

Derrimut Road West

Urban Design Framework

July 2026
FINAL REPORT

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WYNDHAM PLANNING SCHEME

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Prepared by Urbis for Wyndham City Council

Acknowledgement of Country

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

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1 Introduction and context.

This section outlines the purpose of the UDF, the area affected by the UDF, and the site context, as well as a review of the background documents and existing local and state policy.

Purpose of this document.

This document sets out the Urban Design Framework (UDF) for the Derrimut Road West Precinct, which is located within the area covered by the Tarneit North Precinct Structure Plan.

The purpose of the Derrimut Road West UDF is to:

- Outline the overarching vision, objectives, key requirements and guidelines for development.
- Build on the requirements and design principles of other strategic documents relating to the Derrimut Road West Precinct.
- Ensure consistent and desired land use and built form outcomes.

How to use this document.

The planning approval hierarchy includes the following:

- Precinct Structure Plan (Tarneit North)
- Urban Design Framework (this document)

Precinct Structure Plan

The PSP sets the high-level planning framework for the area, guiding road networks, open space and town centre locations, and supporting large-scale residential development with a clear urban design vision for the interface with the Tarneit Major Town Centre. However, it does not provide sufficient detail to assess planning permit applications, and further planning and urban design work is required through this Urban Design Framework before a permit can be considered.

Urban Design Framework (UDF)

The Urban Design Framework builds on the PSP by providing more detailed direction on land use, the road network, public and active transport, and the public realm response and implementation. This direction is guided by a series of objectives, guidelines and requirements that establish clear standards to ensure consistent land use and development outcomes.

Monitoring and review

The Derrimut Road West UDF has been prepared using the most current information available. Nonetheless, the document may need to be reviewed as new or additional information becomes available.

Accordingly, it is recommended that the document be reviewed every five years to ensure that its content remains accurate, relevant and responsive to prevailing conditions. The Framework is intended to provide further guidance in developing the area and reflects contemporary retail, commercial and residential development trends and outcomes.

Key changes that may impact the Derrimut Road West UDF in the future, and potentially necessitate a formal review, include:

- Future changes in planning policy such as the implementation of state led building controls (i.e. Built Form Overlay) or local policies.
- Future housing and non-residential demand.
- Advances in vehicle technology and mobility trends.
- Electrification of the Regional Rail Link.
- Expansion of public transport options.
- Rate of development of the UDF area and surrounds.

1.1 Urban Design Framework Area.

The land subject to this Urban Design Framework (UDF) sits within the Tarneit North Precinct Structure Plan (PSP) that was originally gazetted and incorporated in the Wyndham Planning Scheme through Amendment C188 in 2014 and was last amended in 2024. The Tarneit North PSP is the guiding document for the preparation of the Derrimut Road West UDF and was prepared by the Victorian Planning Authority with the input of various technical reports and stakeholder discussions. The Tarneit North PSP area is located adjacent to the Truganina PSP area which includes the Tarneit Major Town Centre.

The Future Urban Structure identifies the subject land as a mixed use precinct and the Tarneit Major Town Centre interface area. It also identifies that the area is subject to an urban design framework. The PSP describes the Derrimut Road precinct as:

"Mixed-use, higher-density area that will take advantage of the future Tarneit rail station and the Tarneit Major Town Centre. The following uses will be encouraged: office, residential (medium/high-density), accommodation, health and complementary services and education. This precinct will function as an interface between the residential uses to the west and the retail core of the major town centre. Retail uses, aside from limited convenience retail and food and drink premises, will be discouraged."



Figure 1. Tarneit North Precinct Structure Plan



Figure 2. Truganina Precinct Structure Plan.

The description and the relevant Requirements and Guidelines set out in the Tarneit North PSP were considered when preparing the UDF to ensure that the UDF document responds to and achieves the vision and objectives of the Tarneit North PSP.

1.2 Context.

Overview.

The Derrimut Road West UDF area (the UDF area) is positioned on the north-west edge of Melbourne's urban growth area, situated north of the established suburbs of Tarneit and Truganina.

Adjacent to the Regional Rail Link, which offers services between Geelong and Melbourne, the Tarneit MTC and Derrimut Road West UDF area benefits from good rail connectivity. This strategic location positions the precinct as a gateway to the rest of the urban growth area, facilitating access to both metropolitan Melbourne and regional Victoria.

New connections along Derrimut Road will play a crucial role in integrating the UDF area with the broader urban growth area. Derrimut Road will link the precinct to key destinations, including major activity centres and transport hubs, enhancing accessibility and supporting the area's development. This connectivity will ensure the precinct is well integrated into the wider growth corridor, promoting transport integration and ensuring long term growth.

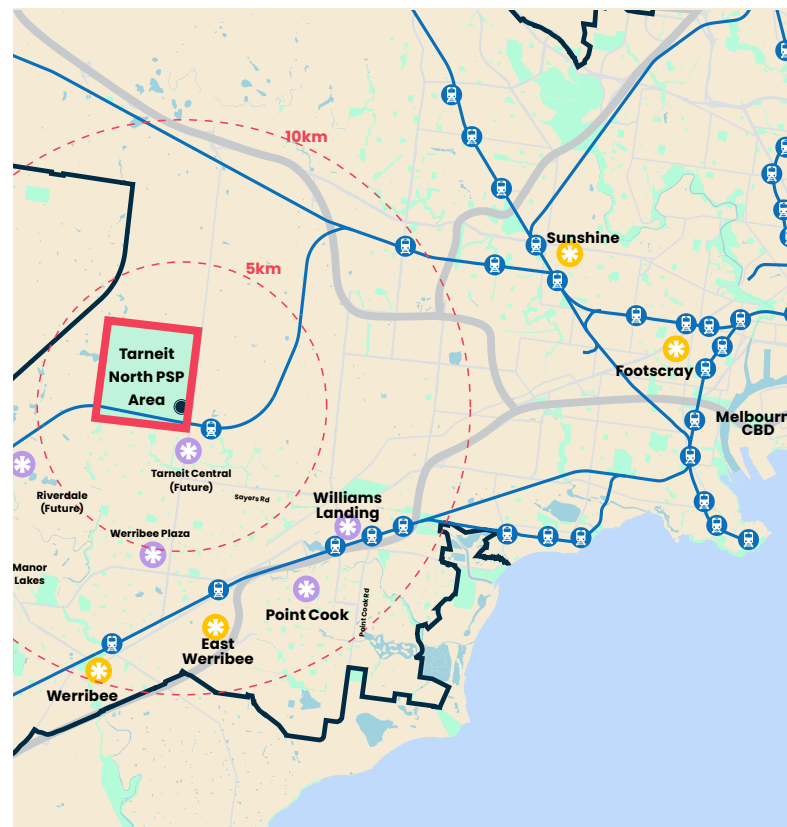


Figure 3. Metropolitan context plan.

LEGEND

- Tarneit North PSP Area
- Metro train line
- Major freeways

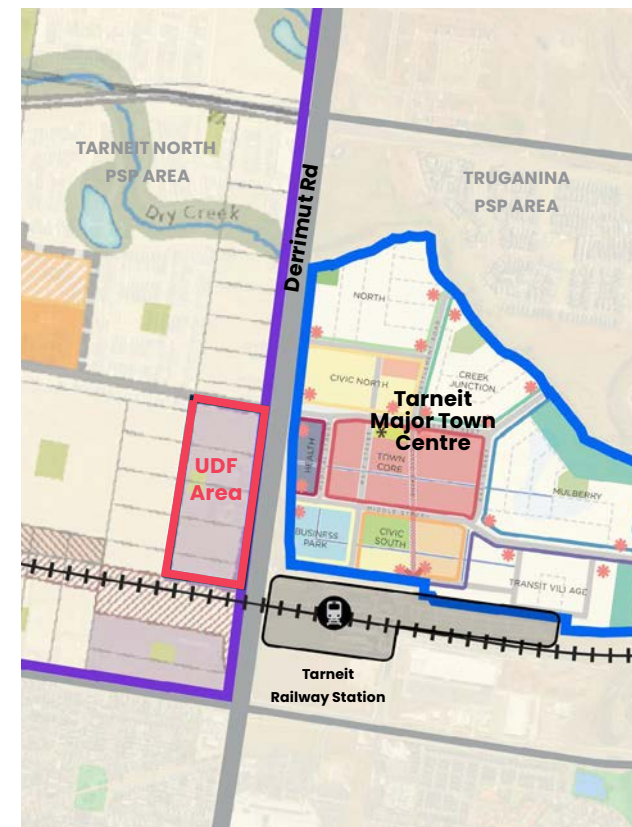


Figure 4. Local context plan.

LEGEND

- UDF Area
- Tarneit North PSP
- Tarneit Major Town Centre

1.3 Background review.

Overview.

The policy and strategic document review provides a comprehensive understanding of the UDF's role in guiding development and ensuring alignment with State and Local Government strategies and ambitions. The review highlights the UDF's importance in managing the design and location of public assets, spaces, services, and infrastructure, as well as the long term vision of Wyndham and the Tarneit Major Activity Centre.

This UDF was informed by the following strategic documents and technical reports:

Plan for Victoria (2025)

The Wyndham Plan (2023)

Tarneit Major Town Centre Urban Design Framework (2023)

Western Growth Corridor Plan

Tarneit North Precinct Structure Plan (2014, amended 2024)

Wyndham Housing and Neighbourhood Character Strategy (2023)

Wyndham North Development Contributions Plan

Planning Practice Note (PPN) 17: Urban Design Frameworks

Planning Practice Note (PPN) 58: Height and setback controls for activity centres

Truganina Precinct Structure Plan (2014, amended 2023)

20- Minute Neighbourhoods Checklist (2023)

Servicing Report - Spiire (2025)

Economic Impact Assessment Report - Hill PDA Consulting (2025)

Traffic Engineering Assessment (2025)

Policy Context.

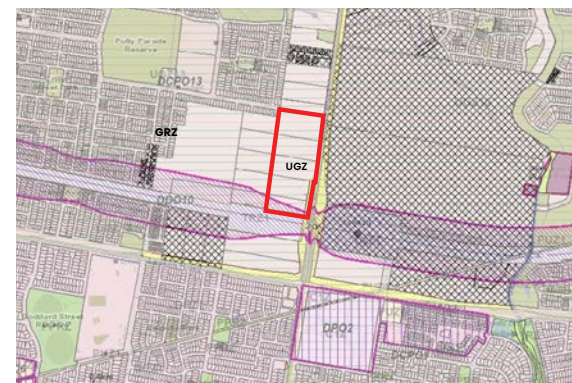
The UDF area sits within the Western Growth Corridor. The Western Growth Corridor has seen significant development over the last decade facilitated by the Western Growth Corridor Plan (2012) and the development of various PSPs including Tarneit West, Truganina South, Riverdale and employment areas. More recently the Victorian Government's has committed to commencing work on the Oakbank and Derrimut Fields PSPs in the next few years.

The Derrimut Road West Precinct is located within one of the fastest-growing municipalities in Victoria, and the provision of a mixed use precinct that can provide housing and local employment opportunities and services, from retail and hospitality to professional services, education, and health, is vital to creating a thriving community.

Schedule 10 to Clause 43.02

Design and Development Overlay (DDO10)

DDO10 applies to land shown on the planning scheme map (along the Regional Rail Link) and relates to rail noise attenuation. The overlay seeks to reasonably protect bedrooms from noise impacts generated by the operation of trains within the designated project area under Part 4 of the Major Transport Projects Facilitation Act 2009. It does this by guiding building design and development outcomes to mitigate rail noise and support acceptable residential amenity.

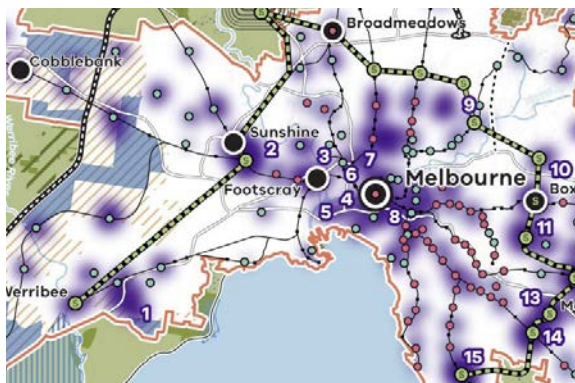


Urban Growth Zone.

The Urban Growth Zone Schedule 13 (UGZ13) of the Wyndham Planning Scheme, in conjunction with the Tarneit North PSP, requires a UDF to be prepared for land at 605-645 Derrimut Road to the satisfaction of the Responsible Authority before a permit for subdivision, use or development can be issued. Once a UDF is approved, a permit application must demonstrate that the proposed development is generally in accordance with the UDF.

Under the UGZ13, the applied zone for the land subject to the Derrimut Road West UDF is the Mixed Use Zone (MUZ). Any future use and development must be consistent with the purpose and requirements of this zone.

1.3 Background review.



Plan for Victoria (2025).

Plan for Victoria (2025) sets a longterm vision for how Victoria will grow over the next 25-30 years under five pillars: Housing for all Victorians; Accessible jobs and services; Great places, suburbs and towns; Sustainable environments; and Self determination and caring for Country.

Through Plan for Victoria, housing targets are set for each local government area. The City of Wyndham has a housing target of 99,000 dwellings (25,000 in established areas and 74,000 in greenfield areas).



The Wyndham Plan (2023).

The Wyndham Plan sets out the objectives and actions to implement the Wyndham 2050 Community Vision and transform Wyndham into an urban city that offers greater concentrations of housing and employment in well serviced, well-connected and well-designed neighbourhoods. Tarnet is identified as an 'urban pulse' which will provide daily and higher order services to the surrounding residential communities.

Central to the UDF area is the Derrimut Road Boulevard, which the Wyndham Plan envisions becoming a landscaped, tree lined corridor enhanced by light rail, trackless trams or a dedicated bus rapid transit service, improving connectivity and supporting development. Public transport hubs at Tarnet and a proposed new station near East Werribee EIA will anchor this transformation.



Truganina PSP and Tarnet Major Town Centre Urban Design Framework.

The Truganina PSP area is located adjacent to the Tarnet North PSP area. The Truganina PSP contains the Tarnet Major Town Centre (MTC) which is subject to the Tarnet MTC UDF. As the Derrimut Road West Precinct interfaces with the Tarnet MTC, consideration has been given to the land uses, built form and urban design guidelines set out in the Tarnet MTC UDF.

Adjacent to the UDF area, the Derrimut Road frontage features the Business Park, Health Precinct and Civic North Precinct.

The proposed road network includes three major intersections, with Polly Parade and Middle Street directly adjoining the UDF site.

2 Vision and principles.

This section describes the Derrimut Road West Vision and outlines the key Urban Design Principles which shape the future character of the area.



2.1 Vision

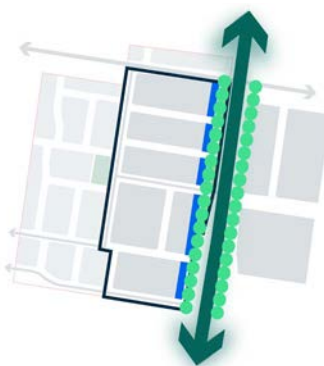
A vibrant, high amenity urban growth precinct that incorporates mixed use and residential development, seamlessly integrated with the Tarneit Major Town Centre and contributes to a distinctive and attractive boulevard experience along Derrimut Road.



Artistic impression of future outcome within the UDF area for illustrative purposes only

2.2 Urban design principles.

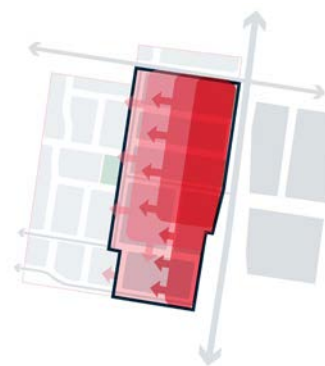
The UDF area is shaped by a set of urban design principles that translate the vision into a clear direction for the UDF area's future.



01

Boulevard Presence

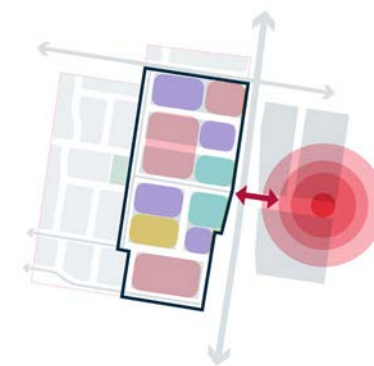
Enhance the urban structure by contributing to a distinctive boulevard, fostering a sense of arrival and identity with buildings of similar and complementary heights.



02

Intensity Transition

Ensure a moderated transition between high density and the low density surrounding development that responds to the station and town centre in the east and the residential neighbourhood to the west

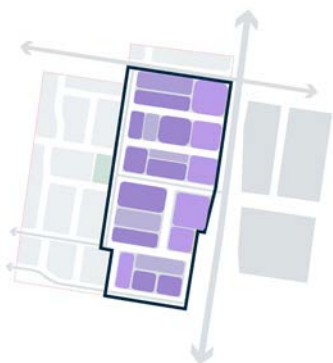


03

Complementary Land Use

Foster land uses that support and complement the Tarneit Major Town Centre and create a balanced and vibrant environment.

2.2 Urban design principles.



04

Housing Diversity

Promote a variety of residential densities and choices, catering to diverse community needs.



05

Integrated Connectivity

Establish strong connections to surrounding networks, infrastructure and neighborhoods by promoting seamless movement and access.



06

Memorable Public Realm

Develop streets and public spaces that are both distinctive and inviting, fostering a sense of place and encouraging community interaction.

3 Urban structure and precincts.

The purpose of this section is to describe the Urban Structure and define the character precincts for the Derrimut Road West Urban Design Guidelines.





Image source: Kingsborough, ACT

3.1 Urban structure.

The role of the Framework Plan.

The Derrimut Road West UDF has been prepared to guide future development and support the gradual intensification of the area over time. It also allows for meanwhile uses, ensuring the land remains active and adaptable as market demand evolves.

This chapter begins with a summary of the overall intent, followed by sections that address land uses, public realm and landscape, built form elements, sustainability and implementation. Each of these components is supported by guidelines tailored to the relevant character precincts, ensuring that development responds to desired future outcome.

The Urban Structure overview.

The UDF area is envisioned as a vibrant local heart that works in co-location with the Tarneit Major Town Centre. Derrimut Road will be activated through strong visibility and active frontages, while a local town heart will be developed along Middle Street. Key movement corridors will shape how people experience the area, with Middle Street providing an east-west link as a green street. Park Street will provide a cycle connection between Polly Parade in the north with the railway line cycle corridor in the south.

The Boulevard.

The Derrimut Road Boulevard will become a major city axis to the Wyndham City Heart, connecting Tarneit Train Station to East Werribee EIA. This green boulevard will act as a shared spine for both the Tarneit MTC and the UDF area.

The Heart.

The local town heart of the UDF area will be centered along Middle Street, a lively neighbourhood retail street with the built form and public realm designed to create defined street edges along both sides of the street and active ground level frontages.

View Lines.

The key view lines within the UDF area include:

- From intersection of Middle Street and Derrimut Road looking west towards the open space, defined by landscaped area.
- From either end of Park street, the gentle curve of the street will create a view to the neighbourhood park.

Edges.

The key edges within the UDF area include:

- Derrimut Road Boulevard is a major arterial road and runs along the eastern edge of the UDF area.
- Polly Parade, is a collector road and runs along the northern edge of the UDF area.
- Park Street, is a collector road and runs along the western edge of the UDF area, a north south link that connects into the open space.
- The railway line is a barrier along the southern edge.

Gateways.

The key gateway buildings within the UDF area include:

- The intersection of Polly Parade and Derrimut Road.
- The intersection of Middle Street and Derrimut Road.
- The south-eastern corner building visible from the bridge over the rail line along Derrimut Road.

Character Precincts.

