

Epping Central Structure Plan

DRAFT

October 2022



City of
Whittlesea

**EPP
ING**
CENTRAL
STRUCTURE PLAN
REVIEW

Acknowledgement of Traditional Owners

We recognise the rich Aboriginal heritage of this country and acknowledge the Wurundjeri Willum Clan and Taungurung People as the Traditional Owners of lands within the City of Whittlesea.

Contents

Introduction	04	Section 3: Precinct Plans	47
Structure Plan Area	05	Precinct Plans	47
How to use this document	07	Current Precinct plans	50
Context and Opportunity	08	Precinct 1 High Street Village	51
Regional Context Plan	09	Precinct 2 High Street North	54
Metropolitan Context Plan	10	Precinct 3 Epping Station Hub	57
Planning Policy Context	11	Precinct 4 Regional Demand	60
Policy Context W2040	12	Precinct 5 Regeneration	64
Snapshots	13	Precinct 6 Employment	67
Local Context Plan	15	Precinct 7 Epping Renewal Site (New Epping)	70
Section 1: Strategic Vision	16	Precinct 8 Dalton Road Neighbourhood	72
Key Principles of the Structure Plan	17	Precinct 9 Childs Road Employment	75
Framework Plan and Strategic Directions	18		
Section 2: Key Themes	21	Section 4: Implementation	77
Urban Living	21	Future Strategic Work Opportunities	78
Movement and Transport	26	Appendices	79
Employment and Investment	31		
Community Facilities and Services	36		
Public Realm and the Natural Environment	40		

The Epping Central Structure Plan (Structure Plan) has been prepared by the City of Whittlesea with detailed input from the community and key stakeholders of Epping Central.

This Plan sets out a policy, development and implementation framework for the future development of Epping Central providing an integrated and strategic vision to guide the growth and development of the Metropolitan Activity Centre (MAC).

Long established as a major retail destination and health hub, Epping Central is now transitioning into its next growth phase.

A strong focus on economic investment, job creation, public realm improvement and residential growth will see Epping Central mature into a diverse and thriving centre to service the rapidly growing Northern Growth Corridor.

The role and purpose of the structure plan

Identified as a Metropolitan Activity Centre (MAC) by the State Government's Metropolitan Planning Strategy, Plan Melbourne 2017-2050, Epping Central is recognised for its role in supporting Melbourne's continued urban growth and development. Outside of Melbourne's Central Business District (CBD), MACs are designated as an important focus for business, housing and a broad range of facilities and services and that are well serviced by public transport.

The Epping Central Structure Plan (Structure Plan) sets out a planning framework that builds upon Epping's strong foundation to support growth. The Structure Plan aims to reinforce continued support for development and economic growth which supports key directions within Whittlesea 2040: A place for all and ensure the future success of the Epping Central MAC as a vibrant and liveable centre.

In setting out a shared vision for Epping Central, the Structure Plan provides decision makers, including Council, State Government and other agencies with a framework to guide future planning and decision making and set out work programs for improvements to services, infrastructure and facilities.

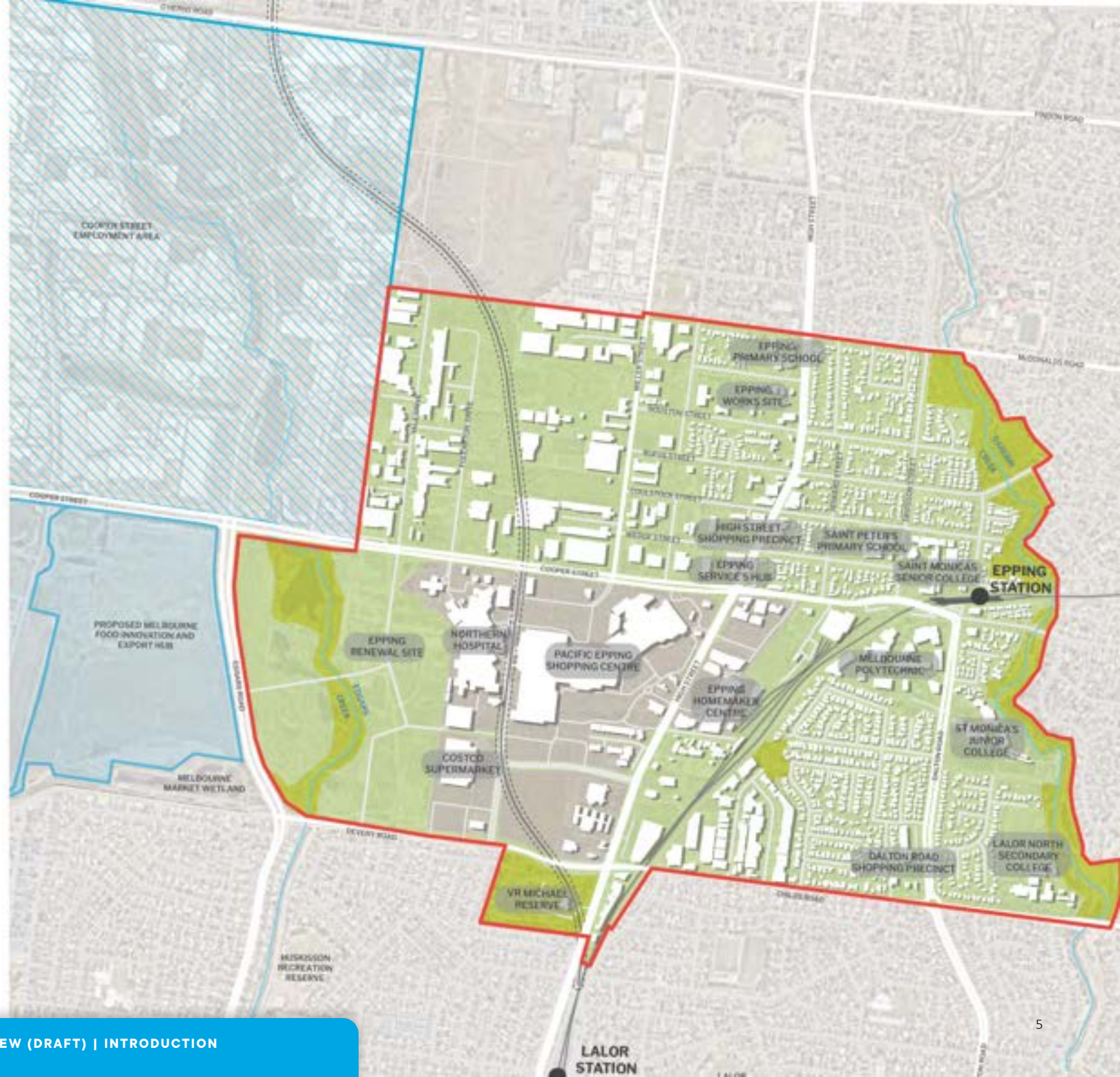
Importantly the Structure Plan provides certainty for the community, business owners and developers regarding the level of change and type of development that can be expected across the Epping Central MAC.

The key objectives of the Structure Plan include:

- Provide a shared vision and framework for the area
- Identify the type and scope of change projected over time
- Deliver current State and Local strategies and policies relating to the area
- Identify actions to deliver the shared vision and framework and facilitate change.

The Structure Plan applies to the area defined as the 'Structure Plan Area' on Figure 1. The Structure Plan should be read in conjunction with the Activity Centre Zone (ACZ) that generally applies to the land (or other zoning controls as applicable) together with any other applicable planning controls identified in the Whittlesea Planning Scheme.

Structure Plan Area



Relationship with previous structure plan

The Structure Plan is a refreshed and updated version of the previous Epping Central Structure Plan (adopted 2011 and finalised in 2013). A review of the 2013 version of the Structure Plan commenced in 2019 as part of a requirement for Council to review all existing Structure Plans, to ensure each plan responds to changes in the economy, transportation, planning, urban design and the community more broadly. This Structure Plan presents an updated and cohesive vision for Epping Central, underpinned by strong urban design and planning principles to ensure that Epping Central continues to grow as a liveable, diverse and thriving Activity Centre.

Schedule 1 to the Activity Centre Zone (ACZ1) – Epping Central Metropolitan Activity Centre

The ACZ1 gives effect to and implements the previous Structure Plan. Whilst this Structure Plan is generally consistent with and supports the current ACZ1, the review has provided the opportunity to further refine the Structure Plan to ensure it remains current and relevant. The ACZ1 will need to be updated to reflect the revised Structure Plan.

Background Analysis and Consultation Overview

The Structure Plan draws from a range of background studies into land use, employment, placemaking, urban design, market demand, the community and planning. These documents support the vision for Epping Central to be a high-density mixed-use Activity Centre.

Extensive community engagement has occurred with residents, visitors, landowners and key stakeholders within Epping Central in the development of this Structure Plan.

Consultation on the ‘Future Directions Paper’ in 2020 found that change in Epping Central is widely supported, as it brings new opportunities and a chance to improve and build on the centre’s existing strengths and characteristics.

This consultation has resulted in the development of a shared vision for Epping Central, which is set out in this Structure Plan and to identify future work required within the Activity Centre to achieve the desired outcomes.

There will be an opportunity for the community and stakeholders to engage on the draft version of this Structure Plan in late 2022.

Time Frame for Implementation

The Structure Plan for Epping Central sets out the vision and implementation framework for the next 20 years. The implementation of many projects has already commenced, whilst the delivery of many others set out in this Structure Plan may take some time to be fully realised.

The Plan will require monitoring and ongoing review in response to changing demographic trends, major projects and changes in State and Local Government policy. Council and the State Government will continue to work together, in consultation with the Epping Central community and key stakeholders, to implement and deliver the policies and major projects set out in this Structure Plan.

How to use this document

The Epping Central Structure Plan comprises the following Sections.



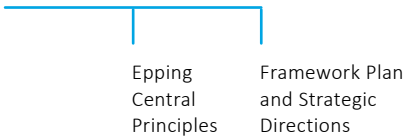
Introduction Context and Opportunity

The Introductory Section outlines the role and purpose of the Structure Plan, provides the context and identifies the opportunities for Epping Central.



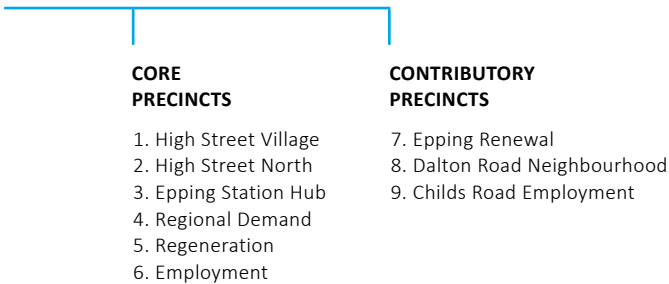
Section 1 Strategic Vision

Sets out the high-level strategic vision and planning principles for Epping Central. Also includes the overarching Strategic Framework Plan and strategic directions.



Section 3 Precinct Plans

This section provides precinct specific guidance to the six core precincts and three contributory precincts identified for the activity centre.



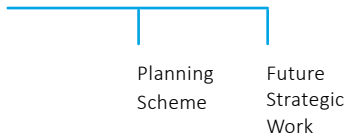
Section 2 Key Themes

This section applies to all of Epping Central and includes supporting strategies for the use and development of the land. This section sets out the overarching urban framework and key principles and guidelines that future development is expected to respond to.



Section 4 Implementation

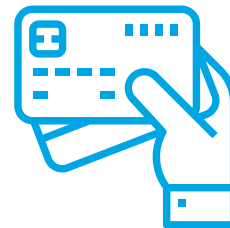
Sets out the actions required to deliver upon the vision for Epping Central in the short, medium and long term.



Context and Opportunity

Epping Central already has strong foundations that will help it continue to transform into the economic heart of Melbourne's North becoming a diverse, job rich, thriving Activity Centre.

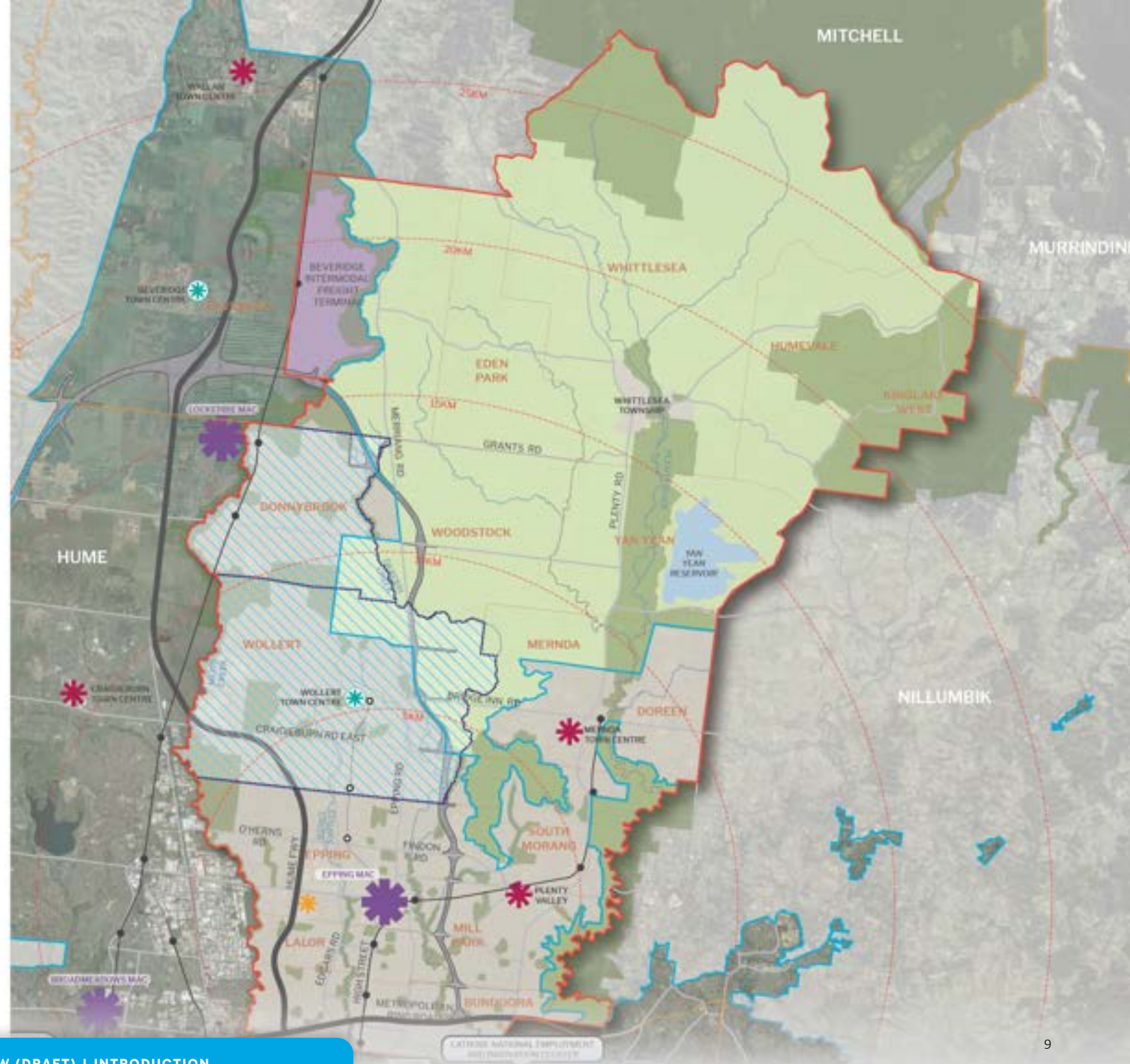
Epping Central is strategically placed between the City of Whittlesea's southern established suburbs of Thomastown, Lalor, Bundoora, and Mill Park, and the growth area corridor to the north, particularly Epping North and Wollert. This position, and its status as a Metropolitan Activity Centre (MAC) in Melbourne's activity centre hierarchy, means that it is the focus for increased housing and employment densities, investment and service provision on a regional scale. Increased development pressure and population growth resulting from the expansion of the Urban Growth Boundary (UGB) in 2010 together with continued infill development in the established suburbs, further emphasise the need to maintain and significantly enhance Epping Central's regional role to respond to this growth context.



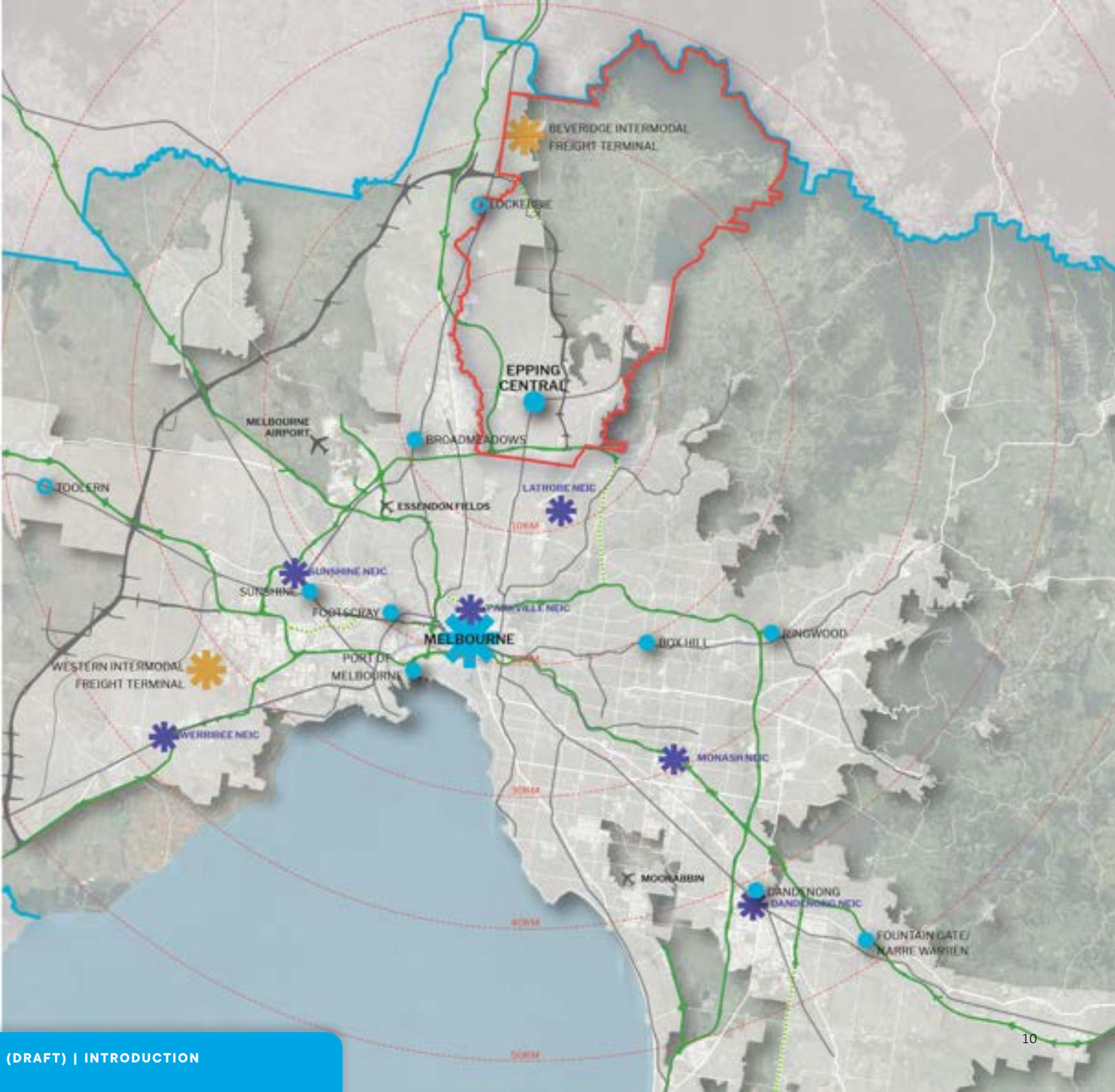
Regional Context Plan

- WHITTLESEA LGA BOUNDARY
- NEIGHBOURING LGA BOUNDARY
- URBAN GROWTH BOUNDARY
- URBAN LAND
- GREEN WEDGE
- KEY OPEN SPACE
- FUTURE GROWTH SUBURBS
- RIVERS & CREEKS
- RESERVOIR
- EG/ONMR FUTURE ROAD CORRIDOR
- HUME FREEWAY
- ROAD NETWORK
- EXISTING RAIL NETWORK
- PROPOSED RAIL NETWORK
- EXISTING STATION
- PROPOSED STATION
- MELBOURNE MARKETS
- METROPOLITAN ACTIVITY CENTRE
- EXISTING TOWN CENTRES
- PROPOSED TOWN CENTRES

0 1.25 2.5 5.0km
SCALE: 1:125,000 @ A3
31.03.2022 VS



Metropolitan Context Plan



Policy Context W2040

Whittlesea 2040

Whittlesea 2040 is the primary guiding document for the City of Whittlesea and identifies the vision and goals to which all plans including the Epping Central Structure Plan must implement.

The vision of this document is that in 2040, the City of Whittlesea will be 'A place for all'.

As part of the integrated Planning Framework, strategies are being developed for each of the five goals. The Epping Central Structure Plan is a land use plan that implements the goals of Whittlesea 2040 and the associated Strategies.

The plan identified five priorities:



Connected Community Strategy (Future)



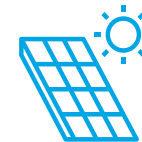
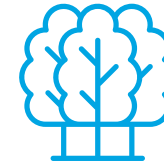
Liveable Neighbourhoods Strategy (Future)



Strong Local Economy Strategy



Sustainable Environment Strategy (Draft)



High Performing Organisation Strategy (Future)



Planning Policy Context

There are a number of local and state policies and strategies which are relevant to the review of the Structure Plan.

The diagram below provides an overview of the key planning policy framework that applies to the Epping Central Metropolitan Activity Centre (MAC) and how the Structure Plan sits within the Whittlesea Planning Scheme.

Plan Melbourne 2017–2050

Victorian State Government's Metropolitan Planning Strategy identifies Epping as a Metropolitan Activity Centre (MAC) and the Northern Hospital as a Health Precinct.



