

# Black Forest Road North Town Centre

## URBAN DESIGN FRAMEWORK

Prepared by Tract Consultants for Frasers Property Australia

13 January 2020

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1.1 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.

|  |   |  |   |  |
|--|---|--|---|--|
| <p><b>1. INTRODUCTION, CONTEXT &amp; ANALYSIS</b></p> <p>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.</p> | <p><b>2. VISION</b></p> <p>Describes the overall vision and key urban design principles for the BFRNTC.</p> | <p><b>3. URBAN DESIGN GUIDELINES</b></p> <p>Describes the key elements of the BFRNTC under the following themes:</p> <ul style="list-style-type: none"><li>• Urban Structure &amp; Precincts</li><li>• Land Use</li><li>• Movement &amp; Access</li><li>• Public Realm</li><li>• Built Form</li><li>• Sustainability</li></ul> | <p><b>4. EVOLUTION</b></p> <p>Outlines the intended staging and indicative timing of the BFRN Town Centre, including potential interim land uses and activation strategies.</p> | <p><b>5. APPENDICES</b></p> <p>Includes additional supporting plans and information.</p> |
|--|---|--|---|--|



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.

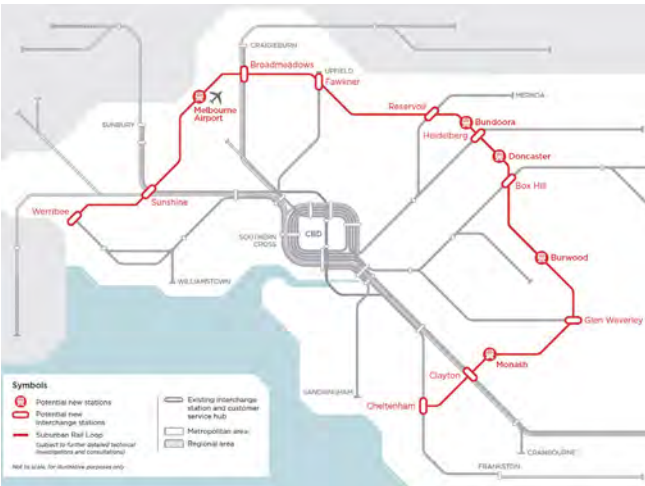


Figure 2. Proposed Suburban Rail Loop

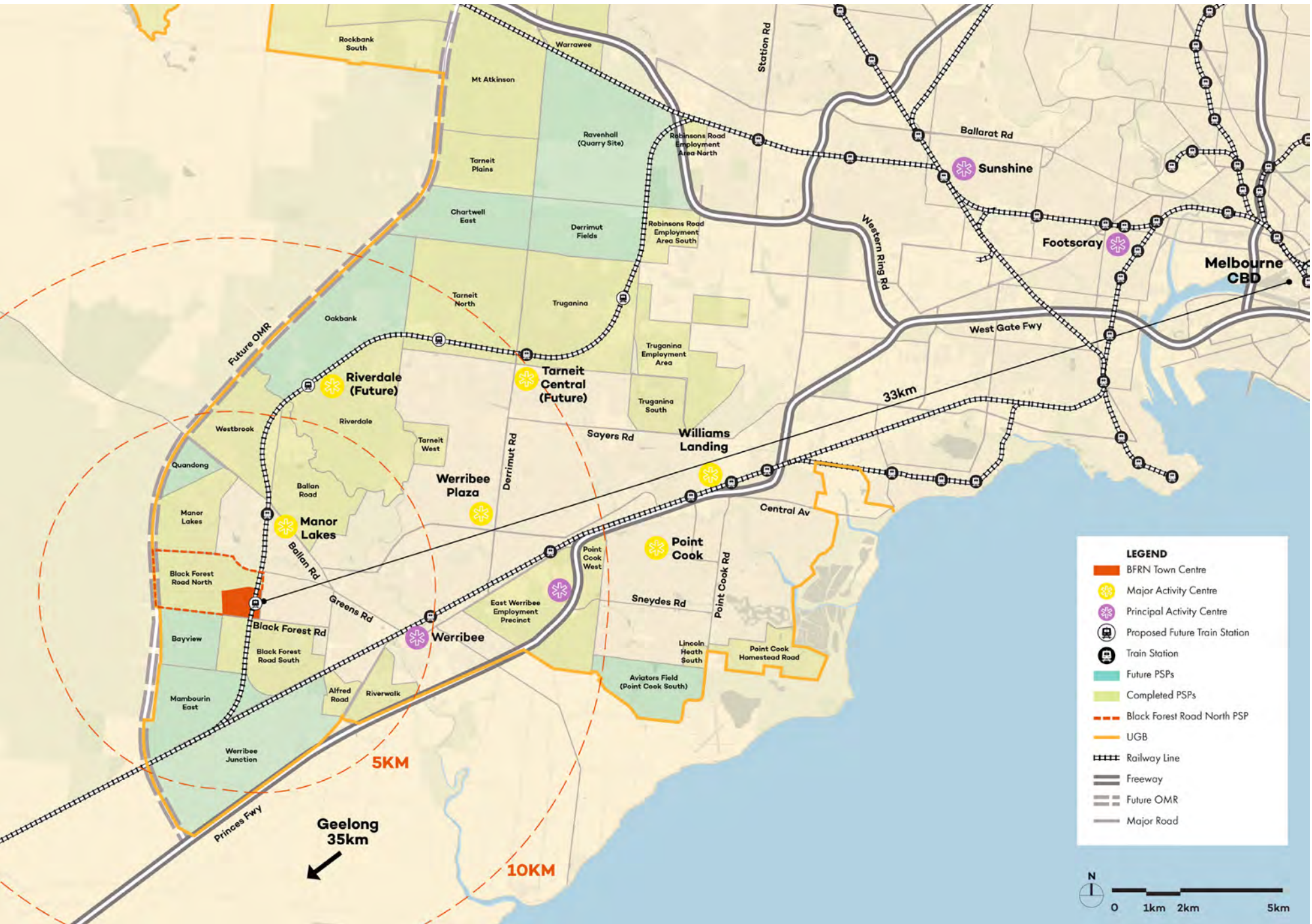


Figure 3. Context Plan



## 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



## 1.7 Town Centre Trends

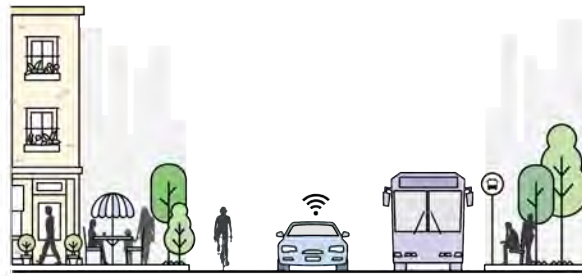
Town Centres are rapidly evolving. The below mega trends describe the key changes that are occurring and have shaped the UDF for the BFRNTC.