The UDF area is organised into six distinct character precincts each with its own identity and role within the framework plan:

- The Boulevard
- Town Edge
- The Junction
- Transition Quarter
- Residential Gateway
- Flexible Residential

3.2 Framework Plan.

The Framework Plan illustrates how the UDF area seamlessly integrates commercial and residential spaces together to create a vibrant mixed use precinct with various heights, setbacks and streetwall requirements. This Framework Plan supports the detailed objectives, requirements and guidelines provided for each theme in this document.

Character Precinct	Land Use	Height (storeys.)		Min. Lot Size (sqm)
		Min	Max	
 The Boulevard	Mixed use - with commercial ground floor	2	8	2000
 Town Edge	Mixed use - with commercial ground floor	2	4-6	2000
 The Junction	Residential - with retail ground floor	2	6	2000
 Transition Quarter	Residential - Apartments	2	6	2000
 Residential Gateway	Residential - Townhouses	2	3	-
 Flexible Residential	Residential - Townhouses or Apartments	2	6	-

Table 1. Character precincts table.

LEGEND

 UDF area	 Potential rear access laneway	 No vehicle access to Derrimut Road
 Arterial road	 Shared slow zone (no vehicle access to Derrimut Road)	 Future intersection
 Collector road	 Pedestrian link	 Pedestrian crossing
 Access road	 Local town heart	 Parcel boundary
 Local access street	 Existing intersection	 Railway line
 Local access street (location not fixed)	 Key view lines	 Flexible design
 Shared way (location not fixed)		 Other local access roads
		 Gateways

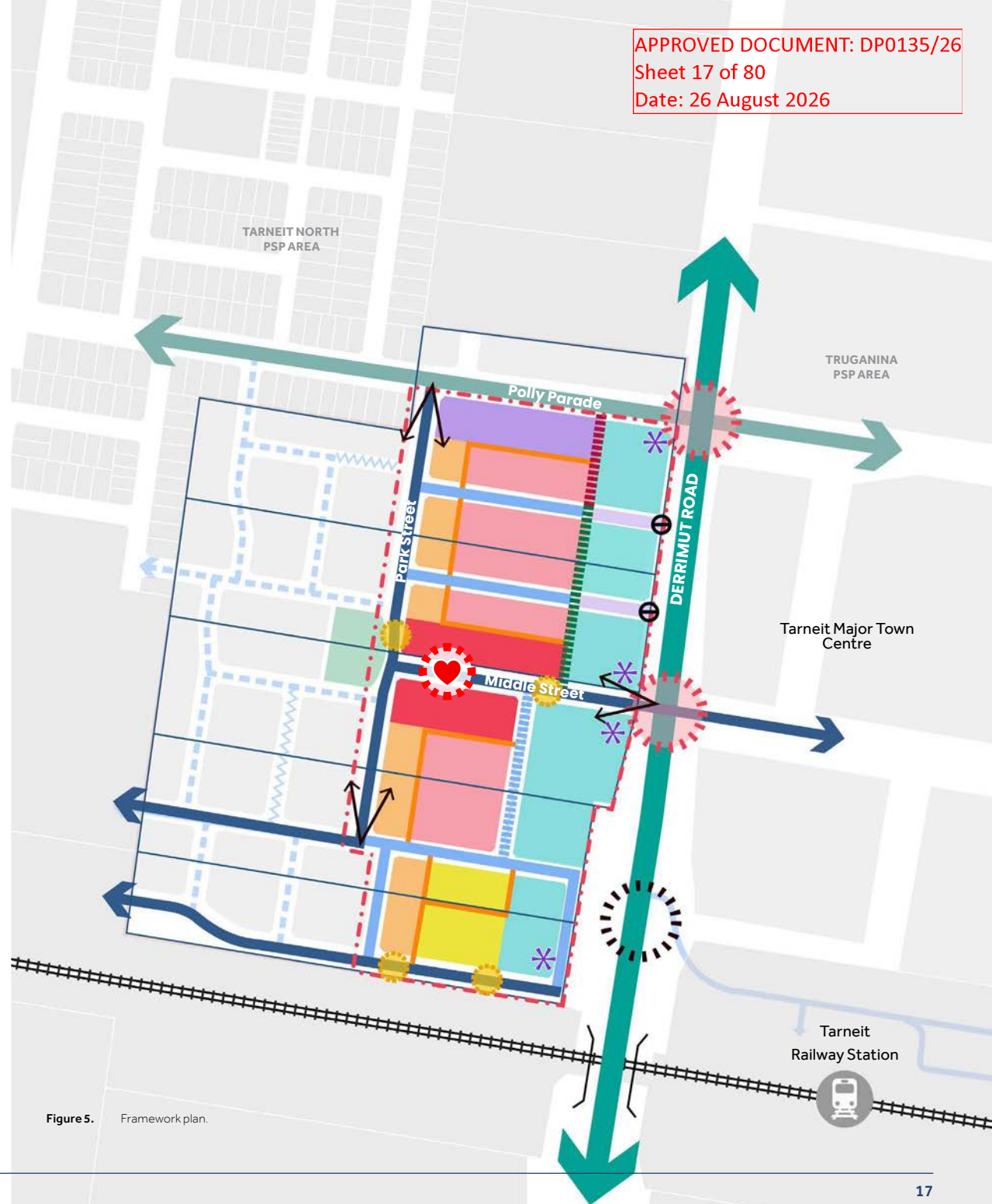


Figure 5. Framework plan.

3.3 Character precincts.

Each character precinct is defined by its own features, role and outcomes within the overall framework.



LEGEND

	UDF area
	The Boulevard
	Town Edge
	The Junction
	Transition Quarter
	Residential Gateway
	Flexible Residential

The Boulevard

A highly visible, well connected boulevard precinct that drives economic activity and supports a mixed use precinct.

Primary Land Use	Mixed use – with commercial ground floor
Maximum Height	8 Storeys
Minimum Lot Size	2000 sqm

- Support the vision of Derrimut Road designed as a tree-lined boulevard, creating an attractive streetscape.
- Strategically located along a main road to maximise visibility and attract passing trade.
- Potential high capacity transport stop with connection to existing railway lines to enhance connectivity and accessibility throughout the precinct and wider context.
- Mirrors built form character with the adjacent health precinct within the Tarneit MTC framework.

Town Edge

A prominent mixed use edge that activates a main road frontage.

Primary Land Use	Mixed use – with commercial ground floor
Maximum Height	4-6 Storeys
Minimum Lot Size	2000 sqm

- Highly visible location along Polly Parade, maximising potential for exposure and activity.
- Preference for active ground floor uses including retail or commercial spaces.
- Integrated cycle path running through the precinct, supporting active transport and connectivity.
- Incorporates narrow ground floor setbacks to promote flexibility in use.

The Junction

A local town heart with an active ground plane offering convenience, hospitality while supporting community uses.

Primary Land Use	Residential – with retail ground floor
Maximum Height	6 Storeys
Minimum Lot Size	2000 sqm

- Complements the Tarneit Major Town Centre by serving local convenience.
- Features shop-top housing giving residents direct access to amenities.
- Provides wide tree-lined footpaths with inviting places to stay and spend time.
- Includes flexible retail spaces at ground level offering a diverse range of services and functions.
- Provides spaces for community use to encourage social interaction.
- Fosters a strong sense of belonging through a mix of commercial and community activity.

3.3 Character precincts.

Transition Quarter

A residential precinct that bridges high density activity and low density residential.

Primary Land Use	Residential – Apartments
Maximum Height	6 Storeys
Minimum Lot Size	2000 sqm

- Features apartment buildings that contribute to a variety of housing options.
- Maintains a scale and design that respects adjoining lower-density areas.
- Potential for 'meanwhile uses' to activate sites in the interim period whilst market demand for apartment living develops.
- Provides residential neighbourhood streets with front garden setbacks.

Residential Gateway

A soft edge that provides a sensitive transition to neighbouring low density areas.

Primary Land Use	Residential – Townhouses
Maximum Height	3 Storeys
Minimum Lot Size	–

- Creates a sensitive interface with adjoining low density development.
- Supports a gradual transition in density improving neighbourhood cohesion.
- Minimises overshadowing for adjacent properties.
- Provides residential neighbourhood street with front doors and no vehicular cross overs.

Flexible Residential

A versatile residential precinct that adapts to market needs while enabling future density.

Primary Land Use	Residential – Townhouses or apartments
Maximum Height	6 Storeys
Minimum Lot Size	–

- Offers the flexibility to deliver either townhouses or apartments.
- No minimum lot size allowing a wide range of housing formats.
- Responds to market demand at the time of development.
- Supports increased density where/when appropriate.
- Encourages diversity in housing options.
- Provides residential streets with front garden setbacks.

4 Urban design guidelines.

The purpose of this section is to describe the Derrimut Road West Urban Design Guidelines. This consists of objectives, requirements and guidelines that have been developed for urban structure, land use, movement and access, public realm, built form, sustainability and implementation.



4.1 How to use these guidelines.

The objectives, requirements and guidelines reflect the overarching vision for this UDF area, as outlined in the Tarneit North Precinct Structure Plan and the Urban Design Guidelines for Victoria. Requirements and guidelines are provided for precincts where a defined design outcome is intended.

Objectives.

These outline the broader outcomes to be achieved through the use or development of the land. They are to be applied in accordance with the requirements and guidelines in this UDF, as well as those contained in the Tarneit North PSP.

Requirements.

These are mandatory provisions that must be followed when using or developing the land. A requirement may refer to a figure and/or table within the UDF.

Guidelines.

These describe how the Responsible Authority will apply discretion in matters requiring a planning permit. If the Responsible Authority is satisfied that an alternative approach meets the intended outcomes and aligns with the relevant objective, it may consider that alternative.



Artistic impression of future outcome within the UDF area for illustrative purposes only

4.2.1 Land use. Overview.

Derrimut Road West is located in the Urban Growth Zone (UGZ) and within the Tarneit North PSP area. Schedule 13 of the UGZ applies the Mixed Use Zone (MUZ) to the UDF area. The MUZ allows a variety of uses without requiring a permit.

The preferred land uses for each character precinct have been carefully curated to deliver the overall vision of a well-integrated, high amenity, vibrant community.

In preparing the UDF, careful consideration has been given to ensuring that the preferred uses will complement and enhance each character precinct and the broader Derrimut Road West area. This strategic co location of uses aims to achieve maximum amenity and activation, fostering a healthy community.

As part of the preparation of this UDF, HillPDA has prepared an Economic Impact Assessment. The assessment calculates the following potential floorspace demand that the UDF seeks to accommodate for:

Overall Floorspace	103,000 m²
Commercial Floorspace	17,500m ²
Retail Floorspace	1,500 m ²
Total Dwellings	917
Apartments (%)	80%
Townhouses (%)	20%
Density (Resi.)	~85 dw/ha

LEGEND

- UDF area
- Mixed use with commercial ground floor
- Mixed use with retail at ground floor
- Residential



Figure 6. Land use plan.

4.2.2 Land use.

The following table presents the preferred location of each land use. A vertical mix of uses is encouraged across the different levels.



LEGEND

- UDF area
- The Boulevard
- Town Edge
- The Junction
- Transition Quarter
- Residential Gateway
- Flexible Residential

Preferred Land Uses by Character Precinct

		Commercial	Residential	Retail	Community Uses
CHARACTER PRECINCTS	The Boulevard	- Office - Medical centre - Childcare	- Apartments (above ground floor)	- Hotel/bistro - Restaurant	- Places of worship - Emergency services - Art gallery - Community services
	Town Edge	- Medical centre - Childcare - Entertainment (gyms, yoga studios)	- Apartments (above ground floor where fronting Polly Parade)	- Cafés - Restaurants - Services - Shops	- Places of worship - Emergency services - Community services
	Transition Quarter	- Homes based business	- Apartments		
	The Junction	- Entertainment (gyms, yoga studios)	- Apartments (above ground floor where fronting Middle Street)	- Cafés - Restaurants - Services - Shops - Bars	- Creative and community spaces
	Residential Gateway		- Townhouses		
	Flexible Residential		- Townhouse or Apartment		

Figure 7. Preferred Land Uses by Character Precinct table.

4.2.3 Land use.

Urban design guidelines.

PRECINCT	Objectives	Requirements	Guidelines
UDF Area	O1. To provide for a mix of uses including residential, employment and community, that facilitate the delivery of a range of local community services and other facilities (adapted from TNPSA Appendix B – Principle 4) O2. To encourage uses that respond to the diverse needs of the current and future population, complementing the land uses in the Tarneit Major Town Centre.	R1. The preferred location of land uses must be generally consistent with the preferred land uses shown in Figure 6. R2. A range of retail, commercial, residential and community uses must be provided, generally in accordance with Figure 6 and Figure 7. R3. Meanwhile uses must not detrimentally impact the ultimate land use and built form outcomes identified in the UDF. R4. Land uses must be compatible with other land uses within the UDF area and with the land uses in the Tarneit Major Town Centre.	G1. Uses which facilitate activation at different times should be encouraged in order to facilitate passive community surveillance and a safe environment. G2. Mixed-use buildings should provide retail or commercial uses on the ground level as a minimum with commercial and/or residential on the floors above. G3. Residential developments should provide a diverse mix of housing tenures and types, including family housing options. G4. Land use patterns should consider the current and future needs of the community. G5. Retail uses should be limited to the Middle Street frontage and should be located on the ground floor. Non-residential uses which complement the surrounding residential area (e.g. child care) should be encouraged in the lower levels of buildings to facilitate activation.
The Boulevard	O3. To capitalise on the significant opportunities of the local context, including the Regional Rail Link, the western employment corridor, and extensive intra-metropolitan motorway connections. (TNPSA Objective 2). O4. To create high amenity commercial precincts that can attract a diversity of different businesses and employers and generate a variety of local jobs. (TNPSA Objective 15).	R5. Commercial uses must be located on the ground floor.	G6. Buildings that provide a vertical mix of land uses will be encouraged. G7. Retail uses should be limited to the Middle Street frontage and should be located on the ground floor.

4.2.4 Land use.

Urban design guidelines.

PRECINCT	Objectives	Requirements	Guidelines
Town Edge	O5. To encourage active building frontages with flexible floor spaces.	R6. Ground floor residential uses must be adaptable to future commercial use. R7. Provide continuous overhead cover to provide shade and shelter for pedestrians where retail is located.	G8. Buildings that provide a vertical mix of land uses should be encouraged. G9. Commercial uses should be located on the ground floor. G10. Residential ground floor uses should provide increased ceiling height (4 m) to accommodate future commercial uses.
Transition Quarter	O6. To ensure a range of high density residential precincts provide a high level of amenity and functionality for residents. (Adapted from UDGFV Objective 1.4.1)	R8. Residential uses must deliver a variety of high density dwelling types and sizes.	G11. Home based employment uses (e.g. SOHO's and WOHO's) are encouraged along local access streets and Shared Way as identified in Figure 5.
The Junction	O7. To ensure a range of high density residential precincts provide a high level of convenience, amenity and functionality for residents. (Adapted from UDGFV Objective 1.4.1) O8. To encourage active building frontages with flexible floor spaces and a pattern of smaller scale individual tenancies and land ownership patterns.	R9. Land uses fronting Middle Street must provide an activated ground floor to create an engaging street frontage. R10. Residential uses must deliver a variety of high density dwelling types and sizes. R11. Buildings must include continuous overhead cover to provide shade and shelter for pedestrians where retail is located.	G12. Retail, cafes, restaurants and bars are encouraged on the ground floor of mixed use buildings. G13. Opportunities to facilitate outdoor dining along Middle Street should be encouraged. G14. Activities and uses should meet the needs of, and be well frequented by, local residents. G15. 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.

4.2.5 Land use.

Urban design guidelines.

PRECINCT	Objectives	Requirements	Guidelines
Residential Gateway	O9. To ensure a range of medium density residential precincts provide a high level of amenity and functionality for residents. (Adapted from UDGfV Objective 1.4.1)	R12. Residential uses must deliver a variety of dwelling sizes.	N/A
Flexible Residential	O10. To ensure a range of medium to high density residential precincts provide a high level of amenity and functionality for residents. (Adapted from UDGfV Objective 1.4.1)	R13. Residential uses must deliver a variety of medium density dwelling types and sizes.	N/A



Image source: Yarra Bend, (Formerly Alphington Paper Mill site), Architect: DKO

4.3.1 Movement and access. Overview.

Building on the vision for the Derrimut Road Boulevard outlined in the Wyndham Plan (2023), the road network within the UDF area is designed to enable efficient movement towards the local town heart and provides direct access to the Tarneit Major Town Centre. It supports strong connections to public transport and provides a clear priority on pedestrian and cycle corridors.

This section outlines further guidance on:

- Road network
- Public transport
- Active transport.



Image 1. Residential town house street



Image 2. Future Derrimut Road Boulevard Vision within the Wyndham Plan.



Image 3. An example of a shared path through surrounding landscape and canopy trees.



Image 4. Active ground floor frontage with cafe use.



Image 5. Derrimut Road Boulevard Vision, Wyndham Plan (2023).

4.3.2 Movement and access. Road network.

The UDF area will deliver a well planned road network that supports efficient movement to the local town heart, while also enabling direct connections to the Tarneit Major Town Centre. Streets within the UDF area will have varying levels of priority to reflect their role and function.

Primary vehicle access to the local town heart will be via Middle Street from the east and Park Street from the north. From these key routes, local access streets, shared way, pedestrian priority areas and shared zones will provide finer grain connectivity.

Additional laneways will service larger lots for different types of uses, with rear-loaded townhouses fronting Park Street. For properties along Derrimut Road, access will be provided from the rear via the Shared Way.

Note: The alignment of the Polly Parade and Middle Street roads and intersections must be coordinated with the corresponding road connections from the Tarneit Major Town Centre.

LEGEND

	UDF area		Potential rear access laneway (location not fixed)		Derrimut Road frontage vehicular access
	Arterial road		Shared slow zone (no vehicle access to Derrimut Road)		Existing intersection
	Collector road		Pedestrian link		Future intersection
	Access road		Local town heart		Parcel boundary
	Local access street		Rear loaded		Railway line
	Local access street (location not fixed)				Flexible design
	Shared way (location not fixed)				Other local access roads

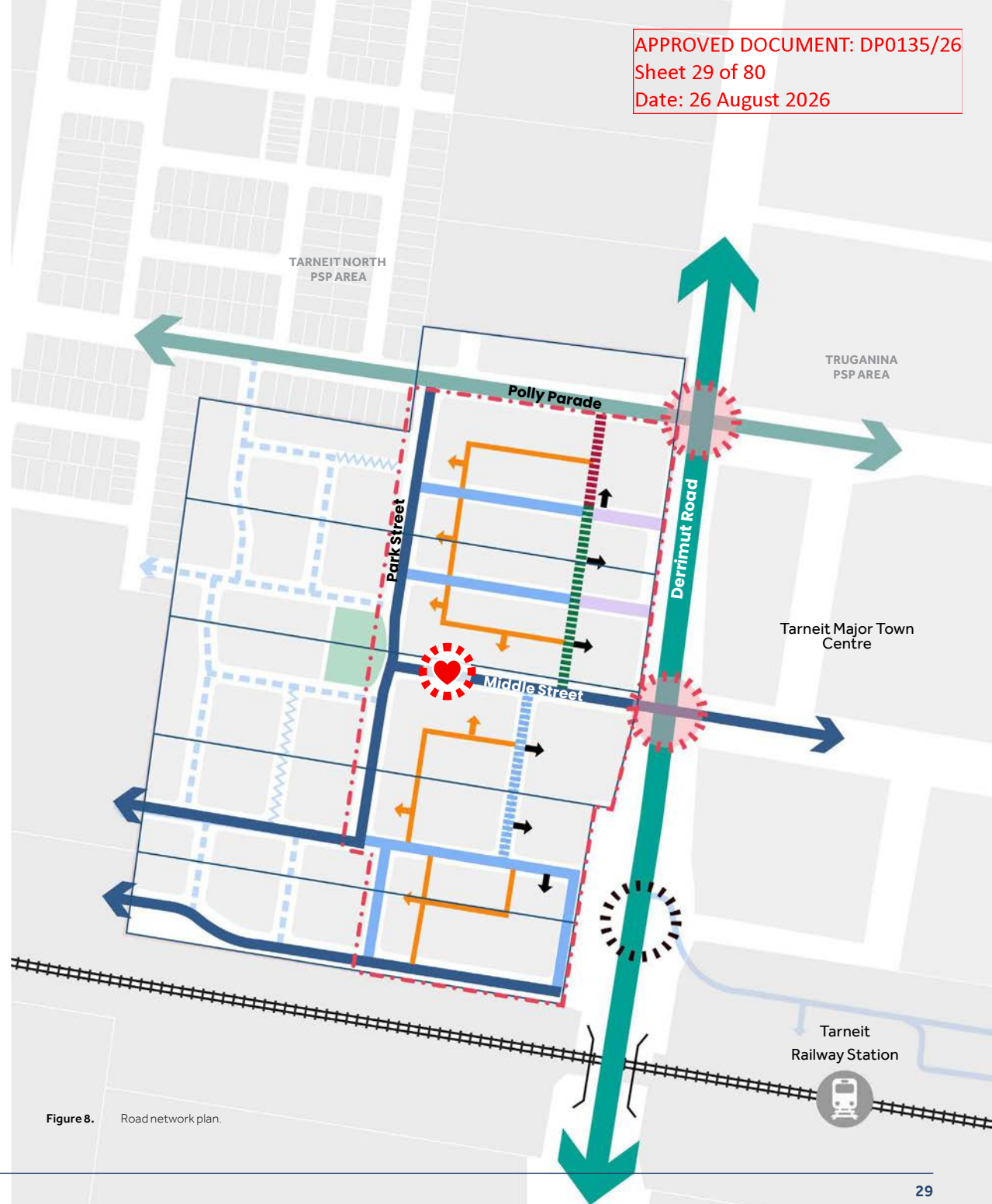


Figure 8. Road network plan.