Melbourne Industrial and Commercial Land Use Plan (MICLUP)

Sets out a framework to plan for future employment and industry needs. Identifies the Epping MAC and Cooper Street Employment Precinct as being of State commercial and industrial significance respectively.



Victoria Planning Provisions (VPPS)

Sets out State Planning and Regional Policy that forms part of all 'planning schemes' and guides planning across the State.



Local Planning Policy

Includes a Municipal Planning Strategy and local policy to guide planning at a municipal level.



Epping Central Structure Plan

Is a strategic planning document which informs the planning controls and local policy to guide development of the centre. The plan is supported by other documents namely:

Epping Central Development Contributions Plan



Planning Controls

The Whittlesea Planning Scheme applies to the City of Whittlesea local government area which includes Epping Central. The planning scheme contains:

- Municipal Planning Strategy
- Planning Policy
- Local Planning Policy
- Zones- primary controls over use of land and planning permit requirements e.g. Activity Centre Zone
- Overlays- e.g. Parking Overlay, Development Contributions Plan Overlay
- Particular Provisions e.g. Bicycle Facilities, Apartment Developments
- Incorporated Documents- documents approved that must be considered as part of the planning scheme

Snapshots

The following snapshots provide an overview of key elements of Epping Central and present some of the key opportunities that the Activity Centre can take advantage of, as it continues to grow.



Growth Snapshot

In Epping Central's immediate vicinity, significant residential and economic growth is taking place. To the west of Epping Central, the Cooper Street Employment Area and the Melbourne Wholesale Markets will support a significant number of new jobs, whilst residential growth in Epping North and Wollert will accommodate approximately 60,000 new residents.

The Population in Epping Central is set to increase from 3,750 persons to 10,890 persons in the next 20 years (2040).

This will result in the development of over 4,000 new homes, with the future development of the Epping Renewal Site being a focus for meeting the expected housing needs with increased housing densities.



Economic Snapshot

The Activity Centre contains a number of major land uses including Pacific Epping Shopping Centre, Costco Supermarket, the Northern Hospital, Northern Centre for Health, Education and Research (NCHER), proposed new Northern Private Hospital and Melbourne Polytechnic. As a result, the employment profile of residents is shifting, with a declining proportion of people employed in 'blue collar' professions, and a greater proportion of people with office-based skills in clerical and service work. Epping Central also supports the Cooper Street Employment Area and Melbourne Markets which together provides for over 10,000 local jobs, and emerging State Significant industrial developments west of the Hume Freeway.

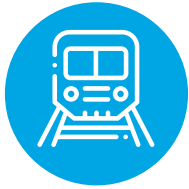
The development of approximately 40,000-80,000 square metres of new office floor space, 53,000 square metres of industrial floor space, 17,000 square metres of commercial office space and 113,000 square metres of new retail floor space will provide additional local jobs and further strengthen Epping Central's role as a Metropolitan Activity Centre (MAC).



Community Snapshot

Epping Central has a young and culturally diverse community. By 2040 there is forecast to be more young people (12 – 17 years) and more young and middle-aged adults of working and family rearing age (25 – 49 years) than other age groups.

Community infrastructure in Epping Central will benefit from new community facilities which continue to meet the service needs of the community. The expansion of the Northern Hospital, the development of a new private hospital and other health related facilities will further strengthen Epping Central's significant local and regional health precinct role. The existing Darebin Creek Parklands and future rehabilitation of the Edgars Creek corridor provides valuable green space. A focus on the natural environment and public realm improvements will help increase access to and improve the amenity of open space areas and the shared path networks within Epping Central.



Transport Snapshot

Epping Central has strong connections to key local, regional and state significant transport networks. The Activity Centre has direct connection to the Hume Freeway via Cooper Street. The completion of upgrades to O'Herns Road and the O'Herns Road and Hume Freeway interchange will further improve connectivity to the Activity Centre.

High Street and Edgars Road provide strong north-south connections between Epping Central and the southern established areas and northern growth corridor. Miller Street and Dalton Road enable further local level north-south connectivity within Epping Central, which will be further improved with the completion of Edgars Road upgrade works. Changes to the Principal Freight Network away from High Street will help to improve traffic safety, reduce severance and improve pedestrian amenity.

Public transport provision within Epping Central is relatively good, with the addition of the route 901 Smart Bus (Frankston Station to Tullamarine Airport) to the Principal Public Transport Network (PPTN). The bus interchange at Pacific Epping Shopping Centre further strengthens Epping Central's public transport connections to the growth area corridor. Whilst the extension of the Epping rail line to Mernda has been advantageous, Epping Station is located more than 800m from the main retail precinct, which is considered a reasonable walking distance.

Delivery of the proposed future Wollert Rail corridor linking Epping Central to the northern growth areas together with increased coverage and frequency of the local bus network is critical to improving the level of public transport service to support the planned growth and to improve connectivity to the critical services in this MAC.

The State Government and Council have also worked together to provide for a number of key pedestrian and cyclist improvements at key locations within the local area increasing the amenity and liveability of Epping Central for residents, workers and visitors alike. Further improvements to walking and cycling infrastructure and connections, infrastructure upgrades and behaviour change initiatives are all required to further reduce car dependence for Epping Central residents. Although the walkable catchment around Epping Central is not forecast to drastically increase, it is important that walking and cycling connections are an integral part of the Epping Central station interchange design together with supporting measures such as wayfinding systems.

The Epping Central Structure Plan is an essential policy tool to ensure that the activity centre is best placed to manage and facilitate this future growth and change. The Structure Plan will guide built form and development outcomes, facilitate increased housing density and diversity, set targets for service and infrastructure provision and provide a sound basis from which to advocate for improved infrastructure and investment to higher levels of government.

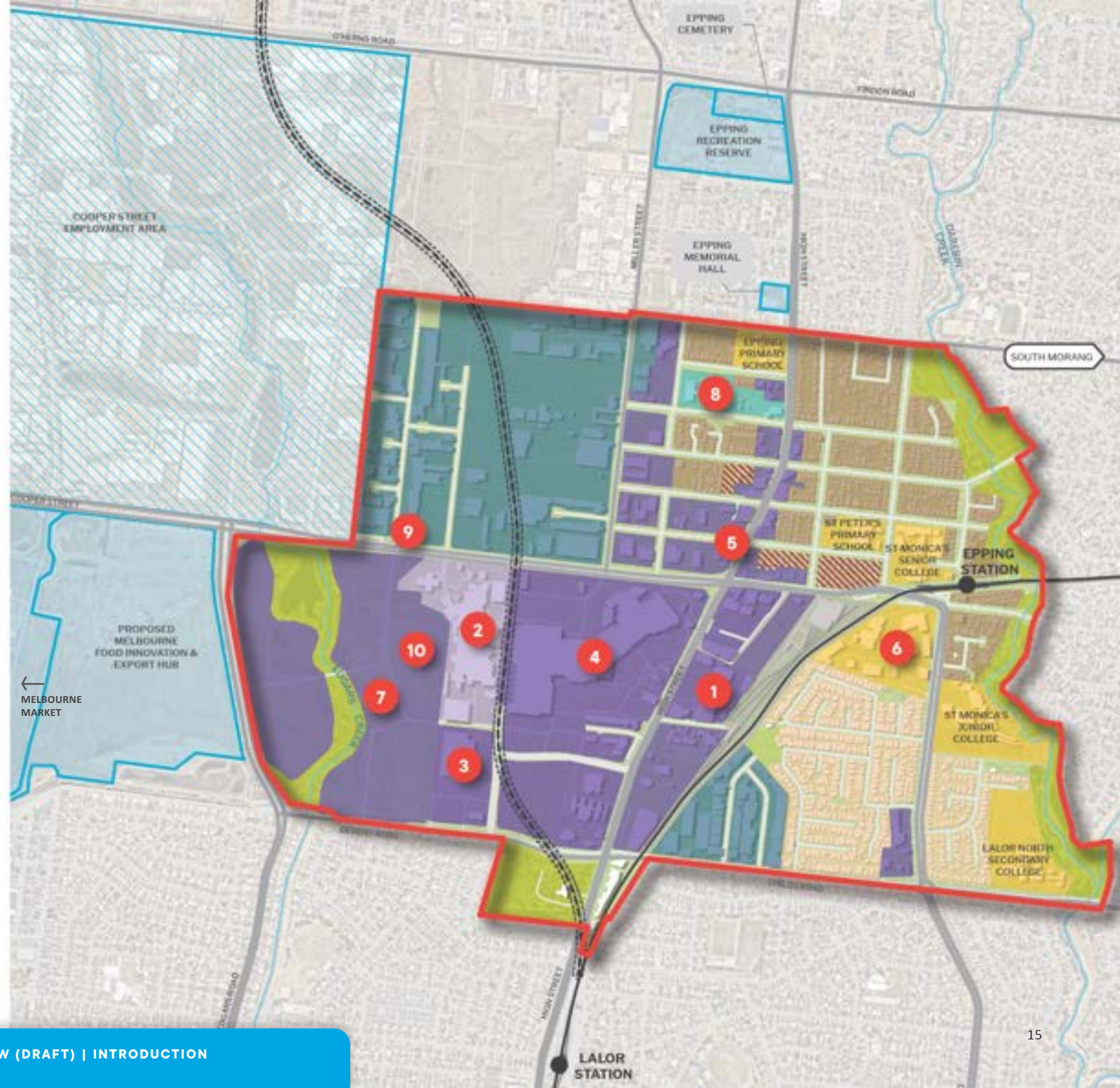
The Structure Plan aims to support a healthy, diverse and sustainable local community and facilitate the development of a thriving State significant centre that provides for the needs of all existing and future residents and workers.

Local Context Plan

- EPPING CENTRAL STRUCTURE PLAN BOUNDARY
- RIVERS & CREEKS
- ROAD NETWORK
- EXISTING RAIL NETWORK
- EXISTING STATION
- XXXXX FUTURE WOLLERT RAIL LINE CORRIDOR
- MIXED USE
- NORTHERN HOSPITAL HEALTH PRECINCT
- EMPLOYMENT
- COOPER STREET EMPLOYMENT AREA
- COUNCIL DEPOT SITE
- EDUCATION
- OPEN SPACE
- HIGH DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- RESIDENTIAL

- EPPING HOMEMAKER CENTRE
- NORTHERN HOSPITAL
- COSTCO SUPERMARKET
- PACIFIC EPPING SHOPPING CENTRE
- EPPING SERVICES HUB
- MELBOURNE POLYTECHNIC
- EPPING RENEWAL SITE (NEW EPPING)
- COUNCIL DEPOT SITE
- EPPING MEDICAL CENTRE/PRIVATE HOSPITAL
- PROPOSED PRIVATE HOSPITAL

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30.03.2022 VS



Vision Epping Central in the future

Epping Central is an attractive, welcoming and sustainable urban place experiencing strong population and job growth.



A priority area for health, education, employment and transport related investment, Epping Central plays a critical regional role for the Northern Growth Corridor.

Epping Central will offer civic, retail, commercial and community experiences that will create a vibrant urban environment during the day and night. High quality public realm, open space and a sustainable built environment, combined with strong transport options and a thriving economy will make Epping Central a desirable location for local jobs and medium and high-density residential development.

As the housing market continues to mature, a greater intensity and diversity in residential accommodation will provide housing choice and affordability. Supported by high quality public realm and streetscapes, high density residential development will provide housing in locations close to shops, services, public transport and local jobs.

Improved walking and cycling paths that integrate with an accessible public transport network will connect people to community facilities, the local economy and each other. Delivery of the proposed future Wollert Rail Corridor will further improve the level of public transport service and provide a transport hub in a central location to key land uses, making public transport more attractive and convenient.

An expanding medical precinct is also developing in Epping Central. Building on the strengths of the Northern Hospital, Northern Centre for Health, Education and Research (NCHER), the new Northern Private Hospital and access to complementary allied and community services will expand Epping Central's role as the major medical hub for Melbourne's north. Significant State Government investment in the expansion of the Northern Hospital and development of a mental health facility demonstrates the Government's commitment to Epping Central as a health hub. Further intensification and investment in health and community related services and infrastructure will provide vital care and support to the diverse and changing

community. Epping Central will also capitalise on the proximity to the Melbourne Markets to develop as a state significant food hub.

Supporting this major economic investment and change in Epping Central is a friendly, energetic and diverse local community who are proud to call Epping Central their home. Well-designed buildings and engaging and safe public spaces will create an interesting and exciting neighbourhood for people to live, shop, work, play and visit.

Key Principles of the Structure Plan

The review of the Epping Central Structure Plan seeks to align the Structure Plan with the goals of Whittlesea 2040 to deliver:



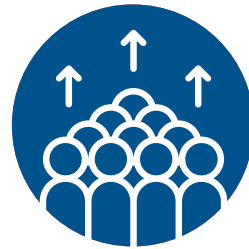
Urban Living

Diverse, Affordable and
Attractive Housing



Movement and Transport

Accessible, safe and
sustainable transport



Employment and Investment

Thriving and resilient local
businesses and jobs



Community Facilities and Services

Community facilities that build
and strengthen communities



Public Realm, Design and Natural Environment

Connected and valued
streetscapes, open space
and creek networks

Framework Plan and Strategic Directions

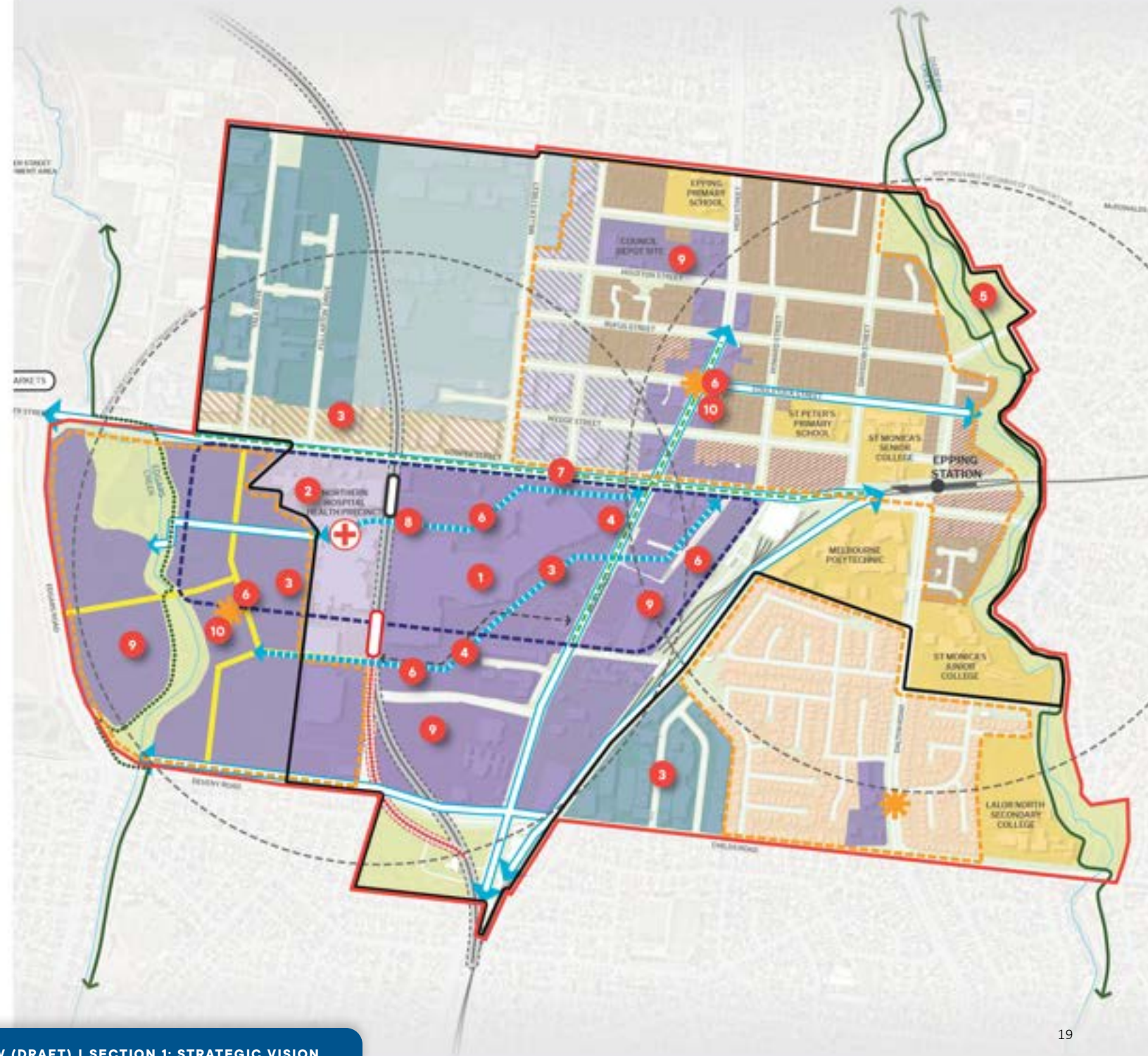
The Epping Central Development Framework Plan sets out future land uses within Epping Central.

More specifically, the Development Framework Plan provides direction on future land use and transport opportunities to realise the Vision for Epping Central.

Strategic Framework Plan

- EPPING CENTRAL STRUCTURE PLAN BOUNDARY
- ACTIVITY CENTRE CORE PRECINCTS
- NORTHERN HOSPITAL
- NORTHERN HOSPITAL HEALTH PRECINCT
- MIXED USE
- MIXED USE - EMPLOYMENT FOCUS
- EMPLOYMENT - COMMERCIAL/OFFICE
- EMPLOYMENT - COMMERCIAL/OFFICE/LIGHT INDUSTRIAL
- EMPLOYMENT - WAREHOUSING/LIGHT INDUSTRIAL
- EDUCATION FACILITIES
- HIGH DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- RESIDENTIAL
- ACTIVITY CENTRE - URBAN CORE
- NEIGHBOURHOOD PRECINCT
- NEIGHBOURHOOD CENTRE
- POTENTIAL WOLLERT RAIL CORRIDOR
- FUTURE TRAIN STATION INTERCHANGE
- POTENTIAL ALTERNATE TRAIN STATION
- PROPOSED ALTERNATE RAIL ALIGNMENT
- 800M WALKABLE CATCHMENT - TRANSPORT HUB
- PROPOSED ROAD
- PREFERRED PRIORITY ROAD CONNECTION
- PRIMARY STREETSCAPE IMPROVEMENT AREAS
- PEDESTRIAN PRIORITY MOVEMENT CORRIDOR
- PRIMARY PEDESTRIAN LINK
- EXISTING OPEN SPACE TRAIL
- PROPOSED OPEN SPACE TRAIL

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14.09.2023 V8





Strategic Directions

1

Support the intensification of development and a greater diversity of uses in the urban core as the centre of activity and regional facilities.

2

Support the development of an expanded health precinct anchored by the Northern Hospital.

3

Capitalise on the centre's strategic advantages to support a diversity of enterprise and employment opportunities particularly in employment precincts and the urban core.

4

Prioritise pedestrians in the urban core and better connect the activity centre via improved pedestrian movement links between key destinations.

5

Enhance the Darebin Creek and Edgars Creek as corridors of open space, habitat and pedestrian/cycle links.

6

Plan for public realm improvements including new open space, public spaces and street tree planting in the activity centre particularly in the Urban Core, High Street Village and New Epping neighbourhoods.

7

Enhance Cooper Street as a Boulevard lined by canopy trees and high quality built form and High Street as a more pedestrian friendly main road.

8

Plan for the Wollert Rail extension and other public transport infrastructure including a centrally located transport interchange.

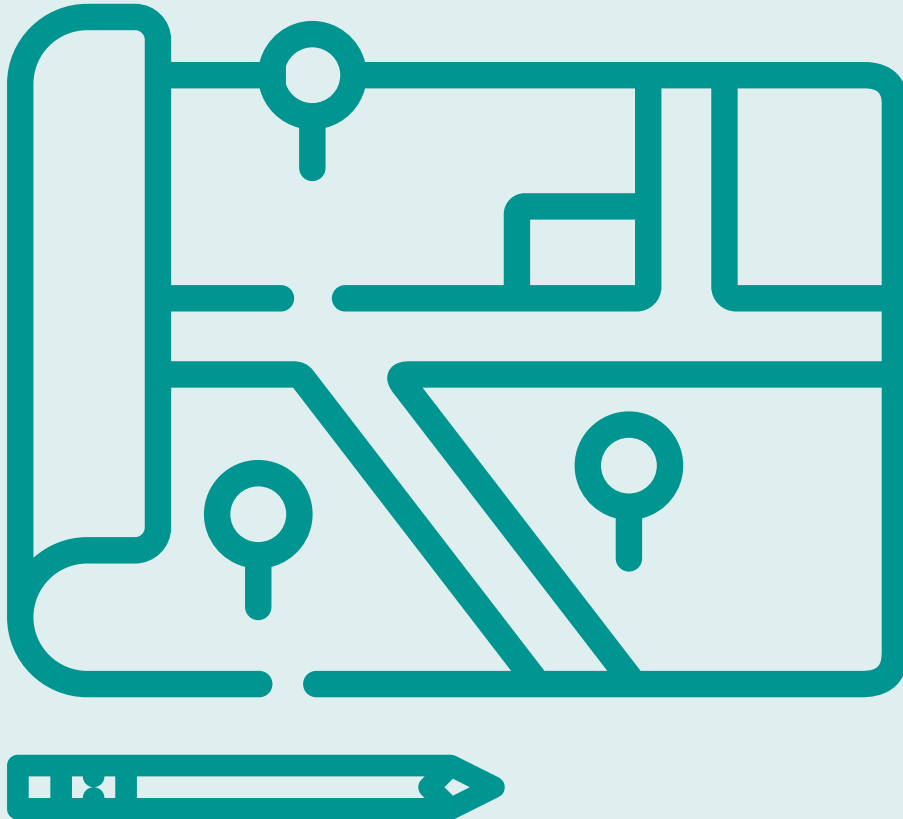
9

Support the redevelopment of strategic development sites/precincts to provide for additional employment and housing opportunities and improvements to the public realm.

