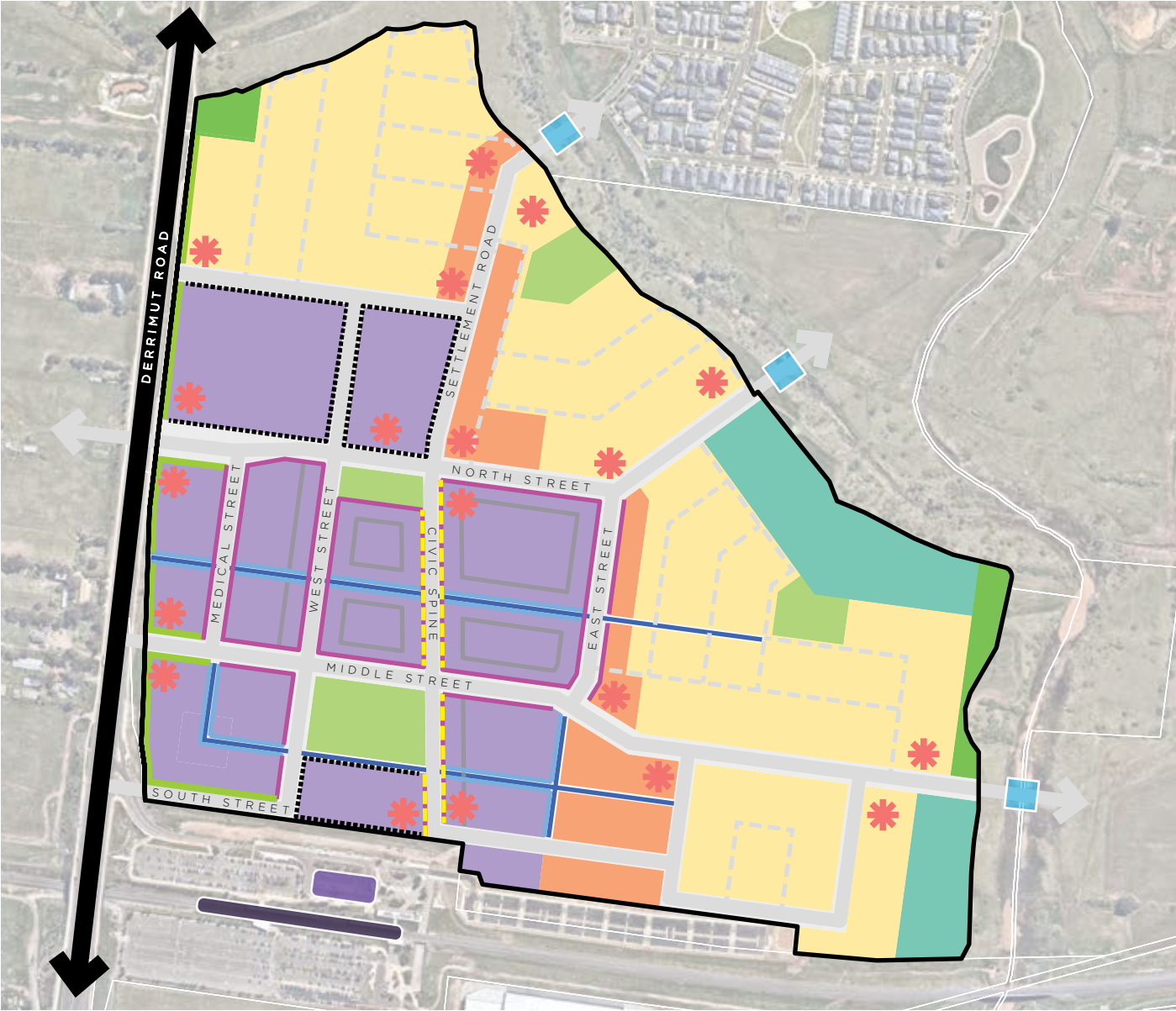
Landmark buildings can serve an important function of marking a location and providing a sense of place, as well as playing a vital role in way finding. They demand a distinct and thoughtful design response due to their high visibility.

Plan 6 identifies the locations for potential landmark buildings across the Tarneit Major Town Centre. These sites have been chosen because they are situated at prominent intersections, nodes, or terminations of key sight lines.

Landmark Buildings should be designed:

- To act as a point of visual interest.
- To be a visual marker at road entrances to residential areas from Skeleton / Dry Creek.
- To include architectural features that distinguish the buildings from adjacent residential buildings (e.g. distinctive roof line, colour or texture of materials, built form shape).
- To feature high quality landscaping, as appropriate.
- To have a minimum height of 2 storeys.

Note: If a different minimum height is identified in Plan 6 for a particular landmark building location, the height in Plan 6 applies.



Plan 6 Building Heights and Setbacks

LEGEND

MAX. 8 STOREY BUILT FORM	2M SETBACK	TOWN CORE LINKS
3 STOREY BUILT FORM	6M SETBACK	ENCUMBERED OPEN SPACE
MIN. 3 STOREY WITH MAX. 4 STOREY BUILT FORM	SETBACK TO BE DETERMINED THROUGH FUTURE COUNCIL MASTER PLANNING	UNENCUMBERED OPEN SPACE
MIN. 2 STOREY BUILT FORM	SETBACK ABOVE THE SECOND STOREY	WETLAND
LANDMARK BUILDINGS	ROADS	CREEK CROSSING
OM SETBACK	INDICATIVE LOCAL STREETS	EXISTING TRAIN STATION
		EXISTING BUS INTERCHANGE

0 37.5 75 112.5 150 187.5m
SCALE 1:7,500@A3

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- Setback lines do not infer a built form edge.

5.1.3 Active Frontages

Creating vibrancy in the Town Centre involves interacting with and observing street life and activities. Therefore, building design should consider how internal functions connect with the external public space. Active frontages will be prioritised along key pedestrian paths and important public areas like the Civic Spine.

Tarneit Major Town Centre's interfaces are divided into 3 activation levels as shown on Plan 7:

- Level 1: High-Priority Active Frontages - These are along the civic spine.
- Level 2: Active Frontages - These are on the primary roads.
- Level 3: Active Frontages - These are located along the Town Core links.

Level 1: High-Priority Active Frontages

The Level 1 frontages seek to promote the highest possible level of activation surrounding the Civic spine, the bustling, pedestrian-friendly core of the Town Centre. The way buildings interact with this area plays a crucial role in energising public spaces and fostering a lively street atmosphere. Typical conditions for buildings facing Civic Spine are:

- A focus on visual openness, especially at ground level, allowing a visual connection between occupants of buildings and pedestrians.
- Architectural intricacies should enhance the façade at street level, contributing to a captivating appearance.
- Delicate design elements, like detailed façades and regular entrances should be added to buildings for a refined touch.
- Provision of appropriate street furniture, canopy tree planting and public lighting.
- Provision for casual seating and outdoor dining, promoting interaction.
- Varied colours and materials on building façades to stimulate visual appeal.
- Avoidance of placing service components along these fronts.
- Minimisation of excessive decals and signage for an uncluttered aesthetic.

Level 2: Active Frontages

Interfaces in the Town Centre will feature engaging frontages along prominent streets and pedestrian pathways. These conditions align with those described under Level 1 High Priority Active Frontages, albeit with some flexibility to accommodate a slightly reduced level of visual permeability.

Level 2 frontages should seek to provide a high level of activation to the public realm and contribute to high quality safe and attractive street frontages through the provision of ground floor businesses, and a high-quality public realm that includes appropriate provision of street furniture, canopy tree planting and public lighting.

In the short term, it is not likely that all frontages in the Town Centre would be activated given the location of the retail car parking and back-of-house areas. However, as the Town Centre evolves, opportunities will arise for buildings to be built within close proximity to the interface.

Level 3: Active Frontages

Town Core links play an important role in the urban structure of the UDF and are key links through for pedestrians and cyclists. Surrounding built form scale should be appropriate to the pedestrian-orientation of the links and provide adequate shelter, lighting and activation.

In the long term the Town Core links should be addressed by buildings with active frontages and a fine-grained urban structure.

Vehicle ingress and egress, loading facilities and building services should not be located on Town Core links, unless there are no alternative design solutions.

The ownership, landscaping and ongoing management of Town Core links will be addressed at the planning permit stage.

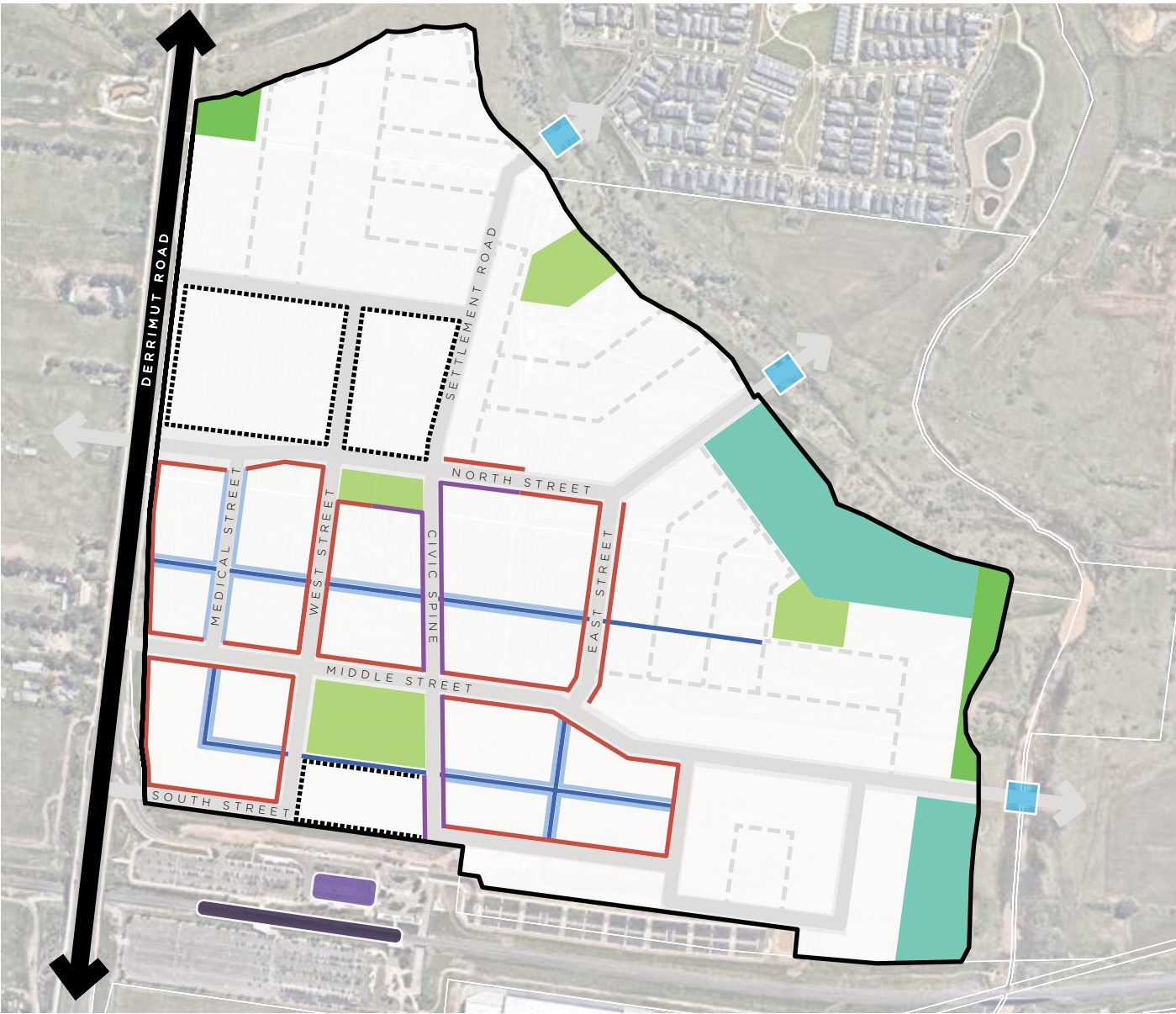
Civic Active Frontages

The interface conditions for future council land within the Civic North and Civic South character areas will be subject to future council master planning. In general, the frontages for future council civic buildings may have a coarser structure, possibly demanding lower visual permeability.

5.1.4 Interim Built Form

Recognising that the minimum heights and built form may not be immediately feasible for some sites, the UDF provides for flexibility for interim development proposals. In order to foster development that can realise activated streets and a vibrant town centre, buildings slightly lower than the minimum heights may be suitable, subject to approval from the Responsible Authority, until the minimum heights and built form become feasible.

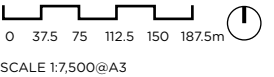
Similarly, it is recognised that interim built form outcomes within the non-residential character areas may initially rely on at grade-car parking. As each character area develops over time, it is expected that at grade car parks will be replaced by new built form and structured car parking, to provide appropriate ultimate built form outcomes.



Plan 7 Active Frontages

LEGEND

- | | |
|--|--------------------------|
| LEVEL 1 HIGH PRIORITY ACTIVE FRONTAGE | ENCUMBERED OPEN SPACE |
| LEVEL 2 ACTIVE FRONTAGE | UNENCUMBERED OPEN SPACE |
| LEVEL 3 ACTIVE FRONTAGE | WETLAND |
| CIVIC ACTIVE FRONTAGE - TO BE DETERMINED | CREEK CROSSING |
| ROADS | EXISTING TRAIN STATION |
| INDICATIVE LOCAL STREETS | EXISTING BUS INTERCHANGE |
| TOWN CORE LINKS | |



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5.2 Residential Yields

The UDF specifies a target for a minimum yield to be achieved. These are provided in Table 4 by cross referencing with Plan 8.

The UDF is expected to yield at least 2,625 dwellings or 6,500 residents in the short to medium term.

Table 4 Dwelling Yield

Character Area	Site Area (Ha)	NDA (Ha)	Minimum Density per NDA	Minimum Dwellings
Town Core	11.22	10.85	90	975
Civic North	6.24	1.24	0	0
Civic South	5.65	3.32	0	0
Health	2.29	2.29	0	0
Business Park	3.37	3.37	0	0
North	10.10	9.69	40	385
Creek Junction	8.16	7.50	45	340
Mulberry	15.42	11.02	45	495
Transit Village	10.56	8.57	50	430
Total Area	73.01	57.85		
Total Residential Yield				2625
Total Population @2.8 Persons Per Dwelling				7350

Table 5 and Table 6 provide further information on the breakdown of residential buildings by typology.

5.3 Residential Typologies

Table 5 Estimated Typology Breakdown

Character Area	Dwellings/Units
Small Lots	300
Town Houses	400
Apartments	1625
Aged Care Beds	300
Total Yield - Dwellings (Minimum)	2625

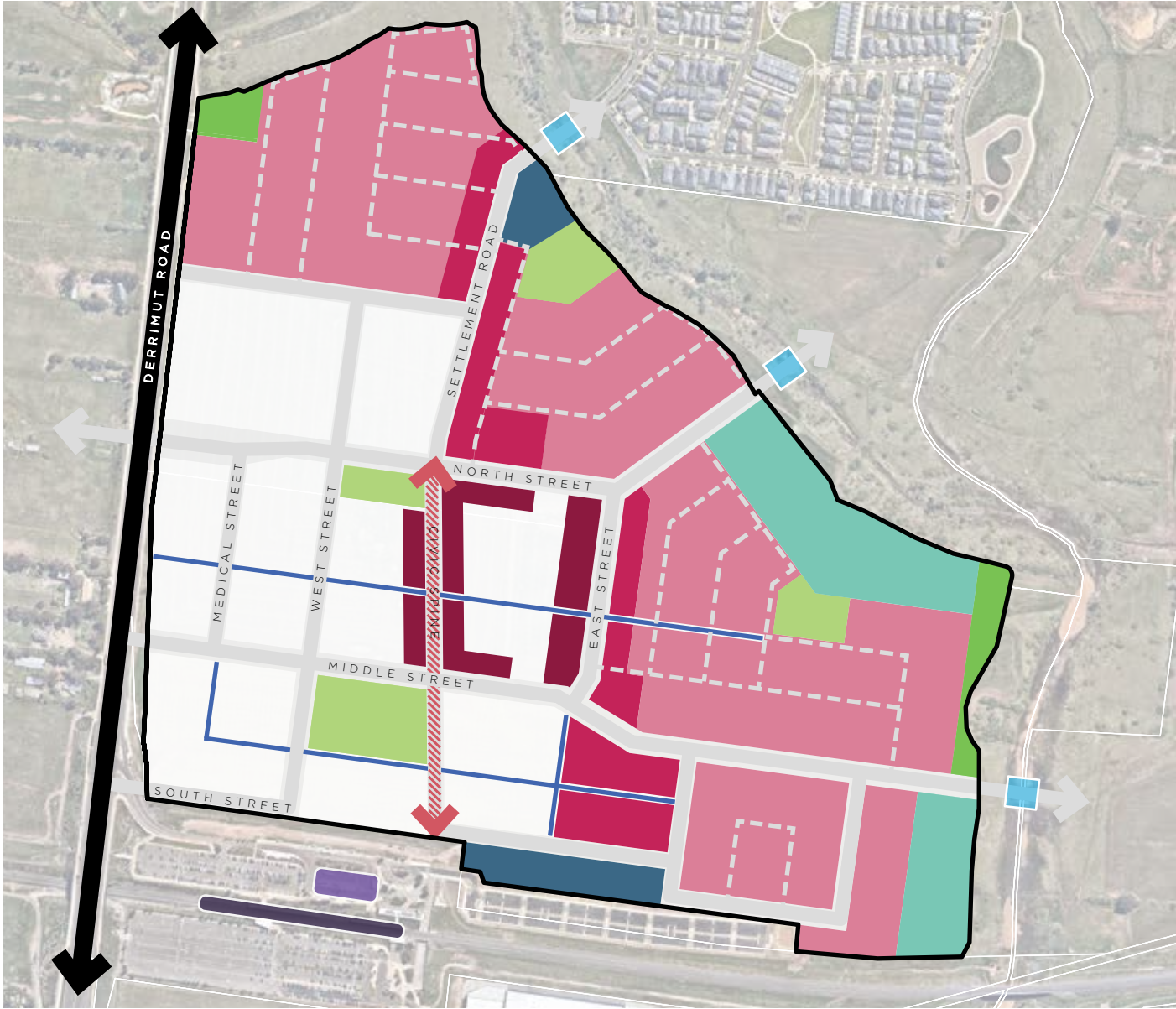
Table 6 Residential Typologies

Residential Typologies	Height	Lot Size	Preferred Character Areas
Small Lot Type A, B and C	1-2 Storeys	200m ²	All Residential/ Mixed Use areas
Home Based Business/ SOHO	1-3 Storeys	200m ²	All Residential/ Mixed Use areas
Townhouse (3-4 bedrooms)	2-3 Storeys	200m ²	All Residential/ Mixed Use areas
Townhouse (2-3 bedrooms)	1-2 Storeys	100m ²	All Residential/ Mixed Use areas
Low Rise Apartments	2-4 Storeys	1500m ²	All Residential/ Mixed Use areas
Mid Rise Apartments	3-6 Storeys	2000m ²	All areas (Must be mixed use building within Commercial Mixed Use areas)
High Rise Apartments	6-20 Storeys	1500m ²	Town Centre, Commercial/ Mixed Use areas, Transit Village (Must be mixed use building within Commercial/ Mixed Use areas)

The UDF identifies opportunities for two aged care facilities with approximately 300 beds.

The yields stated are minimum yields. Higher yields are encouraged and supported by the UDF. Over time it is anticipated that these minimum yields will be significantly exceeded.

It is noted that the UDF currently does not accommodate dwellings in some character areas. It is intended that there are opportunities for housing growth in these character areas as the Town Core matures.



Plan 8 Residential Typologies

LEGEND

- APARTMENT

APARTMENT (RETAIL BELOW)

AGED CARE

MEDIUM TO HIGH DENSITY RESIDENTIAL

ROADS

CIVIC SPINE

INDICATIVE LOCAL STREETS
- TOWN CORE LINKS

ENCUMBERED OPEN SPACE

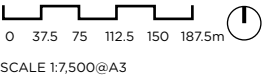
UNENCUMBERED OPEN SPACE

WETLAND

CREEK CROSSING

EXISTING TRAIN STATION

EXISTING BUS INTERCHANGE



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5.4 Urban Design Objectives, Requirements and Guidelines

Table 7 Urban Design Objectives, Requirements and Guidelines

OBJECTIVES	REQUIREMENTS	GUIDELINES
To create a sense of place with high quality engaging urban design.	<p>R2 Building heights and setbacks must be located generally in accordance with Plan 6.</p> <p>R3 An attractive gateway must be provided at creek entries.</p> <p>R4 The design of future buildings should ensure there is no overshadowing of the Town Square, Urban Park or Civic Spine between 10am and 3pm on 22 June.</p> <p>R5 A permit application for buildings taller than 4 storeys will require a Wind Analysis Report prepared by a suitably qualified person demonstrating that a proposed development will not create unsafe and uncomfortable wind conditions. The report must be presented as part of any application for a building more than 4 storeys. Buildings should:</p> <ul style="list-style-type: none">• Not cause unsafe wind conditions on public land or publicly accessible areas on private land.• Should achieve comfortable wind conditions on public land or publicly accessible areas on private land.• Hourly mean wind speed or gust equivalent mean speed (3 second gust wind speed divided by 1.85), from all wind directions combined with probability of exceedance less than 20% of the time:<ul style="list-style-type: none">• 3 metres per second for sitting areas.• 4 metres per second for standing areas.• 5 metres per second for walking areas.• Unsafe: Annual maximum 3 second gust wind speed exceeding 20 metres per second with a probability of exceedance of 0.1% for at least 16 metres per second in any direction. <p>R6 To achieve best practice in sustainability, ensure that all requirements in Section 18.2 are met.</p> <p>R7 Apartments must be designed to respond to the Better Apartments Design Standards which set out how apartments can be designed to provide good functional places to live. The standards are implemented in the Victoria Planning Provisions and can be found at:</p> <ul style="list-style-type: none">• Clause 55.07: building less than 5 storeys.• Clause 58: 5 storeys and above.	<p>G4 Consider the provision of weather protection along key streets and in buildings fronting public open space.</p>
To promote housing affordability by providing a range and diversity of medium and higher density residential dwellings.	<p>R8 Residential densities for each character area must achieve the minimum densities in Table 4. Achievement of higher housing densities beyond the specified density is encouraged.</p> <p>R9 Residential areas must include a range of residential typologies as specified in Table 5 and Table 6.</p> <p>R10 Areas identified as apartments must achieve the minimum heights identified in Plan 6.</p>	<p>G5 Permit applications should provide a mix of 1, 2 and 3+ bedroom dwellings.</p> <p>G6 Higher residential density outcomes are encouraged.</p> <p>G7 Permits should ensure an increase in Wyndham's housing diversity and provide a greater range of housing types and support opportunities for a range of income groups to access housing.</p> <p>G8 Housing outcomes within each character area are encouraged to significantly exceed the UDF's minimum density requirements as outlined in Table 4.</p>

OBJECTIVES	REQUIREMENTS	GUIDELINES
To ensure a high level of amenity for residents.	R11 Character area Master Plans and planning permits must provide a response to the Wyndham Affordable Housing Strategy.	G9 Non-residential uses which complement the surrounding residential area (e.g. home based businesses, mixed use outcomes, child care and aged care/ retirement) are encouraged within the Residential character areas.
To ensure high quality landmark buildings are developed at key gateway locations across the town centre.	R12 Landmark Buildings must be located generally in accordance with Plan 6. R13 Landmark Building must: <ul style="list-style-type: none">• Act as a point of visual interest.• Be a visual marker at road entrances to residential areas from Skeleton / Dry Creek.• Include architectural features that distinguish the buildings from adjacent residential buildings (e.g. distinctive roof line, colour or texture of materials, built form shape).• Feature high quality landscaping, as appropriate.• Have a minimum height of 2 storeys. <i>Note: If a different minimum height is identified in Plan 6 for a particular landmark building location, the height in Plan 6 applies.</i> R14 Landmark buildings identified in Plan 6 must be designed with unique built form elements to strengthen their importance. R15 Landmark buildings must be 2-3 storeys with a street wall height to minimum two storeys and featuring high quality architecture.	G10 Design guidelines should be prepared for Landmark Buildings and incorporate guidance outlined in Section 5.1.2
To promote long term intensification strategies while allowing for Interim Built Form outcomes, as described in Section 5.1.4.	R16 Character area Master Plans must demonstrate how land used for car parking on private land can transition in the long term to provide appropriate built form outcomes.	
To achieve high quality public and private interface outcomes including activation and passive surveillance.	R17 Buildings must respond to the guidance on active frontages as identified in Plan 7 and described in Section 5.1.3 R18 Design buildings so that their main street frontage(s) engages actively with the street and public spaces, while secondary frontage(s) contribute to activation and passive monitoring of parking zones and/or rear laneways. R19 Upper level tenancies should engage with activity in the public realm through the use of balconies, terraces and clear glazed windows.	G11 Reduce the presence of unadorned walls visible from public areas, including parking zones. Consider alternative solutions like diverse heights, materials, building articulation, art, landscaping, and illumination to achieve visual distinction.

6 Town Core Character Area

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6.1 Vision

The Town Core character area will provide a high intensity retail and entertainment zone with a full range of retailing experiences - including convenience, weekly and comparison shopping (delivered through supermarkets), mini-majors, discount department stores, fresh food marketplace, speciality retailing and large format retailing. The area will support entertainment, cinema, restaurants and has potential to support accommodation options. High density residential will be developed in key locations with more intensive development being able to be undertaken in the longer term. The core can commence with areas of surface parking that become major redevelopment sites in the longer term. Lower scale retail initially can give way to higher intensity retail when the market matures.

6.1.1 Land Budget

Table 8 Town Core Character Area Land Budget

Site Area	11.22 Ha		
	Area (Ha)	% Site	% NDA
Community and Education			
Indoor Recreation	0.00	0.00%	0.00%
Community Facility	0.00	0.00%	0.00%
Performing Arts Centre	0.00	0.00%	0.00%
Sub Total	0.00	0.00%	0.00%
Encumbered Open Space			
Cultural Heritage	0.00	0.00%	0.00%
Waterway and Drainage	0.00	0.00%	0.00%
Sub Total	0.00	0.00%	0.00%
Credited Open Space			
Local Parks	0.37	3.30%	3.41%
Sub Total	0.37	3.30%	3.41%
Total	0.37	3.30%	3.41%
NDA	10.85	96.70%	100.00%
Total Dwelling Yield (minimum)	975		
Residential/ Mixed Use NDA	0.00		
Commercial/ Mixed Use NDA	10.85		

Table 9 Town Core Character Area Floorspace Estimates

Floorspace Estimates	
Medical Centre(s)	1,00m²
Retail Floorspace	30,000m²
Bulky Goods Retail	2,000m²
Office	6,000m²
Cinema	3,000m²
Enrolments	
Childcare Centre	300 children

Note: the %NDA figures expressed in Table 8 indicate the area of land set aside for each specific land use (Civic & Education, Open Space) as a percentage of the land that remains available for the development of housing and employment buildings.

Note: Further development stages would occur as the population capacity is reached and as the local workforce expands with more significant office, health and education uses established. A longer-term ambition for up to 55,000m² of retail floorspace as per the Truganina PSP will be achievable, with this in the form of more intensive multi-level development.

6.1.2 Key Outcomes

Town Core Overarching Principles

- Create a lively activity centre as a destination with a strong urban character.
- A legible and spatially well-organised urban structure.
- Capitalising on the synergies between elements of the urban structure.
- A greater walkability for town centre through a fine grid street system, appropriate density, and mixed use.
- Creating a street-based activity as outdoor living rooms for the community.
- Enhanced sense of place through human scale, continuity, and enclosure.
- Highly accessible and well-placed public realm and open space (for example the urban park).
- Permeability, diversity, and choice for people walking or using active transport modes.