### 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







## 2.1 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.

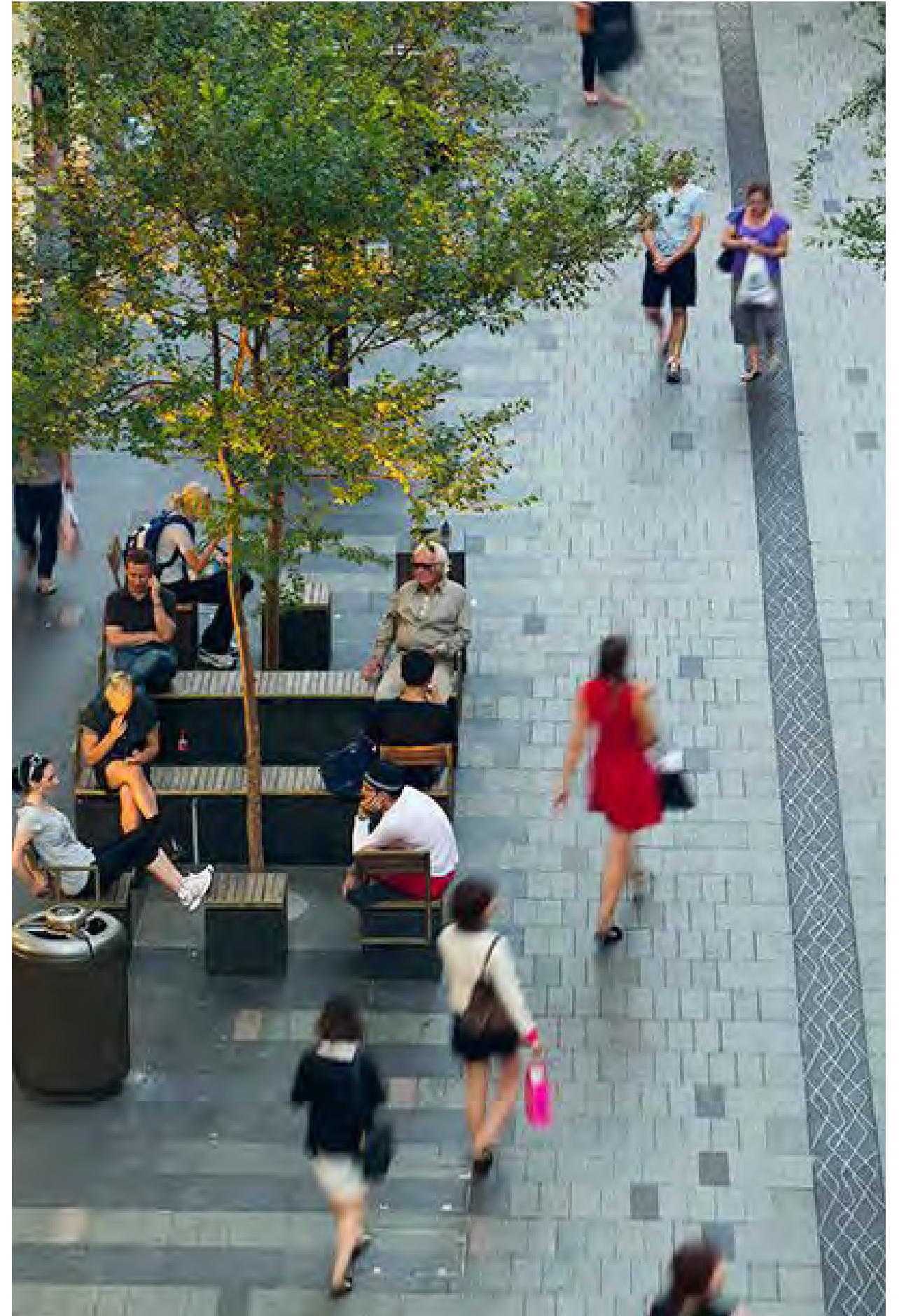
With a future integrated train station and bus interchange, the BFRNTC will become a leading example of a Transit Orientated Development (TOD) and ‘20 minute neighbourhood’ which promotes active transport modes. A range of compact housing types within the Town Centre will ensure that a diversity of people 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.

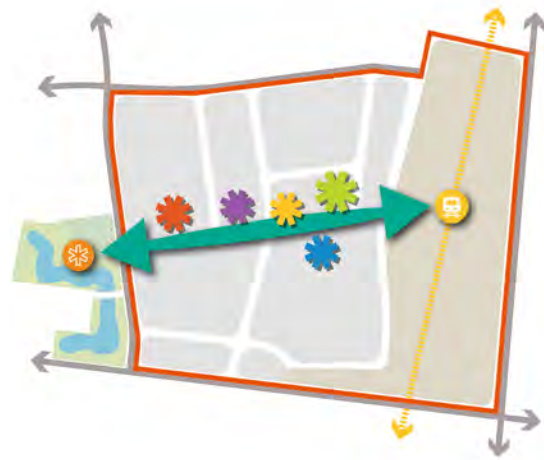
Environmental sustainability features such as energy efficient design, green buildings and water sensitive urban design (WSUD) will create a healthy Town Centre that sets the benchmark in sustainable design. The inclusion of ‘green’ wherever possible will help bring nature and ecology into the Town Centre, 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.