10

Encourage new development in the High Street Village and New Epping neighbourhoods including medium-high density housing, commercial and local retail uses.

Urban Living



Provision of appropriate housing within the Epping Metropolitan Activity Centre is vital to achieving the vision for the activity centre.

New and varied types of housing is expected to emerge as the housing market in the northern growth corridor continues to mature. Demand for high density living close to transport, services and shopping will appeal to the diverse existing and evolving Epping Central community. Residential growth will complement the rejuvenated civil, leisure and retail offer within Epping Central and continue to provide a place for the community to live, shop, learn, play and visit.

Objectives

- To increase the provision and diversity of housing types (including affordable housing) that caters for all sectors of the community to live in the Activity Centre/Epping Central.
- To encourage increased residential densities particularly in locations that are close to public transport, employment and community facilities.
- To encourage residential development that is of a high quality design that enhances the amenity of existing and future residents and responds to the preferred character of the area.
- To ensure that development contributes to the environmental sustainability of the City and assists Epping Central to become a leader in sustainable urban living.

Strategies



Land Use

- Support increased residential densities, within the activity centre core and within walking distance of the Principal Public Transport Network (PPTN), retail, employment opportunities and community facilities.
- Support the development of residential neighbourhood precincts providing for diverse local housing opportunities supported by local facilities and open space.
- Encourage the development of higher density residential development integrated with other land uses including a mix of retail, commercial and entertainment uses in appropriate locations, particularly when these uses provide a range of daytime and night-time activities.
- Encourage more intensive use of vacant or under-utilised land.
- Support high density mixed use outcomes with retail and commercial uses at the lower levels and high density apartment style residential development at the upper levels, in locations consistent with the Strategic Land Use Framework Plan (Urban Living Plan).
- Encourage a diverse range of dwelling types with regard to size, design, materials used, number of bedrooms and price range to cater for different household types including older people and students.
- Locate higher built form towards main streets, public spaces, open space, creeks and important vistas.
- Support and promote the consolidation of land into larger parcels within proximity to public transport, community infrastructure and retail centres to facilitate higher density apartment style residential development outcomes (such as apartments and street-based townhouses and multi-unit housing typologies). Ensure the consolidation and development of sites occurs in a progressive manner and does not result in creation of small, isolated holdings of land with limited development potential.
- When assessing applications for residential purposes in areas where there is an employment and economic development focus, consider whether the use is complementary and appropriate to the area and is designed to effectively mitigate amenity impacts from non-residential uses to avoid land use conflicts.



Sustainable Housing

- Residential developments must consider environmentally sustainable design outcomes, from the planning and design stages through to construction and operation in relation to building energy management, integrated water management, indoor environment quality, transport, waste management and urban equality.
- Encourage the use of sustainable and locally sourced materials throughout the built form.
- Support increased environmentally sustainable performance of new housing through planning applications and permit requirements, appropriate to the scale of new housing development.
- Advocate for the further inclusion of innovative sustainable solutions as part of new housing such as micro-energy grids and waste management solutions.
- Support Epping Central to become a leader in sustainable design and technology innovation, at the precinct scale to achieve reductions in greenhouse gas emissions, peak load electricity use and greater energy efficiency by achieving at minimum 7 Star NatHERS rating and incorporating renewable energy solutions.
- Consider the local impacts of climate change and take appropriate measures to ensure development reduces its contribution to climate change in design, construction and over the life of development.
- Protect local stormwater and waterway quality and ensure development is designed to minimise water use, encourage water treatment and reuse and be designed to allow future provision of water capture and reuse.



Affordable Housing

- Support a range of Affordable Housing models including emergency shelter and crisis accommodation, transitional and supported housing, social housing and affordable housing managed by Registered Housing Agencies.
- Facilitate the increased provision of affordable and/or social housing within Epping central by negotiating outcomes and/or partnering with private developers, State Government and Registered Housing Agencies.
- Encourage a range of dwelling types to cater for a diverse range of household types and to meet the needs of Registered Housing Agencies.



Accessible Housing

- Provide accessible and adaptable housing at a rate of 1 for every 10 dwellings in a development of 10 dwellings or more.

Development Principles and Guidelines

Character and Presentation

- Ensure all new homes are of a high-quality design that reflects the attractive, urbanised and vibrant preferred character for the centre, enhances the amenity for both existing and future residents and enriches the architectural quality of Epping Central.
- High quality design outcomes must provide attractive contemporary architectural styles particularly in the development of apartment buildings and multi-unit terraces.
- Ensure that Affordable Housing dwellings meet the same or exceed design and internal amenity standards as market-housing dwellings and are designed and located to be tenure blind. These include access to good daylight, thermal comfort and indoor environment quality.

Siting and Setbacks

- Front setbacks and front setback landscaping to have regard to the surrounding neighbourhood, local amenity, encourage activation of the street and increase passive surveillance opportunities.
- Rear and side setbacks must create building separation and provide sufficient space to establish landscaping to soften the built form and increase amenity of medium and higher density developments.
- Building separation must ensure appropriate solar access, landscaping and visual separation of the built form.

Facades and Articulation

- Façade treatments are to distinguish between individual dwellings/units and reduce visual dominance and bulkiness of development from the street and public open space.
- Shared and private outdoor open space such as balconies, foyers and communal areas must be designed to ensure adequate and useable internal and external amenity, provide suitable passive surveillance opportunities, reduce overlooking and include elements of Crime Prevention in Design as appropriate.
- Lower and transparent style balustrading is encouraged to increase internal natural light, create passive surveillance opportunities and reduce the bulkiness of development
- Clearly defined building entries at street level, providing a sense of address and transitional space.

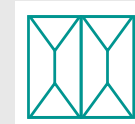
Amenity

- New development for residential and other sensitive uses should:
 - Minimise impacts of overlooking.
 - Orient buildings to maximise solar access.
 - Limit noise levels to habitable rooms.
 - Incorporate treatments along the existing rail corridor and proposed Wollert Rail Corridor to minimise potential impacts associated with noise and vibration.
 - Maximise internal amenity of dwellings including access to light, ventilation, size of dwellings and height of ceilings.
 - Avoid 'reverse living' products except where there is not other options available, an enhanced outlook opportunity exists (i.e adjacent open space) and the balcony is designed or located to minimise the need for overlooking screening.

Preferred Dwelling Types Could Include:



Street view

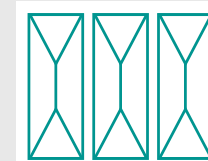


Aerial view

Duplex



Street view

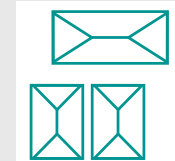


Aerial view

Townhouse



Street view



Aerial view

Multi Unit



Street view

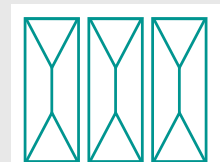


Aerial view

Apartment



Street view



Aerial view

Shop-Top Housing

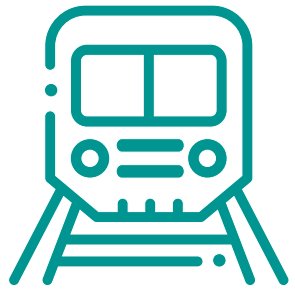
Urban Living Plan

- EPPING CENTRAL STRUCTURE PLAN BOUNDARY
- FUTURE WOOLLERT RAIL CORRIDOR
- MIXED USE
- + NORTHERN HOSPITAL HEALTH
- EXISTING PUBLIC OPEN SPACE
- HIGH DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- RESIDENTIAL
- ACTIVITY CENTRE - URBAN CORE
- NEIGHBOURHOOD PRECINCT
- * NEIGHBOURHOOD CENTRE
- FUTURE TRAIN STATION INTERCHANGE
- 800M WALKABLE CATCHMENT - TRANSPORT HUB

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Movement and Transport



Enhanced accessibility and ease of movement throughout the Activity Centre is central to achieving the vision for Epping Central.

Epping Central is currently a car dominated environment. Utilise integrated transport management and land use planning techniques to induce behavioural change to reduce the dependency on private motor vehicles and increase use of alternative travel options. Whilst Epping Station is located at the edge of the Activity Centre, a bus interchange is more centrally located. Together they provide strong public transport connections, connecting people to jobs, retail and community services. Improvements to public transport infrastructure, including longer term planning for the future Wollert Rail line, will significantly improve accessibility and promote more sustainable forms of travel for those who live, work and visit the centre.

As the Activity Centre continues to develop, transport solutions which improve pedestrian, cyclist and public transport connections will help reduce the reliance on private vehicle trips. An increase in mixed use development outcomes where local employment, shopping, leisure and living opportunities are located in close proximity to each other will encourage multi-purposes trips and further lessen the reliance on private vehicle trips.

Objectives

- To provide for an efficient, safe, accessible and permeable sustainable transport network.
- To prioritise sustainable modes of transport, including walking, cycling and public transport over private vehicle use.
- To improve connectivity between public transport stops / interchange points and local amenities / key land uses to and within Epping Central to boost the viability of walking and cycling.
- To improve the public transport network in, and connecting to, Epping Central.
- To provide for well-connected and safe road network including an efficient hierarchy of roads.

Strategies



Walking and Cycling

- Create a vibrant pedestrian environment through the whole Activity Centre that demonstrates high levels of amenity for pedestrians and cyclists.
- Prioritise walking and cycling as the primary means of transport over private motor usage in the design of all new developments, roads and public spaces.
- Facilitate the development of Priority Pedestrian movement corridors between key destinations which prioritise pedestrians and provide for high levels of amenity including provision of wayfinding elements, lighting and public art.
- Engage with stakeholders to facilitate the provision of new pedestrian links to better connect the activity centre.
- Develop an integrated network of walking and cycling routes, including crossing points on major roads and public transport corridors, that is safe, accessible, connected and provides direct lines of movement between destination points.
- Prioritise and facilitate the completion of pedestrian and cycling paths, which close existing gaps within the network and which are DDA compliant.
- Ensure development is designed to provide access for all user groups including children on bikes, prams, people with mobility issues and the elderly.
- Design strategic development sites to provide for a safe and permeable walking and cycling network that links to the existing network and which provides connectivity to key services and facilities.
- Link strategic development sites through a series of well-connected pedestrian routes which provide effective and efficient movements through the internal and external elements of these sites.
- Require the ample provision of end of trip facilities and accessible bicycle parking in a safe and convenient locations.

Pedestrian & Bicycle Transport Movement Plan

-  EPPING CENTRAL STRUCTURE PLAN BOUNDARY
-  PROPOSED WOLLERT RAIL LINE
-  FUTURE TRAIN STATION INTERCHANGE
-  PEDESTRIAN PRIORITY MOVEMENT CORRIDOR
-  PRIMARY PEDESTRIAN LINK
-  POTENTIAL PEDESTRIAN LINK
-  EXISTING ON-ROAD BIKE LANE
-  EXISTING OFF-ROAD SHARED PATH
-  EXISTING OPEN SPACE TRAIL
-  PROPOSED ON-ROAD BIKE LANE
-  PROPOSED OFF-ROAD SHARED PATH
-  PROPOSED OPEN SPACE TRAIL
-  PRIORITY ROAD REDEVELOPMENT ZONE
-  END OF TRIP CYCLE FACILITIES

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SCALE: 1:10,000 @ A3
18 OF 2022 'N





Roads

- Advocate for greater on road priority for buses as a means of achieving increased service provision and efficiency.
- Design and upgrade roads to provide high levels of amenity, safety and convenience for all road users.
- Design roads and intersections to facilitate movement of (in order of priority) pedestrians, cyclists, public transport, freight and private vehicles and that facilitate regular and safe crossing points for pedestrians.
- Improve the design and function of roads, in particular High and Cooper Streets in response to regional road upgrades and freight network route changes, in order to support increased pedestrian and cyclist activity within the Activity Centre.
- Support the use of sustainable material selection on new road pavements which produce less greenhouse gas emissions.
- Significantly improve the amenity of the arterial roads and ensure there is capacity for on-road bike lanes and bus routes.
- Advocate for speed limit reductions on High Street, in way that provides a consistent vision for the whole corridor.

- Improve increased pedestrian activity within the Priority Road Redevelopment Zone along High Street by creating a greater sense of enclosure and improved amenity through use of street width, building height and landscape design including provision of canopy tree planting within the road reserve.

- Support road upgrades and other transport initiatives that assist with reducing traffic movement through Epping Central to reduce congestion including duplication of Childs Road and construction of the E6 Outer Metropolitan Ring Road.



Parking

- Apply a transitional approach to parking requirements that includes regular monitoring of parking conditions to ensure parking provision responds to demand.
- Position car parking to minimise the impact of vehicle movements and emissions on pedestrian amenity.
- Adequately screen at grade car parking from view lines of all major roads and the public realm.
- Design at grade car parking to provide for adequate landscaping, surface water management, lighting, bicycle parking and pedestrian safety.
- Link major car parks through a street network that separates pedestrians and vehicles and prioritises pedestrian movement.
- Position car park access and egress points to ensure clear identification and reduce conflicts between vehicles and pedestrians.
- Support the provision of Electric Vehicle car parking alongside traditional vehicle parking outcomes.
- Ensure on-street vehicle parking does not impact upon streetscape design, allows for tree planting and other design elements.
- Discourage the development of temporary car parking outcomes which impact on the realisation of the vision of Epping Central and that are located along key north-south and east-west road networks.
- Activate large Car Parking areas through
 - Introduction of temporary/interim activated uses in undeveloped at grade parking by encouraging community activities such as markets, vendor stalls and festivals.
 - Support retrofitting of existing car parking to create a stronger pedestrian connection between the building and the street.
 - Encourage alternative uses for car parking lots during low demand periods through initiatives such as pop up parks and transient outdoor dining.



Public Transport

- Actively advocate for improved public transport infrastructure and services throughout Epping Central, particularly the construction of Wollert Rail Corridor including a station at Epping Central and improved bus frequencies and route coverage.
- Advocate for the rail design to include grade separation, shared paths along the corridor and linear open space that can accommodate active uses beneath an elevated rail structure.
- Consider the alternate alignment for the Wollert Rail Corridor and Epping Central station at Pacific Epping Shopping Centre as part of the finalisation of the Structure Plan.
- Support high density, mixed use employment and residential development in proximity to Epping Station, the public transport interchange and proposed future Wollert Rail Corridor train station between Pacific Epping Shopping Centre and the Northern Hospital to improve safety and amenity.
- Ensure the location of the Epping Central station connects with the key pedestrian movement corridors including direct links to residential development in New Epping as well the existing and proposed residential uses surrounding Epping Central.
- Advocate for grade separation of the Mernda line at the Childs Road level crossing.

Development Principles and Guidelines

Pedestrian Priority Movement Corridors

- Ensure that Pedestrian Priority Movement corridors provide for:
 - Wide footpath (minimum 3 metres) that is accessible and not impeded by other structures.
 - Shelter and shading where possible including canopy trees.
 - Wayfinding signage.
 - Seating at regular intervals.
 - Lighting and passive surveillance from surrounding built form.
 - 24 hour access.
 - Prioritised and safe crossings of roads and access points.

Proposed Epping Central Station

- Encourage co-locating the station with the proposed community uses and open space / public square.
- Ensure the station includes multiple entry and exit points that link directly with pedestrian priority links and pedestrian movement corridors.
- Plan for the station as a multi-modal interchange with connections to the bus interchange and cycling facilities through:
 - locating the bus interchange in proximity to the station to ensure the safety and amenity of intermodal transport users.
 - Provision of end of trip facilities for cyclists
- Promote transit oriented urban regeneration around the future train station through:
 - Increased setbacks
 - Increased footpath width to accommodate pedestrian activity
 - Locate outward facing convenience retail uses close to the future station entry
 - Include a diversity of activities that extend the hours of use
 - Avoid and reduce prevalent blank walls to increase opportunities for surveillance
 - Align station entries with entries of surrounding uses
 - Create a well-lit environment that promotes safety for train users
 - Increased future pedestrian permeability through existing large format-built form of Northern Hospital and Pacific Epping Shopping Centre

Proposed Wollert Rail Corridor

- New development is to be designed and located to protect the future Rail Corridor Alignment.
- Construction of the rail line is to provide for ground level vehicle connectivity between the Pacific Epping Shopping Centre with adjacent roads, the Northern Hospital and Epping Renewal Site.
- New development immediately abutting the future Wollert Rail corridor must provide for an appropriate interface consistent with the including opportunities for passive surveillance and consider potential noise and vibration impacts.
- Applications for new development on or immediately abutting the future Wollert Rail corridor are to be referred to the Head of Department of Transport.

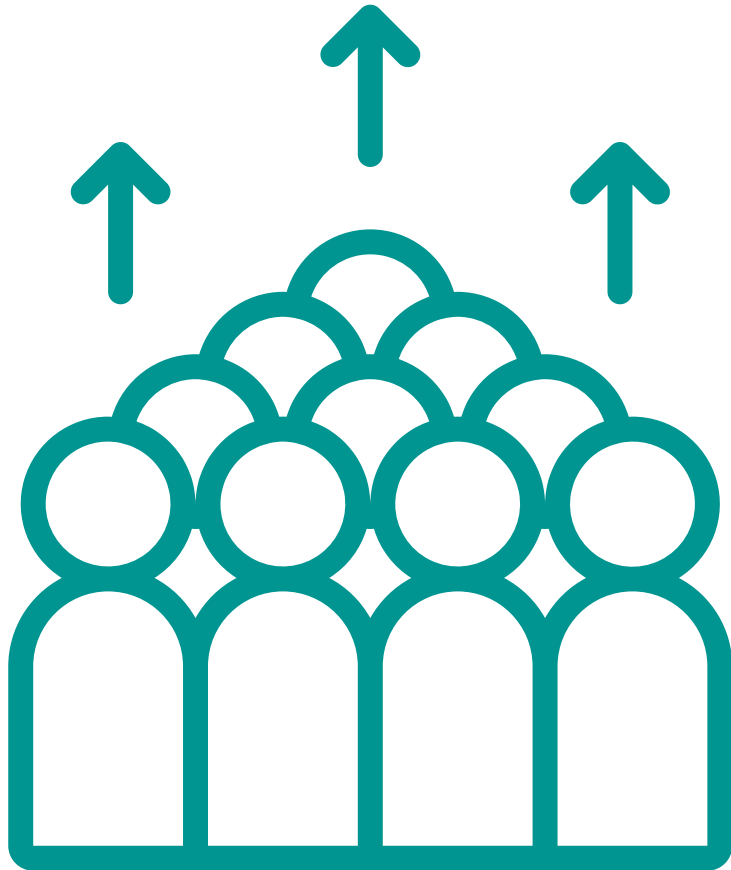
Road & Public Transport – Transport Movement Plan

- ▬ EPPING CENTRAL STRUCTURE
- ▬ PLAN BOUNDARY
- ▬ EXISTING ARTERIAL ROAD
- ▬ EXISTING CONNECTOR ROAD
- ▬ EXISTING LOCAL ROAD
- ▬ PROPOSED ROAD
- ▬ PREFERRED PRIORITY ROAD CONNECTION
- ▬ EXISTING EPPING RAIL LINE
- ▬ PROPOSED WOLLERT RAIL LINE
- ▬ PROPOSED TRAIN STATION
- ▬ POTENTIAL ALTERNATE TRAIN STATION
- ▬ PROPOSED ALTERNATIVE RAIL ALIGNMENT
- MAJOR BUS INTERCHANGE
- ▬ BUS ROUTE
- BUS STOP
- EXISTING ROUNDABOUT
- PROPOSED ROUNDABOUT/UPGRADE
- EXISTING SIGNALISED INTERSECTION
- PROPOSED SIGNALISED INTERSECTION/UPGRADE
- SIGNALISED PEDESTRIAN CROSSINGS
- LEFT TURN IN LEFT TURN OUT
- PROPOSED INTERSECTION TREATMENT TO BE DETERMINED
- X LEVEL CROSSING
- ▬ PRINCIPAL FREIGHT NETWORK

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Employment and Investment



Land uses within the Activity Centre are anticipated to build upon the existing retail, industrial, health, civic and developing commercial sectors, to further strengthen the local and regional economy and increase employment opportunities for local residents.

The diversification of land uses will revitalise the retail core around Pacific Epping Shopping Centre and the neighbourhood heart along High Street to become a thriving place for people to work, shop, visit and play both during the day, evening and at night. Increasing local employment to match population growth and the creation of vibrant and competitive commercial precincts are supported by the Strong Local Economy Strategy.

The industrial core will continue to change and mature to offer a greater mix of warehousing, office and commercial space for the developing food and medical industries and other emerging industries. Improvements in sustainable transport outcomes will help people travel safely between where they live and work and strengthen the sense of place.

Objectives

- To support the expansion and diversification of business opportunities that will increase access to local employment opportunities.
- To encourage further hospitality, entertainment, retail and office development in appropriate locations within Epping Central.
- To support co-working and shared workplace outcomes which allow people to work from or closer to home.
- To support Epping Central's role as an expanded Health Hub anchored by the Northern Hospital and an expanded Food Hub leveraged from the Melbourne Markets and proposed Melbourne Food Innovation and Export Hub (MFIH).
- To encourage light industrial development in appropriate locations that is well designed with high quality finishes.

Strategies



Employment – Retail, Hospitality and Entertainment

- Facilitate and support new retail development that provides local employment, training and entertainment opportunities, particularly for young people.
- Designate areas to significantly increase mixed use development, inclusive of retail uses along streets with high pedestrian activity, close to the Principal Public Transport Network (PPTN).
- Support high-density mixed-use development that combines retail and commercial uses at lower levels with housing above.
- Encourage a diverse mix of retail spaces for different business types from start-up first businesses to large retail chains.
- Encourage entertainment and leisure-based uses that create a ‘family friendly’, youth inclusive and safe environment.
- Encourage the provision of and locate high-quality entertainment, leisure and restaurant based uses fronting streets and urban square’s and in proximity to public transport networks to increase passive surveillance, safety, accessibility, visitation and activation of the Activity Centre.
- Encourage longer trading hours for retail and hospitality premises throughout Epping Central to improve the safety and vibrancy of Epping Central during evening hours and enhance the night-to-night economy.
- Support the area around Pacific Epping Shopping Centre and Epping Homemakers Centre as a key shopping destination for higher order and specialty retail.
- Implement a harm minimisation approach to land uses that have potential negative socio-economic impacts on the community e.g. electronic gaming machines, packaged liquor, by encouraging these types of uses to locate where the potential for negative impacts on the local community is minimised.