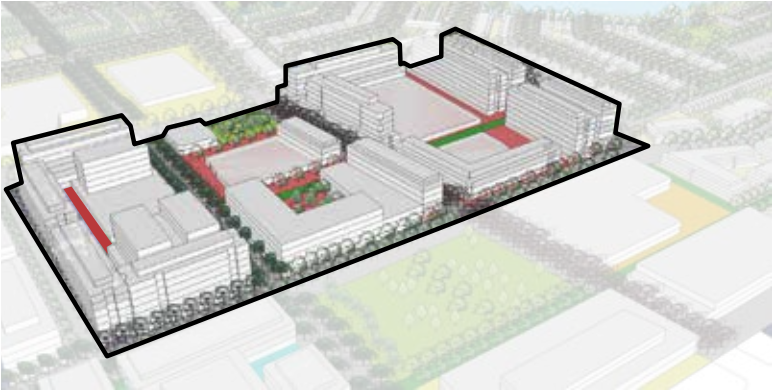
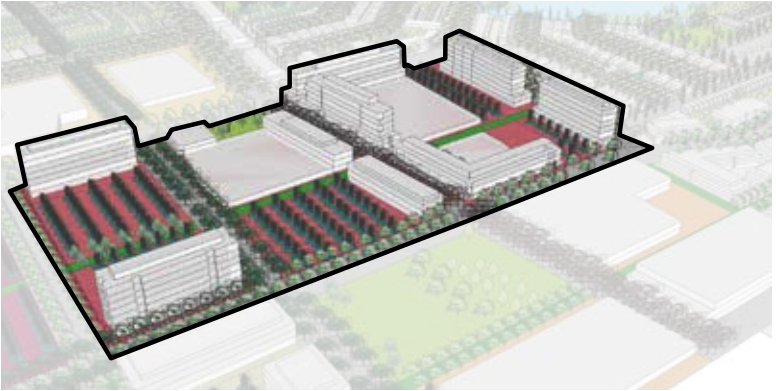
Town Core Master Plan Design Principles

- To elevate the visual and functional prominence of the Civic Spine as the place to go in the heart of the town centre.
- To provide for permeable east-west Town Core links to intersect with the Civic Spine to provide connectivity, permeability and to ensure links to car parking are convenient and safeguard the success of the Civic Spine.

- To create locations for low valued activity, local businesses and not for profits within Council led business and community incubators or on ground floor street tenancies of apartment buildings close to the Town Core.
- To support community markets, pop ups and event spaces.
- To maintain the ability to close off the southern section of the Civic Spine for more significant community events or festivals.
- To distribute land use anchors in strategic locations that will draw people though the commercial area to these destinations.
- To create a visual vocabulary in the built environment that assists with transitioning through areas that have a different visual interest, character, and feel.
- To reinforce the distinctly public role of the main street by integrating community facilities, public open space, amenities, and infrastructure all along it.
- To front shops and other land uses to the main street to activate public realm and streets.
- To design streets for all forms of movement (footpaths, bicycle lanes, carriage ways, central medians and regular crossing points).
- To locate a pivotal urban park and cultural centre as a key destination and distributor of movement to surrounding areas.
- To locate the park adjacent to community facilities and facilitate convenient pedestrian movement from tertiary education and the railway station.
- To design public spaces for climate, with footpaths and public areas to receive enough sunlight during winter and to be appropriately tree planted to provide shade on hot days.
- To ensure appropriate transition from the Town Core to residential through a mix use interface on the edge of the Town Core.
- To support human scale developments through the better dispersal of densities and building heights.

6.1.3 Town Square and Pavilion

A central town square and pavilion will provide a central focus for the Town Core and wider UDF. Details regarding the Town Square and Pavilion are outlined in Section 16.4 of the UDF.



Potential Long Term Intensification

In the longer term, it may be possible to further intensify development in the town centre. This would be subject to future structure planning beyond the life of this UDF. However, consideration has been given to preserving these longer term infill and redevelopment opportunities when preparing the UDF. The diagram on this page indicates how intensification might occur. These concepts are not intended to guide decision-making.

CIVIC SPINE
Shared Zone



TOWN SQUARE
Activated Town Square



FOOD AND BEVERAGE
Small tenancies activating Town Square



TOWN CORE LINKS
Canopy planting and shared path

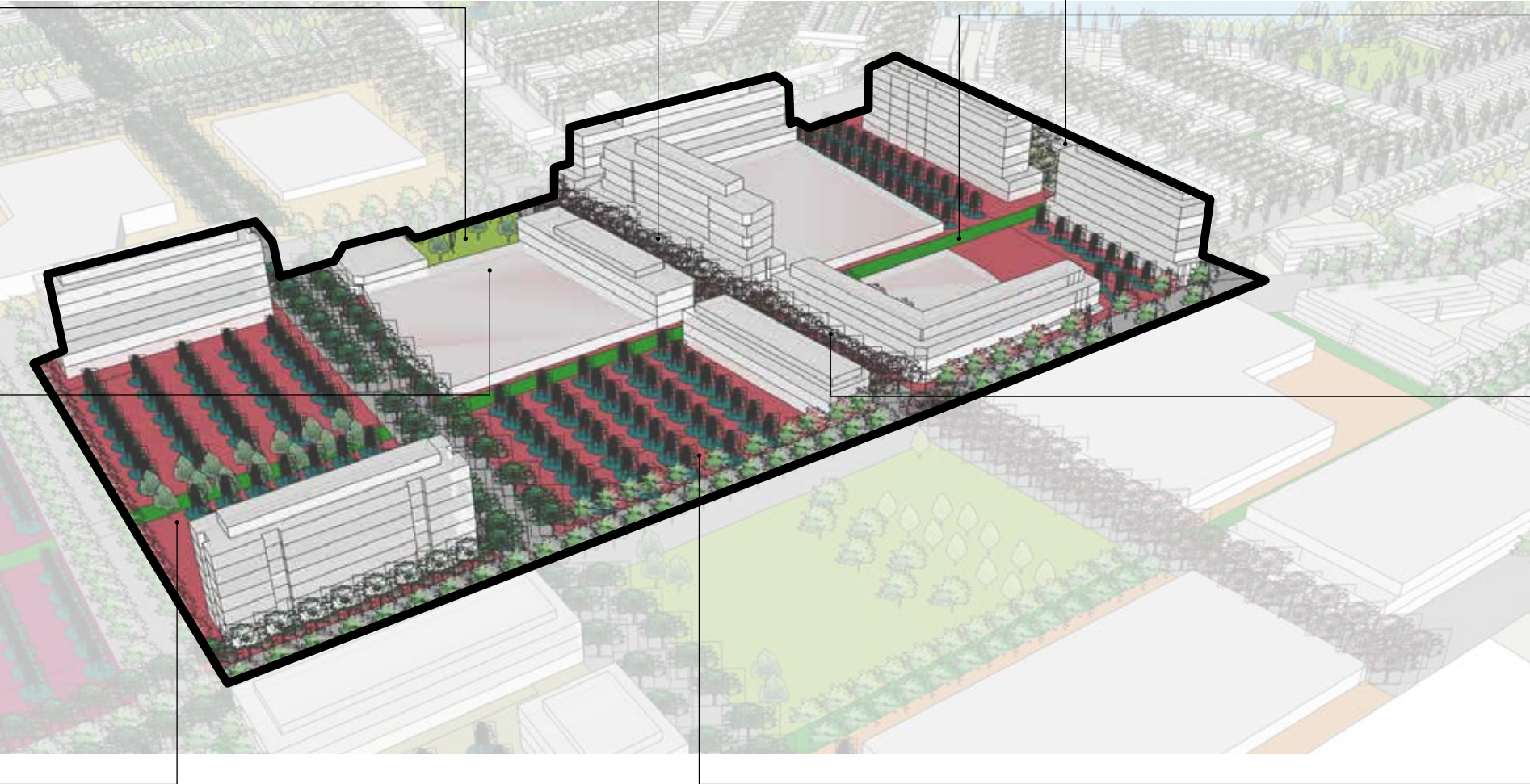


Figure 2 Indicative Short-Term Town Core Concept
The Indicative Short-Term Town Core Concept shows one way the that the UDF's objectives, requirements and guidelines could be achieved in the short term. This concept is not intended to guide decision-making.

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HIGHER DENSITY HOUSING
Dense built form at edge of Town Core



TOWN CORE LINKS
Provide delineation of car parking



END OF TRIP FACILITIES
High quality end of trip facilities



CAR PARKING
Landscaped car parking areas



6.2 Town Core Character Area Objectives, Requirements and Guidelines

Table 10 Town Core Character Area Objectives, Requirements and Guidelines

OBJECTIVES	REQUIREMENTS	GUIDELINES
To create a high intensity, walkable retail and entertainment heart for the Major Town Centre.	<p>R20 Any request for planning permit applications related to the subdivision and/or development within the Town Core character area must include a comprehensive master plan for the entire Town Core character area.</p> <p>This Town Core Master Plan will need to address:</p> <ul style="list-style-type: none">• The PSP and UDF vision, plans and diagrams, objectives, requirements and guidelines.• Town Core Master Plan Design Principles listed under 6.1.2 Key Outcomes.• The whole of the Town Core.• The likely staging of retail and other development types within the core.• How the Civic Spine will be activated early and remain the primary active retail zone throughout the lifetime of the town centre.• How initial surface parking sites can be located to support both the Civic Spine and ensuring they can support the main retail anchors and secondary retail zones running perpendicular to the Civic Spine.• Opportunities to use the slope/ fall of the land to provide undercroft parking, where feasible.• How land used for car parking on private land can transition in the long term to provide appropriate built form outcomes.• How the town square will be activated throughout centre's lifecycle as a vibrant public space supported by pedestrian activity.• How capacity can be retained in the longer term for more intensive retail and entertainment and accommodation uses.• How residential apartments can be progressively delivered throughout the Town Core, initially on the edges and along the Civic Spine and later in larger mixed use and residential buildings.• How micro-climate such as shadowing and wind can be managed as the retail core is built out. <p>In certain cases, the Responsible Authority may consider accepting an application for subdivision, development, or modifications before the submission of a master plan. However, this acceptance will be contingent upon ensuring that such action does not adversely affect the future use and development of the land, hindering the achievement of the UDF and PSP objectives.</p>	
To create a central retail focus.	<p>R21 Major retail uses are to be consolidated in the Town Core. Smaller retail uses may be permitted outside the Town Core, subject to the approval of the Responsible Authority.</p>	<p>G12 Retail uses should include supermarkets /department stores, small format bulky goods, mini-majors, entertainment and a range of specialty retail offerings.</p>

OBJECTIVES	REQUIREMENTS	GUIDELINES
To create a vibrant Civic Spine.	<p>R22 Shops fronting the Civic Spine must have an awning to a unified height and depth.</p> <p>R23 Primary active frontages must address the Civic Spine.</p> <p>R24 Cafes, restaurants, and fine grain retail is encouraged on the ground floor along the Civic Spine.</p> <p>R25 At least 70% of the shop fronts must be transparent.</p> <p>R26 The design of future buildings should limit overshadowing of the Civic Spine between 10am and 3pm on 22 June.</p> <p>R27 Uses fronting the Civic Spine must provide ground level opportunities for outdoor trading (i.e. street trading/dining etc) or visual interaction.</p> <p>R28 Buildings fronting the Civic Spine must be a minimum of 2 storeys.</p>	<p>G13 Shop fronts addressing the Civic Spine should range between 10m and 15m in width to create an interesting and active retail frontage.</p> <p>G14 Cafes, restaurants, and fine grain retail is encouraged on the ground floor along the Civic Spine.</p>
To create vibrant and active streets within the Town Core.	<p>R29 Create a mixed-use environment with a range of tenancy opportunities that must be located on each side of the Civic Spine and southern edge of the town centre to facilitate an engaging public realm.</p>	<p>G15 Ground floor frontages should adopt a fine grain tenancy.</p> <p>G16 Blank walls should be minimised throughout the Town Core.</p> <p>G17 Where development of adjacent areas has not proceeded, exposed blank walls should incorporate a visually interesting design in the interim, until adjacent sites develop.</p> <p>G18 Inactive frontages facing Level 1, 2 and 3 streets (See Plan 7) should be avoided. Where they cannot be avoided, they should be no longer than 10m in length.</p>
To encourage active frontages and flexible floor spaces.	<p>R30 Large format retail land uses must be sleeved by finer grained tenancies that create an active frontage to the street, such as specialty retail, restaurants, and entertainment uses.</p>	

7 Civic North Character Area

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7.1 Vision

The Civic North character area will evolve to be the focus for indoor recreation, civic and public uses. Future development of land within this precinct will provide leading practice sustainable urban design that enhances public realm amenity.

Development will be cognisant of its location at the nexus between commercial and residential streetscapes, through appropriate built form siting that maintains a comfortable ‘human scale’ to the public realm. Development will reinforce the locally-significant axis between the civic land uses, town square and civic spine.

7.1.1 Land Budget

Table 11 Civic North Character Area Land Budget

Site Area	6.24 Ha		
	Area (Ha)	%Site	% NDA
Community and Education			
Indoor Recreation	3.35	53.69%	279.17%
Community Facility	1.69	27.08%	140.83%
Performing Arts Centre	0.00	0.00%	0.00%
Sub Total	5.04	80.77%	420.00%
Encumbered Open Space			
Cultural Heritage	0.00	0.00%	0.00%
Waterway and Drainage	0.00	0.00%	0.00%
Sub Total	0.00	0.00%	0.00%
Credited Open Space			
Local Park Network	0.00	0.00%	0.00%
Sub Total	0.00	0.00%	0.00%
Total	5.04	80.77%	420.00%
NDA	1.20	19.23%	100.00%
Residential/ Mixed Use NDA	0.00		
Commercial/ Mixed Use NDA	1.20		

Table 12 Civic North Character Area Floor Estimate Area

Floorspace Estimates	
Indoor Recreation Facility	20,000m²
Gym	2,000m²
Community Facilities	2,500m²

Note: the %NDA figures expressed in Table 11 indicate the area of land set aside for each specific land use (Civic & Education, Open Space) as a percentage of the land that remains available for the development of housing and employment buildings. Where figures exceed 100%, this indicates that the land set aside for that specific land use is larger than the area of land that remains for development in that specific character area.

INDOOR RECREATION
High Quality Built Form



INDOOR RECREATION
Present to the corner with high quality landscape



COMMUNITY CENTRE



COMMUNITY CENTRE
Forecourt to complement the town square



COMMUNITY CENTRE
Opportunity for outdoor spaces



END OF TRIP FACILITIES
High quality end of trip facilities



7.2 Civic North Character Area Objectives, Requirements and Guidelines

Table 13 Civic North Character Area Objectives, Requirements and Guidelines

OBJECTIVES	REQUIREMENTS	GUIDELINES
To create an engaging Indoor Recreation Centre for the community of Wyndham.	<p>R31 Design any new buildings to enhance the sense of arrival into the Tarneit Major Town Centre from Derrimut Road and maximise outlook to the Town Square and Community Facility.</p> <p>R32 The Indoor Recreation Centre must have a forecourt that relates to the Town Square and the corner of North and West Streets.</p> <p>R33 Building design and construction must showcase sustainable design intent and materiality.</p> <p>R34 Car parking directly interfacing Derrimut Road must be highly landscaped to provide a sense of arrival to the Tarneit Major Town Centre.</p>	<p>G19 Promote design that maximises active frontages that add interest, vitality and safety to streets, while helping to encourage walking and cycling.</p> <p>G20 Encourage interim built form land uses that support the immediate needs of the community.</p> <p>G21 High quality end of trip facilities should be included in building design and layout.</p>
To create a community facility that anchors the northern end of Civic Spine with the Town Square.	<p>R35 The community centre must have a forecourt that relates to the Town Square and can be seen as an extension across North Street.</p> <p>R36 Ensure any development is appropriately sited and scaled to preserve key view lines from North Street to the Town Square and through to the Civic Spine.</p>	
To achieve high quality public and private interface outcomes including activation and passive surveillance.	<p>R37 Encourage future development to incorporate attractive and active frontages to North Street, West Street, Derrimut Road and the Civic Spine extension.</p> <p>R38 Use buildings and landscapes to create positive outdoor space by giving it a distinct and definite shape (resembling an outdoor room).</p>	<p>G22 Ground floor frontages should be activated.</p> <p>G23 Blank walls should be minimised at ground floor.</p>

8 Civic South Character Area

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8.1 Vision

The Civic South precinct serves as the Town Centre's gateway, directly accessible from Tarneit Railway Station. As you exit the station and follow the southern civic spine, you'll encounter a Performing Arts complex on the west and a prominent TAFE/ Tertiary Education facility on the east. The southern section of the Civic Spine can be temporarily closed off for significant events and community festivals.

The Performing Arts complex is strategically positioned near public transport, enhancing its accessibility and role in attracting both local residents and visitors to the town centre. Adjacent to the complex, to the north, lies the Urban Park—a tranquil space where people can pause, relax, and connect with nature within the Town Centre. This park is envisioned as a venue for cultural and community events, enriching the area's cultural vibrancy.

The proposed major TAFE/ Tertiary Education facility is conveniently situated near public transportation and the Urban Park, offering ease of access and a pleasant environment for students and staff. It holds a central location within the town centre's primary retail hub and is well-connected to other parts of the town centre through the Town Core link shared path network. This design facilitates the seamless movement of students and staff throughout the town centre while accessing the TAFE/ Tertiary Education facility.

8.1.1 Land Budget

Table 14 Civic South Character Area

Site Area	5.65 Ha		
	Area (Ha)	% Site	% NDA
Community and Education			
Indoor Recreation	0.00	0.00%	0.00%
Community Facility	0.00	0.00%	0.00%
Performing Arts Centre	1.14	20.18%	34.34%
Sub Total	1.14	20.18%	34.34%
Encumbered Open Space			
Cultural Heritage	0.00	0.00%	0.00%
Waterway and Drainage	0.00	0.00%	0.00%
Sub Total	0.00	0.00%	0.00%
Credited Open Space			
Local Park Network	1.19	21.06%	35.84%
Sub Total	1.19	21.06%	35.84%
Total	2.33	41.24%	70.18%
NDA	3.32	58.76%	100.00%
Residential/ Mixed Use NDA	0.00		
Commercial/ Mixed Use NDA	3.32		

Table 15 Floorspace Estimates

Floorspace Estimates	
Community Facilities	2,500m²
Enrolments	
TAFE/ Tertiary Education Facility	1,500 students

Note: the %NDA figures expressed in Table 14 indicate the area of land set aside for each specific land use (Civic & Education, Open Space) as a percentage of the land that remains available for the development of housing and employment buildings.

URBAN PARK



PERFORMING ARTS CENTRE

Landmark building anchoring the southern edge of Civic Spine and entry to Town Centre



PERFORMING ARTS CENTRE

High quality building and forecourt



EDUCATION

Provide education campus with public access



EDUCATION

Education to have high quality landscape design



PUBLIC AREAS

Public areas should consider their role in the entry to the Town Centre from the train station



8.2 Civic South Character Area Objectives, Requirements and Guidelines

Table 16 Civic South Character Area Objectives, Requirements and Guidelines

OBJECTIVES	REQUIREMENTS	GUIDELINES
To create a strong sense of arrival into the town centre.	R39 Design any new buildings to enhance the sense of arrival into the Tarneit Major Town Centre from the train station and maximise outlook to the Urban Park from the Civic Spine.	
To create a community facility that responds to its location as an anchor to the southern end of Civic Spine.	R40 The community facility (Performing Arts Centre) must have a forecourt that relates to the Urban Park and can be seen as an extension across the Town Core Links and viewed from Middle Street and the Civic Spine. R41 Ensure any development is appropriately sited and scaled to preserve key view lines from the Urban Park, across Middle Street, and through to the Civic Spine.	G24 Use buildings and landscapes to create positive outdoor space by giving it a distinct and definite shape (resembling an outdoor room).
To provide a Performing Arts Centre and an Urban Park that promote civic pride in the town centre.	R42 The Performing Arts Centre must exceed relevant Council sustainability and environmental guidelines as a benchmark for future development within the Town Centre. R43 The Performing Arts Centre must be sited and oriented to provide appropriate solar access, adequate use of daylight, shading and prevailing breezes, minimised energy usage for heating in winter and cooling in summer. R44 Prioritise sustainable transport modes by encouraging walking and cycling.	G25 Achieve high quality architecture that is distinct to civic uses. G26 Ensure the Urban Park is designed flexibly for the ability to host a range of events.
To ensure the Performing Arts Centre on the west side of the Civic Spine South compliments and activates the Urban Park.	R45 Future development of the Performing Arts Centre must incorporate an attractive frontage to the Civic Spine and the Urban Park. An appropriate treatment must be provided to the rail station land that has regard to the relevant VicTrack Guidelines in consultation with VicTrack.	G27 Ground floor frontages should be activated. G28 Blank walls should be minimised at ground floor.

OBJECTIVES	REQUIREMENTS	GUIDELINES
<p>To create a landmark Urban Park connected to the Civic Spine and the Performing Arts Centre, with playground and outdoor event space.</p>	<p>R46 The Urban Park should be designed for workers, visitors and residents to enjoy a softer shady green environment in contrast to the busier urban spaces and activities nearby.</p> <p>R47 A specific detailed landscape master plan for the Urban Park must be prepared in collaboration with Council.</p> <p>R48 The Urban Park landscape master plan must address how, as appropriate, the design of the Urban Park will:</p> <ul style="list-style-type: none">• Achieve and implement the vision, objectives, requirements and guidelines outlined in this UDF and the Truganina PSP as relevant.• Integrate with the design of the Performing Arts Centre and support its uses. In particular, attention to be paid to the relationship to building entries, uses and spaces adjoining, interfacing and interacting with the Urban Park. This includes the capacity for civic uses and activity to at times be supported in “spilling out of” the civic performing arts centre, and to borrow, complement or act as a forecourt to spaces and uses within certain times of the day.• Be designed as a flexible space and encourage a range of different uses and activities across different seasons and day and night.• Include a variety of smaller spaces for different activities which appeal to a range of users.• Provide a strong pedestrian connection to the Town Core and the train station.• Include ample opportunities for seating, both formal and informal, located adjacent to key pedestrian routes and gathering spaces.• Have feature lighting elements to encourage people to use the space at night and enhance safety. <p>R49 Integrate public art and elements that facilitate children’s play.</p>	<p>G29 Provide softer landscaping areas, mature trees, shelter, shade and seating.</p> <p>G30 Potential for water-play and water sensitive urban design elements.</p> <p>G31 Explore joint works between Council and the developer to create a high standard space.</p> <p>G32 Implement the Urban Park Concept Plan to the satisfaction of the Responsible Authority.</p>

9 Health Character Area

9.1 Vision

The Health character area is envisioned as a dynamic and essential precinct within the Wyndham community, primarily focused on providing comprehensive medical and allied health services. Additionally, it holds the potential to accommodate emergency services, serving the broader needs of the residents and visitors to Wyndham.

The Health character area is designed to function as a comprehensive health hub, offering a wide range of health services. This includes general practitioners, specialists, diagnostic facilities, outpatient services, dental care, and other allied health services such as physiotherapy, mental health counselling, and nutrition counselling.

The UDF acknowledges that as the demand for health services grows, there may be a need for expansion. The UDF supports the idea that health facilities could potentially expand eastward into the Town Core. This expansion can be envisioned on upper levels of buildings, allowing for vertical growth while optimising land use in the Town Centre.

To ensure easy access for residents and visitors, the Health character area will be well connected to public transport and pedestrian pathways. Adequate parking facilities will be planned to accommodate the influx of patients and visitors.

The design and planning of the Health character area should encourage collaboration between different healthcare providers, creating synergies within the built environment where various health professionals can work together to provide holistic care.

9.1.1 Land Budget

Table 17 Health Character Area Land Budget

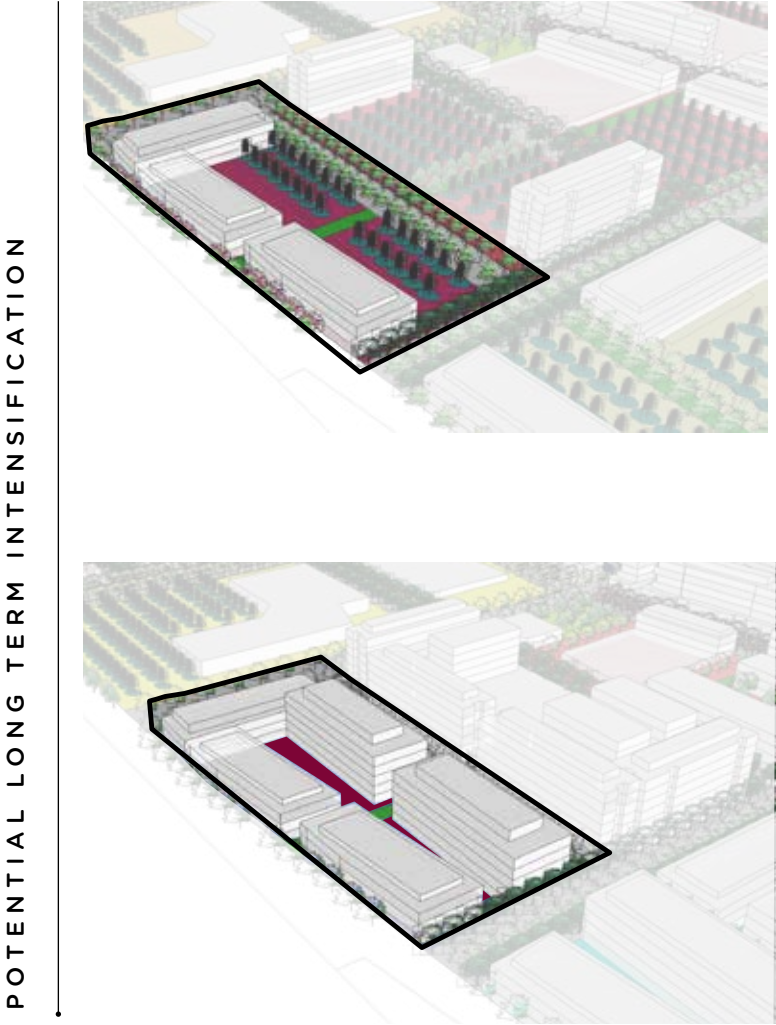
Site Area	2.29 Ha		
	Area (Ha)	%Site	% NDA
Community and Education			
Indoor Recreation	0.00	0.00%	0.00%
Community Facility	0.00	0.00%	0.00%
Performing Arts Centre	0.00	0.00%	0.00%
Sub Total	0.00	0.00%	0.00%
Encumbered Open Space			
Cultural Heritage	0.00	0.00%	0.00%
Waterway and Drainage	0.00	0.00%	0.00%
Sub Total	0.00	0.00%	0.00%
Credited Open Space			
Local Park Network	0.00	0.00%	0.00%
Sub Total	0.00	0.00%	0.00%
Total	0.00	0.00%	0.00%
NDA	2.29	100.00%	100.00%
Residential/ Mixed Use NDA	0.00		
Commercial/ Mixed Use NDA	2.29		

Table 18 Floorspace Estimates

Floorspace Estimates	
Medical Centre(s)	5,000m²
Enrolments	
Health Aligned Education Facility	500 students

Note: the %NDA figures expressed in Table 17 indicate the area of land set aside for each specific land use (Civic & Education, Open Space) as a percentage of the land that remains available for the development of housing and employment buildings.

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Potential Long Term Intensification

In the longer term, it may be possible to further intensify development in the town centre. This would be subject to future structure planning beyond the life of this UDF. However, consideration has been given to preserving these longer term infill and redevelopment opportunities when preparing the UDF. The diagram on this page indicates how intensification might occur. These concepts are not meant to guide decision-making.