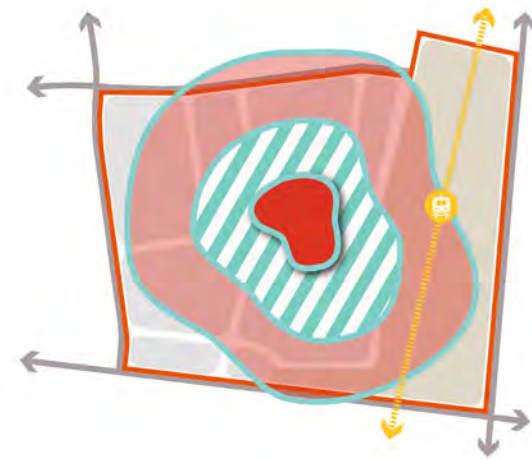
### URBAN STRUCTURE



#### 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.

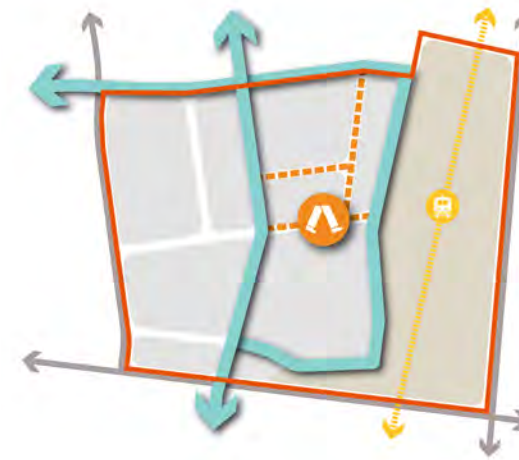
### LAND USE + ACTIVITIES



#### Principle 2: Consolidated Town Centre Core + Transitional Edges

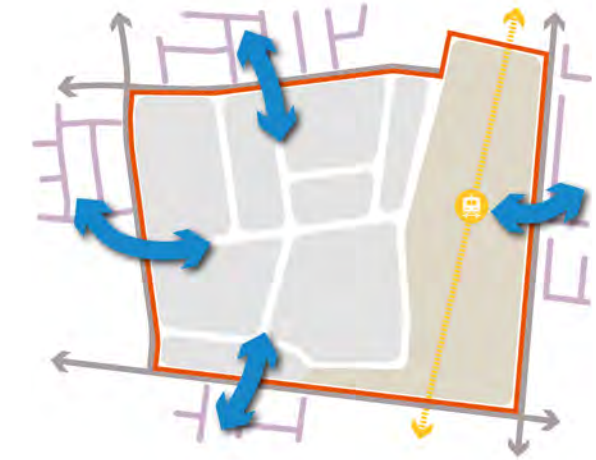
Create a Town Centre Core at the centre of the site featuring core retail, civic and entertainment uses. Surround the Core with mixed use/commercial uses and medium-high density residential, transitioning to more conventional densities in the adjacent residential neighbourhoods.

### 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.

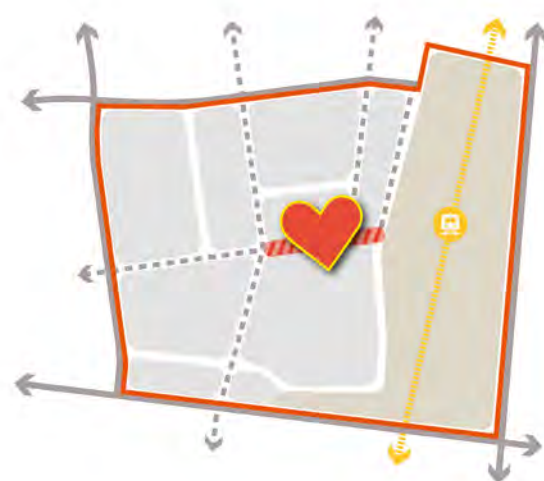


#### Principle 4: Connecting Surrounding Neighbourhoods

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.

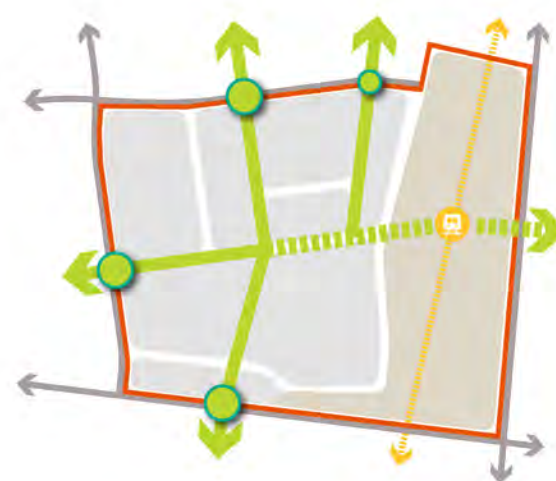


## PUBLIC REALM



### Principle 5: Main Street + Town Square as Civic Heart

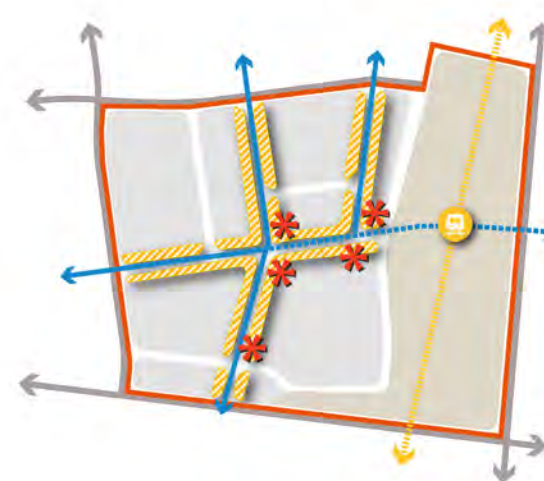
Provide an east-west Main Street that links the station to the north-south connector road, and a Town Square located along the Main Street. A blending of retail and civic uses along the Main Street and surrounding the Town Square will create a vibrant 'civic heart' and social meeting place for the community.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

