

Black Forest Road North Town Centre

URBAN DESIGN FRAMEWORK

Prepared by Tract Consultants for Frasers Property Australia

13 January 2020

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1 Introduction, Context & Analysis

Outlines the purpose of the UDF, the area affected by the UDF, site and contextual analysis, as well as emerging Town Centre trends and principles.

1.1 Background

The Black Forest Road North (BFRN) Precinct Structure Plan (PSP) was gazetted and incorporated into the Wyndham Planning Scheme through Amendment C170 in February 2016 and provides for a long-term framework for development of the land. The land subject to this Urban Design Framework (UDF) is included within the BFRN PSP and is designated for the purposes of a ‘large local town centre’.

The BFRN PSP recognises that a UDF must be prepared generally in accordance with the BFRN PSP to guide the development of the large local town centre. The land is located within the Urban Growth Zone (Schedule 7) which states at Clause 2.5 that ‘A permit must not be granted to use or subdivide land, or construct a building or carry out works on land shown as large local town centre in the incorporated BFRN PSP until an urban design framework for the centre has been prepared to the satisfaction of the Responsible Authority, the Victorian Planning Authority, and Public Transport Victoria’.

This document represents the UDF as required by the BFRN PSP and the provisions of the Urban Growth Zone (Schedule 7). It has been prepared following a design process in consultation with State and Local Government stakeholders.

1.2 Purpose of Document

The purpose of this document is to outline the key requirements and guidelines for development within the large local town centre of the BFRN PSP, known as the Black Forest Road North Town Centre (BFRNTC). It seeks to build on the requirements (Section 3.2) and town centre design principles (Appendix B) of the BFRN PSP. It should be read in conjunction with the BFRN PSP and the State Government’s Urban Design Guidelines for Victoria.

This document will outline a framework which comprises an overarching vision for the BFRNTC, urban design guidelines, and implementation and staging details. Upon approval, this document will ensure that the development of the BFRNTC will proceed with an integrated ‘whole-of-centre’ approach that will reinforce the vision for the centre and achieve the principles contained within the BFRN PSP. It will also provide Council with a framework to guide future permit applications for the Town Centre. An application to use or subdivide land or to construct a building or carry out works on land within the BFRNTC should be consistent with this UDF.

1.3 How to Use the Document

The UDF is broken down into five chapters as detailed below. The UDF includes:

- **Objectives** which set the broader outcomes to be achieved through using or developing the land. The objectives are to be implemented through the requirements and guidelines in this Urban Design Framework, in addition to those set out in the Black Forest Road North Precinct Structure Plan.
- **Requirements** which must be adhered to in using or developing the land. A requirement may reference a figure and/or table in the Urban Design Framework.
- **Guidelines** which 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 guideline implements the outcomes and is consistent with the relevant objective, the Responsible Authority may consider the alternative. A guideline may reference a figure and/or table in the Urban Design Framework.
- Concepts and diagrams which describe the desired outcome to be achieved in future development.

The objectives, requirements and guidelines are aligned with the overall vision for the Town Centre as set out in the BFRN PSP and the Urban Design Guidelines for Victoria. Requirements and guidelines are included for precincts where a specific design outcome is envisaged.

Subject to the consent of the Responsible Authority, in implementing the UDF, changes to the specific siting and size of proposed land uses 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, 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 considers appropriate in facilitating the implementation of the approved PSP.

<div>1. INTRODUCTION, CONTEXT & ANALYSIS</div> <div>Outlines the purpose of the UDF, the area affected by the UDF, site and contextual analysis, as well as emerging Town Centre trends and principles.</div>	<div>2. VISION</div> <div>Describes the overall vision and key urban design principles for the BFRNTC.</div>	<div>3. URBAN DESIGN GUIDELINES</div> <div>Describes the key elements of the BFRNTC under the following themes:<ul style="list-style-type: none">• Urban Structure & Precincts• Land Use• Movement & Access• Public Realm• Built Form• Sustainability</div>	<div>4. EVOLUTION</div> <div>Outlines the intended staging and indicative timing of the BFRN Town Centre, including potential interim land uses and activation strategies.</div>	<div>5. APPENDICES</div> <div>Includes additional supporting plans and information.</div>
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1.4 Framework Area

The area that this UDF applies to is defined in the BFRN PSP, with some minor adjustments. Roads on the edges of the PSP UDF boundary which have already been permitted have been excluded from the UDF area (eg. Barrabool Boulevard, Plane Avenue and Armstrong Road).

The area is generally bound by Armstrong Road to the east, Black Forest Road to the south, Barrabool Boulevard to the west and Plane Avenue to the north. The town centre boundaries comprise the two south-easternmost lots of the overall PSP area and the rail reserve allotment.

Figure 1 adjacent shows the UDF boundary designated in the PSP (dark blue) with the revised boundary overlaid in red (excluding Barrabool Boulevard and Plane Avenue).

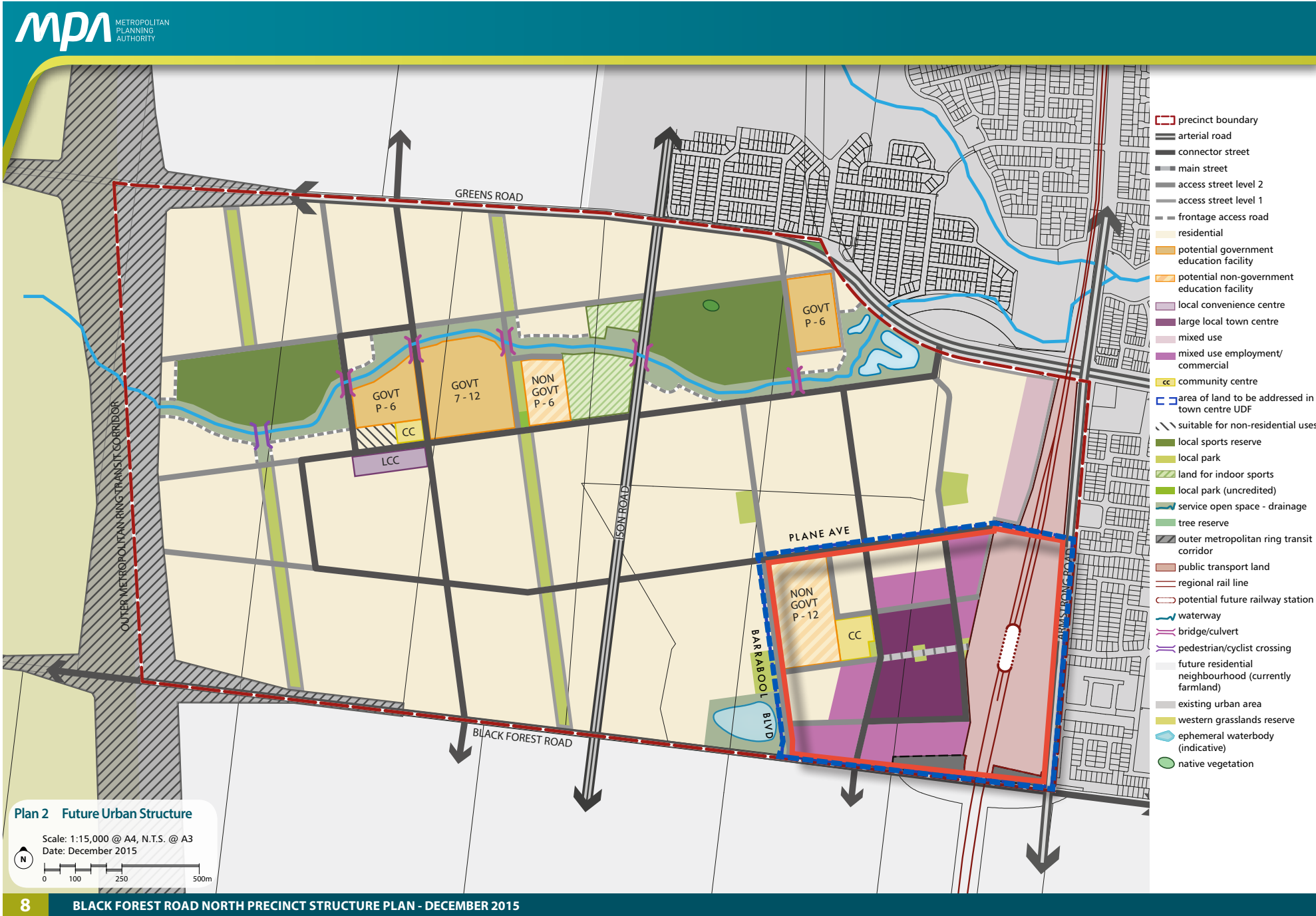


Figure 1. Framework Area

1.5 Metropolitan & Regional Context

The BFRN PSP is situated at the periphery of Metropolitan Melbourne’s urban growth area, between the established suburb of Wyndham Vale to the east and the south-western extent of the Urban Growth Boundary to the west. It is located within an area characterised by PSPs, with the gazetted Manor Lakes PSP to the north and the Black Forest Road South PSP to the south-east. The yet to be commenced Bayview and Mambourin East PSPs are located to the south. The BFRN PSP area is part of the broader western Growth Corridor Plan which is recognised as one of the fastest growing regions in Australia.

The BFRNTC sits adjacent to the Regional Rail Link (RRL) that services V-Line trains between Geelong and Melbourne. A future station is anticipated by both the Western Growth Corridor Plan and the BFRN PSP on the eastern boundary of the Town Centre. The BFRNTC will function as a lower-order activity centre within the region with higher-order centres located at Manor Lakes and Werribee. It will service the south-west corner of Wyndham’s future urban area and, via the RRL, become a gateway to Wyndham (and metropolitan Melbourne) from Geelong and south-western Victoria.

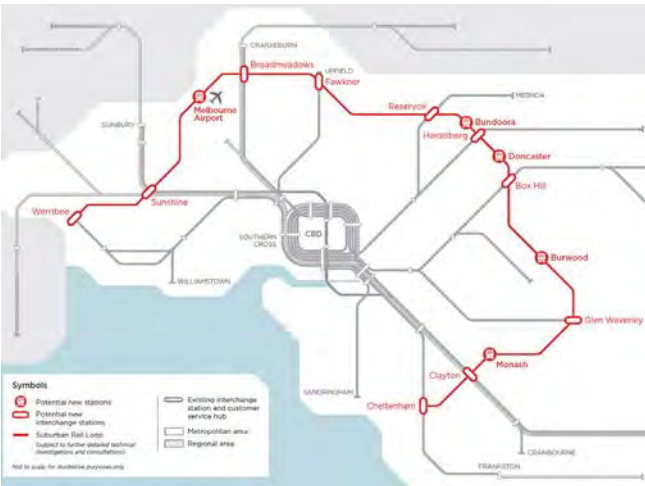


Figure 2. Proposed Suburban Rail Loop

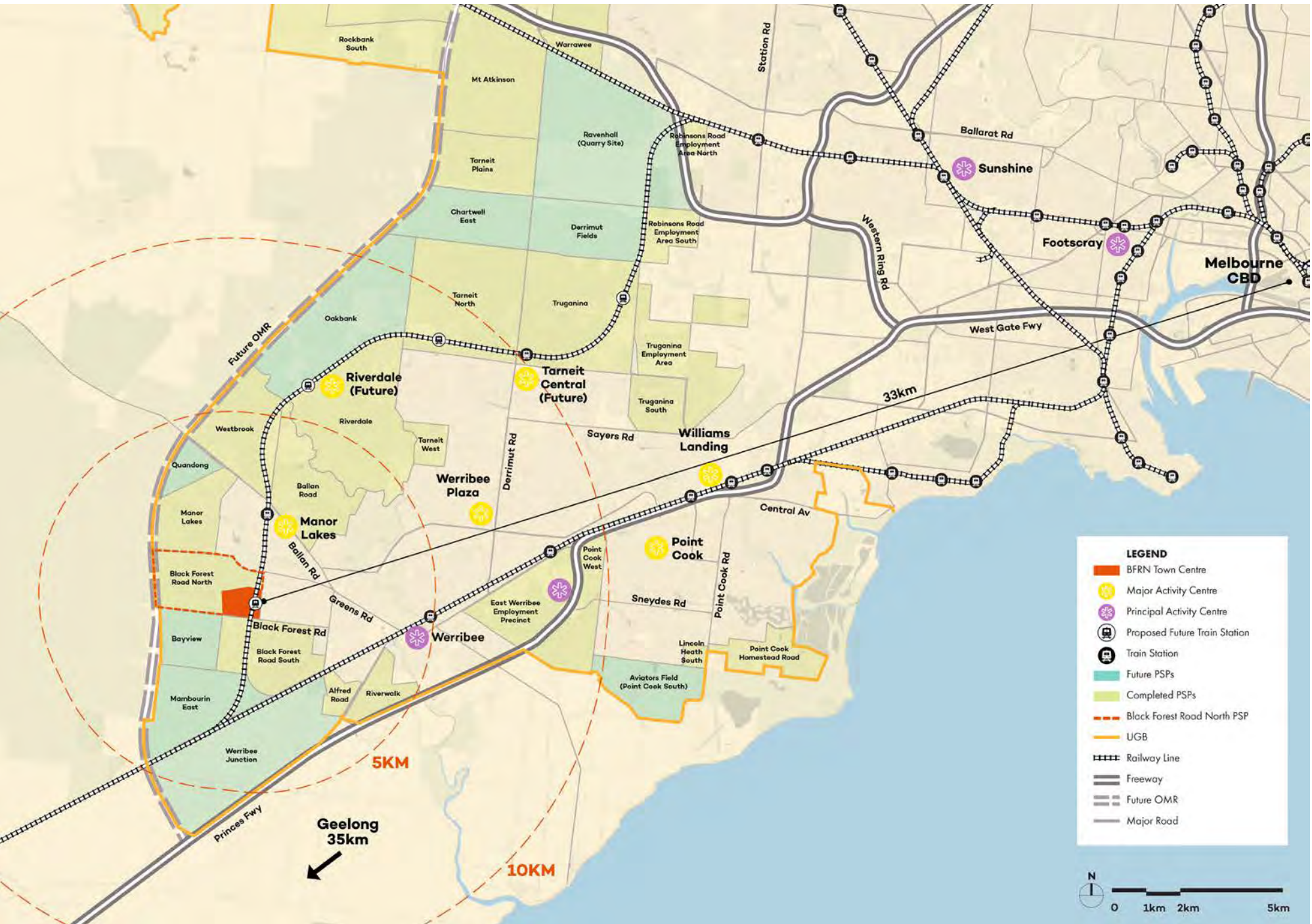


Figure 3. Context Plan

1.6 Place Analysis

1.6.1 LOCAL CONTEXT & ENVIRONMENTAL CONDITIONS

The BFRNTC sits on the eastern boundary of the BFRN PSP, adjacent to the RRL and future train station. Existing access to the Town Centre is via Black Forest Road which runs along the southern boundary of the UDF area and BFRN PSP. Future access to the Town Centre will also be provided from Ison Road and Greens Road, arterial roads located to the west and north of the centre respectively.

The site is currently surrounded by grassland/natural features and is relatively flat. The You Yangs Ranges provide a dominant landscape backdrop, located approximately 33 kilometres south west of the site, and create a strong identity for the Town Centre.

At the western edge of the Town Centre is the future Mambourin District Park and wetlands, as well as the proposed non-government P-12 school. Providing strong connections and viewlines between the station and these key destinations will be an important element of the design response.

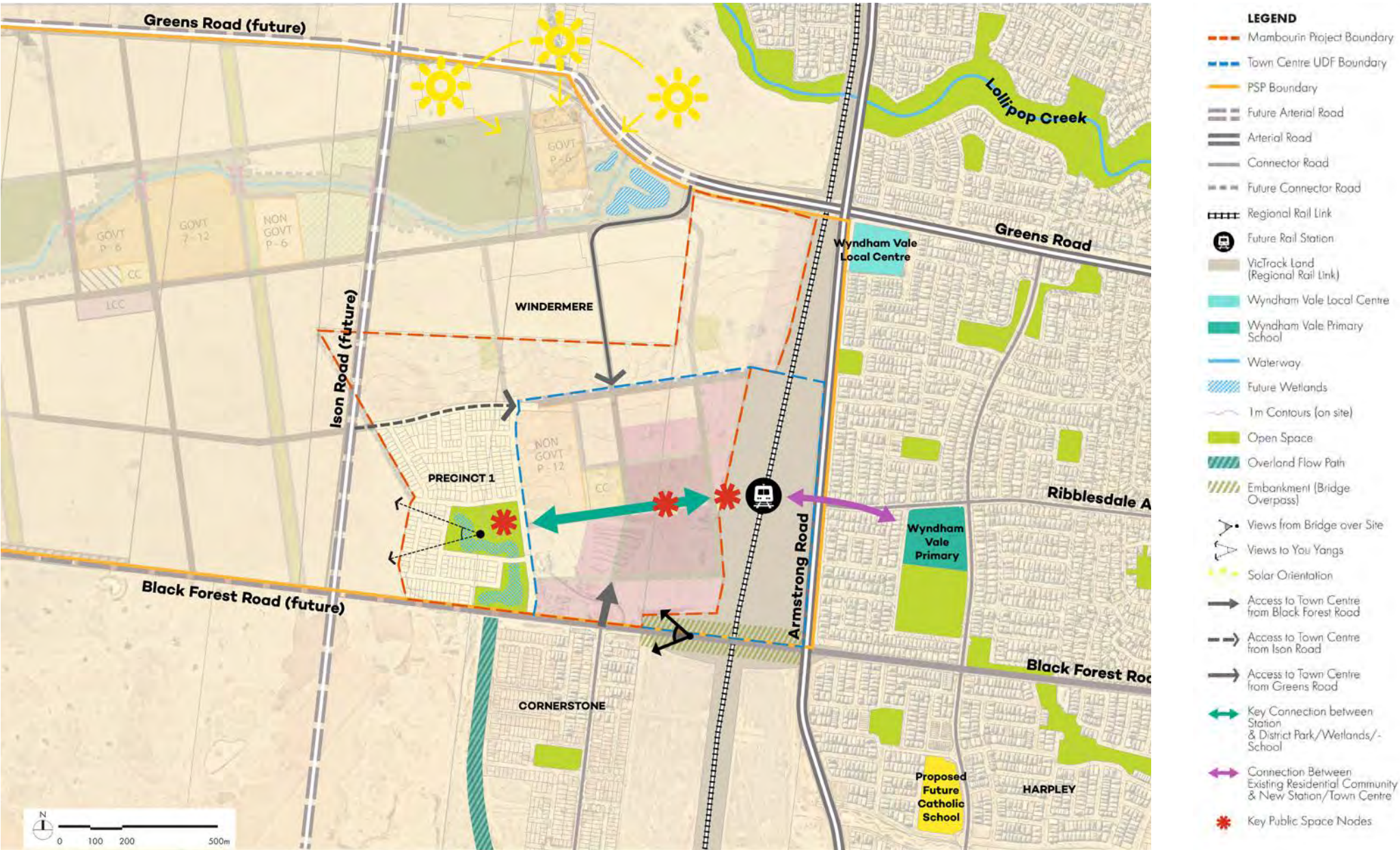


Figure 4. Place Analysis

1.6.2 HISTORY

The flat, volcanic plains of Melbourne's outer south west have been a place of abundance for people for thousands of years. The traditional indigenous owners of the Black Forest Road North area are the Wathaurong people. Prior to European settlement, the Wathaurong camped and hunted on the open, grassland plains. The Wathaurong used firestick farming to burn vegetation, encourage new growth and attract animals to the area for hunting.

The You Yangs Ranges, or 'Wurdi Youang' - meaning 'big hill in the middle of a plain', is a significant gathering place for the Wathaurong. The Wathaurong used the rocks and boulders to enlarge natural hollows to hold and store water, which was vital in a very dry climate. The You Yangs contain many artefact scatters, earth mounds and scarred trees and therefore remain a place of high social, cultural and spiritual significance for the Wathaurong people today.

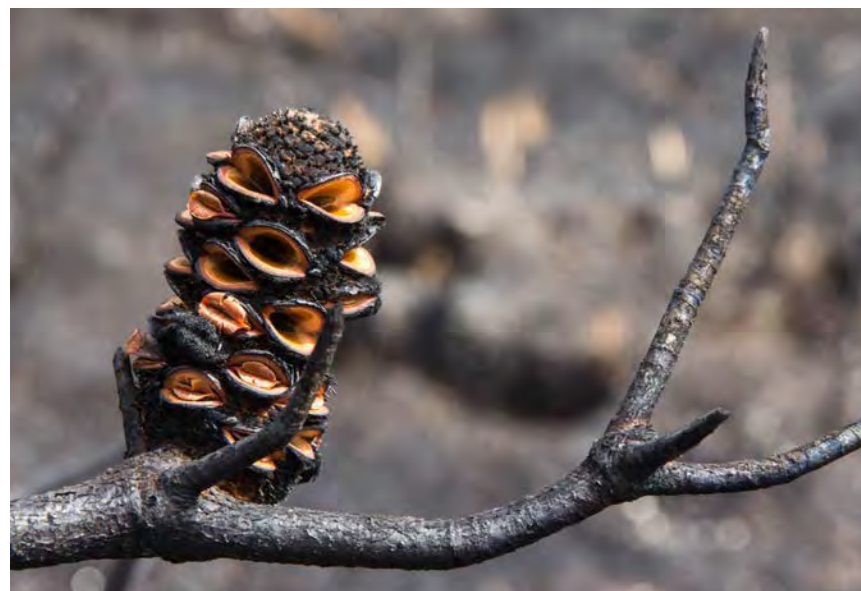
Since European settlement began in the late 1830s, the land has predominately been used for farming and agricultural purposes, including a long history of pastoral activities from the Chirnside family, the preeminent pastoralists of the area.



Wathaurong art



The 'Bunjil' - located within the You Yangs Ranges



Firestick farming



You Yangs Ranges

1.7 Town Centre Trends

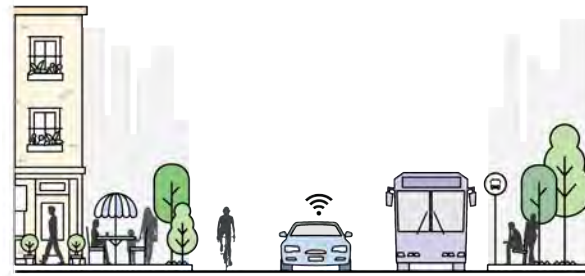
Town Centres are rapidly evolving. The below mega trends describe the key changes that are occurring and have shaped the UDF for the BFRNTC.



People, Places & Spaces

With the rise of online retail, shopping has become easier and more convenient, where people can purchase goods remotely without the need for entering a store. This has disrupted the day-to-day operations of brick and mortar retail, leading to a fundamental shift in how retail centres are planned and designed. In order to attract people and make them want to stay, retail centres are now focusing on enriching the 'customer experience'. Private and public realms are intertwining as retail shifts from being solely about commerce and shopping, to being about place making and connecting people together.

- High-quality, human-scale public realm (i.e. streets and squares) with strong attention to detail, ample seating, landscaping and public art
- Community focused cultural spaces for people to meet, gather and engage
- Diverse mix of uses (other than retail) to attract various people at different times of the day and evening (eg. gyms, medical, education, community)
- Broad mix of retail- less fashion and more cafes, restaurants and entertainment uses



Active Transport

As our population grows, there is a need for our transport system to become more efficient and sustainable. Moving large volumes of people requires a holistic transport solution that cars alone cannot provide. This, combined with increasing rates of obesity and related health issues, has led to a prioritisation on active transport modes such as walking, cycling and public transport to get people moving. These modes provide a range of benefits such as increased community interaction, safety, livelier streets and spaces and reduced greenhouse gas emissions.

- Integration of train stations/transport nodes into Town Centres
- Permeable network of walkable and cycle friendly streets
- Mix of uses and increased density
- Autonomous vehicles as a shared/pooled service, supporting and complementing walking, cycling and public transport
- Bike, scooter & car share



Climate Change & Sustainability

Urbanisation has caused significant negative impacts to the environment through pollution, waste management and biodiversity depletion. Urbanisation and climate change are also impacting on the amenity/liveability of urban spaces, such as through the increased Urban Heat Island effect and a disconnect from nature. As our cities continue to grow, there is a need to become smarter and more efficient with our natural resources, to ensure future generations are not compromised. In particular, town centres are now incorporating green spaces and a range of sustainability initiatives to minimise energy and water use, materials and waste, and help reduce the urban heat island effect and link people to nature and health and wellbeing.

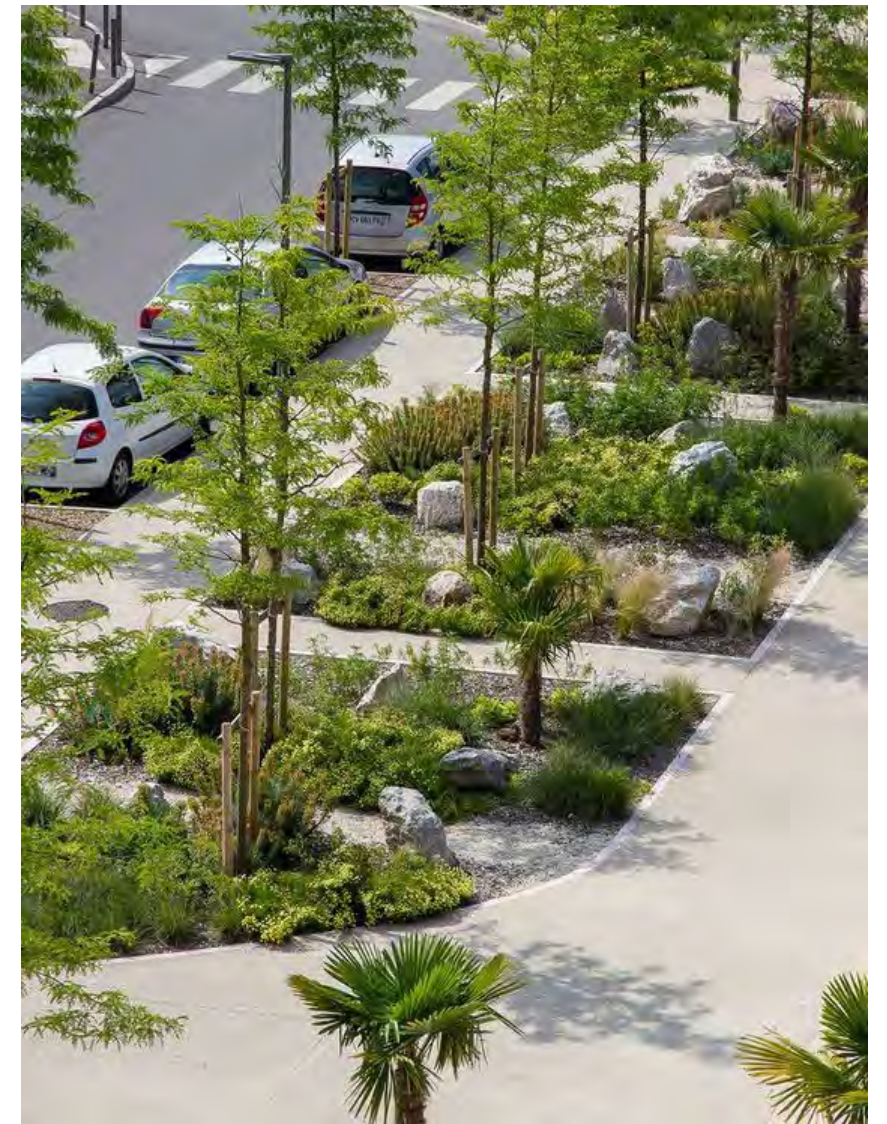
- Increased softscape and 'green' within urban environment – garden beds/ swales, green roofs, green walls and tree canopy coverage
- Implementation of Water Sensitive Urban Design (WSUD) treatments and greywater reuse strategies
- Local food production - rooftop urban farms, community gardens
- Solar panels and renewable energy sources
- Active 'green' transport modes
- Low carbon footprint materials



Young & Growing Families

The affordability of the outer suburbs attracts large numbers of young and culturally diverse families to the growth areas of Melbourne. As a result, these areas have a higher proportion of young children and teenagers. New town centres in the growth areas therefore need to cater to young people, families and culturally diverse backgrounds, and have the flexibility to evolve as the population ages.