HEALTH
High Quality Built Form



HEALTH
Interesting architectural form



HEALTH
Activated frontages



HEALTH
Activated at Derrimut Road



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HEALTH
Ability to have scale



HEALTH
Potential for multiple buildings



DERRIMUT ROAD AND CAR PARKING
Tree planting every 4 car parks



DERRIMUT ROAD AND CAR PARKING
High quality interface

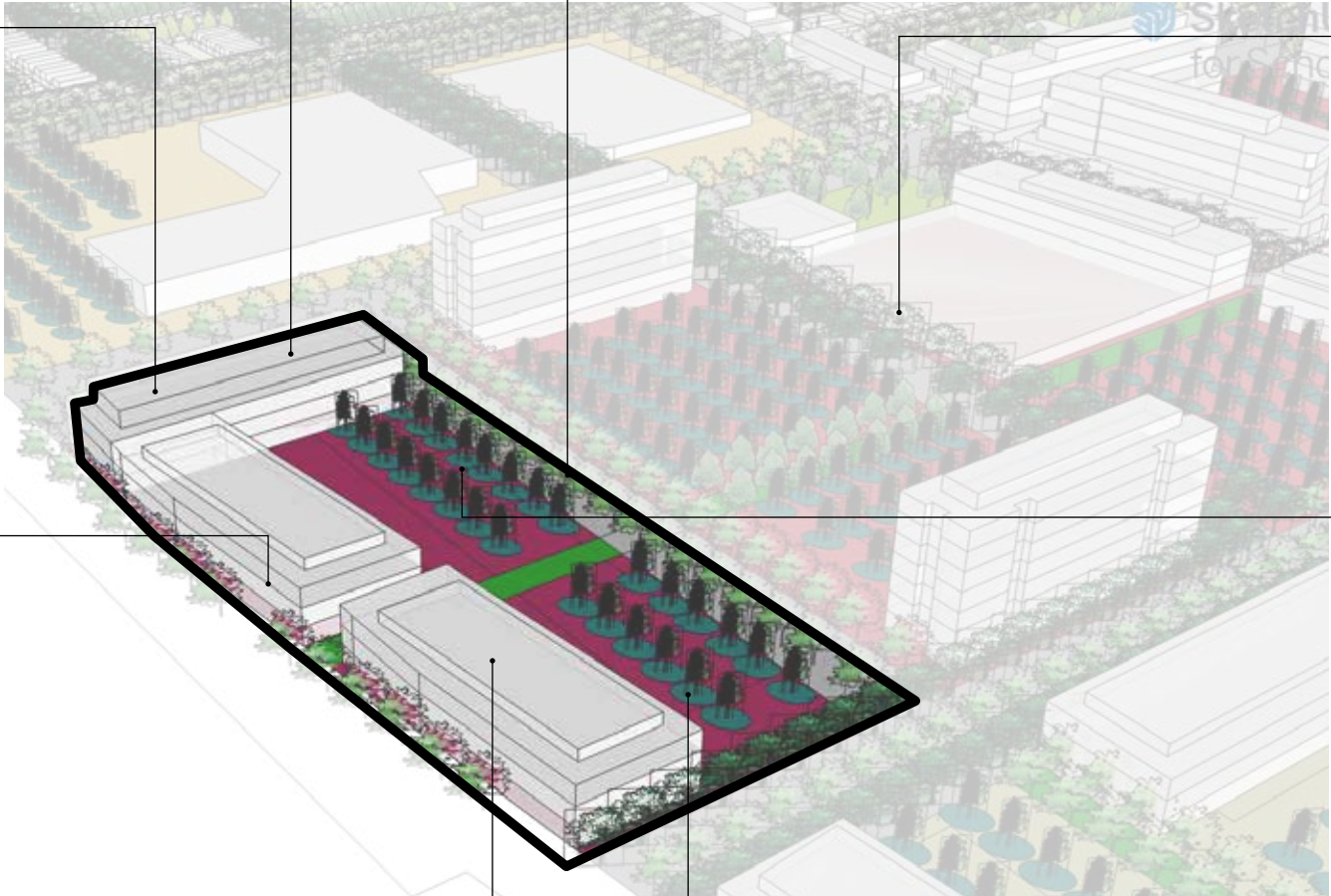


Figure 3 Indicative Short-Term Health Concept
The Indicative Short-Term Health Concept shows one way the that the UDF's objectives, requirements and guidelines could be achieved in the short term. This concept is not intended to guide decision-making.

9.2 Health Character Area Objectives, Requirements and Guidelines

Table 19 Health Character Area Objectives, Requirements and Guidelines

OBJECTIVES	REQUIREMENTS	GUIDELINES
To provide a Health character area that is anchored by a new hospital with complementary uses that are designed with a healthy through design philosophy.	<p>R50 Design of the precinct must utilise a variety of techniques to guide people through the environment rather than simply rely on signage.</p> <p>R51 Provide convenient access for vehicles and emergency services without compromising pedestrian and cycle movement.</p> <p>R52 Ensure there is ease of vehicular and pedestrian access to and from key buildings.</p> <p>R53 Car parking directly interfacing Derrimut Road must be highly landscaped to provide a sense of arrival to the Tarneit Major Town Centre.</p> <p>R54 Any request for a permit related to the subdivision, development, within the Health character area must include a comprehensive master plan for the entire character area. This master plan should clearly demonstrate how the proposal including future development aligns with the vision and objectives outlined in both the UDF and the Truganina PSP.</p>	<p>G33 Foster strategic partnerships to enable innovative outcomes.</p> <p>G34 Design of the character area should enable patients and visitors to find their way to where they need to be quickly and easily.</p>
To create a sense of address to Derrimut Road, and ensure landmark buildings create a sense of arrival into the Town Core.	<p>R55 Ensure built form activates Derrimut Road, Middle Street, and Medical Street.</p> <p>R56 Buildings must be set back a minimum of 6m from Derrimut Road, in accordance with Plan 6. The 6m wide building setback will include a 5m wide tree reserve, which is required to be provided along Derrimut Road, and an additional 1m wide setback to this tree reserve.</p>	<p>G35 Encourage zero setbacks for new buildings along Medical Street as listed in Plan 6.</p> <p>G36 Should there be additional land required for the Health Precinct, it should utilise the western part of the Town Core character area between Medical Street and West Street.</p> <p>G37 Ground floor frontages should be activated.</p> <p>G38 Blank walls should be minimised at ground floor.</p>

10 Business Park Character Area

10.1 Vision

The Business Park character area will leverage the high level of accessibility to Tarneit Station and surrounding public transport. The character area will be a mix of multi-story built form that provides the opportunity for a mix of uses at ground floor. This will contribute to a quality public realm that supports an attractive, safe and accessible pedestrian environment.

Over time, this character area has the opportunity to develop any initial surface parking areas into more intensive businesses and mixed use buildings with taller residential towers.

10.1.1 Land Budget

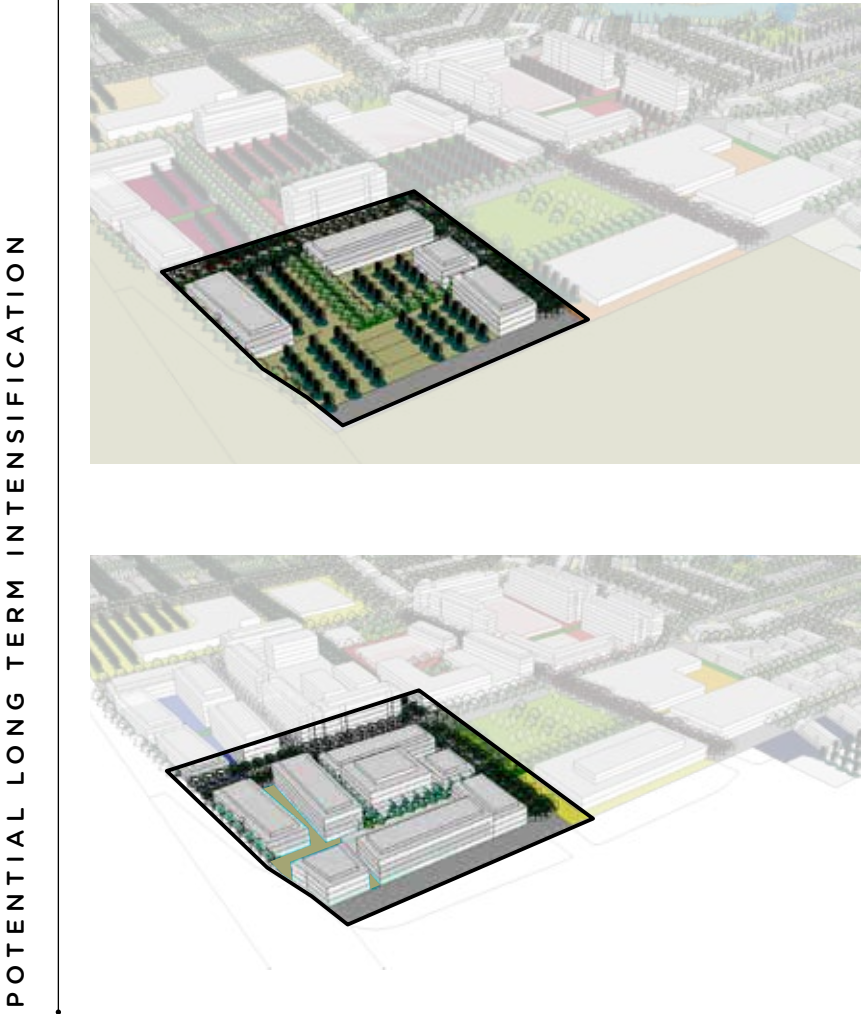
Table 20 Business Park Character Area Land Budget

Site Area	3.37 Ha		
	Area (Ha)	%Site	% NDA
Community and Education			
Indoor Recreation	0.00	0.00%	0.00%
Community Facility	0.00	0.00%	0.00%
Performing Arts Centre	0.00	0.00%	0.00%
Sub Total	0.00	0.00%	0.00%
Encumbered Open Space			
Cultural Heritage	0.00	0.00%	0.00%
Waterway and Drainage	0.00	0.00%	0.00%
Sub Total	0.00	0.00%	0.00%
Credited Open Space			
Local Park Network	0.00	0.00%	0.00%
Sub Total	0.00	0.00%	0.00%
Total	0.00	0.00%	0.00%
NDA	3.37	100.00%	100.00%
Residential/ Mixed Use NDA	0.00		
Commercial/ Mixed Use NDA	3.37		

Table 21 Business Park Character Area Floorspace Estimates

Floorspace Estimates	
Office	24,000m ²
Enrolments	
Childcare Centre	300 children

Note: the %NDA figures expressed in Table 20 indicate the area of land set aside for each specific land use (Civic & Education, Open Space) as a percentage of the land that remains available for the development of housing and employment buildings.



Potential Long Term Intensification

In the longer term, it may be possible to further intensify development in the town centre. This would be subject to future structure planning beyond the life of this UDF. However, consideration has been given to preserving these longer term infill and redevelopment opportunities when preparing the UDF. The diagram on this page indicates how intensification might occur. These concepts are not intended to guide decision-making.

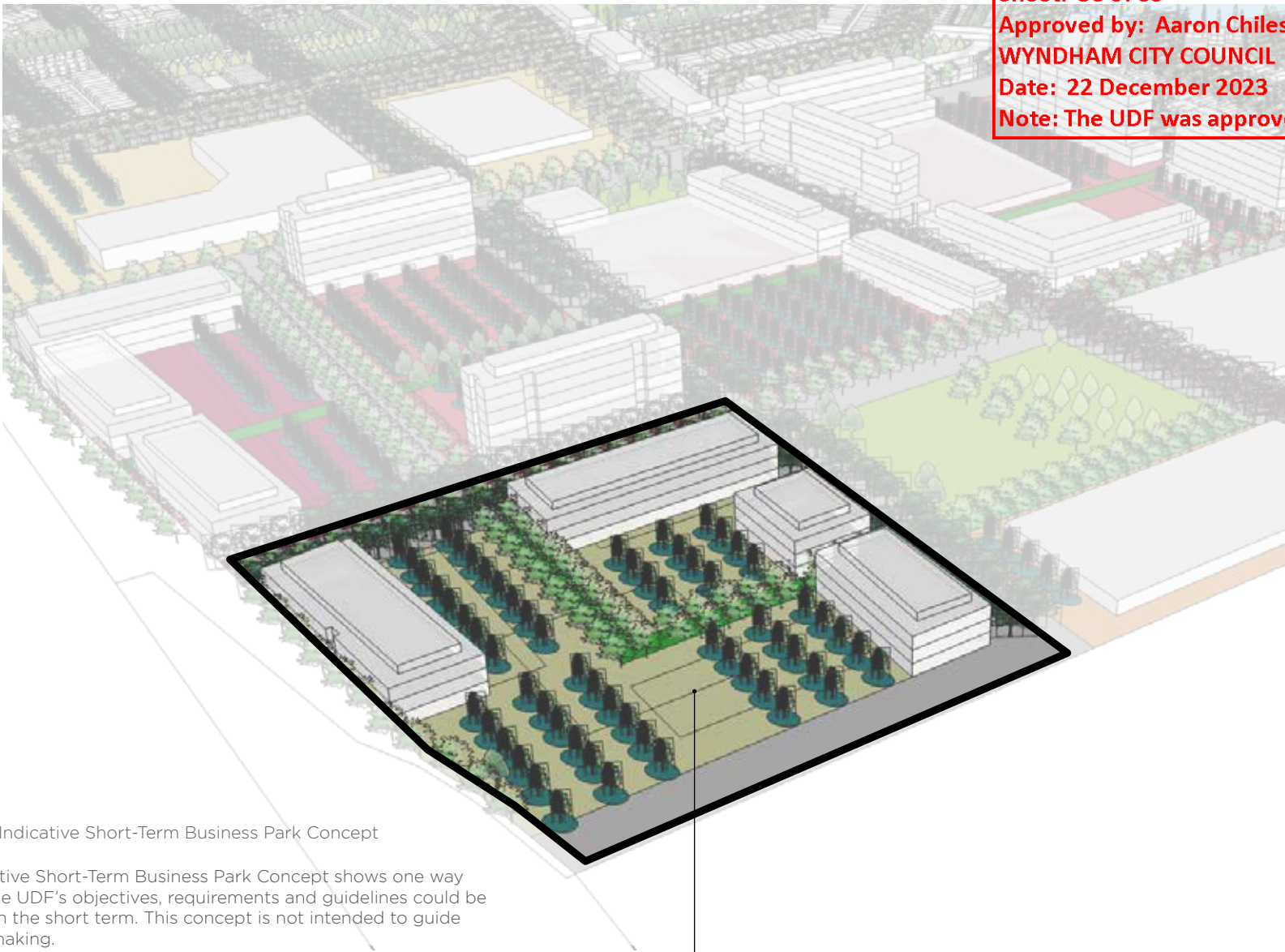


Figure 4 Indicative Short-Term Business Park Concept

The Indicative Short-Term Business Park Concept shows one way the that the UDF's objectives, requirements and guidelines could be achieved in the short term. This concept is not intended to guide decision-making.



BUSINESS PARK
Outdoor areas for workers



BUSINESS PARK
Campus like precinct



BUSINESS PARK
Opportunities for supportive land uses such as cafes and restaurant



BUSINESS PARK
High quality public realm

10.2 Business Park Character Area Objectives, Requirements and Guidelines

Table 22 Business Park Area Objectives, Requirements and Guidelines

OBJECTIVES	REQUIREMENTS	GUIDELINES
To celebrate the prominence of the site and location on major transport corridors and create a landmark for Tarneit.	<p>R57 Ensure built form activates Derrimut Road, South, Middle and West Streets.</p> <p>R58 Provide a permeable network of roads and paths from Tarneit train station through the character area to connect to the broader town centre.</p> <p>R59 Provide a high level of visual permeability, particularly at the ground floor level to provide the opportunity for visual connection between building occupants and pedestrians.</p>	
To create a sense of address to Derrimut Road, and ensure landmark buildings create a sense of arrival into the Town Core.	<p>R60 Buildings must be set back a minimum of 6m from Derrimut Road and from South Street.</p>	<p>G39 New buildings fronting West Street should provide a zero setback.</p> <p>G40 Ground floor frontages should be activated.</p> <p>G41 Blank walls should be minimised at ground floor.</p>

11 North Character Area

11.1 Vision

The North character area is a residential/ mixed use area of the UDF and geographically defined by the creek corridor and the Civic North Precinct to the south.

The area's amenity is significantly enhanced by its close proximity to key community facilities, including an indoor recreation centre and a community centre along the southern interface. This strategic positioning ensures that residents in the North character area have easy access to recreational and communal spaces, fostering a sense of community engagement and providing opportunities for social interaction and physical activity.

The development plan seeks to establish a seamless connection between the neighbouring open space and the cultural heritage open space through the creation of primary pedestrian networks. These networks will not only facilitate movement but will also enhance the overall experience with elements like shade ways, green-links, and widened verges, which will provide ideal conditions for the growth of larger canopy trees.

11.1.1 Land Budget

Table 23 North Character Area Land Budget

Site Area	10.10 Ha		
	Area (Ha)	%Site	% NDA
Community and Education			
Indoor Recreation	0.00	0.00%	0.00%
Community Facility	0.00	0.00%	0.00%
Performing Arts Centre	0.00	0.00%	0.00%
Sub Total	0.00	0.00%	0.00%
Encumbered Open Space			
Cultural Heritage	0.41	4.06%	4.23%
Waterway and Drainage	0.00	0.00%	0.00%
Sub Total	0.41	4.06%	4.23%
Credited Open Space			
Local Park Network	0.00	0.00%	0.00%
Sub Total	0.00	0.00%	0.00%
Total	0.41	4.06%	4.23%
NDA	9.69	95.94%	100.00%
Residential/ Mixed Use NDA	9.69		
Commercial/ Mixed Use NDA	0.00		

Total Dwelling Yield (minimum)	385
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Note: the %NDA figures expressed in Table 23 indicate the area of land set aside for each specific land use (Civic & Education, Open Space) as a percentage of the land that remains available for the development of housing and employment buildings.

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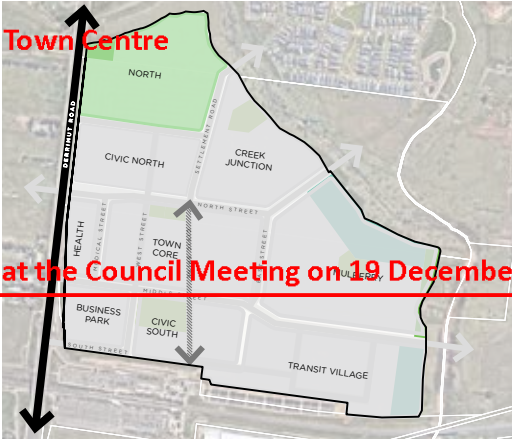


Figure 5 Indicative North Concept

The UDF includes an indicative concept for each character area. These show one way that the UDF outcome, requirements and guidelines can be achieved. Concept images are provided to illustrate potential built form outcomes only and are not intended to guide decision-making.

12 Creek Junction Character Area

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12.1 Vision

At the junction of Skeleton Creek and Dry Creek, there's an intersection of multiple bike paths, providing convenient access to the Tarneit Major Town Centre. This area serves as a hub for various connections.

The urban design incorporates parks and open spaces that are not only green but also designed for active recreational activities. These spaces may include facilities for activities such as outdoor gym equipment promoting a healthy and engaging lifestyle for residents and visitors alike.

One key aspect of the design is the direct interface between medium-density housing and the open spaces. This interface is carefully planned to encourage passive surveillance, meaning that buildings are strategically positioned to overlook and provide a sense of security to these green areas. This concept extends to both front-loaded and rear-loaded buildings that face the green links along the creek, ensuring that the open spaces are well-integrated into the community fabric.

Additionally, the design includes apartment buildings that seamlessly connect with the urban core. These apartments play a crucial role in linking mixed use areas with medium density residential zones, creating a dynamic urban environment where residents have easy access to commercial, retail, and recreational amenities within a short walk from their homes.

12.1.1 Land Budget

Table 24 Creek Junction Character Area Land Budget

Site Area	8.16 Ha		
	Area (Ha)	%Site	% NDA
Community and Education			
Indoor Recreation	0.00	0.00%	0.00%
Community Facility	0.00	0.00%	0.00%
Performing Arts Centre	0.00	0.00%	0.00%
Sub Total	0.00	0.00%	0.00%
Encumbered Open Space			
Cultural Heritage	0.00	0.00%	0.00%
Waterway and Drainage	0.00	0.00%	0.00%
Sub Total	0.00	0.00%	0.00%
Credited Open Space			
Local Park Network	0.66	8.09%	8.80%
Sub Total	0.66	8.09%	8.80%
Total	0.66	8.09%	8.80%
NDA	7.50	91.91%	100.00%
Residential/ Mixed Use NDA	7.50		
Commercial/ Mixed Use NDA	0.00		

Total Dwelling Yield (minimum)	340
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Note: the %NDA figures expressed in Table 24 indicate the area of land set aside for each specific land use (Civic & Education, Open Space) as a percentage of the land that remains available for the development of housing and employment buildings.



Figure 6 Indicative Creek Junction Concept

The UDF includes an indicative concept for each character area. These show one way that the UDF outcome, requirements and guidelines can be achieved. Concept images are provided to illustrate potential built form outcomes only and are not intended to guide decision-making.

13 Mulberry Character Area

13.1 Vision

The Mulberry character area is situated to the east of the Town Centre, positioned next to Skeleton Creek. Great care has been taken to protect and honour heritage sites along the creek, ensuring their preservation and celebration within the overall plan.

Central to this precinct's design are the creation of east-west and north-south green connections. These pathways are strategically designed to guide residents between the bustling Town Centre and the serene Skeleton Creek area, enhancing accessibility and connectivity for the community.

The precinct is encircled by high quality architectural structures, which serve as a buffer zone between the vibrant Town Centre Core and the lower scale residential areas. This creates a seamless transition and maintains a harmonious urban fabric.

One distinctive feature of the Mulberry character area is the centrally located local park. This park is thoughtfully integrated with the creek, forming a vital component of the wider open space system. The synergy between the park and the creek contributes to the precinct's unique character.

Notably, the design directs prominent built elements toward the creek. This approach fosters an active and lively interface along the creek's edge, promoting community engagement and enjoyment of the natural surroundings. Importantly, a high priority is placed on passive surveillance, ensuring that the Creek Corridor remains a well utilised and celebrated asset of the Tarneit Major Town Centre.

13.1.1 Land Budget

Table 25 Mulberry Character Area Land Budget

Site Area	15.42 Ha		
	Area (Ha)	%Site	% NDA
Community and Education			
Indoor Recreation	0.00	0.00%	0.00%
Community Facility	0.00	0.00%	0.00%
Performing Arts Centre	0.00	0.00%	0.00%
Sub Total	0.00	0.00%	0.00%
Encumbered Open Space			
Cultural Heritage	0.67	4.35%	6.08%
Waterway and Drainage	3.23	20.95%	29.31%
Sub Total	3.90	25.29%	35.39%
Credited Open Space			
Local Park Network	0.50	3.24%	4.54%
Sub Total	0.50	3.24%	4.54%
Total	4.40	28.53%	39.93%
NDA	11.02	71.47%	100.00%
Residential/ Mixed Use NDA	11.02		
Commercial/ Mixed Use NDA	0.00		

Total Dwelling Yield (minimum)	495
--------------------------------	-----

Table 26 Floorspace Estimates

Floorspace Estimates	
Medical Centre	250m²

Note: the %NDA figures expressed in Table 25 indicate the area of land set aside for each specific land use (Civic & Education, Open Space) as a percentage of the land that remains available for the development of housing and employment buildings.

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Figure 7 Indicative Mulberry Concept

The UDF includes an indicative concept for each character area. These show one way that the UDF outcome, requirements and guidelines can be achieved. Concept images are provided to illustrate potential built form outcomes only and are not intended to guide decision-making.

14 Transit Village Character Area

14.1 Vision

Transit Village is strategically positioned adjacent to a future train station, and its design concept embraces a diverse mix of housing options. This includes a combination of apartment living and a charming terrace village. This arrangement takes full advantage of the excellent pedestrian connections established with the nearby open spaces.

In terms of development intensity, there's a deliberate shift from the wetland area towards the Town Core. The buildings closer to the future train station will boast greater heights, facilitating high-density living options, while those nearer to the wetland will maintain a medium density profile.

This approach ensures a balanced and integrated urban environment that respects the natural landscape. The internal public realm within the Transit Village is a crucial aspect of the design. It will feature high quality infrastructure and carefully landscaped elements that harmonise with the surrounding area.

This approach reflects a commitment to creating a vibrant and harmonious living environment that is responsive to the needs and character of the community it serves.

Additionally, the placement of multi storey aged care facilities along the rail line and north of the train station car park is strategic. This location ensures close proximity to transportation services and the Town Core, which will be especially beneficial for elderly and aged care residents, making access to essential local services convenient and efficient. This thoughtful planning demonstrates a commitment to inclusivity and accessibility within the Transit Village. Any aged care buildings will be designed to minimise internal noise from the nearby train line, in line with DDO10.

14.1.1 Land Budget

Table 27 Transit Village Character Area Land Budget

Site Area	10.56 Ha		
	Area (Ha)	%Site	% NDA
Community and Education			
Indoor Recreation	0.00	0.00%	0.00%
Community Facility	0.00	0.00%	0.00%
Performing Arts Centre	0.00	0.00%	0.00%
Sub Total	0.00	0.00%	0.00%
Encumbered Open Space			
Cultural Heritage	0.00	0.00%	0.00%
Waterway and Drainage	1.49	14.11%	17.39%
Sub Total	1.49	14.11%	17.39%
Credited Open Space			
Local Park Network	0.50	4.73%	5.83%
Sub Total	0.50	4.73%	5.83%
Total	1.99	18.84%	23.22%
NDA	8.57	81.16%	100.00%
Residential/ Mixed Use NDA	8.57		
Commercial/ Mixed Use NDA	0.00		

Total Dwelling Yield (minimum)	430
--------------------------------	-----

Table 28 Floorspace Estimates

Floorspace Estimates	
Medical Centre	250m²

Note: the %NDA figures expressed in Table 27 indicate the area of land set aside for each specific land use (Civic & Education, Open Space) as a percentage of the land that remains available for the development of housing and employment buildings.

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Figure 8 Indicative Transit Village Concept

The UDF includes an indicative concept for each character area. These show one way that the UDF outcome, requirements and guidelines can be achieved. Concept images are provided to illustrate potential built form outcomes only and are not intended to guide decision-making.

PART F - MOVEMENT AND ACCESS

Part F describes the movement and access network that will put people ahead of vehicles.

Strong public transport and active transport networks will provide support for long term expansion and intensification of the Tarneit Major Town Centre.

15 Movement and Access

15.1 Introduction

Development of the Town Centre will build on the established network of arterial roads (including Derrimut and Leakes Road) existing public transport (notably the Tarneit Train Station) and developing major trail links. Design of the centre will focus on developing strong active transport, particularly high amenity walking paths that put the movement of people ahead of vehicles.

15.2 Roads, Access and Public Transport

Plan 9 illustrates the movement and access network for the Tarneit Major Town Centre.

Public Transport

The UDF makes provision for access to the existing Tarneit Train Station, for pedestrians and for future local bus networks.

Bus capable roads include:

- Derrimut Road.
- Connector street crossings of Dry and Skeleton Creeks providing eastern access.
- North Street, South Street, Middle Street, East Street and West Street.

Measures to support local bus services include:

- Derrimut Road interim and ultimate intersections to be considered for bus priority signalling.
- A bus capable 'ring road' providing flexibility for future route planning. North Street, South Street, East Street and West Street are bus capable roads. This ensures the Victorian Government has flexibility for bus route planning over time.

Civic Spine

The Civic Spine stands as the central artery of activity, a hub for pedestrian flow, and the focal point of communal life within the Tarneit Major Town Centre. This would include a pedestrian and active transport link to the railway

Nestled at the foundation of the core of the Town Centre, the Civic Spine is positioned to connect the Indoor Recreation and Community facility to the north down through the retail core to the station and beyond through the Leakes Road precinct located to the south of Leakes Road in Tarneit.

Design considerations for the Civic Spine are listed under Level 1: High-Priority Active Frontages (under Section 5.1.3).

Town Core Streets and Links

Appendix 1 illustrates concept designs for each street identified in Plan 9.

Derrimut Road

Derrimut Road is a primary arterial road designed to carry high volumes of traffic and to support efficient regional traffic movements. Derrimut Road also provides for road based public transport as part of the Principal Public Transport Network (PPTN).

Northern Unsignalised Intersection

The PSP outlines that the need for an intersection at this location be investigated as part of the UDF process. The traffic analysis undertaken by Traffix Group has found that this intersection is required and can operate in an unsignalised format. The UDF proposes the northern intersection to allow for left in, left out movements only. The intersection supports the overall access strategy to manage turning movements and minimise delays to north-south regional traffic movements.

The intersection provides for convenient and necessary access for residents of the northern section of the UDF area.

North Street (Signalised)

This is the key intersection that is shown in the PSP and part funded in the DCP. The intersection is a four-leg arrangement, allowing for east-west movement across Derrimut Road. This is the main point of access from those accessing the centre from the north and west.

Middle Street (Signalised)

The PSP outlines that the need for this intersection be investigated as part of the UDF process. Analysis has found that this intersection is required to allow proper functioning of both Derrimut Road and traffic access to/from the Town Centre. This is the main point of access from those accessing the centre from the south.