Employment – Commercial

- Leverage off Epping Central’s proximity to major transport connections including the Hume Freeway, Mernda Rail Line and the proposed Wollert Rail Corridor, and the diverse skills set of Epping Central’s population, to encourage establishment of diverse types of office and commercial development.
- Attract future employment-based development that complements the following existing and proposed employment areas:
 - Fresh produce distribution
 - Food and fibre innovation
 - Health and human services
 - Community Services
 - Retail and manufacturing
 - Tertiary education
 - Real Estate and Property Development
 - Employment and Career Planning Services.
- Significantly increase the supply of high quality, sustainably designed office floorspace particularly along Cooper Street and High Street and in mixed use precincts.



Employment – Industrial

- Locate industrial development and ancillary office space to leverage off Epping Central’s proximity to major transport connections including the Hume Freeway, Melbourne Airport and future Beveridge Inter-modal Freight Terminal.
- Encourage future industrial based activity which complements and builds upon existing employment areas of fresh produce warehousing and distribution, food and health innovation and education.
- Site industrial development in locations that ensure the most efficient use of land, maximise use of existing resources and protect the amenity of sensitive uses.
- Support industrial development that creates a high number of employment opportunities for local residents and discourages land intensive / low employment uses such as storage facilities.
- Encourage the relocation of existing industrial uses over time from precincts with a mix of uses which include sensitive uses.



Sustainable Employment

- Encourage small business developments, and require medium to large scale business development to integrate Environmentally Sustainable Design (ESD) solutions and circular economy thinking into their planning, construction, management and operation.
- Facilitate and support business developments that use sustainable designs and technologies, to achieve innovative development and precinct-scale environmentally sustainable performance outcomes that are efficient and cost-effective.
- Ensure business developments in Epping Central respond to likely climate change impacts and provide for climate change adaptation.
- Encourage business developments to include sustainable transport outcomes such as bicycle parking and electric vehicle charging infrastructure.
- Support the use of sustainable and locally sourced materials within built form and infrastructure.
- Encourage business developments to implement and maintain site-based sustainable infrastructure such as Water Sensitive Urban Design (WSUD) and Integrated Water Management (IWM) Assets.



Signage

- Provide business identification signage that is clear, succinct, visually pleasing and does not dominate the appearance of building facades or the urban environment.
- Reduce the impact of signage upon the experience of pedestrians and amenity of surrounding residential areas.
- Encourage signage that integrates with the existing streetscape and contributes to the urban identity and Epping Central legibility.
- Ensure the scale of advertising signs is appropriate for the surrounding environment
- Consolidate multiple signs into a single structure to reduce clutter
- Provide opportunities to integrate signage and graphics with the building design and minimise vandalism.



Interim Use / Development

- Protect the long term use of land for high intensity employment purposes by discouraging interim use and /or development of sites where this is likely to compromise the future development potential the site or which are incompatible with the preferred land use/ development outcomes
- Avoid the fragmentation of land where it does not support the broader Vision and objectives for Epping Central.
- Support interim retrofitting of existing development if it improves presentation to the public realm.
- Facilitate/support temporary uses on disused land that is not immediately developable.
- Support may be given for interim proposals that provide for flexible floor spaces that can be adapted in the future to achieve the desired outcomes for the site.

Development Principles and Guidelines

Character and Presentation

- Built form should seek to achieve quality development in a contemporary style which enhances the overall appearance of employment areas in the Activity Centre.
- Allow for adequate vehicular, pedestrian and bicycle access and on-site car and bicycle parking for the proposed use.

Siting and Setbacks

- Built form should be of a scale and appearance that is consistent with the sites location, surrounding land uses and the broader employment objectives of Epping Central.
- Provide high quality and attractive landscape and building setbacks that enhance the appearance of the development.
- Orientate built form as to promote solar access and efficiency.

Interface and Activation

- Development of lots adjoining the public transport corridor are to be designed to screen the view of any storage, garbage or servicing areas from the corridor. The rear of lots adjoining the public transport corridor are to be landscaped as to improve the visual quality of the corridor.
- Built form must address the street and avoid long blank walls which dominate the streetscape, public transport corridors and the public realm.
- Architectural features are to be used to emphasise building entrances and improve the way buildings address the primary street frontage.
- Exposed blank walls are discouraged and must be finished to the same standard as the rest of the building to minimise the potential for graffiti and other vandalism.

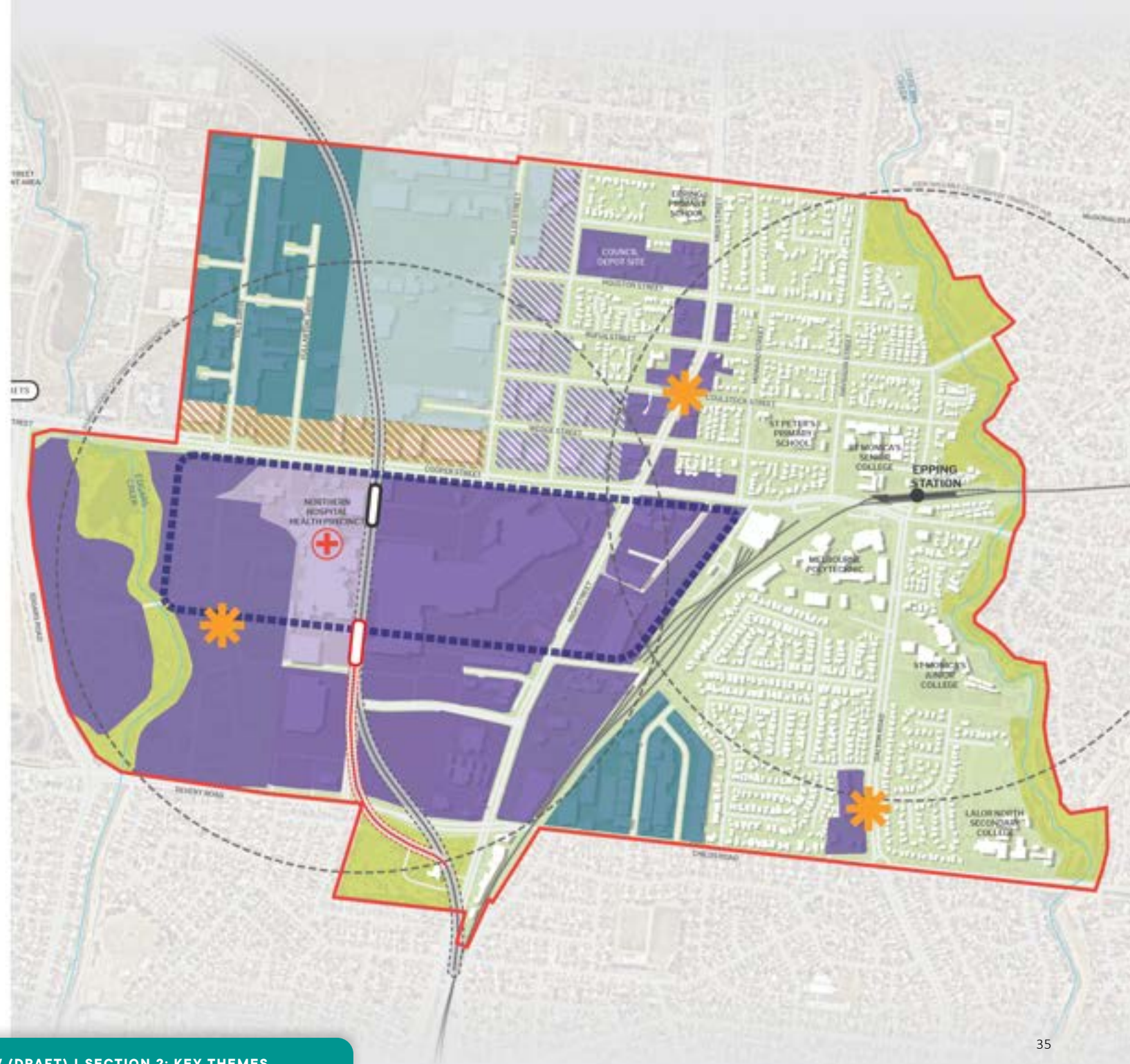
Facades and Articulation

- Fencing when required is to be paired with screen planting and be setback from the street.
- Provide weather and climate responsive overhangs and awnings along commercial frontages and key pedestrian walking routes (additional weather protection from sun is provided by landscape).
- Incorporate awnings and overhangs to enhance the legibility of building entries and amenity of the public domain.
- Create a sense of multiple buildings rather than a single street wall.
- Provide clearly defined and visible building entries which face directly on to the street.
- Shop front windows, including patterns should be integrated with other architectural features, reinforcing the larger building facade while providing variation.
- Articulate built form elements such as roofs, balconies, windows, doorways to contribute to the preferred future high-end employment focus of the centre.

Employment Plan

- EPPING CENTRAL STRUCTURE PLAN BOUNDARY
- POTENTIAL WOLLERT RAIL CORRIDOR
- + NORTHERN HOSPITAL
- NORTHERN HOSPITAL HEALTH PRECINCT
- MIXED USE
- MIXED USE - EMPLOYMENT FOCUS
- EMPLOYMENT - COMMERCIAL/OFFICE
- EMPLOYMENT - COMMERCIAL/OFFICE/LIGHT INDUSTRIAL
- INDUSTRIAL
- EMPLOYMENT - WAREHOUSING/LIGHT INDUSTRIAL
- ACTIVITY CENTRE - URBAN CORE
- NEIGHBOURHOOD CENTRE
- FUTURE TRAIN STATION INTERCHANGE
- POTENTIAL ALTERNATE TRAIN STATION
- PROPOSED ALTERNATIVE RAIL ALIGNMENT
- 800M WALKABLE CATCHMENT - TRANSPORT HUB

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Community Facilities and Services



High quality and easily accessible community facilities are essential to the positive development and wellbeing of the existing and emerging community.

As an important focus for community life, new community facilities in Epping Central must cater to both the local neighbourhood and to the broader community. In addition, they must be sustainable, well located and contribute to the strengthening of the community.

Community facilities and services within Epping Central will create an increased sense of place, belonging and community pride. The services that will be available to the community will have a direct benefit in terms of health and wellbeing, educational outcomes and cultural strengthening. A strong and resilient community is better able to participate to local economic activity.

Epping Central's status as a Metropolitan Activity Centre creates a significant opportunity for a major landowner in the precinct to accommodate and facilitate the provision of landmark, regionally significant community facilities. These facilities will attract significant visitor numbers and by co-locating in a retail and commercial setting an economic and wellbeing synergy can be created.

Objectives

- Enhance existing community infrastructure to increase accessibility to a broad range of health, education, cultural and recreation services.
- Enhance community resilience by providing community facilities and services which cater for the needs of the existing and emerging community.
- Provide community facilities that are designed to meet best practice standards in built form design, sustainability and service provision.

Strategies



Service Provision

- Increase the level of community services and facilities that responds to the regional role of Epping Central and which meets the needs of existing and future residents from all cultural backgrounds at different life stages including young people, families and the aged
- Embrace a social model of health which addresses health and wellbeing and community strengthening in its broader social context.
- Recognise and understand the changing demographic profile of Epping Central residents and visitors to continue to support a vibrant, cohesive and resilient community.
- Build mutually beneficial relationships with public and emergency services providers and the private health sector.
- Partner with key private land holders to develop a stronger civic and community presence and service provision within key areas of Epping Central.
- Promote and enhance community connectedness and community building programs and opportunities.



Location

- Position community services and infrastructure in locations with strong public transport and pedestrian connectivity and in areas of high exposure to and visibility from the public realm.
- Support the integration of community facilities with other retail and service offerings to increase accessibility and multipurpose trips, with a focus on better provision for youth, people with a disability and older people.
- Develop and enhance a series of inclusive and accessible public spaces for the community to meet and dwell.
- Increase community health and wellbeing by co-locating community facilities with urban squares and open spaces that cater to a diverse range of community needs and activities which enhance opportunities for social interaction.

Development Principles and Guidelines

Character and Presentation

- Ensure that the design of new community facilities consider Gender Equity in Design Guidelines and universal design and access.
- Community facilities should set the standard in architectural quality in the surrounding area by contributing positively to the sense of place.
- Encourage schools to position buildings so that they contribute positively to the streetscape and provide passive surveillance opportunities.

Siting and Setbacks

- Orientation of the built form and building design must maximise the use of natural light and enhance links to site surroundings and landscaping.
- Internal spaces should be flexible, multipurposed and compatible to allow for a variety of community building activities to occur.

Interface and Activation

- Built form must provide an active frontage to a street or urban square that allows for clear lines of sight between surrounding areas and the facility entry points and passive surveillance opportunities.
- Consider location of public art location and expression at the outset of the design.

Facades and Articulation

- Entry into community facilities are to be architecturally articulated to define and reinforce their civic importance.

Community Facilities Plan

- EPPING CENTRAL STRUCTURE PLAN BOUNDARY
- EDUCATION FACILITIES
- NORTHERN HOSPITAL HEALTH PRECINCT
- COUNCIL DEPOT SITE
- + MEDICAL FACILITY
- ⚔ CHURCH
- PRIVATE RECREATION FACILITY
- PRIVATE CHILDRENS FACILITY
- EXISTING EPPING RAIL LINE
- PROPOSED WOLLERT RAIL LINE
- PROPOSED TRAIN STATION
- POTENTIAL ALTERNATE TRAIN STATION
- PROPOSED ALTERNATIVE RAIL ALIGNMENT

EXISTING COMMUNITY FACILITIES

- 1 EPPING SERVICES HUB
- 2 WHITTLESEA COMMUNITY CONNECTIONS
- 3 PACIFIC EPPING MATERNAL AND CHILD HEALTH
- 4 EPPING POLICE STATION
- 5 EPPING MEMORIAL COMMUNITY HALL
- 6 FIRE AND RESCUE VICTORIA
- 7 OAKBANK KINDERGARTEN
- 8 EPPING PRE-SCHOOL

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LOCATION, PROVISION AND TIMING OF FUTURE COMMUNITY HUBS SUBJECT TO FURTHER INVESTIGATION AND CONSIDERATION OF A RANGE OF MATTERS INCLUDING SERVICE NEED, LOCATIONAL REQUIREMENTS, LAND AVAILABILITY, PARTNERSHIP OPPORTUNITIES AND FUNDING





Community Infrastructure Delivery Table

Community Infrastructure

Potential Services*

Potential Location/s*

Community Hub/s

A community hub for the region that adds a civic presence to the core of Epping Central with a focus on health/wellbeing and information/learning. Options include a consolidation of facilities including some existing facilities into a single hub or retention/delivery of some services from other sites/facilities. Delivery of hub likely to be in partnership.

Health and community services, Community meeting rooms, Social support services, Library services, Lifelong learning opportunities and training spaces, Arts space, Exhibition space, Large gathering space, Youth spaces, Childcare, Customer service.

Potential co-location with other uses including open space, health, education, co-working, government services, affordable housing and retail/café. The hub/s or specific services could be potentially located at the following sites subject to further investigation.

- Pacific Epping Shopping Centre in proximity to urban squares and transport nodes.
- Epping Services Hub site.
- Co-located at Melbourne Polytechnic Campus.
- Co-located at or in proximity to Northern Hospital site.

Neighbourhood Hub/s

Small hub or community space at neighbourhood level to support local community activity within a high density living environment. Encouraged to be delivered in partnership with other agencies.

Meeting space/s. Potential co-location with other uses such as open space, retail/café, community hub, schools, child care or early years facility.

- Epping Renewal Site.
- City of Whittlesea depot site (as part of any future mixed use development).
- Epping Homemakers Site (as part of any future mixed use development).
- Epping Services Hub site
- Local schools or churches.

*subject to future feasibility study and business case.

Public Realm, Design and the Natural Environment



A focus on improving the quality of public spaces in Epping Central will evolve the sense of place creating a unique urban environment.

The transformation of streets, parks, creek corridors and shopping strips will create an attractive, functional and safe public realm for the diverse community that live, visit and work in Epping Central. Improved open space design, wayfinding and pedestrian connectivity and the inclusion of public art and street tree planting will enhance access to and interaction with the public realm.

Objectives

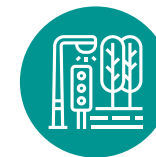
- To provide high quality public realm and well-connected open space.
- To provide high quality built form that is attractive and provides high levels of amenity.
- To provide for the significant greening of Epping Central including planting of canopy trees.
- To enhance and emphasise streetscapes in Epping Central as a critical component of the public realm.
- To significantly increase the provision of new public open space and enhance existing open spaces.
- To protect and enhance Darebin Creek and Edgars Creek reserves as important recreational, drainage, habitat and linear open space.
- To upgrade public realm infrastructure over time to perform in an innovative, safe, high capacity and sustainable way.
- To ensure that increased greening is a key aspect in the design and activation of the public realm.

Strategies



Public Realm and Open Space

- Increase the amount of open space in Epping Central through the implementation of open space opportunities identified in Table 2.
- Design public open spaces to be educational, accessible, dynamic, safe and welcoming to people of all ages and cultural backgrounds.
- Ensure that the design, development and redevelopment of publicly accessible open space incorporates public art and integrated artistic elements that inspire, delight and provide a sense of place.
- Incorporate signage, public art and artistic elements into the streetscapes which is designed to integrate with street furniture and the Epping Central Brand identity.
- Provide opportunities for a range of non-commercial activities within open space and the public realm to encourage greater community participation and activation of these areas
- Provide equity of access for all users by adopting best practice universal design to maximise the accessibility, amenity and functionality of Epping Central's existing open spaces and public realm.
- Create new publicly accessible open space and urban squares that are well designed and improve the amenity and functionality of Epping Central through land acquisition, negotiation, partnerships and capitalising on opportunities where possible.
- Locate features such as shade trees, water features and public art towards the centre of urban squares to draw people into and through the space.
- Ensure open space is accessible and inviting to the pedestrians and cyclists on the road as well as those residing and employed within the development to encourage community cohesiveness
- Focus on creation and improvement of open spaces for passive recreation that support increased residential and commercial development densities.



Streetscapes

- Use public realm and open space to celebrate and enhance the individual character of each Precinct within Epping Central.
- Ensure that additional public open space and/or urban squares are provided as part of the redevelopment of strategic sites and is well landscaped and provides refuge from the street environment through shade, enclosure and protection of noise and dust from the road.
- Design spaces to embed the principles of Crime Prevention Through Environmental Design (CPTED).
- Encourage the use of sustainable materials and locally sourced or recycled materials throughout the public realm.
- Ensure a diverse range of public open spaces and opportunities is provided to promote social interaction and public gatherings and foster community cohesion.
- Require a 5% open space contribution to increase the supply of open space in Epping Central.
- Design streetscapes to contribute to the overall character of Epping Central and respond to the needs of different users by providing connected, vibrant and safe movement corridors and public spaces.
- Undertake streetscape improvement works including canopy tree planting in areas with high pedestrian activity and retail frontages to improve amenity and attractiveness of the public realm and enhance the vibrancy of the centre.
- Redevelop streetscapes to provide ease of movement for a variety of transport modes, with a focus on walking and cycling and tree canopy coverage, with improvements to expand their function as public spaces, landscape corridors and movement networks.
- Utilise generous nature strips to increase the amount of landscaping, tree planting, green areas and community gathering spaces to improve community connectedness, enhance amenity, contribute to better stormwater quality and reduce the urban heat island effect.
- Enhance the street network by delivering upon active streets.
- Investigate opportunities for increasing tree planting within the public realm and as part of masterplanning of key strategic sites to encourage greater pedestrian movement and activation of streetscapes and the public realm more broadly.



Natural Environment

- Significantly enhance and improve access to the Darebin Creek corridor protecting its habitat, waterway and passive recreation functions.
- Support redevelopment of the Edgars Creek corridor as a significant conservation reserve and critical habitat and for water quality and linear open space purposes.
- Expand and upgrade the shared path network along the creek corridors for pedestrians, cyclists, skaters and dog walkers avoiding significant habitat values along Edgars Creek where possible.
- Manage waterways and wetlands for their ecological values and amenity for the community, alongside their stormwater functions.
- Ensure physical infrastructure has the capacity or is upgraded to have the capacity to respond to and support changes in climate and urbanisation in Epping Central.
- Capitalise on opportunities to gain efficiencies and improve sustainability within the physical infrastructure network.
- Prevent pollutants, litter and contaminated run-off entering the waterways by implementing civil infrastructure initiatives that improve the quality of stormwater runoff from streetscapes before it enters the Darebin and Edgars Creek local waterways.



Heritage

- Ensure heritage places and associated elements are protected and enhanced to contribute to diversity and variety in surrounding built form.
- Encourage the adaptive reuse of heritage buildings, especially for community-based uses as a sustainability option and for the value they bring to neighbourhood character.
- Contribute to the local sense of place by protecting and enhancing views to heritage buildings and heritage assets within the streetscape e.g. Bills Horse Trough.
- Ensure impacts on heritage places respect the existing built form, and any changes are sympathetic, appropriate and supported by professional heritage advice.
- Ensure that new built form proposals are informed by Heritage and Design guidelines (Office of the Victorian Government Architect, Issue 07, 2019), any other applicable heritage assessments or guidelines and a Conservation Management Plan for the heritage place.
- Provide a sensitive interface at the point of connection to heritage buildings.
- Ensure external signage is permitted and is sympathetic to the overall character of the heritage place.
- Opportunity for built form to acknowledge the quarrying history of the area through appropriate use of stone as paving and cladding.