4.3.3 Movement and access.

Public transport.

The UDF area is well connected and positioned to leverage off the existing train station as well as the future development of Derrimut Road Boulevard. This will serve as a key corridor, linking the Tarneit interchange in the north with a potential Metro line station near the East Werribee EIA. A proposed high capacity public transport route will deliver an important new public transport connection for the wider Wyndham region.

The Framework Plan provides for bus-capable roads with a minimum traffic lane width of 3.5 metres. Public transport access will be further strengthened through a potential bus route that runs through the local town heart within the UDF area and connects to the Tarneit Major Town Centre.

LEGEND

- UDF area
- Parcel boundary
- Existing train network
- Railway line
- Potential bus network along bus capable roads (min 3.5m wide lanes).
- Local town heart
- Proposed high capacity public transport route

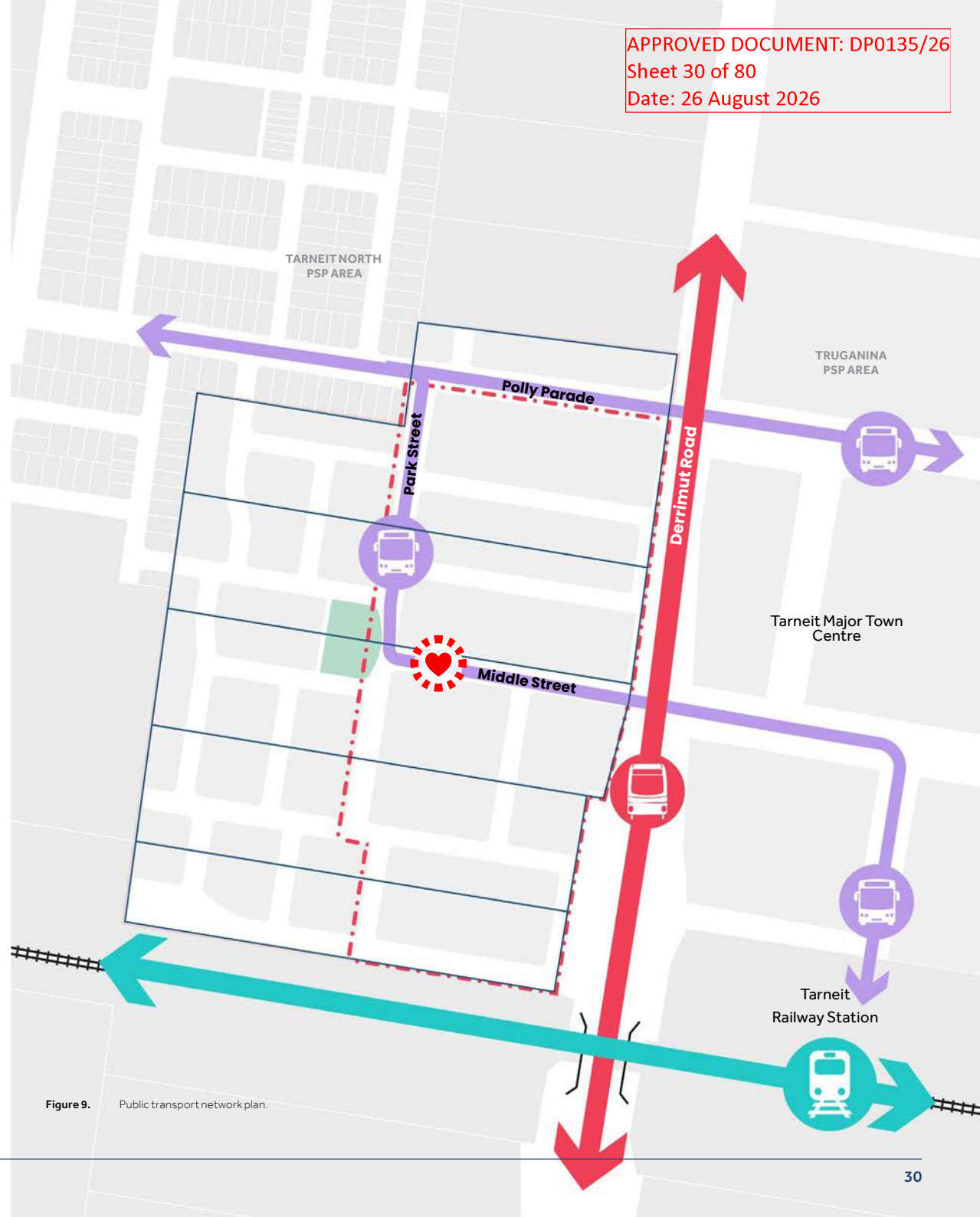


Figure 9. Public transport network plan.

4.3.4 Movement and access. Active transport.

The UDF area will prioritise pedestrians supported by a fine grain street network, enabling direct access to key destinations such as the local town heart and Tarneit Railway Station.

A dedicated off road bike path with separated pedestrian path along Polly Parade, a shared user path along Derrimut Road and the Regional Rail Link shared user path along the railway corridor will strengthen connections to public transport and the Tarneit Major Town Centre. In addition to the PSP proposed cycling corridor, a new north-south shared path will accommodate both pedestrians and cyclists, offering a safe and accessible route to the open space.

LEGEND

UDF area

Pedestrian network

Polly Parade -
dedicated off road bike
path with separated
pedestrian path

Derrimut Road -
Shared user path

Regional Rail Link -
Shared user path

Regional Rail Link -
interim shared user
path

Park Street -Shared
user path

Potential rear access
laneway

Existing intersection

Local town heart

Future intersection

Pedestrian crossing

Parcel boundary

Railway line

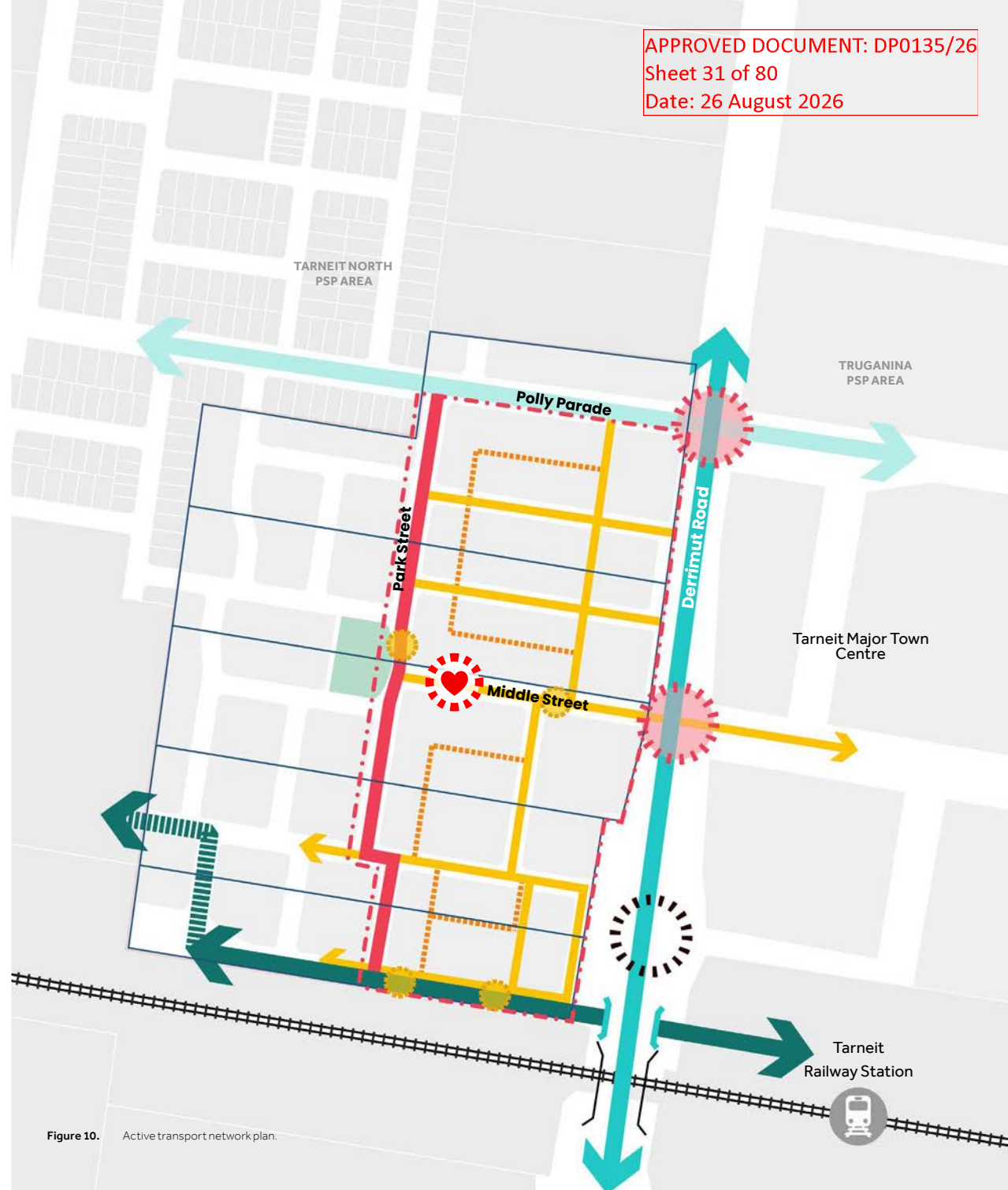


Figure 10. Active transport network plan.

4.3.5 Movement and access.

Urban design guidelines.

PRECINCT	Objectives	Requirements	Guidelines
UDF Area	O11. To ensure that no residents need to cross arterial roads, railway lines or waterways to access a local park. (TNPSP Objective 7) O12. To ensure the movement network accommodates the diversity of transport modes and supports activities, including active transport (UDGFV Objective 2.1.1) O13. To integrate the movement network with the Tarneit Major Town Centre and Tarneit Railway Station.	R14. The main road network must be designed generally in accordance with Figure 8 and relevant cross sections Sections 1-10. R15. 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 including canopy trees or other appropriate method in order to visually separate the car park from the street. R16. Allow a provision of canopy trees to be in accordance with the Wyndham Sustainability Policy requirement. R17. The active transport network must be designed generally in accordance with Figure 10. R18. 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. R19. Pedestrians must be prioritised at key intersections within local streets in the UDF area as shown in Figure 10, (e.g. through the use of raised zebra crossings, wombat crossings or scramble crossings). (This does not apply to Derrimut Road). R20. Rear loaded vehicle access must be implemented along key streets (e.g. Middle Street and Park Street).	G16. Car parking areas should be located to the rear or side of buildings, away from the street and public realm, and where possible, sleeved with active uses, and the access points should not disrupt the continuity of the public realm. G17. Site-wide parking solutions should be used to enhance parking efficiency. G18. Loading and delivery areas should be located away from the primary frontage of buildings (along Derrimut Road, Polly Parade and Middle Street) 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. G19. Appropriate car park signage should be encouraged, including smart parking technology (e.g. dynamic signage, apps etc.) G20. End of trip bicycle facilities should be provided above the minimum requirement outline in Clause 52.34 of the Wyndham Planning Scheme. G21. Electric charging locations and storage for other transport modes (e.g. electric bicycles, scooters and wheelchairs) should be considered at key public realm nodes and destinations (e.g. Middle Street and Park Street). G22. Off-street car parking areas should be provided with underlying infrastructure to facilitate future EV charging, including: - Electrical capacity - Dedicated distribution board(s) - Future EV charging spaces provided with conduits and appropriate space for a charger

4.3.6 Movement and access.

Urban design guidelines.

PRECINCT	Objectives	Requirements	Guidelines
UDF Area (cont.)			G23. Car parking areas should provide convenient locations for car share spaces. G24. Car parking areas should provide convenient electric car charge locations. G25. Car share spaces should be provided within the street network, convenient to users of key facilities and land uses. G26. Electric car charge points should be provided within the street network at convenient locations.
The Boulevard Town Edge The Junction	O14. To ensure higher density residential precincts are accessible near a public transport node (UDGFV Objective 1.4.1) O15. To ensure pedestrian priority streets maximise the convenience and safety of walking and cycling modes.(UDGFV Objective 2.2.1) O16. To develop a slow-speed and permeable connector road network that links across arterial roads and traverses through the core of each square mile. (TNPSP Objective 8)	R21. Vehicle entrances should be located from rear laneways. R22. Polly Parade must be designed to accommodate a future public transport connection. R23. Access to off-street car parking areas must not be located along the Middle Street.	N/A
Transition Quarter Residential Gateway Flexible Residential	O17. To ensure pedestrian priority streets maximise the convenience and safety of walking and cycling modes. (UDGFV Objective 2.2.1)	R24. Vehicle entrances should be located from rear laneways.	N/A



Image source: Chippendale Green, NSW

4.4.1 Public realm and landscape.

Overview.

The UDF area will deliver a welcoming and accessible public realm characterised by green streets, landscaped buffers, a strong tree canopy and pedestrian friendly streets and laneways.

The public realm should complement that of the Tarneit Major Town Centre while establishing a distinct identity for each character precinct. Streets should be inviting and encourage gathering, with well considered furniture, lighting, seating, and signage enhancing comfort and usability.

Each street type within the UDF area is examined in detail in this document with the following providing a summary of their key characteristics.

Middle Street - 20m Access road level 2

- A wide, vibrant slow road with activity on both sides of the street.
- A mixture of hard scape + soft scape with large canopy trees.
- Seating for a place to rest and spend time.
- Continuous overhead cover for pedestrians.

Polly Parade - 25.5m Collector Road

- A wide, urban avenue.
- 'Green' vegetated character with large canopy trees.
- Active transport corridor.
- Continuous overhead cover for pedestrians along retail frontages.

Local access street - 16m

- A wide, neighbourly street.
- Large canopy trees.
- Separated footpaths.

Shared Way - 8.5m

- A wide, shared space with pedestrian priority and slow moving traffic.
- Incremental greening.
- Seating on edge of space for a place to rest and spend time.

Derrimut Road interface - Boulevard

- A highly visible green boulevard.
- Large canopy trees and landscaped vegetation.
- Visual 'softening' of buildings through landscape setback.

Railway Reserve interface

- Landscape buffer.
- Large canopy trees and screening plants.
- Linear park character.

Park Street - 20m

- A wide, landscape street.
- Feature canopy trees.
- Some visitor parking.
- A shared path.

Shared slow zone - 16m

- Pedestrian priority space.
- Feature canopy trees and landscaped vegetation.
- Seating for a place to rest and spend time.
- Some visitor parking.
- No through road access for vehicles to Derrimut Road.



Image 6. Shared surface laneway with planting

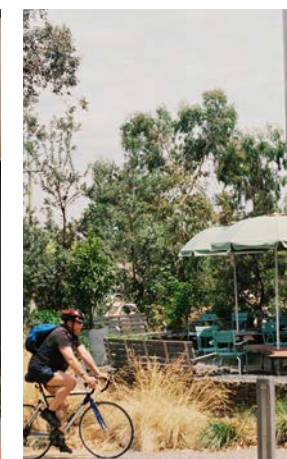


Image 7. Furniture and open space.



Image 8. Inviting street edges (0m ground level setback) Retail at GF and apartments above.



Image 9. 3-storey apartment building with shared green courtyard.

4.4.2 Public realm and landscape.

The following illustrates the width of the road corridor and the location of each street section analysed within the UDF area and how they relate to the broader street network.

