

Aurora South Town Centre

# Precinct Plan

December 2025

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macroplan



City of  
Whittlesea

**Our team acknowledge the Wurundjeri-willam of the Kulin Nation as Traditional Custodians of Country in the region where this project is situated.**

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We pay our respects to these groups, and to all Aboriginal and Torres Strait Islander cultures and to Elders past and present. We recognise their custodianship over deep time and their continuing connection to lands, waters and communities across this continent.

We also acknowledge the Wurundjeri Woi Wurrung peoples of the Eastern Kulin Nation, the Gadigal people of the Eora Nation and the Turrbal and Jagera peoples as Traditional Custodians of Country on the land where we worked to produce this report.



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15 December 2025 v3

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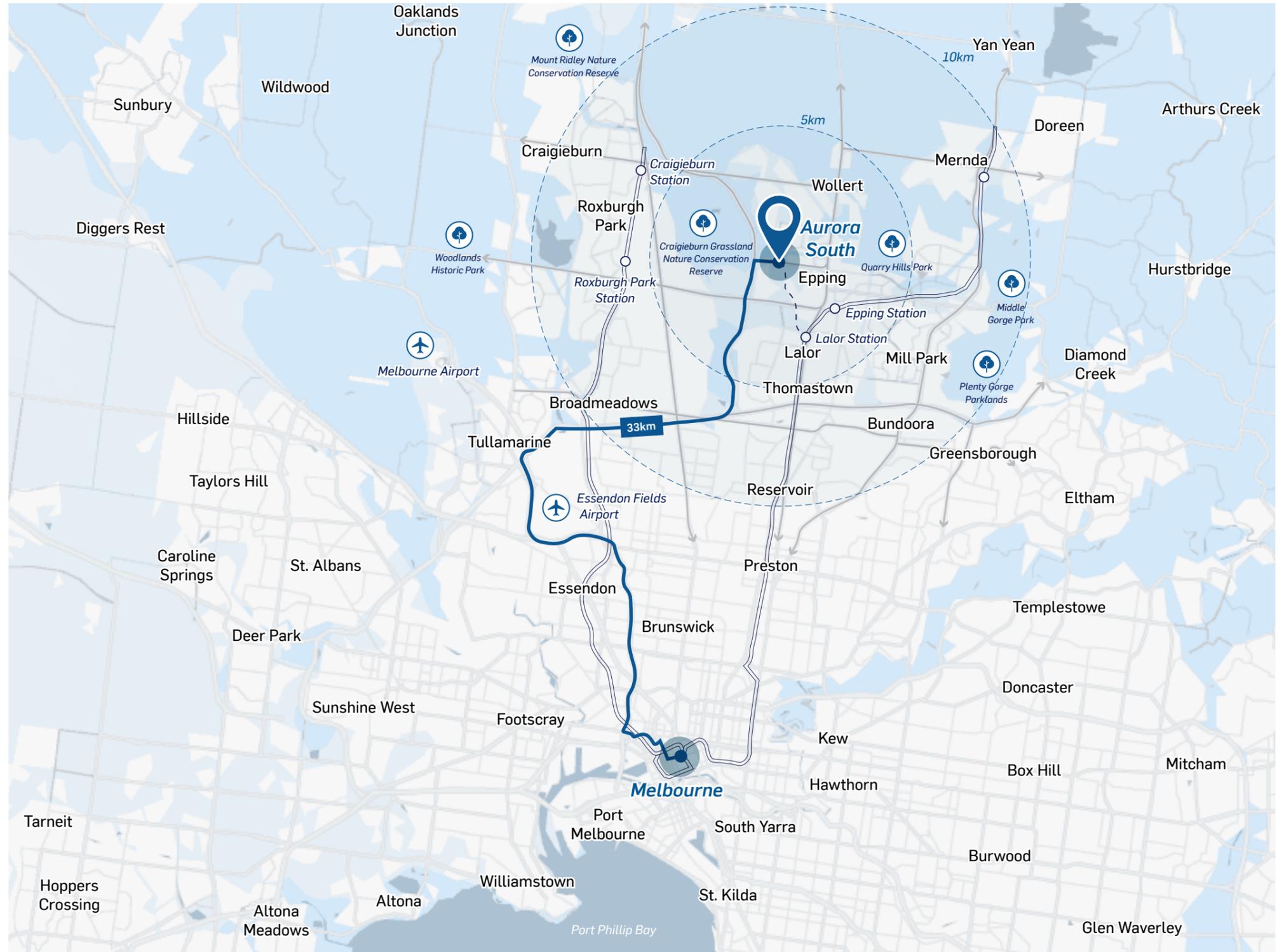
# 01

## Introduction + Context

# Site Location

The Aurora South Town Centre is located approximately 33km north of Melbourne Central Business District (CBD). The site is situated in Epping, with Wollert to the north and Lalor to the south.

Positioned inside Melbourne's Urban Growth Boundary, the centre is well connected to the surrounding metropolitan area. Craigieburn and Epping stations are currently the closest train stations, with a future railway line planned to connect the town centre to Lalor station.