South Street (Signalised)

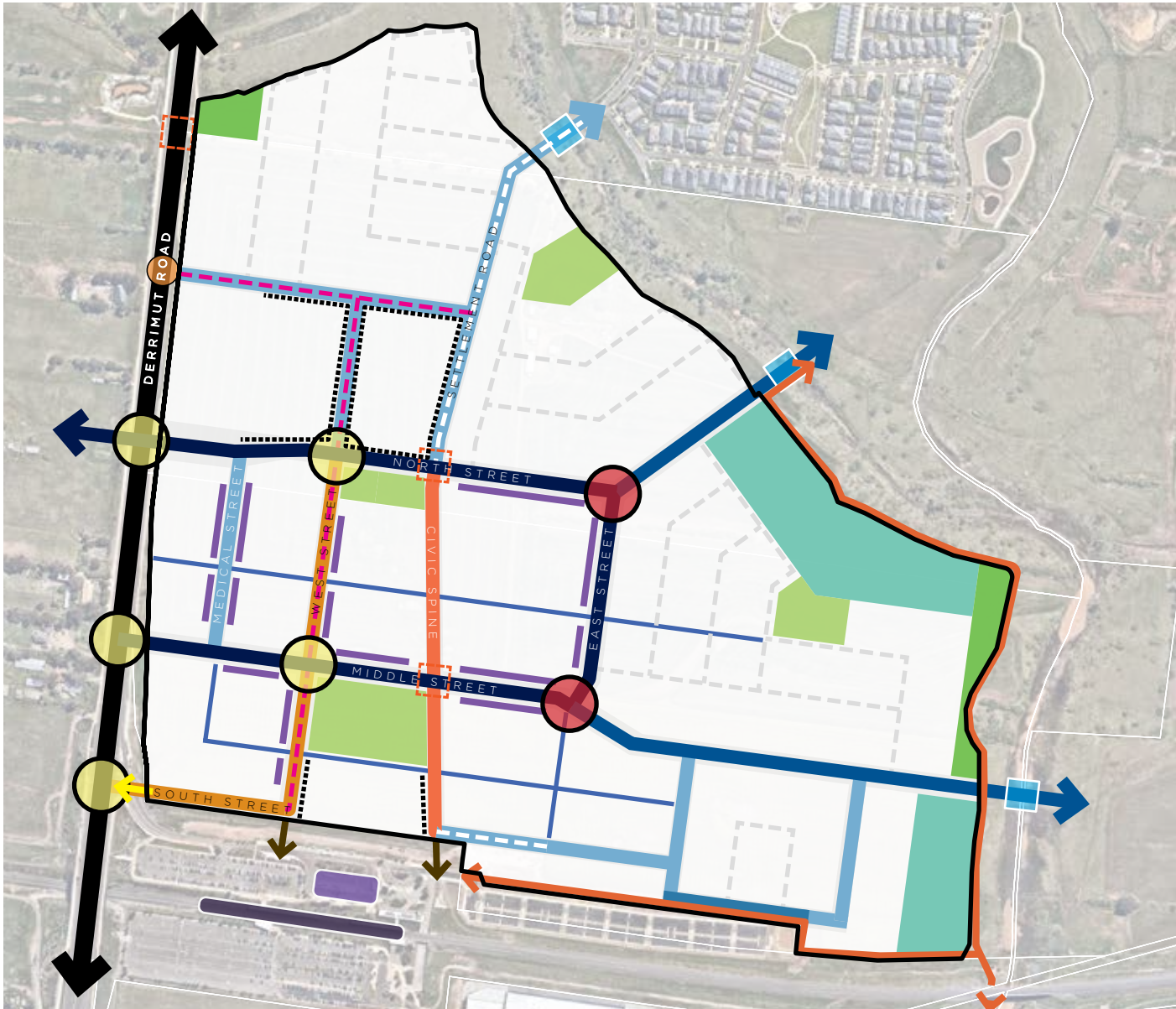
The existing signalised intersection that currently provides access to the Tarneit Railway Station will be reconfigured to support ongoing access and movement for the precinct. This will also require the creation of a new road connection, to be delivered by DTP, to the railway station precinct to the south of South Street. This new road configuration will ensure that the railway station integrates with the town centre, providing for bus priority while permitting efficient through traffic movements. This is discussed further under Potential Future Bus Priority on page 46.

Access Streets

The balance of streets in the Town Core are a mix of access streets and access level 2 streets. Depending on their location and purpose, these streets may have parking, access to car parking, loading and bus and cycle lanes as appropriate.

Creek Crossing Connections to Surrounding Neighbourhoods

Requirement 55 of the PSP includes a requirement for certain properties in the town centre to include a permit condition to provide for the construction of street crossings of Dry and Skeleton Creeks. The intended trigger and staging for each of the creek crossings is set out in the Implementation section of the UDF.



Plan 9 Movement and Access

LEGEND

ARTERIAL Bus Capable	ACCESS LEVEL 2 STREET Bus Capable	SIGNALISED INTERSECTION
CONNECTOR ROAD Bus Capable	CIVIC SPINE	POTENTIAL SIGNALISED INTERSECTION (SUBJECT TO FUTURE TRAFFIC ASSESSMENT)
CONNECTOR ROAD Public Realm - Bus Capable	TOWN CORE LINKS	LEFT IN LEFT OUT
ACCESS LEVEL 2 STREET Principal Bike Network	INDICATIVE LOCAL ACCESS STREETS	CREEK CROSSING
ACCESS LEVEL 2 STREET Shared Path	PREFERRED CAR PARK ACCESS LOCATION (subject to detailed design)	EXISTING TRAIN STATION
ACCESS LEVEL 2 STREET Widened Path	PREFERRED CAR PARK ACCESS LOCATION DETERMINED THROUGH FUTURE COUNCIL MASTER PLAN	EXISTING BUS INTERCHANGE
ACCESS LEVEL 2 STREET Bus Capable/Widened Path	SIGNALISED PEDESTRIAN CROSSING	PRINCIPAL BIKE NETWORK
		FUTURE CONNECTIONS - DELIVERED BY DEVELOPER
		FUTURE CONNECTIONS - DELIVERED BY DTP

0 37.5 75 112.5 150 187.5m
SCALE 1:7,500@A3

NOTES

- This plan is indicative only and subject to future detail design.
- The location of the indicative local access streets are indicative only and subject to future detailed design.



The requirement to construct the creek crossings is provided in the UGZ Schedule 10 and referenced in relevant planning permits:

- Road Crossing 1. Access Level Two Creekstone via the relevant planning permit.
- Road Crossing 2. Northern Connector Street Westbrook Estate. This is a condition of the relevant planning permit which provides for a road crossing.
- Road Crossing 3. Southern Connector Street Westbrook Estate. This is a condition of the relevant planning permit which provides for a road crossing.

Town Core Links & Cool Streets

Pedestrian and shared pathways provide cost effective and healthy transport alternatives to vehicular travel, while at the same time encouraging walking and recreational activities.

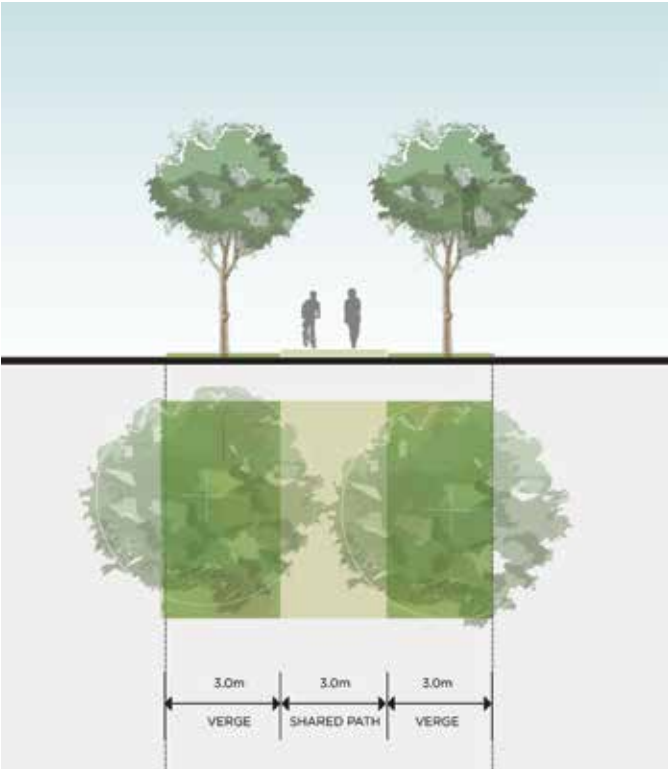
The Town Core links are an integral part of the Town Centre design, that seeks to ensure permeability through the Town Core and to promote pedestrian activity. The links provide for shady shared path links through the town centre super blocks. In the longer term they may be a focus for activation through intensification, once the retail activity along the Civic Spine and on main streets has established. There may be a need for car parking access to traverse these links to ensure car park access functions appropriately. The intention is that the Town Core links vest in Council, however, they could be managed privately to the satisfaction of the Responsible Authority.

The UDF also adopts Cool Street typologies which are to be used to continue key pathways where trafficable roads are not required and break up street blocks. Cool Streets should be a minimum of 9m with paths, potential for fitness equipment, shade and shelter structures.

The exact locations and alignment of Cool Streets will be determined at the permit stage.

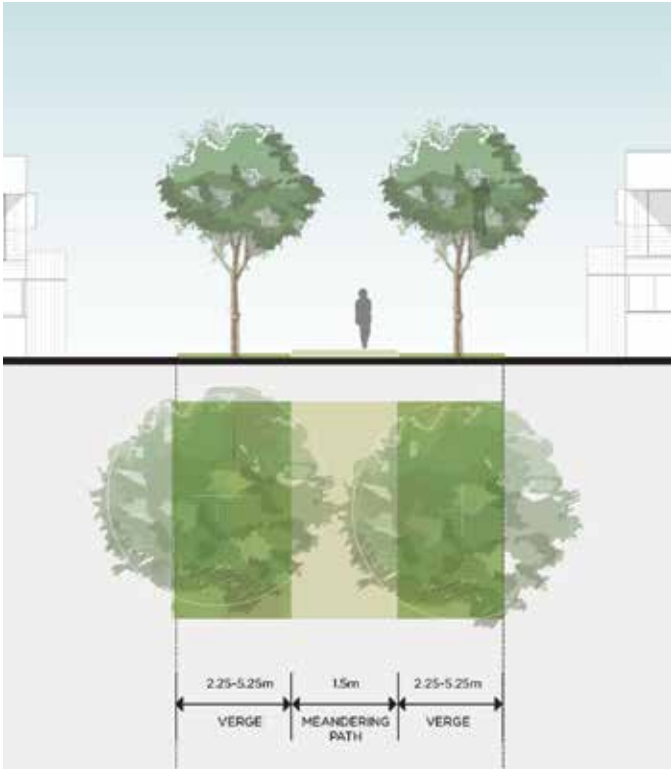
The Cool Street provides the opportunity for additional canopy cover through the character areas and an alternative and diverse passive movement network.

TOWN CORE LINKS

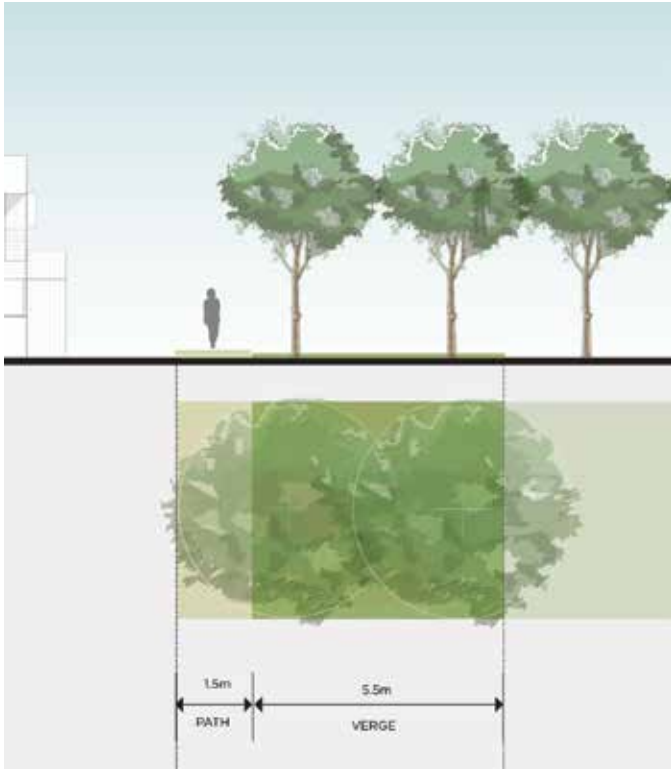


- Separated walking network within the Town Core.
- Removes conflict and provides for an improved pedestrian experience.
- The space for tree planting on either side, provides scope for a green and cool link.
- The links provide for increased permeability and really efficient walking movement through the Town Core.

COOL STREETS



- Short sections between townhouses or apartments.
- Short sections double fronted by townhouses, creating a green walkway for the front entrance to the homes.



- Footpath that connects to shared path network at key nodes.
- Spaces to read clearly as public spaces through landscape response.
- Open Space interface can include lighting, seats and other features to provide amenity for higher density apartment development.



Potential Future Bus Priority

There may be a need to consider bus priority measures in the medium to longer term in South Street. The link between South Street and the Station Bus Interchange is expected to accommodate the highest level of bus movement. Options to assist bus priority include traffic signal design and programming, and a section of dedicated bus lane(s). Buildings will be set back at least 6m on the north side of South Street which, combined with the street reserve, will provide space for a dedicated bus lane if it were ever required. It would also be possible to use controlled signals in other locations to provide bus priority if that were required.

More broadly, Plan 9 demonstrates a Bus Capable road network based on the surrounding arterial and UDF connector Road network. The network has been carefully designed to provide maximum flexibility, and permits a bus loop within the UDF area, as well as connections to the east and north-east across Skeleton and Dry Creeks. Any future bus routes, in addition to bus stops and other supporting infrastructure, will be subject to planning by the Department of Transport and Planning.

Car Parking

The areas of car parking shown in the UDF are indicative only and are not based on specific car parking demand calculations or preliminary car park design. The degree of car parking area required will be determined at future concept design stages and would also consider the form of parking provided (i.e. at grade, basement, multi-deck).

15.3 Active Transport

The vision for Wyndham's Active Transport Strategy is that by 2040 "Walking and cycling are now preferred and viable transport choices resulting in a healthier mix of transport modes." The strategy seeks to significantly boost the percentage of trips that are active. In 2016 only 1.3% of journey to work trips were made by walking or cycling (ABS Quickstats).

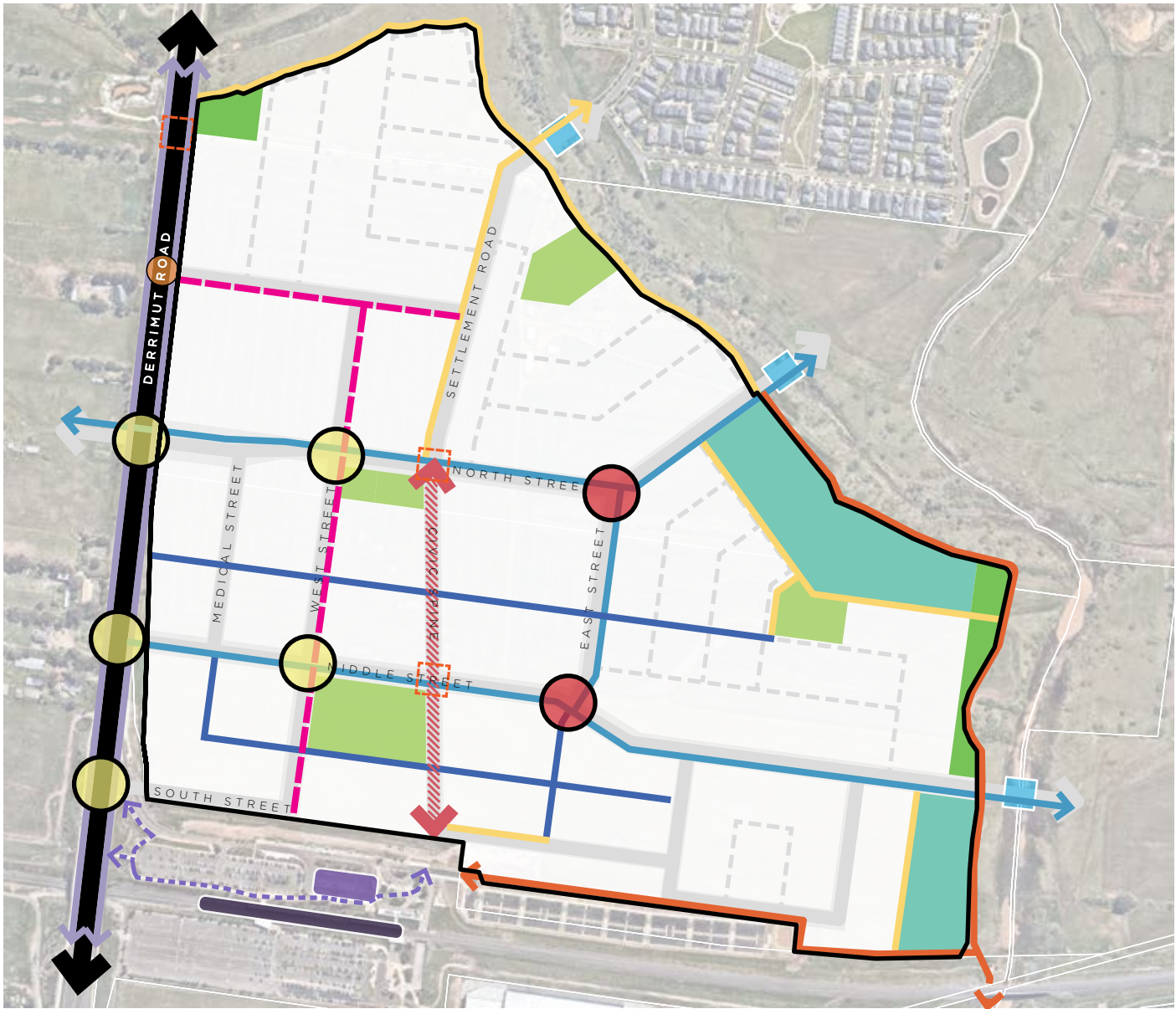
The UDF introduces Town Core links through the Town Core which provides for pedestrian-priority paths with tree planting on either side, allowing for easy and comfortable pedestrian and cycle access through the urban core to supplement the street system.

Key to improving outcomes are the following principles:

- Stress free. Direct, connected, safer, attractive, comfortable and easy to navigate routes.
- Accessible for all. Accommodate as many users as possible with varying travel requirements and ability levels.
- People centred. Well designed and facilitate better access to, and greater mobility within, local communities.
- Innovative. The active transport network should adapt to existing and future technologies and micro-mobility innovations.
- Collaborative. The network should include genuine engagement.

Plan 10 shows the key active transport connections around the site. Key elements include:

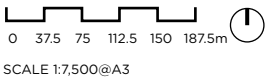
- Dry and Skeleton Creeks and large sports, education and passive open space complex on the east side of the UDF area.
- East - West trail on the north side of the rail, made possible by the path crossing under the Derrimut Road overpass embankment.
- North - South trail through the rail station, made possible by the underpass of the rail line at the station.
- North-South crossings under the rail bridge of Skeleton Creek.
- Active transport crossing of Derrimut Road at Dry Creek.
- To provide Cool Streets that prioritise pedestrian movement and reduce the reliance on cars.



Plan 10 Active Transport Network

LEGEND

- | | |
|---------------------------------|--|
| SHARED PATH - 3m WIDE | SIGNALISED INTERSECTION |
| TOWN CORE LINK - 3m SHARED PATH | POTENTIAL SIGNALISED INTERSECTION (SUBJECT TO FUTURE TRAFFIC ASSESSMENT) |
| WIDENED PATH | LEFT IN LEFT OUT |
| OFF ROAD BIKE PATH | SIGNALISED PEDESTRIAN CROSSING |
| PRINCIPAL BIKE NETWORK | ENCUMBERED OPEN SPACE |
| EXISTING SHARED PATH | UNENCUMBERED OPEN SPACE |
| INDICATIVE STATION LINK | WETLAND |
| CIVIC SPINE - SHARED ZONE | CREEK CROSSING |
| ROADS | EXISTING TRAIN STATION |
| INDICATIVE LOCAL STREETS | EXISTING BUS INTERCHANGE |



NOTES

- This plan is indicative only and subject to future detail design.
- The location of the indicative local access streets are indicative only and subject to future detailed design.
- This plan shows the high-order path network only and should be read with relevant street cross-sections (Appendix 1).

15.4 Movement and Access Objectives, Requirements and Guidelines

Table 29 Movement and Access Objectives, Requirements and Guidelines

OBJECTIVES	REQUIREMENTS	GUIDELINES
<p>To create a pedestrian and cycle friendly Town Centre, encompassing public transport, while still accommodating private vehicle access.</p> <p>To provide for efficient traffic access to the key parking areas within the Town Core.</p>	<p>R61 Design guidelines are to be developed as part of permit application processes to regulate built form where it directly interfaces with Town Core links. Guidelines should address built form, activation, solar access and openings onto the links.</p> <p>R62 The primary road network and locations must be generally in accordance with Plan 10 and Appendix 1.</p> <p>R63 Access into car park areas must be located generally in accordance with Plan 9. Flexibility should be given where traffic advice supports it and it is demonstrated that it is a better design outcome.</p> <p>R64 Bus capable roads must be delivered in the locations identified in Plan 9 allowing for flexibility in bus network planning.</p> <p>R65 Ensure the provision of safe, accessible, and convenient pedestrian and cycle crossing points at intersections, key destinations, major pedestrian routes, and areas of high amenity.</p> <p>R66 Place loading and delivery areas away from the primary building frontages, striving for internalised service zones whenever feasible; where internalised facilities are not viable, employ landscaping or thoughtful architectural elements to screen them from public view.</p> <p>R67 Install bicycle parking facilities at prominent destinations within the Town Centre, placing them in areas with weather protection, natural surveillance, and proper lighting.</p> <p>R68 South Street will have consideration for the future access requirements to the station precinct, including bus priority if required. Requirements for this will be provided by DTP at the time of design.</p> <p>R69 Station access point(s) will be provided in conjunction with the development of South Street.</p> <p>R70 Integrate canopy trees into every fourth parking space within at-grade car parking areas to achieve at least 35% canopy coverage of car parks.</p> <p>R71 The Civic Spine - Shared Zone is subject to review by Council at the permit and functional design stage to ensure an appropriate outcome. The Department of Transport and Planning will ensure that any changes include appropriate access to the station.</p> <p>R72 At grade car parking areas that are located adjacent to the street and not behind a building must be separated by an appropriate landscape buffer or other appropriate method in order to visually separate the car park from the street.</p> <p>R73 Encourage parking efficiency through shared car parks to minimise the total number of parking spaces, fostering collaboration among landowners, developers, and operators.</p> <p>R74 Utilise the cool street concept within residential precincts to increase climate resilience.</p>	<p>G42 The location of the roads designated as 'Indicative Local Access Street' are indicative only and subject to future detailed design.</p> <p>G43 Exceed the minimum requirements of Clause 52.34 in the Wyndham Planning Scheme for end-of-trip bicycle facilities.</p> <p>G44 Support reduced car parking rates if the development meets and exceeds the objectives and vision of the UDF.</p> <p>G45 Facilitate and encourage the flexible use of street space for outdoor events, dining and trading.</p> <p>G46 Consideration should be given to incorporating cool streets where appropriate to improve amenity for active transport users.</p>

OBJECTIVES	REQUIREMENTS	GUIDELINES
To provide and promote active transport modes, and emphasise the importance of pedestrians and cyclists within the character area.	<div><div>R75</div>Active transport connections must be provided generally in accordance with Plan 9, Plan 10 and relevant cross-section designs in Appendix 1, or to the satisfaction of the Responsible Authority.</div> <div><div>R76</div>Design guidelines are to be developed as part of permit application processes to regulate built form where it directly interfaces with Town Core links. Guidelines must address built form activation, solar access and openings onto the links.</div> <div><div>R77</div>The ownership, landscaping and maintenance of Town Core links will be addressed at the planning permit stage.</div> <div><div>R78</div>Vehicle access points to surrounding buildings and lots must not be provided from the Civic Spine.</div> <div><div>R79</div>Ensure physical and visual links, connectivity, legibility and site permeability in considering design guidelines for Town Core links.</div>	<div><div>G47</div>Footpaths should be a minimum of 2m in areas subject to high pedestrian activity.</div>
To create an attractive, shady Civic Spine connecting the Town Square to the rail station.	<div><div>R80</div>Truck loading zones must be screened from view and not located along the Civic Spine.</div> <div><div>R81</div>Off-street car parking must be screened from view via built form or landscape elements.</div> <div><div>R82</div>Vehicle access points to residential and commercial buildings must be located away from the Level 1 Frontages (Civic Spine) to minimise streetscape disruption.</div>	<div><div>G48</div>Minimise car park access over dedicated bike paths in the Town Core.</div>
<div>To provide a permeable and functional urban structure of blocks and streets that:<ul style="list-style-type: none">Allow convenient access for local residents by car.Prioritises walkability and cycling.Connects into the wider pedestrian and cycle paths identified in the Urban Design Framework.</div>	<div><div>R83</div>Vehicle access points to residential buildings must be located away from the Level 1 Frontages (Civic Spine) to prioritise walkability.</div> <div><div>R84</div>Limit the amount of trafficable road to provide a highly pedestrianised environment.</div> <div><div>R85</div>Planning permits must address the Guidelines for Land Use and Development (2008) to the satisfaction of the Department of Transport and Planning.</div>	<div><div>G49</div>Promote the use of rear loaded housing product at open space interfaces to remove cars from pedestrian orientated environments.</div> <div><div>G50</div>Encourage end of trip facilities for new non-residential buildings.</div>
To ensure works connecting to Derrimut Road are to the satisfaction of the Department of Transport and Planning.	<div><div>R86</div>Any future permit application for the UDF site must tie in with the works being delivered, as well as considering the ultimate configuration of Derrimut Road to the satisfaction of the Department of Transport and Planning.</div>	

PART G - PUBLIC SPACES AND HERITAGE

Part G describes the focus on creating an engaging and inviting public spaces based on extensive landscaping and canopy tree planting. This will create a more sustainable, resilient and cooler urban environment.

Part G also describes the important natural amenity and heritage characteristics of the abutting waterways.

16 Public Spaces and Heritage

16.1 Introduction

The Tarneit Major Town Centre will establish engaging and inviting public spaces characterised by a high quality landscape response along with distinctive open spaces, pedestrian and cycle friendly streetscapes.

16.2 Public Spaces

Plan 11 illustrates the location of key public spaces and the Truganina Heritage Trail.

This will foster a robust identity for the Town Centre, notably highlighted by the Civic Spine, Town Square and Urban Park. These community focal points will showcase public art and place making elements for the community to gather.

Dry and Skeleton Creeks are anticipated to be major open space corridors with key active transport routes and will include a heritage trail connecting key cultural and heritage assets.

The Truganina Heritage Trail connects to the Town Centre showcasing the rich history of the site. The trail network will include signage and interpretation.

The encumbered open space to the north-west abutting Derrimut Road supports a complementary function of acknowledging local Aboriginal Cultural Heritage values associated with Dry Creek and providing public space for passive recreation uses.

Within the Town Centre, streetscapes will be thoughtfully designed to offer a comfortable, secure, and welcoming environment. These areas will serve as conducive spaces for strolling, congregating, lingering, and socialising. The streetscapes will be adorned with broad footpaths, shading structures, sheltered areas, street furnishings, illumination, seating arrangements, waste receptacles, essential services, and cohesive signage.

Residential character areas will be amply served by local open space reserves and interfaces to the creek corridors.