- 1 Middle Street - 20m Access road level 2
- 2 Polly Parade - 25.5m Collector Road
- 3 Local access street - 16m
- 4 Rear access laneway - 8.5m
- 5 Shared way - 8.5m
- 6 Derrimut Road Interface - Boulevard
- 7 Railway Reserve Interface - 22m
- 8 Park Street - 20m
- 9 Shared slow zone - 16m
- 10 Local access street - 11.5m

LEGEND

 UDF area	 Park Street - 20m
 Middle Street - 20m Access Road Level 2	 Shared slow zone (no vehicle access to Derrimut Road)
 Polly Parade - 25.5m Collector Road	 Pedestrian laneway access - 8.5m
 Local access street - 16m	 Existing intersection
 Local access street - 11.5m	 Future intersection
 Rear access laneway - 8.5m	 Parcel boundary
 Shared way - 8.5m	 Railway line
 Railway Reserve Interface - 22m	

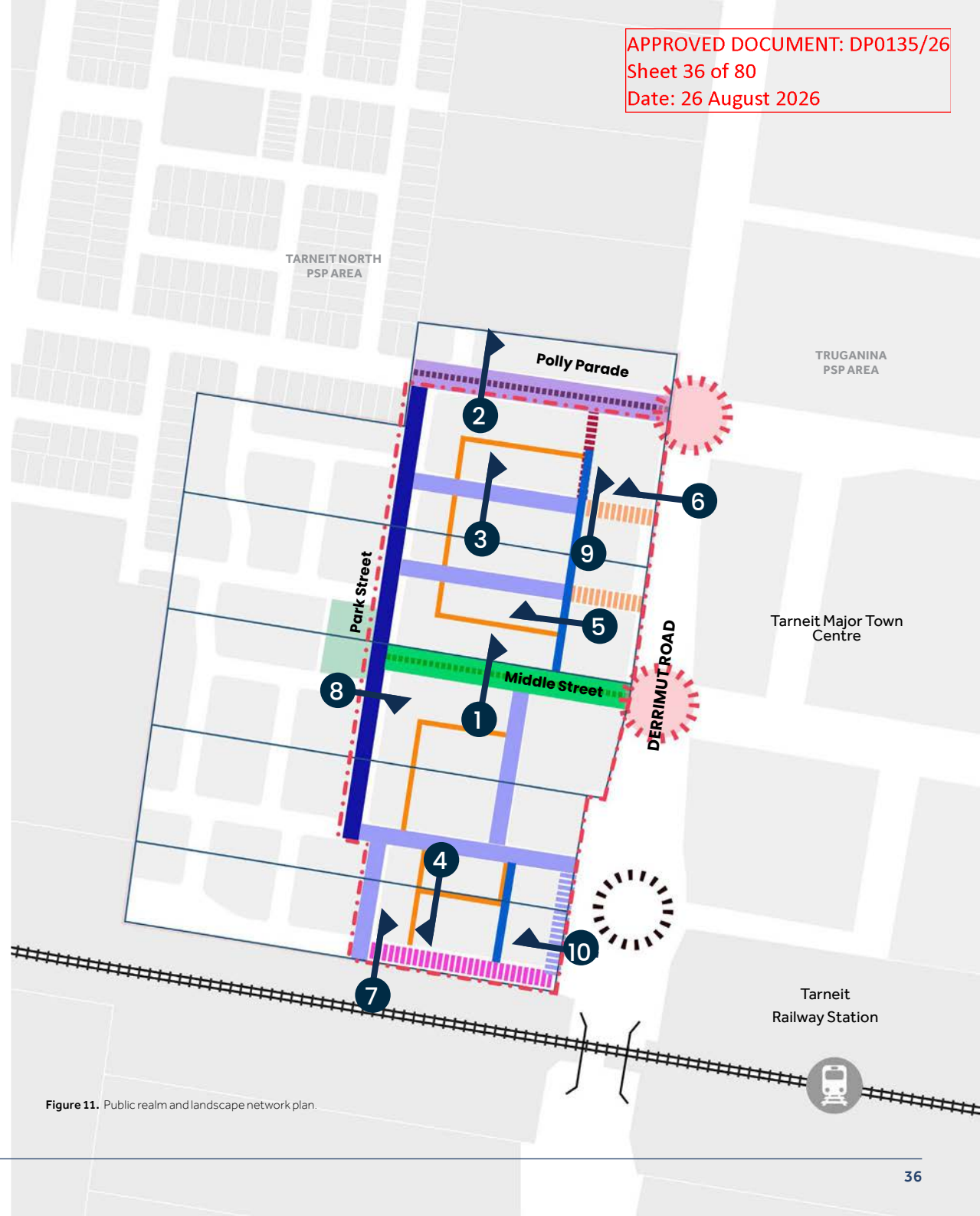


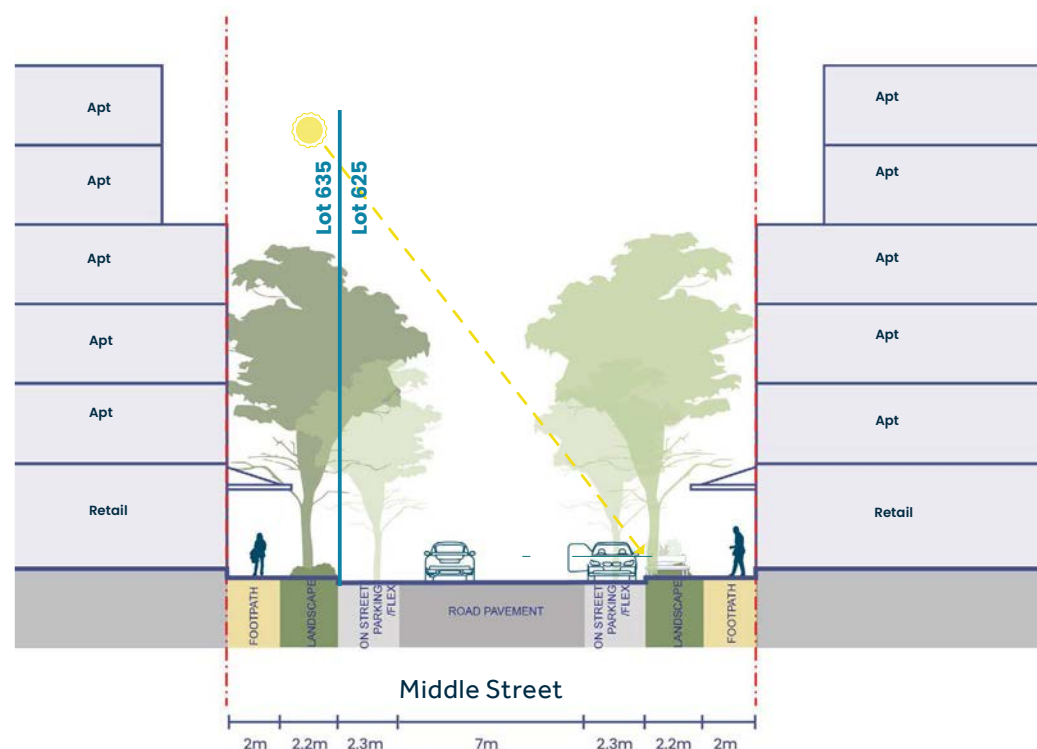
Figure 11. Public realm and landscape network plan.

4.4.3 Public realm and landscape. Street section.

1. Middle Street - 20m Access Road Level 2

A mixed use street with mid-rise developments.

- Retail located at ground floor to provide activation of the street with wide footpaths.
- 0m setbacks with 4 storey street walls to suit building typologies.
- Upper level setbacks to protect solar access to the southern footpath.
- Bus capable traffic lanes with a width of 3.5 metres.
- Ensure slow speed treatments such as additional curb outstands or altered pavement treatments.
- Passive surveillance through active frontages and clear sight lines.
- Pedestrian friendly design of road corridor with pedestrian crossings.
- Street planting and canopy cover to enhance shade and comfort.
- Continuous overhead pedestrian cover along the active retail street frontages.
- No vehicle crossovers disrupting the footpaths.
- Places to sit and linger.



Section 1. Middle Street section.



Image 10. Slow vehicular space with landscape buffer.



Image 11. Raised pedestrian crossing.



Image 12. Slow speed surface treatment and canopy trees in curb outstand.

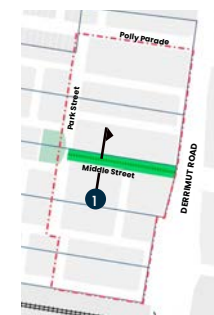


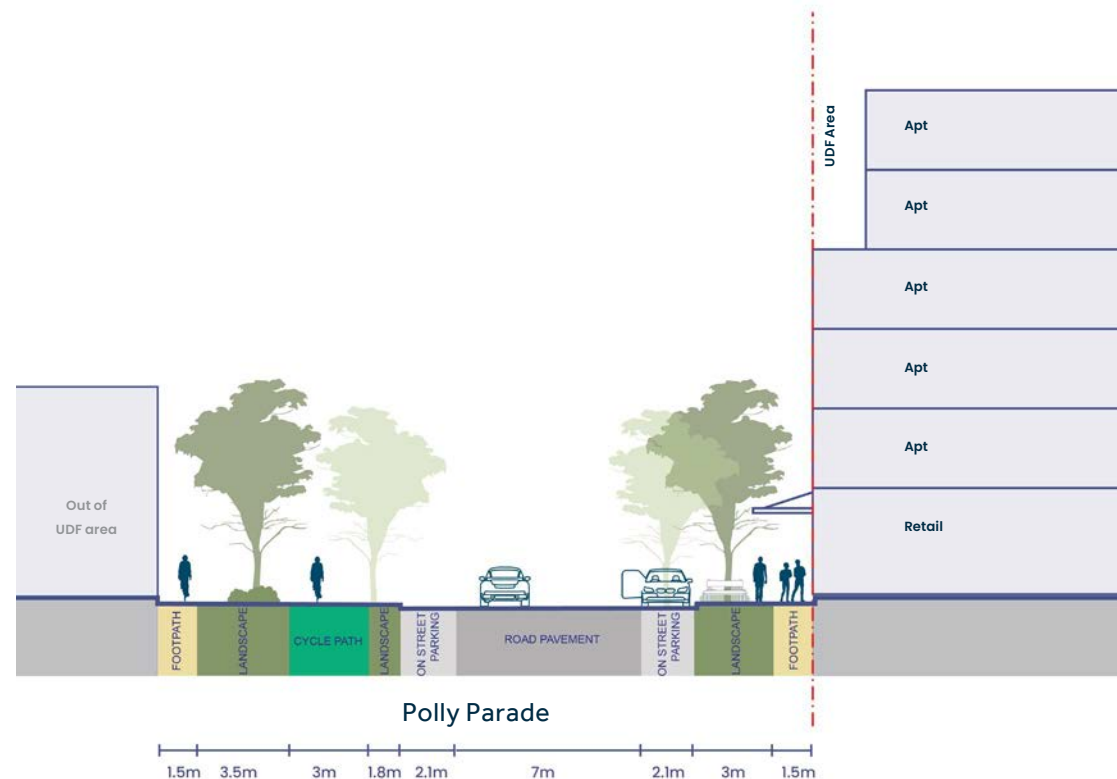
Figure 12. Key plan.

4.4.4 Public realm and landscape. Street section.

2. Polly Parade - 25.5m Collector Road

A wide urban avenue.

- Built to the street line to reinforce the public realm and create a defined streetscape.
- Active ground level frontages to encourage pedestrian engagement and support local business activity.
- On street parking to support local access and convenience.
- Street planting and canopy cover to enhance shade and comfort.
- Wide street designed to support active transport modes and accommodate potential public transport.
- A dedicated off road bike path with separated pedestrian path is delivered along the northern side of the street, enabling safe and efficient cycling in both directions.



Section 2. Polly Parade section.



Figure 13. Key plan.



Image 13. Bi-directional bike protected by parked cars/planted verge.



Image 14. Separated bi-directional bike path.



Image 15. Active urban edge with the street.

4.4.5 Public realm and landscape. Street section.

3. Local access streets - 16m

Local streets with apartments with front gardens along ground level.

- Landscaped front setbacks to soften the interface between buildings and the street.
- Passive surveillance through active frontages and clear sight lines.
- Continuous footpaths on both sides.
- Street trees and canopy cover to provide shade, comfort and visual appeal.
- Low speed vehicle environment with provision for on street parking.

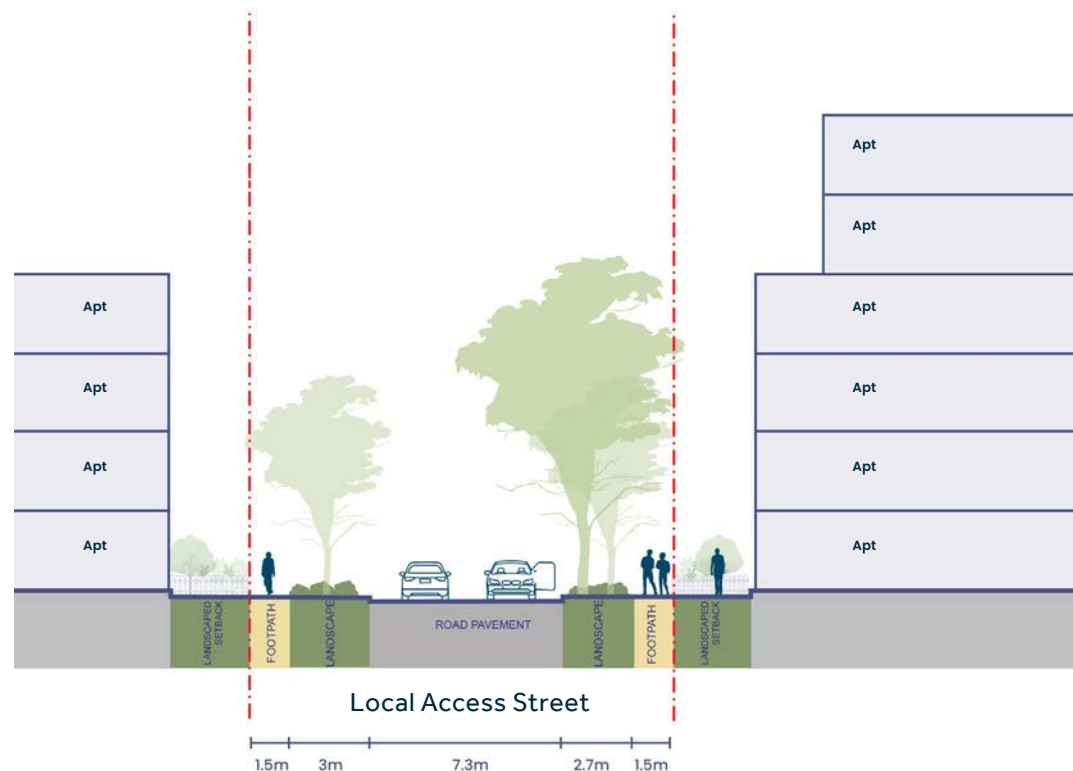


Figure 14. Key plan.

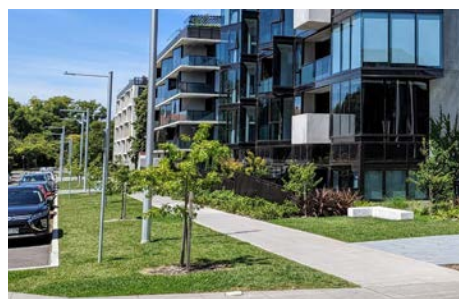


Image 16. Typical residential street.



Image 17. Residential street with street trees and visitor parking bays.



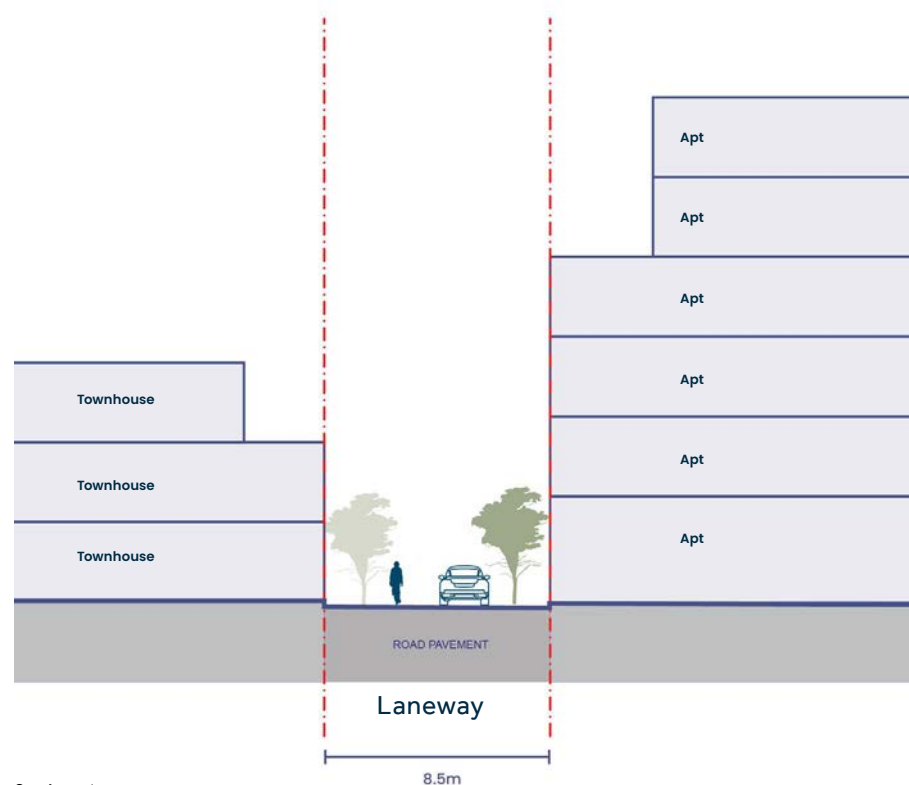
Image 18. Typical residential street with vehicular cross-over.

4.4.6 Public realm and landscape. Street section.

4. Rear access laneway - minimum 8.5m width

Laneways for local access, servicing/ loading.

- Maintain clear sightlines to enhance safety and visibility for all users.
- Incorporate small tree planting and landscaping to soften the laneway environment and improve the pedestrian experience.
- Provide windows or doors where possible to enhance passive surveillance.
- Where rooms have primary outlooks to laneways, the building frontage can be set back to mitigate privacy.
- Design service and loading areas to minimise visual intrusion and noise impacts.
- Create a low-speed environment using high quality, durable paving materials that clearly support pedestrian/shared use.



Section 4. Laneway section.



Figure 15. Key plan.

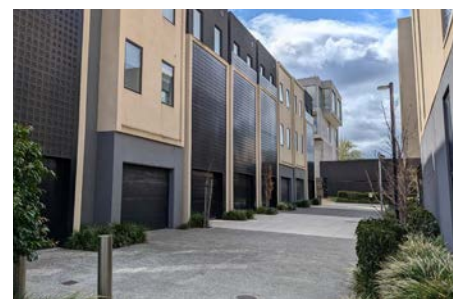


Image 19. Traditional rear laneway to garages with modest planting zones and trees.

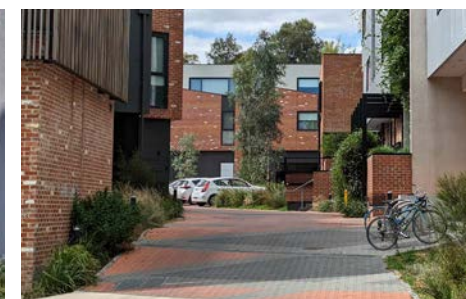


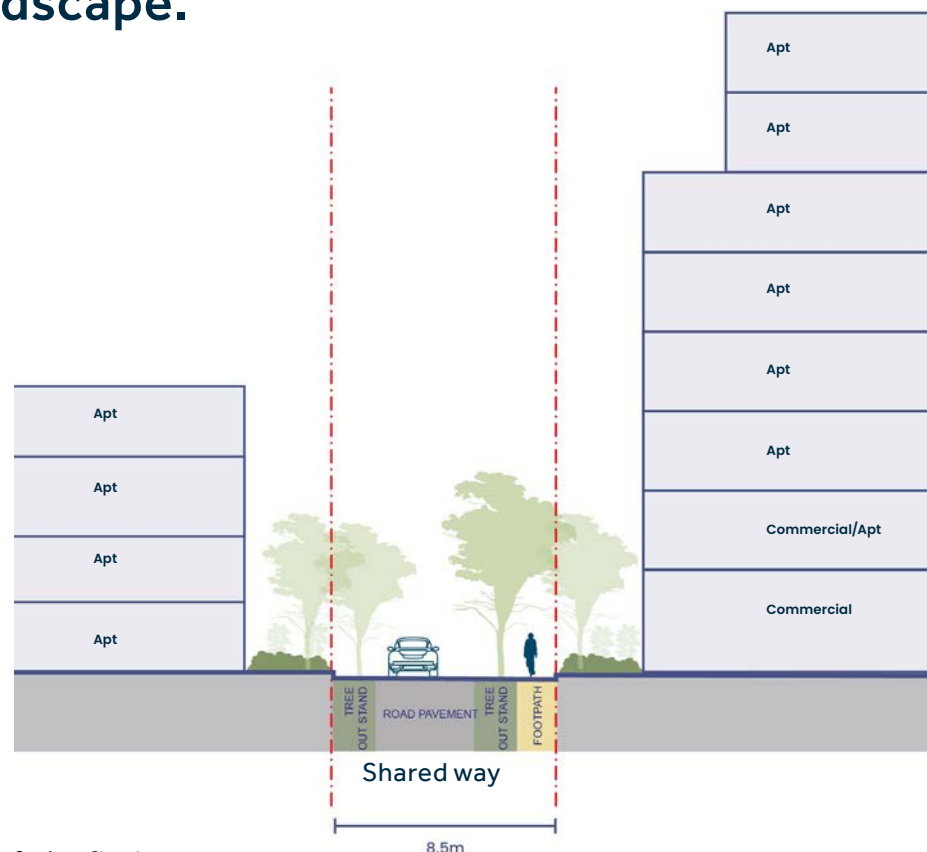
Image 20. Internal laneway with planting and feature paving.

4.4.7 Public realm and landscape. Street section.

5. Shared Way - 8.5m

Laneways for local access, servicing/ loading and pedestrian through links.

- Maintain clear sight lines to enhance safety and visibility for all users.
- Incorporate tree planting and landscaping to soften the laneway environment and improve the pedestrian experience.
- 3m ground level setback with planting to soften building edges.
- Entries and windows along building frontage to provide passive surveillance.
- Design service and loading areas to minimise visual intrusion and noise impacts.
- Create a low-speed environment using high quality, durable paving materials that clearly support pedestrian/shared use.
- Service vehicles swept path to be managed on lots.



Section 5. Shared way section.