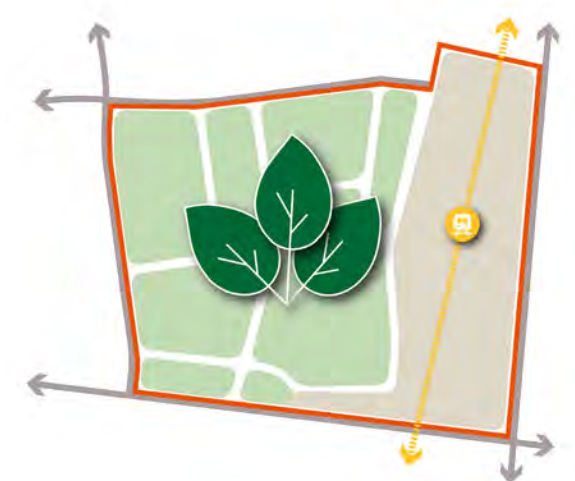
## BUILT FORM



### 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.



3.1.2 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



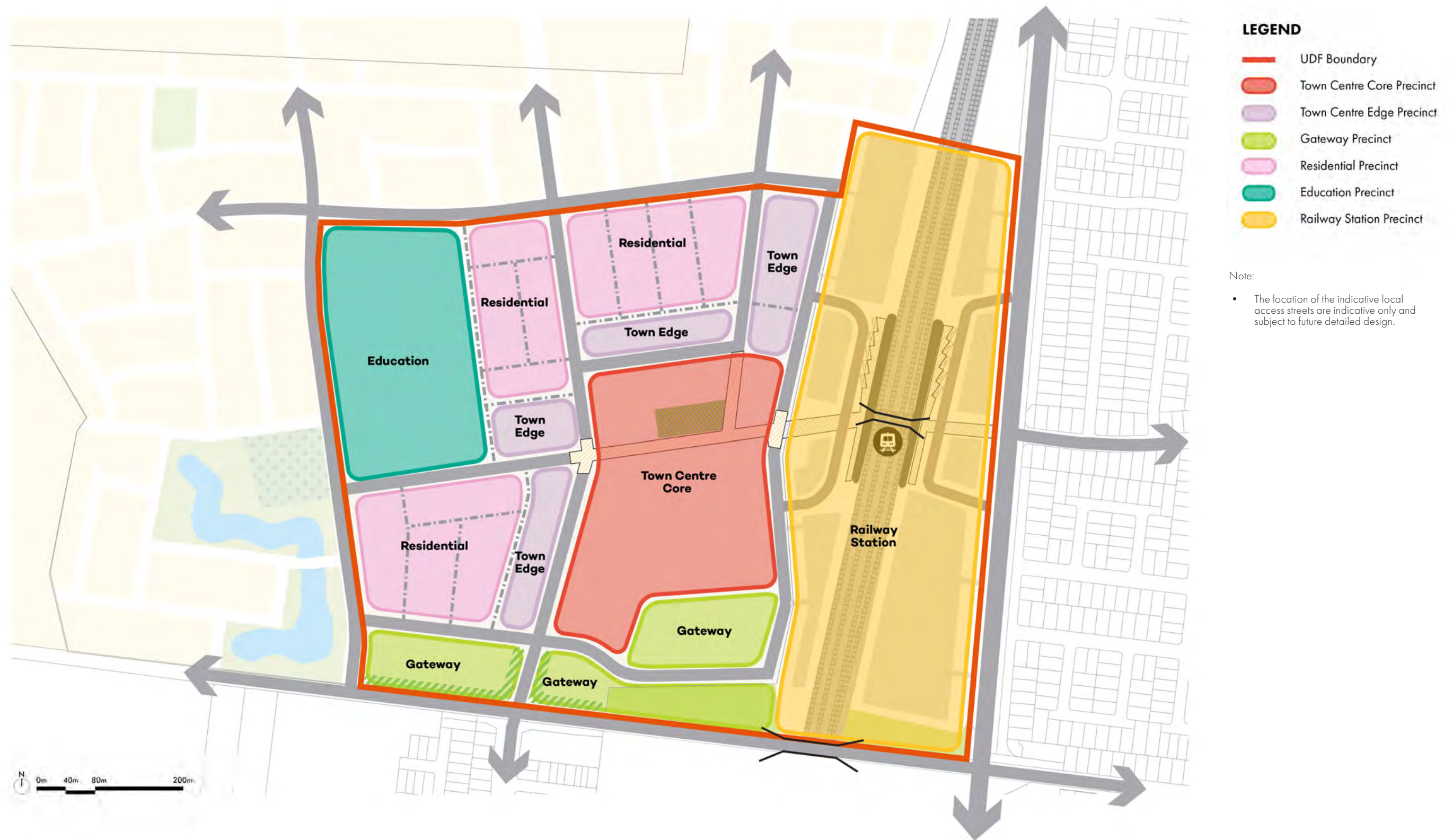


Figure 6. Character Precincts



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"><li>Town Square</li><li>Plazas/Squares within core retail</li></ul>   |   | <ul style="list-style-type: none"><li>Landscape buffer along Black Forest Road + north-south connector entry</li></ul>  | <ul style="list-style-type: none"><li>Potential pocket parks + landscaped walkway reserves (subject to density)</li></ul>  |  | <ul style="list-style-type: none"><li>Public square/plaza as station forecourt</li></ul>                                    |
| RETAIL      | <ul style="list-style-type: none"><li>Supermarkets</li><li>Department Stores</li><li>Mini-Majors</li><li>Shops</li><li>Cafes/Restaurants</li><li>Bars</li><li>Specialty Retail</li><li>Taverns</li><li>Entertainment (eg. cinemas, bowling)</li></ul> | <ul style="list-style-type: none"><li>Shops</li><li>Cafes/Restaurants</li><li>Bars</li><li>Specialty Retail</li><li>Entertainment (eg. cinemas, bowling)</li></ul>  | <ul style="list-style-type: none"><li>Showrooms</li><li>Large format retail</li><li>Convenience/vehicle-based retail (eg. fast food, car-washes, service station, automotive supplies)</li><li>Entertainment (eg. cinemas, bowling)</li></ul> |  |  | <ul style="list-style-type: none"><li>Cafes/Restaurants</li><li>Shops (eg. convenience stores to service station)</li></ul> |
| COMMERCIAL  | <ul style="list-style-type: none"><li>Offices</li><li>Medical/Health</li><li>Home-based businesses</li><li>Gyms/Yoga</li><li>Childcare/Kindergarden</li></ul>   | <ul style="list-style-type: none"><li>Offices</li><li>Medical/Health</li><li>Home-based businesses</li><li>Gyms/Yoga</li><li>Childcare/Kindergarden</li></ul>   | <ul style="list-style-type: none"><li>Offices</li><li>Medical/Health</li><li>Home-based businesses</li><li>Gyms/Yoga</li><li>Childcare/Kindergarden</li></ul>   | <ul style="list-style-type: none"><li>Home-based businesses</li><li>Childcare/Kindergarden</li></ul>   |  |   |
| CIVIC       | <ul style="list-style-type: none"><li>Library</li><li>Performing Arts</li><li>Civic Facilities</li></ul>  | <ul style="list-style-type: none"><li>Place of Worship</li><li>Emergency Services</li><li>Civic Facilities</li></ul>  | <ul style="list-style-type: none"><li>Place of Worship</li><li>Emergency Services</li></ul>   |  |  |   |
| EDUCATION   | <ul style="list-style-type: none"><li>Education Centre (eg. language school)</li></ul>  | <ul style="list-style-type: none"><li>Education Centre (eg. language school)</li></ul>  |   |  | <ul style="list-style-type: none"><li>Primary Education</li><li>Secondary Education</li><li>Independent Education Facilities</li></ul> |   |
| RESIDENTIAL | <ul style="list-style-type: none"><li>Shop-top apartments</li><li>Student accommodation</li><li>Hotels</li></ul>  | <ul style="list-style-type: none"><li>Apartments</li><li>Terraces/townhouses</li><li>Aged Care</li><li>Student accommodation</li><li>Hotels</li><li>Retirement Living</li><li>Home-based businesses</li></ul> | <ul style="list-style-type: none"><li>Apartments</li><li>Aged Care</li><li>Student accommodation</li><li>Hotels</li><li>Retirement Living</li></ul>   | <ul style="list-style-type: none"><li>Apartments</li><li>Terraces/townhouses</li><li>Aged Care</li><li>Retirement Living</li><li>Home-based businesses</li></ul> |  |   |