Development Principles and Guidelines

Scale

- Maintain a pedestrian scale at street level by ensuring that taller buildings include upper level setbacks as to minimise building bulk and overshadowing and provide a sensitive interface to lower scale dwellings.
- Maximise development density while minimising overshadowing impacts on public and private open space and habitable rooms of adjoining properties.
- Buildings should be in accordance with preferred building heights. Development which proposes to exceed preferred buildings heights needs to demonstrate a community benefit (e.g. affordable housing or public open space), the proposal is on a suitable site, is of high quality design and does not have a detrimental impact in respect to overshadowing or amenity.

Interface and Activation

- Ensure that new developments contribute to and enhance the public realm, streetscape and open space by encouraging ground floor activation and appropriate setbacks and landscaping.
- Promote spill of active uses such as cafés and street trading onto footpaths.
- Provide uniform height and width canopies, verandahs or other weather protection along key pedestrian routes.
- Ensure development in proximity to the Mernda rail line and proposed Wollert Rail Corridor consider and implement the “VicTrack Rail Development Interface Guidelines”.
- Provide built form interfaces to the Mernda rail line and proposed Wollert Rail Corridor that are attractive and maximise safety of future shared pedestrian/cycle paths.
- Provide a high amenity and safe pedestrian environment through passive surveillance and design of buildings at the ground level.
- Accentuate the prominence of building entrances.
- Place service areas away from major frontages and the public realm including screening of any roof mounted plant through architectural elements.
- Ensure that built form is respectful of and retains views to existing heritage buildings.

Built Form, Siting and Design

- In residential and mixed use precincts employ minimal building setbacks to promote passive surveillance and enclosure along pedestrian routes, define the street edge, increase the level of active frontages and with opportunity for landscaping/canopy trees where appropriate.
- In employment precinct provide sufficient setbacks for attractive front landscaping.
- Allow sufficient distance between buildings when multiple towers are proposed within proximity of each other to improve design response including solar access to daylight, landscaping, wind impacts, acoustics, visual bulk, and development potential of adjoining sites.
- Ensure buildings are accessible and cater for people with limited mobility.
- Encourage new development to use high quality materials.
- Encourage exemplary green architecture with features such as
 - Green walls
 - Rainwater harvesting
 - Recycled materials
- Minimise overshadowing of existing and future open space

Landscaping

- Ensure that new developments incorporate high quality landscaping including the provision of canopy trees.
- Ensure that new developments provide sufficient private open space.
- Prioritise the retention of existing indigenous trees and integrate into the design and landscaping of new development.
- Ensuring that the development of Masterplanning for key strategic sites incorporates opportunities for increased greening and planting of canopy trees and appropriate pedestrian and bicycle permeability.

Gateways and Landmark Sites

- On gateway and landmark sites new development should:
 - Use architectural form, materials and details to provide a strong visual impact.
 - Shape the building form and detail to reinforce important street corners as landmarks through reduced setbacks and building entrances onto the corner.
 - Avoid underdevelopment of the site or ‘at grade’ parking.
- Encourage lot consolidation to maximise the opportunity for landmark buildings and desired built form outcomes.

Cooper Street

- Encourage more intensive development incorporating increased building heights, bulk and large scale architecture that directly fronts Cooper Street. A gradual transition from large format-built form associated with the Cooper Street Employment Area and Melbourne Market to high end professional employment focused development further east along Cooper Street is encouraged
- Ensure upper levels of buildings on the north side of Cooper Street are setback to avoid significant overshadowing of street.
- Articulate built form elements such as roofs, balconies, windows and doorways to contribute to the preferred future high end/contemporary employment focus of the area.
- Encourage a built form interface to Cooper Street and sleeve car-parking where possible.

High Street

- Ensure upper levels of buildings along the western edge of High Street are setback to reduce overshadowing of the public realm.
- Ensure new development is sighted and designed to minimise the negative impacts of prevailing winds/wind tunnels on the public realm.

High Street

- Ensure that new development which has frontage to Coulstock Street is designed and located to provide passive surveillance and pedestrian access to Coulstock Street.

Open Space Plan

- EPPING CENTRAL STRUCTURE PLAN BOUNDARY
- >—> EXISTING ON-ROAD BIKE LANE
- >—> EXISTING OFF-ROAD SHARED PATH
- >—> EXISTING OPEN SPACE TRAIL
- >—> PROPOSED ON-ROAD BIKE LANE
- >—> PROPOSED OFF-ROAD SHARED PATH
- >—> PROPOSED OPEN SPACE TRAIL
- EXISTING REGIONAL PARK
- EXISTING MUNICIPAL PARK
- EXISTING NEIGHBOURHOOD PARK
- EXISTING LOCAL PARK
- EXISTING LINEAR OPEN SPACE
- EXISTING / PROPOSED LINEAR OPEN SPACE
- * NEW PUBLIC OPEN SPACE OPPORTUNITY
- * URBAN SQUARE / PUBLIC REALM FOCAL POINT (NEW OPPORTUNITY)

EXISTING OPEN SPACE

- * DAREBIN CREEK PARKLANDS
- * PEPPERCORN PARK
- * VR MICHAEL RESERVE
- * SUPPLY PARK
- * BROOKGLEN PARK
- * SUNBIRD GARDENS PARK/APEX PARK
- * GRILIA COURT PLAYGROUND
- * MONICA COURT PLAYGROUND
- * HOUROUD DRIVE PARK

0 100 200 300m
SCALE: 1:10,000 @ A3
14.09.2022 V9





Potential New Open Spaces and Urban Squares

Reference	Opportunity	Potential Elements
OS1 Houston Street	New small local open space area to be incorporated as part of redevelopment of publicly owned land.	Approx. 1500sqm in size. Playground- minor, trees for canopy shade, seating, garden bed.
OS2 Wedge Street	New small local open space area to be developed on land acquired or existing publicly owned land reserved for open space using public open space contributions.	Approx. 1500sqm in size. Playground- minor, trees for canopy shade, seating, garden bed.
OS3 Pacific Epping Shopping Centre (Epping Green)	New small local open space area to be incorporated as part of future stages of development of shopping centre site.	Approx. 1500-2500sqm in size. Trees for canopy shade, seating, garden beds, grassed area.
OS4 Epping Homemakers Centre	New local open space area to be incorporated as part of redevelopment of existing restricted retail development.	Approx. 2500-5000sqm in size. Playground- minor, trees for canopy shade, seating, shelter, garden bed.
OS5 Epping Renewal Site (Urban Quarter)	New local open space area adjoining eastern side of Edgars Creek, delivered as part of development of Epping Renewal Site. (Note when augmented with OS6 and LOS03 open space is equivalent to municipal level.)	Approx. 6500-7000sqm in size. Playground- medium, barbeque, drinking fountain, grassed area, trees for canopy shade, seating, shelter, garden bed.
OS6 Epping Renewal Site (Living Quarter)	New local open space area near quarry hole, delivered as part of development of Epping Renewal Site.	Approx 3000-3500sqm in size. Playground- medium, barbeque, drinking fountain, grassed area, trees for canopy shade, seating, shelter, garden bed.



Potential New Open Spaces and Urban Squares

Reference	Opportunity	Potential Elements
US1 High Street Village	New public space delivered on corner of High Street and Coulstock Street.	Approx. 750-1000sqm in size. Seating, planting/garden bed, trees for canopy shade, raised lawn areas, art installation, feature lighting and paving, bike parking and a potential public toilet.
US2 Pacific Epping Shopping Centre (Transit Square)	Small urban square to be incorporated as part of future stages of development of shopping centre site. Possible interface with public transport and civic uses.	Approx. 750-1000sqm in size. Seating, planting/garden bed, trees for canopy shade, art installation, feature lighting and paving, bike parking.
US3 Pacific Epping Shopping Centre (Market Square)	Small urban square to be incorporated as part of future stages of development of shopping centre site.	Approx. 750-1000sqm in size. Seating, planting/garden bed, trees for canopy shade, art installation, feature lighting and paving, bike parking.
US4 Epping Renewal Site (Main Street)	Civic square to be developed at key intersection on the 'main street', delivered as part of development of Epping Renewal Site.	Approx. 1300sqm in size. Seating, planting/garden bed, trees for canopy shade, raised lawn areas, art installation, feature lighting and paving, bike parking.
LOS1 Darebin Creek	Improvements to linear open space along Darebin Creek.	Shared paths, seating, fitness equipment/facilities, WSUD features, trees for canopy shade, landscaping.
LOS2 Edgars Creek	Linear open space along Edgars Creek delivered as part of development of Epping Renewal Site linking to existing open space along the creek to the north and south.	Shared paths, seating, fitness equipment/facilities, WSUD features, landscaping.
LOS3 Coulstock Street	Linear open space on widened verge of Coulstock Street	Shared path, seating, trees for canopy shade, landscaping.
LOS4 Wollert Rail corridor	Linear open space in transport corridor delivered as part of Wollert Rail project.	Shared paths, seating, landscaping, fitness equipment/facility.

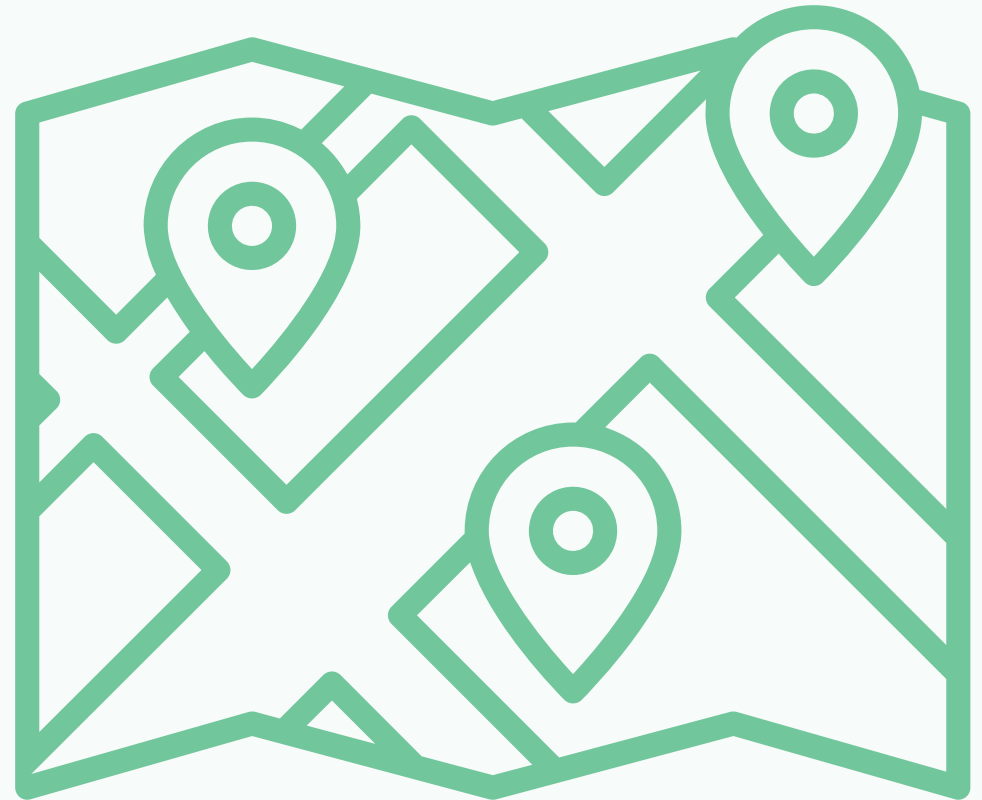
Section 3: Precinct Plans

Epping Central is made up of six core precincts and three contributory precincts.

The creation of each of the precincts is based on existing and future land use directions, built form and their role in realising the shared vision for Epping Central.

Each precinct has its own distinct existing conditions, opportunities, challenges and objectives.

Three contributory precincts have been identified as important areas within the broader Activity Centre, which benefit from inclusion within the Activity Centre boundary and Structure Plan to ensure the land use and development of these areas contributes to and are supported by the shared vision for Epping Central. These precincts build upon the synergies with adjoining precincts and their inclusion in the Structure Plan Boundary will ensure that development is well integrated. These contributory precincts are to be guided by their own independent planning controls and are not proposed to be guided by the Activity Centre Zone Schedule 1 (ACZ1). Whilst precincts 8 and 9 are currently located within the ACZ1, these areas are expected to experience low to moderate levels of change over the life of the plan. A summary of the existing conditions and objectives for each of the core and contributory precincts is contained within this section.



The purpose of the Precinct Plans is to identify key projects and initiatives to improve the public realm, streetscapes and open space. They also provide detailed direction in respect to land use and built form and design considerations for future development. The Precinct Plans are a useful tool for use by developers, the community, Council and the State Government to guide the future use and development of Epping Central to ensure the shared vision is realised.

Council will assess development applications against the strategies and guidelines contained in Sections 1 and 2 of this document and the detailed design requirements set out in the following precinct plans.



Precinct 1

High Street Village

The High Street Village Precinct focuses on the traditional main street activity area along High Street, incorporating Epping's core residential neighbourhood. This precinct is formed around the historic Epping Township area and is considered a neighbourhood hub for the residential population of Epping Central. High intensity mixed-use development incorporating multi-level residential development above activated streetscapes along High Street and improvements to streetscapes will deliver a strong, highly activated neighbourhood centre.



Precinct 2

High Street North

The High Street North Precinct is primarily residential with strong connections into the High Street Village precinct. Important civic uses in this precinct, such as the Epping Primary School, Epping Police Station and the City of Whittlesea Depot give this precinct a strong community focus. A pedestrian focussed and amenity rich precinct which will be facilitated through built form and public realm treatments.



Precinct 3

Epping Station Hub

The Epping Station Precinct centres on Epping Station and the residential area that extends to Darebin Creek. An important educational precinct that includes the Epping campus of Melbourne Polytechnic and St Monica's College.

Wide streetscapes and strong connections to Darebin Creek linear parkland are an asset to the surrounding residential area. As a transport hub, pedestrian amenity is important to enhance travel between the station, bus interchange, Melbourne Polytechnic and the surrounding precincts. Improvements to visual and physical amenity within this precinct will improve pedestrian connectivity and increase safety for residents and visitors.



Precinct 4

Regional Demand

This precinct focuses on the area encompassing Pacific Epping Shopping Centre, the Epping Homemaker Centre and the Northern Hospital, and their areas of future expansion and development. It includes the major southern gateway to Epping Central via High Street. The development of the Wollert Rail Corridor and additional train station within this precinct will improve public transport connectivity and reduce car dependency.

Plans to expand on the current retail and commercial land uses and evolve this precinct into a mixed-use area will reduce at-grade car parking, better utilise large underdeveloped sites and improve movement networks. Intensification of shops, services, food outlets, entertainment venues and the development of future residential apartments will support this precinct to become the centre of activity of Epping Central.



Precinct 5

Regeneration

A mixed-use employment focused precinct, the Regeneration precinct is located on the eastern side of Miller Street in proximity to the High Street Village and Regional Demand precincts. A mix of restricted retail, commercial and office-based land uses aim to strengthen the employment focus of this precinct and provide an appropriate transition to mixed-use commercial and residential developments closer to High and Cooper Street. Improvements to road infrastructure, streetscapes and built form will improve the amenity of this area and further encourage an increase in employment generating uses.



Precinct 6

Employment

A rapidly developing precinct that continues to evolve as a premier location for food, innovation, health and construction-based industries and ancillary office space. There is significant potential for new developments to capitalise on large underdeveloped and vacant sites along Miller Street, Yale Drive and Fullarton Drive to intensify employment generating uses and enhance the built form character of this precinct. Higher intensity commercial activity along Cooper Street that activates the streetscape will increase pedestrian movement and activity.



Precinct 7

Epping Renewal

A new and emerging precinct exists within the Epping Renewal site on the western edge of the Epping Central MAC. Epping Renewal is a high density mixed use precinct that will include a diverse range of commercial uses, housing types and built form outcomes. The precinct will also contain a local neighbourhood centre, supporting the community with uses such as cafes and local convenience retail and a connected network of open space and shared paths adjacent to the Edgars Creek conservation reserve. With a strong focus on wellbeing, community and health-based uses, including the new Northern Private Hospital currently under construction this precinct will integrate with the Northern Hospital and the broader 'activity core' of the Regional Demand precinct.



Precinct 8

Dalton Road Neighbourhood

The Dalton Road Neighbourhood forms the south eastern corner of Epping Central, adjoining Dalton Road between Childs Road and Cooper Street. The Darebin Creek linear park continues through this precinct and provides an open space asset to the immediate residential community. A low change precinct, improvements to streetscapes and open space will improve the visual and physical amenity of the neighbourhood.



Precinct 9

Childs Road Employment

Located at the junction of Childs Road and the Mernda Rail Line, the Childs Road Employment precinct is a discrete pocket of industrial development. This precinct provides small scale industrial activities creating local employment opportunities. Improvements to the amenity of this precinct through street tree planting, landscaping and connections to public open space will support the development of high-quality built form.

Current Precincts Plan

- EPPING CENTRAL STRUCTURE PLAN BOUNDARY
- ACTIVITY CENTRE CORE PRECINCTS
- CURRENT EPPING CENTRAL PRECINCTS
- CONTRIBUTORY PRECINCTS

0 100 200 300m
SCALE: 1:10,000 @ A3
21.04.2022 V4





Precinct 1

High Street Village

Precinct Description

The High Street Village Precinct (Precinct 1) focuses on the traditional main street activity along High Street. This precinct is centred around the existing strip shopping precinct along High Street which acts as a local neighbourhood centre to the surrounding residential area, providing a combination of retail shops, services and amenity to support the local community.

Precinct Elements

- Existing 'main street' shops along High Street.
- A grid-based street network with is generally well connected to adjoining precincts.
- Large street blocks.
- Wide street reserves with generously sized nature strips.
- Location of key community and civic services on High Street.
- Walking distance to Epping Station.

Key Opportunities

Opportunity statement:

High Street Village is a high change, mixed use precinct characterised by an attractive, vibrant, high amenity local shopping strip supported by the surrounding residential neighbourhood. Higher residential densities are encouraged in appropriate locations to support the retail precinct. Built form, design and streetscape improvements define the precinct's neighbourhood character and improve the pedestrian-based environment and further define its role as a neighbourhood centre for the local Epping Central community.

Key opportunities for High Street Village include:

- Increased residential density and diversity of housing types to accommodate a range of housing types with varied needs, which also considers the amenity of existing residential properties.
- Encourage the provision of range of housing outcomes which support students, older people and people within a lower-socio economic bracket.
- Strengthen the connection between Epping Station and High Street Village shops.

- Maximise and enhance pedestrian connections to the public realm along High Street and nearby open space to increase accessibility and permeability.
- Support cafes, dining, speciality stores and art and culture type uses throughout High Street Village shops which diversify the retail offer and help create a vibrant local community and neighbourhood value.
- Allow uses that contribute to the vibrancy of the precinct to operate in extended morning and evening hours subject to design responses that promote safety and limit their impact on surrounding amenity.
- Support the High Street Village (between Rufus Street and Cooper Street) retail strip to thrive as local neighbourhood centre.
- Encourage local convenience and complementary retail and hospitality functions within High Street Village retail strip at the neighbourhood scale, whilst discouraging restricted retail, 'big box' retailing and large format supermarkets from locating within this Precinct.
- Provision of additional open space including a new local park and urban square.

Preferred Character

The preferred character is for multi-level, mixed use development which creates a human scale 'urban village'. Development along High Street and Cooper Street will be characterised by activity-generating retail and commercial activity with upper level office and residential uses with high density apartment development in surrounding streets.

The 'Urban Village' feel of the High Street Village shops will focus on enhancing the existing retail and services on offer and enticing new types of local scale convenience and entertainment uses to create a neighbourhood 'heart' for local residents, visitors and workers.

Development Principles and Guidelines

Scale

- High density development of 3-8 storeys is encouraged.
- New mixed-use development should avoid dominating the fine-grained development pattern of the High Street Village.
- Encourage the development of taller buildings on key redevelopment sites, main roads including High Street and Cooper Street and the northern side of east-west streets to avoid overshadowing the public realm of the street.
- Shop-top apartment development is encouraged along the High Street Shopping Precinct.

Interface and Activation

- Development must provide a positive interface with the public realm, in particular to High Street and Cooper Street. Development in these locations should create an inviting and interesting interface through active frontages, both at ground and upper floors where possible.
- Ground floor uses which expand the retail and service offers such as cafes, bars, dining, boutiques and speciality shops and enhance pedestrian safety along High Street and Cooper Street are supported.

- Strengthen the link between the Epping Train Station and the High Street Village shops, particularly along Cooper Street, through more intensive built form and improved pedestrian environment
- Utilise rear access laneways where possible to provide rear access to properties, thereby allowing vehicle access and parking away from the street.
- Ensure that development actively addresses all streetscapes, even when properties span across two parallel streets.
- Encourage retail and hospitality uses to use operable glazed frontages to allow for active uses to spill into the street.

Built Form, Siting and Design

- New residential development must seek to integrate the layout of development with the street in respect to front setbacks, fencing and orientation.
- Gateway and landmark sites must provide integrated architectural, spatial and built form outcomes which define the location, as identified on the precinct plan.
- Built form within High Street Village Shops must 'close the gap' and provide a continuous built form streetscape.
- Front setbacks along higher order streets are to provide minimal or no front setback to encourage activation of the street and increase passive surveillance opportunities along key pedestrian routes.
- Encourage the provision of a continuous awning or weather protection along High Street Village shops.
- Sightlines and views to the St Peter's church heritage building should be protected.

Streetscapes and Access

- Improvements to east – west pedestrian and cycle connections must enhance connectivity and pedestrian safety between Darebin Creek and High Street Village shops. Public realm projects are to include landscaping, lighting upgrades and pedestrian amenity and safety improvements.
- Continuation of High Street improvement works along Coulstock and Wedge Street must improve amenity and safety.
- An increase in the provision of street trees and vegetation planting is encouraged along Rufus Street, Coulstock Street and Wedge Street.
- Build upon the wide road reserves and provide large canopy trees, seating, bicycle lanes and on-street parking.
- Consider extension of 'red' Epping shared path network north from Cooper Street.
- Improve bicycle safety and connectivity along High Street and east-west streets to link residential and employment land, open space and shared path networks.
- Improve pedestrian safety along High Street and ensure the convenient and safe location of pedestrian crossings, public seating and other public realm elements.
- Develop a cohesive vision for Coulstock Street west of High Street to improve connectivity and land activation.