16.3 Tree Canopy

The UDF will implement City of Wyndham's Tree and Urban Forest Policy 2021 that requires:

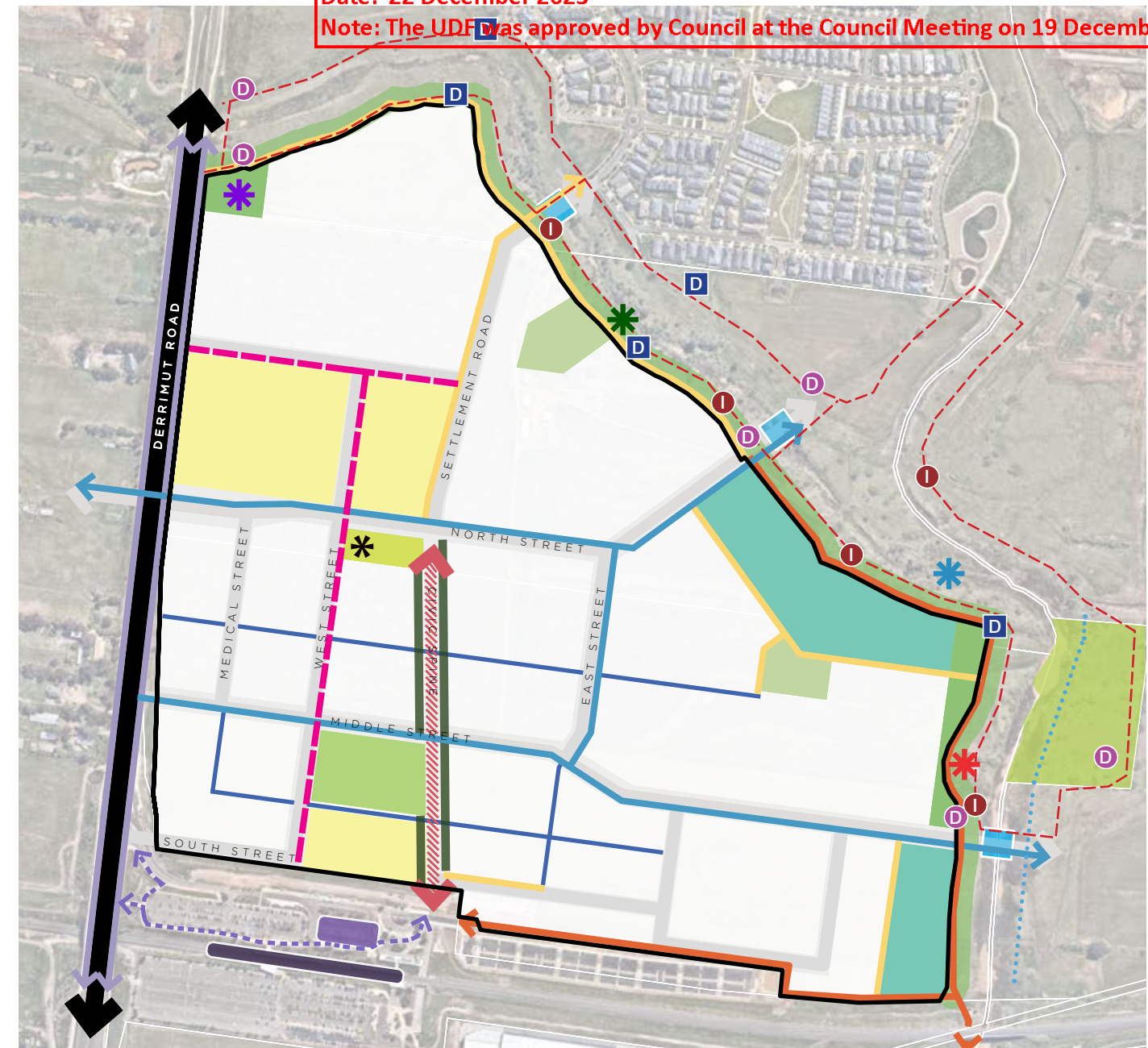
- Tree planting to take place that will guarantee a minimum future potential canopy cover of 25% in streets and 35% in open space.
- All public and publicly accessible private car parks must have one tree planted per every four car parking spaces. Tree species selection and car park layout must ensure that a potential tree canopy cover of 35% will be achieved.

This will ensure that the UDF area achieves a sufficient level of tree canopy cover in all public realm areas, and generally accords with the tree canopy Target T13 in the VPA's Structure Planning Guidelines.

16.4 Town Square and Pavilion

The central town square and pavilion are elements to provide a focus to social development and galvanise elements around the junction together with the main commercial spine. The proposal is to connect the town square directly to the Civic Spine and surrounding precincts. The land area for the pavilion and town square is approximately 3700m² with the pavilion located on the corner with street frontages and interfaces with the town square that provide a sequence of spaces and connections. The pavilion could house limited commercial uses of up to 70m² such as a café, or other subservient commercial recreation activities associated with public uses that interface the town square. It is anticipated that some of the public uses associated with the pavilion could include a children's area, small theatre, a playground, fountain, toilets and covered space for parties, open air lunches and projection screen for open air movies, etc. The proposed design of the pavilion and town square should generate intimate spaces to help foster social gatherings and public benefit as the basis of this precinct.

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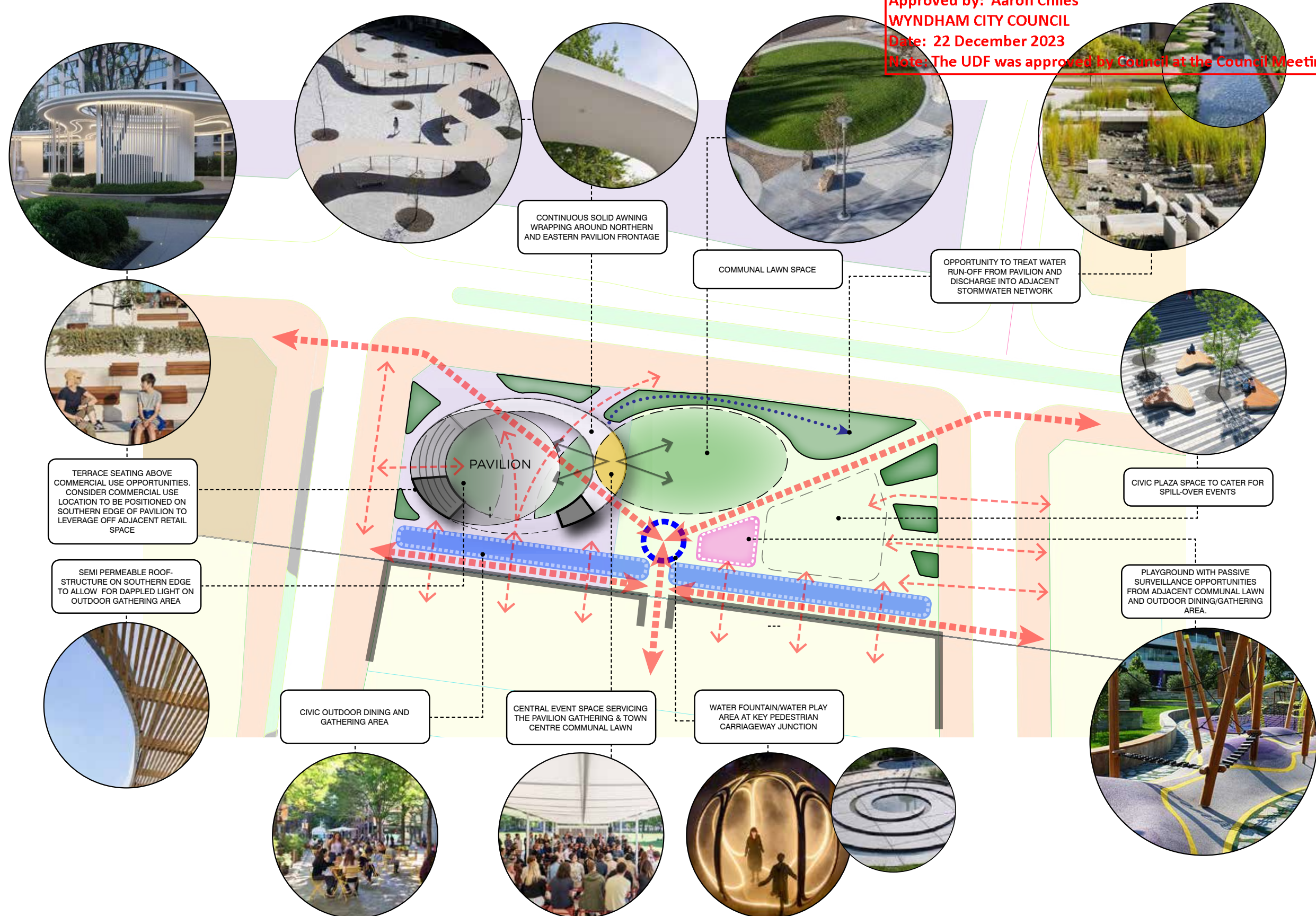


Plan 11 Public Spaces and Heritage Trail Plan
LEGEND

COMMUNITY FACILITIES	PUBLIC REALM INTERFACE	DIRECTIONAL SIGNAGE	NOTES
CIVIC SPINE	LOCAL PARKS	DISTANCE SIGNAGE	
TOWN CORE LINKS	URBAN PARK	CAVE VIEWING POINT VANTAGE POINT	• This plan is indicative only and subject to future detail design.
SHARED PATH - 3m WIDE	TOWN SQUARE	INFORMATION TRAIL BORDERING ABORIGINAL CULTURAL HERITAGE SENSITIVITY AREA	
WIDENED PATH	PAVILION	PRESERVATION OF EXISTING TREES AND CELLAR THROUGH LANDSCAPE RESPONSE	
OFF ROAD BIKE PATH	HO119	AREA OF ABORIGINAL CULTURAL SENSITIVITY	
PRINCIPAL BIKE NETWORK	WETLAND	DRY STONE WALL - TO BE RETAINED	
EXISTING SHARED PATH	CREEK CROSSING		
INDICATIVE STATION LINK	EXISTING TRAIN STATION		
WEATHER PROTECTED FOOTPATHS	EXISTING BUS INTERCHANGE		
ROADS	HERITAGE TRAIL		
	INFORMATIVE & INTERPRETIVE SIGNAGE		

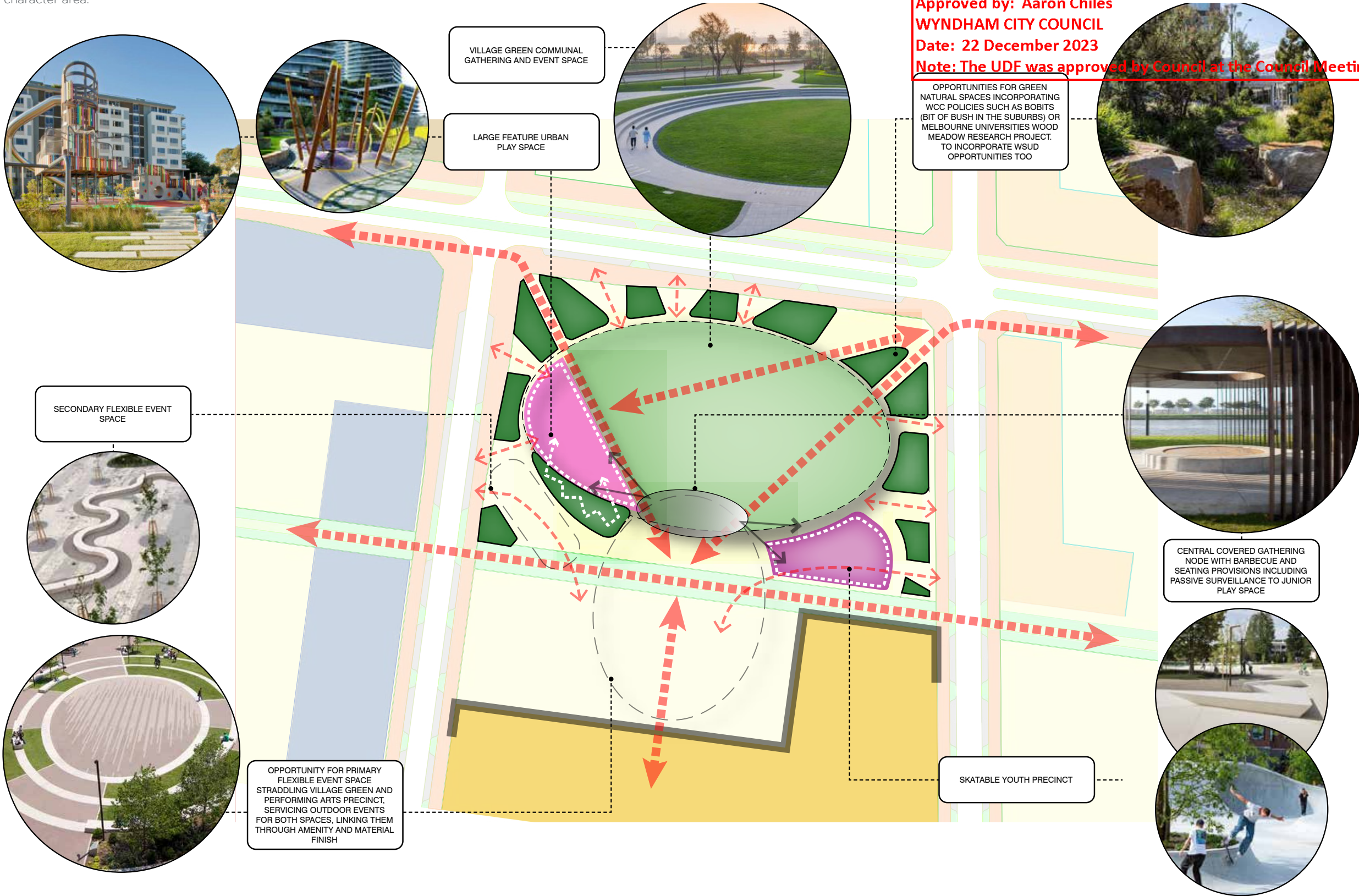
The diagram below depicts the initial vision for the Town Square and Pavilion. The concept will be developed through master planning for the Town Core character area.

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Plan 12 Town Square and Pavilion Concept
 Note: This plan is indicative only and subject to future detail design.

The diagram below depicts the initial vision for the Urban Park. The concept will be developed through further Council lead Master Planning of the Civic South character area.



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Plan 13 Urban Park Concept
Note: This plan is indicative only and subject to future detail design.

16.5 History

16.5.1 Aboriginal Heritage

The Dry and Skeleton Creek waterways are areas of high Aboriginal cultural heritage sensitivity. The confluence of the creeks is recognised as living cultural places. The confluence was likely an important resource area for potable water, flora and fauna and would be visited by Aboriginal groups.

Extensive evidence of Aboriginal use of the land has been documented. The range of tools found include geometric microliths, scrapers and points, and show that a wide range of activities occurred on the site. The large number of artefacts associated with the permanent water and associated flora and fauna means that environs of the creek confluence would have been an optimal location as a base camp for Aboriginal people as they used Dry and Skeleton Creeks and the surrounding plains.

The retention of both the Dry and Skeleton Creek corridors in their natural state and careful management of works will maximise the ability to retain areas of Aboriginal cultural heritage significance.

16.5.2 Post Contact Heritage

The UDF area was likely part of the Skeleton Waterholes run acquired by John Aitken c1845. Aitken first visited Port Phillip in 1836 when he returned from Tasmania with a flock of merino sheep. Aitken became a pioneer sheep breeder at his Mt Aitken estate near Sunbury. Skeleton Waterholes run stretched from Kororoit Creek to Skeleton Creek, but no evidence of the original homestead or building has been found. It is not known when Skeleton Waterholes was disposed of by Aitken, but it was likely held by the trustees of James Sceales in the late 1840's.

By 1924, the UDF area was owned by Arthur Morton Begg as part of his larger Yatama property. Arthur Begg died in 1944. For auction purposes his property was broken up into several sales blocks. The homestead block comprised Allotments F, G and H of Section 21. This likely includes the probate records of a weatherboard cottage, facilities for sheep shearing, and sheep and cattle yards.

The Davis family subsequently acquired the site, and the property remained in the ownership of the Davis family during the preparation of the UDF.

The general and specific history of the land shows that it has been used for sheep and cattle grazing, as well as cultivation of at least 80 acres.

The Wyndham Planning Scheme and the PSP identify several heritage sites within or on the edge of the UDF area.

The PSP proposes a heritage trail network to highlight and connect the heritage assets along the creek. That PSP concept has been developed further (see Appendix 2) with final details being resolved through planning permits and landscape master plans.

In relation to the Wine Cellars and Mulberry Trees complex, this is a depression formed by high bluestone walls on the western banks of Skeleton Creek, opposite the waterholes reserve. The exact use of the cellar is unknown, however it is thought to have been associated with a former orchard and vineyard. Seven (7) mature mulberry trees may be used as part of a recreated small and walled orchard within the waterway corridor.

The Itinerants Cave is a small cave formed between large stone boulders lining the bank of Dry Creek. The cave is known as a historical place of refuge and is recognised by indigenous communities.

Dry stone walls are located within the Dry and Skeleton Creek waterway corridors. Walls along the waterways can be retained in their current form with paths placed away to discourage direct public interaction. A Dry Stone Wall Management Plan will be required to form part of relevant landscape master plans.

Development of land close to retained heritage items will ensure they become a prominent component of the urban structure, and conveniently accessible to the wider community.



Figure 9 Vantage point over the creek junction which was a potable water source

16.6 Public Spaces and Heritage Objectives, Requirements and Guidelines

Table 30 Public Spaces and Heritage Objectives, Requirements and Guidelines

OBJECTIVES	REQUIREMENTS	GUIDELINES
<p>To integrate and promote heritage elements into the Truganina Heritage Trail Network as proposed in the PSP.</p> <p>Objectives of the design are to:</p> <ul style="list-style-type: none">• Create a local landmark iconic structure.• Provide a pavilion that supports the use and activation of the town square.• Incorporate commercial and non-commercial activities into the pavilion spaces to activate street frontages and public uses, whilst introducing amenities that relate to the town square and main commercial spine.• Create a series of intimate spaces that encourage social gathering and events at different times of the day and night.• Incorporate building elements that respond to micro climate, natural elements including self-sufficient energy and water use.• To always provide a safe place for all ages and abilities.	<p>R87 Implement the Truganina Heritage Trail Network as set out in the PSP and referenced in Plan 11. Design elements should induce:</p> <ul style="list-style-type: none">• Active street frontages (not back of house facilities seen from Town Square).• Council owned community centre in the form of a Pavilion that clearly communicates public uses from Town Square.• Indoor outdoor fusion/public activity between the pavilion and Town Square.• A series of intimate meeting places connected by lines of movement.• Event space for large gatherings.• Environmentally friendly eco buildings. <p>R88 Wayfinding strategies must be incorporated in landscape plans for Dry and Skeleton Creek.</p> <p>R89 Finalise and implement the heritage strategy within the Creek Landscape Concept Plan in Appendix 2 to the satisfaction of Council.</p> <p>R90 Highlight the following heritage items along Dry Creek though interpretative installations accessed from the path network.</p> <ul style="list-style-type: none">• Itinerant Cave.• Skeleton Creek Waterholes.• Leakes Cellars.• Mulberry Trees. <p>R91 Consideration must be given to the VicTrack Rail Development Interface Guidelines for land adjacent to VicTrack land.</p> <p>R92 A heritage asset management plan to be prepared and adopted prior to handover of heritage assets to Council as part of the creek corridor parkland vesting process.</p> <p>R93 A dry-stone wall management plan to be provided prior to removal or adjustment of dry-stone walls as identified in the PSP and UDF.</p>	<p>G51 The Town Square pavilion could house limited commercial uses such as a café, or other subservient commercial recreation activities associated with public uses that interface with the use of the public square including access for all abilities.</p>

<div>OBJECTIVES</div> <div>Local parks will provide spaces for relaxation, recreation and socialising.</div> <div>Local parks will provide a space to be closer to nature enabling people to be more physically active and healthy.</div> <div>Cool, pedestrian orientated shady zones forming links within the urban fabric.</div>	<div>REQUIREMENTS</div> <div><div>R94</div>Provide locations of unencumbered open space generally in accordance with Plan 11.</div> <div><div>R95</div>Design should ensure amenity and safety for local park users.</div> <div><div>R96</div>Each character area must provide appropriate provisions to deliver the open space requirements including active transport infrastructure (such as the Principal Bicycle Network) at the same time as the subdivision.</div> <div><div>R97</div>Built Form Design Guidelines are to be developed as part of permit applications to regulate built form where it directly abuts unencumbered open space. Guidelines should address the following:<div><div>• Demonstrate that it provides a high quality built form outcome.</div><div>• Provides a high level of passive surveillance to the open space.</div><div>• Avoids privatising the open space.</div><div>• Avoids continuous built form that disconnects public access to the open space.</div><div>• Demonstrate that it does not interfere with the operations and access for the public and maintenance of facilities and services.</div></div></div> <div><div>R98</div>The design of future buildings should ensure there is no overshadowing of local parks between 10am and 3pm on 22 June.</div>
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OBJECTIVES

Urban development should sensitively respond to, protect and interpret/celebrate as appropriate the numerous areas of ecological and cultural heritage value.

The landscape design response for the Skeleton Creek and Dry Creek corridor requires consideration of different ecological precincts along its length.

REQUIREMENTS

R102 A concept landscape master plan must be prepared for each part of the waterway in general accordance with the Skeleton & Dry Creek Master Plan (Appendix 2). Each respective permit application must include objectives and strategies for what it is seeking to achieve and link back to how it achieves the objectives of the PSP and UDF in ecological values, heritage nodes and the path network.

GUIDELINES

G64 A heritage/ interpretation expert should be consulted about the best way to interpret each of the heritage sites.

G65 A heritage design response should be integrated with the landscape design.

G66 Permit applications should provide mapping of sensitive grasslands and seek to retain them where possible as part of the landscape response.

PART H - WATERWAYS

Part H describes the proposed drainage strategy for the Tarneit Major Town Centre and the important natural amenity of the abutting waterways.

17 Waterways

17.1 Introduction

The waterways and wetlands proposed for the UDF area are an important asset of the town centre and provide recreational amenity and natural respite.

The urban edge to the waterway, including the water treatment assets need to sensitively respond to, protect and interpret/celebrate as appropriate the numerous areas of ecological and cultural heritage value.

Plan 14 shows the location of the main wetlands and the indicative phased staging of drainage works across the Tarneit Major Activity Centre.

17.2 Drainage

The UDF Drainage Strategy (DS) is shown on Plan 14. The UDF Drainage Plan is generally in accordance with the PSP and consistent with the Melbourne Water Development Services Scheme.

17.3 Alternate Main Wetland Location

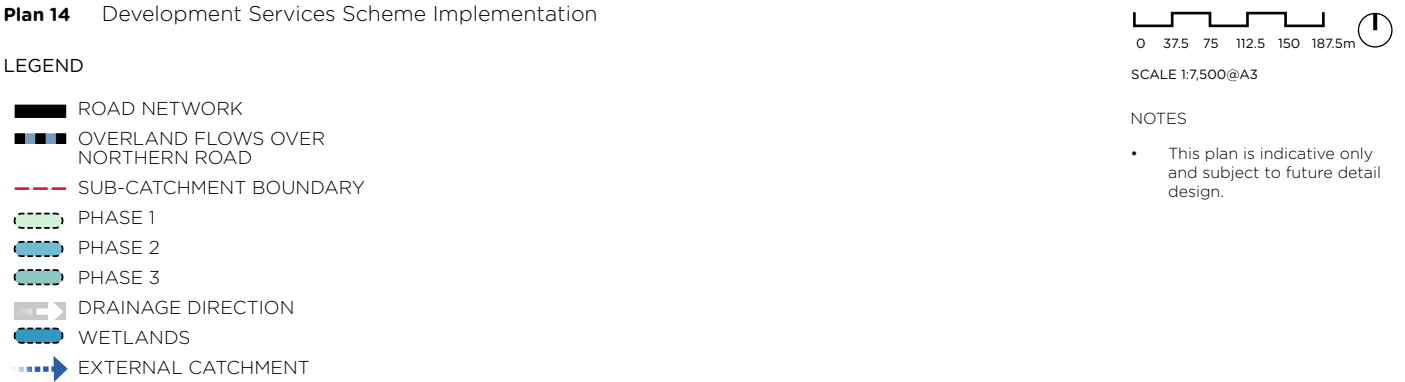
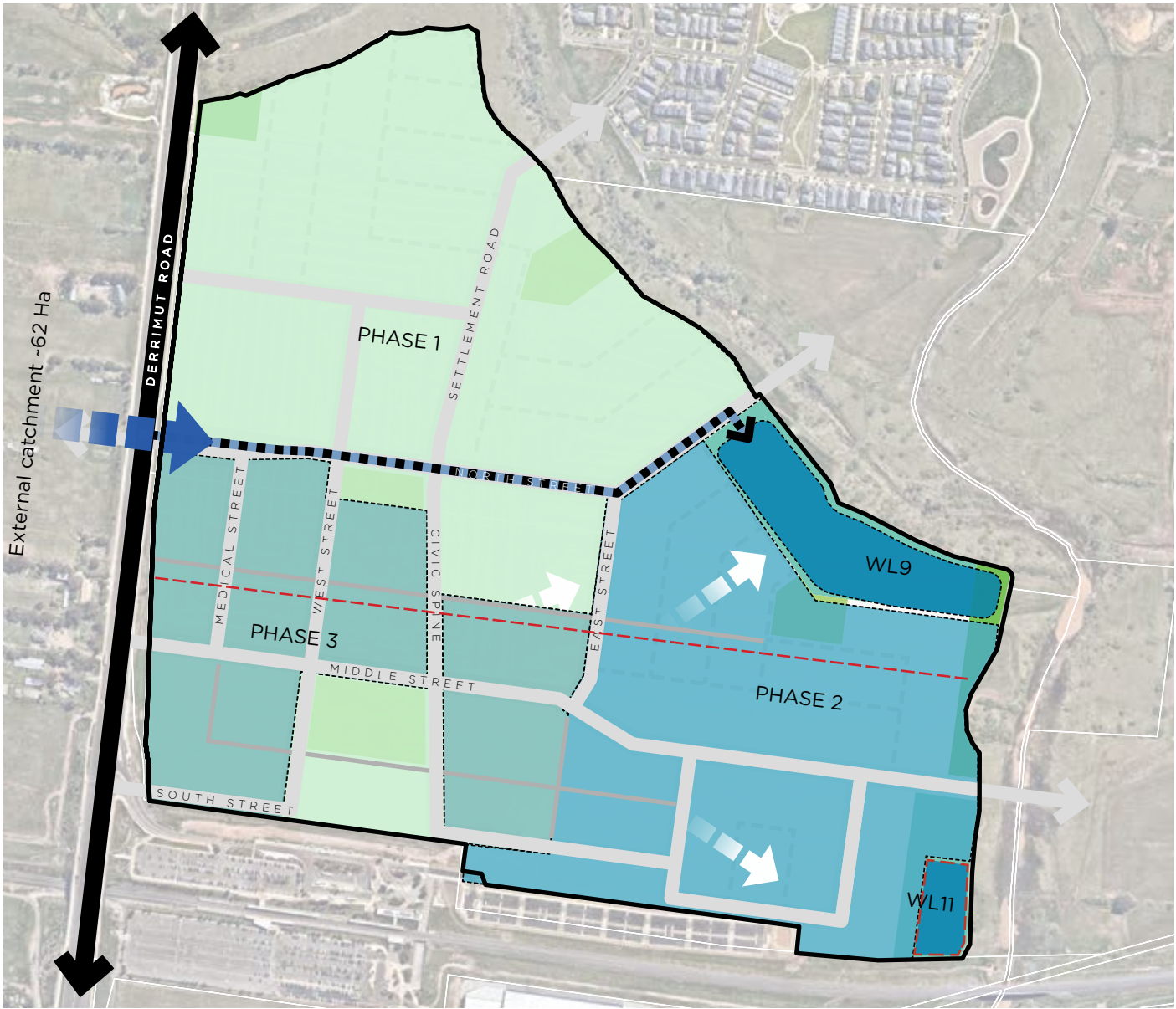
Plan 14 shows the location of the main wetland varies slightly from the PSP.

The wetland (identified as WL-9 in the PSP) in the VPA plan dated 12.07.17, is shown as straddling the connector road crossing Dry Creek, and proposed on a hill approximately 2-3m higher than the natural low-lying depression further to the south.

Melbourne Water was made aware of this in 2013 by Dennis Price Miller Consultants (DPM) and since the Dry Creek Upper Drainage Scheme has been amended to reflect a more feasible location of the wetland (i.e., being the low lying land).

The approved 2014 Truganina PSP did not capture this change by Melbourne Water. The wetland location shown in this UDF shows the wetland in the location as required by Melbourne Water.

The alternate wetland location does not impact on the waterway corridor, the creekside heritage or other natural assets.