Table 1. Preferred Land Uses by Character Precinct



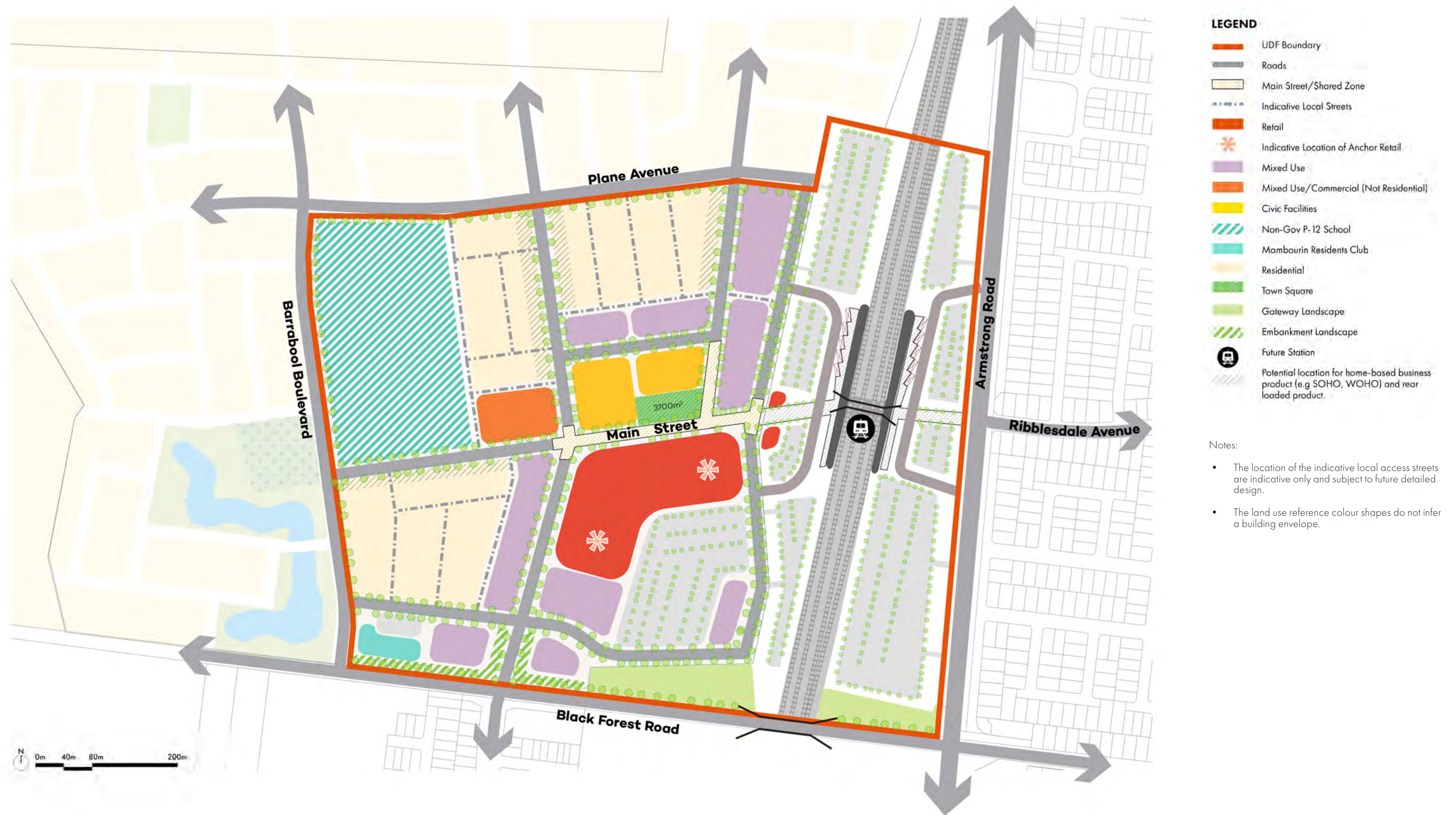


Figure 7. Land Use + Activities



## 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

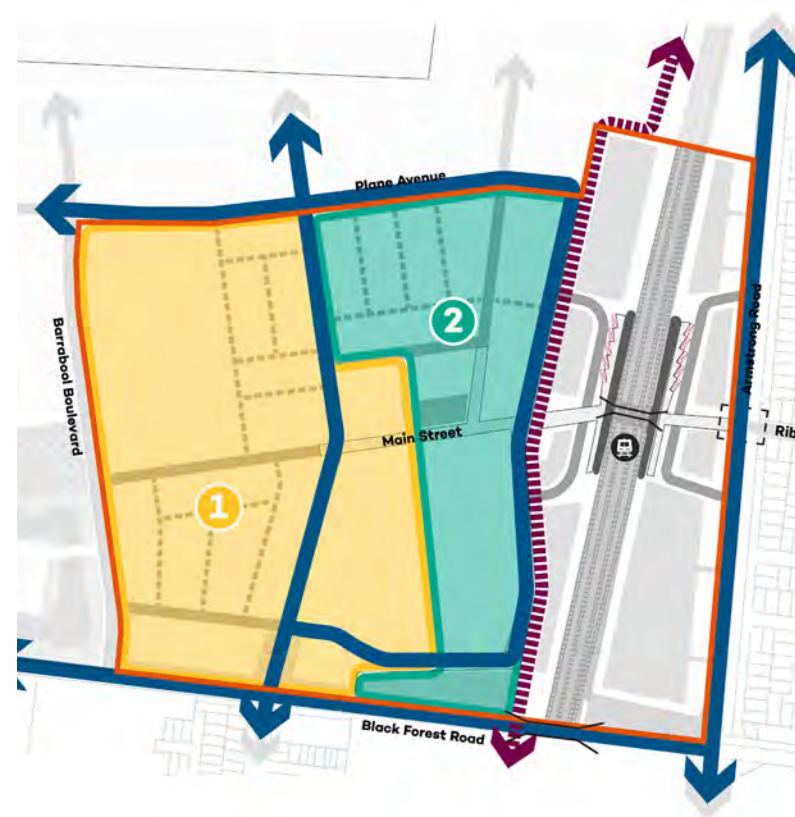
**Figure 17** maps out the indicative staging and evolution of the BFRNTC. The Town Centre will generally develop from west to east, utilising the existing access from Black Forest Road and Barrabool Boulevard which are already built. This allows the station precinct to be delivered last, once the remainder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