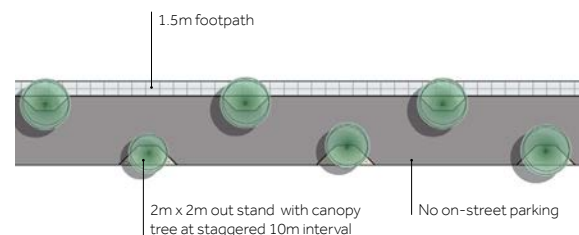


Figure 17. Indicative Shared way plan.



Figure 16. Key plan.



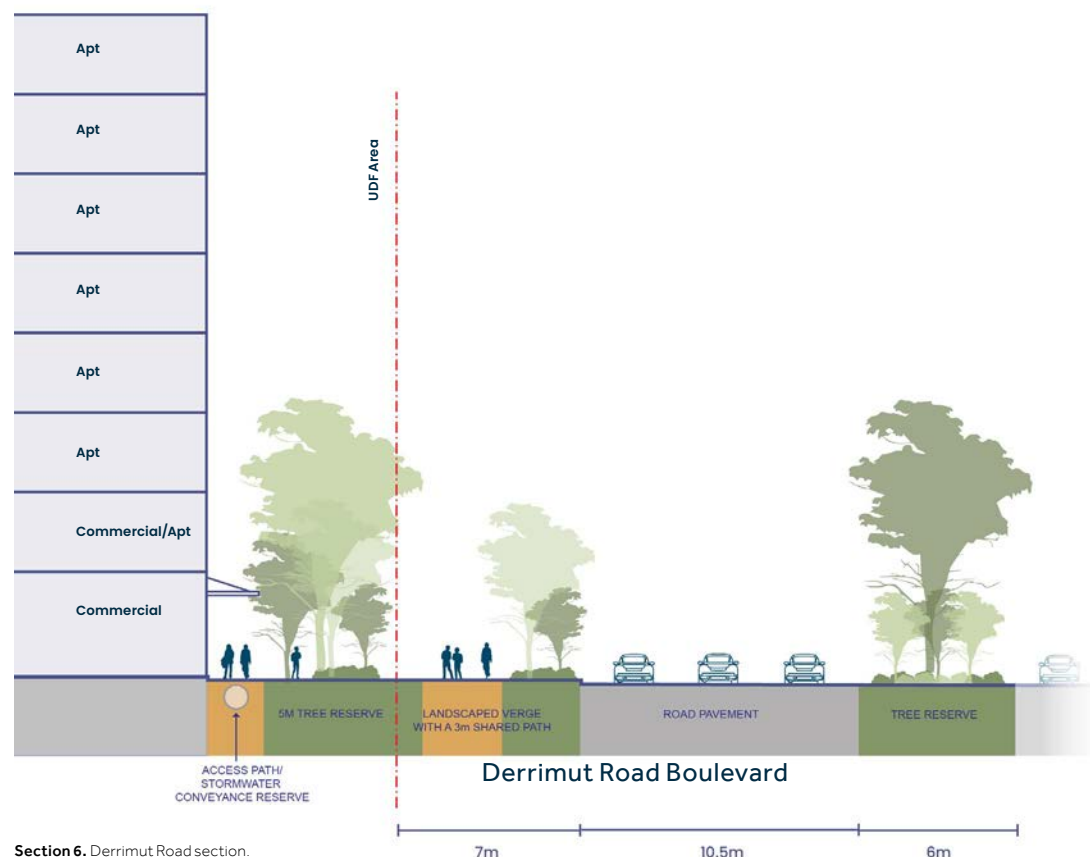
Image 21. Tree planting in access shared laneway.

4.4.8 Public realm and landscape. Street section.

6. Derrimut Road Interface

A wide boulevard with ground level commercial uses and potential for mixed use above.

- Present a robust built form to the wide boulevard, creating a strong and continuous urban edge.
- Minimise upper level setbacks ensuring a consistent street wall.
- Provide active commercial frontages at ground level with canopy cover for pedestrians.
- Integrate car parking within the building, sleeved at ground level away from street frontage to maintain an active street interface.
- Set back buildings to accommodate landscaped areas that soften the built form and enhance the public realm.
- Activate the ground level with uses and design features that connect directly to the shared path.
- A stormwater conveyance reserve is to be constructed and vested to the responsible authority. The width is to be determined by the approved storm water management strategy. The 5m tree reserve cannot be utilised for storm water conveyance. A range of design treatments will be considered at SWMS stage.
- Large canopy trees to create a green boulevard.
- Publicly accessible footpaths on private land are to be lit appropriately.
- A 3m wide shared path is to be located within the 7m wide verge.



Section 6. Derrimut Road section.



Image 22. Planted setback, Maroochydore, QLD.



Image 23. Tree lines St. Kilda Rd, Melbourne.

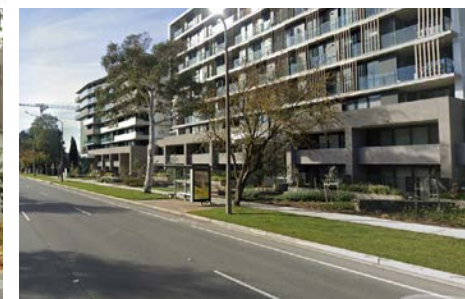


Image 24. 8 storey mixed use building, Northbourne Avenue, ACT.



Figure 18. Key plan.

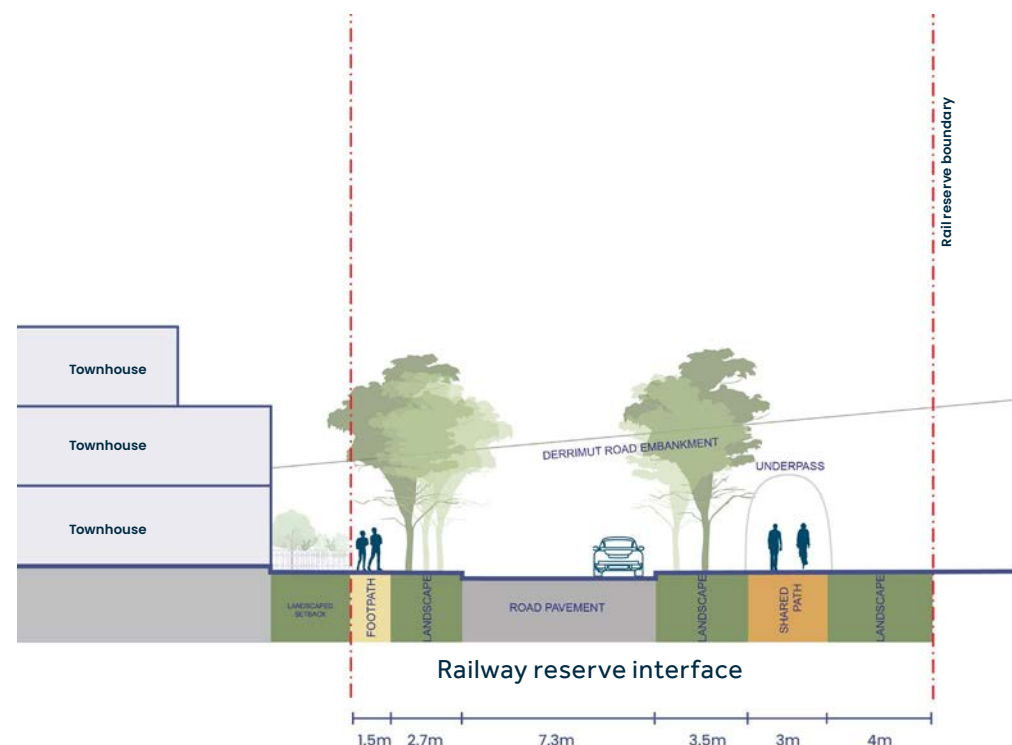
Tarneit
Major Town Centre

4.4.9 Public realm and landscape. Street section.

7. Railway Reserve Interface - 22m

Interface to railway and principle cycle network.

- Set back built form from the railway to allow for a landscaped buffer.
- Incorporate landscaping to help mitigate noise and provide a clear sense of territorial definition.
- Provide a local road that accommodates the Regional Rail Link shared user path, ensuring safe and direct connections to Tarneit Railway Station.
- Landscape mitigation to be used to accommodate change in levels from railway corridor.



Section 7. Railway reserve interface section.



Image 25. Shared path with landscape buffer to road.

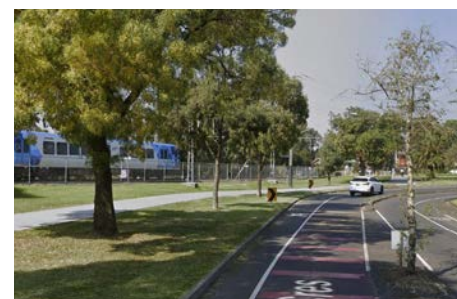


Image 26. Shared path separated from street with planted buffer to rail line.



Figure 19. Key plan.

4.4.10 Public realm and landscape

Street section.

8. Park Street - 20m

A primary local connector street.

- Accommodates significant volumes of local traffic while providing access to all lots within this UDF and the surrounding neighbourhood.
- Links directly to the local open space.
- Bus capable traffic lanes with a width of 3.5 metres.
- Includes a shared user path connecting to the principal cycling route and providing safe access to the park.
- Offers limited on street parking to support visitors to The Junction retail strip and the open space.
- Large canopy trees.
- No vehicle crossovers within the UDF area from Park Street. Dwellings within the UDF area to be rear-loaded.

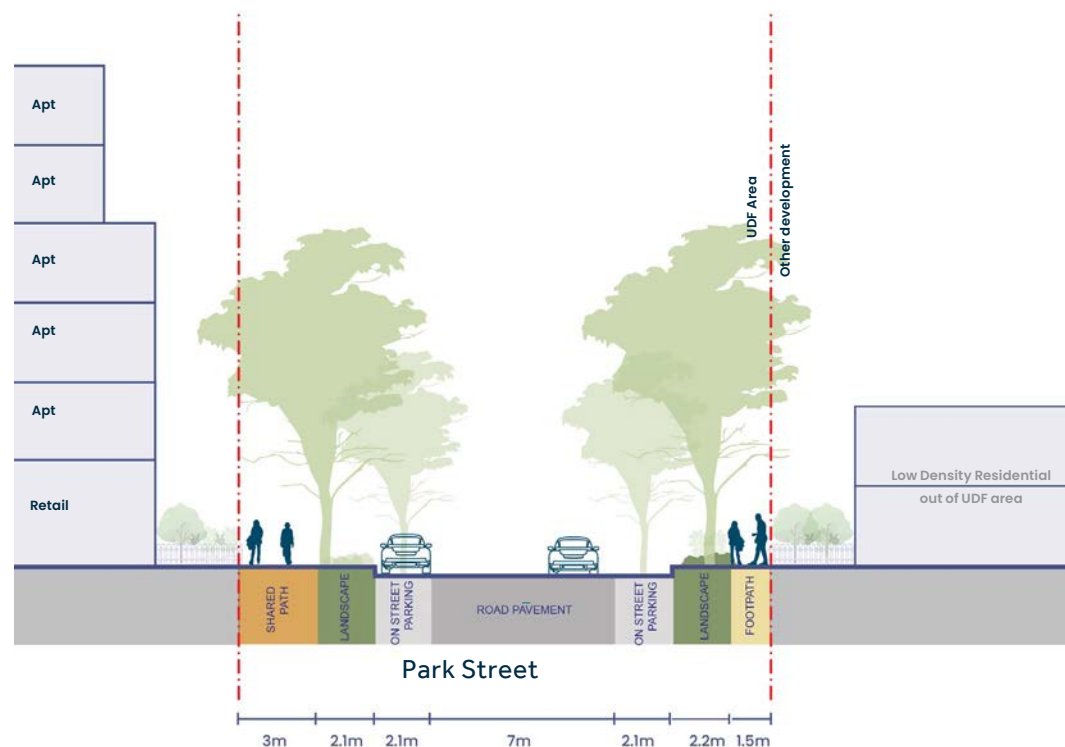


Figure 20. Key plan.



Image 27. Street along park with raised pedestrian crossing.



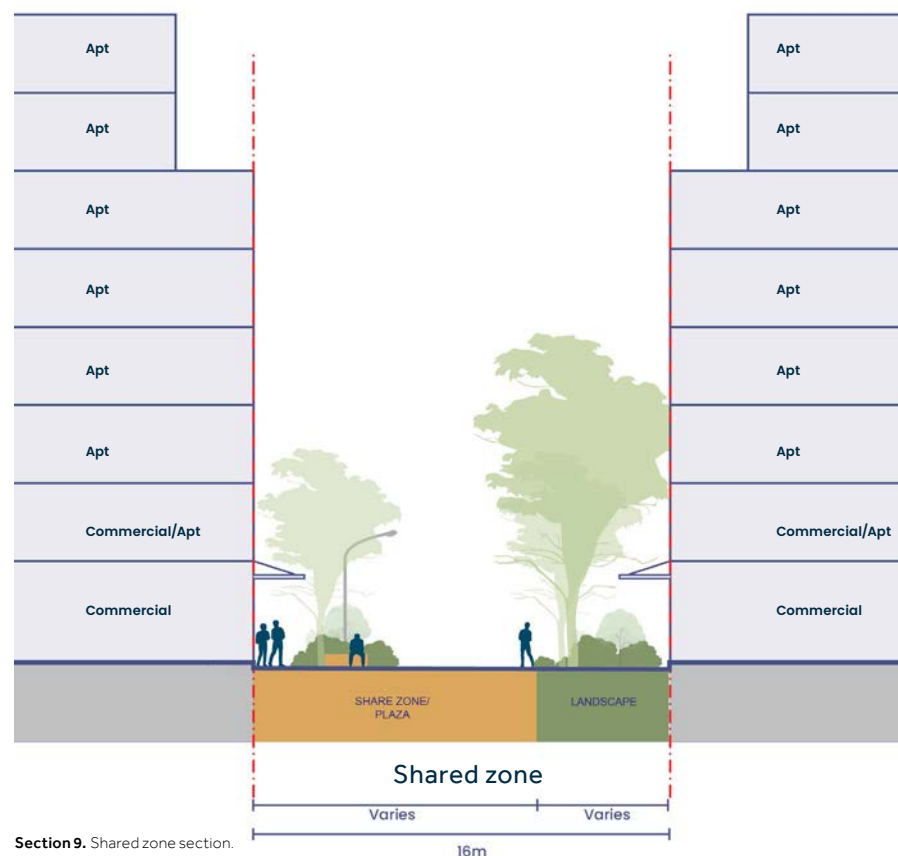
Image 28. Shared active transport path on one side of road.

4.4.11 Public realm and landscape

Street section.

9. Shared Slow Zone - 16m

- Designed for pedestrian priority with slow speed treatments to create a safe and comfortable environment.
- Continuous overhead pedestrian cover along the active street frontage.
- Activated through large canopy trees landscaping, planting and ground floor uses.
- Includes limited visitor parking to support accessibility without compromising the pedestrian focus.
- No vehicle access through to Derrimut Road.
- Shared slow zone must provide suitable pedestrian access to Derrimut Road shared path.
- Can include WSUD, permeable surfaces and bicycle parking.



Section 9. Shared zone section.



Image 29. Places for rest among landscape.



Image 30. Wide shared zone with some visitor parking.



Image 31. Activated shared zone connecting into pedestrian link.

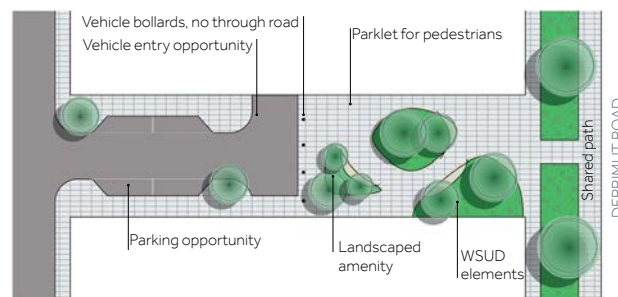


Figure 22. Indicative street scape plan.



Figure 21. Key plan.

4.4.12 Public realm and landscape

Street section.

10. Local access street - 11.5m

- Activated through large canopy trees landscaping, planting and ground floor uses.
- Supports pedestrian to active transport corridors movement through footpath.
- No vehicle access through to Derrimut Road.

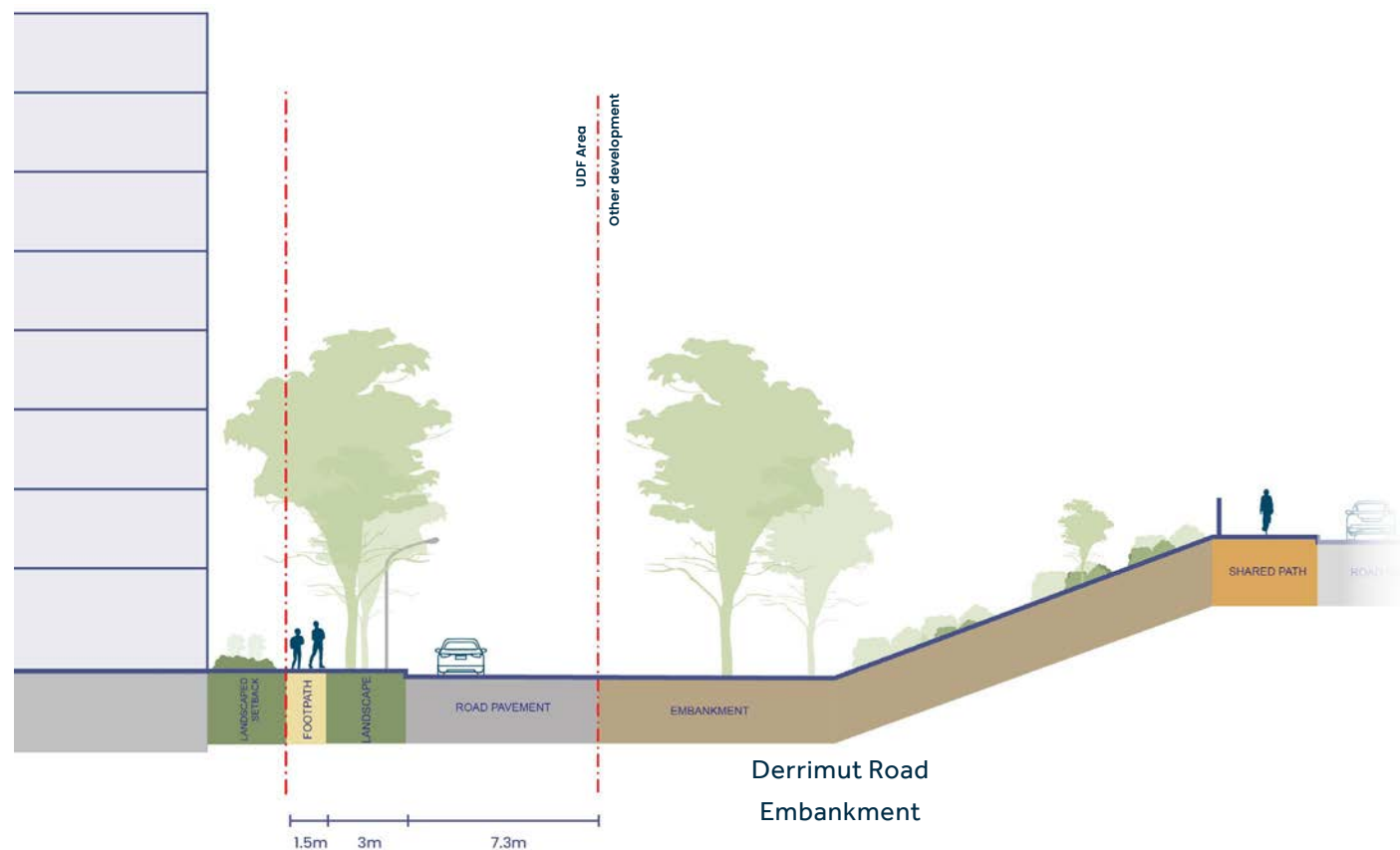


Figure 23. Key plan.



Image source: Frankston Hospital, Urbis Landscape.

4.4.13 Public realm and landscape

Urban design guidelines.