17.4 Waterways Objectives, Requirements and Guidelines

Table 31 Waterways Objectives, Requirements and Guidelines

OBJECTIVES	REQUIREMENTS	GUIDELINES
Design of the wetlands must be considerate of the ecological and heritage values of the Skeleton and Dry Creek corridors.	<p>R103 A landscape master plan must be prepared that adopts an integrated approach to the location and design of the PSP Wetland WL9, local passive open space reserve, waterway, pathway/ trails/ recreation circuit, heritage sites, ecological protection areas, and potential environmental education centre/ community centre.</p> <p>R104 Space must be provided for a shared path in the threshold between the wetland and the waterway, and paths through the wetland to connect to the path along the waterway.</p> <p>R105 Passive open space is to be integrated within waterways and drainage reserves. The design should seek to blur the lines between drainage reserve, waterway and passive open space through detailed design.</p>	<p>G67 Wetland landscape design should ensure that the wetland effectively becomes an extension of the waterway corridor.</p> <p>G68 Consideration should be given to providing road frontages to wetlands and also provide opportunity for better pedestrian connections.</p> <p>G69 Wetlands should be prepared with a landscape architect and provide suitable detailed information regarding the location of cultural heritage, grasslands, and contours to find an appropriate location, shape and interface.</p>
To promote a positive, landscape and ecological interface along the creek system.	<p>R106 Built Form Design Guidelines are to be developed as part of permit applications to regulate built form where it directly abuts with Dry or Skeleton Creek Encumbered Open Space. Guidelines should address the following:</p> <ul style="list-style-type: none">• Demonstrate that it provides a high quality built from outcome• Provides a high level of passive surveillance to the open space• Avoids privatising the open space• Avoids continuous built form that disconnects public access to the open space• Demonstrate that it does not interfere with the operations and access for the public and maintenance of facilities and services	<p>G70 A perimeter street should generally be provided along the waterway interface.</p> <p>G71 Streets along the waterway should generally not be rectilinear in alignment – they should be responsive to the topography / follow contours and be informed by the existing context of the site.</p> <p>G72 The waterway is a large area with different ecological precincts and there needs to be a different landscape interface response to each. Permit applications should provide mapping of sensitive grasslands and seek to retain them where possible as part of the landscape response.</p> <p>G73 The concept master plan for each part of the waterway should be provided with permit applications and include objectives and strategies for what it is seeking to achieve / link back and demonstrate how it achieves the objectives of the PSP and UDF in ecological values, heritage nodes and the path network.</p>
Development must provide best practice stormwater quality treatment prior to discharge to receiving waterways.	<p>R107 Stormwater assets including wetlands should be generally in accordance with Plan 14.</p>	

PART I - SUSTAINABILITY

Part I outlines sustainability initiatives that seek to minimise the environmental impacts of development and create a resilient and sustainable community for the future.

18 Sustainability

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18.1 Introduction

- The UDF sustainability vision is to achieve best practice in environmentally sustainable development from the design stage through to construction and operation and that:
- Is consistent with the type and scale of the development.
 - Responds to site opportunities and constraints.
 - Adopts best practice through a combination of methods, processes and locally available technology.

Sustainability policy, regulation, technology and design continues to advance. The sustainability response should reflect current thinking at the time of the permit application, as relevant.

18.2 Sustainability Objectives, Requirements and Guidelines

Table 32 Sustainability Objectives, Requirements and Guidelines

OBJECTIVES	REQUIREMENTS	GUIDELINES
To achieve best practice environmentally sustainable development throughout the Tarneit Major Town Centre.	<p>R108 Permit applications for non-residential character areas must provide a sustainability plan, that addresses relevant State Government Guidelines and Sustainability related Clauses of the Wyndham Planning Scheme (for example Clause 15.01-2L-01) and address the concepts below.</p> <p>Reduction in energy use</p> <ul style="list-style-type: none">• To improve the efficient use of energy, by ensuring development considers the design potential for ESD initiatives at the planning stage.• To reduce total operating greenhouse gas emissions.• To reduce both energy use and energy peak demand through good building orientation, shading to glazed surfaces and optimising glazing.• To include space and provisions to adopt renewable energy technology.• To use light coloured roofing and buildings which can reduce urban heat by several degrees and reduce air conditioner requirements. <p>Carbon reduction</p> <ul style="list-style-type: none">• To generate power on site from roof based solar systems.• To investigate decentralised energy provisions such as community batteries or district heating.• To build in capacity (spatial, electrical, structural) to anticipate 100% electrification and increasing uptake of EVs, renewables and battery storage.• To explore use of materials with reduced embodied carbon including materials with recycled content.• To facilitate reduced carbon footprint through energy efficient building design and solar power production.• To investigate building systems that exceed minimum energy efficiency standards and optimise passive design to minimise energy use. (e.g., NaTHERS and Green Star ratings systems).• To eliminate direct fossil fuel use through gas-free development. <p>Transport</p> <ul style="list-style-type: none">• To ensure that the built environment is designed to promote the use of walking, cycling and public transport, in that order.• To minimise car dependency.• To promote the use of low emissions vehicle technologies and supporting infrastructure.	

OBJECTIVES	REQUIREMENTS	GUIDELINES
	<div>Integrated Water Management</div> <ul style="list-style-type: none">To improve water efficiency.To reduce total operating potable water use through appropriate design measures such as water efficient fixtures, appliances, equipment, irrigation (greywater, rainwater and stormwater) and landscaping.To achieve best practice stormwater quality outcomes.To incorporate best practice water sensitive urban design to improve the quality of stormwater runoff and reduce impacts on water systems and water bodies.To incorporate the use of water sensitive urban design, including stormwater re-use.To reduce hard surfaces where possible to decrease runoff, limit urban heat and achieve a greener design vision. <div>Circular economy</div> <ul style="list-style-type: none">To explore options for waste recycling that can re-purpose material that would otherwise go to landfill.To set waste diversion targets for the development, setting up centralised waste sorting and storage, designing for reuse and decommissioning.To promote waste avoidance, reuse and recycling during the design, construction and operation stages of development.To encourage durability and long-term reusability of building materials.To ensure sufficient space is allocated for future change in waste management needs, including (where possible) composting and green waste facilities.To ensure building design considers disassembly and recycling of materials at end of life.To ensure building design considers adaptive re-use. <div>Urban ecology, food growing and urban heat reduction</div> <ul style="list-style-type: none">To protect and enhance biodiversity within the site.To provide environmentally sustainable landscapes and natural habitats and minimise the urban heat island effect.To encourage the retention of significant trees.To encourage the planting of indigenous vegetation.To encourage the provision of space for productive gardens, particularly in larger residential developments.To protect and enhance biodiversity by incorporating natural habitats and planting indigenous vegetation.To reduce urban heat island effects through building design, landscape design, water sensitive urban design and the retention and provision of canopy and significant trees.To promote green infrastructure including deep soil areas to increase biodiversity, reduce stormwater run-off, provide shading and cooling to reduce urban heat.To consider deep soil planting for communal space and for housing typologies with limited garden space.To use roof and other available space to grow food and gardens.To provide a positive interface and connection with the natural environment and provide connected habitat corridors.	

OBJECTIVES	REQUIREMENTS	GUIDELINES
	<p>Tree canopy</p> <ul style="list-style-type: none">• To design streets and allocate space for services to provide sufficient air, water and soil for vibrant tree growth.• To achieve at least 25% potential tree canopy cover in each street and at least 35% potential canopy cover across public parks and Council's open space (excluding waterway corridor) - as per Council's City Forest and Habitat Strategy 2017-2040 targets, Resilient Wyndham 2021-2025 strategy and Tree and Urban Forest Policy 2021.• To ensure trees in car parks achieve a minimum of 35% of canopy cover by providing at least 1 tree for every 4-car parking spaces.• To capture stormwater from buildings and streets to irrigate trees, urban rooftop farms and gardens, green walls and public spaces.• To incorporate green walls to remove bland blank walls that cannot be otherwise designed out. <p>Indoor environment quality</p> <ul style="list-style-type: none">• To achieve a healthy indoor environment quality for the well-being of building occupants, including the provision of fresh air intake, cross ventilation, and natural daylight.• To achieve thermal comfort levels with minimised need for mechanical heating, ventilation and cooling.• To reduce indoor air pollutants by encouraging use of materials with low toxicity chemicals.• To reduce reliance on mechanical heating, ventilation, cooling and lighting systems.• To minimise noise levels and noise transfer within and between buildings and associated external areas.	

PART J - IMPLEMENTATION

Part J outlines the proposed staging plan for the UDF area with details on infrastructure to be delivered with each stage. It includes the requirement for a collaborative action plan that will bind government agencies and development proponents together as they work towards the long-term vision.

19 Staging

19.1 Introduction

The following section describes the proposed roll-out of development across the Town Core and residential areas in parallel, and includes:

- Staging Plans.
- Staging Plan tables describing outcomes and infrastructure to be delivered by each stage.
- Requirement for an implementation Strategy Plan.
- Other staging considerations.

19.2 Staging Plan

Plan 16 has been developed by broadly dividing the character areas into Town Core or residential stages. The Town Core stages largely comprise retail, commercial and civic uses, while the residential stages are made up of residential and civic uses. Each stage carries a number of enabling infrastructure works such as connector roads and intersections, or drainage.

The staging plans for the two broad types of land use are staged separately, reflecting that they will develop somewhat independently of each other and at different rates. Residential stages are likely to develop faster than those in the Town Core. Civic, retail, office and other commercial buildings will develop more slowly, becoming viable as the population of Wyndham North progressively fills out around the MAC.

The Town Core stages comprise a mix of non-residential uses, including retail, civic and offices, as well as significant residential apartments.

The Town Core has two stages and indicative delivery commencement dates are:

- Stage 1 – 2026 – Commencement of initial Retail Development, Town Square, Civic South and Civic Spine delivery.
- Stage 2 – 2028 – Balance of Town Core with progressive development of the balance areas.

The residential character areas have a staging sequence of Stages 1 to 4 in a clockwise direction from Derrimut Road to the train station. These stages are predominantly residential. However, they also contain civic uses and key enabling infrastructure including connector road links and crossings to support wider community outcomes and connectivity.

The key residential stages and indicative delivery commencement dates are:

- Stage 1 – 2024 to 2025 – Civic North and North character area including part of the drainage reserve to the east.
- Stage 2 – 2026 to 2027 – Creek Junction character area.
- Stage 3 – 2027 to 2028 – Mulberry character area.
- Stage 4 – 2028 to 2029 – Transit Village character area.

Where the Responsible Authority is satisfied that land proposed for acquisition by Council is no longer required or proposed to be purchased by Council for open space, civic or education the land may be used for other uses and development which is consistent with the vision of the UDF. This change must be addressed through an amendment to the UDF to determine the most appropriate use and development of the land.

19.2.1 Town Core Stage 1 - Retail Core

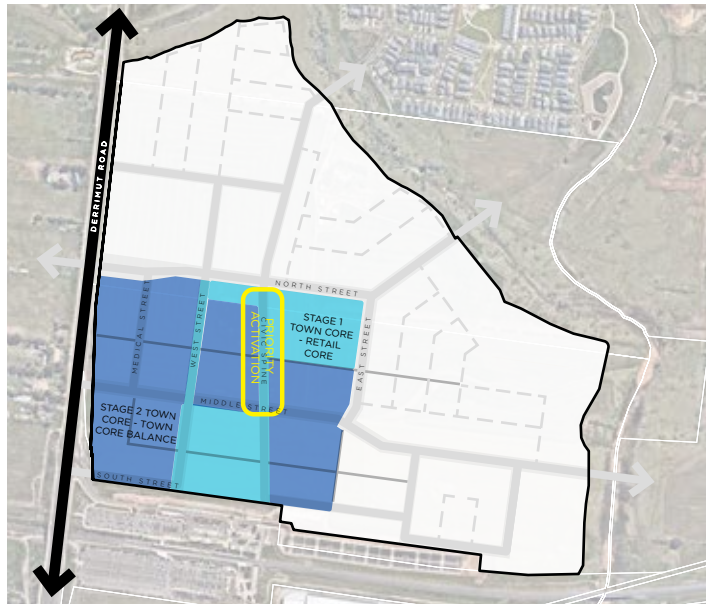
Stage 1 shown on Plan 15 is structured to facilitate:

- Development of the first stage of retail.
- Development of the Civic Spine.
- Creation of the Civic South Site and Urban Park.

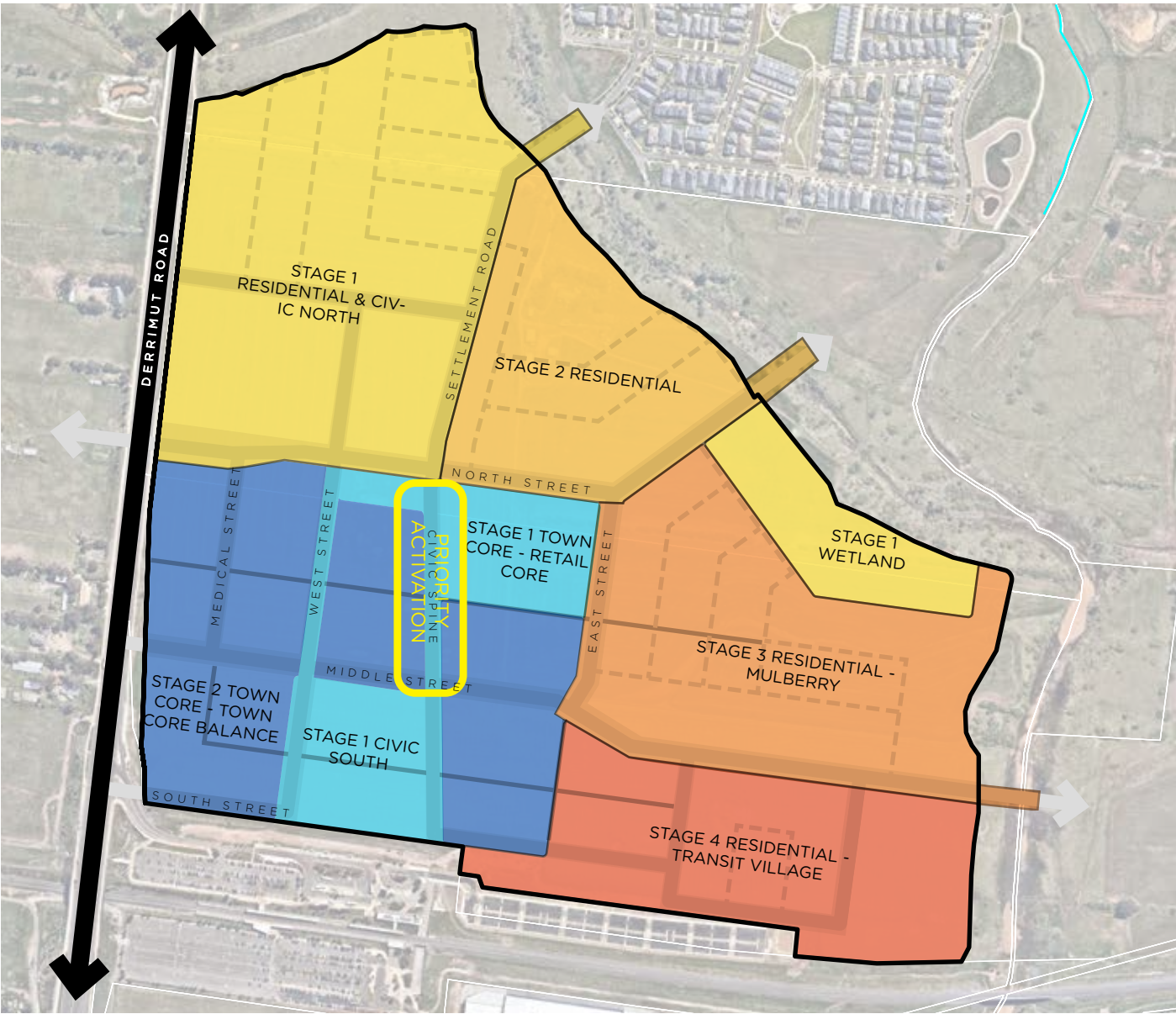
19.2.2 Town Core Stage 2 - Town Core Balance

Stage 2 shown on Plan 15 is structured to facilitate:.

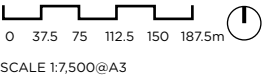
- Balance of the Town Core.
- Release for development of Health, TAFE/ Tertiary, Business Park sites.



Plan 15 Town Core Stages 1 & 2



Plan 16 Staging



- NOTES
- Staging plans are indicative only and subject to future detail design.
 - Each Stage will include bus capable pavements and active transport connections, so these are available as early as practical.

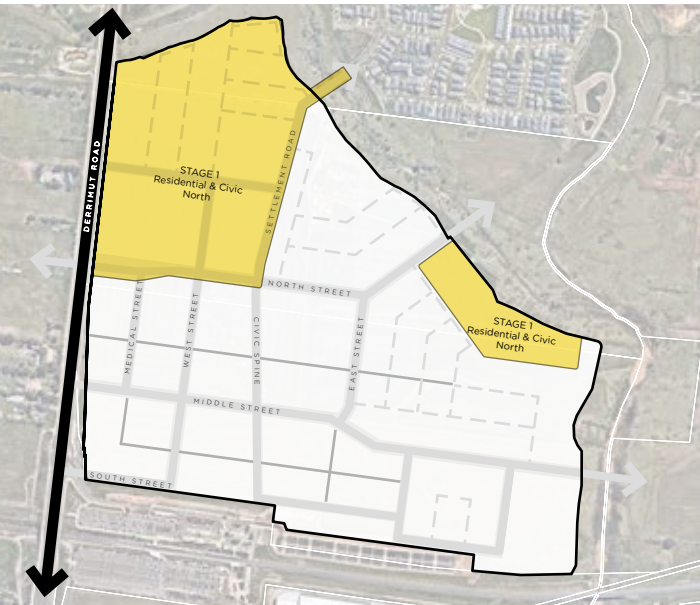
19.2.3 Stage 1 Residential- Civic North and North Character Area including Drainage Reserve to the east

Stage 1 shown on Plan 17 is structured to facilitate:

- Early delivery of land for the Indoor Recreation Centre site.
- Early delivery of the land for the balance of the Civic North Council land asset.
- Development of the North residential precinct.
- Signalised intersection at Derrimut Road connecting to the west.

Other outcomes facilitated by Stage 1 are:

- A mix of residential development which includes higher density housing comprising a mix of townhouse product, small and micro lots and apartment development.
- Unsignalised intersection at Derrimut Road to provide for easy access into the residential precinct and for additional access for emergency vehicles and emergency egress in the case of an unexpected road blockage.
- Vesting and landscape construction of the Dry Creek system and stage one of the Heritage Trail as proposed in the PSP.
- Major wetland construction. The full wetland only to be constructed once the relevant trigger is met.



Plan 17 Stage 1

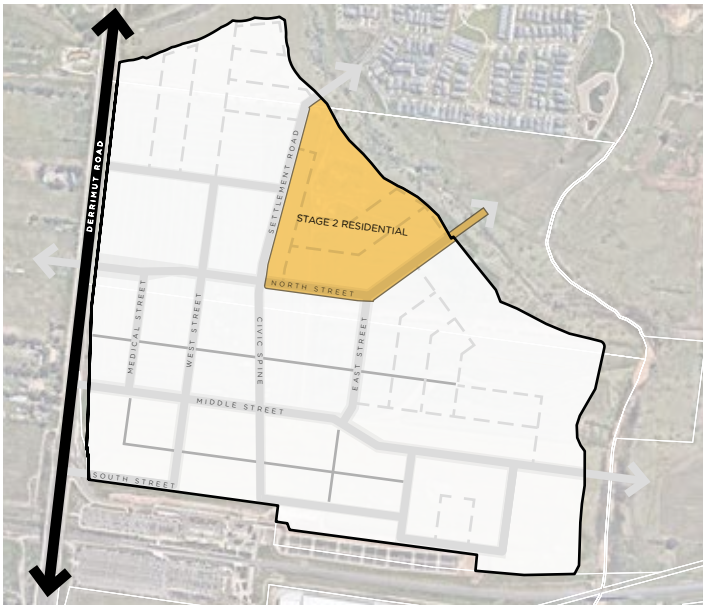
19.2.4 Stage 2 Residential – Creek Junction

Stage 2 is shown on Plan 18 is structured to facilitate:

- Development of the Creek Junction Residential Precinct.
- Completion of the North Residential Precinct including road crossing of Dry Creek.
- Creek crossing to link to Morris Road.

Other elements to be facilitated are:

- Vesting and landscape construction of the Creek Junction and the Skeleton Creek system and development of the Heritage Trail as proposed in the PSP.
- Local Park adjacent to the creek, including protection of existing large trees.



Plan 18 Stage 2

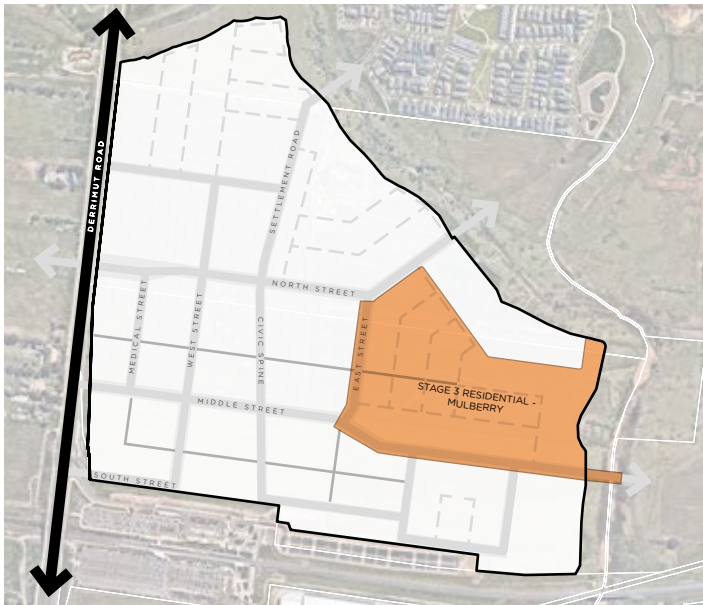
19.2.5 Stage 3 Residential - Mulberry

Stage 3 shown on Plan 19 is structured to facilitate:

- Development of the Creek Junction Residential Precinct.
- Second Connector Street Crossing to link to Morris Road.

Other elements to be facilitated are:

- Vesting and landscape construction of the Skeleton Creek system and development of the Heritage Trail as proposed in the PSP.
- Local Park adjacent to the wetland.



Plan 19 Stages 3

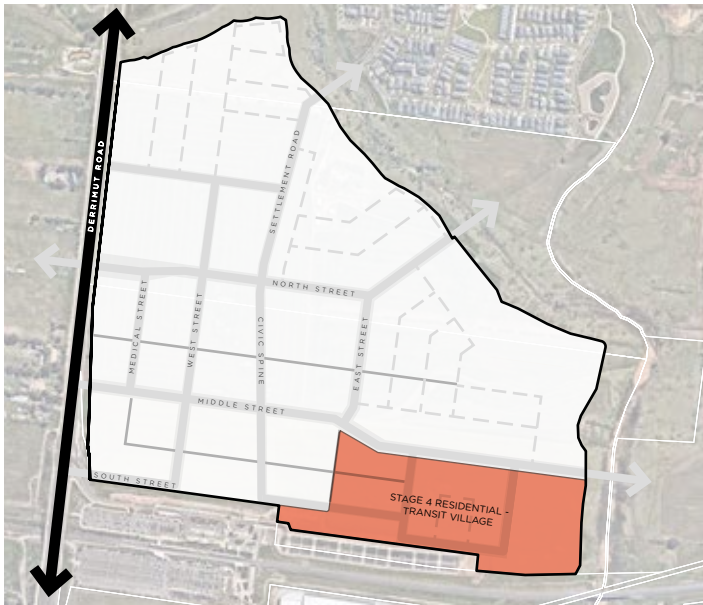
19.2.6 Stage 4 Residential - Transit Village

Stage 4 shown on Plan 20 is structured to facilitate:

- Development of the Transit Village Residential Precinct.
- Wetland adjacent to Skeleton Creek.
- Completion of Green Lung and Creekside trail system.

Other elements to be facilitated are:

- Vesting and landscape construction of the Skeleton Creek system and development of the Heritage Trail as proposed in the PSP.



Plan 20 Stage 4

NOTES

- Staging plans are indicative only and subject to future detail design.

19.3 Staging Plan Table

Table 33 Staging Plan Table

STAGE	OUTCOMES	SPECIFIC INFRASTRUCTURE
TOWN CORE STAGES		
STAGE 1 TOWN CORE	Development of the town square, Civic Spine, stage 1 of the retail core and the Civic South site. Development of residential apartments within the first stages of the retail core.	<ul style="list-style-type: none">Completion of the Town Square and transfer to Council.Completion of the Urban Park and transfer to Council.Completion of West Street between North Street and South Street to provide access to the Civic South site.Completion of the first stage(s) of the retail core, including a supermarket and retail shops.Completion of the Civic Spine, including retail and other activation.
STAGE 2 TOWN CORE	Staged completion of the UDF area.	<ul style="list-style-type: none">Completion of Medical Street, West Street, Middle Street and South Street in a logical order as required to support the development of the balance area.South Street delivery to include reconfiguration of the signalised intersection and rail access to the satisfaction of DTP.Progressive completion of the balance of the urban development within each character area, including the balance of the retail core, the Business Park, health precinct and TAFE/Education areas.
RESIDENTIAL STAGES		
STAGE 1 RESIDENTIAL AND CIVIC NORTH	Major new signalised intersection at North Street and Derrimut Road. Early transfer of the Civic North Sites to Council. Commencement of residential development and the first road crossing of Dry Creek. Construction of major drainage facilities and service extensions.	<ul style="list-style-type: none">Prioritise early delivery of a road and active transport link between Polly Parade and the town centre through a signalised intersection on Derrimut Road in the earliest instance.Prioritise early delivery of the connection of Settlement Road and pedestrian paths over Dry Creek, linking from Dohertys Road to North Street.Early delivery of a new unsignalised left-in left-out intersection on Derrimut Road to allow access to the northern section of the Indoor Recreation Centre.A new shared path along Dry Creek between Derrimut Road and Settlement Road.Vesting of the Dry Creek reserve as a public reserve, including landscaping and protection of heritage and conservation features.Transfer of the Indoor Recreation Site to Council.Finalisation of the site area and acquisition arrangements for the transfer of the Civic North site to Council.Enable the commencement of medium and higher density residential development.
STAGE 2 RESIDENTIAL CREEK JUNCTION	Continuation of medium and higher density development. Construction of East Street as a new connector street crossing of Dry Creek.	<ul style="list-style-type: none">Early delivery of the connection of East Street including a footpath and dedicated bike path over Dry Creek, linking from Dohertys Road to North Street.A new shared path along Dry Creek between Derrimut Road and Settlement Road.Vesting of the Dry Creek reserve as a public reserve, including landscaping and protection of heritage and conservation features.Continuation of mixed use, medium and higher density residential development.
STAGE 3 RESIDENTIAL MULBERRY	Continuation of medium and higher density development. Construction of Middle Street as a new connector street crossing of Skeleton Creek.	<ul style="list-style-type: none">Early delivery of the connection of Middle Street including a footpath and dedicated bike path over Skeleton Creek, linking from Dohertys Road to North Street.A new PBN Bike path along Skeleton Creek between East Street and Middle Street.Vesting of the Skeleton Creek reserve as a public reserve, including landscaping and protection of heritage and conservation features.Continuation of mixed use, medium and higher density residential development.Completion of the Southern Wetland adjacent to the RRL reserve.
STAGE 4 RESIDENTIAL TRANSIT VILLAGE	Continuation of medium and higher density development.	<ul style="list-style-type: none">Completion of a new PBN Bike path along Skeleton Creek between East Street and Middle Street and along the rail reserve.Completion of the PBN under the RRL as set out in the Wyndham North DCP.Vesting of the Skeleton Creek reserve as a public reserve, including landscaping and protection of heritage and conservation features.Continuation of mixed use, medium and higher density residential development.

19.4 Interim Uses and Early Activation

Pop Ups

There may be some vacant land sites in the early development phase, particularly on the Civic Spine or close to the rail station. Any such sites provide opportunity for pop-up interim uses, events, markets and festivals. Other potential uses could be pop-up cafes and restaurants, co-working facilities, childcare, community hubs, parks, small scale sporting facilities, nurseries, markets and event spaces. The clustering of a range of pop-up activities or the creation of a ‘pop-up village’ could help stimulate interest and activity. The ideal location would be along the southern end of the civic spine connected to the Train Station.

Programmed Activation

Whilst the Town Centre will grow organically over time from a diverse mix of uses, programmed activation should also be considered to get people to engage and connect with each other. This is particularly important in the early years but is also important throughout the life of the Town Centre, to keep the centre ‘buzzing’ and enrich social sustainability.

The Urban Park, the Civic Spine and the Town Square present as opportunities to program such activities including, for example, community gatherings, small markets or art installations.

Implementation

Council and the developer of the Tarneit Major Town Centre should work collaboratively to explore specific opportunities where pop-up uses and programmed activation could occur within the Town Centre and ways to implement them. This will be done in consultation with the community, to understand what uses and activities they would like to see within the Town Centre.

19.5 Staging Objectives, Requirements and Guidelines

Table 34 Staging Objectives, Requirements and Guidelines

OBJECTIVES	REQUIREMENTS	GUIDELINES
To provide for orderly staging of residential and non-residential character areas.	<p>R109 Prior to the issue of a planning permit for subdivision, an Implementation Strategy Plan is required to be prepared to the satisfaction of Council. The Implementation Strategy Plan will identify planning, project and management actions to progress the vision of the UDF. The document is expected to be a living document that will assist all stakeholders in delivering the objectives of the UDF. The plan must include:</p> <ul style="list-style-type: none">• Immediate, medium-term and long-term outcomes and relevant actions.• Key stakeholders for each action. <p>R110 Staging of development should be generally in accordance with Plan 16.</p>	<p>G74 The development of Town Core Stages 1-2 should occur in a similar timeframe as the development of Residential Stages 1-4.</p>

20 Infrastructure, Funding and Open Space

20.1 Introduction

This section outlines different funding sources for the public infrastructure that will service the future community, including:

- Development Contributions.
- Government Funding.
- Open Space Contributions.