- Parks and urban squares to cater to a range of age groups including children, teenagers and adults
- Schools, childcare and community services within walking/cycling distance
- Family friendly health and recreation facilities
- Safe cycle and pedestrian routes to promote children riding and walking to school
- High-quality public transport
- Energy efficient homes that can reduce operating costs



2 Vision

This section describes the vision and key urban design principles for the Black Forest Road North Town Centre.

2.1 Vision

“An inspired offering, abundant with personality where people feel connected”

The BFRNTC will be the heart and soul of Mambourin. Centred around a vibrant Main Street and Town Square, it will be a place where the community gathers to enjoy a comfortable lifestyle defined by convenient access to transport and a range of shopping, entertainment, employment, education, leisure and community facilities/services. It will be a place providing opportunities for people to interact, fostering a sense of belonging.

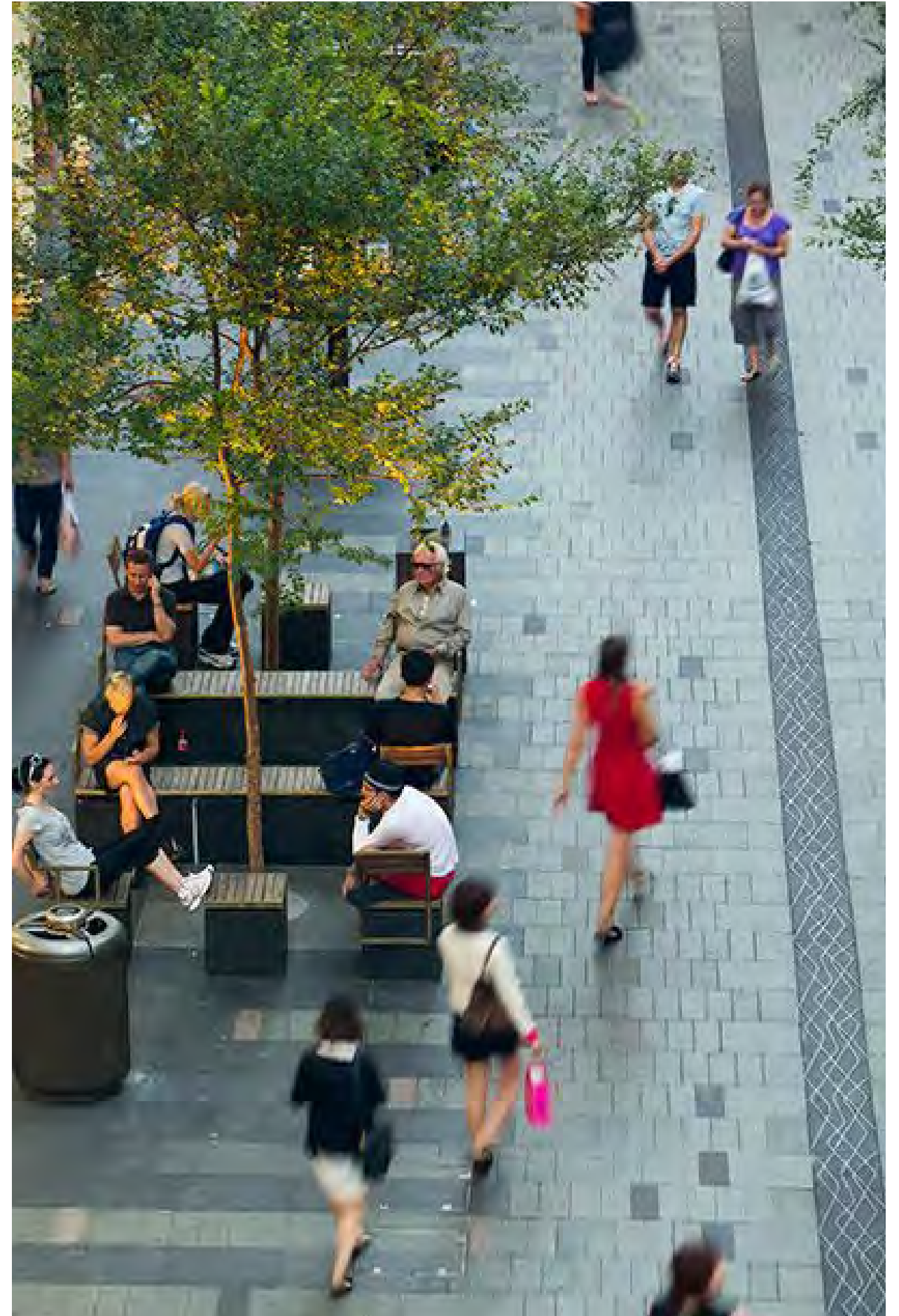
With a future integrated train station and bus interchange, the BFRNTC will become a leading example of a Transit Orientated Development (TOD) and ‘20 minute neighbourhood’ which promotes active transport modes. A range of compact housing types within the Town Centre will ensure that a diversity of people live within walking distance to a variety of uses and activities, whilst seamless connections with adjoining residential areas will provide surrounding communities with access to local services, amenity and community connection.

Lush landscaped entries and gateway boulevards will provide a strong sense of arrival into the Town Centre, and views across the Werribee Plains grasslands to the You Yangs Ranges provide a strong landscape backdrop and sense of identity.

The Main Street will be a unique streetscape that defines the Town Centre; a ‘shared zone’ characterised by high-quality paving, engaging architecture, alfresco dining zones, and generous landscaped areas with raingardens and street trees.

Gateway boulevards and a permeable network of pedestrian focused streets will allow people to easily access and navigate through the Town Centre, whilst incorporating opportunities for socialising, exercising and entertainment, contributing to a vibrant street life.

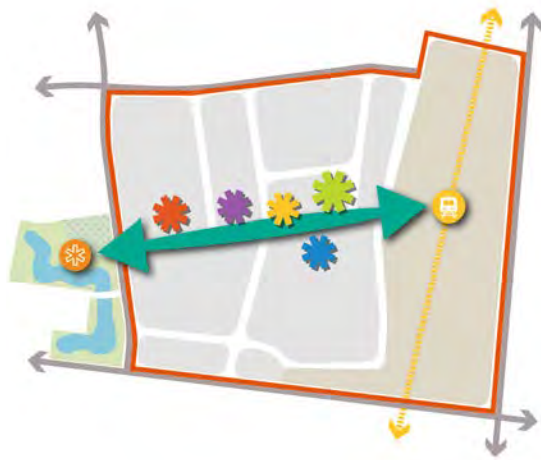
Environmental sustainability features such as energy efficient design, green buildings and water sensitive urban design (WSUD) will create a healthy Town Centre that sets the benchmark in sustainable design. The inclusion of ‘green’ wherever possible will help bring nature and ecology into the Town Centre, with landscaping and tree canopy coverage providing shade, cooling and a comfortable pedestrian environment.



2.2 Key Urban Design Framework Principles

The design of the BFRNTC is based on the following set of design principles and structuring elements.

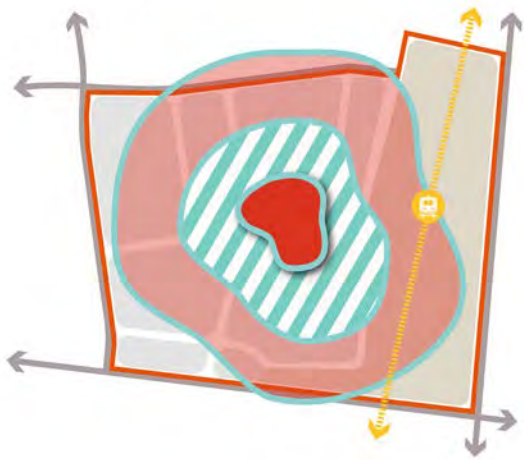
URBAN STRUCTURE



Principle 1: East-West Town Axis

Create an east-west 'Town Axis' that extends from the train station/bus interchange to the Mambourin District Park. This alignment allows for views to the You Yangs Ranges and linking of key anchors of the Town Square, Civic Facilities, Core Retail, Mixed-Use/Commercial and proposed P-12 School, creating a strong identity for the Town Centre.

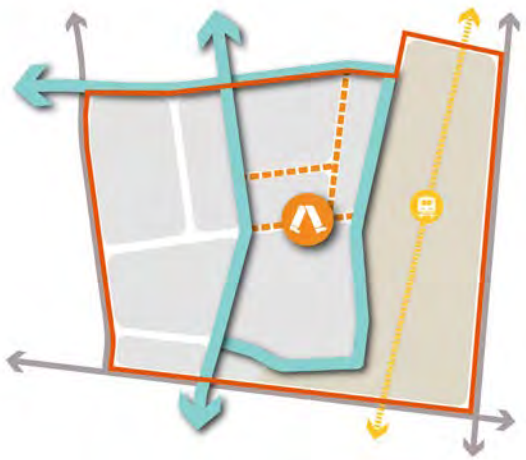
LAND USE + ACTIVITIES



Principle 2: Consolidated Town Centre Core + Transitional Edges

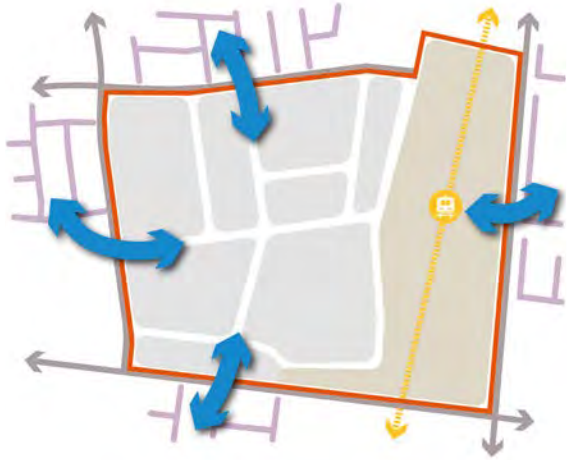
Create a Town Centre Core at the centre of the site featuring core retail, civic and entertainment uses. Surround the Core with mixed use/commercial uses and medium-high density residential, transitioning to more conventional densities in the adjacent residential neighbourhoods.

MOVEMENT + ACCESS



Principle 3: Pedestrianised, Slow-Speed Core

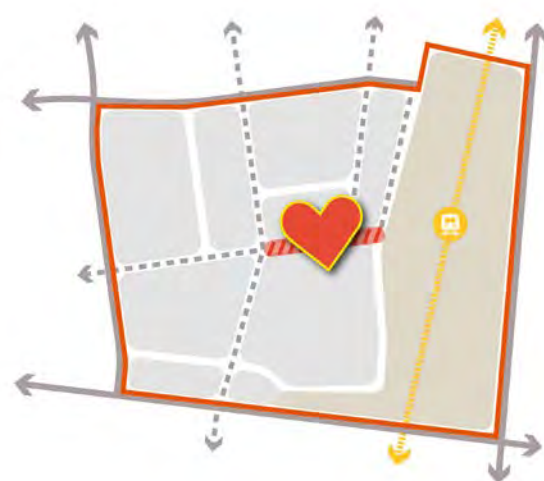
Provide a loop road around the Town Centre Core that allows the Main Street and Civic Heart to be a high-quality pedestrianised environment and free from heavy vehicle movement. Surround the Main Street and Civic Heart with a permeable network of pedestrian-focussed streets that provide different route options for movement to key destinations. Cars and buses should travel around the Town Centre Core, rather than through it.



Principle 4: Connecting Surrounding Neighbourhoods

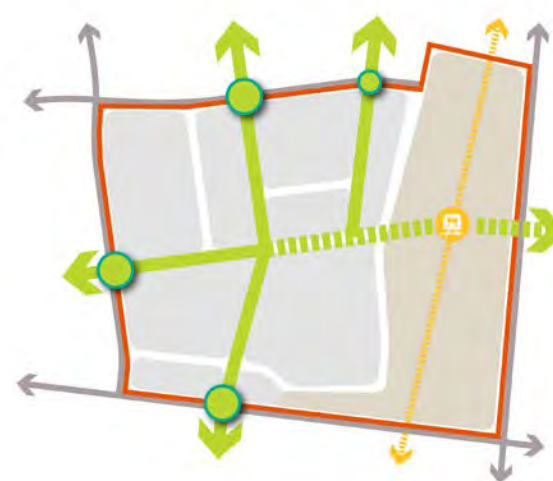
Connect the Town Centre with the surrounding residential neighbourhoods, encouraging walking and cycling into the Town Centre and to its key destinations through means of a clear hierarchy of streets incorporating high-amenity priority pedestrian and cycle routes. Provide strong pedestrian linkages between the Town Centre and Ribblesdale Avenue, ensuring that the existing residential community to the east is also strongly connected to the Town Centre.

PUBLIC REALM



Principle 5: Main Street + Town Square as Civic Heart

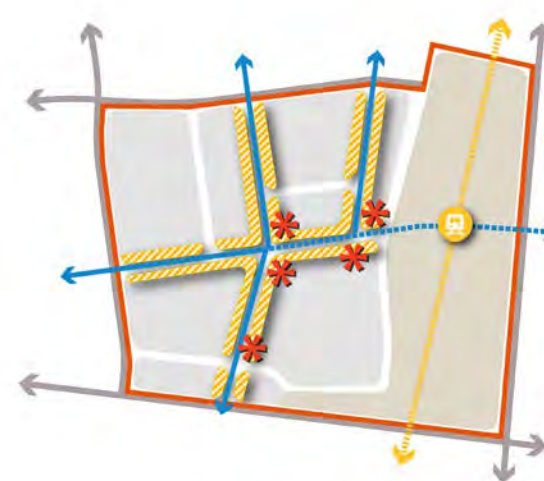
Provide an east-west Main Street that links the station to the north-south connector road, and a Town Square located along the Main Street. A blending of retail and civic uses along the Main Street and surrounding the Town Square will create a vibrant 'civic heart' and social meeting place for the community. The Town Square will be flanked by buildings and trees to provide a frame for community activity and events.



Principle 6: Gateways + Boulevards

Create gateways at key junctions to provide a strong sense of arrival to the Town Centre. Create a series of high-quality, activated, tree-lined boulevards that lead to the heart of the Town Centre.

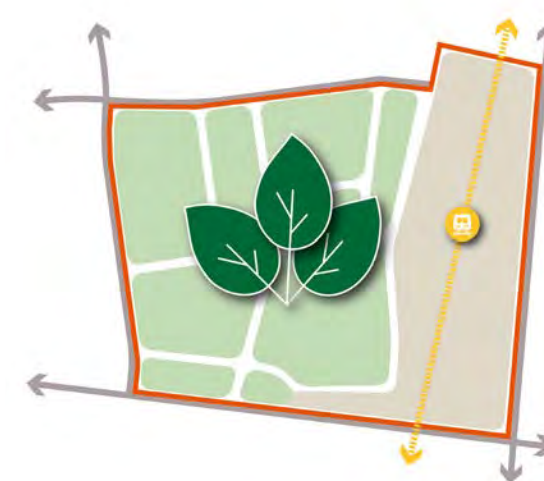
BUILT FORM



Principle 7: Architecture + Interfaces supporting a Vibrant Street Life

Prioritise active frontages along the key pedestrian routes, contributing to a vibrant, safe and engaging street life. Ensure strategic sites on key viewlines within the Town Centre are designed with iconic built form treatments to assist with wayfinding and place identity.

SUSTAINABILITY



Principle 8: A Green Town Centre

Incorporate sustainable and resilient thinking at all levels of the planning and design of the Town Centre including energy efficient buildings, water sensitive urban design strategies, waste and recycling strategies and prioritising sustainable transport nodes. Maximise tree canopy cover, especially along streets and within car parks, and provide green landscaping, green walls and green roofs throughout the Town Centre to create a naturally cooler environment that increases biodiversity.

3 Urban Design Guidelines

This section describes the Black Forest Road North Town Centre in greater detail. It includes objectives, requirements and guidelines for urban structure, land use, movement and access, public realm, built form and sustainability.

3.1 Urban Structure & Precincts

3.1.1 KEY ORGANISING ELEMENTS

Overview

The BFRNTC is a compact urban core, anchored by a future train station and railway along its eastern edge. Feature landscaping at the entry points into the Town Centre form gateways that provide a strong sense of arrival. A grid street structure with boulevards, streets and pedestrian walkways funnels people into the centre and provides a clear network of routes and easily accessible series of connections between key places.

At the heart of the BFRNTC is the Town Square, which is the destination public space of the Town centre and forms a key focal point along the Main Street. The Main Street forms an east-west axis and spine for pedestrian movement, connecting the station and Mambourin District Park, which act as anchors at either end. Along this axis are a series of landmarks located on key viewlines which emphasise the hierarchy of this key pedestrian route and help people to navigate around the Town Centre.

A series of distinct precincts creates areas with differing character, improving legibility and contributing to a memorable Town Centre.

Figure 5 on the following page communicates the key elements of the urban structure.

Paths + Vistas

Paths are the channels along which people move. A clear network of paths allows for an easily useable series of connections between places, creating a legible and memorable image.

Key paths within the Town Centre include:

- Black Forest Road, Plane Avenue and Barrabool Boulevard which form major paths that provide access into the Town Centre.
- Boulevards, streets and pedestrian walkways that funnel people into the heart of the centre.
- The east-west axis/Main Street which forms a major path through the middle of the Town Centre, linking a number of destinations, including the future rail station.

There are several key vistas within the Town Centre which are provided along the major paths. These provide views of landmark buildings and key nodes, enhancing their visibility and aiding in wayfinding and walkability of the Town Centre.

Edges

Edges are linear elements that form barriers between areas and are important in defining the boundaries of places.

Key edges within the BFRNTC include:

- The railway line which forms a strong edge along the eastern periphery of the Town Centre.
- Armstrong Road, a major arterial road, which runs along the eastern boundary of the Town Centre.
- The overpass embankment which creates a somewhat isolated south-eastern corner next to the railway.

Gateways

Gateways are the entry points that signify arrival into a place through landscape and built form elements.

Key gateways into the BFRNTC include:

- The intersection of Black Forest Road and north-south connector which will include feature landscaping to create a lush, green entrance into the centre.
- The eastern end of the Main Street in front of the station, which will form a gateway for people entering the centre via the train network.
- The intersections of Plane Avenue with the north-south connector and the key local access street, which will include feature landscaping to complement the Black Forest Road entrance.

Nodes

Nodes are the strategic points that people can enter and be directed to many destinations. They are the gathering points and centre for activity.

Key nodes within the BFRNTC include:

- The Mambourin District Park, located at the western end of the east-west axis.
- The station forecourt, located at the eastern end of the east-west axis and Main Street.
- The Town Square, located centrally along the east-west axis and intersection of major paths.
- The retail centre is also likely to feature a node at the intersection of the key pedestrian routes.

Landmarks

Landmarks are the prominent visual features that help people orientate themselves and identify places.

There will be a number of landmarks within the Town Centre, located at the main centre of activity and converging of major paths, such as along the east-west axis and Main Street spine. Key landmarks include:

- Proposed school buildings.
- Civic buildings (library and performing arts centre).
- Retail buildings.
- Future train station.

Precincts

The Town Centre is broken up into 6 distinct character precincts:

- **Town Centre Core Precinct**
- **Town Edge Precinct**
- **Gateway Precinct**
- **Residential Precinct**
- **Education Precinct**
- **Railway Station Precinct**

These precincts are described in greater detail in the following section.

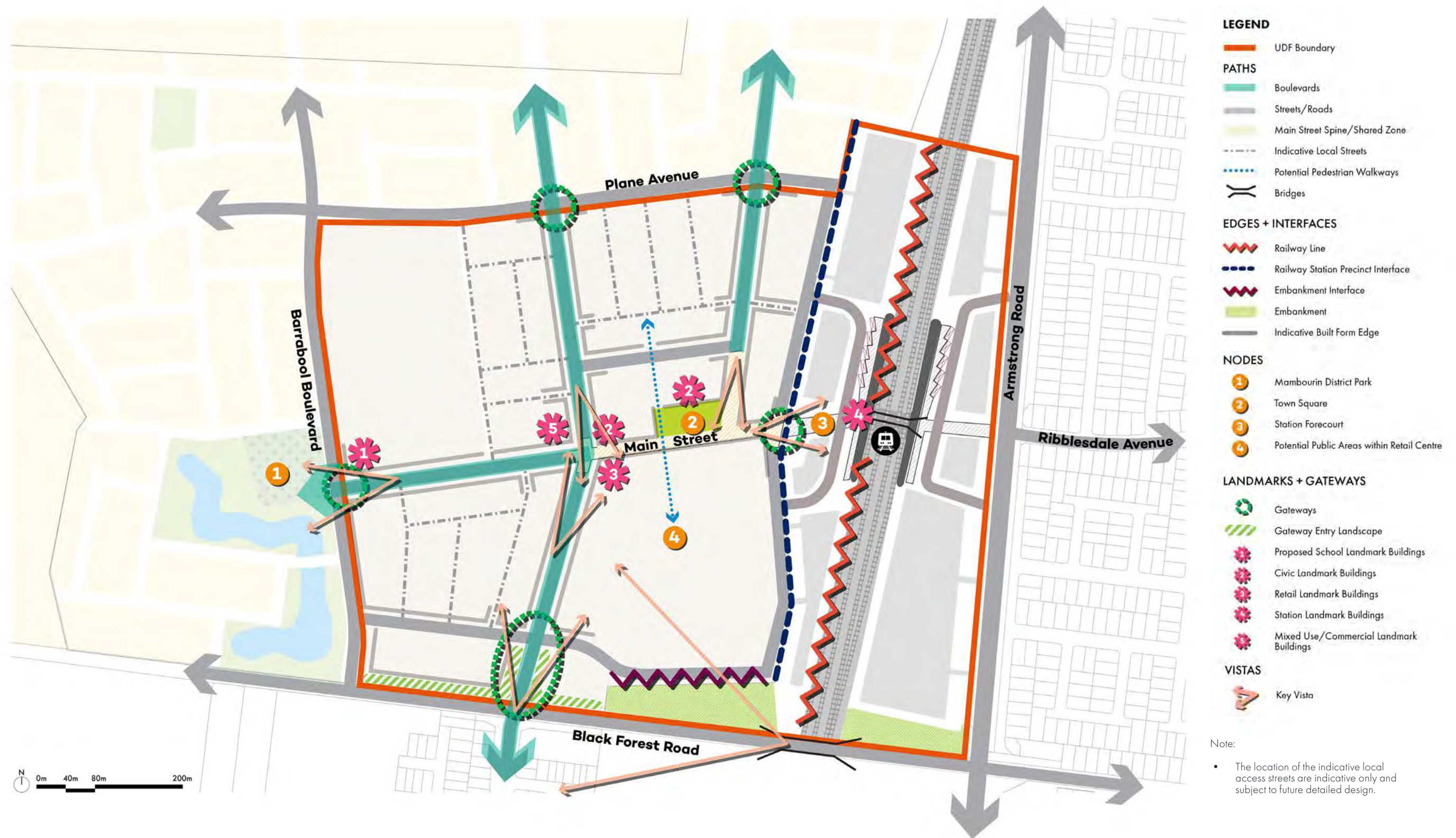


Figure 5. Key Organising Elements

3.1.2 CHARACTER PRECINCTS

The BFRNTC is broken up into six distinct character precincts (refer to **Figure 6** for precinct locations). The key characteristics of each precinct are described below.

Town Centre Core Precinct	This precinct is a compact urban core that acts as the ‘heart’ of the Town Centre and has a strong, vibrant character. It is oriented around a high-quality public realm; the Town Square and shared zone Main Street, which are the focal point of the Town Centre. The precinct will be characterised by high-quality built form with fine-grain, active frontages which create a lively, pedestrian friendly environment. It will be home to a diverse offering of supermarkets, department stores, specialty retail, entertainment and civic uses, including a proposed library and performing arts centre.
Town Edge Precinct	This precinct is a mixed-use area which provides a buffer between the Town Centre Core and Residential Precinct. The precinct will have a similar character to the Town Centre Core with high-quality built form and active frontages, and will be less active given it does not include key public realm destinations or major retail/entertainment uses. Built form will generally be multi-storey with ground floor retail/commercial and residential/offices above, with the potential for a key mixed use/ commercial landmark building and other uses including childcare, medical/health, gyms, serviced accommodation/aged care and Small Office Home Office (SOHOs) and Warehouse Office Home Office (WOHOs) to support the retail core.
Gateway Precinct	This precinct forms a gateway into the Town Centre, visually anchoring the southern entrance to the centre. A generous landscape buffer along Black Forest Road will create a strong sense of arrival and ‘green’ upon entering the Town Centre. It is a mixed-use area which will accommodate a range of uses. Given its proximity to Black Forest Road and opposite the embankment, this precinct is likely to be less pedestrian focused than the Town Centre Core and Town Edge Precincts and be characterised by larger format and vehicle-based retail uses with semi-active frontages. The precinct will also be anchored by the Mambourin Residents Club, which visually frames the Town Centre and entry into the Mambourin Estate.
Residential Precinct	This precinct will feature small lot housing, generally in the form of townhouses, attached, semi-detached and detached houses, with opportunity for future apartment buildings in high amenity locations. The precinct will integrate with the surrounding residential areas to the north and west of the Town Centre. Green and leafy local streets will provide strong pedestrian connections to the Town Centre Core. Home based employment uses can be supported along boulevard frontages and adjacent to the Town Edge Precinct.
Education Precinct	This precinct covers the proposed P-12 School which will feature high-quality education buildings servicing the surrounding residential community. It will be a hub for learning and education with a strong connection to the Town Centre Core and Railway Station Precincts via the East-West Town Axis and Main Street.
Railway Station Precinct	This precinct is the public transport hub which will include a new landmark station and potential complementary uses, car parking and high-quality landscaping. It will have a strong visual connection to the Town Centre Core, located at the end of the Main Street axis.



Town Centre Core Precinct



Town Edge Precinct



Gateway Precinct



Residential Precinct



Education Precinct



Railway Station Precinct

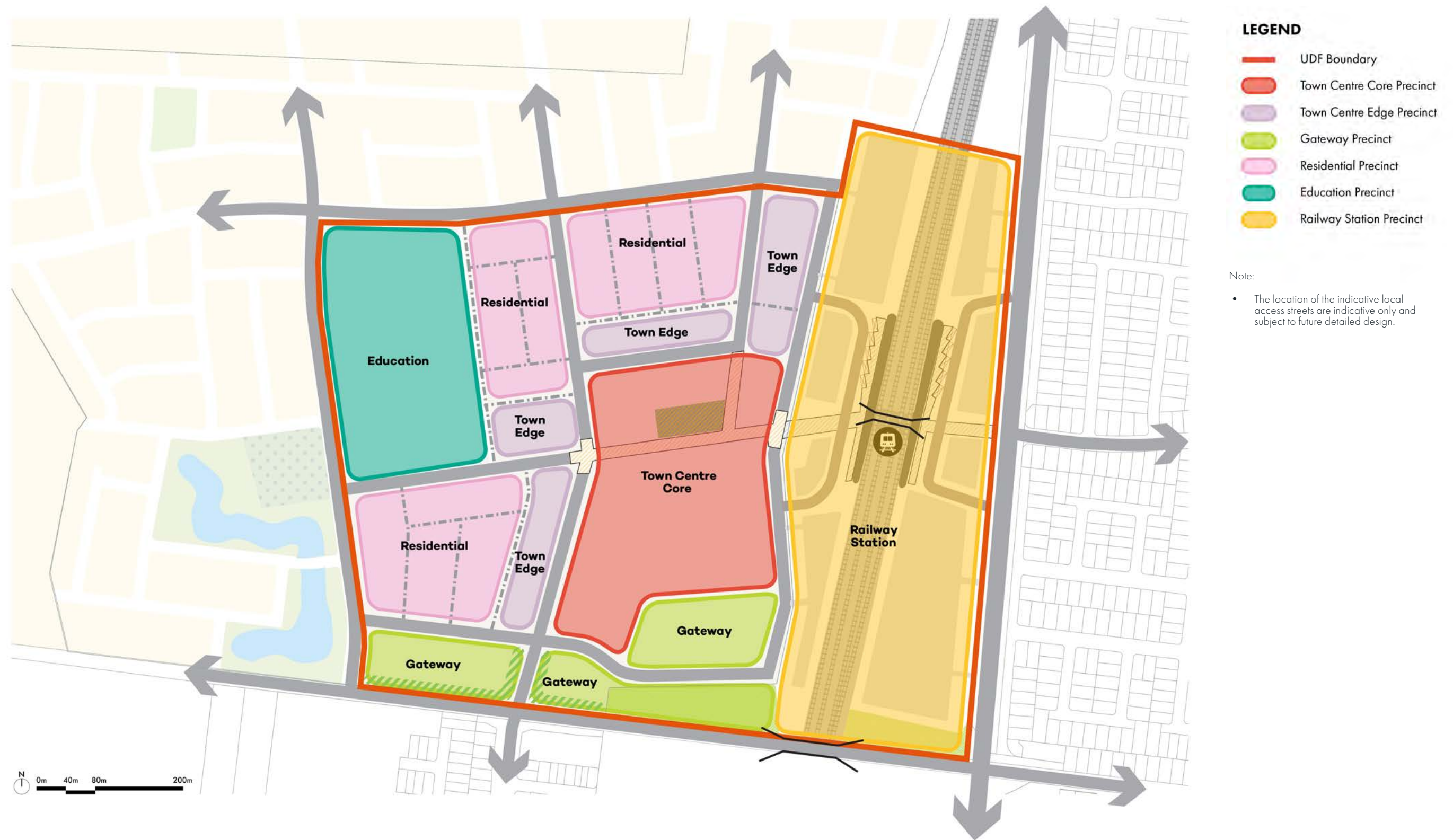


Figure 6. Character Precincts

3.2 Land Use + Activities

The BFRNTC is zoned Urban Growth Zone Schedule 7, which applies the Commercial 1 Zone to the land within the UDF boundary. The applied zone allows a range of uses to occur without a permit. However, the preferred location of these land uses should be generally consistent with those shown in **Figure 7** on the following page and **Table 1** below.