Precinct 1 High Street Village

-  HIGH STREET VILLAGE PRECINCT
-  EPPING CENTRAL STRUCTURE PLAN BOUNDARY
-  HIGH DENSITY RESIDENTIAL - MODERN, INNOVATIVE AND ATTRACTIVE HIGHER DENSITY APARTMENTS OF DIVERSE SIZES AND DESIGNS
-  MEDIUM DENSITY RESIDENTIAL - MODERN, ATTRACTIVE, MEDIUM DENSITY APARTMENTS AND TOWNHOUSES OF DIVERSE SIZES AND DESIGN
-  MIXED USE - VIBRANT MEDIUM DENSITY DEVELOPMENT INCLUDING RETAIL, COMMERCIAL AND OFFICE AT GROUND FLOOR WITH OFFICE AND RESIDENTIAL ABOVE
-  EDUCATION FACILITY
-  COULSTOCK STREET REDEVELOPMENT AREA
-  STRATEGIC REDEVELOPMENT SITES
-  LANDMARK SITES- NEW DEVELOPMENT SHOULD USE ARCHITECTURAL FORMS, MATERIALS AND DETAILS TO PROVIDE A STRONG VISUAL IMPACT
-  NEW PUBLIC OPEN SPACE OPPORTUNITY
-  URBAN SQUARE/ PUBLIC REALM FOCAL POINT (NEW OPPORTUNITY)
-  PROPOSED SIGNALISED INTERSECTION
-  IMPROVED BUILT FORM PRESENTATION TO STREET OR OPEN SPACE
-  PRIMARY STREETSCAPE IMPROVEMENT AREAS
-  STREETSCAPE IMPROVEMENT AREAS
-  PRIMARY PEDESTRIAN LINKS
-  POTENTIAL PEDESTRIAN LINK

0 40 80 120m
SCALE: 1:4,000 @ A3
19.09.2022 - V8



A

Opportunity for narrow, undeveloped sites to achieve integrated development for high quality residential use that have strong relationships with Rufus Street and Coulstock Street. Consolidation of these titles is encouraged to achieve improved quality and higher density built form outcomes.

B

Large undeveloped site provides the opportunity for a high density mixed use development comprising active retail frontage on High Street, commercial offices and residential at upper levels. Built form should be of high architectural quality on this landmark site.

C

The site of the existing Epping Hotel presents a redevelopment opportunity to support regeneration of the High Street village. Development of upper stories for office and residential uses is strongly encouraged.

D

Coulstock Street reserve provides an opportunity for redevelopment including utilisation of street reserve for an urban square featuring seating, tree planting, art installation, public toilet and landscaping. Options for development of remainder of road reserve include additional car parking to offset parking displaced as a result of urban square and potential disposal of sections of road reserve whilst maintaining east west pedestrian connection.

E

Encourage lot consolidation to deliver landmark buildings on key sites on corner of High Street and Cooper Street.



Precinct 2

High Street North

Precinct Description

The High Street North Precinct (Precinct 2) is primarily residential with strong connections into the High Street Village precinct. A strong civic presence and connections to High Street Village shops and Darebin Creek linear parkland provide amenity to the residential community.

Precinct Elements

- Large residential blocks
- Epping Primary School
- Epping Police Station
- City of Whittlesea Depot Works Site
- Wide street reserves with generously sized nature strips
- Major gateway to Epping Central from the Northern Growth Corridor at the intersection with Memorial Avenue and High Street.

Key Opportunities

Opportunity statement:

High Street North is a medium change residential and community driven precinct. An increase in residential densities which intensifies towards High Street will support the retail functions of the adjoining High Street Village Shops and provide a greater choice in housing typology for the local community. The renewal and potential future redevelopment of key civic sites will contribute to the preferred character of this precinct. Key opportunities for High Street North include:

- Development of non-residential uses along High Street which are supported by encouraging upper level residential development outcomes and mixed use outcomes at ground level.
- Potential future re-development of City of Whittlesea Depot Site (or part thereof)) could provide further employment opportunities, housing diversity and an increase in public open space.
- Maximise and enhance pedestrian connections to adjacent public realm and open space to increase accessibility and permeability.

Preferred Character

The preferred character for this precinct is to encourage the development of high-quality medium density residential units, townhouses and apartments (up to 4 storeys) in residential streets, that contribute positively to the streetscape and provide a transition to residential development to the north. Streetscapes are to be generously landscaped and pedestrian friendly, with architectural styles to be modern and attractive to reduce the visual dominance of private dwelling car parking.

Development that supports the gateway to Epping Central at the intersection of Memorial Avenue and High Street and provides high architectural style and ground level activation is encouraged.

Development Principles and Guidelines

Scale

- Residential development must seek to provide a diversity of housing stock, range of tenures and bedrooms numbers to facilitate housing choice.
- Development of taller building form is encouraged along High Street and the southern side of east-west streets to avoid overshadowing the public realm of the street. Built form is also to provide an appropriate transition to the north, where a lower level of change is anticipated.
- Encourage lot consolidation on the eastern edge of High Street to reduce the number of vehicle crossings and allow for increased density.

Interface and Activation

- Encourage a mix of uses such as residential, community and office-based land uses to address High Street to increase levels of activity and passive surveillance.
- Ensure built form provides for an appropriate interface between residential uses and non-residential uses to the west within the Regeneration Precinct.
- Redevelopment of landmark sites must provide a strong address to the street and public realm

Built Form, Siting and Design

- New residential development must improve the appearance of the precinct by employing high quality design and materials.
- High quality infill development that offers modern, highly articulated facades and design should be encouraged to minimise their impact upon the amenity of existing dwellings.
- Medium to higher site coverage is encouraged to facilitate a balance between increased densities and landscape opportunities particularly in front and rear setbacks.
- Built form along Memorial Avenue is to provide a transition in scale and height to appropriately address residential development outside of the Structure Plan area.

Streetscapes and Access

- Improve the appearance of streetscapes by undertaking streetscape improvements which increase pedestrian safety and amenity.

Precinct 2 High Street North

-  HIGH STREET NORTH PRECINCT
-  EPPING CENTRAL STRUCTURE PLAN BOUNDARY
-  MEDIUM DENSITY RESIDENTIAL - MODERN ATTRACTIVE, MEDIUM DENSITY APARTMENTS AND TOWNHOUSES OF DIVERSE SIZES & DESIGNS
-  MIXED USE - VIBRANT MEDIUM DENSITY DEVELOPMENT INCLUDING RETAIL, COMMERCIAL & OFFICE AT GROUND FLOOR WITH OFFICE AND RESIDENTIAL ABOVE
-  OPEN SPACE - DAREBIN CREEK CORRIDOR
-  EDUCATION FACILITY
-  STRATEGIC REDEVELOPMENT SITES
-  LANDMARK SITES- NEW DEVELOPMENT SHOULD USE ARCHITECTURAL FORMS, MATERIALS AND DETAILS TO PROVIDE A STRONG VISUAL IMPACT
-  NEW PUBLIC OPEN SPACE OPPORTUNITY
-  OPEN SPACE/PUBLIC REALM FOCAL POINT (EXISTING)
-  PROPOSED SIGNALISED INTERSECTION
-  IMPROVED BUILT FORM PRESENTATION TO STREET OR OPEN SPACE
-  PRIMARY STREETSCAPE IMPROVEMENT AREAS
-  STREETSCAPE IMPROVEMENT AREAS

0 40 80 200m
SCALE: 1:4,000 @ A3
05.09.2022 V7



A

Potential future opportunity to redevelop (or part thereof) the City of Whittlesea Depot Site and current site of the Epping Police Station. Any future redevelopment should be guided by a site master plan. Opportunities for redevelopment should incorporate additional public open space and may include adaptive re-use of heritage buildings, community uses / meeting spaces, commercial uses and a mix of private and affordable housing

B

This gateway site of the north of the precinct is currently occupied by a petrol station. Important corner sites such as this provide key opportunities to develop landmark buildings marking the gateway in Epping Central.

C

The forecourt to the existing Church plays a crucial role in providing views and vistas towards the historic building from High Street. Landscaped open space is strongly supported in this location with any further development to front Rufus and Houston Streets rather than High Street so that views to the church are protected.

D

An opportunity exists for a landscaped forecourt and localised open space areas that can be used by the community, capturing and enhancing views to the historic buildings and church.



Precinct 3

Epping Station Hub

Precinct Description

Centred around Epping Train Station, Precinct 3 encompasses the Epping campus of Melbourne Polytechnic and the northern and southern campuses of St. Monica's College. This precinct also includes a residential catchment and the Darebin Creek Linear Parkland. Wide streets provide views to the Darebin Creek. High levels of pedestrian activity occur between the Train Station, bus interchange, Melbourne Polytechnic, school sites and the surrounding shopping precincts.

Precinct Elements

- Large blocks and wide road reserves.
- Low-rise multi-unit developments.
- Multiple points of connection to Darebin Creek and the Darebin Creek Linear Parklands.
- Strong connectivity and proximity to Epping Station and the High Street Village Shops.
- Two major gateways to Epping Central at Rufus Street (at the creek crossing) and Davisson Street (at Memorial Avenue intersection).

Key Opportunities

Opportunity statement:

The Epping Station Precinct is a moderate change, mixed use precinct with a focus on residential development and education-based uses. The integration of Epping Train Station, bus interchange and surrounding land uses will seek to maximise accessibility to and the attractiveness of public transport for the Activity Centre. Medium density residential development is encouraged and should positively address the street contributing to the urban environment.

Key opportunities for the Epping Station Precinct include:

- Visually and physically link key locations in the precinct including Darebin Creek, Melbourne Polytechnic, educational and community facilities.
- Formalise and improve existing pedestrian routes between Epping Station, Melbourne Polytechnic, schools and the northern residential area by increasing landscaping and safety measures.

- Ensure future uses at Melbourne Polytechnic maximise use of the site and enhance the site's civic role within the precinct.
- Require new built form abutting the Darebin Creek parklands to addresses the public realm to provide an active interface and passive surveillance.
- Public and sustainable transport function of the precinct should take priority over roads and car-based transport, with consideration for the movement of pedestrians and cyclists being paramount.
- Visitors arriving in Epping Central via Epping Station should be able to navigate their way quickly and easily to key destinations in the Activity Centre.
- Support the additional provision of community and educational based uses along Davisson Street between Coulstock Street and Cooper Street, reinforcing the civic and education function of this precinct.

Preferred Character

The preferred character is for a diverse mix of education, community and residential uses, with opportunity for increased densities and scale in proximity to the station and Melbourne Polytechnic, to support the adjoining neighbourhood retail precincts. Development of new buildings on landmark sites along Cooper Street and at Melbourne Polytechnic should complement the precinct reinforce the educational and transport functions of this Precinct. Attractive, landscaped streets will provide for high levels of pedestrian and cyclist activity.

Community and educational uses should be provided in the order of 4 storeys reinforcing the civic and education function of the area. Higher density residential (3-8 storeys) is encouraged, with outcomes maximising height, in proximity to the station and Melbourne Polytechnic enhancing the gateway location at the entrance of Epping Central from the east. Medium density residential (2-4 storeys) is supported in the north of the precinct, providing a transition to residential development to the east of Epping Central and the Darebin Creek corridor.

Development Principles and Guidelines

Scale

- 3-8 storey, high density development around Epping Train Station and Melbourne Polytechnic.
- 2-4 storey, medium density development within the northern residential areas.
- 1-4 storey, education and community related uses which support the precincts education and civic focus.
- Development of apartment style buildings should occur on key redevelopment sites along Cooper Street and Dalton Road.
- Taller apartment buildings are to include upper level setbacks as to minimise building bulk and overshadowing.

Interface and Activation

- New dwellings abutting the Darebin Creek Linear Parklands should incorporate windows and balconies overlooking the park from upper storeys to improve safety and passive surveillance of this space.
- Medium density residential renewal along the parkland should optimise the use of a “dual frontage” to reduce back fence treatments abutting open space.

- Encourage low and / or semi-transparent fencing / gates at the rear of dwellings abutting the Darebin Creek Linear Parklands to increase passive surveillance opportunities.

Built Form, Siting and Design

- Housing typologies such as low scale apartments, multi units and townhouses is supported, and must provide modern, innovative and attractive outcomes.
- New residential development along the Darebin Creek corridor must avoid high, solid fences which minimise passive surveillance opportunities.

Streetscapes and Access

- Streetscapes must be attractive, landscaped, highly practical and designed for high levels of pedestrian and cyclists’ movements.
- Promote the use of Darebin Creek Trail by improving pedestrian and cycle links, amenity, wayfinding and views between the trail and east-west streets within the precinct including Houston Street, Coulstock Street, the Rail Corridor and Cooper Street.

- Provide a landscape transition between the informal green space of Darebin Creek parklands to the more formal neighbourhood core that enhances view lines and connections to green space. This may be achieved through increased planting in the wide road verges along Houston and Coulstock Streets and along the Rail Corridor. Species selection must build upon species found within the Darebin Creek Trail.
- Where possible, provide safe pedestrian entry points between St Monica’s Secondary College and adjoining residential development to the Darebin Creek Linear Parkland.

Melbourne Polytechnic

- Support the future development of the Melbourne Polytechnic Site to improve the built form address to the public realm.
- Support Melbourne polytechnic to complement their educational offering with the anticipated research offering of the food hub.
- Encourage the future development of the Melbourne Polytechnic site to expand on its mix of uses to respond to community and education needs.
- Support Melbourne Polytechnic to prepare a site specific masterplan that creates an active presentation to Dalton Road.

Precinct 3

Epping Station Hub

- EPPING STATION HUB
- EPPING CENTRAL STRUCTURE PLAN BOUNDARY
- HIGH DENSITY RESIDENTIAL - MODERN, INNOVATIVE AND ATTRACTIVE HIGHER DENSITY APARTMENTS OF DIVERSE SIZES AND DESIGN
- MEDIUM DENSITY RESIDENTIAL - MODERN ATTRACTIVE, MEDIUM DENSITY APARTMENTS AND TOWNHOUSES OF DIVERSE SIZES AND DESIGNS
- OPEN SPACE - DAREBIN CREEK CORRIDOR
- EDUCATION FACILITY
- STRATEGIC REDEVELOPMENT SITES
- LANDMARK SITES- NEW DEVELOPMENT SHOULD USE ARCHITECTURAL FORMS, MATERIALS AND DETAILS TO PROVIDE A STRONG VISUAL IMPACT
- OPEN SPACE/PUBLIC REALM FOCAL POINT (EXISTING)
- NEW PUBLIC OPEN SPACE OPPORTUNITY
- IMPROVED BUILT FORM PRESENTATION TO STREET OR OPEN SPACE
- PRIMARY STREETSCAPE IMPROVEMENT AREAS
- STREETSCAPE IMPROVEMENT AREAS
- ↔ PRIMARY PEDESTRIAN LINK
- IMPROVED CONNECTION TO DAREBIN CREEK CORRIDOR

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SCALE: 1:5,000 @ A3
14.09.2022 V8



A

The Epping Station is currently the precincts main public transport hub and as such has high levels of pedestrian activity. There is an opportunity to continue to improve links and connections to the station particularly with Melbourne Polytechnic, St Monica's College, High Street Village and the Epping Central activity centre core.

B

Opportunity to better utilise the wide verges of Coulstock Street to enhance the precincts open space network. Improvements could include a shared path, additional street tree planting and seating.

C

This large underdeveloped site provides the opportunity for a higher density housing development that can establish active links and a positive relationship to the Darebin Creek parklands.

D

This large corner site in immediate proximity to Epping Station and Melbourne Polytechnic provides future redevelopment opportunities for higher density housing and ground floor retail uses.

E

Opportunity for Melbourne Polytechnic to better connect and integrate with the Epping Station precinct as part of new development on their site, including a landmark building on the corner of Cooper Street and Dalton Road.



Precinct 4

Regional Demand

Precinct Description

Encompassing the major anchors of the Activity Centre including Pacific Epping Shopping Centre, the Northern Hospital, significant areas of bulky goods retailing including the Epping Homemaker Centre, as well as industrial, entertainment, community uses and future residential development, this precinct is the activity 'heart' of Epping Central. The Regional Demand precinct contains significant parcels of land in the same ownership and a number of strategic redevelopment opportunities which will broaden the offer of employment, retail, health and community service-based uses.

Precinct Elements

- Pacific Epping Shopping Centre provides regional level retail and commercial based uses.
- Epping Homemakers Centre provides existing large-format and bulky goods retail development.
- Northern Hospital and associated outpatient services provides regional level health and community services and the Northern Centre for Health, Education and Research (NCHER).
- VR Michael Reserve which provides green space and recreation opportunities.
- The future Wollert Rail Corridor which will include a station and potential interchange located south of Cooper Street between the Northern Hospital and Pacific Epping Shopping Centre.
- Large undeveloped or underdeveloped sites with strong potential for development.
- Large entertainment and cultural facilities.
- Isolated industrial 'pockets' flanking High Street.

Key Opportunities

Opportunity statement:

The expansion and growth of the Regional Demand precinct will reinforce and expand upon the regional role of the Northern Hospital, Pacific Epping Shopping Centre and Epping Homemakers Centre. Future development of these sites must focus on significantly improving on their physical relationship and connectivity to each other and the surrounding streets and precincts. The timely provision of the future Wollert Rail and associated train station within this precinct will improve accessibility to a range of community and health services, retail and commercial uses and bolster the importance of this Precinct within a Metropolitan Activity Centre.

Key opportunities for the Regional Demand Precinct include:

- Encourage predominantly retail based developments to incorporate a greater mix of uses including residential development.
- Significantly intensify the use and development of land in the precinct by encouraging an improved mix of uses including commercial and residential, in a pedestrian and cycle-friendly environment.
- Overcome barriers presented by the existing large format, internalised and car-reliant 'mall model' of development and encourage a more sustainable street-based format.

- Ensure the proposed Wollert Rail Corridor enhances accessibility to public transport and improves pedestrian movement and manages the interface with the corridor in terms of built form, building setbacks, and appropriate buffers.
- Improve pedestrian and cyclist connectivity through major sites.
- Enhance movement connections and visual links across High Street and Cooper Street.
- Protect the long-term development potential of major parking sites from inappropriate short-term development and subdivision.
- Support the transition of industrial uses out of this precinct into employment precincts north of Cooper Street where industrial uses are supported.
- Facilitate the timely implementation of the proposed Wollert Rail Corridor and interchange and station at Epping Central.
- Support the key redevelopment of anchor sites within this precinct through site specific masterplans, by working with landowners, developers, state government and other partners to facilitate investment and development consistent with the vision for the precinct.
- Foster a joint collaboration between key stakeholders in the precinct to work together to integrate development sites, particularly in respect to pedestrian movement corridors and new links.

Preferred Character

The preferred character for the Regional Demand Precinct is a high change, multi-level, mixed use precinct with a strong focus on employment and health and human services. Retail, office, entertainment and residential uses should be provided in integrated multi-level development of 3-8 storeys with strong pedestrian amenity. New development must feature active frontages to all streets, reduced setbacks, and reduced visual presence of parking and paved areas. Architectural styles are modern, and the built form is to respond to pedestrian and cyclist networks and movement. Land around the Pacific Epping Shopping Centre and Epping Homemakers Centre provides significant opportunity for pedestrian scale retail, commercial and residential development set within a more permeable street network.

Development Principles and Guidelines

Scale

- Significantly diversify and intensify uses on major retail sites to capitalise on their strategic location in the heart of the activity centre and on the Principal Public Transport Network (PPTN).
- Built form and activities contained within buildings must seek to provide the highest and best use for the precinct with respect to employment creation, economic productivity, dwelling numbers and activation of the public realm and streetscapes.
- Medium scale mixed-use built form along High Street and which screens areas of car parking.
- High intensity, large scale employment and health focused built form, with increased height, bulk and density along Cooper Street west of High Street.
- Lower intensity mixed-use built form along Cooper Street east of High Street which provides an appropriate transition from northern residential development.

Interface and Activation

- Built form and activities contained within the ground floor and upper levels must provide surveillance of the street and public realm.
- Publicly accessible buildings should provide regular points of access between other buildings, public spaces and the street to promote activity.
- Ground floors are to accommodate activity generating uses particularly adjoining key streets and the public realm and are to minimise the use of visually impermeable facades such as glazed or reflective windows.
- Car parking and service areas are to be sleeved to minimise visibility from the street or the public realm.

Built Form, Siting and Design

- Consolidate at grade car parking in favour of underground or multi-level parking, where possible, and sleeve parking areas behind buildings to improve the appearance of the streetscape and facilitate pedestrian accessibility.
- Built form when viewed from the public realm, particularly Cooper and High Street and the east-west pedestrian priority street should provide high architectural design and longevity which seeks to complement the preferred character of the area. Selection of materials used must be robust and durable and complement the precinct.

- Building facades are to be articulated to reduce building bulk and create visual interest.
- The design and siting of built form must seek to maximise solar access to dwellings and office space.
- Built form siting should also seek to provide all year-round weather and wind protection within the public realm, with an emphasis on providing shaded areas during summer.
- Built form should seek to provide and increase accessibility to green spaces and urban squares
- New built form should seek to provide interim façade treatments to reduce blank or inactive walls.

Streetscapes and Access

- Provide safe, direct and attractive bicycle and pedestrian connections within and through major development sites to improve internal movement networks and provide connections to the Cooper Street and High Street shared paths and other key routes within adjoining precincts.
- A network of streets, pedestrian paths and transit routes should establish safe, direct, legible and comfortable pedestrian, cycle, public transport and vehicle movement opportunities, including tree planting.
- Strong pedestrian accessibility must be provided to existing, future and proposed public transport terminals.
- Incorporate well-designed, accessible and landscaped public open spaces within major development sites generally in accordance with the open space plan.
- To strengthen links to the VR Michael Reserve and support development to the north and east that overlooks, provides passive surveillance opportunities and promotes the use of the reserve.
- Development of the public realm should provide functional and comfortable spaces which establishes visual interest and character. The public realm should be designed with the end user in mind which seeks to benefit user experience.
- Support the creation of a direct and continuous pedestrian priority link across High Street between Pacific Epping and the Epping Homemaker Centre.