PRECINCT	Objectives	Requirements	Guidelines
UDF Area	O18. To achieve a diversity of streetscape and open space outcomes to enhance local character and amenity. (TNPSP Objective 5) O19. To establish a landscape of connecting canopies along streets, parks and waterways. (TNPSP Objective 6)	R25. Street cross sections must be generally in accordance with the descriptions and sections in chapter 4.4. R26. Contribute to reaching Council's targets for Urban Canopy Cover as outlined in Wyndham City - City Forest & Habitat Strategy 2017-2040 for 25% minimum canopy coverage. R27. Demonstrate that suitable soil volumes have been provided to each street tree proposed. R28. Provide irrigation for street trees through passive irrigation strategies, harvested rainwater or recycled water R29. Provide reasonable on-street parking to support local access and convenience. R30. Unless otherwise agreed with the Responsible Authority, street trees and canopy trees within open spaces and car parking areas at street level must be passively irrigated through an appropriate WSUD solution. R31. All streets and open space areas must include canopy trees and other forms of landscaping. Tree planting must be designed to achieve a potential canopy cover in line with Council's adopted targets. Tree species selection must be suited to future climate conditions.	G27. Opportunities for public art and street art should be considered and are encouraged within the public realm. G28. Streetscapes must have consistent paving and streetscape furniture throughout the UDF area. G29. Tree species should support the establishment of a connected tree canopy throughout the UDF area. G30. Public realm treatments should support active frontages throughout the UDF area. G31. Maintain clear view lines from Derrimut Road, east to west, towards the open space below the tree canopy. G32. Provide soil cells around street trees to support tree canopy growth.
Town Edge	O20. To ensure pedestrian and bicycle paths maximise pedestrian and cyclist safety, amenity and security (UDGFV Objective 2.3.2)	R32. Polly Parade must support pedestrian and cycle connections. R33. Provide on-street parking to support local access and convenience.	G33. Ensure bi-directional cycle lanes are protected by parked cars or high-quality landscaping and tree planting.

4.4.14 Public realm and landscape

Urban design guidelines.

PRECINCT	Objectives	Requirements	Guidelines
The Boulevard	O21. To ensure pedestrian and bicycle paths maximise pedestrian and cyclist safety, amenity and security (UDGFV Objective 2.3.2)	R34. Along Derrimut Road, car parking must be integrated within the building and sleeved at ground level to ensure an active street interface. R35. A 5m wide tree reserve is required along the Derrimut Road interface and is subject to detailed design and approval. R36. A stormwater conveyance reserve is to be constructed and vested to the responsible authority. The width is to be determined by the approved storm water management strategy. The 5m tree reserve cannot be utilised for stormwater conveyance.	G34. Support the establishment of a tree-lined boulevard subject to detailed design and approval.
The Junction	O22. To support a strong sense of place and local character in public spaces. (UDGFV Objective 3.1.6)	R37. Streets must provide wide footpaths and places for pedestrians to stay and spend time, and space for outdoor dining. R38. Middle Street and local access streets must be designed as a pedestrian prioritised environment. R39. Parking must be sleeved by buildings with vehicle entrances located on side streets and laneways. No vehicle crossovers permitted along Middle Street. R40. Provide on-street parking to support local access and convenience. R41. Provide overhead cover of footpaths by buildings i.e. canopies.	G35. Slow speed surface treatments should be utilised in Middle Street and at key intersections. G36. Pedestrian crossings should be raised and integrated with high quality landscaping and incremental planting where possible. G37. Provide soil cells around street trees to ensure tree canopy growth.
Transition Quarter	O23. To ensure pedestrian and bicycle paths maximise pedestrian and cyclist safety, amenity and security (UDGFV Objective 2.3.2)	R42. Dwellings along Park Street is to be rear-loaded. No vehicle crossing along Park Street.	G38. Rear laneways should have slow speed surface treatments.
Residential Gateway			G39. Minimise vehicle cross-over of pedestrian and cycle paths.
Flexible Residential			



Image source: Merri Green, Northcote, VIC. Architects: Chamberlain Architecture

4.5.1 Built form.

Overview.

Overview.

The built form within the UDF area should be responsive to the Tarneit Major Town Centre, whilst also providing a sensitive interface and transition to the low density residential area to the west. The built form should support an active and engaged ground plane at the local town heart along Middle Street, whilst providing a safe and comfortable pedestrian experience throughout the remainder of the UDF area.

This section outlines further guidance on:

- Building heights
- Streetwall heights
- Setbacks
- Active frontages.

Meanwhile uses and adaptable built form.

It is anticipated that the built form will need to adapt to the changing needs of the community and market demands. In such cases, buildings with lower preferred heights may be appropriate to assist with activation for an interim period. For a meanwhile use to be considered appropriate, it must be demonstrated that the proposal:

- Will not detrimentally impact the ultimate built form outcomes identified in the UDF.
- Will contribute to activating the area.
- Will have an adaptable built form that can easily evolve into future high-density outcomes.
- Is consistent with the vision for the area.

This approach can help establish a vibrant and active local town heart, providing the community with functional spaces rather than sites remaining vacant. *For further details on meanwhile uses, please refer to the Implementation section on page 68.*



Image 32. Apartment building with residential ground floor use.



Image 35. Apartment building with landscaped street setback and individual entrances at ground floor.



Image 33. 3-storey town house (front-loaded).

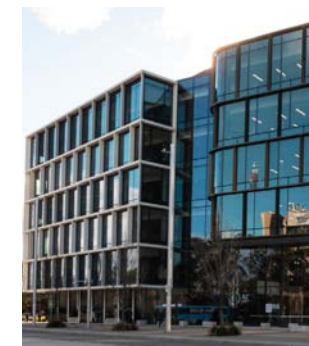


Image 34. Commercial offices with active ground floors.



Image 36. 5-storey apartment building with retail ground floor

4.5.2 Built form. Building heights.

The building heights across the UDF area are designed to create a strong frontage along Derrimut Road, reflecting the built form character of the adjacent Tarneit Major Town Centre's health and business precincts.

As development moves from east to west, building heights gradually transition down to respond to the adjoining sensitive interfaces of the low density residential area beyond.

Within the UDF area, a built form transition through the stepping of heights is proposed from Derrimut Road to more sensitive areas to the west. This area allows for more sensitive interfaces, which can be achieved through measures such as implementing upper level setbacks.

The building heights identified represent the preferred maximum allowable storeys. It is recognised that some sites may not reach these heights immediately due to market demand and this should not be seen as a barrier to development.

A building below the preferred maximum building height which is on a site large enough to accommodate substantially greater development must demonstrate that it can accommodate a larger building in the future.

Development proposals that exceed the preferred maximum building height will only be considered where it meets and exceeds the vision, urban design principles and objectives of the UDF

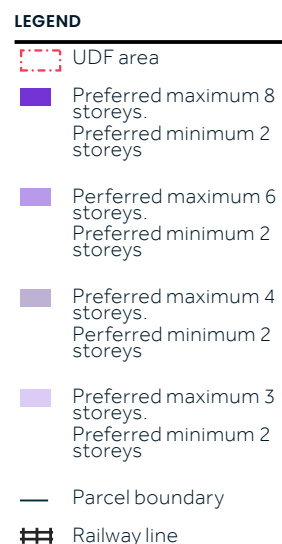


Figure 24. Building heights plan..

4.5.3 Built form. Setbacks.

Varied ground floor setbacks are an important design tool that balance streetscape character, amenity and functional outcomes by responding to the surrounding context and the needs of different uses. The UDF area includes the following 3 types of ground floor setbacks:

0m setback.

- Located along Middle Street and side boundaries of Derrimut Road lots.
- Creates an urban edge along the street.
- Supports and encourages an active frontage.

3m setback.

- Applied in the remaining residential areas.
- Provides a buffer between buildings and the street.
- Creates space for canopy trees and landscaping.

5m setback + stormwater conveyance reserve.

- Located along all Derrimut Road frontages.
- Provides ample space for substantial landscaping, allowing for large canopy trees, garden areas and active landscaped frontages.
- The stormwater conveyancing reserve and access path is in addition to the 5m landscaped setback.

Note: These setbacks are a measurement from the street edge and do not include the tree reserve.

LEGEND

- UDF area
- 0m Ground floor setback
- 3m Ground floor setback
- 5m Ground floor setback
- Stormwater conveyance reserve and access path
- Parcel boundary
- Railway line



Figure 25. Setbacks plan.

4.5.4 Built form. Streetwall heights.

The preferred maximum streetwall varies in height across the area to support variation in street character and use.

8 Storey streetwall.

- Positioned along the Derrimut Road frontage, the streetwall offers a strong and visible presence.

6 Storey streetwall.

- Set adjacent to the 8 storey streetwall, the 6 storey streetwall creates a stepped transition into areas of more sensitive use.

4 Storey streetwall.

- Situated alongside the residential precincts, the stepped transition offers a more sensitive interface with the adjoining low density areas.

3 Storey streetwall.

- Provided around townhouses.

Minimum 3m upper level setback.

- Upper level setback to be provided above the street wall.

LEGEND

- UDF area
- 8 Storey streetwall
- 6 Storey streetwall
- 4 Storey streetwall
- 3 Storey streetwall
- Parcel boundary
- Railway line



Figure 26. Street wall heights plan.

4.5.5 Built form. Active frontages.

Active frontages create vibrant streets that encourage pedestrian activity, support local businesses and provide passive surveillance. The interfaces within the UDF area will have a variety of active frontage types including:

- Primary Active Frontage
- Secondary Active Frontage
- Residential Frontage
- Active Landscape Frontage.

Along primary and secondary active frontages, continuous overhead canopy cover should be provided to pedestrians.

LEGEND

- UDF area
- Primary active frontage
- Secondary active frontage
- Residential frontage
- Active landscape frontage
- Parcel boundary
- Railway line



Figure 27. Active frontages plan.

4.5.7 Built form. Active frontages.

Primary Active Frontage.

- Located at the local town heart along Middle Street.
- Has an urban edge with the street.
- An at-grade connection between ground-level tenancies and the street with frequent front doors to support street activation.
- Weather protection with a continuous overhead canopy cover for pedestrians.
- Frequent pedestrian entries and high level of clear glazing (minimum of 80%) and transparency to the street.
- Provide clear and unobstructed glazing from 0.5m to 2.5 m above street level. Signage, blinds or advertising cannot obscure more than 20% of the window area.
- Support street vibrancy with uses such as food and beverage with outdoor dining spill-out without impeding pedestrian movement.
- Encourage interaction between indoor and outdoor spaces with openable elements and windows.
- Building services, storage and back-of-house functions to be minimised along the street frontage.
- Lighting to enhance visibility and activity during evening hours.
- Material and finishes at street level to be robust and visually engaging at a pedestrian scale.
- Consider incorporating seating into facade in the design of window sills, ledges, benches.



Image 37. Vibrant street wall supported by retail.



Image 40. Wide footpaths supported by food and beverage options on corner location.



Image 38. Cafe seating integrated into facade.



Image 39. Open ground plan with interaction between indoor and outdoor.



Image 41. Active frontage and glazing, surrounded by landscape.

4.5.7 Built form.

Active frontages.

Secondary Active Frontage.

- High-quality interface between buildings and the street at ground level with pedestrian entrances and glazing.
- Reduced number of vehicular access points.
- Continuous overhead canopy cover for pedestrians.
- Provide an at-grade connection between usable space within ground-level tenancies and the street.
- Ground-level uses to contribute to passive surveillance of the street.
- Pedestrian entries to be clearly identifiable and regularly spaced where feasible.
- Glazing to be balanced with solid elements to maintain visual interest and privacy where needed.
- Building services and blank walls to be avoided along the street frontage.
- Street-facing tenancies to support day-to-day activity, such as small offices, services or community uses.



Image 42. Planting located at threshold between indoor and outdoor.



Image 43. Visibility for passive surveillance of the street.



Image 44. Glazing at ground level.



Image 45. Landscaped entrances with passive surveillance above.



Image 46. Active ground floor corner of building.

4.5.7 Built form.

Active frontages.

Residential Frontage.

- Maintain visual interest through high quality design and built form articulation.
- Provide a landscape buffer from street to the built form.
- Residential frontages may include low fences with a high degree of transparency.
- Consider providing window up stands and slight elevation of ground floor level to support mitigating privacy.
- Provide seating opportunities and narrow paved areas in the front setback.
- Ground-floor dwellings to address the street with front doors and habitable room windows where appropriate.
- Landscape elements to be low-scale and permeable, allowing views between dwellings and the street.
- Front setbacks to be designed to support casual surveillance and neighbourly interaction.
- Materials and detailing at ground level to be durable and residential in character.
- Building entries to be clearly identifiable and well lit.
- Services, meters and plant to be integrated discreetly and screened from public view.
- Frontage design to balance privacy with a positive contribution to street activity.



Image 47. Landscaped front garden at ground level setback.



Image 50. Semi-transparent front fence to ground level front garden.



Image 48. Planted front gardens with no fence contributes to green character.



Image 49. Narrow residential front garden with raised ground level to buffer privacy to street.



Image 51. Landscaped buffer to townhouse front gardens with raised ground level to buffer privacy and passive surveillance on the street.

4.5.7 Built form.

Active frontages.

Active Landscape Frontage.

- Located along Derrimut Road frontage.
- Provides ample space for substantial landscaping whilst also allowing active uses.
- Ground-floor uses to address the frontage and contribute to passive surveillance.
- High visibility through transparent glazing at ground floor level.
- Stormwater conveyance elements can be designed as visible attractive landscape features in addition to the 5m landscaped setback.
- Appropriate lighting is required to support footpath and public space use.
- Provide tree canopy cover and mid-storey landscaping.
- Integrated seating and informal gathering spaces within the landscaped setback where appropriate.



Image 52. Dense landscaping can add amenity and visual interest in locations where active frontages are not possible.



Image 53. Landscaped setback to warehouse with offices.



Image 54. Outdoor serving in front setback in light industrial area.



Image 55. Landscaped setback with canopy trees to soften the built form and buffering privacy along a busy road



Image 56. Cafe Pavilion attached to warehouse/commercial building

4.5.6 Built form.

Urban design guidelines.

PRECINCT	Objectives	Requirements	Guidelines
UDF Area	O24. To build high-density and transit-oriented neighbourhoods focused on railway stations and proposed future railway station sites. (TNPSP Objective 9) O25. To promote greater housing choice through the delivery of a range of lots capable of accommodating a variety of dwelling typologies. (TNPSP Objective 10) O26. To ensure the interface between the pedestrian priority street and buildings supports pedestrian amenity and safety (UDGFV Objective 2.2.2).	R43. The subdivision layout including placement to roads must be generally in accordance with Figure 5 and minimum lot sizes in accordance with Table 1. A residual lot that cannot achieve the minimum lot size can be provided to the satisfaction of the Responsible Authority. R44. Building heights must be generally in accordance with Figure 24 and in accordance with the descriptions in section 4.5.2. R45. Buildings below 2 storeys in height will only be considered appropriate for meanwhile uses. (Refer to section 4.7.3) R46. Development proposals that exceed the preferred maximum building height may be considered where the proposal meets and exceeds the vision, urban design principles and objectives of the UDF, to the satisfaction of the Responsible Authority. R47. Buildings must be setback generally in accordance with Figure 25 and in accordance with the descriptions in section 4.5.3. R48. Street Wall heights must be generally in accordance with Figure 26 and in accordance with the descriptions in section 4.5.4. R49. Buildings must provide active frontages generally in accordance with Figure 27 and in accordance with the descriptions in section 4.5.7. R50. External canopies should be designed to not obstruct the growth of public realm tree canopy .	G40. Breaks through the built form at ground level 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. G41. Development proposals that exceed the preferred maximum building height are encouraged to provide a feasibility study and demonstrate how increased building heights will also contribute to additional community benefit G42. 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. G43. 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. G44. 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. G45. Upper level tenancies should engage with activity in the public realm through the use of balconies, terraces and clear glazed windows. G46. Building services located on roof lines should be setback and screened so that they are not visible from the street. G47. Any future building should not unreasonably affect solar access to the Middle Street. G48. Rooftops should be utilised to provide communal or private open space amenity.

4.5.7 Built form.

Urban design guidelines.

PRECINCT	Objectives	Requirements	Guidelines
UDF Area (cont.)		R51. Any application for a permit concerning subdivision, development or works of mixed-use sites must be accompanied by a master plan for the whole site that demonstrates how the proposed development achieves the vision, and objectives outlined in this UDF and the North Tarneit 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.	G49. Where rooftops, including terraces at upper level setbacks, are designed to be used by building occupants, appropriate landscaping and shading should be provided in the form of planting in planter boxes, trellis and pergola structures, green roofs or alternative solutions to the satisfaction of the Responsible Authority. G50. Development should consider the provision of solar access to public spaces, parks and key pedestrian streets. G51. Encourage rear loaded residential development in key locations to minimise crossovers and garages dominating the streetscape. Crossover intervals and crossover widths should not restrict the ability to achieve the potential canopy cover in line with Council's adopted targets.
Transition Quarter	O27. To deliver sufficient residential densities within a walkable catchment to support vibrant and viable town centres. (TNPSP Objective 12)	R52. Residential buildings must address the street and include ample fenestration and windows on all levels to provide surveillance and safety to the street. R53. 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. R54. Where dwellings with garages are proposed, the visual impact of garages must be minimised through: - 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.	G52. Ground floor apartments should all have individual street facing entrances. G53. Townhouses should predominantly be an attached building form. G54. Dwellings should have habitable rooms along the street interface. G55. Staircases, bathrooms, laundries and similar non-habitable rooms should be located within dwellings or at the rear of the property. G56. Dwellings should be orientated predominantly to the front and rear of the property, and avoid a primary orientation to the side. G57. Enhance residential privacy by providing dwellings that are slightly raised above ground level (maximum 1m).
Residential Gateway			
Flexible Residential			

4.5.8 Built form.

Urban design guidelines.

PRECINCT	Objectives	Requirements	Guidelines
The Boulevard	O28. To leverage off the amenity offered by open space and town centres to deliver medium and high density housing options. (TNPSP Objective 11)	R55. Provide continuous overhead canopy cover for pedestrians along Middle Street.	G58. Buildings fronting Derrimut Boulevard, Middle Street and Polly Parade should be designed to address the street. Main entries and glazing is preferred to present to the street.
Town Edge	O29. To provide a viable and attractive interface between residential and industrial or commercial land uses. (TNPSP Objective 16)	R56. Ensure no vehicle crossovers along Derrimut Road and all vehicle access is located at the rear.	G59. In areas designated for zero metre setback in Figure 25, any building height greater than 5 storeys should have a minimum upper level setback of 5m to create visual separation to upper forms on narrow streets.
The Junction		R57. Ensure no vehicle crossovers along Middle Street and Polly Parade.	G60. In areas designated for zero metre setback in Figure 25, buildings should reinforce the street edge by concentrating the building mass along the street edge.
		R58. External canopies must be designed to not obstruct the growth of public realm tree canopy.	G61. Locate all services (loading, waste, recycling etc.) away from the building frontage and entrances. Where possible, services should be accessed from the rear or side of the building.
			G62. Provide a direct relationship between the commercial ground floor uses and the street by avoiding vertical levels differences.
			G63. Active frontages should have clear glazing with solid vertical elements at regular intervals.
			G64. Buildings should be adaptable and allow for varied land uses as the UDF area develops.
			G65. Buildings above 6 storeys need to consider and demonstrate mitigation of negative wind impact to the adjacent public realm and open spaces.
			G66. Buildings on gateway sites should appropriately consider the built form and architectural treatment that respond to the highly visible locations and importance of enforcing the preferred urban form.
			G67. Provide building entrances at regular intervals to support street activation.



Image source: Dairy Road Precinct, ACT. Landscape: Oculus

4.6.1 Sustainability and climate resilience.

Overview.

Future development in the UDF area will contribute to reducing environmental impact, energy and resource use through sustainable initiatives. It will be a place that is focused on the future comfort of its users by being adapted to the hotter and drier conditions projected under a changing climate.