Open Space

The BFRNTC provides 0.37ha of open space in the form of the Town Square within the Town Centre Core Precinct. The Town Square is located at the heart of the Town Centre, along the Main Street. This space will become the focal point of the Town Centre and wider community, where people can socialise and connect with one another. It will have a strong relationship with the civic uses, acting as the civic and cultural forecourt to the library and performing arts centre. It will also have a strong relationship with the retail on the southern side of the Main Street.

Retail

The BFRNTC provides a consolidated area of retail on the southern side of the Main Street within the Town Centre Core Precinct. This is centrally located within the Town Centre with close proximity to the future train station. It will include supermarkets/department stores, entertainment and a range of specialty retail offerings.

Civic

1.5ha of land is provided for community facilities including a multi-purpose community centre, library and performing arts centre. These uses are located within the Town Centre Core Precinct, surrounding and integrating with the Town Square to the north of the Main Street. This allows for greater utilisation of civic services and reflects successful Town Centre principles of merging community uses and civic life into shopping precincts.

Education

6.81ha of land is provided for a proposed non-government P-12 school, located in the north-western corner within the Education Precinct. The school is surrounded by residential uses and has a strong relationship with the community facilities, retail and station via the east-west town axis.

Mixed Use

The BFRNTC locates mixed use surrounding the Town Centre Core within the Town Edge and Gateway Precincts. This allows for a strong relationship with the retail and civic uses whilst providing a buffer to the residential areas. Mixed use is likely to encompass a range of uses such as retail, office/commercial, residential and civic uses.

Residential

Residential uses are provided within the Residential Precincts along the northern and western peripheries, and also within the town edge areas where appropriate. This use integrates with the surrounding residential areas outside of the Town Centre, whilst providing opportunities for people to live within walking distance to the Town Centre Core and future railway station. Home based employment uses can be supported along boulevard frontages.

	Town Core	Town Edge	Gateway	Residential	Education	Railway Station
OPEN SPACE	<ul style="list-style-type: none">Town SquarePlazas/Squares within core retail		<ul style="list-style-type: none">Landscape buffer along Black Forest Road + north-south connector entry	<ul style="list-style-type: none">Potential pocket parks + landscaped walkway reserves (subject to density)		<ul style="list-style-type: none">Public square/plaza as station forecourt
RETAIL	<ul style="list-style-type: none">SupermarketsDepartment StoresMini-MajorsShopsCafes/RestaurantsBarsSpecialty RetailTavernsEntertainment (eg. cinemas, bowling)	<ul style="list-style-type: none">ShopsCafes/RestaurantsBarsSpecialty RetailEntertainment (eg. cinemas, bowling)	<ul style="list-style-type: none">ShowroomsLarge format retailConvenience/vehicle-based retail (eg. fast food, car-washes, service station, automotive supplies)Entertainment (eg. cinemas, bowling)			<ul style="list-style-type: none">Cafes/RestaurantsShops (eg. convenience stores to service station)
COMMERCIAL	<ul style="list-style-type: none">OfficesMedical/HealthHome-based businessesGyms/YogaChildcare/Kindergarden	<ul style="list-style-type: none">OfficesMedical/HealthHome-based businessesGyms/YogaChildcare/Kindergarden	<ul style="list-style-type: none">OfficesMedical/HealthHome-based businessesGyms/YogaChildcare/Kindergarden	<ul style="list-style-type: none">Home-based businessesChildcare/Kindergarden		
CIVIC	<ul style="list-style-type: none">LibraryPerforming ArtsCivic Facilities	<ul style="list-style-type: none">Place of WorshipEmergency ServicesCivic Facilities	<ul style="list-style-type: none">Place of WorshipEmergency Services			
EDUCATION	<ul style="list-style-type: none">Education Centre (eg. language school)	<ul style="list-style-type: none">Education Centre (eg. language school)			<ul style="list-style-type: none">Primary EducationSecondary EducationIndependent Education Facilities	
RESIDENTIAL	<ul style="list-style-type: none">Shop-top apartmentsStudent accommodationHotels	<ul style="list-style-type: none">ApartmentsTerraces/townhousesAged CareStudent accommodationHotelsRetirement LivingHome-based businesses	<ul style="list-style-type: none">ApartmentsAged CareStudent accommodationHotelsRetirement Living	<ul style="list-style-type: none">ApartmentsTerraces/townhousesAged CareRetirement LivingHome-based businesses		

Table 1. Preferred Land Uses by Character Precinct

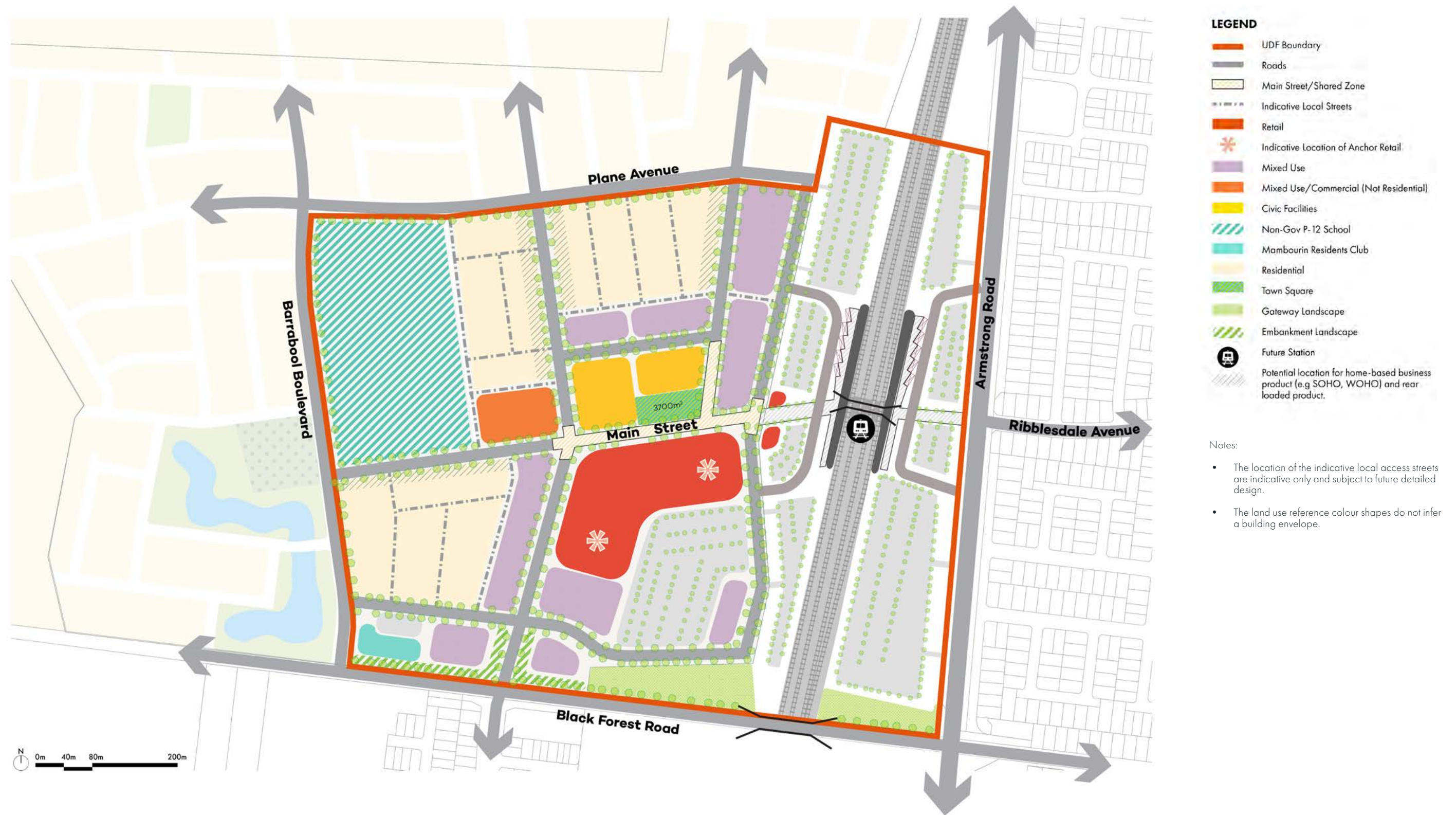


Figure 7. Land Use + Activities

3.2.1 LAND USE - OBJECTIVES, REQUIREMENTS + GUIDELINES

PRECINCT	OBJECTIVE	REQUIREMENTS	GUIDELINES
Whole UDF Area	<p>O1. To provide a vibrant and viable mix of retail, commercial, office, residential, education and community facilities.</p> <p><i>(Source: Adapted from BFRN PSP Appendix B – Principle 4)</i></p>	<p>R1. The location of land uses must be generally in accordance with Figure 7.</p> <p>R2. A range of retail, commercial, office, residential, education and community uses must be provided within the town centre. These include supermarkets, specialty retail, mini majors, large format and display based retail; and cafes, restaurants, bars, taverns, hotels, performance venues and entertainment facilities.</p>	<p>G1. Uses which facilitate activation at different times should be encouraged in order to facilitate passive community surveillance and a safe environment.</p> <p>G2. Where relevant, mixed-use buildings should provide retail or commercial uses on the ground level with offices and/or residential on the floors above.</p> <p>G3. Within each character precinct outlined in Figure 6, specific land use should be generally consistent with that outlined in Table 1.</p>
Town Centre Core	<p>O2. To encourage active building frontages with flexible floor spaces and a pattern of smaller scale individual tenancies and land ownership patterns.</p> <p><i>(Source: Adapted from BFRN PSP Appendix B – Principle 4)</i></p>	<p>R3. Anchor retail land uses must be sleaved by finer grained tenancies that create an active frontage to the street, such as specialty retail, restaurants and entertainment uses.</p>	<p>G4. Cafes, restaurants and bars are encouraged on the ground floor of the community buildings bordering the Town Square.</p> <p>G5. Community facilities should be planned and designed to be flexible and have the capacity to meet the changing needs of the community and provide for a range of uses.</p>
Residential Precinct	<p>O3. To ensure a range of medium and higher density residential precincts provide a high level of amenity and functionality for residents.</p> <p><i>(Source: UDGFV Objective 1.4.2)</i></p>	<p>R4. Residential areas must provide medium to higher density housing (which may include Small Lot Housing Code) that is well connected to the Town Centre Core Precinct.</p>	<p>G6. Non-residential uses which complement the surrounding residential area (e.g. child care) are encouraged in the lower levels of buildings to facilitate activation.</p> <p>G7. Home based employment uses (e.g. SOHO's and WOHO's) are encouraged along boulevard frontages as identified in Figure 7.</p>

3.3 Movement & Access

The BFRNTC provides a functional road network that facilitates efficient movement within the Town Centre and strong connectivity to surrounding residential areas. The road network prioritises active transport modes such as walking, cycling and public transport, creating a healthy and vibrant Town Centre that reduces reliance on car vehicle use.

3.3.1 VEHICLES, CAR PARKING + LOADING

Vehicles

Roads and streets within the BFRNTC will have varying levels of vehicle priority that provide access and different interactions with pedestrians and cyclists (refer to **Figure 8**).

Vehicle access to the Town Centre will be primarily from Black Forest Road from the south and Plane Avenue from the north. The north-south connector will provide a convenient route for vehicles entering the centre, with the connector loop road traveling around the edge of the Town Centre Core, encouraging vehicles and buses to travel around the centre rather than through it. This ensures the streets within the Town Centre Core are highly pedestrianised, slow-speed and free from heavy-vehicle movement.

In particular, the Main Street will be designed as a ‘shared zone’ where vehicles, cyclists and pedestrians share the road pavement. This will slow traffic and reduce the appeal of vehicles using the Main Street as a thoroughfare, whilst increasing pedestrian and cyclist connectivity, creating a vibrant street life.

Car Parking

Figure 8 shows the indicative locations for car parking areas and access points, located away from key pedestrian routes and public realm areas. This reduces the chance of conflict between vehicles and pedestrians, whilst providing convenient access to key destinations. For example, the major car park to the retail site is located in the south-eastern corner with access off the connector loop road. This provides a convenient location for the retail whilst being away from the Main Street and civic heart. Other car park areas will generally be located off key streets and major view lines.

The standard approach to car parking incorporates the ‘predict and provide’ approach, which sets out minimum car parking requirements for each site or use. It is anticipated that a more sustainable and resilient model of parking will be incorporated for the BFRNTC, which sees a sharing of car parks between nearby uses. Consideration must be given in the planning and development of individual sites, to minimise the provision and impact of car parking wherever possible and co-locate shared parking areas for the wider benefit of the users of the Town Centre. The provision of electric charging car points throughout the town centre, in both public and private car parks, will be encouraged.

Acceptable parking strategies include:

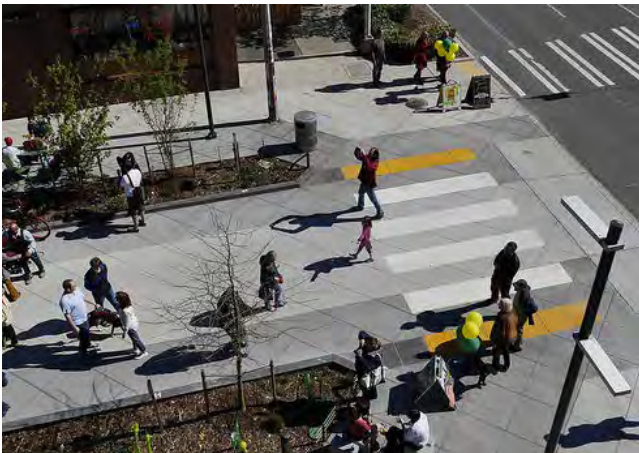
- Full basement parking below ground.
- Sleeved parking in multi-storey car parks to minimise views from the street.
- At-grade parking with high-quality landscape buffers from the street.

Loading

Loading areas will also be located away from key streets and public realm areas. The major loading areas within the BFRNTC will be associated with the retail centre. **Figure 8** shows the indicative locations for these service areas, away from the Main Street and towards adjoining large car parking areas with easy access from the surrounding connector loop road.



Vehicle movement will be balanced with good pedestrian accessibility



Shared zones will slow cars and create a pedestrian friendly environment

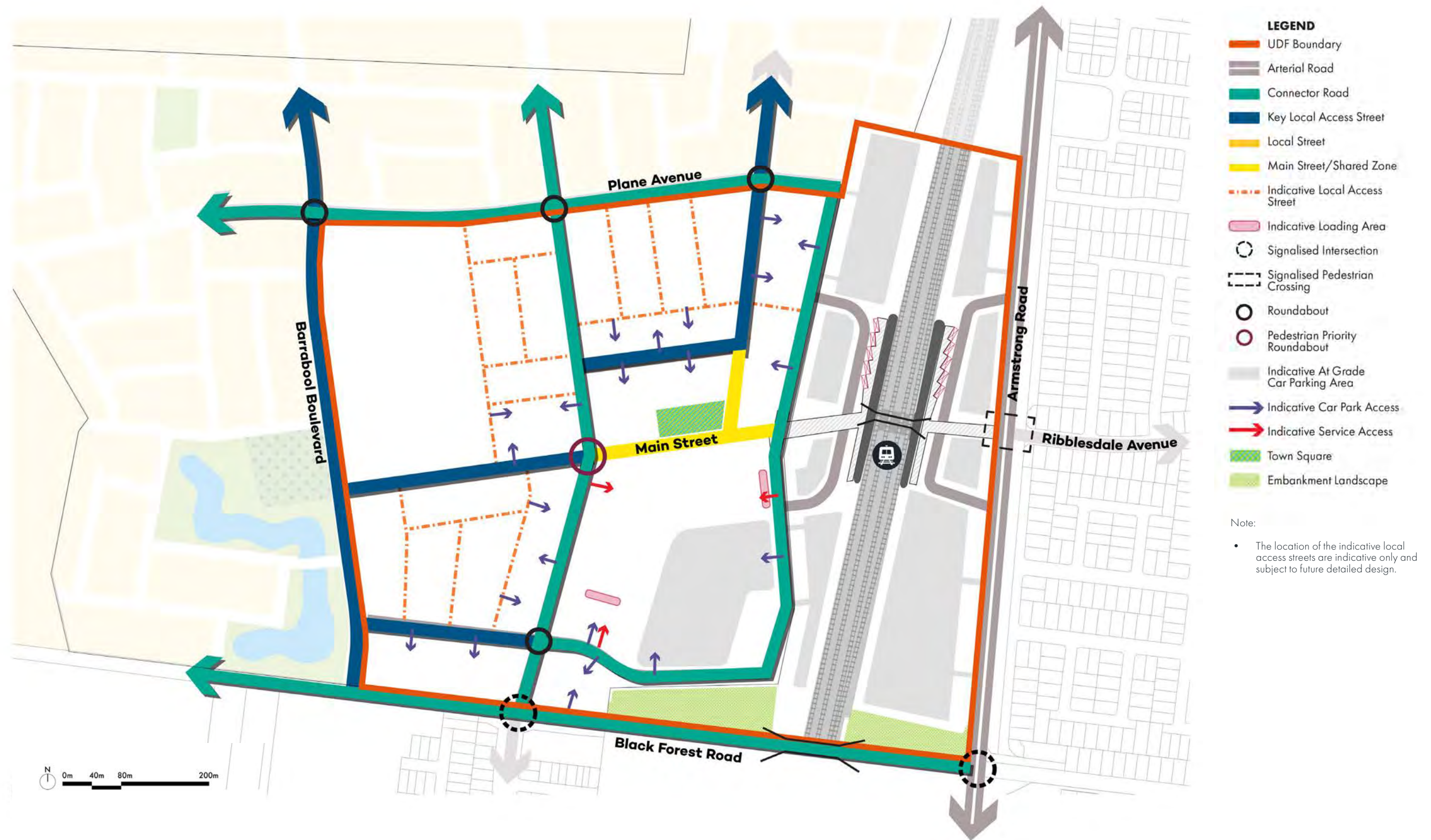


Figure 8. Vehicles, Car Parking + Loading

3.3.2 PUBLIC TRANSPORT

Public transport is a critical piece of infrastructure for the success of a Town Centre. The BFRNTC is serviced by the existing Regional Rail Link which runs along the eastern edge of the centre, with a future railway station and bus interchange expected in the near future. This station will see the Town Centre develop into a Transit Orientated Development which promotes public transport use for a range of trips and reduces the reliance on the car.

Buses will also service the Town Centre along Black Forest Road and along the connector roads, providing connections from the surrounding residential areas to the Town Centre and future station. **Figure 9** shows the potential bus routes within the BFRNTC. Buses will travel along the north-south connector road and around the connector loop road, providing convenient access to the Town Centre Core but allowing the Main Street to be free of large vehicles.

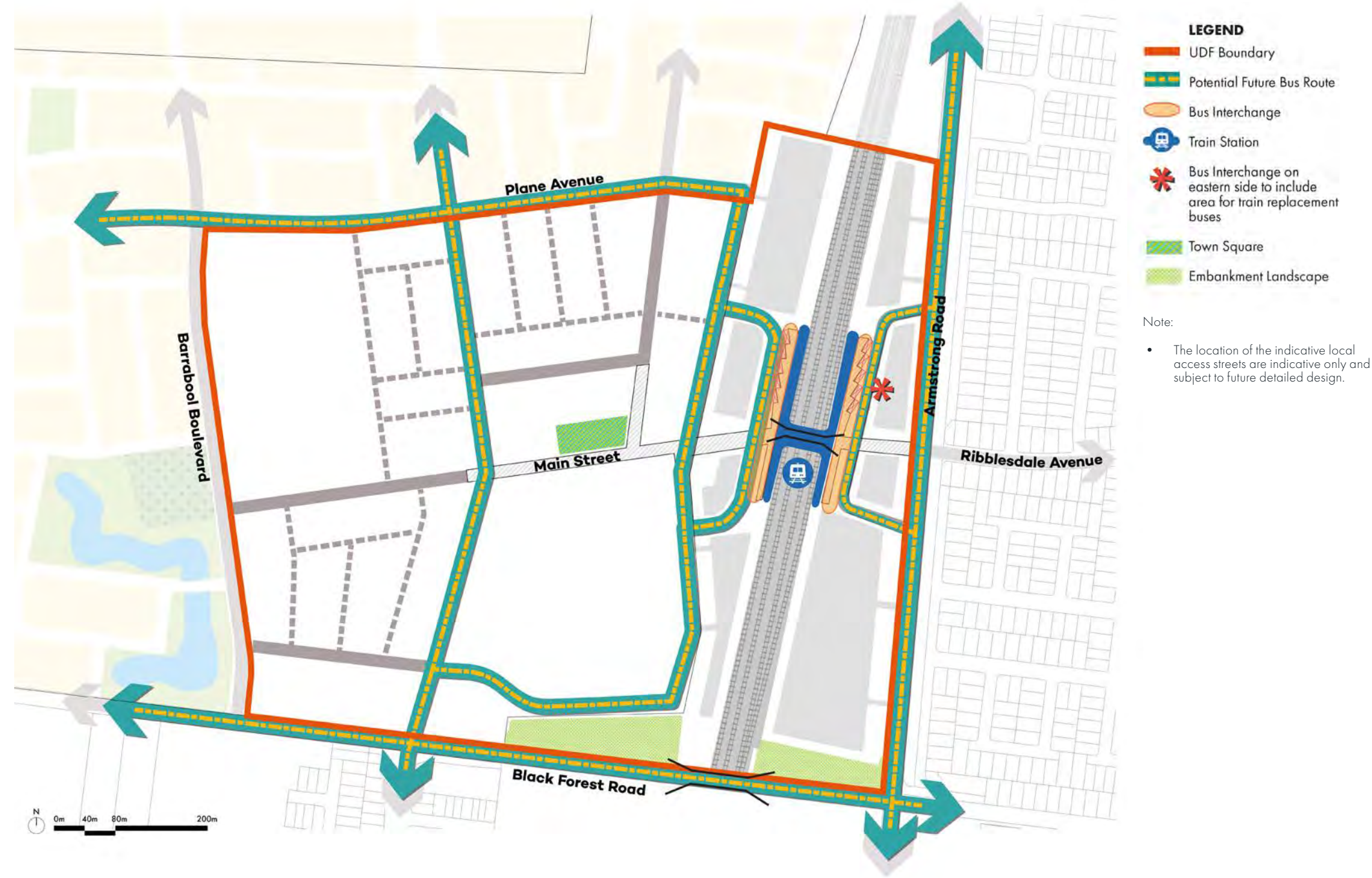


Figure 9. Public Transport

3.3.3 PEDESTRIAN + CYCLE

The movement of pedestrians and cyclists is critical to ensure the creation of vibrant, safe and healthy Town Centres. The BFRNTC provides a permeable network of pedestrian and cycle-friendly streets which connect with the surrounding residential areas and the future station, encouraging active transport modes. In particular, the east-west Town Axis links the residential areas and Mambourin District Park in the west to the school, Town Centre Core and future station. Once the station is constructed and a pedestrian connection is provided across the railway, this will then allow the established residential area to the east to be connected to the Town Centre.

The Town Centre provides a number of pedestrian connections that aid mid-block desire lines at a finer grain than the street network. These connections will take a number of different forms as the Town Centre evolves, from open air pedestrian laneways to civic shared-zones and retail mall spaces. Within the street network are a series of pedestrian routes which provide connections to the heart of the centre, encouraging local trips to be taken on foot.

To encourage cycling as a transport mode to and within the Town Centre, cycle paths are provided off-road along key streets, improving pedestrian safety. A Strategic Cycling Corridor (SCC) route is located along the western side of the RRL corridor, which provides cyclists with an uninterrupted pathway, promoting cycling to and from the BFRNTC. Bicycle parking and end of trip facilities will be provided at key destinations to support both commuter and recreational cycling.

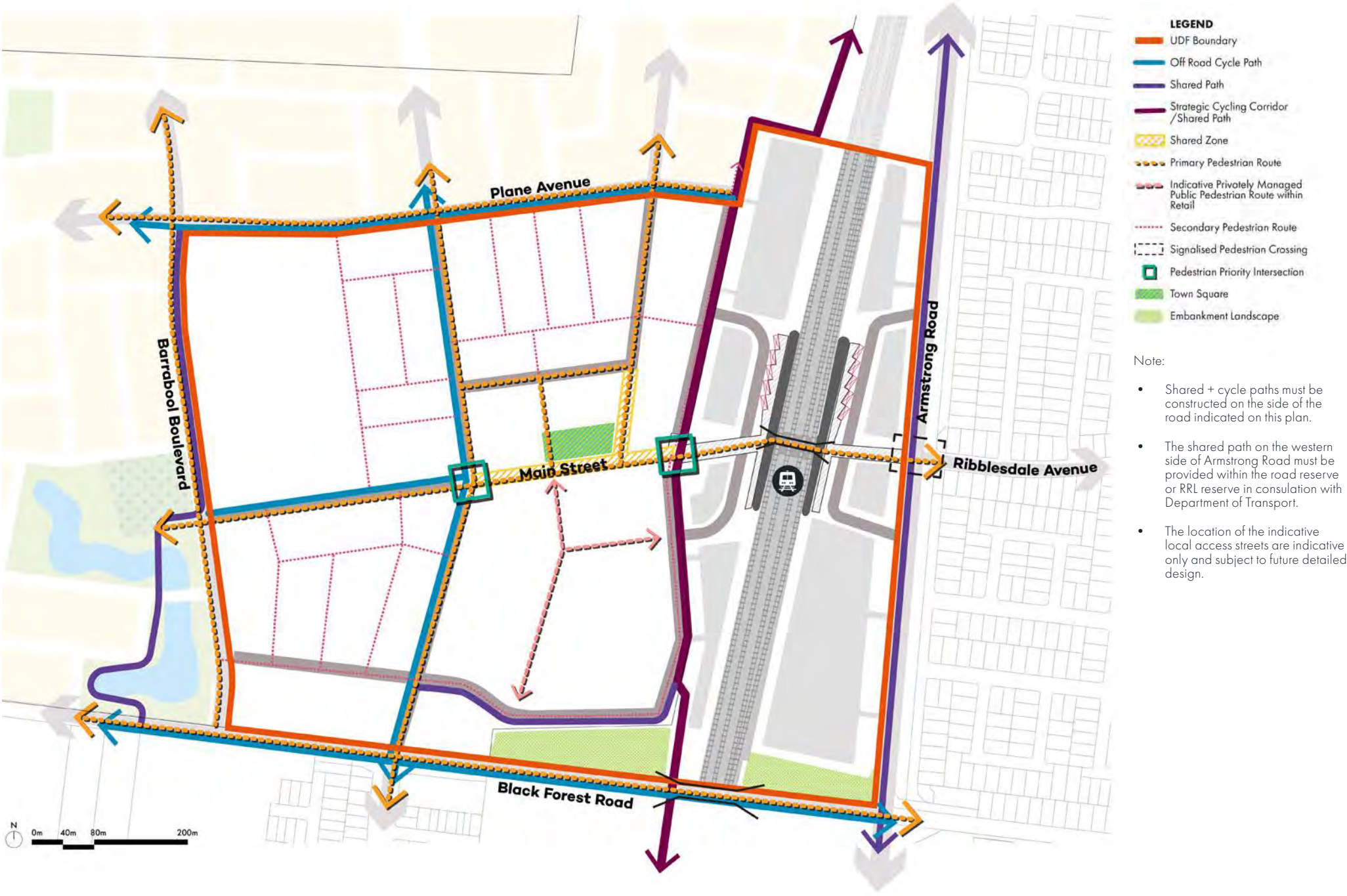


Figure 10. Pedestrian + Cycle

3.3.4 STREET CROSS-SECTIONS

Figure 11 shows the location of the various street cross sections within the BFRNTC.