Epping Homemakers Centre

- Support the future development of the Epping Homemakers site to improve the built form address to Cooper and High Street.
- Encourage the future development of the Epping Homemakers site to expand on its mix of uses and intensify development of the site.
- Encourage a mix of uses which build upon the existing bulky goods to also include residential, commercial and office based uses.
- Encourage increased permeability through the site for all modes of transport but particularly pedestrians along Pedestrian Movement corridor.
- Encourage the Epping Homemakers Centre to prepare a site-specific masterplan in the future to guide the transition of the site from a commercial precinct into a mixed use precinct.

Pacific Epping Shopping Centre

- Support the finalisation and implementation of a site-specific master plan for Pacific Epping Shopping Centre precinct to guide future stages of development and support the evolution of the site into a vibrant mixed use precinct.
- Support the future development of the Pacific Epping Shopping Centre to improve the built form address to Cooper and High Street and along key pedestrian and public transport routes and which provide for a high level of activity, creating a safe and attractive environment with opportunities for social interaction.
- Encourage the future development of the Pacific Epping Shopping Centre site to expand on its mix of uses and significantly intensify development of the site.
- Encourage a mix of uses which generates activity both during the day and at night which includes residential, commercial, retail, health and community-based uses.

Northern Hospital

- To encourage new development on the Northern Hospital site to be implemented the findings of the Northern Hospital Urban Design Study, 2018 and any other endorsed master plan for the site.
- To encourage a pedestrian movement corridor to be established through the Northern Hospital site connecting between the Pacific Epping Shopping Centre and the Epping Renewal Site including the new Northern Private Hospital.
- To encourage the Northern Hospital to consider improvements to the western façade of the hospital as a visible active interface for the future residents of the New Epping development.

Precinct 4 Regional Demand

- REGIONAL DEMAND PRECINCT
 - EPHING CENTRAL STRUCTURE PLAN BOUNDARY
 - MIXED USE- VIBRANT HIGH DENSITY DEVELOPMENT INCLUDING RETAIL, COMMERCIAL AND OFFICE AND RESIDENTIAL BUILT FORM
 - OFFICE MEDICAL*
 - STRATEGIC DEVELOPMENT SITES
 - LANDMARK SITES- NEW DEVELOPMENT SHOULD USE ARCHITECTURAL FORMS, MATERIALS AND DETAILS TO PROVIDE A STRONG VISUAL IMPACT
 - NEW PUBLIC OPEN SPACE OPPORTUNITY
 - URBAN SQUARE/ PUBLIC REALM FOCAL POINT (NEW OPPORTUNITY)
 - OPEN SPACE/PUBLIC REALM FOCAL POINT (EXISTING)
 - IMPROVED BUILT FORM PRESENTATION TO STREET OR OPEN SPACE
 - PRIMARY STREETSCAPE IMPROVEMENT AREAS
 - STREETSCAPE IMPROVEMENT AREAS
 - PEDESTRIAN PRIORITY MOVEMENT CORRIDOR
 - PRIMARY PEDESTRIAN LINKS
 - PREFERRED PRIORITY ROAD CONNECTION
 - POTENTIAL WOLLERT RAIL CORRIDOR
 - FUTURE TRAIN STATION INTERCHANGE
 - POTENTIAL ALTERNATE TRAIN STATION
 - PROPOSED ALTERNATIVE RAIL ALIGNMENT
 - POTENTIAL PEDESTRIAN LINK
- *MEDICAL FACILITIES ASSOCIATED WITH OFFICE USES, USES ASSOCIATED WITH THE OPERATION OF THE NORTHERN HOSPITAL INCLUDING HOSPITAL, EDUCATION FACILITIES, OFFICE AND HELPING



B Council to engage with State Government should the land used for the train stabling and maintenance facility become surplus to need in the future, in order to realise its redevelopment opportunity given its strategic location in the activity centre.

C Council to work with stakeholders to deliver a shared path along the rail reserve between Childs Road and the Epping Station.

D A significant opportunity exists upon the maturity of market conditions to undertake a comprehensive redevelopment of the existing Homemakers Centre given its central location in the activity centre and proximity to Epping Station. Redevelopment should be guided by a precinct master plan and incorporate a mix of uses at higher densities (including employment, retail and housing), a large centrally located public open space, a fine-grain pedestrian network (including a key pedestrian link connecting through the site to Pacific Epping Shopping Centre and the Epping Station) and high quality urban design. Development in the interim consistent with the current use should consider and incorporate where possible the future vision for the site including in respect to the street network, pedestrian connections and open space.

E These corner sites provide key opportunities to develop landmark buildings with striking architectural elements to mark the gateway to Epping Central.

F Opportunities for open space and urban squares developed as part of future stages of development to enhance Epping Centrals open space network. These spaces should be activated with hospitality, retail and civic uses.

G Opportunity for enhanced internal street network, with additional tree planting, streetscape works creating a more defined street network and a safer and higher amenity environment for pedestrians.

H Development of two key pedestrian movement corridors linking key destinations, public spaces and public transport hubs. The corridor should prioritise pedestrian movement and provide for a safe and high amenity pedestrian environment including trees, seating and wayfinding signage.

I Work with stakeholders to investigate pedestrian connections between key destinations.



Precinct 5 Regeneration

Precinct Description

The Regeneration Precinct runs along the northern side of Cooper Street and the eastern edge of Miller Street. Most sites consist of an eclectic mix of industrial and commercial developments that are in varying conditions and utilisation. Miller Street operates an important north-south connector road. Upgrades and urbanisation of Wedge Street, Coulstock Street and Rufus Street will improve connectivity and pedestrian amenity and establish strong east-west connections between adjoining employment and residential precincts.

Precinct Elements

- Large undeveloped or underdeveloped sites with strong potential for development.
- Located in proximity to High Street, Pacific Epping Shopping Centre, Epping Train Station and the Bus Interchange.
- Cooper Street frontage.
- Double fronted large lots.

Key Opportunities

Opportunity statement:

The Regeneration Precinct is a high change, mixed use precinct with an evolving focus on high quality multi-level office and commercial development that benefits from its proximity to High Street, Pacific Epping Shopping Centre and the Epping Train Station. Key improvements to streetscapes with a focus on pedestrian and cyclist movement and an increase in landscaping will support the evolution of a greater mix of uses within this precinct.

Key opportunities for the Regeneration Precinct include:

- Support the development of large sites for multi-level mixed use outcomes which positively interface with the existing street network.
- Protect the strategic significance of large development or underdeveloped sites from inappropriate short term development and subdivision to maximise the development potential of these sites.
- Overcome the movement barrier created by Cooper Street by transitioning to a stronger pedestrian and cyclist-based street network and reverse vehicle-based development and road design.
- Improve the amenity of streets including the construction of pedestrian paths, street tree planting and landscaping.
- Significantly intensify the use and development of land in the precinct, whilst encouraging an improved mix of uses including commercial and residential in a pedestrian and cycle-friendly environment.
- Provide appropriate transition between residential catchments to the north and east and commercial mixed-uses within this precinct.
- Support health and food innovation related industries which strengthen the employment focus of Epping Central.
- Support interim uses where these will not prejudice the long term vision for the precinct.
- Minimise land use conflicts by ensuring that new residential uses are compatible with existing uses and do not undermine the employment and economic development focus of the precinct.

Preferred Character

The preferred character is for a high change, mixed use precinct that provides a strong transition between industrial uses to the west and residential uses to the north and east and a strong built form response to Cooper Street. Employment generating mixed use/office development of 3-8 storeys is encouraged with taller built form on key redevelopment sites and along Cooper Street. Development will provide active frontages to streets and reduce the visual presence of parking and paved areas. Architectural styles are to be attractive and modern and development is to prioritise pedestrian and cyclist access and movement which are further strengthened by a high-quality public realm.

Development Principles and Guidelines

Scale

- Create a human-scale, pedestrian-oriented environment along arterial and connector roads to reduce the reliance on cars through modifications to the design of existing roads and ensuring that redevelopment contributes to improved pedestrian amenity.
- Development of large undeveloped or underdeveloped sites must ensure integration to neighbouring properties and maximise the development potential of these important redevelopment sites.
- Support the redevelopment of underutilised industrial based sites for higher density commercial and residential development ensuring appropriate land contamination investigations and remediation works are undertaken.

Interface and Activation

- Ensure redevelopment along all streets, and particularly Cooper and Miller Streets, provides active uses at street level and contributes to an improved pedestrian and cyclist environment.
- Require new developments along Coulstock Street to actively address the street and contribute to the strong pedestrian movement corridor.
- Corner site developments are to address both street frontages with articulated, quality faced treatments.

Built Form, Siting and Design

- Ensure development along Cooper and Miller Street provides a strong architectural response to the street frontage and is sensitive to adjoining development at the rear.
- Development fronting Cooper Street and Miller Street are to maintain visual interest, encourage street activity and enhance public safety for pedestrians and cyclists.
- Built form along Cooper Street must seek to achieve minimum setback from the street and set upper stories back to ensure development remains at a human scale at ground level.
- Protect the amenity of existing residential development to the north and east by positioning or minimising site access away from residential interfaces.

Streetscapes and Access

- Enhance the street-based amenity of key local streets through the additional planting of street trees and further landscaping.
- To ensure that development actively addresses all streetscapes, even where properties span across two parallel streets.
- Parking is to be screened from the street by positioning parking at the rear of the built form or integrated into built form through basement/podium or rooftop parking.
- Co-ordinate the upgrade of unmade roads as new development occurs on adjoining sites.

Precinct 5 Regeneration

-  REGENERATION PRECINCT
EPPING CENTRAL STRUCTURE PLAN
BOUNDARY
-  POTENTIAL WOLLERT RAIL CORRIDOR
-  EMPLOYMENT FOCUSED MIXED USE
VIBRANT MEDIUM AND HIGH DENSITY
DEVELOPMENT INCLUDING COMMERCIAL
AND OFFICE AT GROUND FLOOR WITH
OFFICE AND RESIDENTIAL ABOVE
-  STRATEGIC REDEVELOPMENT SITES
-  COULSTOCK ST REDEVELOPMENT AREA
-  LANDMARK SITES- NEW DEVELOPMENT
SHOULD USE ARCHITECTURAL FORMS,
MATERIALS AND DETAILS TO PROVIDE A
STRONG VISUAL IMPACT
-  NEW PUBLIC OPEN SPACE OPPORTUNITY
-  IMPROVED BUILT FORM PRESENTATION
TO STREET OR OPEN SPACE
-  PRIMARY STREETSCAPE IMPROVEMENT
AREAS
-  STREETSCAPE IMPROVEMENT AREAS
-  PRIMARY PEDESTRIAN LINK

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SCALE: 1:4,000 @ A3
05.09.2022 V7



A

These key sites provide a significant redevelopment opportunity, particularly for office-based employment. Frontages must be active to support increased pedestrian activity and movement along Cooper Street.

B

Large underdeveloped site with potential contamination issues that require investigation prior to change of use. Need for future connection to be created linking Duffy Street north with Duffy Street south.

C

Large vacant site with potential redevelopment opportunity including a mix of commercial and residential uses. Potential contamination issues that require investigation prior to sensitive uses being located on the site. Future development should ensure active address to surrounding streets, particularly Miller Street. Any proposal which includes a residential use must include an appropriate interface/transition to nearby employment uses and should include public open space.

D

Opportunity to consolidate these narrow, underdeveloped sites to achieve more integrated redevelopment of these sites for mixed use outcomes with a focus on employment uses and residential uses at upper level. Promote development with improved quality and higher density outcomes that have a strong relationship to Coulstock and Wedge Streets.



Precinct 6 Employment

Precinct Description

The Employment precinct supports the thriving local economy and generates a high level of employment opportunities at a local and regional level. A mix of high quality industrial and commercial uses is encouraged to benefit from the proximity to the proposed public transport interchange and broader regional freight network. As the industrial core of Epping Central, warehousing, advanced manufacturing, office and commercial space within this precinct will provide further opportunities for food and health-based industries. Improvements in sustainable transport outcomes and streetscapes will help people travel safely between where they live and work.

Precinct Elements

- Large lots.
- Significant office and industrial development, with a high proportion of hard surfaces (roof space, car parking etc).
- Large undeveloped or underdeveloped sites with strong potential for development.
- Limited east-west connections.
- Strong interface with Miller Street.
- Proposed Future Wollert Rail Corridor traverses the precinct.

Key Opportunities

Opportunity Statement:

The Employment Precinct is a high change precinct with a focus on development for commercial, office and industrial based purposes. These uses are of a large scale along Cooper and Miller Streets (3-8 storeys) and transition to smaller scale whilst maintaining high levels of site coverage and employment generation towards the north. The Wollert Rail Corridor will extend north-south through the centre of this precinct, limiting the scope for east-west connections.

Key opportunities for the Employment Precinct include:

- Intensification of health and food innovation-based land uses which complement existing industries.
- Improve pedestrian and cyclist connections from the northern growth corridor to Cooper Street and Pacific Epping Shopping Centre as part of the north-south rail connection.
- Improve internal road connectivity where possible and ensure safe pedestrian and vehicle movement throughout.
- Ensure that industrial uses proposed on the eastern periphery of the precinct are sensitive to future commercial and office based mixed use development, in terms of noise and emissions impacts and provide an appropriate transition to the use of land in the Regeneration Precinct.
- Maximise employment levels through development of intensive uses and reduction of warehousing or storage-based uses, particularly along Miller Street.
- An appropriate mix of office / industrial use is encouraged that maximises employment levels and improves the appearance of the precinct.
- Encourage health and health tourism uses along Cooper Street that are complimentary to that future redevelopment of the Northern Hospital and the existing Epping Medical and Specialist Centre.

Preferred Character

The preferred character is for modern, high quality commercial and industrial based land uses that results in development at various scales demonstrating reduced front setbacks, attractive landscaping and set within an improved public realm that prioritises pedestrian and cyclist movements. Development scale is to intensify towards Cooper Street and present a more mixed-use commercial focus that reflects commercial and health services development occurring on the south side of Cooper Street. Development on the north side of Cooper Street should maximise building height requirements and provide podium architectural styles. Non-employment generating uses such as caretaker dwellings are discouraged, and residential development is prohibited in this precinct.

Development Principles and Guidelines

Scale

- To protect the long-term strategic significance of major development sites from inappropriate, short term development and premature subdivision.
- Encourage more intensive scale forms of development on Cooper Street (3-8 storeys) and Miller Street.

Interface and Activation

- To provide a sense of arrival to Epping Central by encouraging high quality-built form and design along Cooper Street.
- Manage the interface with the future public transport corridor in terms of built form, address, building setbacks, appropriate buffers, ensuring pedestrian and bicycle permeability. Ensure that new development provides for passive surveillance noting its potential future role as a pedestrian and cycle / open space corridor.
- Minimise visual clutter created by excessive advertising signage particularly that which is not related to the site on which it is located.

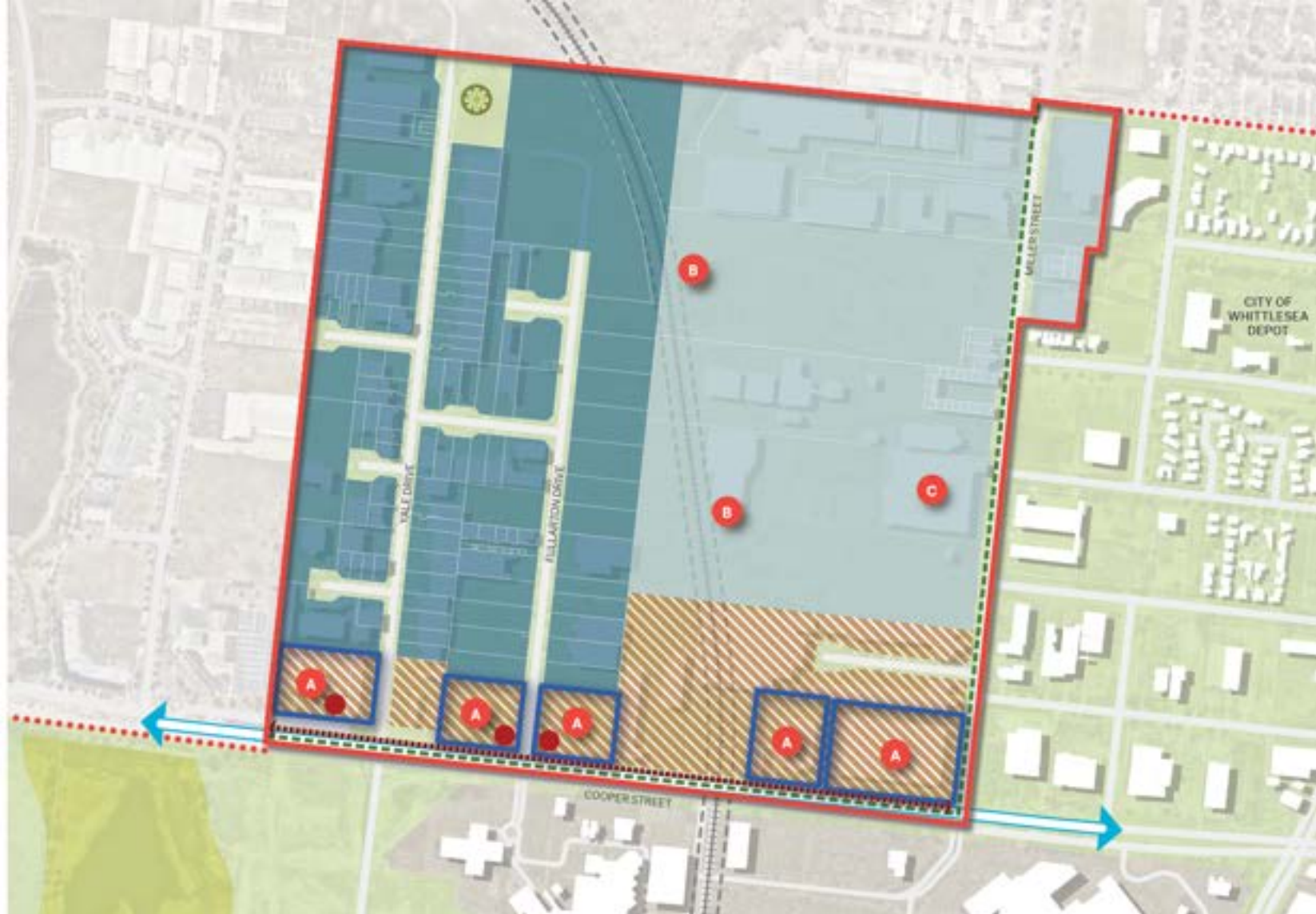
- Encourage future development to use parking and landscaping to buffer the noise of the rail from those employed within those spaces.
- Corner site developments are to address both street frontages with articulated, quality faced treatments.

Built Form, Siting and Design

- Encourage visually arresting and innovative design in new development particularly along Cooper Street, which maximises use of Ecologically Sustainable Design principles and technology and incorporates public art pieces where appropriate.
 - Prohibit built form (including temporary buildings) in the proposed transport corridor.
 - Corner site developments are to address both street frontages with articulated, quality faced treatments
 - Sleeve uses that require large yard spaces with offices or other visually attractive built form/ fencing
 - Intensify industrial development around Fullarton Drive in lots that are unaffected by the rail corridor
- ### Streetscapes and Access
- Maximise connections (both physical and visual) between the establishing employment uses in this precinct and the retail, residential and community-based uses to the east, as well as to the major retail precinct to the south.
 - Improve internal road connections to maximise vehicle and pedestrian connectivity.
 - Preserve remnant wetlands adjacent to the proposed rail corridor.
 - Parking is to be screened from the street by positioning parking at the rear of the built form or integrated into built form through basement/podium or rooftop parking, or behind inconspicuous and highly attractive screening particularly along the Cooper Street frontage.
 - Reduce the prevalence of unsealed driveways and informal car parking along Miller street
 - Formalise on-street parallel parking along Yale drive and Fullarton drive to reduce dependence on large car parking areas within private development
 - Use landscaping in kerb outstands to improve safety and streetscape appearance
 - Encourage new industrial development to locate loading and unloading of vehicles to the side or rear of the buildings

Precinct 6 Employment

- EMPLOYMENT PRECINCT
- EPPING CENTRAL STRUCTURE PLAN BOUNDARY
- POTENTIAL WOLLERT RAIL CORRIDOR
- EMPLOYMENT - WAREHOUSING/LIGHT INDUSTRIAL
- EMPLOYMENT - COMMERCIAL/OFFICE/LIGHT INDUSTRIAL
- EMPLOYMENT - COMMERCIAL/OFFICE
- EXISTING PUBLIC OPEN SPACE
- STRATEGIC REDEVELOPMENT SITES
- LANDMARK SITES- NEW DEVELOPMENT SHOULD USE ARCHITECTURAL FORMS, MATERIALS AND DETAILS TO PROVIDE A STRONG VISUAL IMPACT
- (---) IMPROVED BUILT FORM PRESENTATION TO STREET OR OPEN SPACE
- PRIMARY STREETSCAPE IMPROVEMENT AREAS
- <--> PRIMARY PEDESTRIAN LINK



A

Opportunities for multi-level office and health related employment uses on vacant and/or underutilised sites in commercial precinct fronting Cooper Street. Built form and landscaping should define the street edge to support increased pedestrian activity and movement along Cooper Street and define Cooper Street as a major commercial boulevard.

B

New development abutting the future Wollert rail corridor must protect the corridor and provide for an appropriate interface that includes surveillance. Encourage activities and built form which activates the rail corridor and provides passive surveillance of the proposed shared path proposed along the rail corridor.