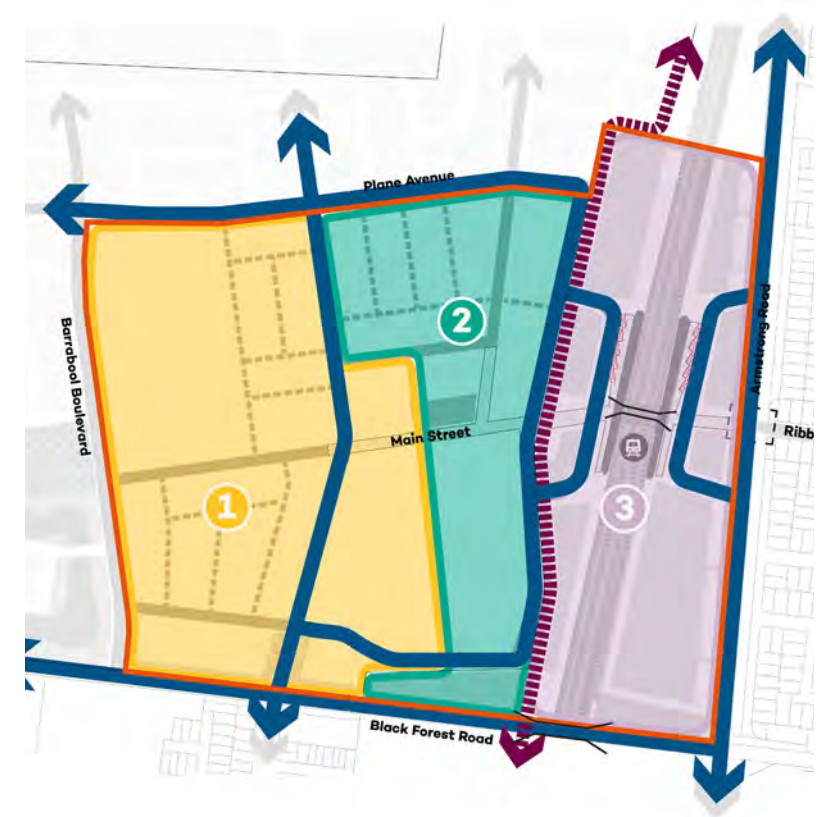
### Short Term (1-3 years)

- 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.