Refer to **Appendix A** for the corresponding detailed cross sections.

Note that the proposed sections may be modified (subject to Council consent) as long as the design intent and the role the street plays in the hierarchy of the centre is not reduced.

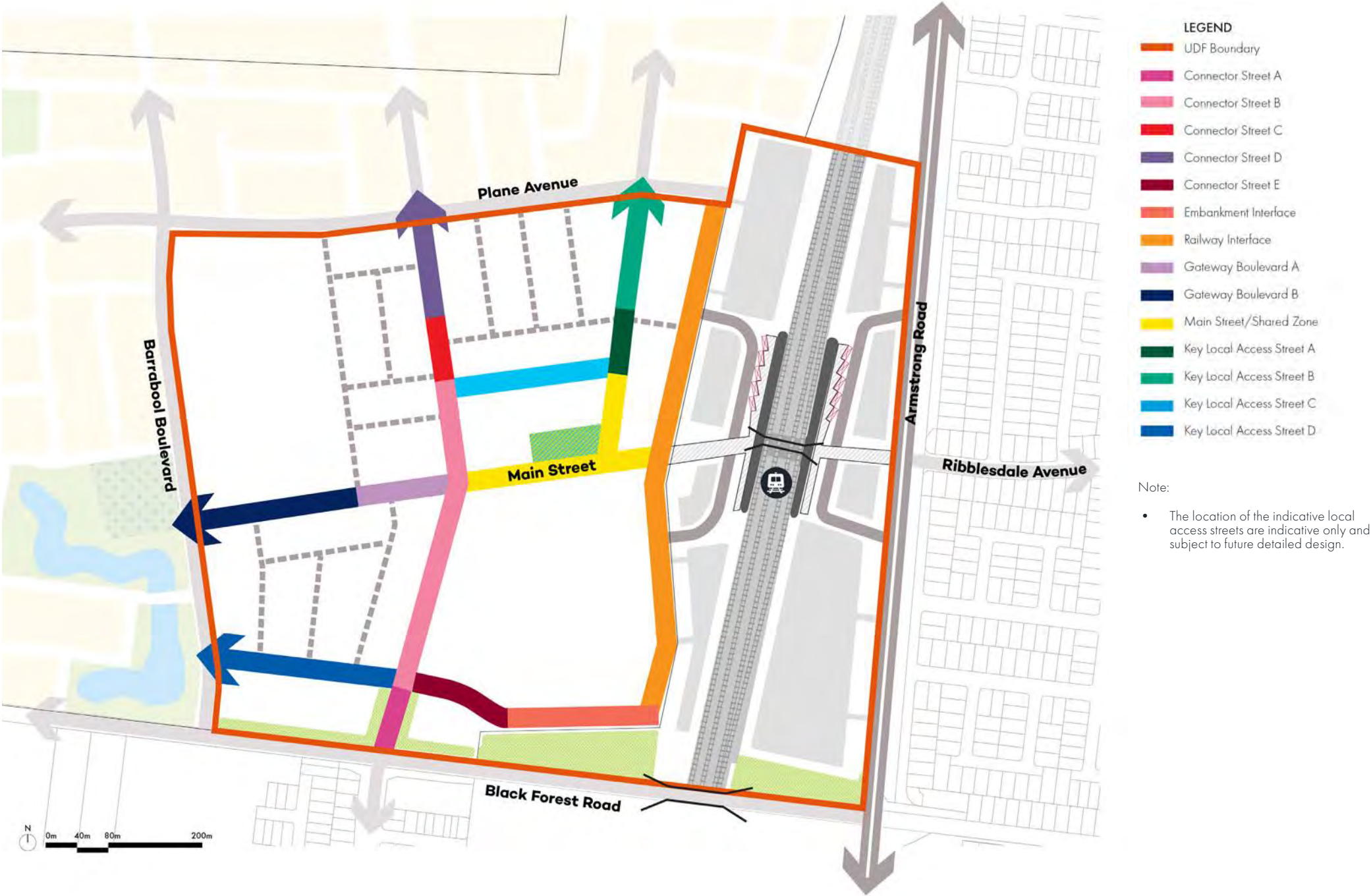


Figure 11. Street Cross-Sections

3.3.5 ACCESS + MOVEMENT - OBJECTIVES, REQUIREMENTS + GUIDELINES

PRECINCT	OBJECTIVE	REQUIREMENTS	GUIDELINES
Whole UDF Area	<p>O4. To create a Town Centre which is pedestrian friendly and accessible by all modes including public transport, while enabling private vehicle access. (Source: Adapted from BFRN PSP Appendix B – Principle 8).</p>	<p>R5. The main road network must be designed generally in accordance with Figure 8 and relevant cross sections in Appendix A. The location of the roads designated as ‘Indicative Local Access Street’ are indicative only and subject to future detailed design.</p> <p>R6. 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 carpark from the street.</p> <p>R7. The walking and cycling network must be designed generally in accordance with Figure 10.</p> <p>R8. A public pedestrian laneway must be provided through the civic site and mixed-use site to the north of the civic site, and a publicly accessible pedestrian thoroughfare be provided through the retail site to the south of the main street, as per the alignment shown in Figure 10. The public pedestrian laneway/pedestrian thoroughfare must be 6m in width unless otherwise agreed by the Responsible Authority.</p> <p>R9. Safe, accessible and convenient pedestrian and cycle crossing points must be provided at all intersections, key destinations, on key pedestrian routes and locations of high amenity.</p> <p>R10. Pedestrians must be prioritised at key intersections as shown in Figure 10, (e.g. through the use of raised zebra crossings, wombat crossings or scramble crossings).</p> <p>R11. Off-road bicycle paths and bicycle priority at intersections must be clearly demarcated with strong and consistent visual and physical clues and supportive directional and associated road signage.</p> <p>R12. Bicycle parking facilities must be provided at key destination points throughout the Town Centre and be located in areas of weather protection, passive surveillance and lighting.</p>	<p>G8. Vehicle access points should be located generally in accordance with Figure 8, subject to detailed design. Car parking areas should be located to the rear or side of buildings, away from the street and public realm, and the access points should not disrupt the continuity of the public realm.</p> <p>G9. Parking efficiency should be achieved by sharing carparks to reduce the overall number of car parking spaces. Liaison between land owners, developers and operators is encouraged in this regard.</p> <p>G10. Canopy trees should be incorporated into every 4th parking space in at-grade car parking areas. Sub-surface space and structure for root growth should be incorporated into car park designs.</p> <p>G11. High-quality tree canopy coverage should be provided along the shared paths, cycle paths and primary pedestrian routes. Sub-surface space and structure for root growth should be incorporated into street designs.</p> <p>G12. Loading and delivery areas should be located away from the primary frontage of buildings and internalised wherever possible. Where internalised service areas cannot be provided, they are to be screened from public view through landscaping or articulated built form.</p> <p>G13. Appropriate car park signage should be encouraged, including smart parking technology (e.g. dynamic signage, apps etc.)</p> <p>G14. End of trip bicycle facilities should be provided above the minimum requirement outline in Clause 52.34 of the Wyndham Planning Scheme.</p> <p>G15. Electric charging locations and storage for other transport modes (e.g. electric bicycles, scooters and wheelchairs) be considered at key public realm nodes and destinations (e.g. Train Station, Town Square and Main Street).</p> <p>G16. Traffic calming interventions should be utilised along the north/south boulevard.</p> <p>G17. Rear loaded access to buildings fronting the north/south boulevard is encouraged.</p>
Town Centre Core	<p>O5. To ensure pedestrian priority streets maximise the convenience and safety of walking and cycling modes. (Source: UDGfV Objective 2.2.1)</p>	<p>R13. Access to off-street car parking areas must not be located along the Main Street.</p> <p>R14. The Main Street must be designed as a pedestrian prioritised environment.</p>	N/A
Railway Station	<p>O6. To ensure convenient pedestrian and bicycle access to railway stations and public transport interchanges. (Source: UDGfV Objective 4.1.1)</p> <p>O7. To ensure safety and amenity around railway stations and public transport interchanges. (Source: UDGfV Objective 4.1.1)</p> <p>O8. To ensure comfortable and serviceable railway stations and public transport interchanges. (Source: UDGfV Objective 4.1.3)</p>	<p>R15. The future train station/bus interchange must:</p> <ul style="list-style-type: none"> Be designed so that the station and forecourt are visible from the Main Street. Provide safe shared path connections to the surrounding shared path network. Include a pedestrian connection across the railway to connect with the established residential community to the east. Include high-quality tree canopy coverage in the public realm and car parking areas to reduce the urban heat island effect. 	<p>G18. High quality landscaping should be a feature of the Railway Station Precinct, including opportunities for public art within and surrounding the precinct.</p> <p>G19. Way-finding signage should be provided at logical and visible points along approach paths to and within the Railway Station Precinct.</p>

3.4 Public Realm

3.4.1 PUBLIC REALM CHARACTER + IDENTITY

The BFRNTC will deliver a vibrant and welcoming public realm, comprised of leafy, pedestrian/cycle friendly streetscapes and unique, high-quality public spaces. The public realm will create a strong identity for the Town Centre, in particular the Main Street and Town Square which will feature public art and placemaking elements, becoming the destination meeting place and social hub for the community. View lines along the east-west town axis provide a vista of the You Yangs, serving as a landscape backdrop to the centre and creating a strong sense of place.

Overall, the public realm will present a strong urban character with high-quality landscaping to create a lush and green Town Centre. The inclusion of ‘green’ wherever possible is a key principle for the Town Centre, in order to reduce the Urban Heat Island Effect. This will create a more sustainable, resilient and naturally cooler urban environment.

Gateway landscaping along Black Forest Road and the north-south connector entry will establish the public realm character of the Town Centre with a strong sense of ‘green’ upon arrival. Boulevard streets provide connections into the heart of the centre with large feature trees and high canopy coverage, creating a strong boulevard character for these key pedestrian routes.

Streetscapes within the Town Centre will be comfortable, safe, inviting and easy places for people to walk, gather, linger and socialise. They will feature wide footpaths with shade, shelter, street furniture, lighting, seating, waste bins, services and signage incorporated in an integrated way, ensuring footpaths are uncluttered and pedestrian friendly.



Examples of pedestrian friendly streets



Example of trees creating a boulevard effect with high-canopy coverage



Public realm with an urban character incorporating areas of green

3.4.2 HIGH LEVEL LANDSCAPE CONCEPT

MAIN STREET/SHARED ZONE

- Pedestrian priority
- 'Green' urban character
- Potential WSUD opportunities
- Formal/informal seating
- Potential public art opportunities



BOULEVARDS

- Large canopy trees
- Boulevard character
- Potential WSUD opportunities



GATEWAY LANDSCAPE

- 'Green' vegetated character
- Visual softening of buildings
- Potential public art opportunities



LOCAL STREETS

- Leafy streetscapes
- Shade trees



SHADY CAR PARKS

- Shade trees
- Potential WSUD opportunities



EAST-WEST AXIS

- Urban character
- Feature canopy trees
- Potential WSUD opportunities



TOWN SQUARE

- 'Green' urban character
- Mixture of hardscape + softscape
- Grassed areas, vegetation + tree canopy coverage
- Plenty of formal/informal seating
- Large congregation areas
- Potential public art



LANDSCAPE BUFFER

- 'Green' vegetated character
- Large canopy trees
- Screening of embankment + car park areas



STATION FORECOURT

- Urban character
- Formal/informal seating areas
- Potential public art opportunities

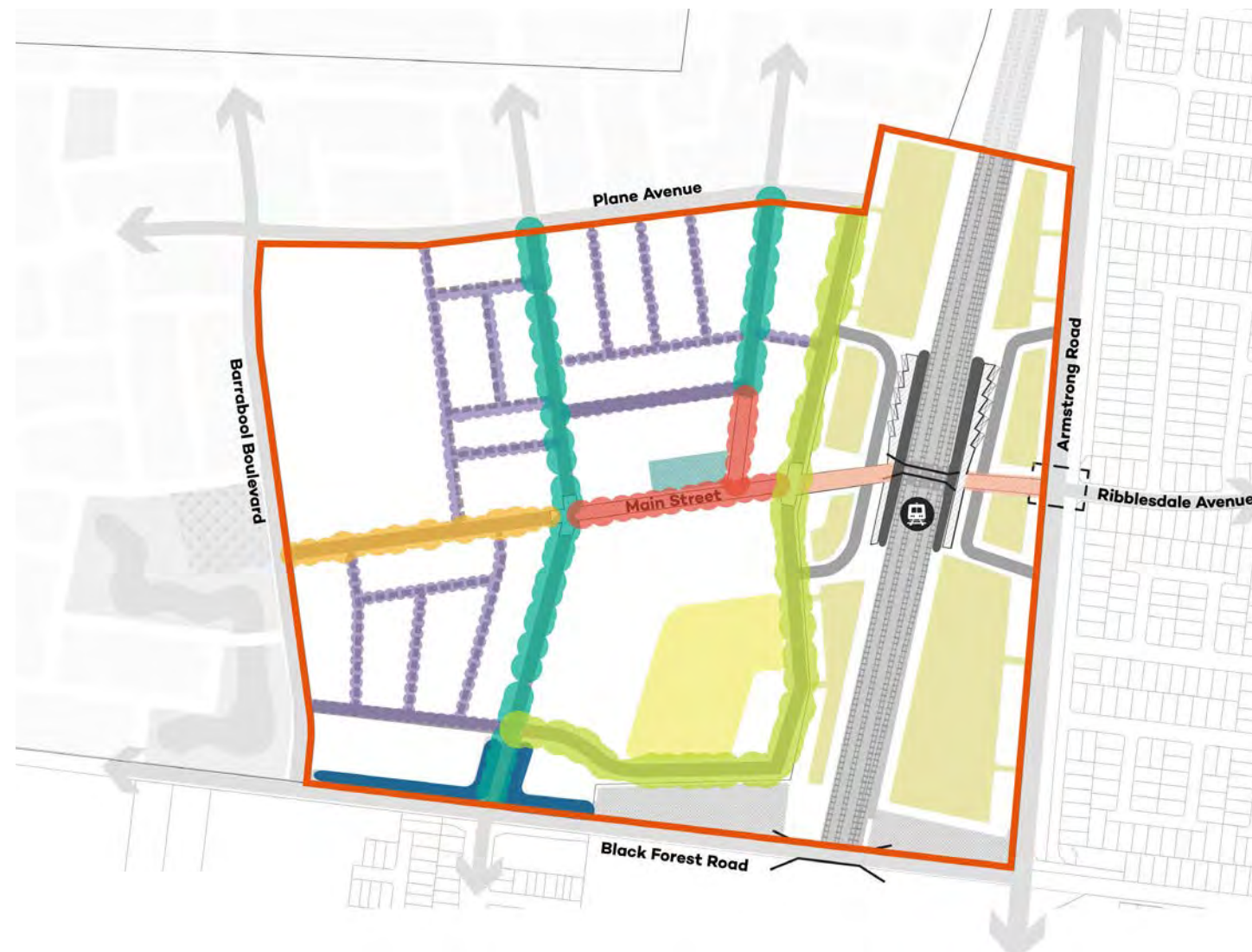


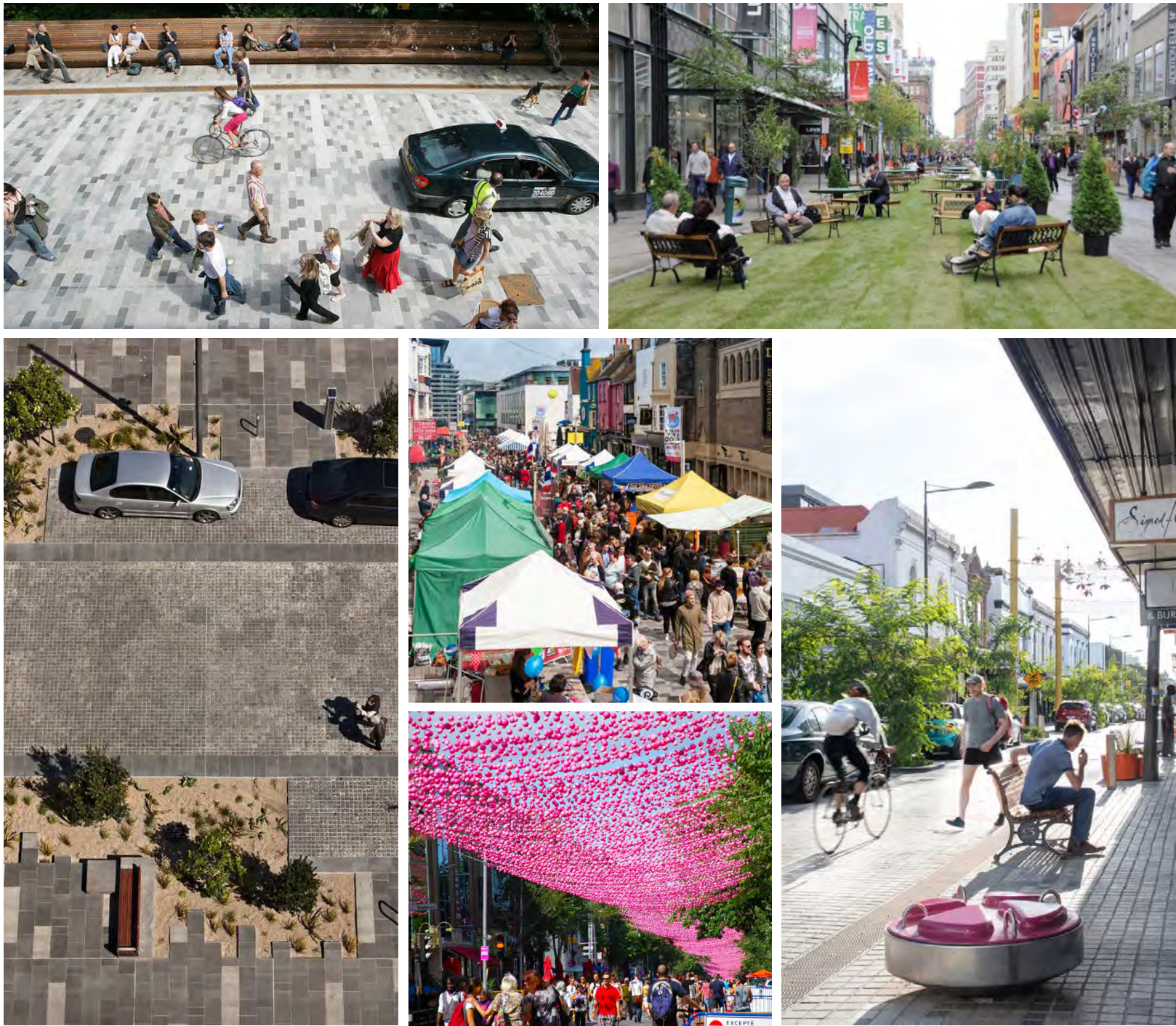
Figure 12. High-Level Landscape Concept

3.4.3 MAIN STREET

The Main Street is the principal spine of activity, pedestrian movement and centre of public life within the BFRNTC. Located at the heart of the centre, the Main Street is aligned to pick up views of the You Yangs, extending from the station to the north-south connector road, providing strong connections between the station, Town Centre Core, School and Mambourin District Park. The Main Street will be an engaging, vibrant, high-quality urban streetscape with a strong pedestrian focus.

Key design measures to achieve this vision include:

- A ‘shared zone’ that allows cars to travel in a shared, slow-speed environment with cyclists and pedestrians.
- High pedestrian comfort with shelter along footpaths and plenty of seating.
- Built form and canopies creating a comfortable human scale and sense of enclosure whilst allowing sunlight to flood onto the footpath.
- Inclusion of nature and biodiversity to create a green and leafy streetscape, providing tree canopy coverage, shade and cooling.
- A fine-grained mix of retailers along the southern side of the street with buzzing outdoor dining areas.
- High-quality architecture that is rich and detailed, with plenty of glazing and articulation.
- Public art to create interest and form a strong sense of place.



Main Street Precedent Images



Figure 13. Public Realm

3.4.4 TOWN SQUARE

Located at the heart of the BFRNTC along the Main Street, the Town Square is the 'civic heart' where people come to meet, gather and engage. It is situated in front of the proposed library, performing arts centre and opposite the retail core, playing an important role as the civic forecourt and lively meeting place for the community.

Designed as a welcoming and inclusive public space, the square will be accessible to a variety of users both day and night. Its size allows for a variety of different zones including areas of both hardscape and softscape, providing a green and park-like environment for respite and relaxation as well as an urban square for civic gathering and community events. It will host a range of programmed events and pop-ups across different seasons such as outdoor cinemas, markets, art installations, yoga and ice skating rinks, which will create a vibrant and dynamic community-owned public place.

Key principles for the Town Square include:

- Flexibility, allowing a range of activities to occur throughout the year.
- Diversity, to appeal to various user groups.
- A sense of enclosure and human scale which will be achieved through strong built form edges and avenue trees.
- Activated edges, through high-quality articulated built form, windows and entrances facing the square and potential outdoor dining opportunities.
- High pedestrian comfort, shelter and amenities including plenty of formal and informal seating.
- Easily accessible by foot with strong connectivity to the core retail on the southern side of the Main Street.
- High levels of greenery with grassed areas, vegetation and tree canopy coverage.
- Public art to create interest and a strong sense of place.



Town Square Precedent Images

3.4.5 PUBLIC REALM - OBJECTIVES, REQUIREMENTS + GUIDELINES

PRECINCT	OBJECTIVE	REQUIREMENTS	GUIDELINES
Whole UDF Area	<p>O9. To provide high amenity streetscapes with significant planting as settings for medium and high density residential, commercial and office developments.</p> <p><i>(Source: Adapted from BFRN PSP R11 Objective)</i></p>	<p>R16. The lodgement of the first permit application for subdivision or development must be accompanied by a streetscape landscape masterplan (at a scale of 1:1000 or 1:500) that has been prepared in collaboration with Council.</p> <p>The streetscape masterplan must include scaled drawings with dimensions, and demonstrate how it will:</p> <ul style="list-style-type: none">• Implement and achieve the vision, objectives, requirements and guidelines outlined in this UDF and the Black Forest North PSP, as relevant.• Implement and achieve the specific vision and key principles/ design measures of each landscape precinct outlined in section 3.4 Public Realm of the UDF.• Aim for Council’s targets for Urban Canopy Cover as outlined in Wyndham City - City Forest & Habitat Strategy 2017-2040.• Achieve a resilient street tree population suited to Wyndham’s environmental conditions.• Harvest rainwater for passive irrigation of trees and implement other appropriate WSUD initiatives. <p>The Responsible Authority may approve an application for subdivision or development prior to the submission of a streetscape masterplan provided it is satisfied it will not prejudice the future use and development of the land in achieving the objectives of the UDF.</p>	<p>G20. Opportunities for public art and street art should be considered and are encouraged within the public realm.</p> <p>G21. Streetscapes must have consistent paving and streetscape furniture throughout the UDF Area.</p>

PRECINCT	OBJECTIVE	REQUIREMENTS	GUIDELINES
Town Centre Core	<p>O10. To provide high amenity, functional and vibrant public spaces with significant planting. <i>(Source: Adapted from BFRN PSP R11 Objective).</i></p> <p>O11. To create a strong central meeting space for the community. <i>(Source: BFRN PSP R11 Objective)</i></p>	<p>R17. The Main Street pavement must be flush, kerb-free and constructed from high-quality materials so that trafficable areas blend visually with pedestrian areas.</p> <p>R18. A specific detailed landscape masterplan for the Town Square must be prepared in collaboration with Council and approved by the Responsible Authority prior to the approval of Functional Layout Plan for the part of the Main Street adjacent to the Town Square in Town Centre Core. The Town Square landscape master plan must address how, as appropriate, the design of the Town Square will:</p> <ul style="list-style-type: none"> • Achieve and implement the vision, objectives, requirements and guidelines outlined in this UDF and the Black Forest North PSP, as relevant. • Integrate with the design of the Civic Site 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 Town Square. This includes the capacity for civic uses and activity to at times be supported in “spilling out of” the civic buildings into the square, and to borrow, complement or act as a forecourt to spaces and uses within the civic facilities at 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 with the retail on the southern side of the Main Street. • Include ample opportunities for seating, both formal and informal, located adjacent to key pedestrian routes, gathering spaces and the square’s edges. • Provide distinct edge treatments to the southern and eastern edges of the square to create a sense of enclosure whilst allowing visibility into the square from the surrounding streets. • Generally be constructed from materials which complement the surrounding built form design. • Feature a memorable landmark and focal point, drawing people into the square. • Have feature lighting elements to encourage people to use the space at night and enhance safety. • Integrate public art and elements that facilitate children’s play. • Mitigate against the urban heat island effect such as by including grassed areas, vegetation and tree canopy coverage. Hardscape areas should be constructed from materials of lighter colour that absorb less heat. • The ongoing use of potable water for landscape irrigation is to be minimised. A strategy for stormwater harvesting and irrigation of green space/trees is to be outlined. 	N/A
Gateway Precinct	<p>O12. To support a strong sense of place and local character in public spaces. <i>(Source: UDGfV Objective 3.1.6)</i></p>	<p>R19. High-quality, feature landscaping must be provided in the ‘Gateway Landscaping’ area designated in Figure 13 in order to create a strong sense of arrival into the Town Centre.</p>	N/A

3.5 Built Form

Built form within the BFRNTC 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 scale, height and massing.
- Envisaged residential densities and typologies.
- Active frontages and interface conditions.
- Building setbacks.

3.5.1 BUILT FORM + MASSING

Building Heights + Scale

Built form and massing within the BFRNTC will contribute to a distinctly urban character, softened by integrated landscape elements enhancing the local sense of place. Buildings will be designed at a height and scale that creates a sense of enclosure without overwhelming the streetscape.

In order to achieve this, key boulevards and pedestrian routes will feature a preferred minimum 2 storey built form street edge (refer to **Figure 14**). Increased building heights are encouraged in strategic locations (up to 10 storeys), if it can be demonstrated that adequate sunlight penetration to the Main Street and Town Square is achieved, and ensuring a transition in building height to surrounding areas.

Building heights above 10 storeys may be permitted, subject to the consent of the Responsible Authority, where it can be demonstrated that the objectives of this UDF have been achieved.

Key Built Form Sites

Figure 14 identifies a number of key sites within the Town Centre which are located at prominent intersections, nodes or at the end of major viewlines. Built form on these key sites plays an important role in wayfinding and, given their high visibility, requires a unique and more considered design response.

The images below and adjacent illustrate potential outcomes envisaged for key built form sites with increased built form heights, high-quality architectural detailing and articulation.

Interim Built Form

It is recognised that the preferred heights and built form on some sites within the town centre may not be immediately viable. In the interest of achieving activated streets and a vibrant town centre, buildings which are lower than the preferred heights may be appropriate, subject to the consent of Council, until such time as the preferred height and built form become viable.