C

Epping Leisure City is a significant entertainment centre in Epping Central. The site is within walking distance to High Street Village, Pacific Epping Shopping Centre and public transport. The facility needs to consolidate its position as an activity hub for residents in the region of different ages including future activities that integrate well with the current operations.



Precinct 7

Epping Renewal Site (New Epping)

Precinct Description

The Epping Renewal Site is an approximately 50ha redevelopment site of a former quarry. The site is bordered by Cooper Street to the north, Edgars Creek to the west, Deveny Road to the south and the Northern Hospital and Costco supermarket to the east. The Edgars Creek corridor (including adjacent former quarry holes) which runs through the site from north to south, contains habitat of environmental significance. The first stage of the of the redevelopment will comprise a new private hospital and affordable housing development.

Precinct Elements

- Significant redevelopment opportunity including commercial, health, residential and limited retail uses.
- Immediately adjacent Northern Hospital.
- Edgars Creek corridor and former quarry holes including habitat for threatened Growling Grass Frog.
- Road frontage to Cooper Street, Edgars Road, Deveny Road and connection to Pacific Epping Shopping Centre.
- Site has been remediated including capping, given former quarry and landfill operations.

Key Opportunities

- Development of a health precinct to be anchored by a new private hospital capitalising on the sites location adjacent to the Northern Hospital.
- Development of a commercial precinct providing for a range of employment opportunities.
- The provision of a diversity of housing types including affordable housing.
- Connectivity through the site include access to the broader network at Cooper Street, Edgars Road, Deveny Road and through to the Pacific Epping Shopping Centre
- A municipal open space area along the Edgars Creek including habitat for threatened species, passive open space and opportunities for informal active recreation.
- Connection to the shared path network including shared paths along the Edgars Creek.

Preferred Character

The redevelopment of this site offers the opportunity to establish a new urban character which responds to its site context adjoining the Edgars Creek and proposed mix of uses and activities. The area will be broken up into a number of smaller precincts: health quarter, urban quarters (north and south), living quarter and conservation quarter, each with a distinct character outlined in more detail in the approved Development Plan for the site.

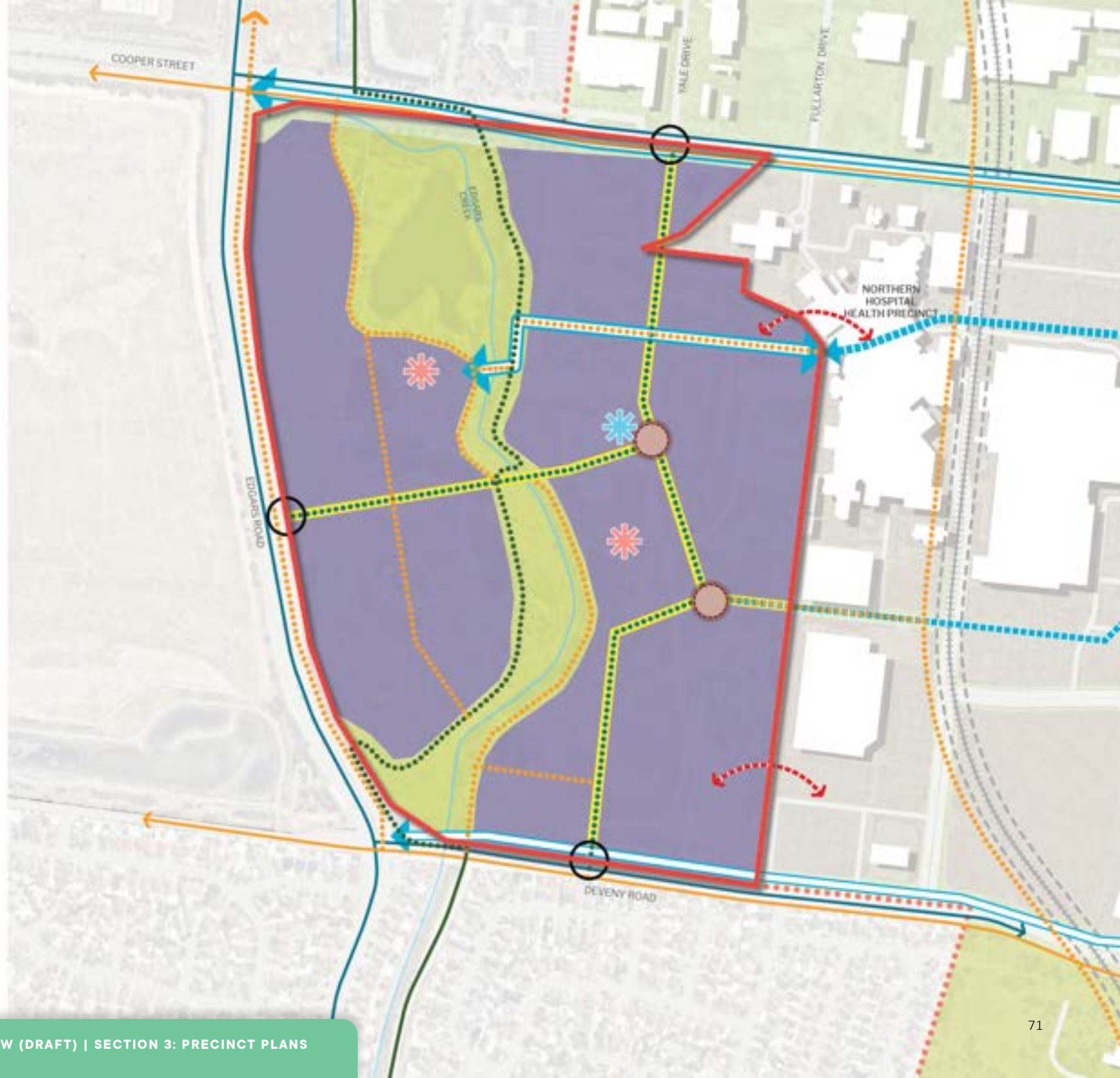
Development Principles and Guidelines

Development principles and guidelines for this precinct are detailed in the approved Epping Renewal Development Plan, 2022.

Precinct 7 Epping Renewal

-  EPPING RENEWAL STRUCTURE PLAN BOUNDARY
-  MIXED USE- VIBRANT MEDIUM DENSITY DEVELOPMENT INCLUDING LIGHT WAREHOUSING, COMMERCIAL AND OFFICE AT GROUND FLOOR WITH OFFICE AND RESIDENTIAL ABOVE
-  PROPOSED ROAD NETWORK
-  PEDESTRIAN PRIORITY MOVEMENT CORRIDOR
-  PRIMARY PEDESTRIAN LINK
-  EXISTING ON-ROAD BIKE LANE
-  EXISTING OFF-ROAD SHARED PATH
-  EXISTING OPEN SPACE TRAIL
-  PROPOSED ON-ROAD BIKE LANE
-  PROPOSED OFF-ROAD SHARED PATH
-  PROPOSED OPEN SPACE TRAIL
-  PROPOSED INTERSECTION TREATMENT TO BE DETERMINED
-  PROPOSED SIGNALISED INTERSECTION
-  NEW PUBLIC OPEN SPACE OPPORTUNITY
-  URBAN SQUARE/ PUBLIC REALM FOCAL POINT (NEW OPPORTUNITY)
-  POTENTIAL PEDESTRIAN LINK

0 50 100 250m
SCALE: 1:5,000 @ A3
19.09.2022 V06





Precinct 8

Dalton Road Neighbourhood

Precinct Description

The Dalton Road Neighbourhood Precinct forms the south eastern corner of Epping Central and is centred around the Dalton Road Shopping Village. A predominately residential precinct, it also includes Lalor North Secondary College and linkages to the Darebin Creek Linear Parkland. The Dalton Road Shopping Village provides local neighbourhood level retail shops, services and amenity to support the local community. Dalton Road provides a strong connection to the Epping Train Station and Melbourne Polytechnic.

Precinct Elements

- Dalton Road Shopping Village.
- A curvilinear residential subdivision pattern comprising many court bowls, reflective of the area's establishment in the late 1980s.
- Poor pedestrian connectivity resulting from the subdivision pattern and segregation from the broader Epping Central by the Mernda Rail Corridor.
- Limited relationship with the Darebin Creek Linear Parkland despite its proximity.
- Limited interface with adjoining precincts.
- Signalised intersection at Dalton and Childs Road.

Key Opportunities

Opportunity statement:

Dalton Road Precinct is a low change precinct with medium density residential development encouraged proximate to the Epping Train Station and retail centre. The Dalton Road Village Shops provides an attractive, high amenity local shopping strip for the surrounding residential neighbourhood. Increased connectivity to Epping Train Station and adjoining open space will improve the amenity of the precinct and the pedestrian-based environment. Key opportunities for Dalton Road Neighbourhood include:

- Improve the built form interface with local open space, Darebin Creek Linear Parkland and Dalton and Childs Roads.
- Improve connections, both visual and pedestrian based with the Darebin Creek Linear Parkland.
- Increase pedestrian connections between this precinct and surrounding areas.
- Encourage the further high-quality development of Dalton Road Shopping Village inclusive of shop top housing and diversification of the retail offering.
- Support an increase in density within the residential neighbourhood which benefits from proximity to Epping Train Station and the broader Activity Centre.
- Balance an increase in density with the limitations imposed by the Precinct's street network and proximity to industrial land uses.

Preferred Character

The preferred character is for a high quality, multi-level retail and residential development with attractive frontages in the retail centre. Architectural styles are to be attractive and modern and contribute to the 'urban village' feel of the Dalton Road Shopping Village. Streetscapes are to include landscaping and tree planting to improve the pedestrian environment. A focus on enhancing existing pocket parks and links to Darebin Creek Linear Parkland will improve accessibility and amenity of open spaces for the local community.

Development Principles and Guidelines

- 3 – 5 storeys within the retail centre and at the corner of Dalton and Childs Road.
- Standard and medium density residential development, including units and townhouses up to 3 storeys within the residential neighbourhood.
- Develop a landmark building at the corner of Dalton and Childs Road with striking architectural elements to mark the entry into Epping Central from the south.
- Encourage Lalor North Secondary College to address the Darebin Creek Linear Parkland when undertaking future redevelopment.

Siting and Design

- Encourage residential development to provide a reasonable standard of amenity for existing and new residents by ensuring built form responds to the preferred character for the precinct.
- Encourage provision of acoustic treatment to residential development adjacent to the Mernda Rail Corridor.
- Where possible, provide safe pedestrian entry points between Lalor North Secondary College and adjoining residential development to the Darebin Creek Linear Parkland and shared path network.
- Over time, minimise the impact of the Dalton Road Village car park on the streetscape by encouraging new development with minimal front setbacks and active frontages and uses.
- Extend the shared path network along the Mernda Rail Corridor between the Cooper Street shared path and Childs Road.

Precinct 8

Dalton Road Neighbourhood



A

This important corner site provides a key opportunity to develop a landmark building with striking architecture to mark the entry to Epping Central from the south and east.

B

Work with stakeholders to investigate a potential pedestrian link across the rail corridor to better connect this Precinct and the activity centre core.



Precinct 9

Childs Road Employment

Precinct Description

The Childs Road Employment Precinct is a discrete pocket of industrial development located at the junction of Childs Road and the Mernda Rail Line. The precinct provides smaller scale industrial land uses which serves a local service and employment role.

Precinct Elements

- Light industrial and warehouse-based uses across the precinct with low vacancies and underutilisation.
- Large lot sizes.
- Extensive frontage to Childs Road.
- Abutting residential development to the north and east.
- Internalised loop road with no vehicle connectivity to adjoining residential precinct.
- Pedestrian access to Supply Park and the adjoining residential precinct.
- Walking distance to Lalor Station.

Key Opportunities

Opportunity statement:

Childs Road Employment is a low change, industrial employment precinct. Disconnected from industrial development occurring further north along Cooper Street this precinct can provide localised employment and service convenience to the surrounding residential catchments. Improvements to street-based amenity will improve the pedestrian environment and increase vehicle safety within the precinct. The development of high-quality built form which actively fronts onto Childs Road will provide an improved interface with residential development to the south.

Key opportunities for Childs Road Employment include:

- Enhancement of the amenity of the precinct through improvements to streetscapes and buildings over time.
- Intensification of employment uses and job density noting the precincts proximity to key transport links, infrastructure and services.

Preferred Character

The preferred character is for modern, high quality employment-based development which provides buildings at various scales and intensities. Development is to demonstrate a reduction in front setback, attractive landscaping and screening and seek to improve the public realm and street-based environment. Cyclist and pedestrian movements and amenity are prioritised to increase active travel to and from this precinct. Non-employment-based uses such as caretakers dwellings are discouraged in this precinct.

Development Principles and Guidelines

- Ensure industrial uses minimise amenity impacts such as noise, fumes and visual intrusion upon adjacent residential properties.
- Improve presentation to Childs Road and ensure new built form actively addresses the street, reduces the predominance of hard surfaces and high fences.
- Corner site developments are to address both street frontages with articulated, quality faced treatments.
- Encourage high quality building design and material selection that incorporates reduced front setbacks, increased landscaping and high-quality façade treatments.
- Avoid front fences along property frontages. If front fences are required, fences must be visually permeable, high quality, avoid the use of barbed wire and be located along landscaping.
- High fences along properties which front Childs Road must be avoided.
- Support the provision of a shared path along the Mernda Rail Corridor between the Copper Street shared path and Childs Road by encouraging built form to provide passive surveillance opportunities through the installation of windows and location of staff outdoor areas.

Precinct 9 Childs Road Employment

- CHILDS ROAD EMPLOYMENT PRECINCT
- EPPING CENTRAL STRUCTURE PLAN BOUNDARY
- EMPLOYMENT - WAREHOUSING/ LIGHT INDUSTRIAL
- LANDMARK SITES- NEW DEVELOPMENT SHOULD USE ARCHITECTURAL FORMS, MATERIALS AND DETAILS TO PROVIDE A STRONG VISUAL IMPACT
- (---) IMPROVED BUILT FORM PRESENTATION TO STREET OR OPEN SPACE
- <--> PRIMARY PEDESTRIAN LINKS

0 25 50 125m
SCALE: 1:2,500 @ A3
06.09.2022 VT



A

Improved frontages and built form onto Childs Road within Precinct 9 will provide increased visibility for businesses and increased surveillance onto Childs Road.

Section 4: Implementation

Delivery of the Vision for Epping Central over the short, medium and long term will require coordinated action between Council, the State Government, the local community, businesses and landowners.

City of Whittlesea

The City of Whittlesea will be responsible for overseeing the implementation of the Epping Central Structure Plan. The successful delivery of the Structure Plan will require collaboration across the whole organisation. Preparation of a planning scheme amendment to give effect to the updated Structure Plan is identified as a high priority action. The Structure Plan also identifies additional opportunities for further strategic work, which will need to be incorporated within the Council's action planning as part of its integrated planning processes and the business plans of responsible departments having regard to the implications of individual projects for the overall implementation framework, budget implications, and Council resourcing.

State Government

Council will continue to build on its strong relationship with the State Government, and in particular with the Department of Environment, Land, Water and Planning (DELWP). State Government department representatives provide the key link between state-level policy initiatives, and Council strategy and on-the-ground implementation, connecting council with policy guidance, expertise, and funding streams where appropriate to ensure a whole-of-government approach. In addition to DEWLP, the Epping Central project is relevant to the Departments of Transport (DoT), Jobs, Precincts and Regions (DJPR), Education and Training (DET), Families, Fairness and Housing (DFFH), and Health (DH), as well as to other State Government agencies such as Melbourne Water and Development Victoria.



The Community, Stakeholders and Landowners

As implementation of the Epping Central Structure Plan occurs, the City of Whittlesea will seek to facilitate ongoing input from community members, stakeholders such as community service agencies and business owners, and landowners as the groups most likely to be affected by ongoing growth and change. This involvement will be crucial to ensure that these changes are of maximum benefit to the Epping Central community. Council will continue to build upon relationships established in early rounds of consultation, ensuring that opportunities for input are available to as broad a cross-section of the community as possible.

In addition, Council may consider establishing a working or reference group with representatives of key major land uses to ensure ongoing coordination on state and local policy objectives, advocacy and the of outcomes of individual site masterplanning work.

Infrastructure Contributions

A Development Contributions Plan (DCP) is existing with the precinct and identifies the infrastructure projects required to support the development and growth of Epping Central.

A DCP is enabled by the Planning and Environment Act and operates as a user pays funding tool. Under a user pays principle, developers are charged for the anticipated demand or share of use of a particular infrastructure item that their development generates. Council is responsible for infrastructure project delivery within a reasonable timeframe.

Developers are responsible for making cash contributions or works or land contributions in lieu of cash at the discretion and agreement of Council.

The DCP collects funds to contribute to a proportion of the cost of local infrastructure such as roads, streetscape improvements, paths, public open space, drainage works and community facilities.

As the Infrastructure Contributions system is reviewed and updated by the State Government there is an opportunity to investigate the update or replacement to the existing DCP in line with the revised system.

Future Strategic Work Opportunities

Administration

A1. Planning Scheme Amendment –

- Update Municipal Strategic Statement and relevant local policy to implement this plan.
- Rezone the land in Childs Road employment precinct to an appropriate industrial/employment zone as to continue to support and facilitate employment generating uses.
- Rezone land in Dalton Road Village precinct to appropriate residential/commercial zone(s) consistent with the precincts role.
- Update Schedule 1 to the Activity Centre Zone consistent with the objectives, strategies and directions identified in this plan.

A2. Infrastructure Contributions

Review and investigate an update or replacement to the Epping Central Development Contributions Plan including consideration of a standard levy contributions plan.

A3. Masterplan of Public Land

Ensure the future use and development of any Council or State Government owned land in the precinct is guided by a master plan informed by community engagement. Any future master plan may consider opportunities for a mix of uses, public open space and affordable housing.

Urban Living

UL1. Master planning of Strategic Development Precincts

Work with landowners to prepare and implement masterplans for strategic development sites which facilitate additional housing (including opportunities for affordable housing) in the activity centre.

Movement and Transport

MT1. Wollert Rail

Advocate for the Wollert Rail Corridor connecting Lalor to Wollert (including a station at Epping Central, shared path network and public realm improvements), to be constructed including acquisition of the land in the short term.

MT2. Bus Services

Continue to advocate for improved bus services to Epping Central and connecting with rail services

MT3. Movement and Place Analysis

Work with the Department of Transport to undertake and implement a movement and place analysis for key roads within Epping Central.

MT4. Active Transport Infrastructure

Deliver improvements to the infrastructure in the centre supporting active and sustainable transport including pedestrian paths, shared paths, cycle lanes and amenity improvements.

Employment and Investment

EI1. Economic Development

Work with State Government (VPA, DELWP and DJPR) and other stakeholders to identify implementation and coordination actions that support growth and economic investment in Epping Central.

Community Facilities and Services

CF1. Epping Central Community Facilities Analysis and Feasibility Study

Analysis work to understand the community service need, delivery options and service delivery approach for proposed community facilities.

Public Realm and Natural Environment

PR1. Tree canopy coverage

Deliver and support additional tree planting in the centre to increase tree canopy coverage and improve amenity consistent with the Greening Whittlesea Strategy.

PR2. Coulstock Street Investigation Area Analysis

Investigate in consultation with the community the best use for land identified within the 'Coulstock Street Redevelopment Area' to inform future master planning and development of this area.

PR3. High Street Village Neighbourhood Centre Masterplan

Develop a cohesive masterplan for High Street Village Shops including Coulstock Street to improve the appearance and function of public realm and improve street-based amenity.

PR4. High Street Village Precinct Public Open Space

Investigate and acquire additional land (approx. 1500sqm) for Public Open Space within Precinct 1 (proposed OS02) using Public Open Space Contributions.

PR5. Epping Central Branding

Review and refresh the branding for Epping Central as it relates to street furniture and other infrastructure including signage

Appendices

Appendix 1 – Housing Typologies – Built Form Guidelines

Preferred Built Form Type	Typology Specific Built Form Guidelines	
Townhouse/Duplex (preferred housing type)	<ul style="list-style-type: none"> • Ensure garages do not dominate the streetscape. • When proposed on consolidated sites, provide breaks along the street frontage to reduce appearance of building mass and increased pedestrian access. 	<ul style="list-style-type: none"> • Ensure development is appropriately orientated to reduce overshadowing of private open space.
Multi-unit (preferred housing type)	<ul style="list-style-type: none"> • Front setback landscaping to ensure appropriate screening of car parking and service areas. • Minimise the number of cross overs to maintain the integrity of the streetscape and minimise disruption to pedestrian movement. 	<ul style="list-style-type: none"> • Maximise opportunities for landscape planting. • Incorporate porches or awnings to enhance sense of address. • Clearly distinguish between vehicle driveways and pedestrian paths. • Encourage development to be outward facing.
Shop-top Housing (preferred housing type)	<ul style="list-style-type: none"> • Shared and private outdoor open space such as balconies, foyers and communal are should be designed to improve amenity and fostering of communal cohesion. 	<ul style="list-style-type: none"> • Building separation between ‘tower’ elements to ensure solar access, landscaping (where appropriate) and visual separation of built form.
Apartment (preferred housing type)	<ul style="list-style-type: none"> • Shared and private outdoor open space such as balconies, foyers and communal areas must be designed to reduce overlooking. • Ensure new apartment buildings provide highly legible pedestrian entries • Ensure lift entries are clearly visible from main entry • Seek to incorporate individual dwelling entries for apartments located to the ground floor street frontage. • Articulate built form elements such as roofs, balconies, windows, doorways to contribute to a strong architectural expression 	<ul style="list-style-type: none"> • Integrate ancillary services into the front fence/ facade treatment to reduce their visual presence • Building separation between ‘tower’ elements to ensure solar access, landscaping (where appropriate) and visual separation of built form. • Ensure well designed private open space that provides <ul style="list-style-type: none"> – Opportunity for small scale vegetation – Well ventilated internal living spaces – Buffering from street noise • Set back upper levels of tall buildings or use a podium and tower form for apartment development to <ul style="list-style-type: none"> – Reduce overshadowing on the street when fully developed – Create a pedestrian scale at street level

Contact

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City of
Whittlesea