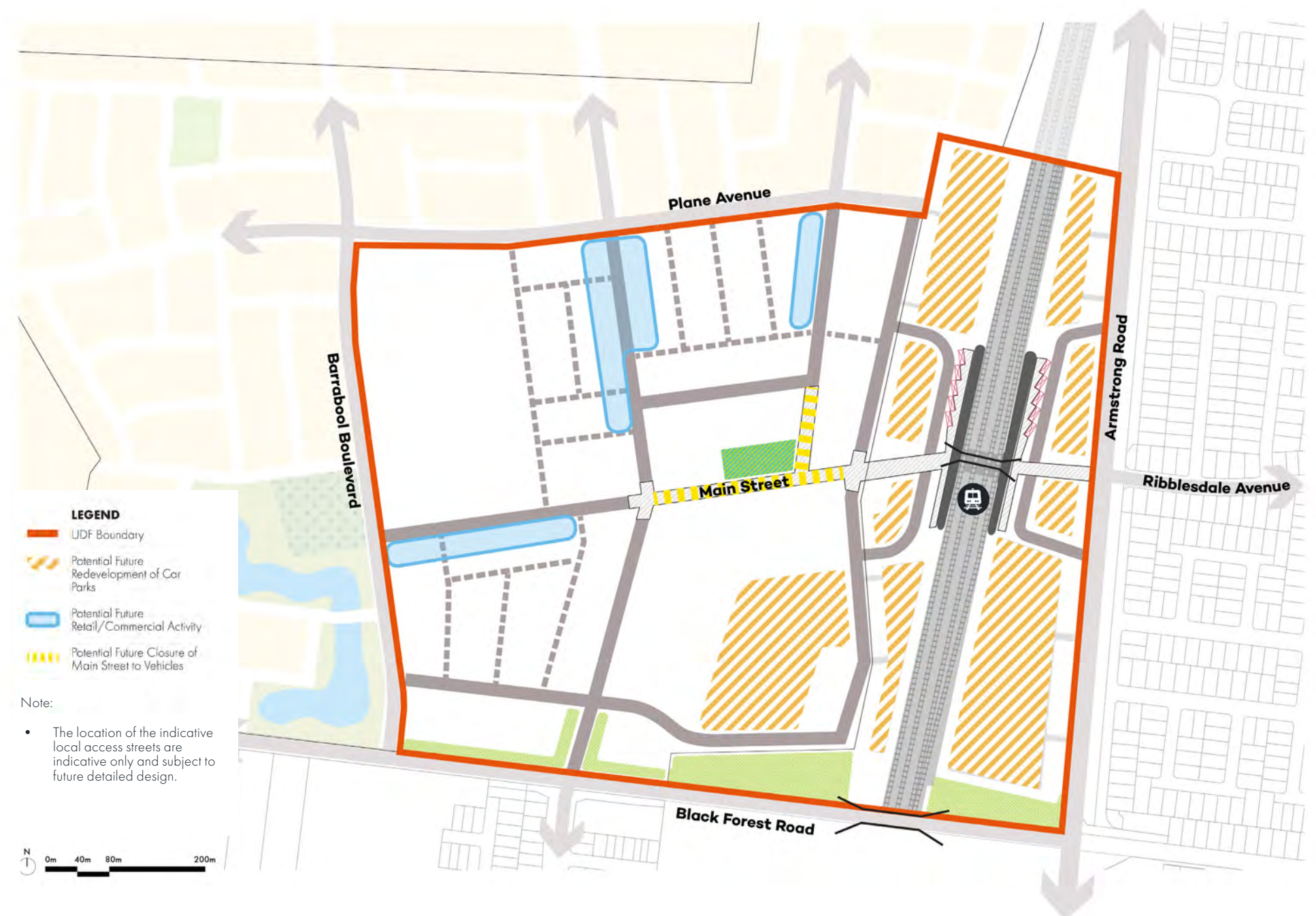
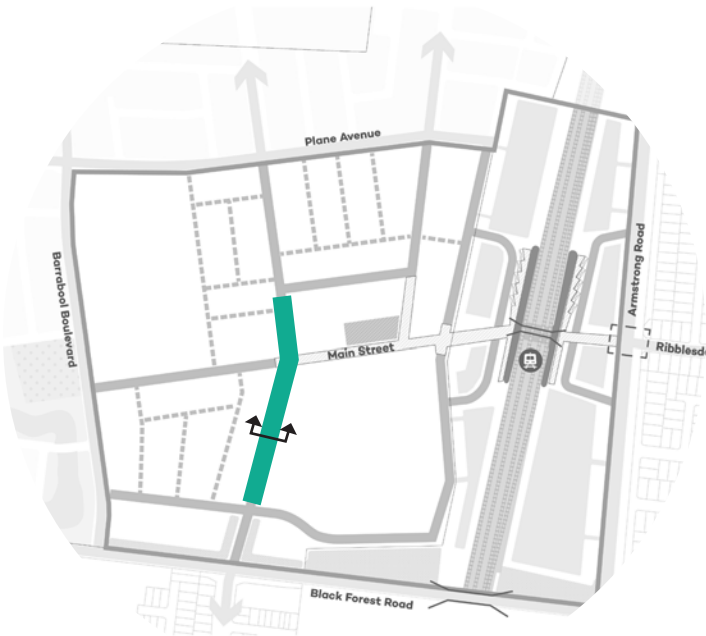
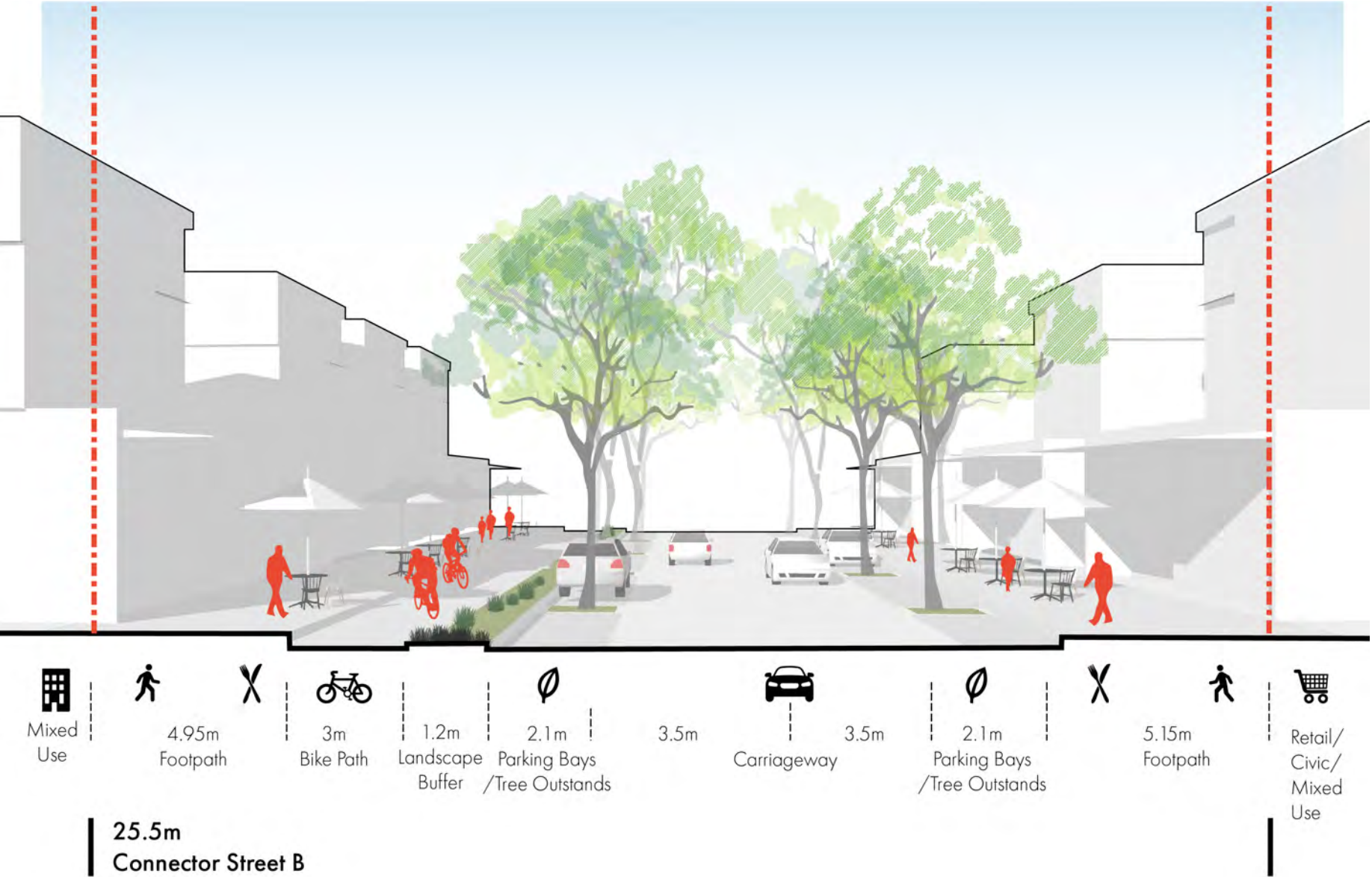