Examples of key built form: high-quality architecture with increased building heights, articulation and detailing

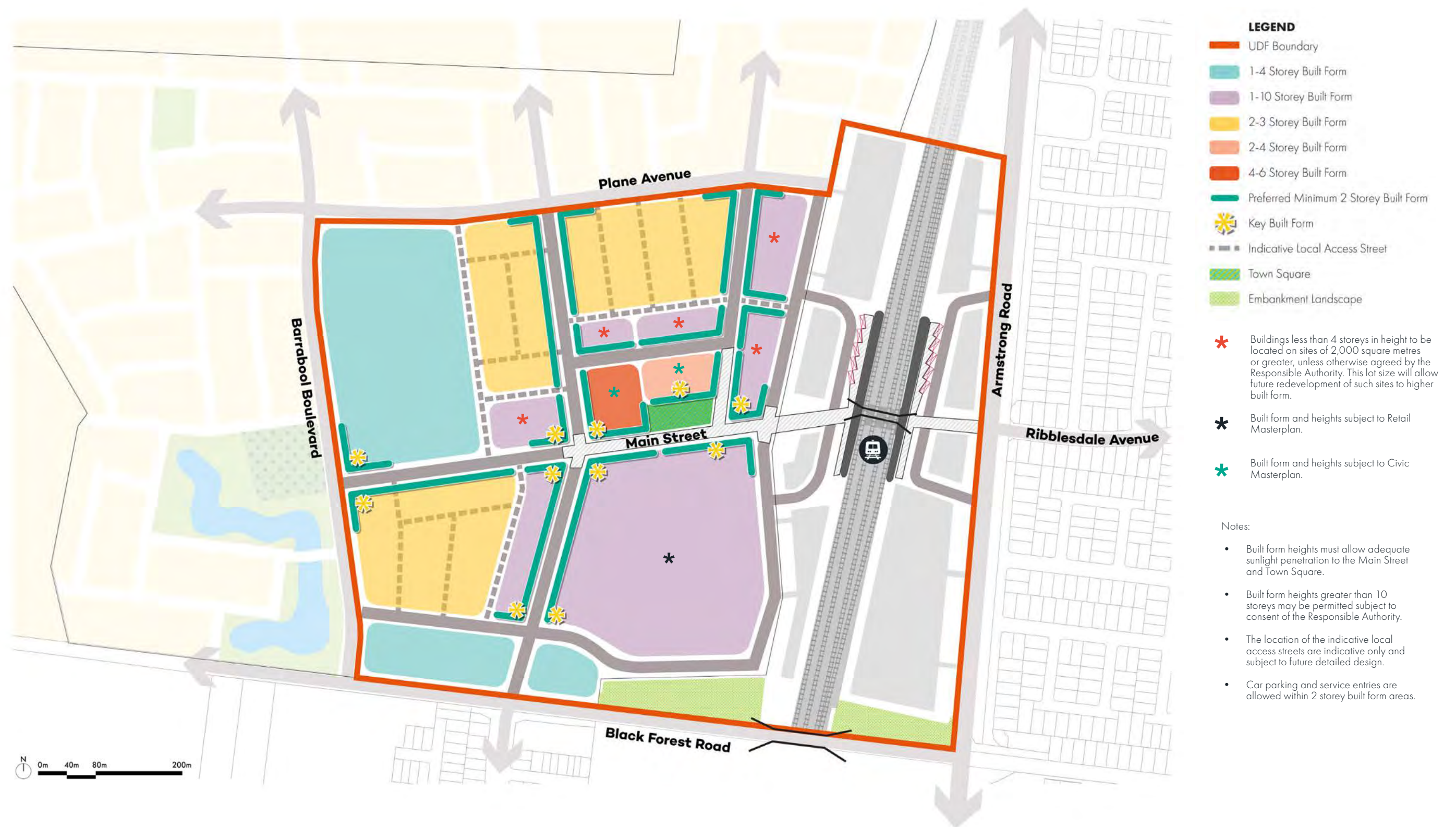


Figure 14. Built Form Heights + Key Built Form Locations

3.5.2 RESIDENTIAL DENSITIES + TYPOLOGIES

A range of compact housing typologies will be provided within the BFRNTC, allowing a diversity of people to live within walking distance to a variety of amenities within the Town Centre such as shops, services, open space and the future station.

Medium density housing will generally be located within the Residential Precinct, primarily in the form of terraces and detached housing with opportunities for SOHO's and low-scale apartments, integrating with the surrounding residential areas.

Potential higher density housing locations are within the Town Centre Core, opposite the station, and along the north-south connector. These areas are located closest to key amenity and therefore support higher density housing forms such as multi-storey apartments.



Example of low-scale apartments suitable within residential precinct



Examples of terrace and compact detached homes suitable within residential precinct



Example of medium scale apartments suitable in higher density locations



Example of shop-top apartments suitable in mixed-use areas

3.5.3 ACTIVE FRONTAGES + INTERFACES

Part of creating richness and vibrancy within the Town Centre is the ability to interact with and observe street life and surrounding activities. As such, building design must consider the interface between the internal functions and external surrounding public realm. Active frontages will be prioritised along the key pedestrian routes within the Town Centre and surrounding key areas of public realm such as the Main Street and Town Square.

Key interfaces within the BFRNTC are broken down into 3 levels of activation priority (refer to **Figure 15**):

- **Level 1: High-Priority Active Frontages** - This includes interfaces along the Main Street and surrounding the Town Square and is the highest level of priority.
- **Level 2: Active Frontages** - This includes interfaces within the Town Centre Core and Town Edge Precincts and is the second level of priority.
- **Level 3: Semi-Active Frontages** - This includes interfaces within the Gateway Precinct and is the third level of priority.

Each of these is described in detail in the following section.

Level 1: High-Priority Active Frontages

The Main Street and Town Square are the highly pedestrianised, civic heart of the Town Centre. The built form interfaces to these areas plays an important role in activating the public realm and creating a vibrant street life.

Typical interface conditions for buildings facing the Main Street and surrounding the Town Square include:

- A high level of visual permeability, particularly the ground floor, to provide the opportunity for visual connection between building occupants and pedestrians.
- High-quality architectural detailing that provides variation and interest in the building façade at street level.
- Fine-grained elements, such as articulated facades and regular openings/entrances.
- Opportunities for informal seating and outdoor dining.
- Building facades incorporating a mix of colours and materials to create visual interest.
- Avoiding the placement of building servicing components along these frontages.
- Avoiding proliferation of decals and other similar signage treatments along these frontages.

It is noted that the interface conditions for the civic buildings to the north of the Main Street and surrounding the Town Square may present slightly different interface conditions to those described above. For example, civic uses are generally coarser grain and may require slightly lower levels of visual permeability. The images adjacent show examples of high-quality civic buildings that would be appropriate in this location.

Level 1: High-Priority Active Frontages



Examples of high-priority active frontages with cafes spilling out onto street



Examples of civic buildings with high levels of glazing and articulation

Level 2: Active Frontages

Interfaces within the Town Centre Core and Town Edge will generally have active frontages to key streets and pedestrian routes. Conditions will be similar to those listed under ‘High Priority Active Frontages’ however flexibility will be given to allow a slightly lower level of visual permeability to provide for any areas of privacy such as consulting rooms/private suites etc.

Level 3: Semi-Active Frontages

Whilst the majority of buildings within the Town Centre will be required to have active frontages that engage with the public realm, there are some areas where semi-active building frontages are more appropriate, such as within the Gateway Precinct. Given the types of uses envisaged and the location adjacent to Black Forest Road and the overpass embankment, active frontages are not as desirable and would likely be difficult to deliver.

The interface with the overpass embankment is not likely to be an active area in the short-term, given the location of the retail car parking and back-of-house areas. However, as the Town Centre evolves, opportunities for buildings to be located opposite the embankment may arise. Semi-active frontages are considered a more appropriate response in these areas.

The images adjacent show the types of interface conditions envisaged for semi-active frontages. They feature lower levels of visual permeability and fine-grained elements, but still provide a high-quality architectural response through articulation and detailing.

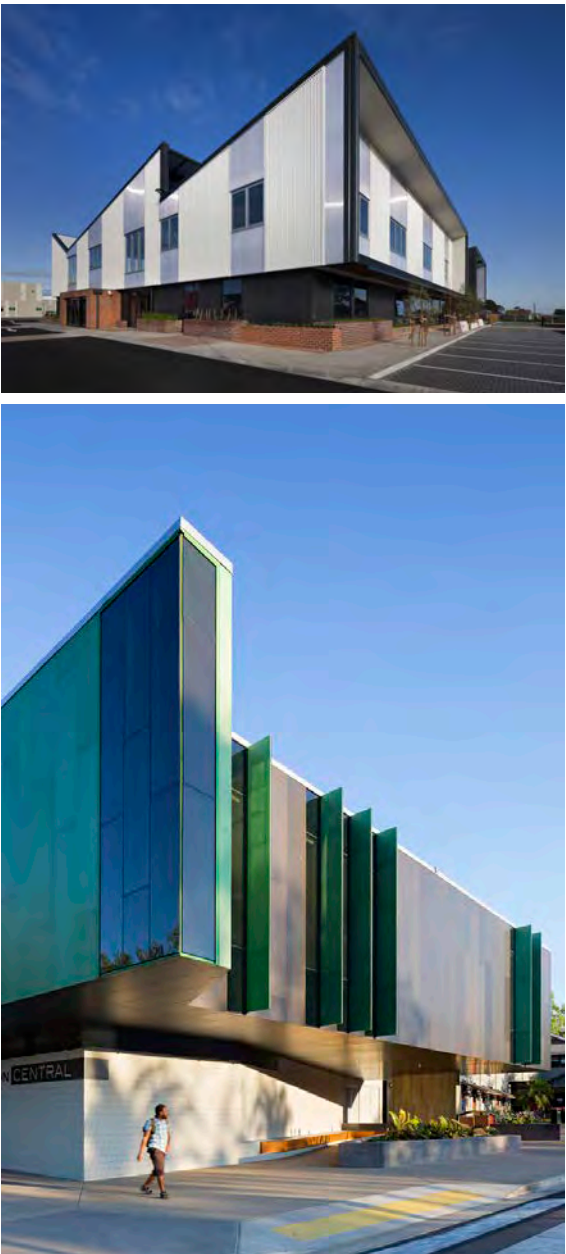
Level 2: Active Frontages



Examples of buildings with active frontages



Level 3: Semi-Active Frontages



Examples of buildings with semi-active frontages

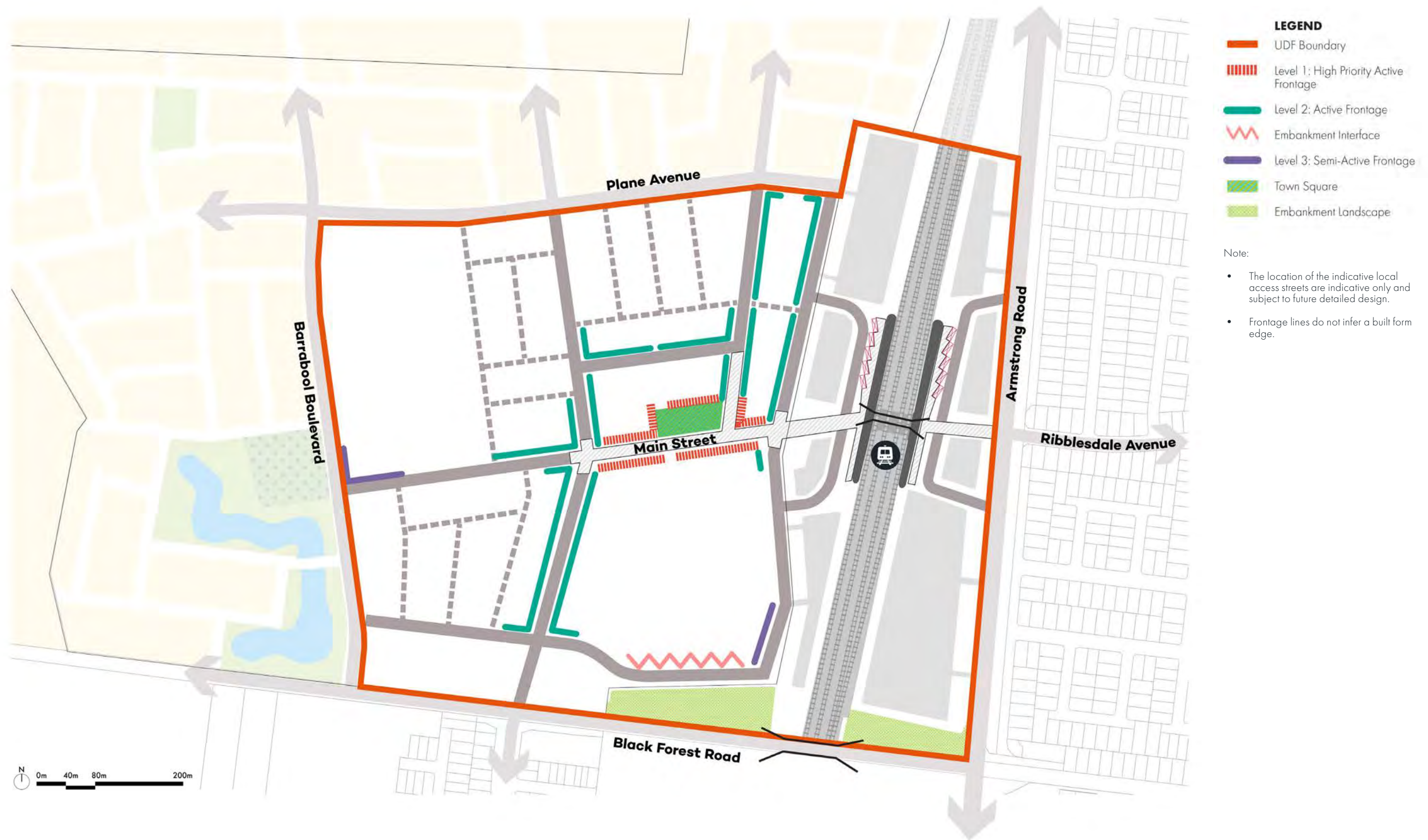


Figure 15. Active Frontages + Building Interfaces

3.5.4 SETBACKS

Building setbacks relate to the building elements that abut a property line and influence the rhythm and continuity in the streetscape. However, variations can create visual interest and provide space for entrances, outdoor dining areas, landscaping and canopy trees.

Figure 16 illustrates the typical building setback conditions along key streets and public realm areas within the BFRNTC:

- Zero setbacks will be encouraged for retail/commercial/ civic/education/mixed-use buildings along key streets and surrounding the Town Square, in order to create a strong built form edge. However, variation of ground floor setbacks is allowed, where appropriate, to provide visual interest, active streetscapes and other opportunities for activation. Any buildings greater than 5 storeys should have a minimum 5m setback (from above the fifth floor) to create visual separation and a transition in height.
- 1.5-3m front setbacks will be applied to the residential precincts, allowing room for front landscaping and a buffer from the street.
- A minimum 5m setback will be applied to the buildings within the Gateway Precinct along the north-south connector road and Barrabool Blvd entry, to provide a landscape buffer upon arrival to the Town Centre.
- A 10-15m setback will be applied to the buildings within the Gateway Precinct along Black Forest Road, to create a landscape buffer and strong sense of 'green' upon arrival to the Town Centre.

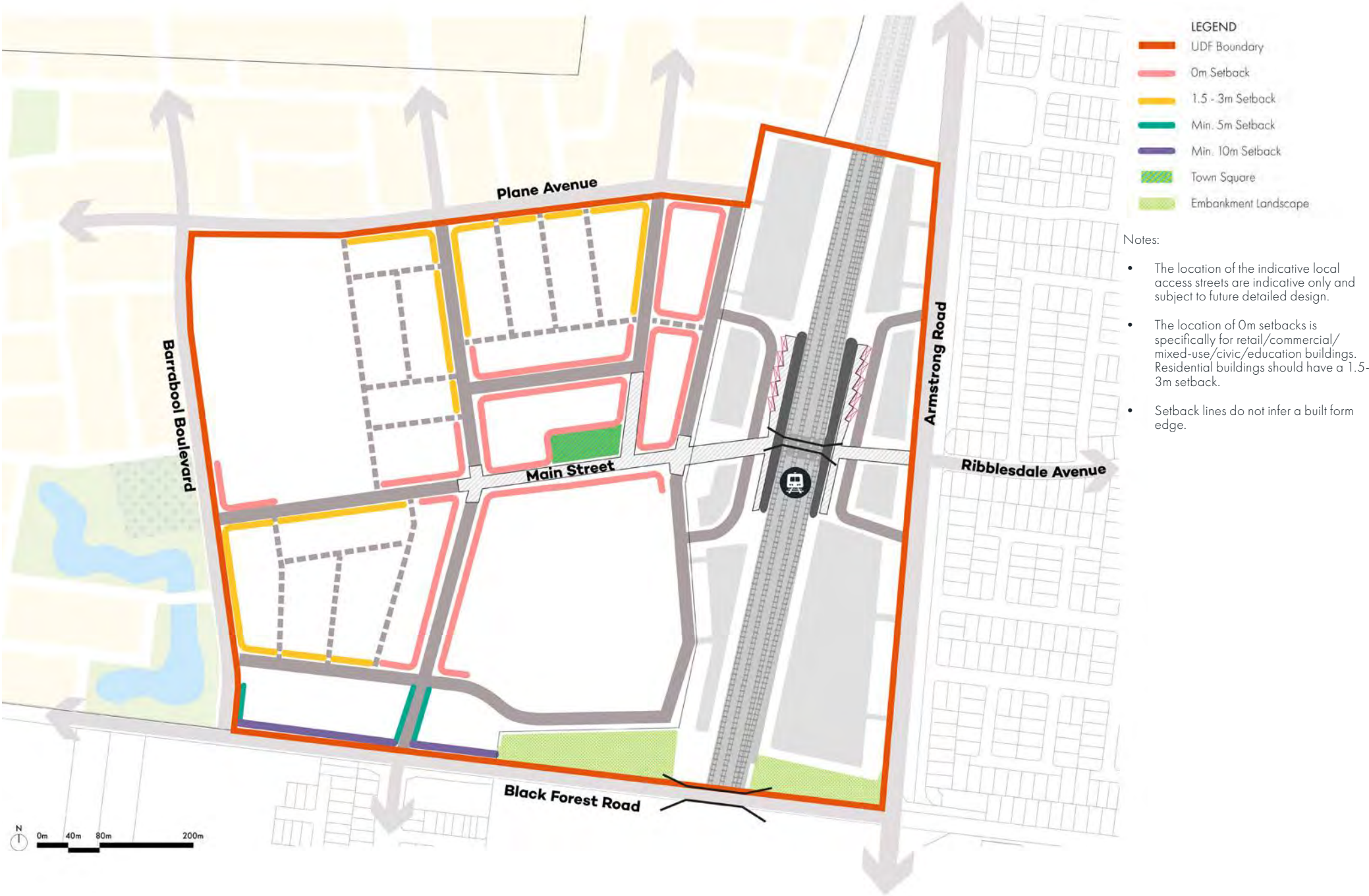


Figure 16. Building Setbacks

3.5.5 BUILT FORM - OBJECTIVES, REQUIREMENTS + GUIDELINES

PRECINCT	OBJECTIVE	REQUIREMENTS	GUIDELINES
Whole UDF Area	<p>O13. To create a sense of place with high quality engaging urban design.</p> <p><i>(Source: BFRN PSP Appendix B – Principle 9)</i></p>	<p>R20. Building heights must be generally in accordance with Figure 14.</p> <p>R21. Key built form sites identified in Figure 14 must be designed with unique built form elements to strengthen their importance (e.g. increased heights and contrasting colours/materials).</p> <p>R22. Development within high-priority, active and semi-active frontage areas as identified in Figure 15 must respond to the description for each set out at Section 3.5.3.</p> <p>R23. Buildings must be setback generally in accordance with Figure 16 and the description set out at Section 3.5.4.</p> <p>R24. In mixed use areas marked with a red asterisk in Figure 14, for development less than 4 storeys, the minimum lot size must be 2,000 square metres unless otherwise agreed by the Responsible Authority.</p> <p>R25. Unless agreed by the Responsible Authority, in mixed use areas marked with a red asterisk in Figure 14, no permit may be granted for subdivision of land into lots less than 2,000 square metres unless accompanied by a development application to the satisfaction of the Responsible Authority.</p>	<p>G22. Building walls may be setback from the street boundary for cafes, restaurants or bars to provide a covered, outdoor dining area overlooking the street. In this scenario the roof line should continue over the setback area.</p> <p>G23. Breaks in the built form of retail, commercial and mixed-use buildings should be minimised, except for the provision of pedestrian access to retail anchor stores and car parking areas.</p> <p>G24. Buildings should be designed with their primary frontage(s) presenting an active edge to the street and public realm and secondary frontage(s) providing activation and passive surveillance over car parking areas and/or rear laneways.</p> <p>G25. The extent and visibility of blank walls from the public realm, including car parking areas, should be minimised. Treatments could include setbacks, varying heights, materials, landscaping and lighting to achieve articulation.</p> <p>G26. Retail, commercial and mixed-use buildings should feature fine-grained elements, such as articulated facades, regular openings/entrances to the street and clear glazed windows. Building facades should also incorporate a mix of colours and/or materials to create visual interest.</p> <p>G27. Upper level tenancies should engage with activity in the public realm through the use of balconies, terraces and clear glazed windows.</p> <p>G28. Building services located on roof lines should be setback and screened so that they are not visible from the street.</p> <p>G29. Buildings fronting boulevards should be designed to address the street. Main entries and glazing is preferred to present to the street.</p> <p>G30. In areas designated for zero metre setbacks in Figure 16, any buildings greater than 5 storeys should have a minimum 5m setback (from above the fifth floor) to create visual separation and a transition in height.</p> <p>G31. Any future building should not unreasonably affect solar access to the Main Street and Town Square.</p> <p>G32. In mixed use areas marked with a red asterisk in Figure 14, development of 4 storeys and above is encouraged.</p>

PRECINCT	OBJECTIVE	REQUIREMENTS	GUIDELINES
Town Centre Core	<p>O14. To create a sense of place with high quality engaging urban design. <i>(Source: BFRN PSP Appendix B – Principle 9)</i></p> <p>O15. To ensure buildings provide equitable access to daylight and sunlight. <i>(Source: adapted from UDGFV Objective 5.1.3)</i></p>	<p>R26. Any application for a permit concerning subdivision, development or works of the Civic facilities (as shown in Figure 7), must be accompanied by a masterplan for the whole Civic Site including its integration with the Main Street and Town Square, that demonstrates how the proposed development achieves the vision, objectives, requirements and guidelines outlined in this UDF and the Black Forest North PSP. The Responsible Authority may accept an application for subdivision, development or works prior to the submission of a masterplan provided it is satisfied it will not prejudice the future use and development of the land in achieving the objectives of the UDF and PSP.</p> <p>In particular the Civic Site master plan must address, as appropriate:</p> <ul style="list-style-type: none"> • How building facades and proposed uses will respond to each of the site’s street interfaces. • How building facades and uses will interface with and activate the north-south laneway through the site. • How the buildings and uses of the Civic site will interface and integrate with the Main Street and Town Square, and provide entry from the Town Square frontage. • How a small open space could be provided on the north side of the Civic site on the corner of north-south laneway and east-west street, and what its relationship and function would be in relation to surrounding uses and built form. • How the built form will allow for adequate sunlight access to the Main Street and Town Square. • How conflict between loading/car parking and pedestrian movement paths will be avoided. • How the site’s development is proposed to be staged. • How the site could be further developed and intensified over time. <p>R27. Any application for a permit concerning subdivision, development or works of the retail and mixed-use site south of the Main Street in the Town Centre Core, must be accompanied by a master plan for the whole retail/mixed-use site (on the southern side of Main Street in the ‘town centre core’ precinct) that demonstrates how the proposed development achieves the vision and objectives outlined in this UDF and the Black Forest North PSP. The Responsible Authority may accept an application for subdivision, development or works prior to the submission of a master plan provided it is satisfied it will not prejudice the future use and development of the land in achieving the objectives of the UDF and PSP.</p> <p>In particular the master plan must address, as appropriate:</p> <ul style="list-style-type: none"> • How building facades and proposed uses respond to each of the site’s street 	

PRECINCT	OBJECTIVE	REQUIREMENTS	GUIDELINES
Town Centre Core		<p>interfaces, including to the train station frontage.</p> <ul style="list-style-type: none"> How north-south pedestrian thoroughfare will be facilitated through the site, connecting to the north-south pedestrian laneway through the civic site. How the location of pedestrian entries and internal pedestrian circulation within the development will support and not undermine the Main Street as the primary east-west pedestrian route and place of activity. The development must avoid primary circulation running parallel to the Main Street and running diagonal from the Main Street. North-south circulation perpendicular to the Main Street is encouraged. How conflict between loading and pedestrian movement paths will be avoided. How the development is proposed to be staged. How the site could be further developed and intensified over time – i.e. the carpark infilled and/or residential/office use above the retail. <p>R28. Buildings along the Main Street must include canopies to provide shelter to pedestrians. These must be built at a human scale of no higher than 4m. Canopies are encouraged to other retail, commercial and mixed-use buildings throughout the Town Centre.</p>	
Residential Precinct	<p>O16. To create a sense of address for dwellings within residential buildings. <i>(Source: adapted from UDGFV Objective 5.2.1)</i></p>	<p>R29. Residential buildings must address the street and include ample fenestration and windows on all levels to provide surveillance and safety to the street.</p> <p>R30. Where dwellings with garages are proposed, the visual impact of garages must be minimised through:</p> <ul style="list-style-type: none"> Locating garages to the side or rear of the development, accessed by laneways, where appropriate. Integrating garages into the built form by setting them back behind the front wall and including upper storey built form above with balconies/windows. <p>R31. Where a front fence is to be built, fencing must be a maximum of 1.2m in height, semitransparent and complement the style of the dwellings. Timber paling, sheet metal and rail fencing is not permitted.</p>	<p>G33. Ground floor apartments should all have individual street facing entrances.</p>
Education Precinct	<p>O17. To ensure the building scale and form supports the context and preferred future character of the Town Centre. <i>(Source: adapted from UDGFV Objective 5.1.1)</i></p>	<p>R32. The primary pedestrian entrance to the school site must be from the East / West Main Street.</p>	<p>G34. Buildings located on the school site should generally be positioned along the southern side of the site and should positively address and activate the southern street.</p>

3.6 Sustainability

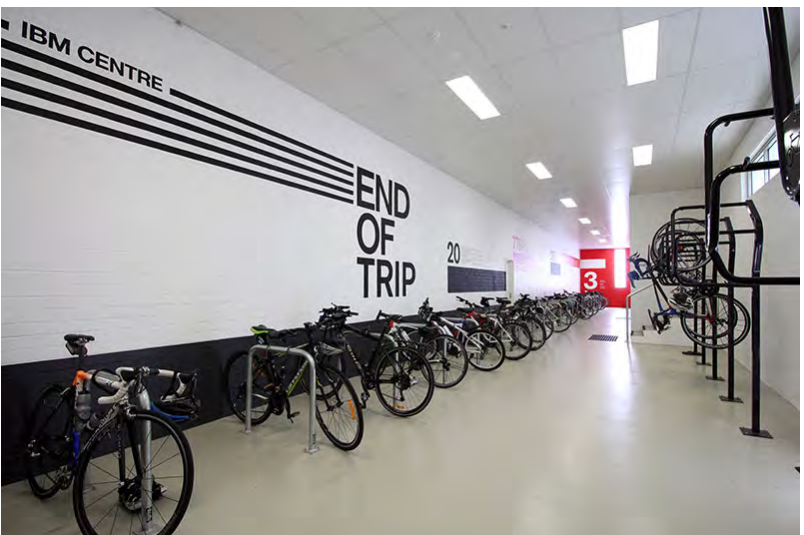
The BFRNTC will be a place which reduces environmental impact, energy and resource use through innovative sustainability initiatives. It will be a place that is adapted to the hotter and drier conditions projected under a changing climate.

Key sustainability principles for the Town Centre include:

- Prioritising sustainable transport modes by encouraging walking, cycling and public transport use.
- Design and construction of buildings/ public realm to be energy efficient.
- Efficient use of water, protecting local water resources and reducing flooding and drought.
- Design and construction of buildings/ public realm to minimise waste and use sustainable materials.
- Buildings/public realm designed to reduce the Urban Heat Island effect.
- Trees and landscaping providing urban habitats for biodiversity and wildlife.
- In-built capacity for growth and change to enable adaption and intensification of uses as the needs of the community evolve.