20.2 Development Contributions

Development proponents within Wyndham North are bound by the Wyndham North Development Contributions Plan (the DCP). The DCP sets out requirements for infrastructure funding across the Wyndham North area.

Key DCP projects within the UDF area include:

- IN-89-17 - Pedestrian signals at Dry Creek and Derrimut Road.
- IN-89-12 - Traffic signals on Derrimut Road and North Street intersection.
- IR-90-01 - Land for Indoor Recreation Centre.
- CO-90-03 - Land and construction of community centre.
- BR-90-07 - Skeleton Creek shared path connection under the Regional Rail Link (east and west sides).

20.3 Government Funding

Local Government

Council is undertaking strategic service planning to support more detailed master planning and design development to facilitate investment in major social infrastructure. There are opportunities for Council to partner with the State and Commonwealth to secure grants.

State and Federal Government

There is the opportunity for investment in social, education and health infrastructure within the UDF area. The Town Centre has been designed for these uses to be developed over time and provide flexibility for alternate land uses should they not occur.

20.4 Additional Land Acquisition for Local and State Government

Council has recently completed a comprehensive services and social infrastructure assessment. The assessment recommends that Council acquire additional land for community facilities and parkland beyond what has been identified in the PSP and funded through the DCP or open space contributions.

The mechanisms to implement the land acquisitions are set out in the Implementation section of the UDF. Major land assets are proposed to be acquired for indoor recreation, a level 3 community centre, State services, performing arts and an urban park.

The PSP and UDF identify additional land on Plan 21 to be acquired by Council above the land allowance provided for in the PSP or DCP.

Council have determined to acquire additional land for community facilities beyond that funded and to be provided through the DCP. Council has agreed to acquire the additional land being 2.04 Hectares. If Council does not acquire the land prior to the lot being created, the land may be developed in a manner that is generally consistent with the UDF.

20.5 Open Space

A public open space contribution is also required as identified within the Schedule 1 to Clause 53.01 of the Wyndham Planning Scheme at a rate of 2% for employment land and 3% for residential and mixed use land.

The PSP and UDF open space provision is shown on Plan 21 and indicated in the Table 34.

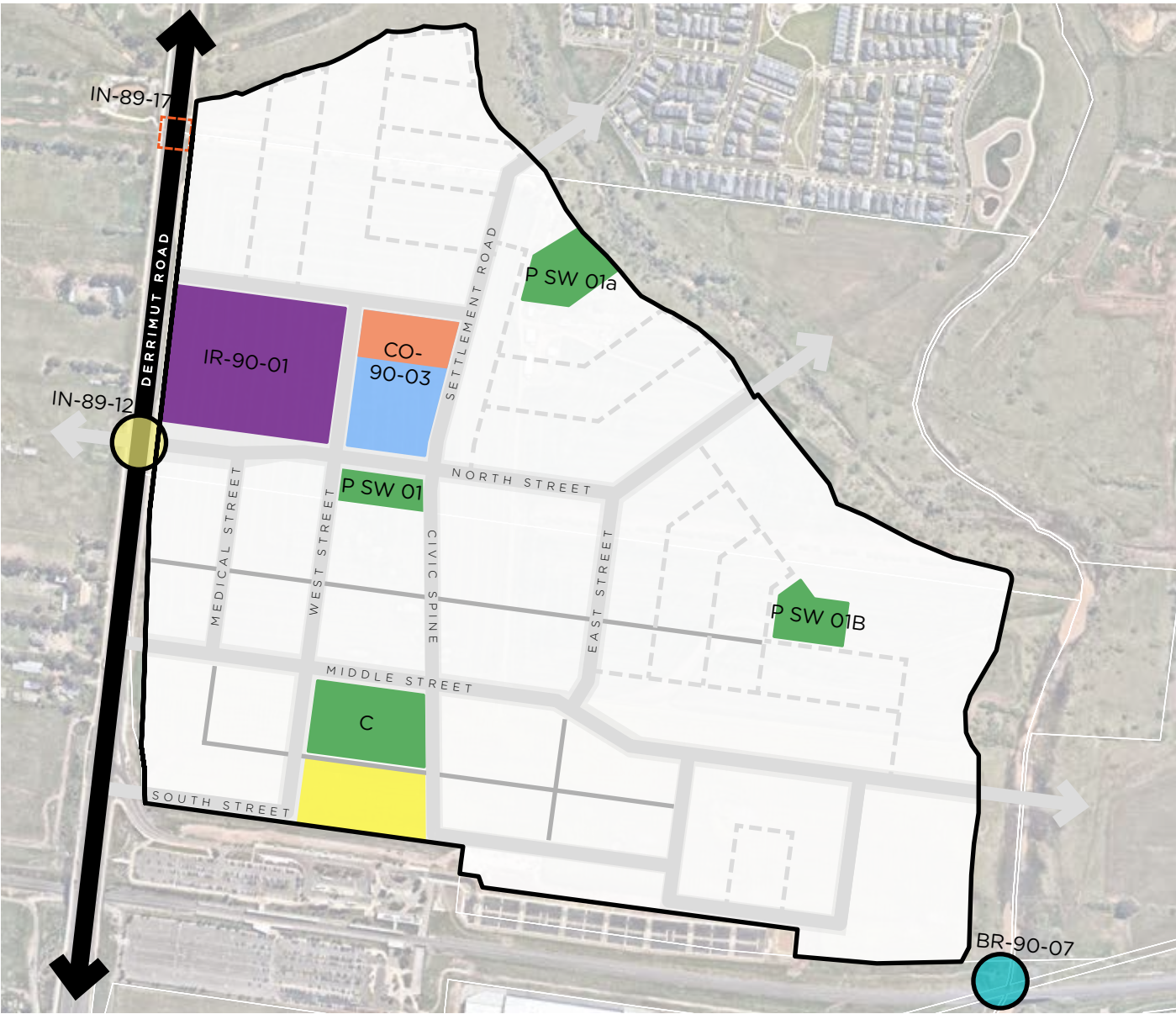
Council have determined to acquire additional land for open space beyond that funded and to be provided through the DCP.

Council has agreed to acquire the additional land being **1.09 hectares**.

If Council does not acquire the land prior to the lot being created, the land may be developed in a manner that is generally consistent with the UDF.

Table 35 Open Space Areas

	PSP AREA (Ha)	UDF AREA (Ha)	DIFF. (Ha)
PSW - 01	1.11	0.37	-0.74
PSW - 01a	0.24	0.66	0.42
PSW - 01b	0.28	0.50	0.22
C	0.00	1.19	1.19
TOTAL	1.63	2.72	1.09



Plan 21 DCP Projects

LEGEND

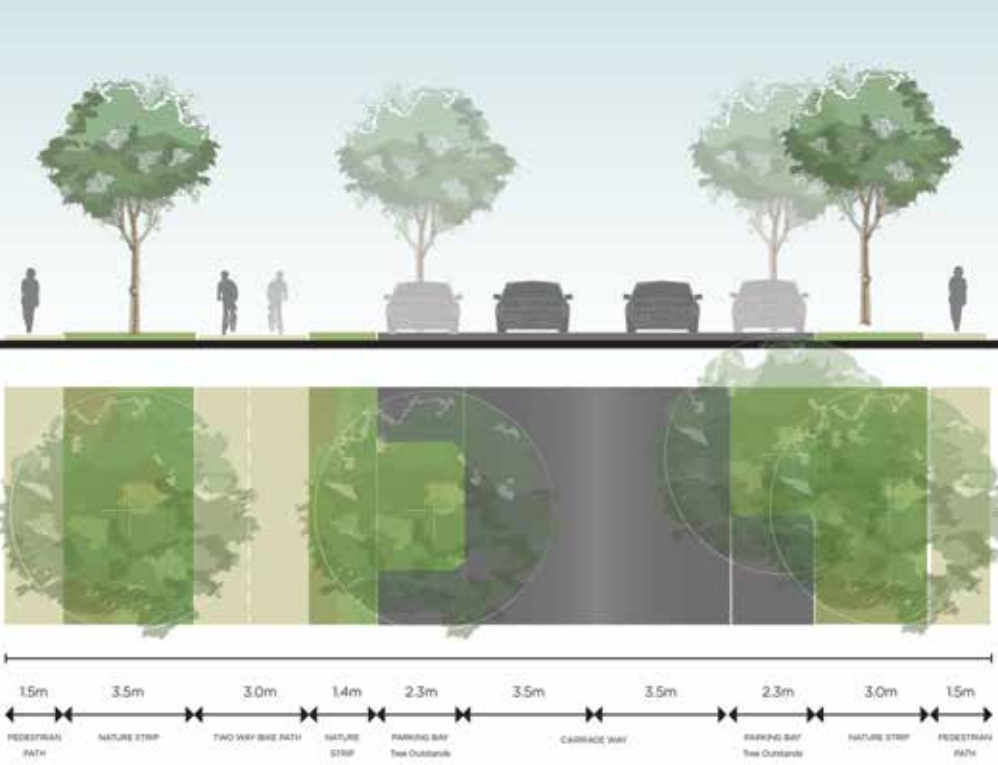
- INDOOR RECREATION
ADDITIONAL 0.31 HA HAS BEEN PROVIDED AS A REQUIREMENT FROM PERMIT NO: WYP6844
- ADDITIONAL LAND ACQUISITION
- CO-90-03
- OPEN SPACE
- ROAD NETWORK
- INDICATIVE LOCAL STREETS
- BR-90-07 BIKE PATH UNDER REGIONAL RAIL LOOP
- SIGNALISED INTERSECTION
- PEDESTRIAN SIGNALS

0 37.5 75 112.5 150 187.5m
SCALE 1:7,500@A3

NOTES
• This plan is indicative only and subject to future detail design.

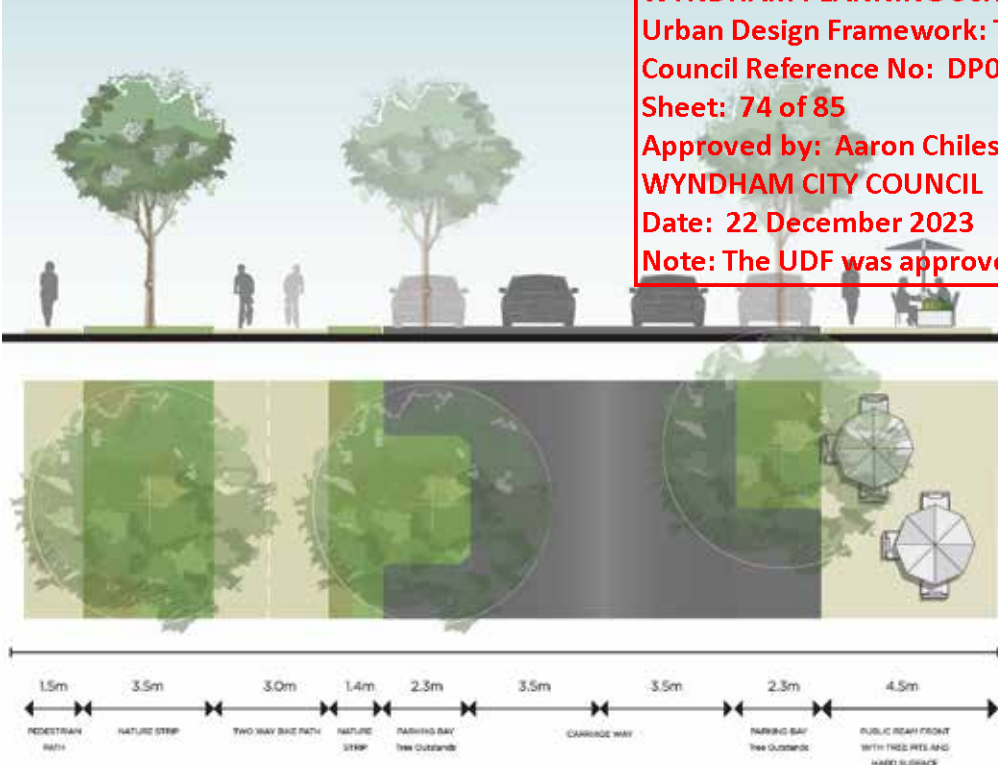
APPENDIX 1 - CROSS SECTIONS

RESIDENTIAL INTERFACE

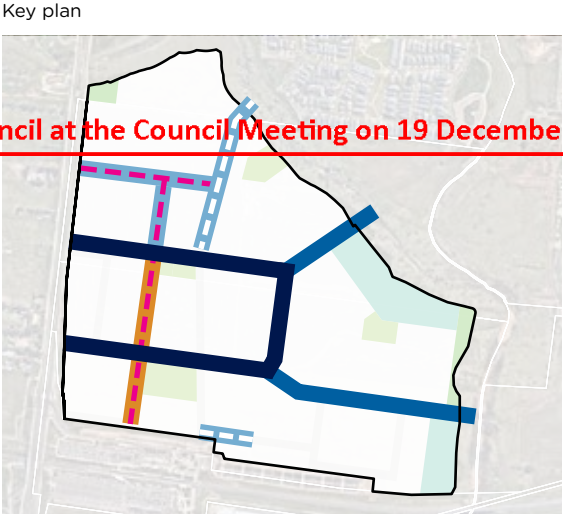


Cross Section 1 25.5m Connector Street - Bus Capable

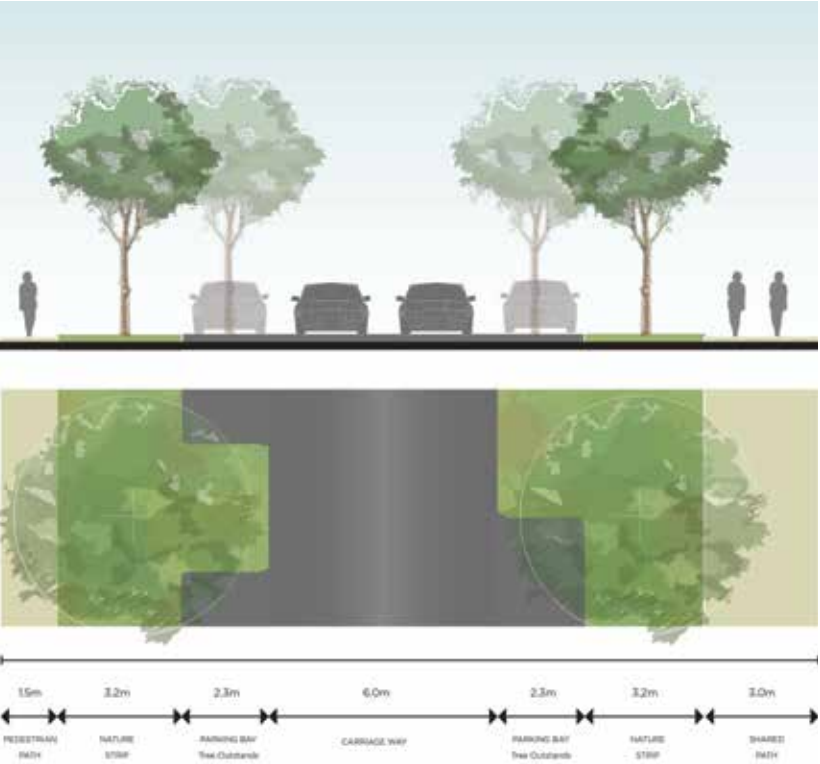
RESIDENTIAL INTERFACE



Cross Section 2 25.5m Connector Street - Bus Capable
Note: shared path location to be consistent with Plan 9



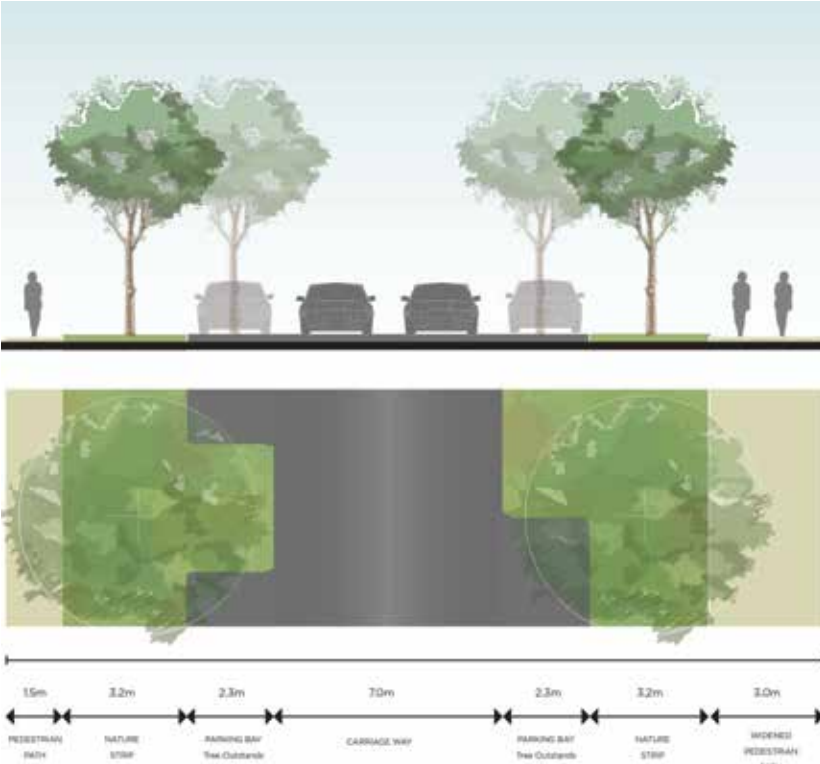
RESIDENTIAL INTERFACE



Cross Section 3 21.5m Access Level 2 Street - Shared Path

INDOOR RECREATION INTERFACE

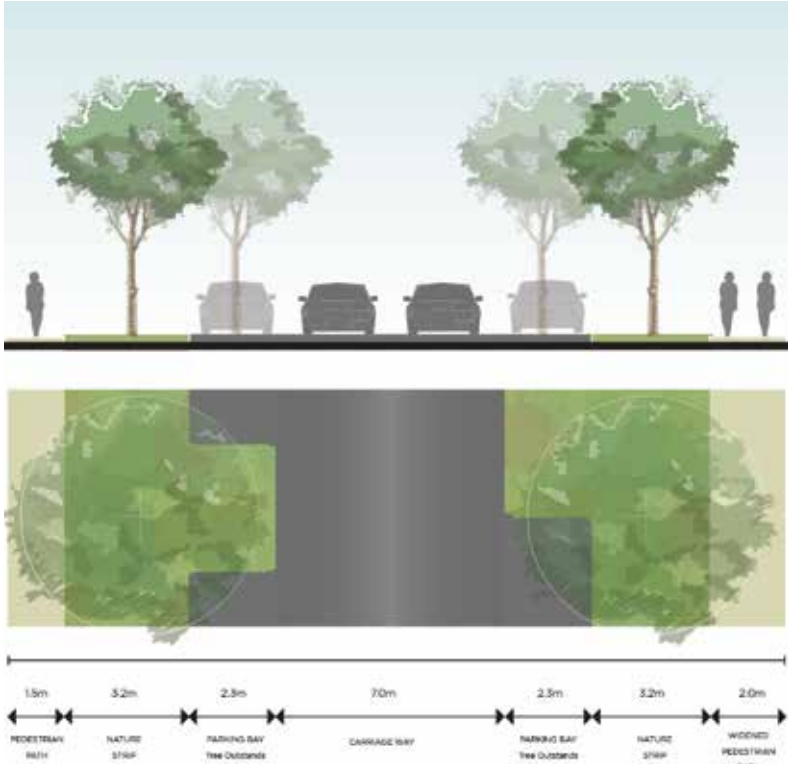
RESIDENTIAL INTERFACE



Cross Section 4 21.5m Access Level 2 Street - Widened Path

INDOOR RECREATION INTERFACE

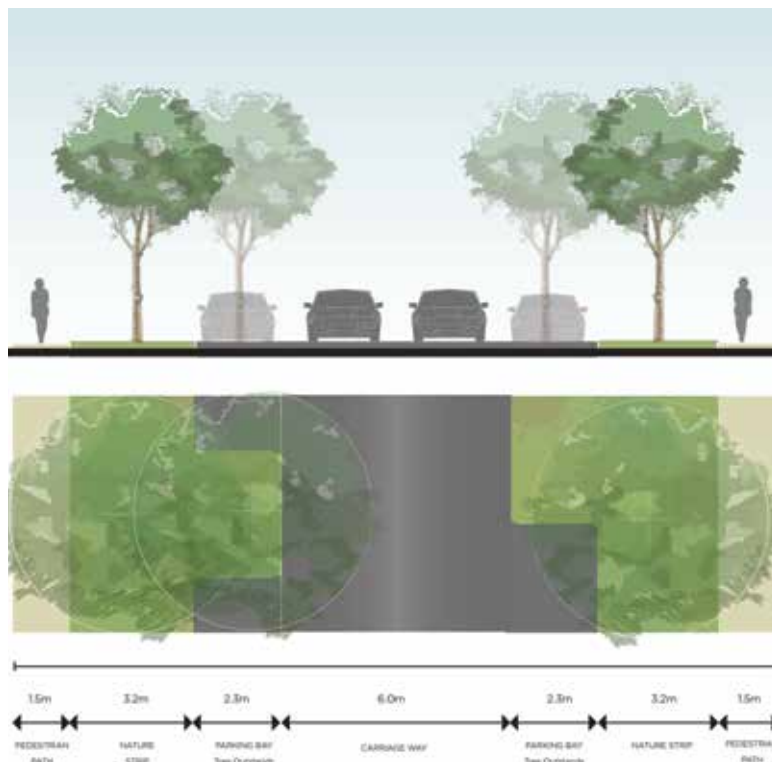
HEALTH INTERFACE



Cross Section 5 20.5m Access Level 2 Street - Bus Capable/ Widened Path

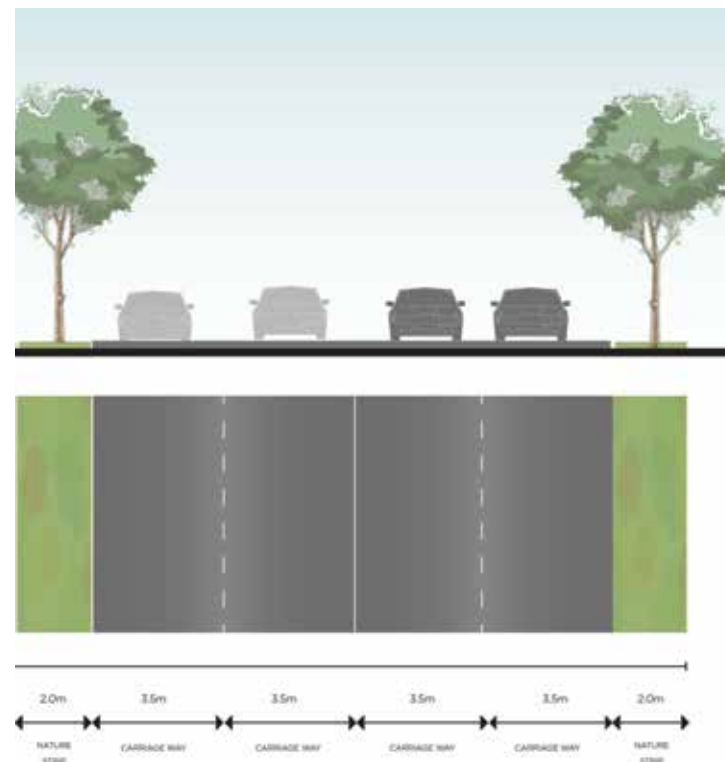
TOWN CORE INTERFACE

RESIDENTIAL/HEALTH
INTERFACE



Cross Section 6 20m Access Level 2 Street

BUSINESS PARK

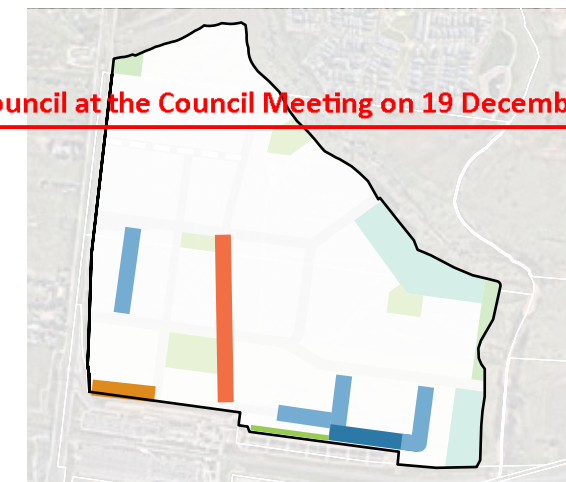


Cross Section 7 18m Street - Bus Capable
Note: no on-street parking

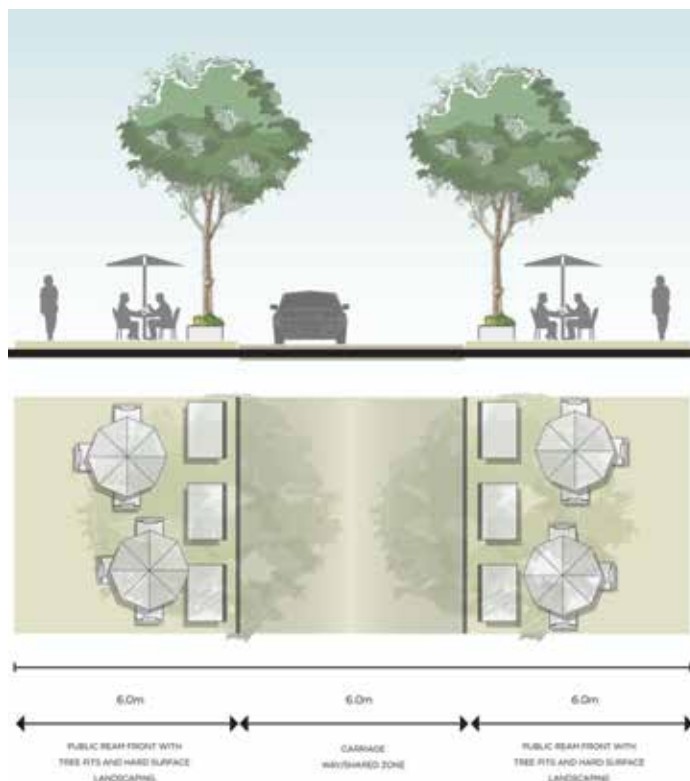
VICTRACK LAND

APPROVED DOCUMENT
PLANNING AND ENVIRONMENT ACT 1987
WYNDHAM PLANNING SCHEME
Urban Design Framework: Tarneit Major Town Centre
Council Reference No: DP0125/21
Sheet: 75 of 85
Approved by: Aaron Chiles
WYNDHAM CITY COUNCIL
Date: 22 December 2023
Note: The UDF was approved by Council at the Council Meeting on 19 December 2023