Figure 18. Future Opportunities





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

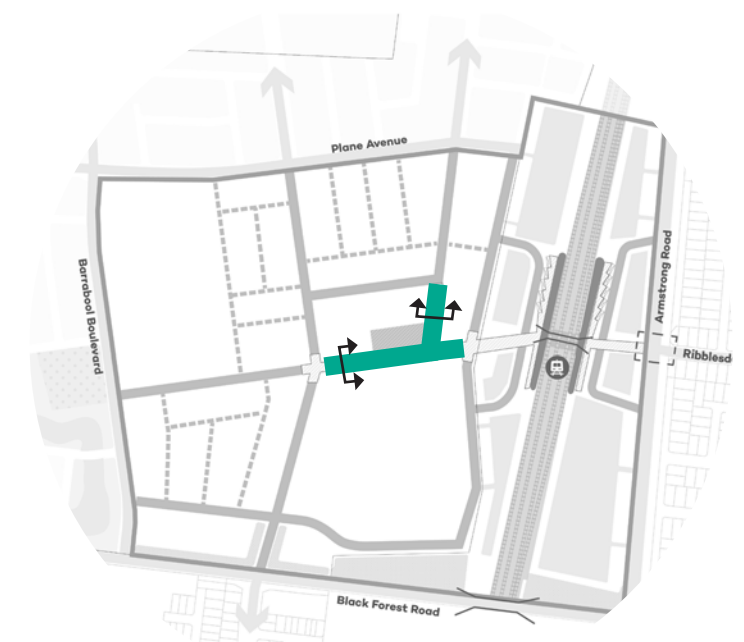
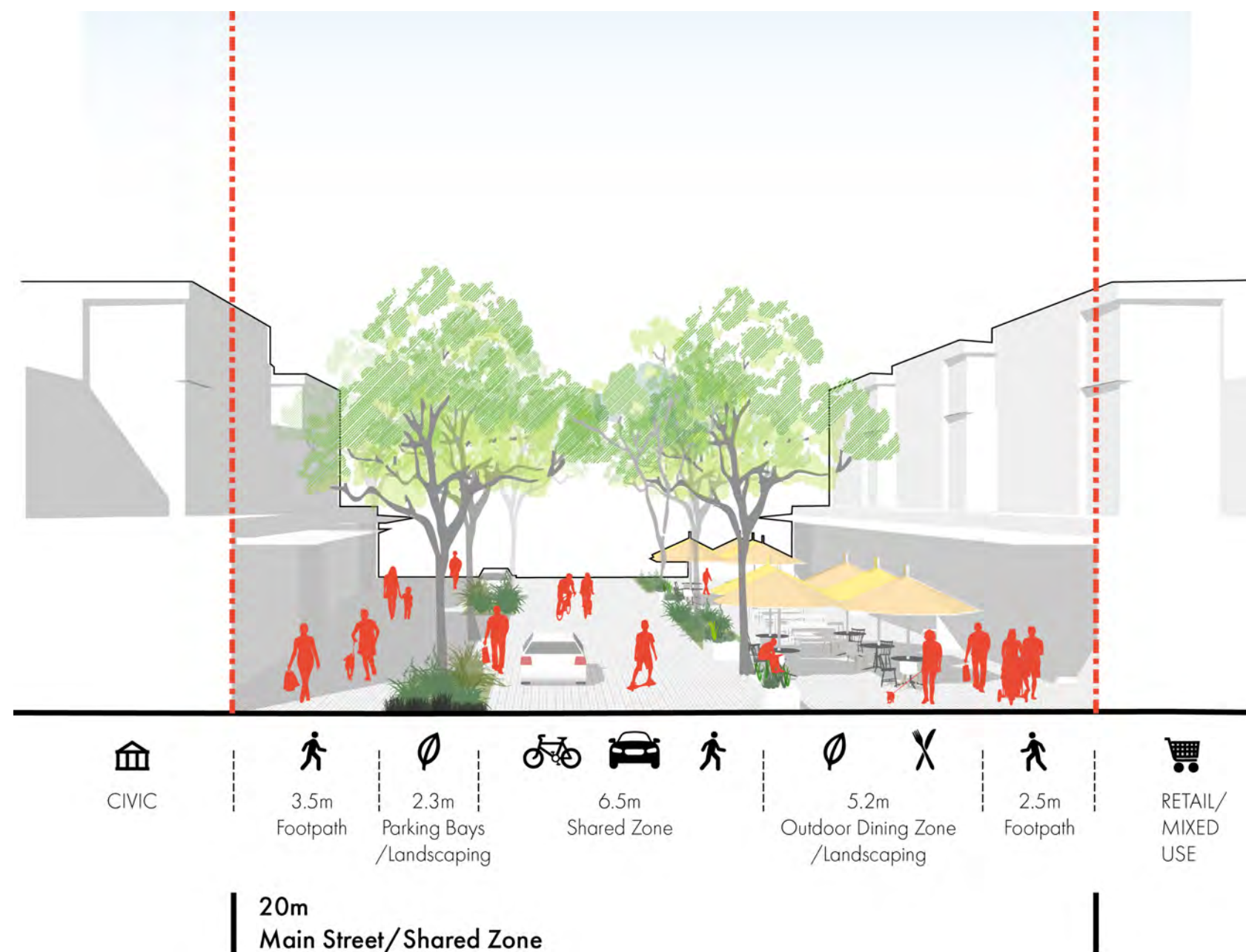


Figure 27. Main Street/Shared Zone Section



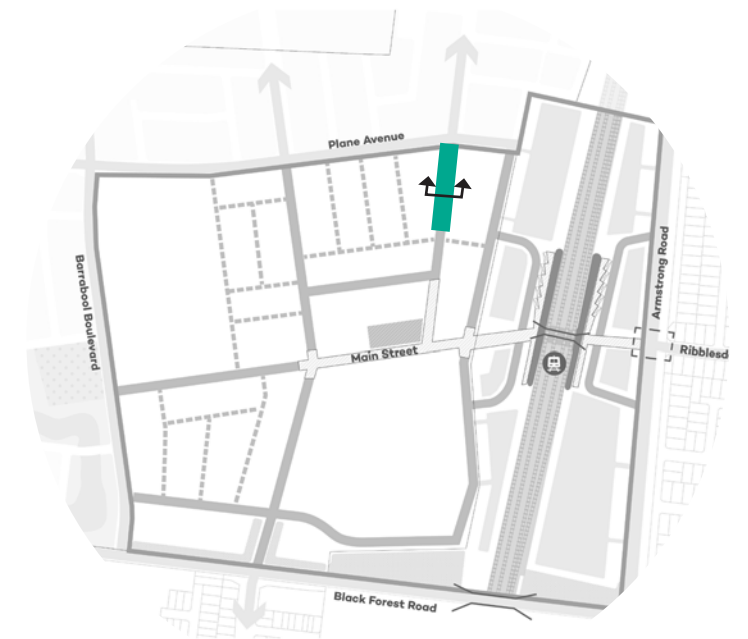


Figure 29. Key Local Access Street Section B