Potential Sustainability Initiatives



3.6.1 SUSTAINABILITY - OBJECTIVES, REQUIREMENTS + GUIDELINES

PRECINCT	OBJECTIVE	REQUIREMENTS	GUIDELINES
Whole UDF Area	O18. Promote localisation, sustainability and adaptability. <i>(Source: BFRN PSP Appendix B – Principle 10)</i>	R33. All future development applications must be accompanied by either a Sustainable Design Assessment or a Sustainability Management Plan (and Green Travel Plan as applicable) as required by Table 1 of Clause 22.08 - Environmentally Sustainable Development or equivalent of the Wyndham Planning Scheme. In addition to strategies addressing the objectives of Clause 22.08-2 or equivalent of the Wyndham Planning Scheme, the assessment/report must also detail strategies to: <ul style="list-style-type: none">• Integrate materials that contribute to a reduced carbon footprint of the development.• Improve energy efficiencies and utilise renewable energy.• Maximise water reuse opportunities.• Minimise the use of potable water in outdoor spaces.• Prioritise sustainable transport modes.• Mitigate the urban heat island effect.• Minimise waste generated on site in construction and operation.	G35. WSUD treatments such as rainwater tanks, raingardens and swales should be incorporated into developments, streetscapes, public realm and car parking areas. G36. Developments are encouraged to utilise roof tops for gardens and renewable energy. G37. Materials with low environmental impact should be favoured where possible. G38. Green walls and landscaping opportunities are encouraged to be integrated into developments to help mitigate the urban heat island effect. G39. Operational waste management plans should be created for commercial/retail buildings. G40. Construction waste management plans should be created for all developments. G41. High-quality tree canopy coverage is encouraged to be provided in communal open spaces and thoroughfares. G42. Encourage best practice provision of end of trip facilities. G43. Encourage high-performance energy ratings.

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4 Evolution

This section outlines the intended staging and indicative timing of the Black Forest Road North Town Centre, including potential interim land uses and activation strategies.

4.1 Staging

4.1.1 INDICATIVE STAGING STRATEGY

Staging is critical in the strategic planning, development and sustainability of the Town Centre. The staging of the BFRNTC will be driven by the development of the surrounding residential catchment, as well as market conditions, particularly for the retail and commercial components. Delivery of infrastructure items is also crucial to the ultimate development and success of the centre and depends on developer contribution Works in Kind projects and government funded works.

Wyndham West Developer Contributions

The infrastructure items included within the Wyndham West Developer Contributions Plan (DCP) related to the BFRNTC include:

- Widening of Black Forest Road (RD-11)
- Black Forest Road/North-South Connector Signalised Intersection (IN-23)
- Delivery of Armstrong Road (RD-06A/B)
- Black Forest Road/Armstrong Road Signalised Intersection (IN-14)

The DCP also includes the following community facility projects:

- Black Forest Road North Multi-Purpose Community Centre (CO-08)
- Black Forest Road North Library & Performing Arts Centre (CO-09)

These items can be delivered by Council, or by a developer as part of a Works in Kinds agreement.

Government Funding

The delivery of the future train station requires Government strategy and State funding in order to be completed. Services along the RRL are currently at capacity, and electrification of the line is required to enable more services to run and new stations to be built along the line. The timing of the BFRNTC station is currently unknown however it is expected to be delivered in the longer term, when the remainder of the Town Centre is built out.

Whilst the station may be some time away, bus services can be provided earlier, through the delivery of the north-south connector road which runs through the middle of the Town Centre. This road will be bus capable and allow convenient access to the Town Centre via public transport.

The centre has been designed in a way that allows the train station to be constructed at a later date, without impacting the day to day operations of the centre. Once the station is built, the pedestrian connection across the railway to the residential community further east can also be constructed.

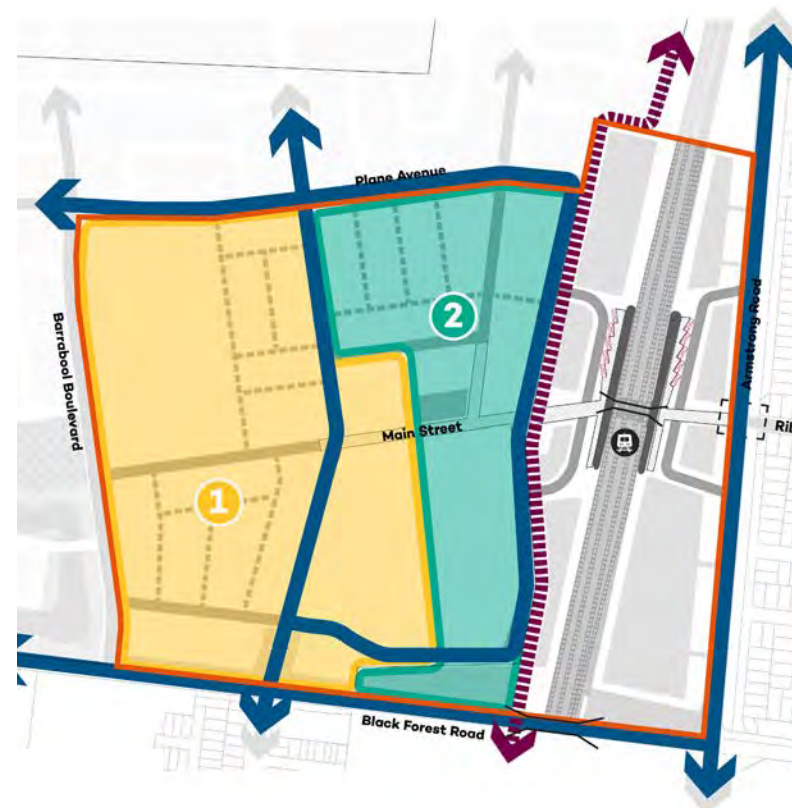
Indicative Staging

Figure 17 maps out the indicative staging and evolution of the BFRNTC. The Town Centre will generally develop from west to east, utilising the existing access from Black Forest Road and Barrabool Boulevard which are already built. This allows the station precinct to be delivered last, once the remainder of the Town Centre is built.



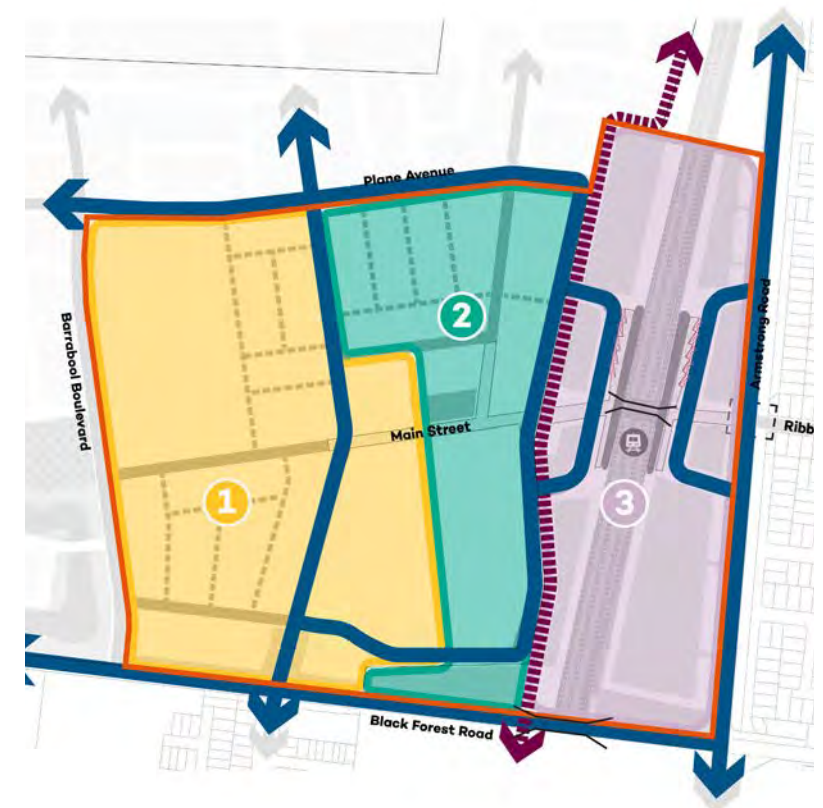
Short Term (1-3 years)

- Existing access from Black Forest Road & Barrabool Blvd which are already built
- Construction of North-South Connector Road to allow for bus route
- Mixed-Use sites along Black Forest Road and North-South Connector
- School
- Stage 1 Retail
- Potential early delivery of Stage 1 Civic
- Delivery of western end of Main Street
- Medium/High Density Residential along western periphery



Medium Term (3-5 years)

- Stage 2 Retail
- Delivery of remainder of Main Street, Town Square and surrounding civic buildings
- Construction of connector loop road
- Construction of Strategic Cycling Corridor
- Medium/High Density Residential along northern periphery
- Remaining Mixed-Use Sites



Long Term (5-10+ years)

- Railway Station Precinct
- Construction of bus interchange with train station allows buses to travel along connector loop road to interchange
- Pedestrian connection across railway to residential area to the east
- Potential for at-grade parking to be sleeved with buildings or converted to stacked parking over time



Figure 17. Indicative Staging Plan

4.1.4 KEY DEVELOPMENT DRIVERS + DEPENDENCIES

Retail Centre

The timing of the retail centre will be driven by market conditions and the development of the surrounding residential catchment. The centre will be split into two stages, with the first stage currently anticipated to be constructed within the next couple of years. Stage 1 will comprise the western part of the retail site, allowing buildings to front onto the north-south connector and the western end of the Main Street. Stage 2 is expected to be developed in the medium term (3-5 years) and will comprise the eastern area of the site, completing the interface to the Main Street.

Civic Facilities

The civic facilities are a critical part of the BFRNTC and play a vital role in establishing a vibrant Town Centre Core. The facilities will likely be delivered by Council and being a DCP item, timing is subject to sufficient contributions being available, as well as Council's infrastructure strategy and priorities. However, given their importance in activating the Town Centre, their delivery should be prioritised so they can be delivered with the Main Street and Town Square, helping to frame these key public realm areas. This will avoid a single-sided Main Street and a gap between the Town Centre Core and northern residential precinct.

Non-Government School

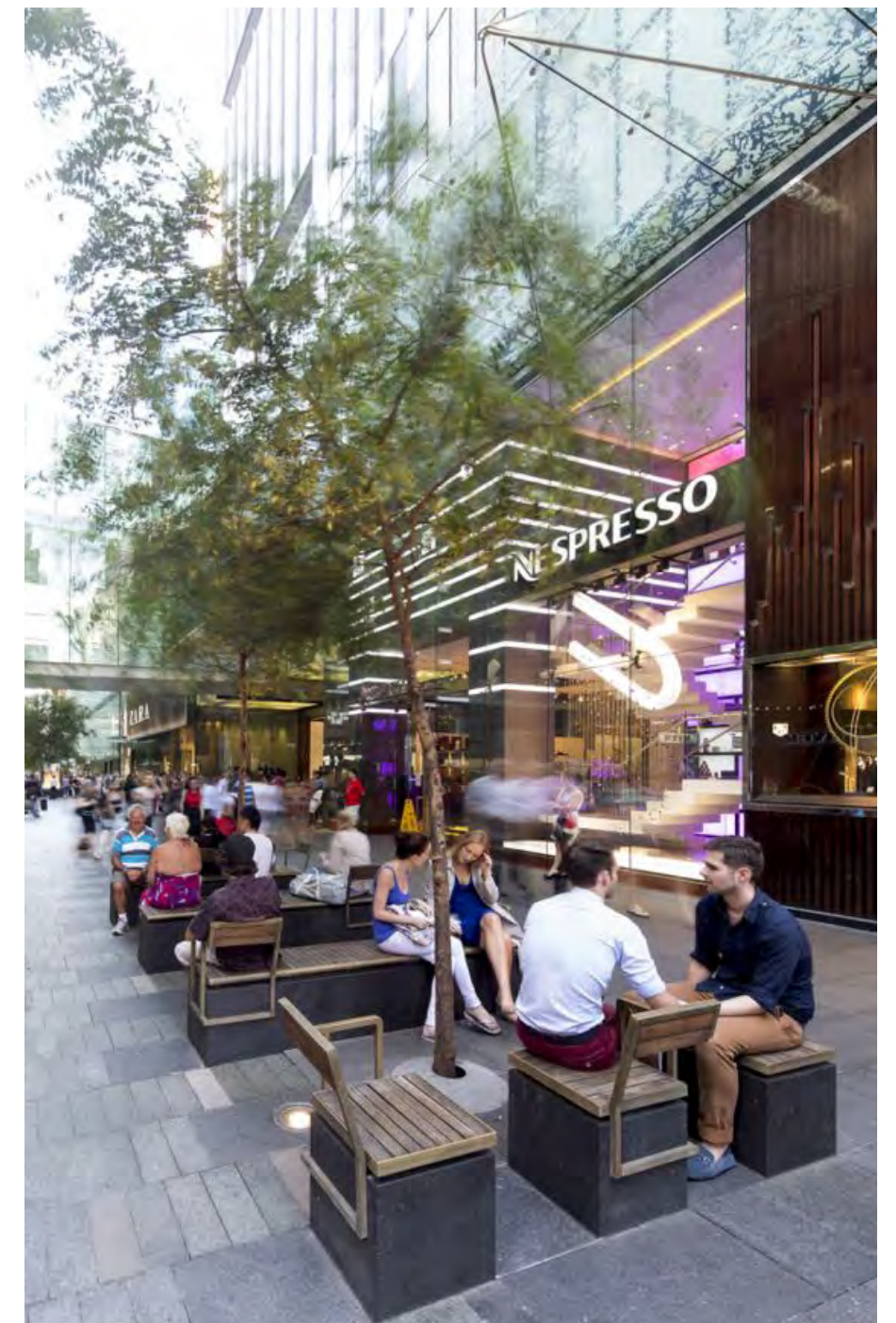
The timing of the proposed P-12 School is largely subject to demand, the development of the surrounding residential catchment and delivery of other schools in the area.

Railway Station

As mentioned in Section 4.1.1, the delivery of the station will be facilitated by State Government and is subject to Government funding. It is expected in the longer term, potentially 5-10+ years time.

Residential

Residential will be delivered throughout the Town Centre timeline, subject to market conditions. The first residential area to be developed will be the residential precinct in the west, which will ensure there is no gap between the Town Centre Core and the existing residential community to the west of the centre. The timing of higher density residential will be subject to the delivery of key amenity, and is expected to be in the later stages of development.



4.2 Interim Uses & Activation

Pop-Ups

Given the likely time that it will take for the Town Centre to evolve, there will be sites that are vacant until the residential catchment grows and provides the right market conditions to be developed. These sites are opportune for providing pop-up interim uses which allow potential uses and activities to be tested before being committed and constructed as permanent uses. Such uses include pop-up cafes and restaurants, co-working facilities, childcare, community hubs, parks, small scale sport facilities, nurseries, markets and events spaces. The clustering of a range of pop-up activities to create a ‘pop-up village’ could also become an attractor for the wider community and help activate vacant sites within the Town Centre.

Whilst pop-up uses are temporary, they should still have a high aesthetic quality and built form. Shipping containers are low-cost and can provide durability and flexibility as a simple base for construction works and can be easily transported to other sites as the centre evolves. Sails and sculptures are also cost-effective and recyclable materials that can be used to provide protection from sun and wind.

Programmed Activation

Whilst the BFRNTC will generate organic activation over time from a diverse mix of uses, programmed activation should also be considered in order 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 Town Square and Main Street are perfect places to program such activities/events such as food trucks, community markets and festivals, art installations and children’s play.

Implementation

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



Potential Pop-Up Uses + Programmed Activation



Potential Pop-Up Uses + Programmed Activation

4.3 Long Term Opportunities

Long Term Use of Car Parks

The UDF plans for the BFRNTC assume at-grade car parking areas in the short term, due to the high construction costs associated with basement and multi-deck car parks. However, as the Town Centre evolves, opportunities to convert large at-grade car parking areas to more active and efficient uses should be explored. This could involve the future development of a more compact multi-deck car parking sleeved by retail, commercial and/or residential uses, or basement parking beneath a mixed-use building. **Figure 18** identifies potential future car park redevelopment sites.

Future Retail/Commercial Activity

In the long-term future, demand for further retail/commercial space may occur. Initially this should be located within the areas utilised for at-grade parking. However, should more space be required it is also appropriate for this activity to spread further north (along the north-south connector and key local access street) and west (along the east-west town axis), as well as opposite the station. These locations would be prime for SOHO, WOHO and other home-office based businesses. Adaptable buildings with a ground floor/front room that could be converted to allow direct physical and visual connection to the street and use by a small business/employment-generating use is encouraged.

Future Main Street

As the BFRNTC grows and evolves over time, increased levels of activity and pedestrian movement will potentially reduce the need for vehicles and parking along the Main Street. The design of the surrounding road network provides flexibility for the Main Street to be closed to vehicles in the long-term future, when there is sufficient levels of activity along the Main Street both day and night. This will allow the Main Street to become a fully pedestrianised space, creating synergies between the civic and retail uses and the Town Square.

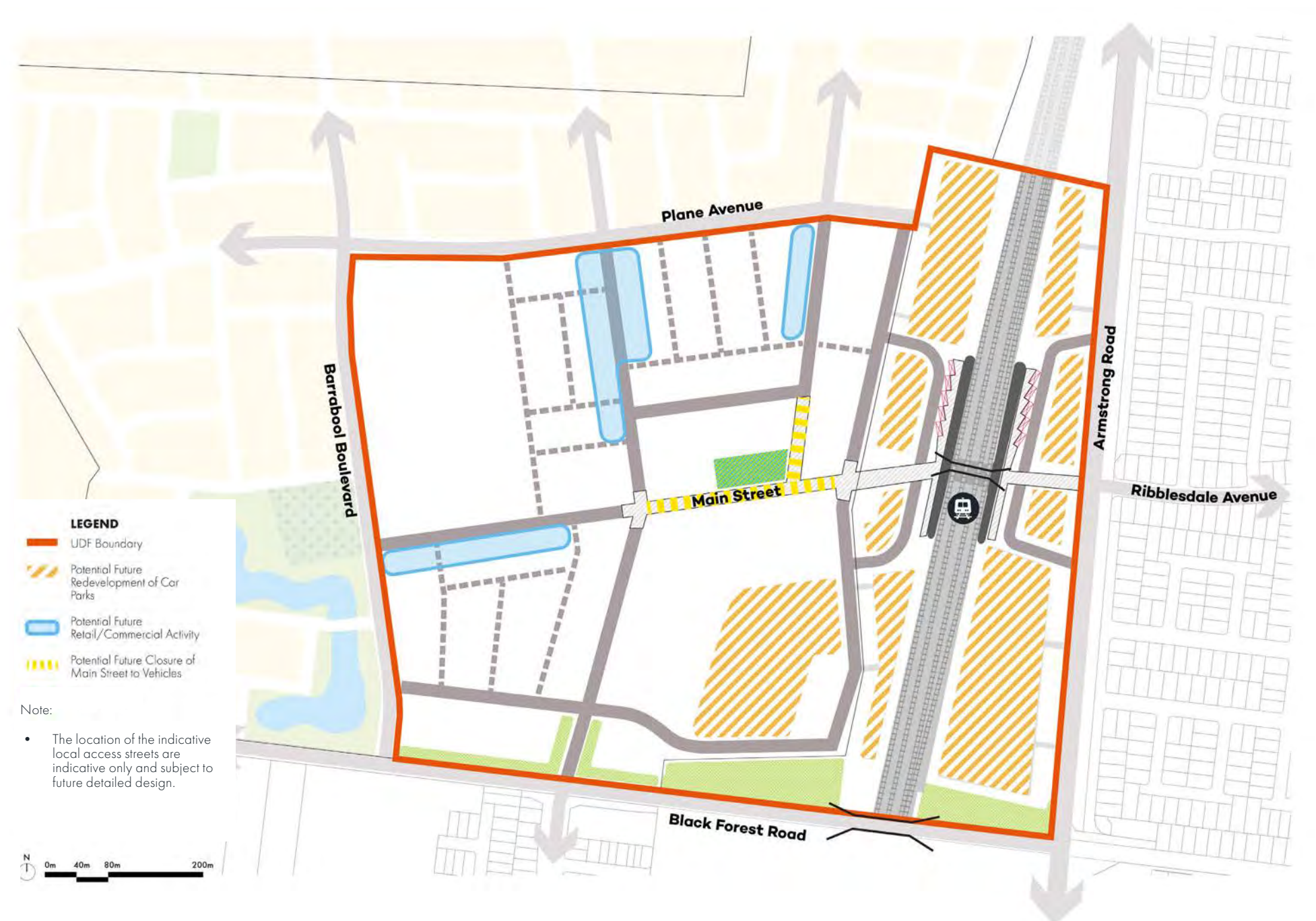
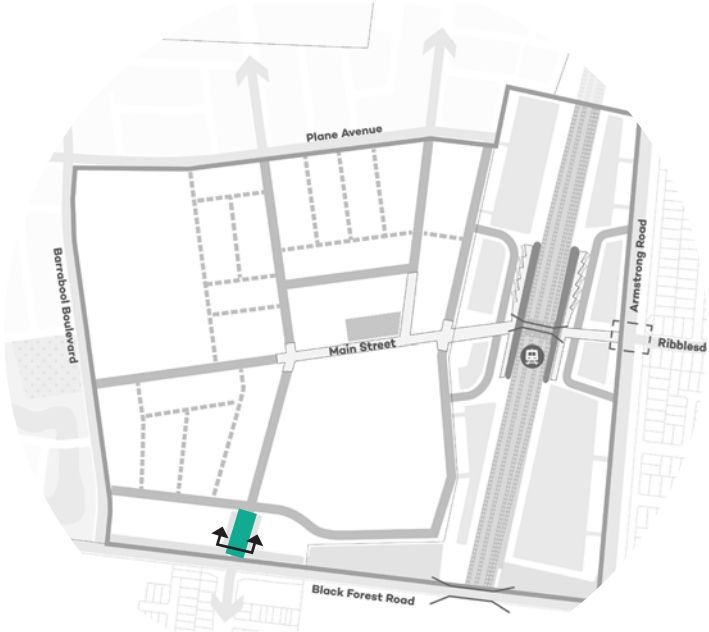
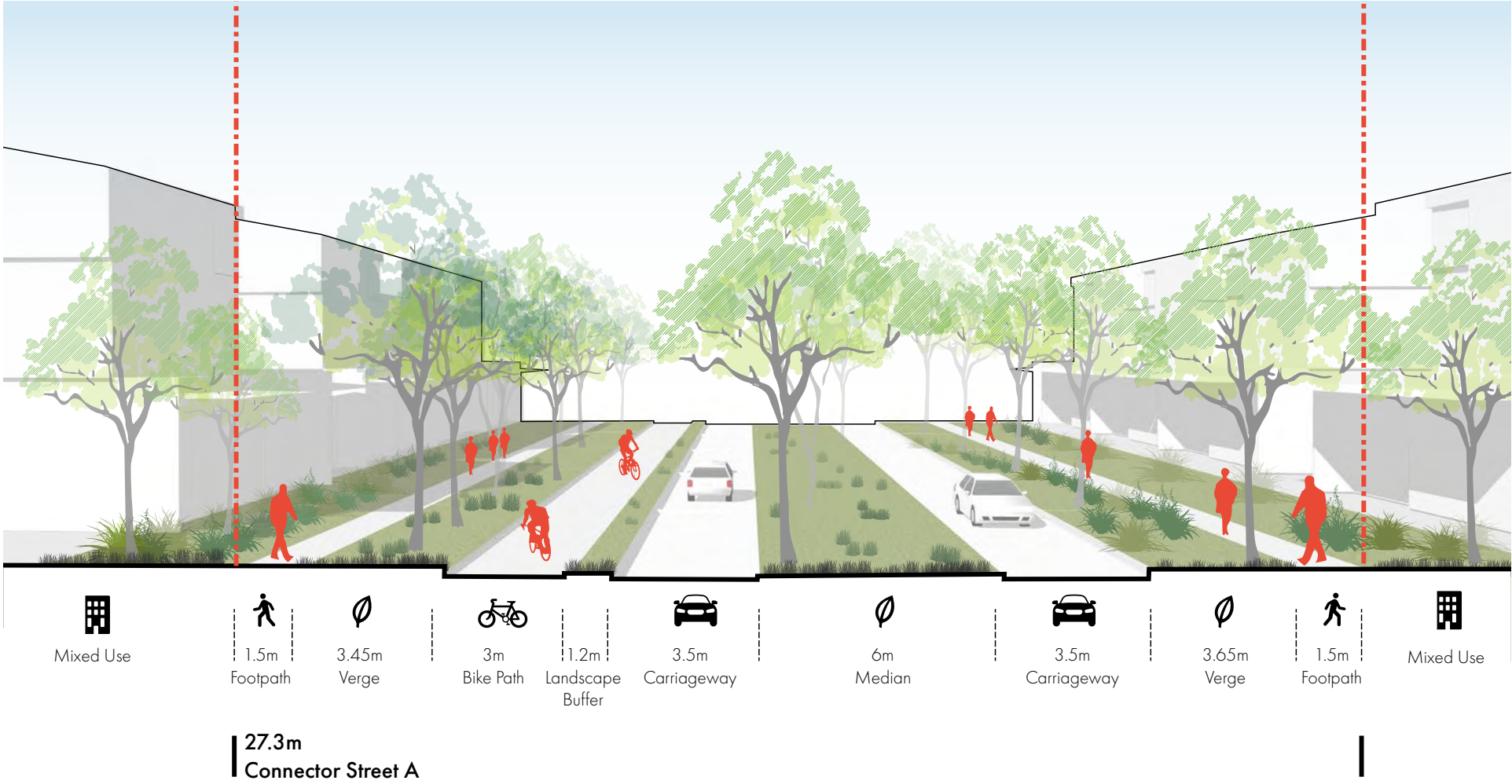


Figure 18. Future Opportunities

5 Appendices

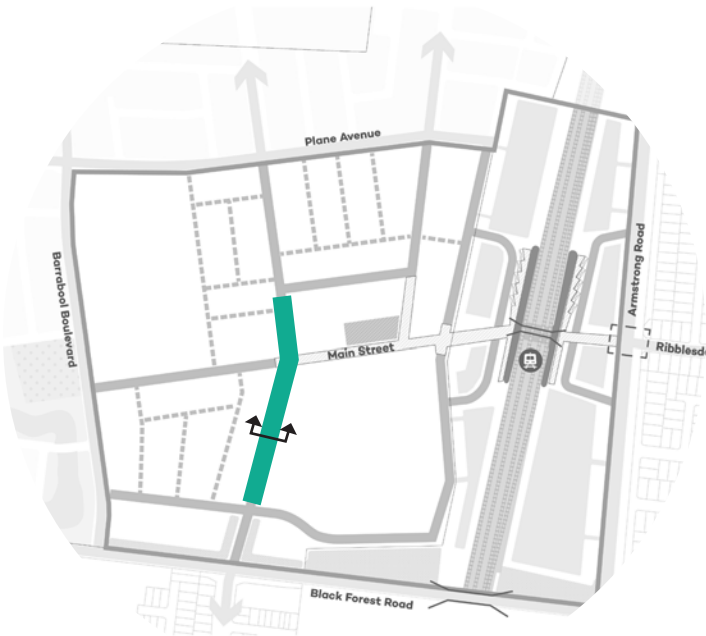
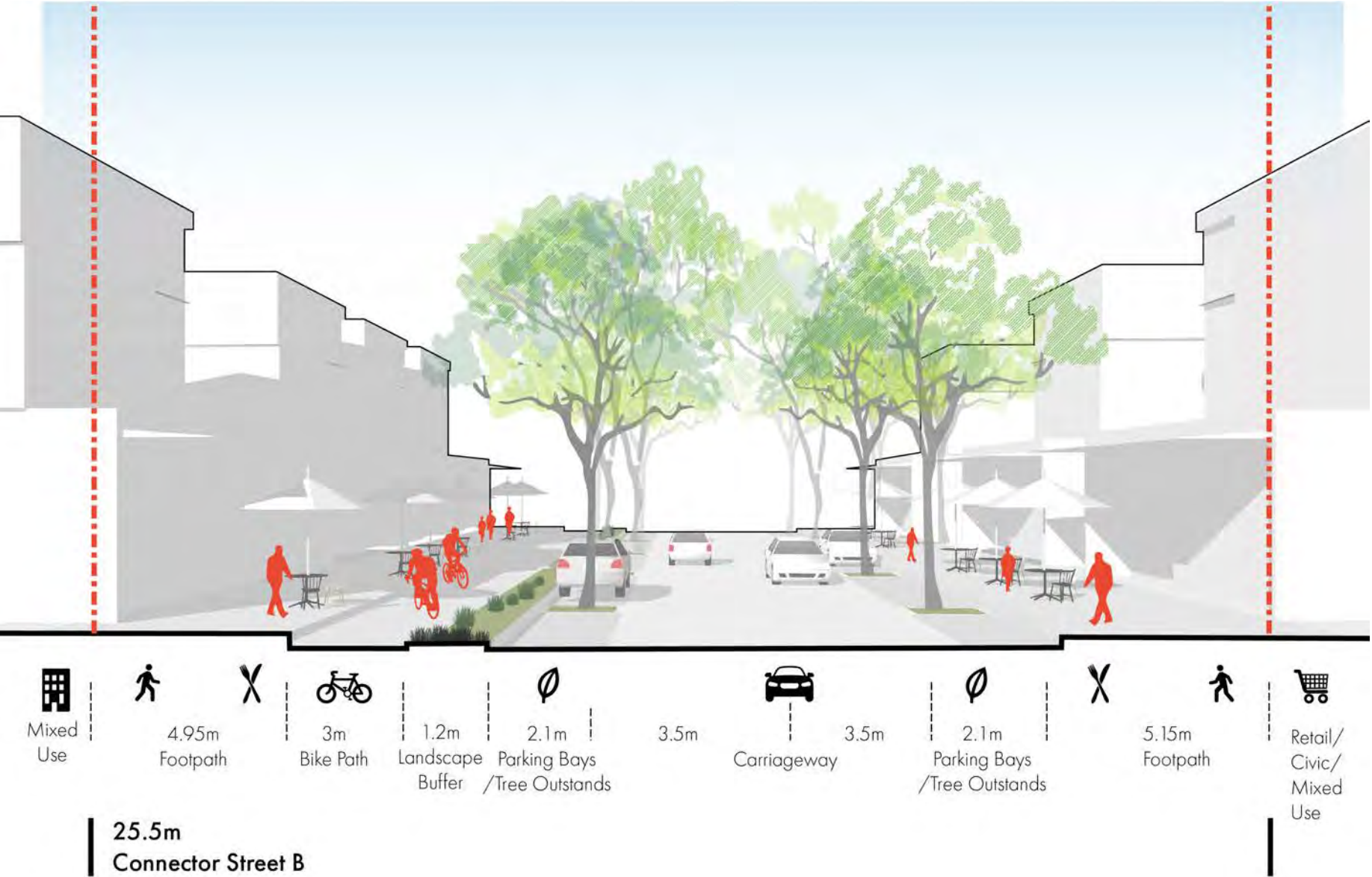
APPENDIX A STREET CROSS SECTIONS



Note:

- The 1.2m landscape buffer may be varied from 1.2-2m depending on the adjacent land use. In this instance, the additional width can be taken from the verges to maintain the overall cross section width.