Key plan

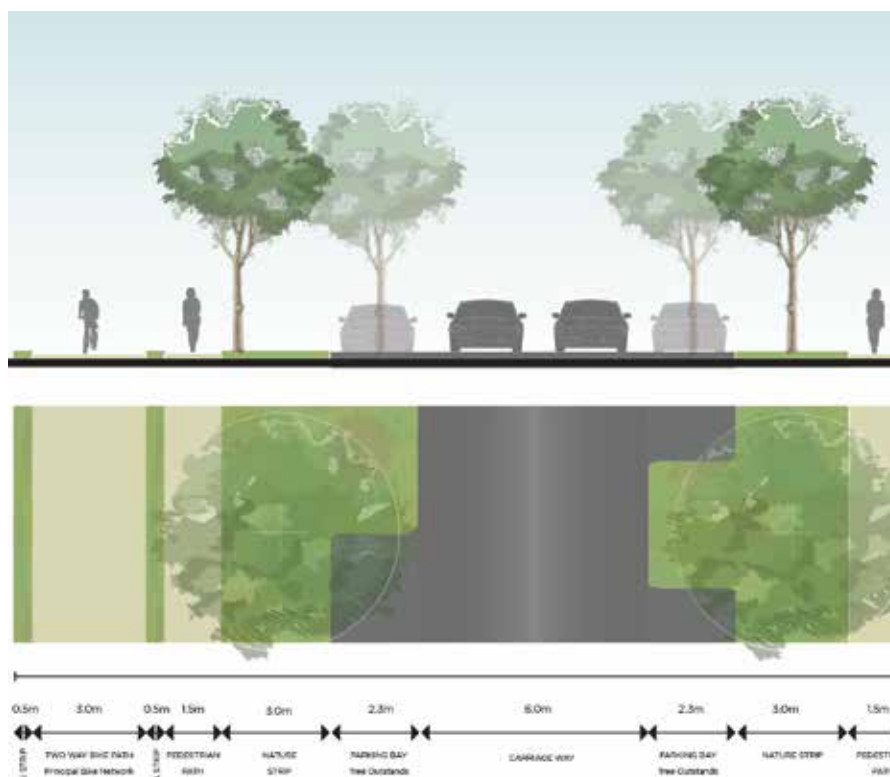


TOWN CORE INTERFACE - ALTERNATIVELY
TOWN SQUARE



Cross Section 8 18m Civic Spine

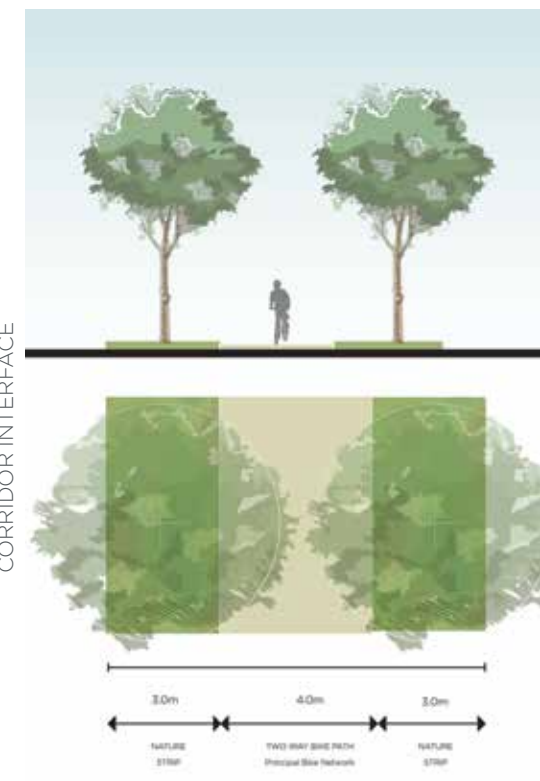
RAIL CORRIDOR



Cross Section 9 23.6m Access Level 2 Street - Principal Bike Network

RESIDENTIAL INTERFACE

STATION CAR PARK/RAIL
CORRIDOR INTERFACE



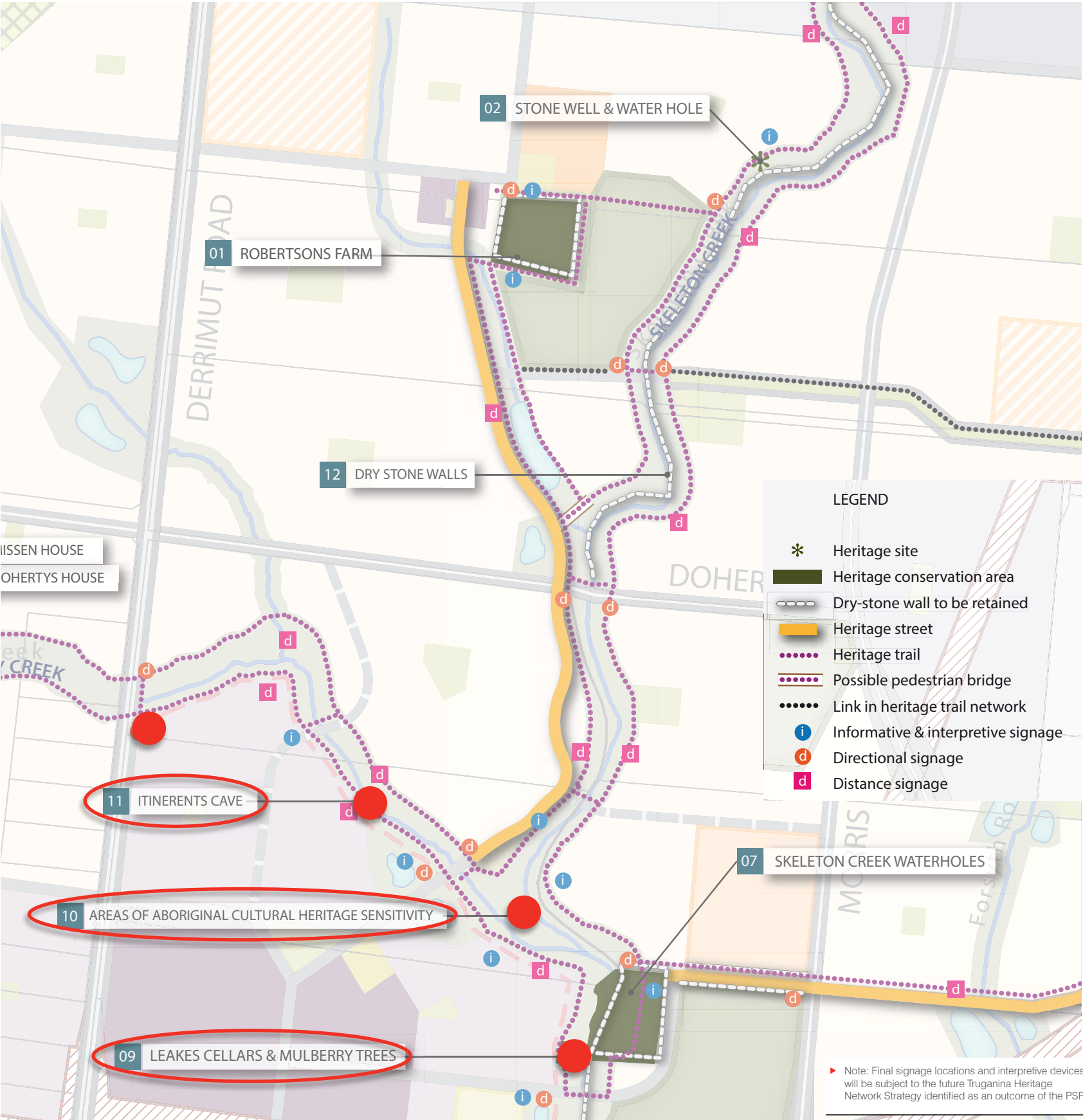
Cross Section 10 10m Reserve - Principal Bike Network

AGED CARE INTERFACE

APPENDIX 2 -
SKELETON & DRY CREEK
MASTER PLAN

TRUGANINA PRECINCT STRUCTURE PLAN (PSP)

TRUGANINA HERITAGE NETWORK (PAGE 98)



APPROVED DOCUMENT
PLANNING AND ENVIRONMENT ACT 1987
WYNDHAM PLANNING SCHEME
Urban Design Framework: Tarneit Major Town Centre
Council Reference No: DP0125/21
Sheet: 77 of 85
Approved by: Aaron Chiles
WYNDHAM CITY COUNCIL
Date: 12 December 2023
Note: The UDF was approved by Council at the Council Meeting on 19 December 2023

EXTRACTS FROM THE TRUGANINA HERITAGE TRAIL (APPENDIX G)

Originally built by pastoralists to connect the area to Melbourne, Truganina was a vital link in the building of Melbourne. Yet the area's story extends back far beyond the arrival of Europeans with evidence of continued occupation by Aboriginal communities along Skeleton Creek.

For future urban development to have a depth of character and integrity it is vital that the places, stories, relics, and ruins of the past are retained and recognised through the urban structure.

The volume of items and their level of significance represents an opportunity to take a broader approach to heritage retention. Further, the layers of both indigenous and post-contact history in a largely unmodified landscape are a rare chance to explain the interaction of the two populations with a greater degree of authenticity and personal involvement.

The aim is to create a cohesive plan that integrates the many individual pieces to more effectively reflect the story of Truganina and ensure this rich history is not lost. This appendix will:

- ▶ Highlight the items intended to be retained through urban development.
- ▶ Recommend appropriate & viable future uses for each of the items.
- ▶ Outline the basic components of an integrated heritage strategy that links the individual elements,
- ▶ Including:
 - ▶ Trail network.
 - ▶ Signage and interpretation (see note)
 - ▶ Streetscapes and landscaping.
- ▶ Highlight potential funding sources for works associated with the recommendations.
- ▶ Set the direction for the preparation of a detailed heritage management and interpretation strategy to be prepared by Council at a later date.

An effort has been made to balance the sometimes competing interests of heritage protection and urban development. The most important of these interests is connectivity of new communities and the desire to protect the landscape values of Skeleton Creek and Dry Creek. These crossings are vital pieces of infrastructure and cannot be avoided, however they have been located as sensitively as practical to avoid the most significant areas of the waterways. Similarly, where possible complementary land uses have been identified alongside heritage items and waterways to maintain a buffer to intensive development and protect important relationships.

SKELETON & DRY CREEK TOWN CENTRE

LEGEND

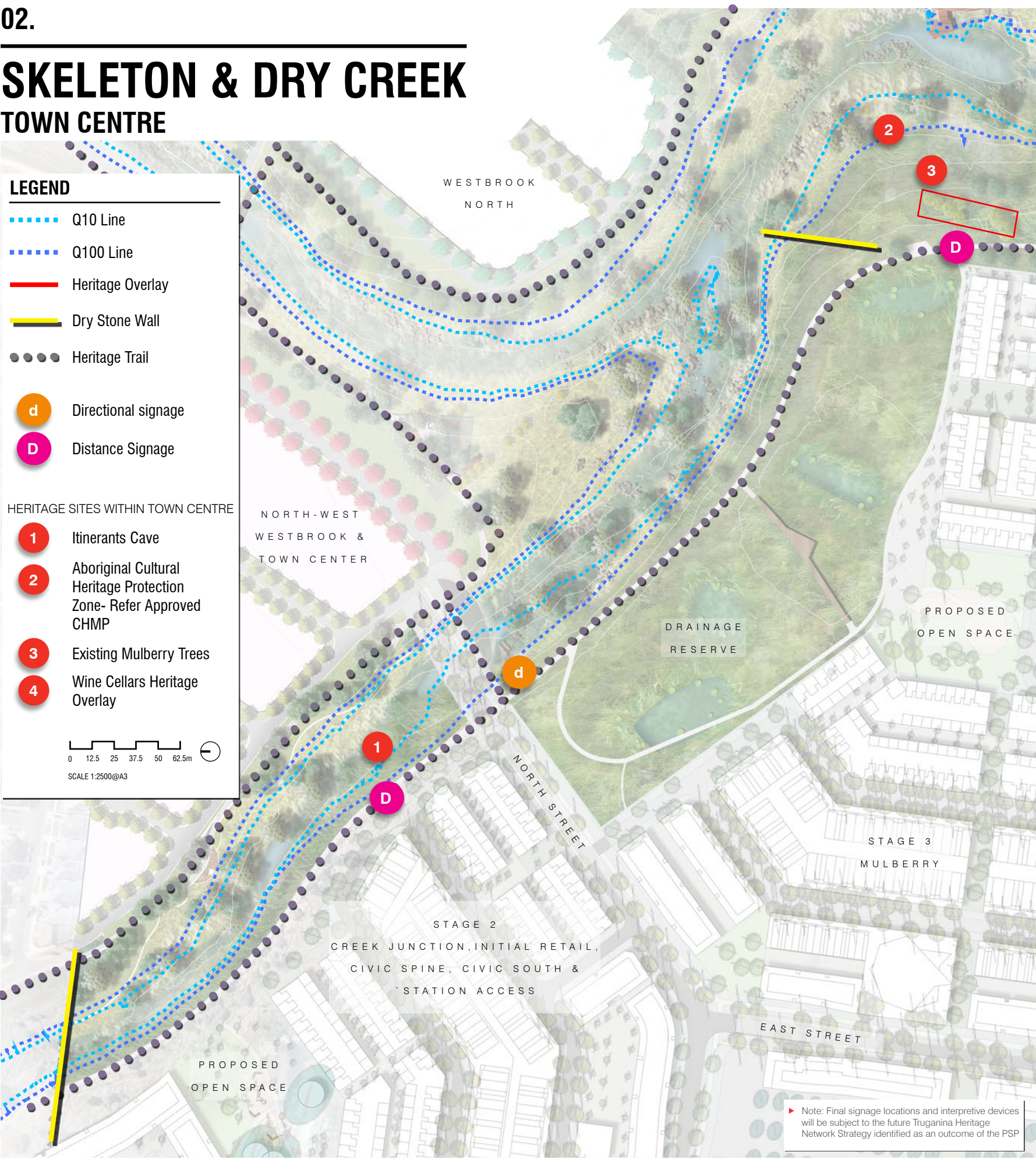
- Q10 Line
- Q100 Line
- Heritage Overlay
- Dry Stone Wall
- Heritage Trail
- Directional signage
- Distance Signage

HERITAGE SITES WITHIN TOWN CENTRE

- 1 Itinerants Cave
- 2 Aboriginal Cultural Heritage Protection Zone- Refer Approved CHMP
- 3 Existing Mulberry Trees
- 4 Wine Cellars Heritage Overlay

0 12.5 25 37.5 50 62.5m

SCALE 1:2500@A3



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WYNDHAM CITY COUNCIL
Date: 22 December 2023
Note: The UDF was approved by Council at the Council Meeting on 19 December 2023

LANDSCAPE DESIGN OVERVIEW

The Skeleton and Dry Creek waterways are considered to be areas of high Aboriginal Cultural Heritage sensitivity, as identified by the cultural heritage assessment undertaken for the PSP area. This study also identified the confluence of Skeleton and Dry Creeks of being of particular cultural significance.

Future use: The retention of both Skeleton and Dry Creek waterway corridors in their natural state and carefully management of any works within these corridors, will maximise the ability to retain any areas of Aboriginal Cultural Heritage sensitivity and significance along these waterways

It is crucial for the successful delivery of our sites to the community and maximising the best design outcomes. The following are identified as key deliverables for this item:

- ▶ Using a mix of local and indigenous species to not only help provide the necessary shade to the community but ensure the long-term success of trees and planting that are right for the area
- ▶ To consider while developing the site integrating biodiversity into the landscape and ensure all neighbourhoods have access to nature and the creek line. Whilst this site is rich of nature, it is important to ensure we provide enough green links between these key established biodiversity corridors to help link nature and the community to it. This has been a key component to the whole of the Westbrook Estate design with significant waterways (Forsyth Drain, Skeleton Creek and Dry Creek all within close proximity to its residents with key larger roads and wider verges connecting the habitat corridors in conjunction with an East-West green corridor along the regional rail line)
- ▶ Exploring different approaches to the typical natural waterway revegetation where we have worked with Wyndham City Council to manage and enhance what is already there to get a much stronger outcome for the site. This will reduce disruption of critical habitat and promoted regeneration of many indigenous species to the site
- ▶ The geology, geomorphology and soils of this site offer a rich story to the site and offer a strong materials pallet too. The dry-stone walls and excavated rock form a strong design language and in line with the dry stone wall strategy we aim to retain/reconstruct the existing walls where possible,
- ▶ Adopting and designing in alignment with the local EVC/s to inform the primary planting palette to ensure for a long-term successful design, this also provides a secondary link and home for the local flora and fauna.
- ▶ In line with the PSP the public infrastructure and trails located within the Skeleton Creek and Dry Creek corridors must be designed to minimise disturbance to existing native vegetation
- ▶ The path network along skeleton creek also comprises of the broader Heritage Trail containing a designated bike path network
- ▶ The location of and content of interpretation of Aboriginal Cultural Heritage Values must be subject to consultation with Traditional Owners

Note: Final signage locations and interpretive devices will be subject to the future Truganina Heritage Network Strategy identified as an outcome of the PSP

HERITAGE, FLORA & FAUNA

LANDSCAPE DESIGN OUTCOMES

Protecting and restoring the waterway for the benefit of people and wildlife is critical for these sections of creek adjacent to the Town Centre. By nurturing the local identity (flora and fauna) and its rich heritage we can empower the community, and promote a culture of sustainable living and appreciation of their past. This can be adopted by:

- ▶ Identifying the areas of cultural heritage sensitivity. There are strong stories along Skeleton and Dry Creek, particularly along this line of creek fronting the Town Centre. This has been further informed during the CHMP mapping and Historic Cultural Heritage assessment, both completed by Archaeology at Tardis for DFC Westbrook.
- ▶ Given many of the historical items in this area are to be kept from human interaction, it is suggested that many of these sites are identified and told through a wayfinding interpretive strategy.

The Key items identified within this section of Skeleton and Dry Creek are:

- ▶ The Itinerants Cave,
- ▶ Existing Mulberry Trees,
- ▶ Wine Cellars,
- ▶ Significant flora and fauna habitat,
- ▶ Significant cultural history,& connections
- ▶ Future heritage trail & shared path connections,
- ▶ Existing Dry Stone Walls

2 ABORIGINAL CULTURAL HERITAGE

Description: The Skeleton and Dry Creek waterways are considered to be areas of high Aboriginal Cultural Heritage sensitivity, as identified by the cultural heritage assessment undertaken for the PSP area. This study also identified the confluence of Skeleton and Dry Creeks of being of particular cultural significance.

Future use: The retention of both Skeleton and Dry Creek waterway corridors in their natural state and carefully management of any works within these corridors, will maximise the ability to retain any areas of Aboriginal Cultural Heritage sensitivity and significance along these waterways.

Note: The location of and content of interpretation of Aboriginal Cultural Heritage Values must be subject to consultation with Traditional Owners



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ITINERANTS CAVE

1 ITINERANTS CAVE

Heritage Inventory reference: H7822-0140

Description: Small cave formed between large stone boulders lining the northern bank of Dry Creek. The cave is known as a historical place of refuge and is recognised as a place of importance by the local community.

Future use: The cave will be retained through the implementation of the Dry Creek waterway corridor. It is not suitable for public use and land surrounding the cave should be vegetated with indigenous species to discourage access. Trails within the corridor should be placed at least 20 metres away from the cave.

REVEGETATION/REGENERATION OF DRY CREEK (ACTING AS BUFFER TO PUBLIC FROM SITE)

3m WIDE SHARED PATH (PART OF HERITAGE TRAIL)

DISTANCE SIGNAGE (EXPLORED AND INCORPORATED THROUGH WAYFINDING OPTIONS)

HERITAGE SITE ITINERANTS CAVE WITHIN CREEK CORRIDOR

DIRECTION SIGNAGE FOR HERITAGE TRAIL AT CROSS ROAD

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LEGEND

Q10 Line

Q100 Line

Heritage Overlay

Dry Stone Wall

Heritage Trail

d

Directional signage

D

Distance Signage

HERITAGE SITES WITHIN TOWN CENTRE

1

Itinerants Cave

2

Aboriginal Cultural Heritage Protection Zone- Refer Approved CHMP

3

Existing Mulberry Trees

4

Wine Cellars Heritage Overlay



Note: Final signage locations and interpretive devices will be subject to the future Truganina Heritage Network Strategy identified as an outcome of the PSP

EXISTING MULBERRY TREES



3 EXISTING MULBERRY TREES

Heritage Overlay reference: HO30, Heritage Inventory reference: H7822-0137

Description: A depression formed by high bluestone walls on the western banks of Skeleton Creek, opposite the water reserve. The exact use of the Cellars is unknown however it is thought to be associated with a former orchard and vineyard. Seven mature mulberry trees survive to the north of the bluestone ruin.

Future use: The mulberry trees may be used as part of a recreated small and walled orchard within the waterway corridor.



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LEGEND

- Q10 Line
- Q100 Line
- Heritage Overlay
- Dry Stone Wall
- Heritage Trail
- d Directional signage
- D Distance Signage

- HERITAGE SITES WITHIN TOWN CENTRE
- 1 Itinerants Cave
 - 2 Aboriginal Cultural Heritage Protection Zone- Refer Approved CHMP
 - 3 Existing Mulberry Trees
 - 4 Wine Cellars Heritage Overlay

Note: Final signage locations and interpretive devices will be subject to the future Truganina Heritage Network Strategy identified as an outcome of the PSP

WINE CELLARS HERITAGE OVERLAY



4 WINE CELLARS HERITAGE OVERLAY

Heritage Overlay reference: HO30, Heritage Inventory reference: H7822-0137

Description: A depression formed by high bluestone walls on the western banks of Skeleton Creek, opposite the water reserve. The exact use of the Cellars is unknown however it is thought to be a associated with a former orchard and vineyard.

Future use: The site will be protected through the Skeleton Creek waterway corridor. The nature of the site makes reuse difficult.

- REVEGETATION/REGENERATION OF SKELETON CREEK (ACTING AS BUFFER TO PUBLIC FROM SITE)
- 3m WIDE SHARED PATH (PART OF HERITAGE TRAIL)
- 1.5MM WIDE PEDESTRIAN PATH CONNECTION TO ADJACENT STREET AND RESIDENTS
- WINE CELLARS HERITAGE OVERLAY WITHIN CREEK CORRIDOR



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- LEGEND**
- Q10 Line
 - Q100 Line
 - Heritage Overlay
 - Dry Stone Wall
 - Heritage Trail
 - Directional signage
 - Distance Signage

- HERITAGE SITES WITHIN TOWN CENTRE
- 1 Itinerants Cave
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HERITAGE- DRY STONE WALLS

DRY STONE WALL

Under the Truganina Structure Plan, the dry stone walls, plantings, and other historic remnants become the founding element of a new urban structure that maintains and embraces the character of the plains. Dry stone walls which are retained must:

- ▶ Be situated within public open space or a road reserve to the satisfaction of the Responsible Authority.
- ▶ Have a suitable landscape interface to minimise maintenance requirements (for example mulch, garden bed or gravel) and which does not encourage public access immediately adjacent the retained walls.
- ▶ Be checked by a professional waller for any loose stones. Any loose stones are to be reinstated in the wall in secure positions.
- ▶ Retain post and wire or post and rail fences situated within the walls, with any wire protruding beyond the vertical face of the wall reinstated to original position or removed.
- ▶ Be incorporated into subdivision design to minimise disturbance to the walls (eg. utilisation of existing openings for vehicle and pedestrian access

Any reinstatement or repair of walls is to be undertaken by a professional waller and is to be consistent with the construction style of the original wall. Reinstatement is to use stone from (in order of priority):

- ▶ The original wall in that location (including fallen stone adjacent to the wall).
- ▶ A nearby section of the wall approved to be removed.
- ▶ From the adjacent paddock.
- ▶ From walls approved to be removed in the nearby area (including stone stockpiled by Council).

There are two dry stone walls identified on the Town Centre side running perpendicular to Skeleton and Dry Creek. Where possible the walls will be retained in their current state to preserve their history to the site. In sections closer to public access, the wall shall be assessed and reconstructed where necessary for the general safety of the community. In the instance of Wall A and its large extent across the entire creek profile, a combination of retention, reconstruction and removal may be necessary to account for items such as the heritage trail and public amenity to cut through.



MOVEMENT & EXPERIENCE

OVERVIEW

One of the exciting prospects that the sites offer is the clever and creative shared corridors that assist in reducing the need for cars and the need to travel, encouraging walking, cycling and low carbon transport. Key opportunities here are:

- ▶ Providing connectivity, shaded paths, fitness nodes/loops and running tracks that link to these services. Westbrook offers a large amount of shared trails and primary bike paths (on and off road) that will connect to the existing station and back into the city,
- ▶ The 3m wide Shared Path along Skeleton Creek connects to the Principal Shared Path as per the PSP. Principal bike network along the creek is supported by a 1.5m pedestrian footpath wrapping the development.
- ▶ Footpaths and minor path connections through open space, wetlands and connecting reserves ensure a well-integrated internal network.
- ▶ Wetland Trail Zone and Orchard Trail Zone offers complementary experience to the creek shared path and principal bike network

LEGEND

- Q10 Line
- Q100 Line
- Heritage trail
- Off Road Bike Path
- Shared Path
- 1.5m Pedestrian Path
- Creek Interface Treatment
- Key Intersection
- Wetland Trail Zone
- Orchard Trail Zone
- Fitness Node
- Reflection Node
(Links to interpretative signage)



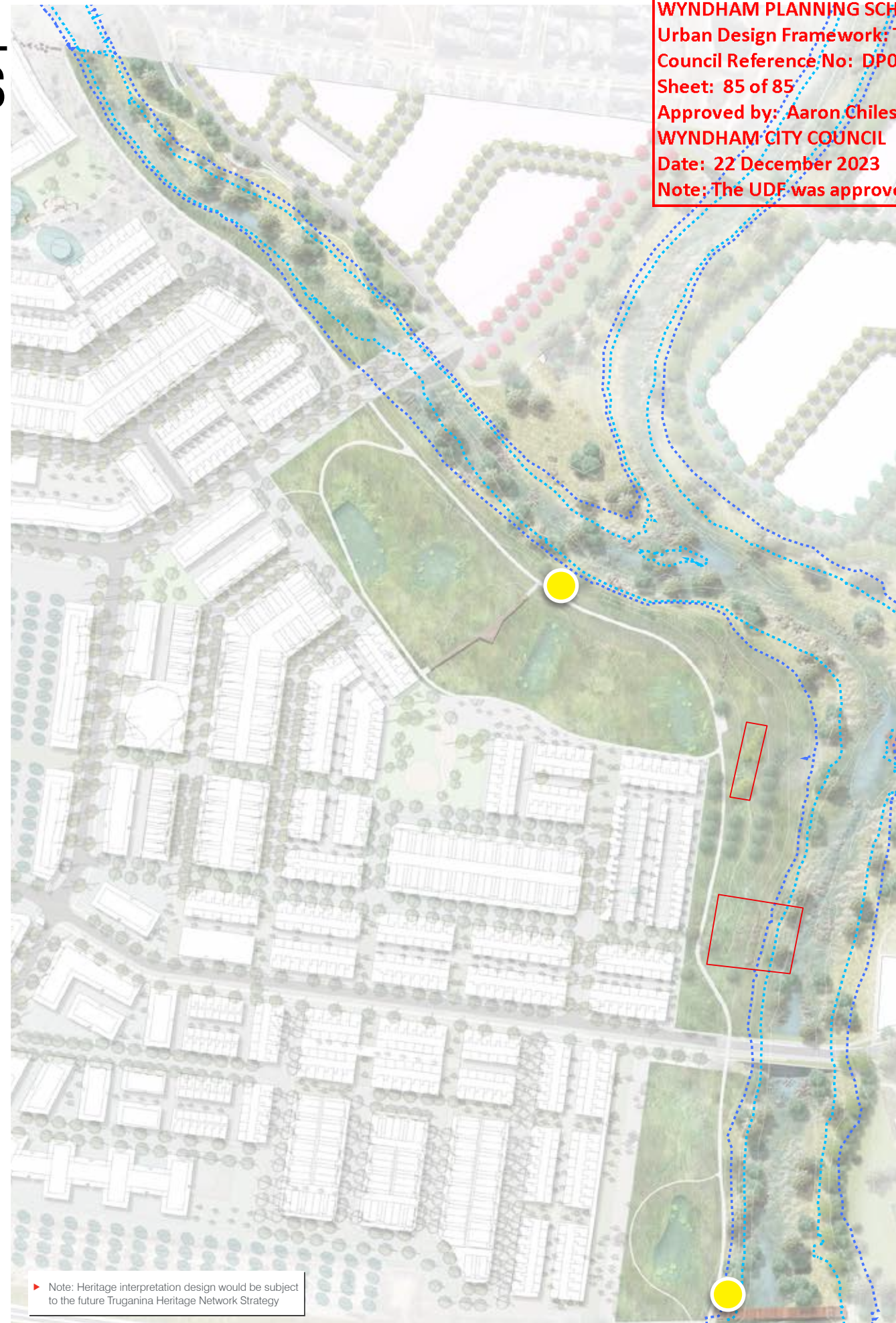
WAY-FINDING AND FITNESS

WAYFINDING SIGNAGE & CONNECTIONS

- ▶ Way-finding will range in forms to best deliver historical site context, key connections, natural features and directions to significant places (Tarneit Station, Town Centre, Melbourne, etc.)
- ▶ Small installations addresses the overall theme of the North in the attention to detail and form.



DESIGNATED BIKE PATHS & WAY-FINDING



▶ Note: Heritage interpretation design would be subject to the future Truganina Heritage Network Strategy

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FITNESS STATION

By providing a wayfinding strategy through directional, interpretive, fitness & loops, shared/ bike to accommodate a variety of users and

- ▶ Addition of fitness stations along key trails and shared networks offers opportunities for all age groups and fitness levels
- ▶ The stations themselves would target different areas each stop- from stretching stations to targeted leg and arm exercises.
- ▶ Insertion to complement a larger network of stations throughout the estate



NOT TO SCALE