Key sustainability principles for the UDF area includes:

- Prioritising sustainable transport by encouraging walking, cycling and public transport.
- Designing and constructing buildings and public spaces to be energy efficient.
- Minimising waste and using sustainable materials in all building and public realm projects.
- Using water efficiently to protect local resources.
- Mitigating risks from flooding and drought.
- Reducing the Urban Heat Island effect through passive design and increased planting.
- Enhancing biodiversity by creating urban habitats through tree planting and landscaping.
- Supporting change and intensification of land uses by planning for future growth as community needs evolve.



Image 57. Storm water management in open bio swale



Image 58. Sustainable transport.



Image 59. Recycled materials.

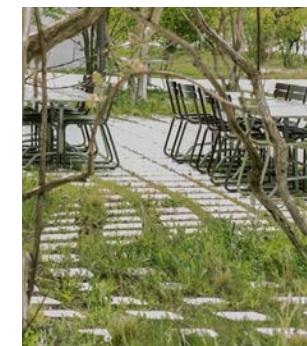


Image 60. Permeable paving.



Image 61. Landscape integrated into public realm.

4.6.2 Sustainability and climate resilience.

Urban design guidelines.

PRECINCT	Objectives	Requirements	Guidelines
UDF Area	O30. Promote sustainability, adaptability and resilience.	R59. Water management and flood mitigation risks must be managed within each individual lots. R60. Developments must be designed in accordance with any relevant Council sustainable design policies and guidelines. R61. Dwellings and residential buildings must be sited and designed to allow appropriate solar access and reduce summer heat gains through building form and external shading devices that minimise energy use for heating in winter and cooling in summer. R62. Off-street carparks must be provided with one tree per 4 parking lots and other vegetation in accordance with Council's Tree and Urban Forest Policy 2021, applicable to outdoor public parking areas. R63. Rainwater run-off from buildings and sites must be harvested for re-use or recycling within the UDF area, with re-use opportunities maximised. R64. Bike storage facilities for higher density residential development must be provided at ground level with easy access to the lift/ stair core. R65. Tree canopy targets must be met with canopy coverage of streets to be a minimum of 25% and car parks (including publicly accessible private car parks) to a minimum of 35% in accordance with Council's Tree and Urban Forest Policy 2021.	G68. WSUD treatments such as rainwater tanks, rain gardens and swales should be incorporated into developments, streetscapes, public realm and car parking areas. G69. Developments are encouraged to utilise roof tops for gardens and renewable energy. G70. Materials with low environmental impact should be favoured where possible. G71. Green walls and landscaping opportunities are encouraged to be integrated into developments to help mitigate the urban heat island effect. G72. Operational waste management plans should be created for commercial/retail buildings. G73. Construction waste management plans should be created for all developments. G74. High-quality tree canopy coverage is encouraged to be provided in communal open spaces and thoroughfares. G75. Encourage best practice provision of end of trip facilities. G76. Encourage high-performance energy ratings. G77. Site earthwork strategies such as limiting cut and fill and disturbance to natural drainage paths should be considered. G78. Building glazed areas should be provided with fixed or adjustable external shading that responds to summer sun angles and is effective in reducing summer solar gains. G79. Buildings should be sited and oriented to maximise available unshaded roof space for renewable energy systems.

4.6.2 Sustainability and climate resilience.

Urban design guidelines.

PRECINCT	Objectives	Requirements	Guidelines
			G80. Installation of renewable energy systems should be considered as part of all new buildings. G81. Roofing should have a Solar Reflectance Index greater than 61 or a solar absorbance of not more than 0.45. G82. Consider incorporating materials with lower embodied carbon and recycled content where feasible for Infrastructure design. G83. Materials used in infrastructure design should be recyclable at end of life, where practical. G84. Buildings material selection should prioritise recycled content, lower embodied carbon, design for disassembly principles and use of local materials. G85. Consider using structural soils or soil vault systems for trees in off-street car parks to ensure long-term viability of vegetation. G86. Green roofs, walls and façades are encouraged to cool buildings, help reduce storm water runoff, increase biodiversity and provide more greenery in the UDF area. G87. Provision of neighbourhood scale battery storage and virtual power plants for excess renewable energy produced within the precinct is strongly encouraged. G88. Developments and subdivisions should adopt strategies to re-use and infiltrate stormwater and achieve the stormwater flow reduction targets of Urban stormwater management guidelines, Publication 1739.1, EPA 2021. G89. Reduction of impervious surfaces and inclusion of permeable pavement should be considered as part of any water management strategy. G90. The use of recycled water should be included where infrastructure is available.



Image source: Mt Eliza Aged Care, Urbis Landscape.

4.7.1 Implementation. Delivery framework.

The Derrimut Road West UDF area will be delivered progressively over time, recognising that development will occur in response to market demand, infrastructure delivery and changing community needs.

The staging and ultimate development will be influenced by four critical drivers. These are:

- The delivery of the intersection at Polly Parade and Derrimut Road at the earliest possible stage.
- The delivery of the ultimate layout of Derrimut Road.
- The development of the intersection at Middle Street and Derrimut Road.
- The development of the residential catchment in the West.

The lots within the UDF have specific access requirements that will influence the staging of development, with **the timely delivery of Polly Parade and Derrimut Road intersection being a priority** to enable development to commence across the town centre.

- Development of Lot 645 can commence immediately if access is provided between Polly Parade and Derrimut Road.
- Development of Lot 625 can commence immediately with the development of the intersection at Middle Street and Derrimut Road.
- Lots 635, 615 and 605 are dependent on access being provided from neighbouring developments within the UDF or from residential development to the west.
- The outfall drainage matters need to be resolved to Melbourne Water's satisfaction.

The delivery framework (included in the Appendix) is intended to be flexible and support independent development, allowing progress to occur regardless of ownership arrangements and without reliance on the timing of other projects. This approach enables incremental delivery while maintaining alignment with the overall vision and structure of the UDF.

LEGEND

- UDF area
- Direct access into the Site
- Access reliant on other development
- Parcel boundary
- Railway line

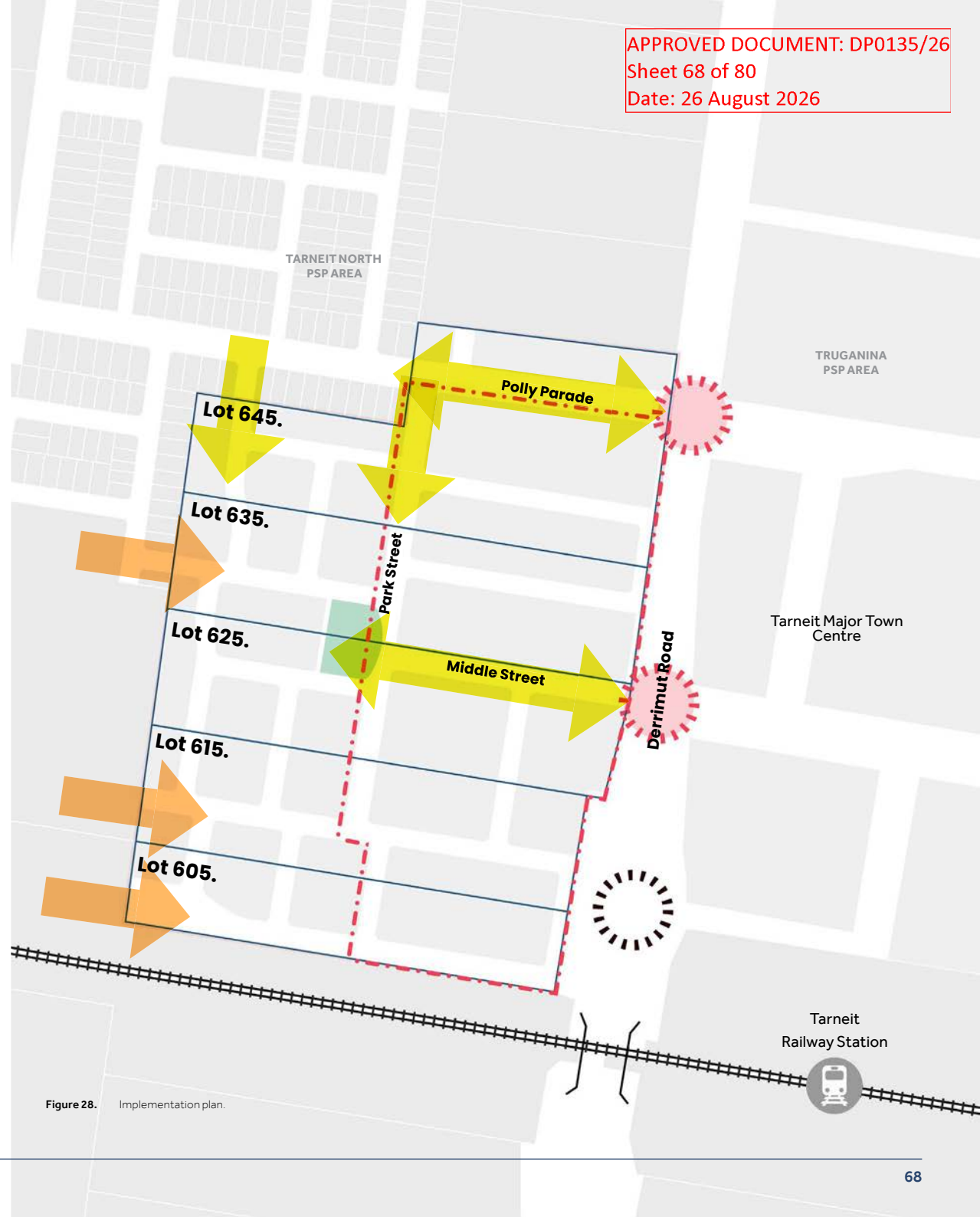


Figure 28. Implementation plan.

4.7.2 Implementation.

Market horizons.

Market horizons align the vision and outcomes of this UDF with the likely timing and staging of development, recognizing evolving market conditions, community needs and investment opportunities. Short, medium and long-term horizons can:

- Guide staging and prioritisation of infrastructure and investment
- Set clear expectations about when different uses or built form outcomes are likely to emerge
- Ensure early development does not prejudice the ultimate vision for the precinct
- Provide flexibility for landowners and developers while maintaining overall design quality.



4.7.3 Implementation.

Meanwhile uses and activation.

During the staged growth of the UDF area, some sites will remain undeveloped until the surrounding population and town centre reach a scale that supports permanent uses. These sites offer opportunities for interim activation through temporary facilities that test concepts and engage the community.

Possible uses include cafés, co-working spaces, childcare, community hubs, parks, small sports facilities, nurseries, markets and event spaces. Clustering these into a 'pop-up village' can attract visitors and bring activity to otherwise vacant land.

Whilst meanwhile uses and activation are supported in the short term, they must not prejudice the medium to long term development of the area. In order to ensure that the desired outcomes for the UDF are achieved in the long term, the following requirements are located within the relevant sections of the UDF:

- Minimum lot size requirement of 2000sqm in some locations.
- Built form for meanwhile uses must be delivered to a high design and amenity standard to ensure a positive user experience.
- Meanwhile uses that have a single storey built form must allow for future high-density redevelopment.

Programmed activation, pop ups and pilot projects.

- Temporary activations are an effective way to test market demand and community needs through low-cost, short-term initiatives. Pilot projects can be used to trial urban design and activation concepts, enabling landowners and stakeholders to experiment with layouts, materials and programming in real-world conditions before committing to permanent investment.
- Council and landowners should work together to identify locations for temporary activities within the UDF area, engaging with the community to understand the uses and experiences they value most for their neighbourhood.

Adaptable design.

- Interim uses and built form should be designed and built with future redevelopment in mind. This includes selecting materials for reuse, enabling adaptive re-use, and allowing for disassembly and relocation. They should be located on larger lots, with layouts that can transition to higher-density residential or mixed uses in line with the UDF's objectives.

Water management.

- Water management and flood mitigation strategies must be managed on each individual site.
- The drainage infrastructure should be delivered in accordance with the Dry Creek Upper DSS.

Car parking.

- Surface car parking can be deployed on land designated for future development in the short-medium term to service temporary uses and activations.
- As the UDF area evolved, more active and efficient uses should be explored, such multi-level and multi-purpose car parks to service multiple buildings in the area.
- Alternatively, car parking should be located at the rear within buildings along Derrimut Road (no direct vehicle access from Derrimut Road), as a basement or sleeved by active use at the ground floor.
- Along Middle Street and residential streets car parking should be located within buildings as a basement or sleeved by active or residential uses at the ground floor.

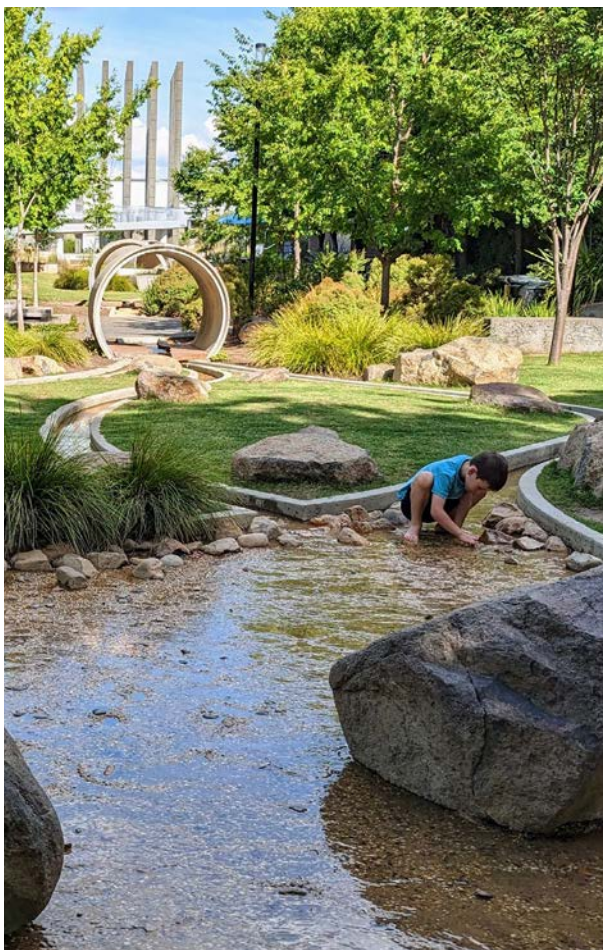


Image 62. Temporary park and artwork to attract visitors and generative positive reputation for future development. Dairy Road Precinct, Canberra. Landscape: Oculus.



Image 63. Shipping containers used for temporary entertainment and function venue. X Cargo, Fortitude Valley, Brisbane, QLD.



Image 64. Warehouse and co-work with public realm amenity. Dairy Road Precinct, ACT. Developer: Molonglo.

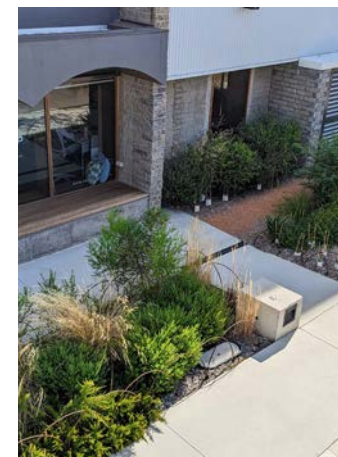


Image 65. Landscaped interfaces to cafe attached to warehouse improve amenity. Dairy Road Precinct, ACT. Developer: Molonglo.



Image 66. Multi-storey and multi-functional car parking structure. Publicly accessible playground on the roof and community recycling centre at the ground floor. Nordhavn, Denmark. Architect: Ja-Ja Architects.



Image 67. Self Storage facility with architectural articulation and recyclable materials. Self Storage facility, Copenhagen, Denmark.

Appendix

Glossary

This glossary identifies the words and acronyms that appear frequently throughout this document, to help the reader identify unfamiliar words and industry specific terminology.

UDF	Urban design framework.
UDF area	The urban design framework study area of this document
Low Density	1-3 storey detached houses.
Medium Density	3-4 storey townhouses.
High Density	5-8 storey buildings.
TNPSP	Tarneit North Precinct Structure Plan.
UDGFV	Urban Design Guidelines for Victoria.
MTC	Major Town Centre
EIA	Employment and Innovation Area
Temporary activation	A short-term use or intervention in a space aimed at creating activity, engagement, or vibrancy, often as a one-off or seasonal initiative.
Pilot projects	A small-scale, time-limited trial of a concept or approach, used to test its effectiveness before committing to a broader or longer-term rollout.
Meanwhile uses	The use of a site for an interim period of time that is not typically in accordance with the preferred land use and built form guidelines of the UDF. Meanwhile uses typically occur on sites that are large enough to accommodate substantially greater built form than the current market need.
SOHO	Small Office / Home Office: A dwelling designed or adapted to allow a resident to operate a small business or professional practice from home. It typically integrates living and working spaces, often with a dedicated office or studio area.
WOHO	Work Office / Home Office (sometimes also referred to as Work from Home Office): A residential unit or building designed with enhanced facilities to support remote or hybrid working.
GF	Ground Floor
WSUD	Water Sensitive Urban Design

Design considerations.

Our site analysis has helped identify the key challenges and opportunities for the UDF and has revealed a mix of physical and access constraints, alongside opportunities to enhance connectivity, activate key frontages and strengthen links to the future Major Town Centre

Challenges

-  Highway embankment barrier affecting movement and access
-  Railway barrier to the south
-  Existing intersection only provides access to the east, Station Car Parking
-  Need for transitioning from high density to low density environments
-  Fragmented land ownership

Opportunities

-  Integration with existing cycling routes
-  Enhancing the interface with Derrimut Road boulevard
-  Commercial spaces along Derrimut Road could benefit from high exposure of traffic
-  New intersections that leverage Polly Parade's and Middle Street connection to the Major Town Centre
-  To provide local retail

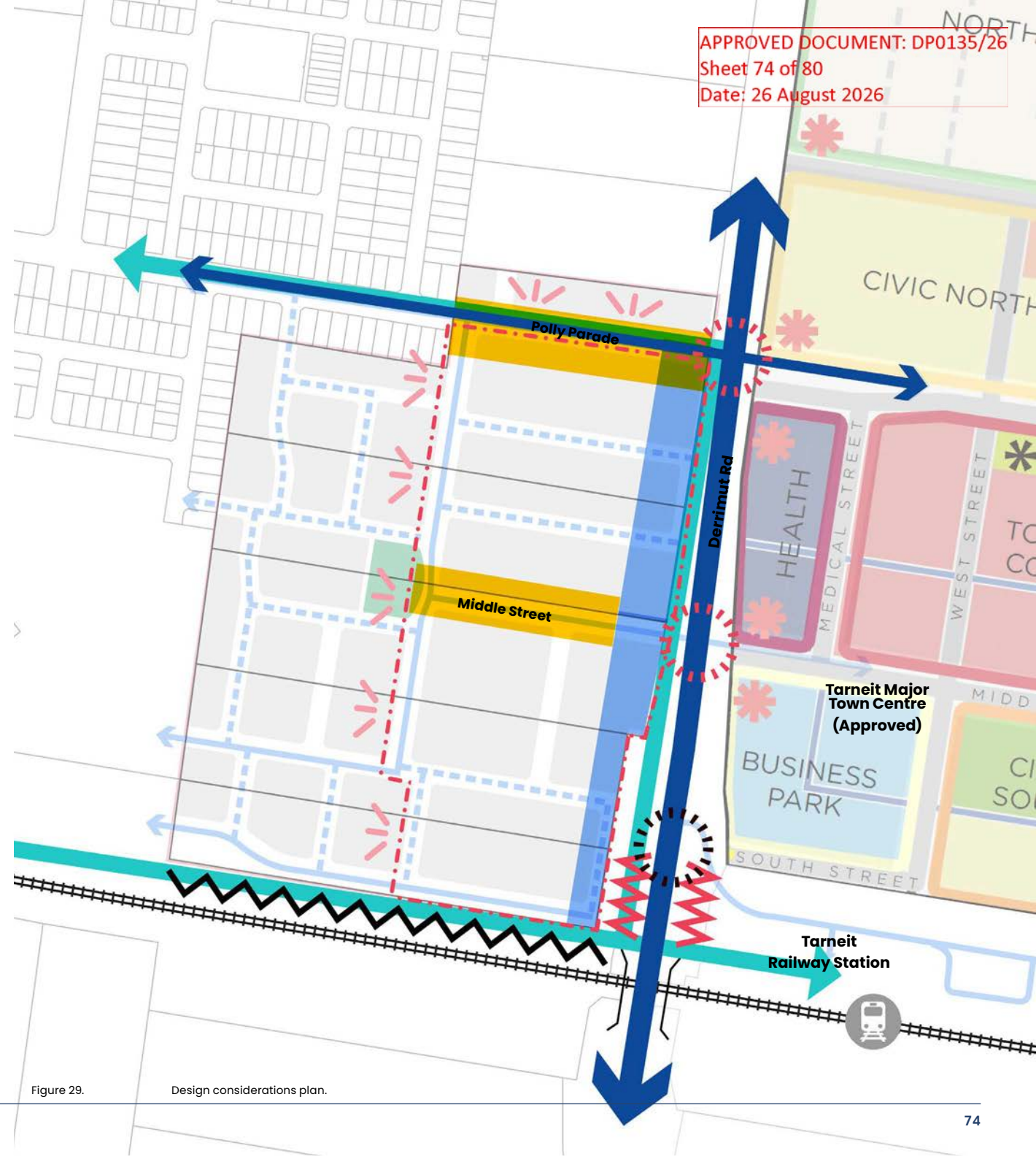


Figure 29.