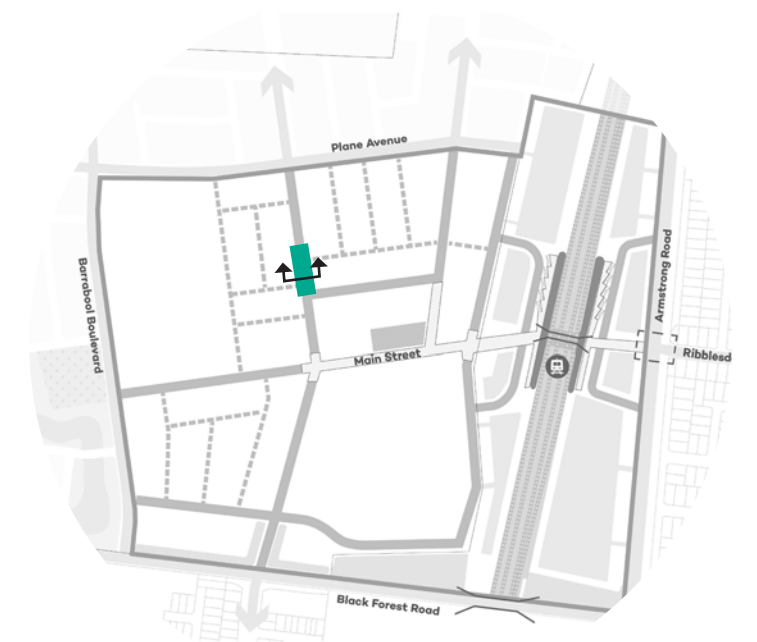
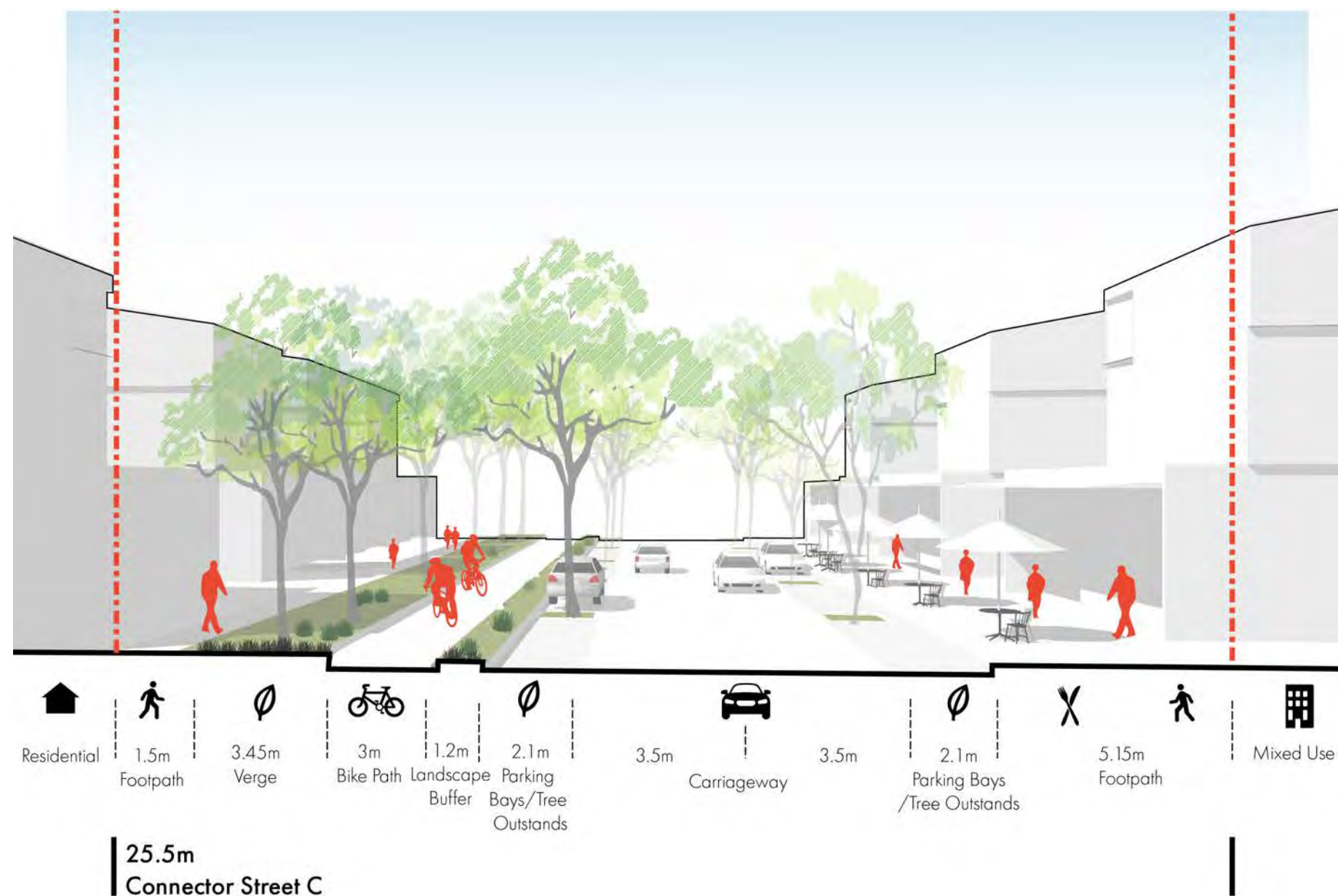
Figure 19. Connector Street Section A



Note:

- The 1.2m landscape buffer may be varied from 1.2-2m depending on the adjacent land use. In this instance, the additional width can be taken from the footpaths to maintain the overall cross section width.

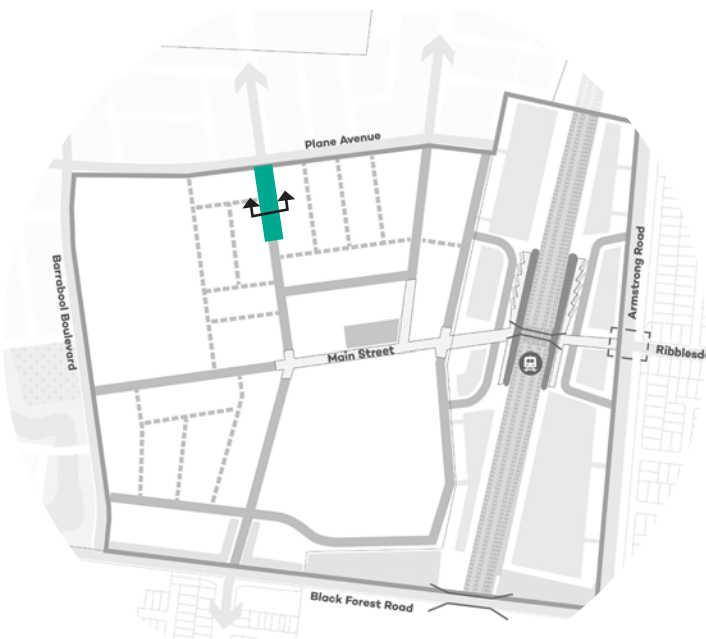
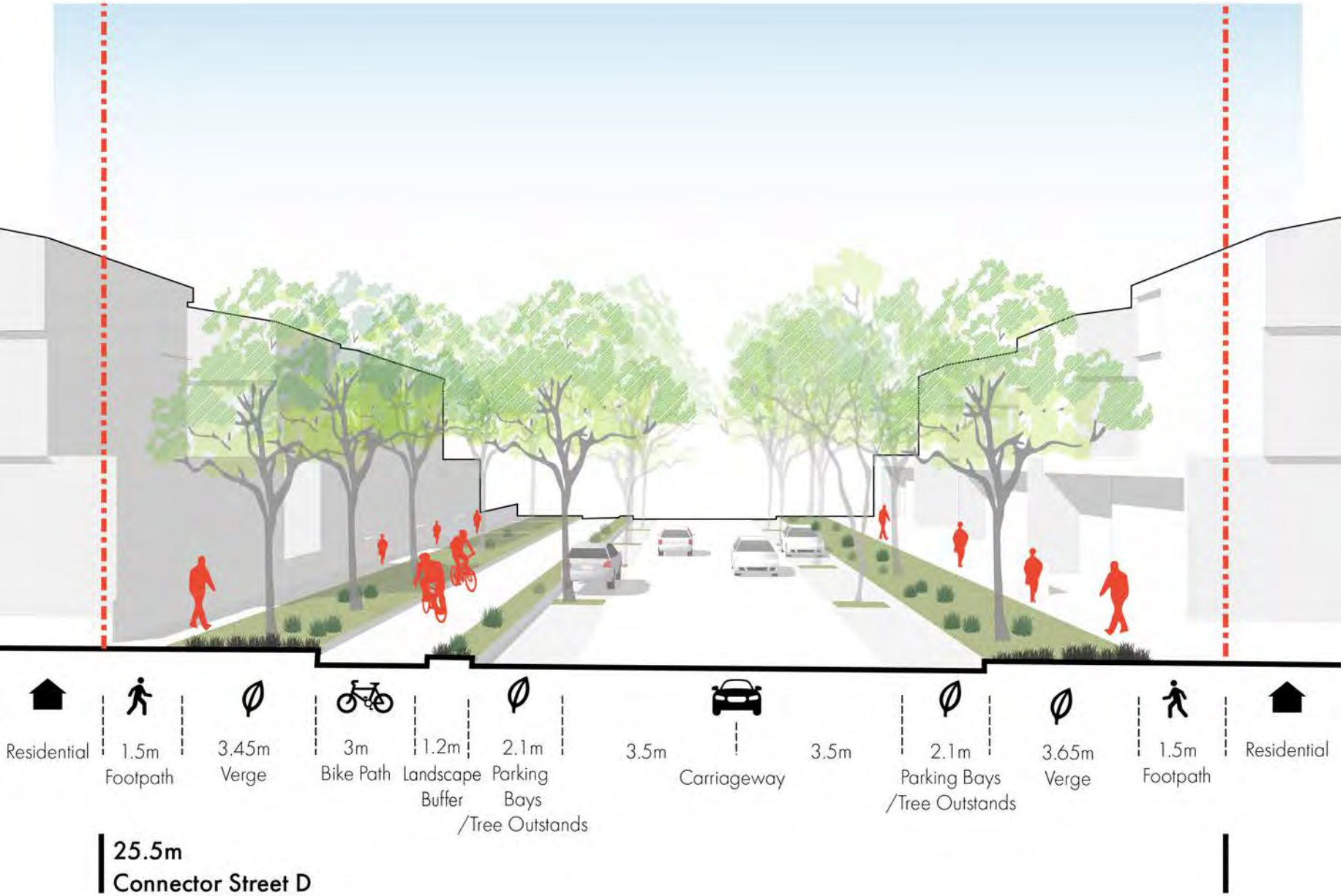
Figure 20. Connector Street Section B



Note:

- The 1.2m landscape buffer may be varied from 1.2-2m depending on the adjacent land use. In this instance, the additional width can be taken from the verges to maintain the overall cross section width.

Figure 21. Connector Street Section C



Note:

- The 1.2m landscape buffer may be varied from 1.2-2m depending on the adjacent land use. In this instance, the additional width can be taken from the verges to maintain the overall cross section width.

Figure 22. Connector Street Section D

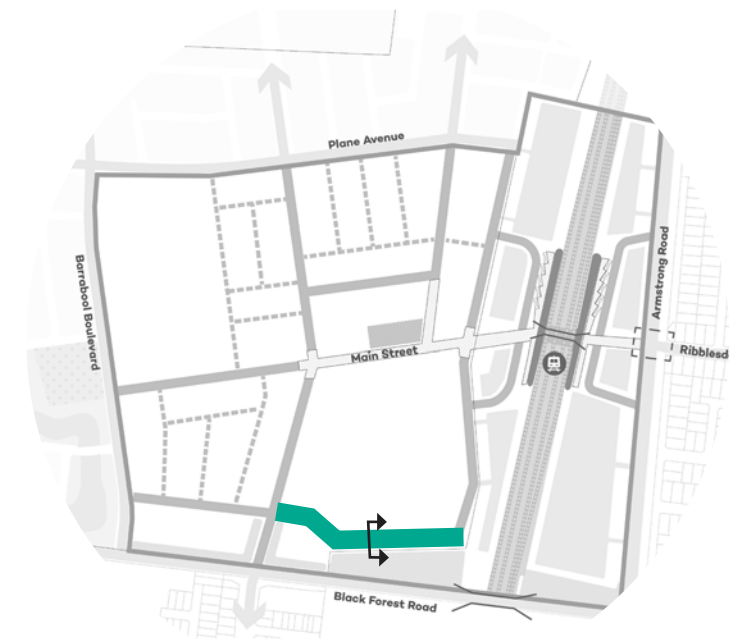
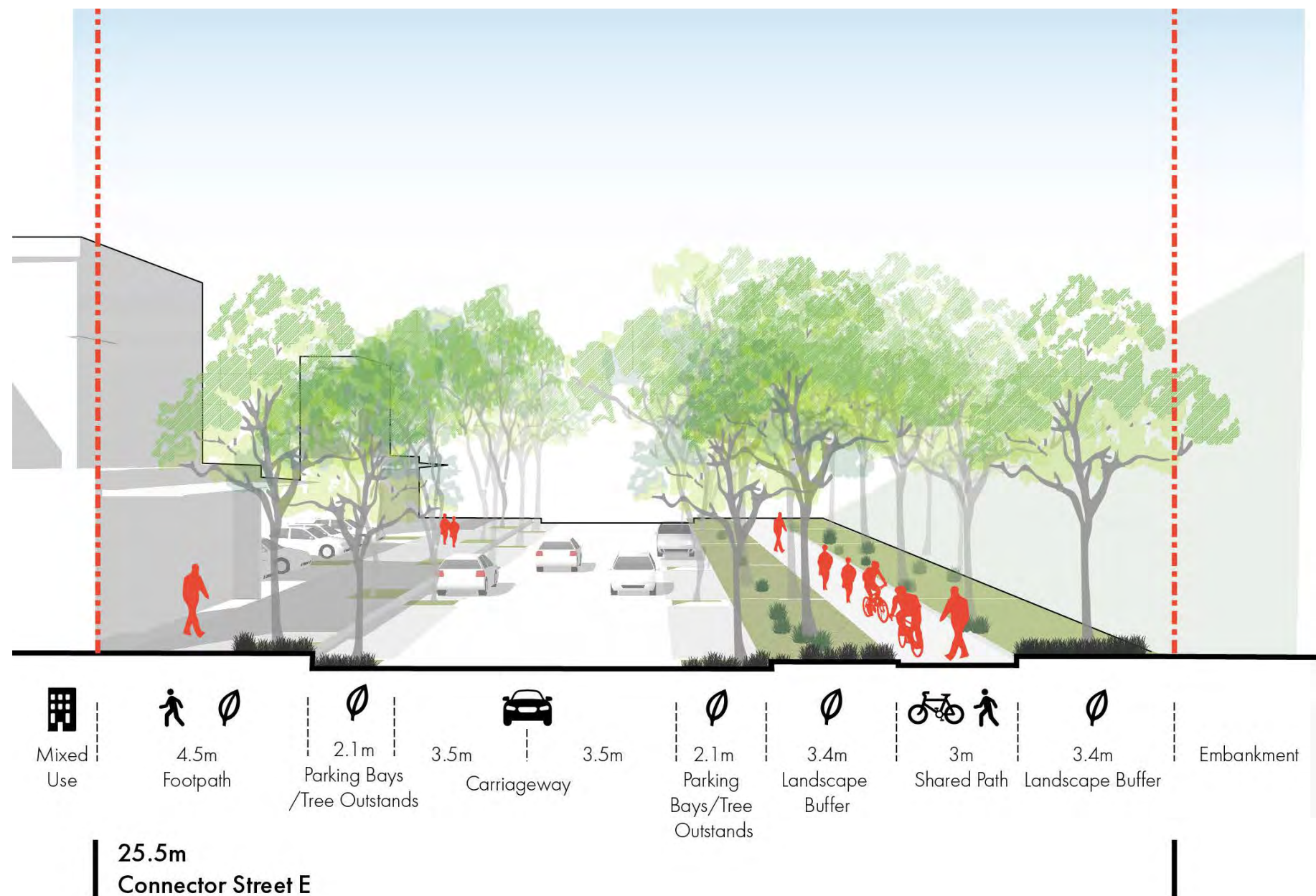


Figure 23. Connector Street E

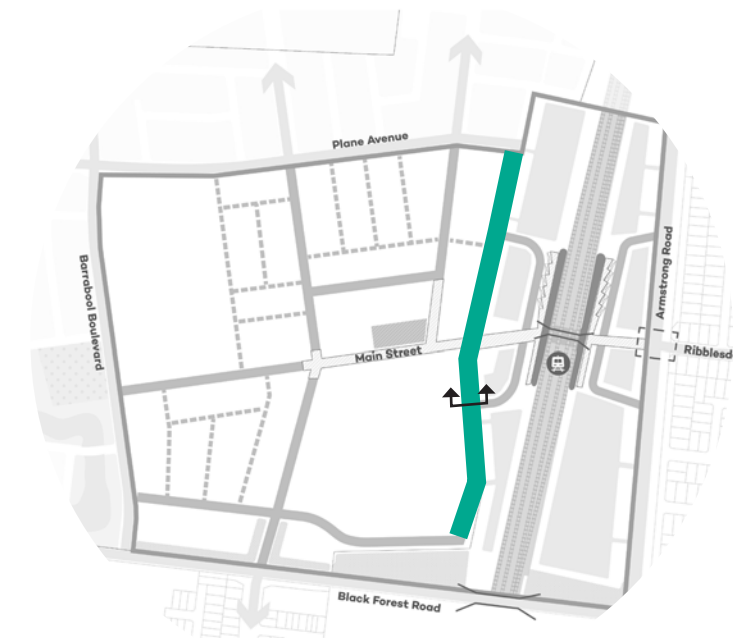
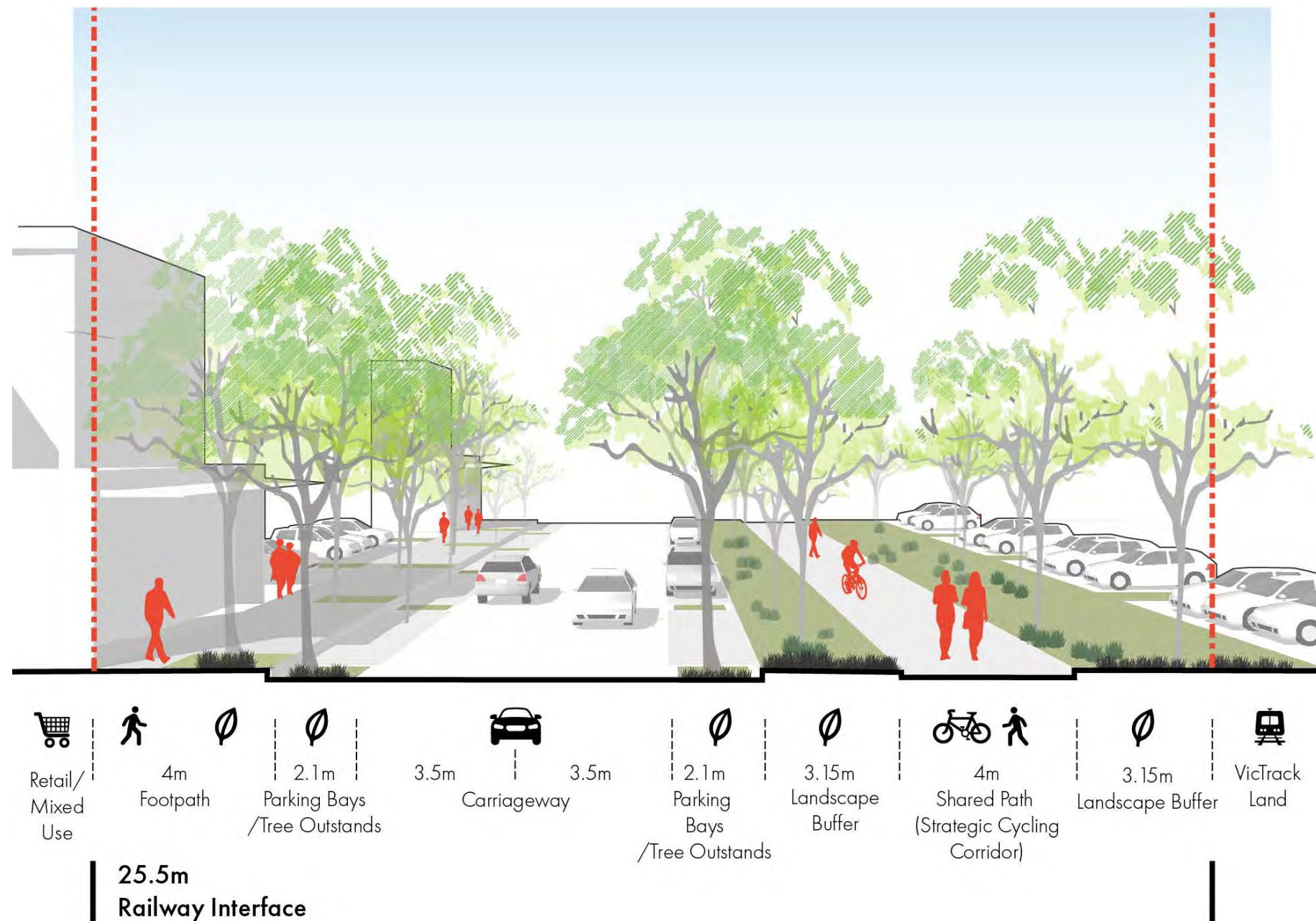
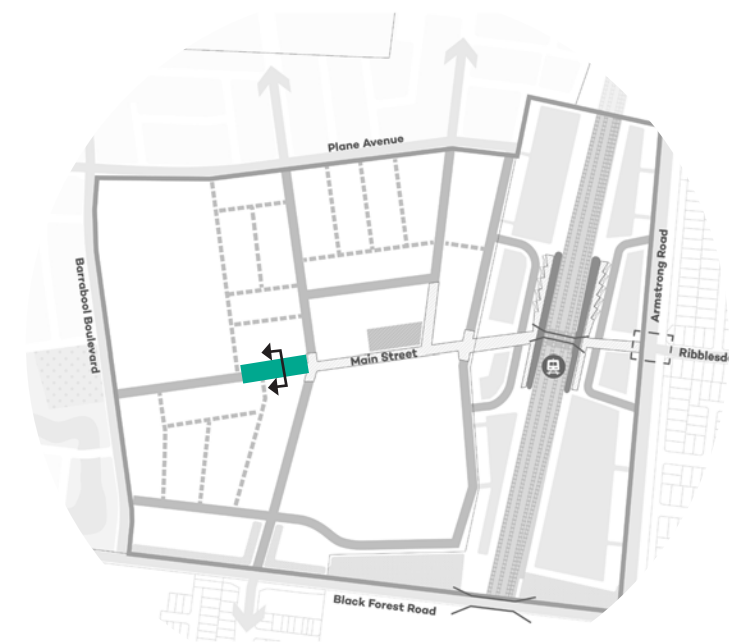
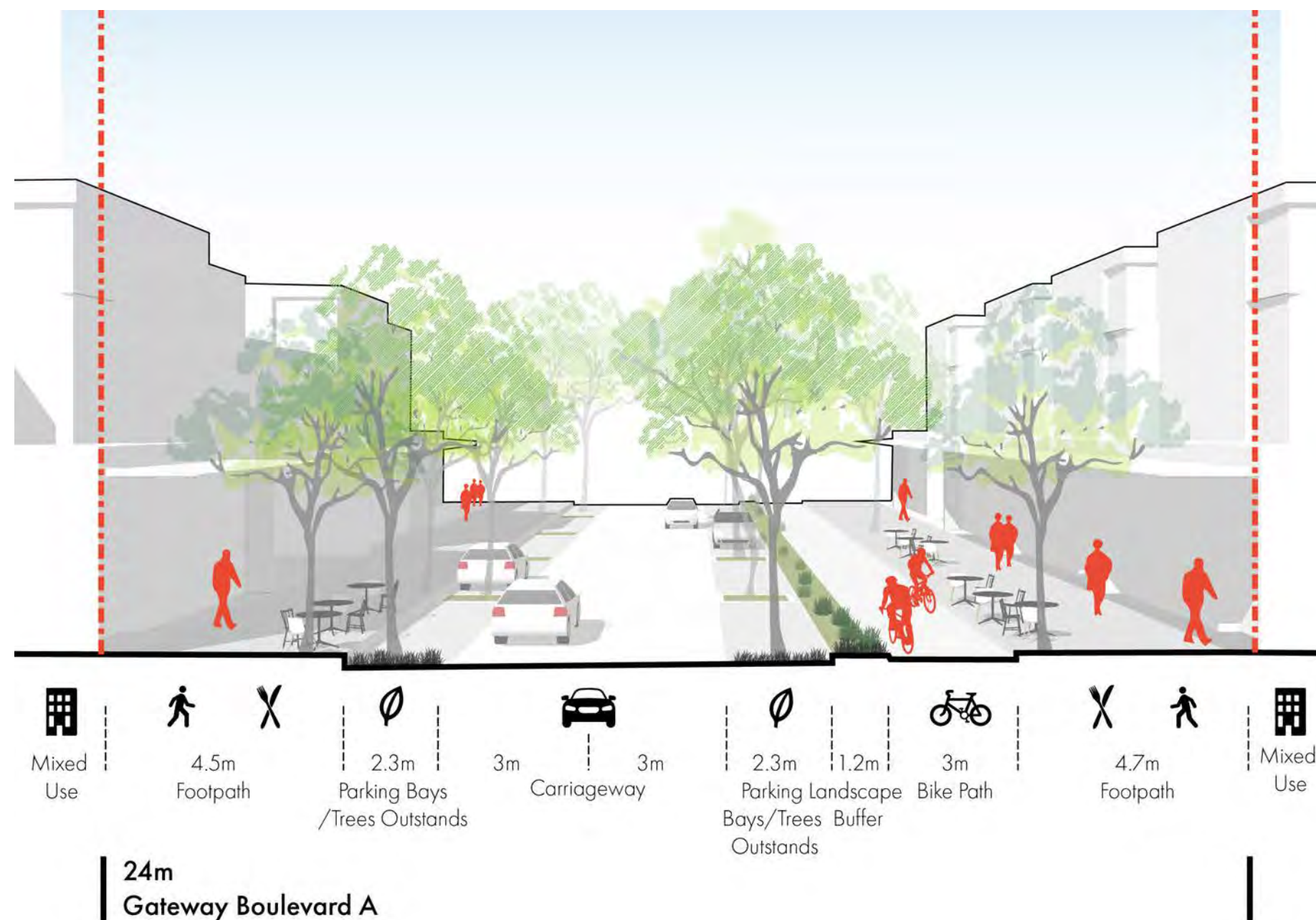


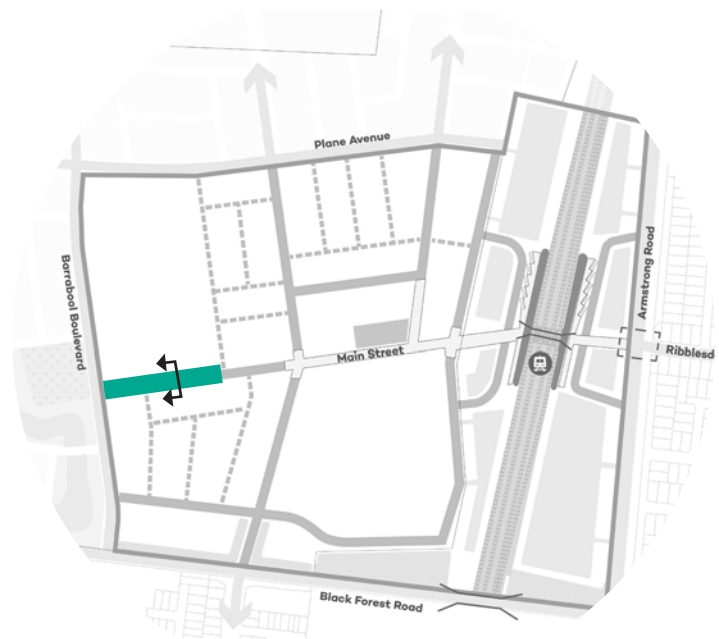
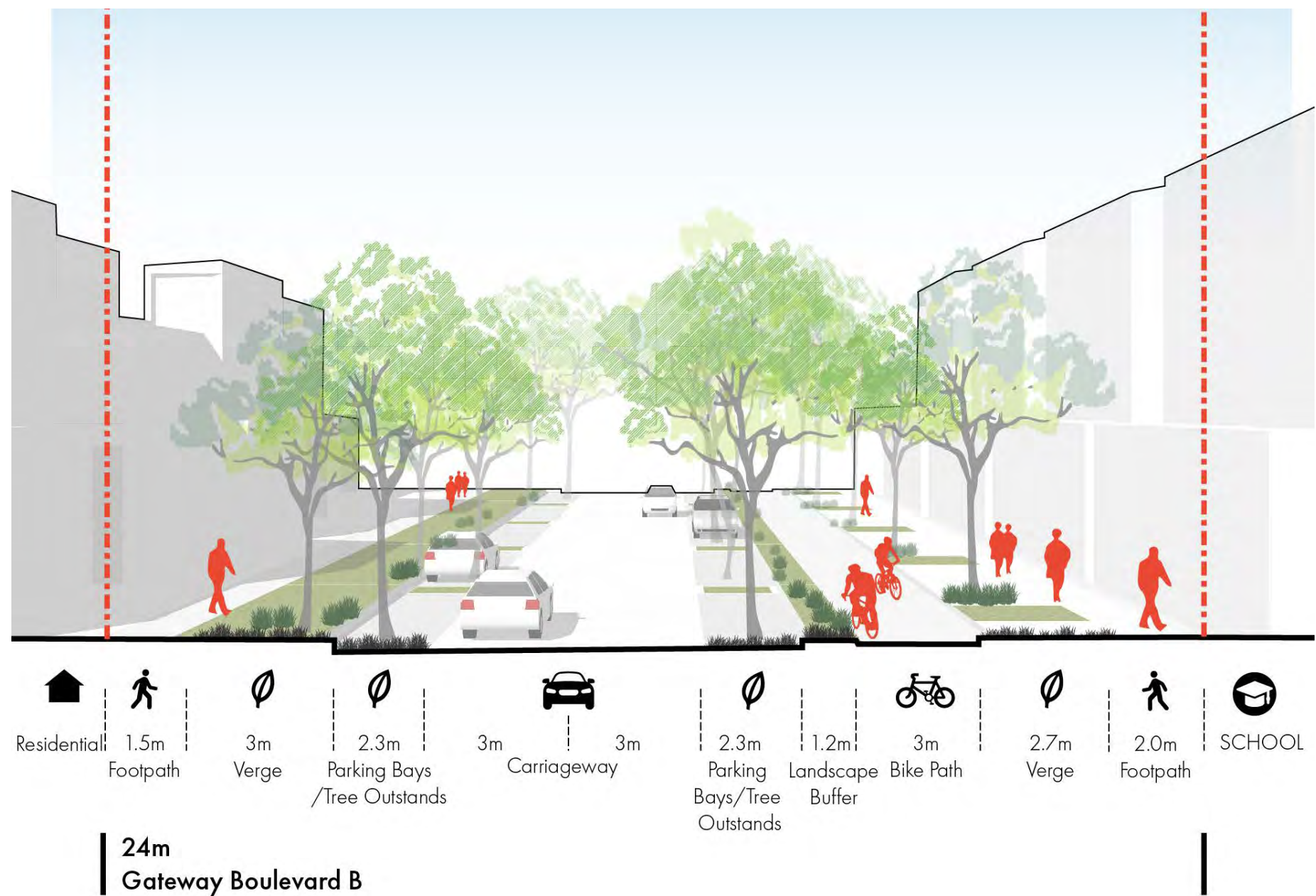
Figure 24. Railway Interface



Note:

- The 1.2m landscape buffer may be varied from 1.2-2m depending on the adjacent land use. In this instance, the additional width can be taken from the footpaths to maintain the overall cross section width.

Figure 25. Gateway Boulevard Section A



Note:

- The 1.2m landscape buffer may be varied from 1.2-2m depending on the adjacent land use. In this instance, the additional width can be taken from the verges to maintain the overall cross section width.

Figure 26. Gateway Boulevard Section B

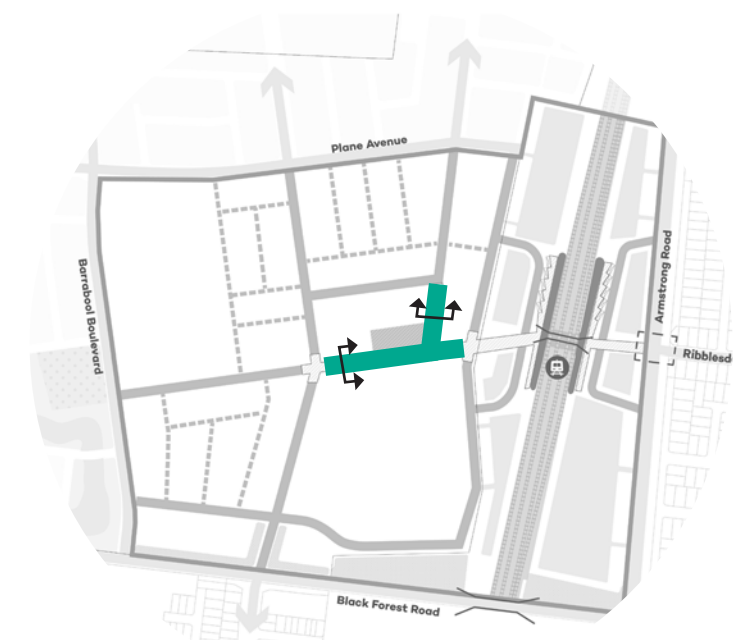
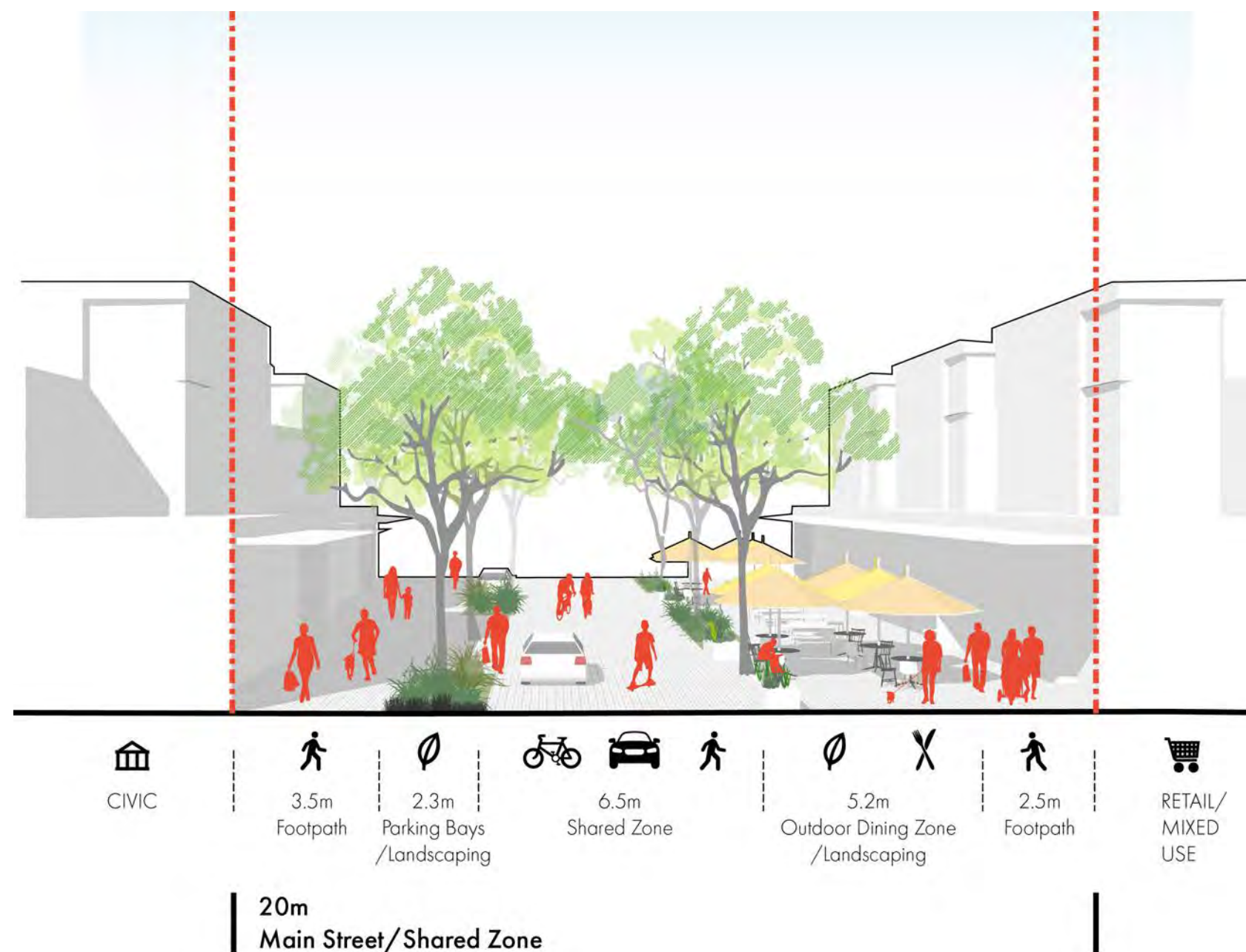


Figure 27. Main Street/Shared Zone Section

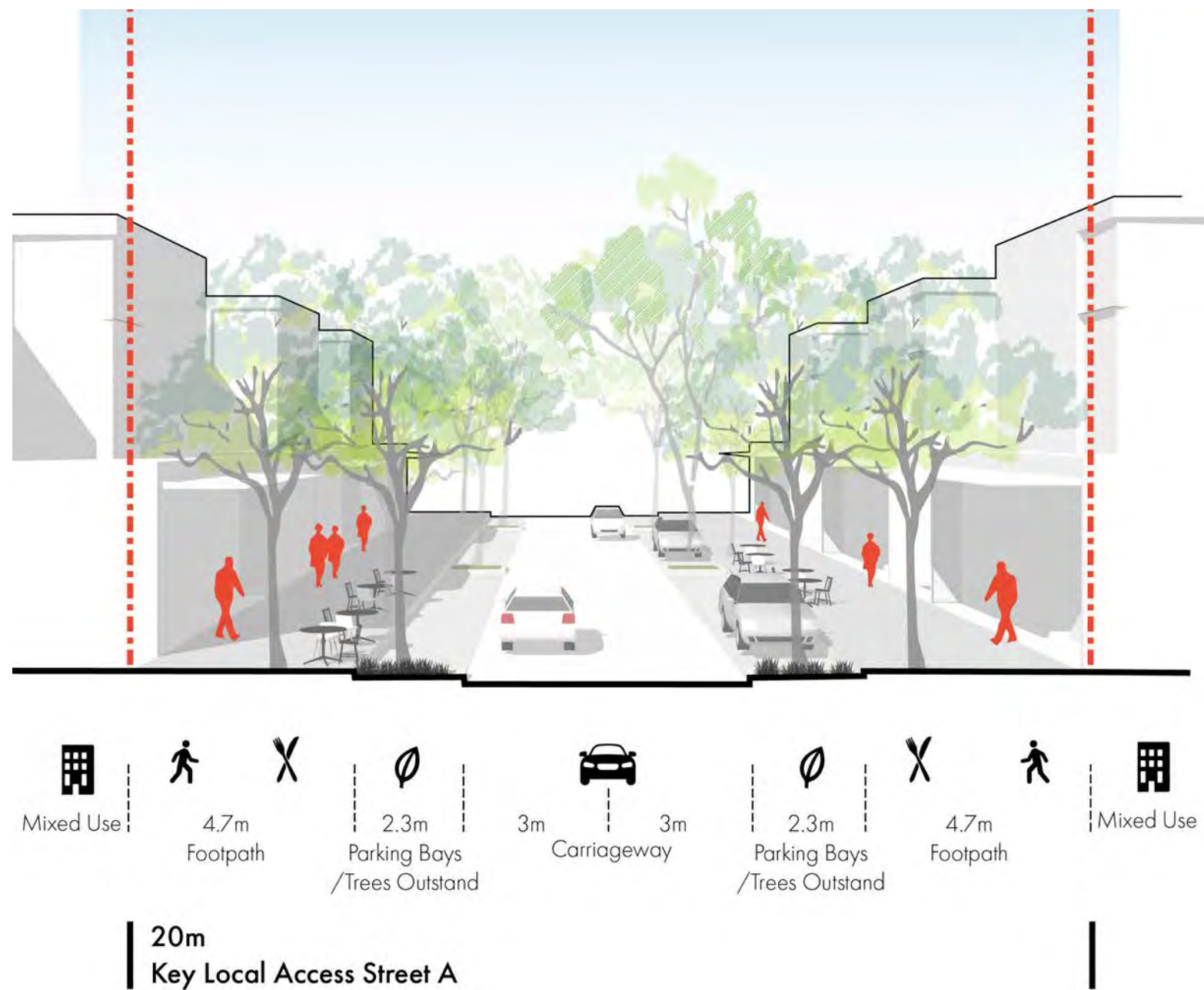


Figure 28. Key Local Access Street Section A

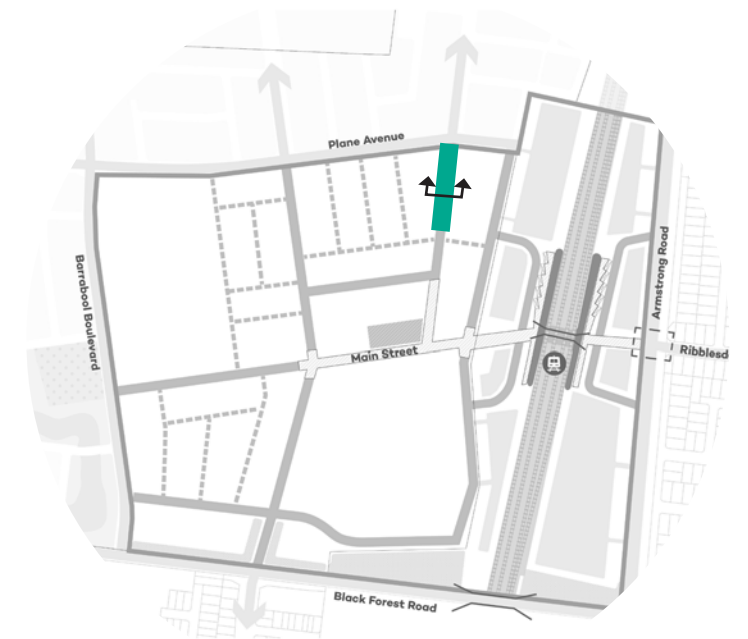
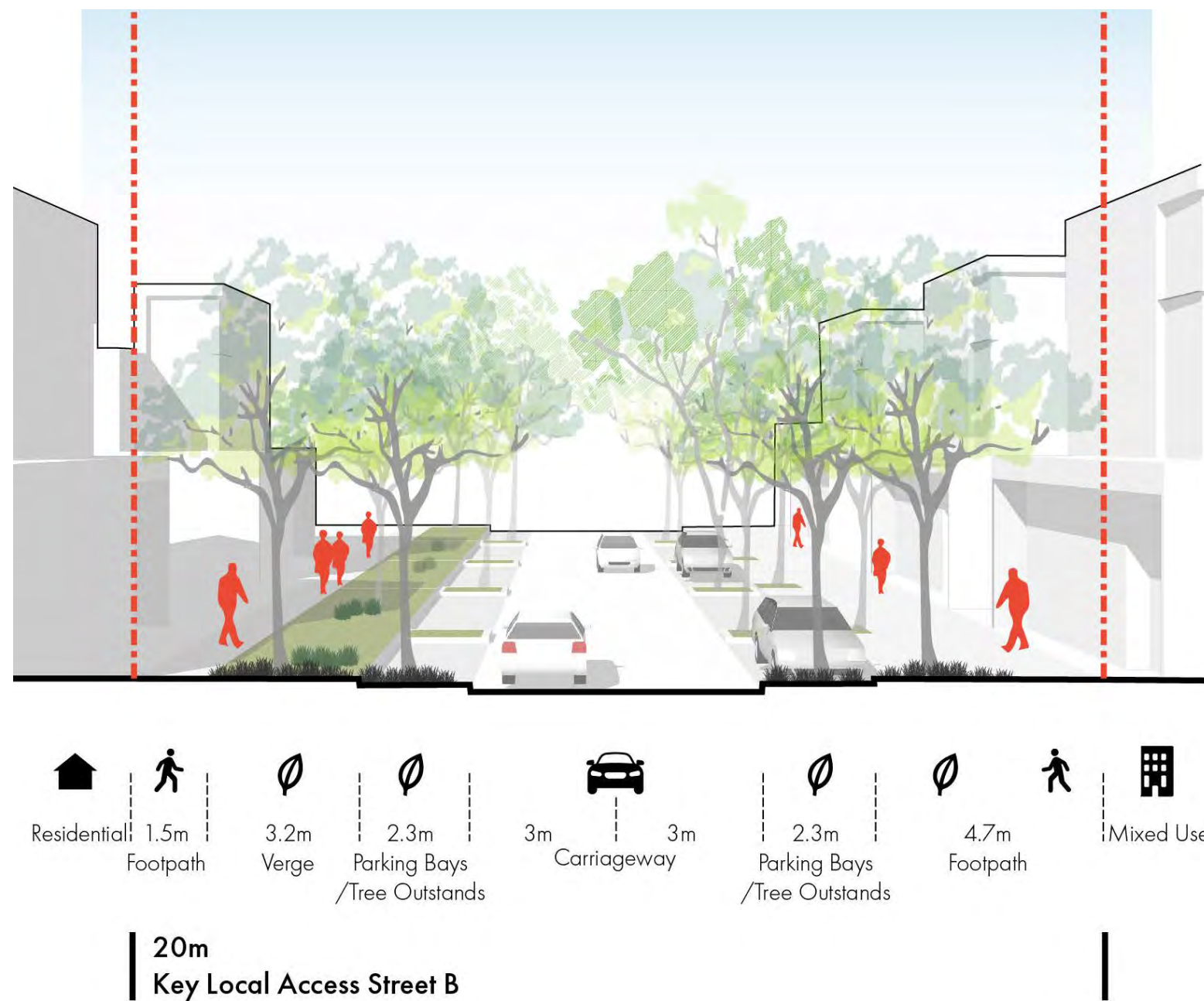


Figure 29. Key Local Access Street Section B

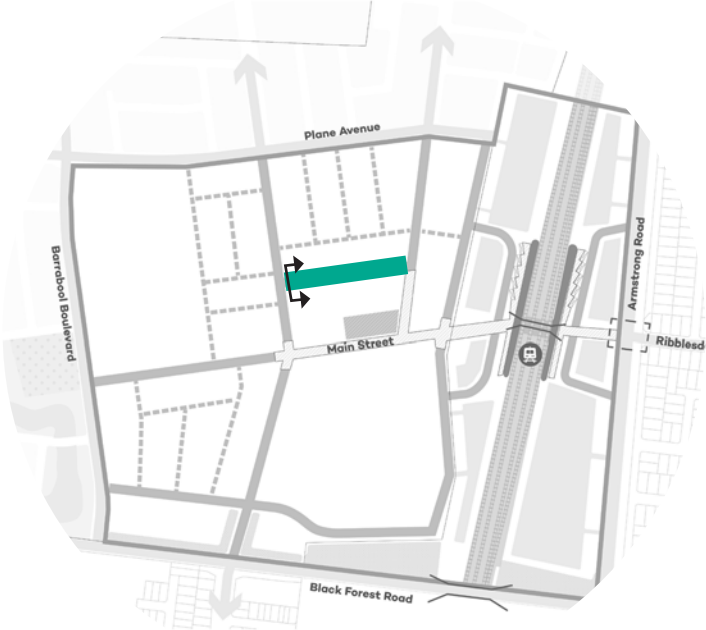
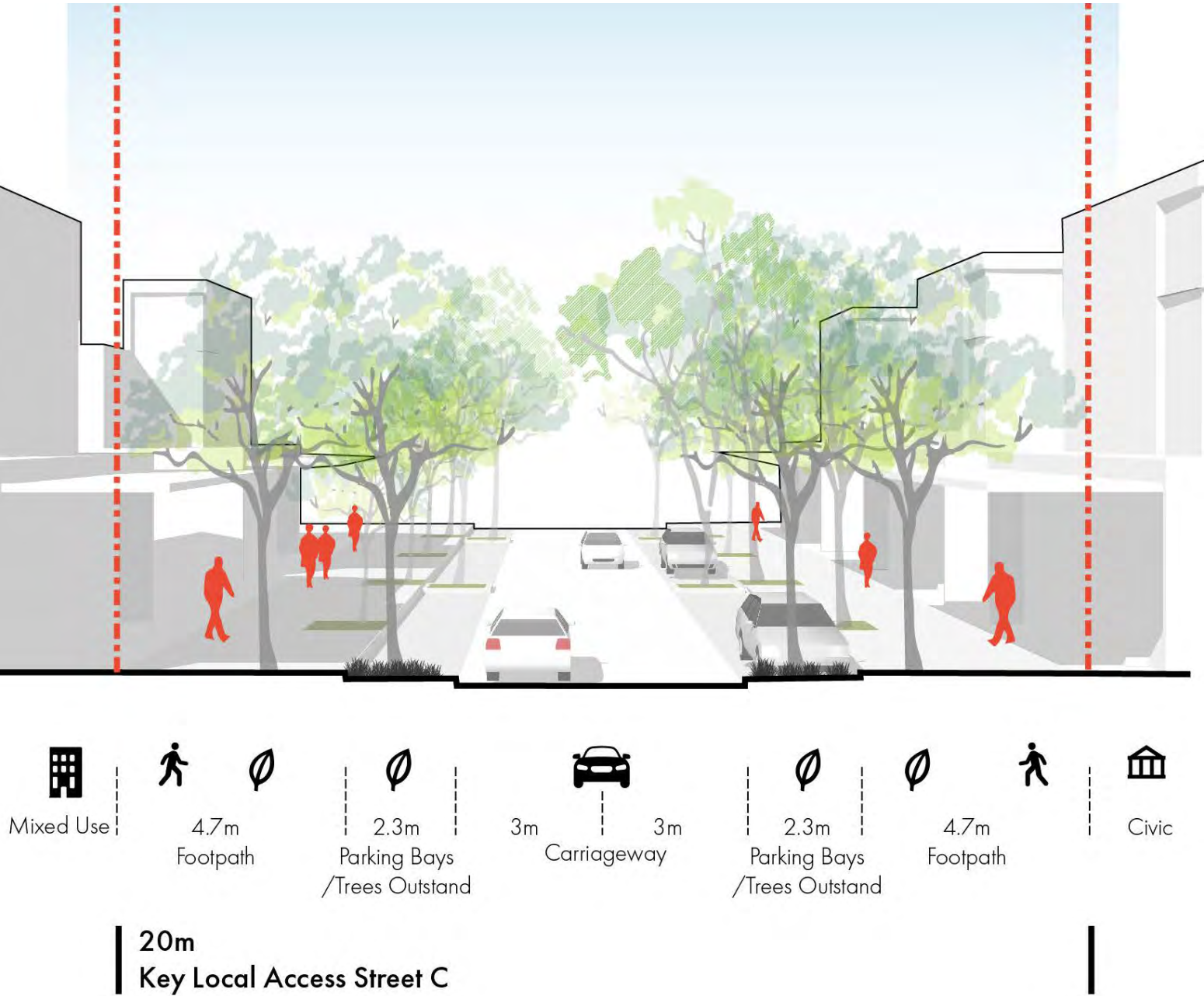


Figure 30. Key Local Access Street Section C

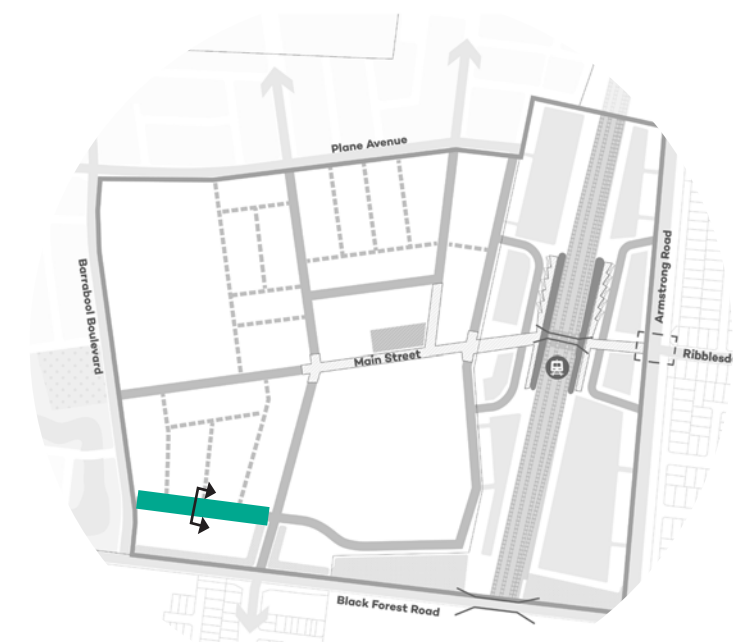


Figure 31. Key Local Access Street Section D