Design considerations plan.

Delivery Framework.

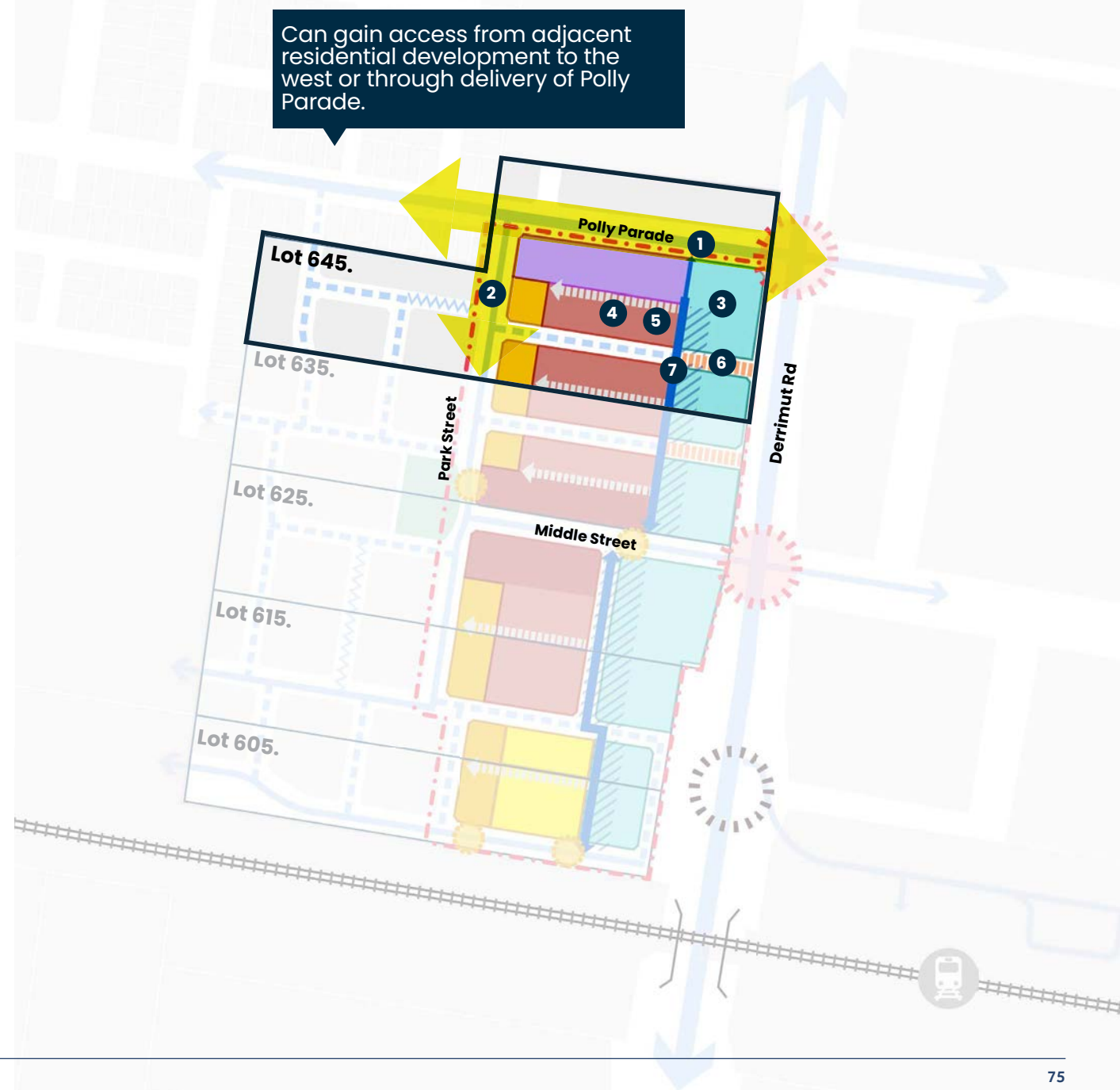
Lot 645

Outcomes required (in no particular order):

- 1 Deliver the easternmost section of Polly Parade, including the intersection with Derrimut Road
- 2 Deliver Park Street from Polly Parade
- 3 Establish a prominent gateway building at the precinct edge
- 4 Deliver commercial, townhouses and apartment developments in line with market demand
- 5 Enable temporary uses on larger lots if apartment demand is not yet established
- 6 Deliver east west links with shared zones
- 7 Deliver north south links connecting into laneways where required

Legend

-  Direct access into the Site
-  Access reliant on other development
-  Commercial GF/Mixed use
-  Commercial or Retail/Mixed use
-  Residential - Townhouses
-  Residential - Apartments
-  Residential - Flexible



Delivery Framework.

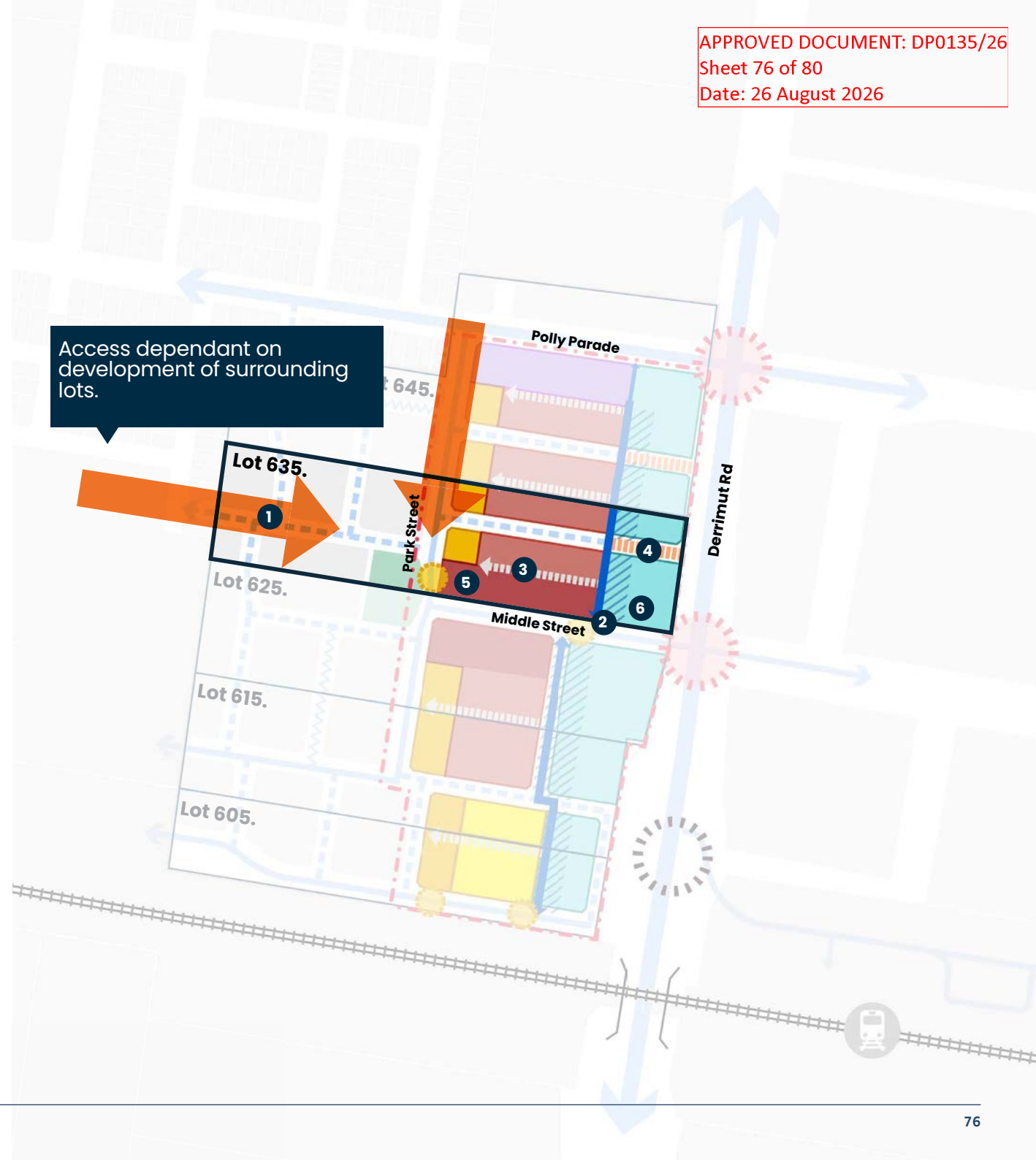
Lot 635

Outcomes required (in no particular order):

- 1 Access limited, deliver the east west link from the residential area to enable access into the lot
- 2 Contribute to the delivery of the northern verge of Middle Street if developed before lot 625 to maintain development to front Middle Street
- 3 Deliver commercial, townhouses and apartment developments in line with market demand
- 4 Deliver east west links with shared zones
- 5 Deliver ground floor retail to activate the precinct
- 6 Enable temporary uses on larger lots if apartment demand is not yet established

Legend

-  Direct access into the Site
-  Access reliant on other development
-  Commercial GF/Mixed use
-  Commercial or Retail/Mixed use
-  Residential - Townhouses
-  Residential - Apartments
-  Residential - Flexible



Delivery Framework.

Lot 625

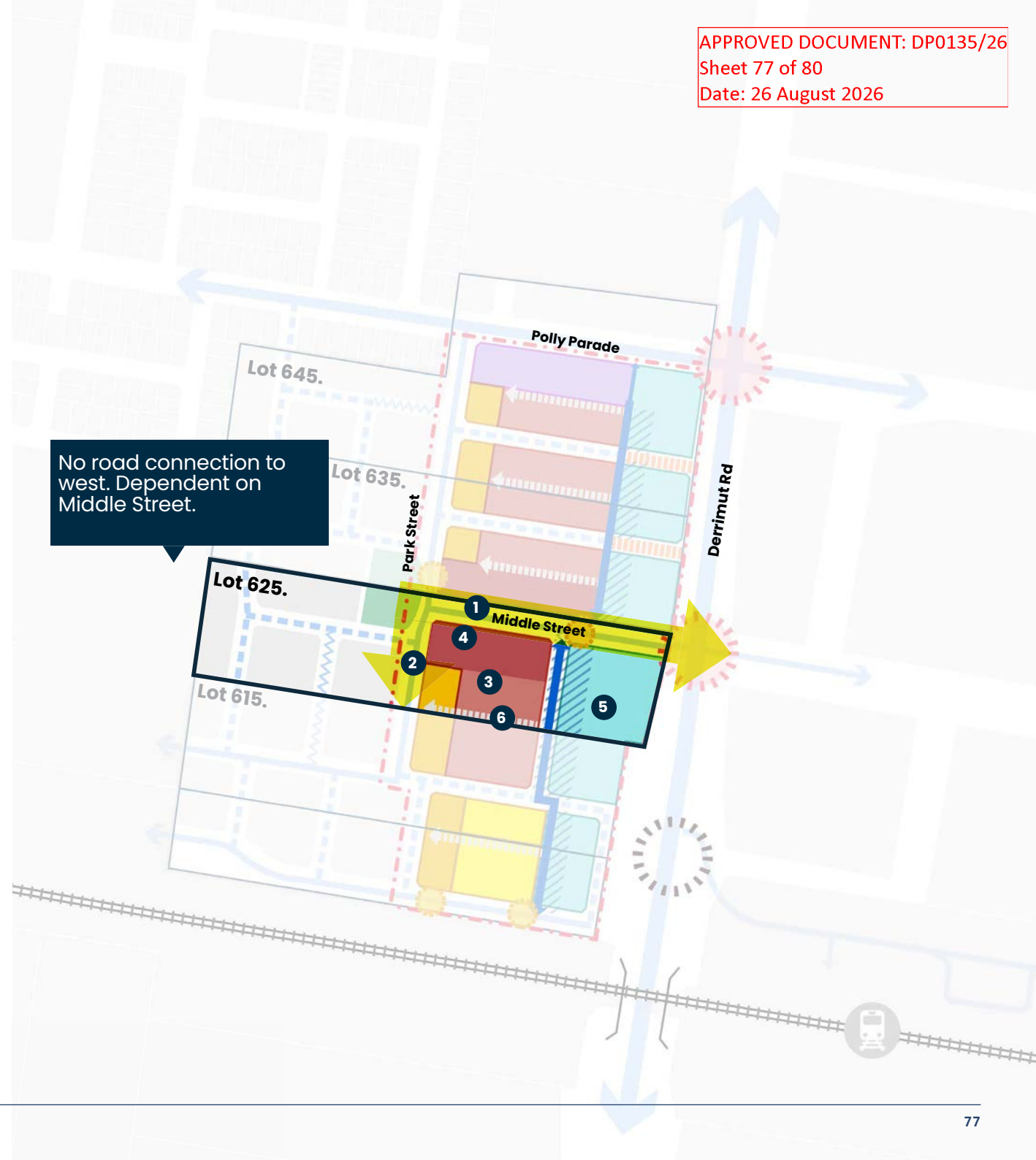
Outcomes required (in no particular order):

- 1 Deliver Middle Street to enable activation and connection to the mixed use precinct
- 2 Continue development through to Park Street
- 3 Deliver commercial, townhouses and apartment developments in line with market demand
- 4 Deliver ground floor retail to activate the precinct
- 5 Enable temporary uses on larger lots if apartment demand is not yet established
- 6 Deliver east west links through cross block

Note: This intersection at Middle Street and Derrimut Road is unfunded and the cost of its delivery, in part or in full, will be borne by the party that requires the partial or full delivery of the intersection. The design of the ultimate intersection layout must be provided to and approved by the Responsible Authority, regardless of whether the intersection is delivered in part or in full.

Legend

- | | |
|--|---|
|  Direct access into the Site |  Commercial or Retail/ Mixed use |
|  Access reliant on other development |  Residential - Townhouses |
|  Commercial GF/Mixed use |  Residential - Apartments |
| |  Residential - Flexible |



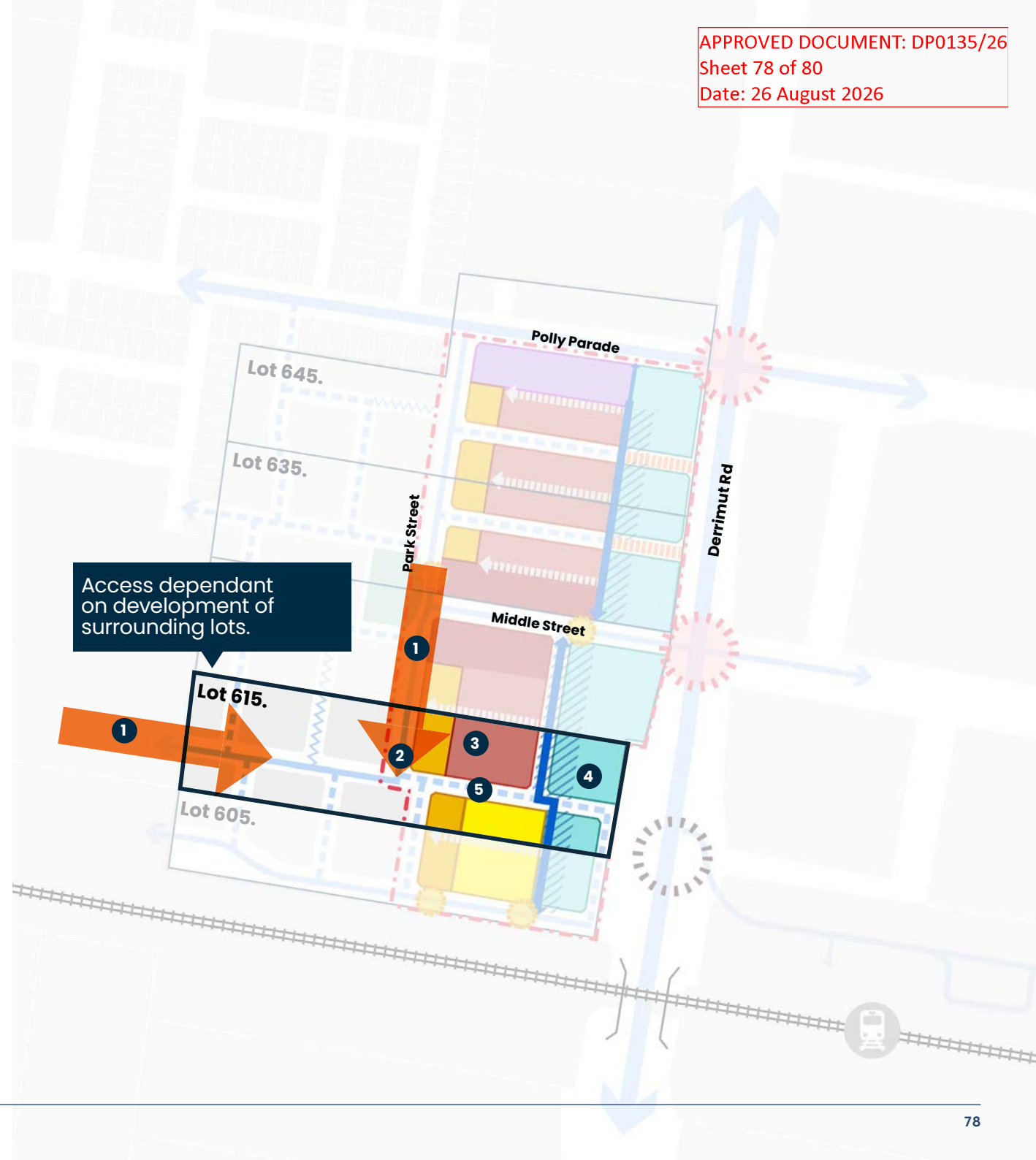
Delivery Framework.

Lot 615

Outcomes required (in no particular order):

- 1 Access limited via Park Street or east west links, depending on surrounding residential development
- 2 Continue development through to Park Street
- 3 Deliver commercial, townhouses and apartment developments in line with market demand
- 4 Enable temporary uses on larger lots if apartment demand is not yet established
- 5 Deliver east west links through cross block

- Legend**
-  Direct access into the Site
 -  Access reliant on other development
 -  Commercial GF/Mixed use
 -  Commercial or Retail/Mixed use
 -  Residential - Townhouses
 -  Residential - Apartments
 -  Residential - Flexible



Delivery Framework.

Lot 605

Outcomes required (in no particular order):

- 1 Access limited via Park Street or east west links, depending on surrounding residential development
- 2 Continue development through to Park Street
- 3 Deliver commercial, townhouses and apartment developments in line with market demand
- 4 Enable temporary uses on larger lots if apartment demand is not yet established
- 5 Deliver east west links through cross block