## Legend

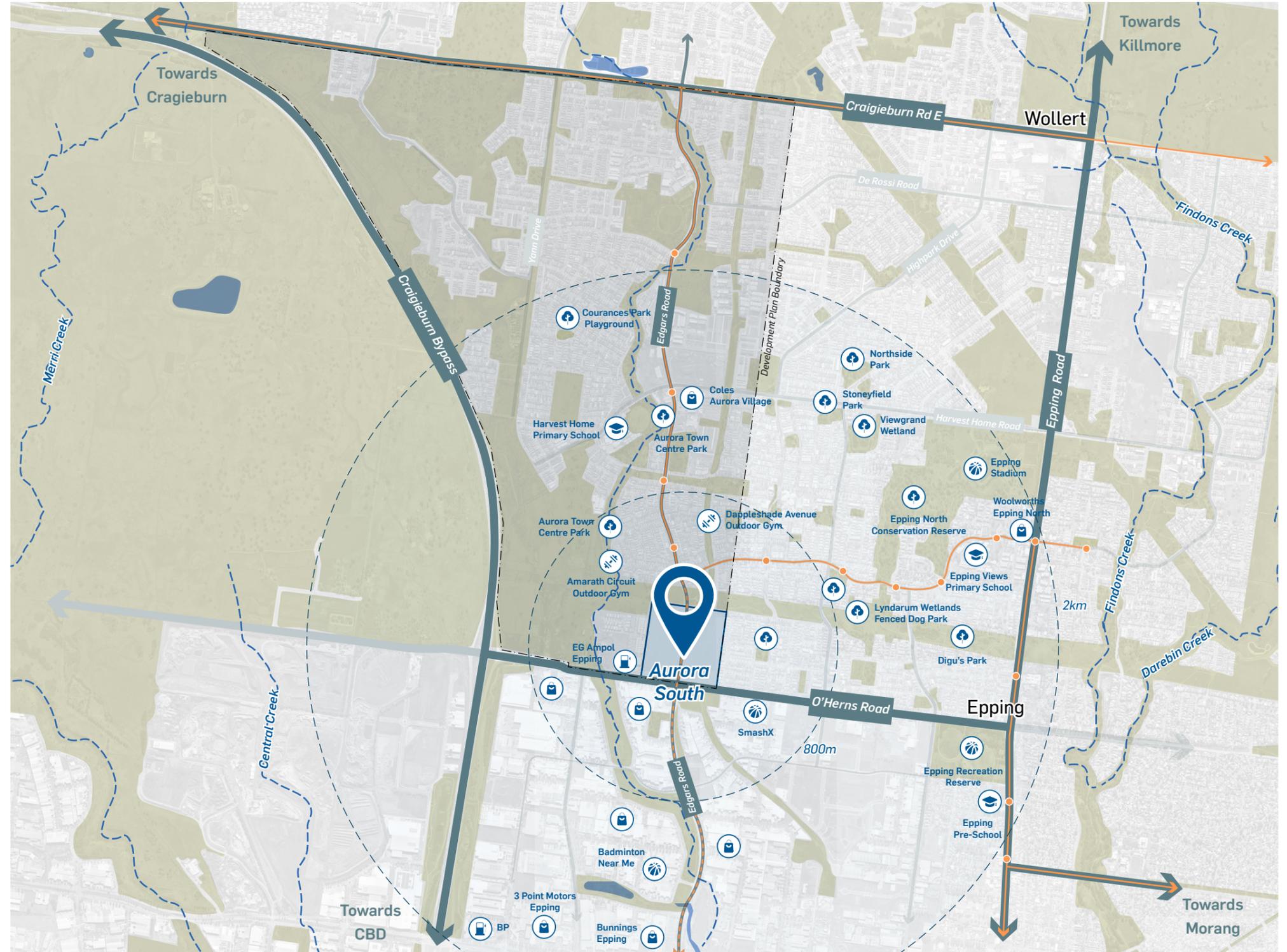
-  Existing Railway Line
-  Indicative Future Railway Line
-  Airports
-  Parks / Reserves
-  Railway Stations

# Surrounding Context

Aurora South Town Centre is located in Epping, with primary access provided via O'Herns Road which connects the Craigieburn Bypass in the west with Epping Road in the east. Edgars Road traverses through the centre of the site, becoming the key north-south connection.

The centre is well served by public transport, with several bus routes and stops around the precinct providing direct links to nearby suburbs and train stations.

Numerous parks, schools and retail uses are located within a 2km radius, supporting the surrounding community. Within an 800 metre (10 minute walk) radius, the centre is serviced by a fuel station, local parks, and a number of outdoor gyms. Two major retailers anchor the wider precinct, with Coles Aurora Village to the north and Bunnings Epping to the south.



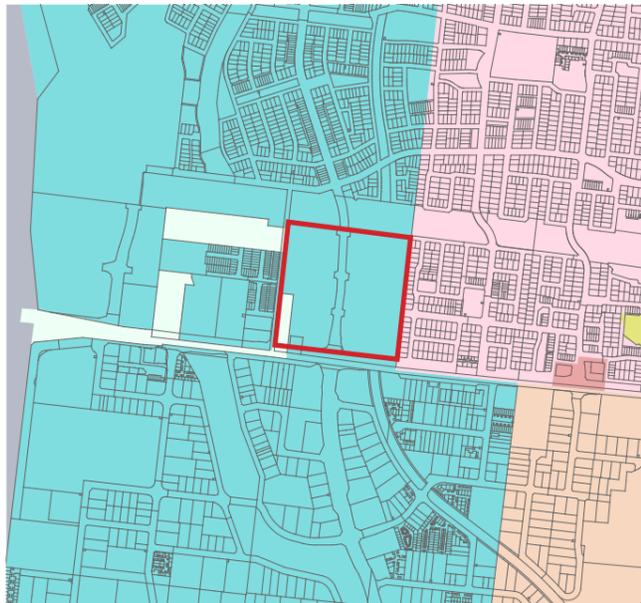
**Legend**

	Major Connector Roads		Fuel
	Bus Route		Gyms
	Bus Stops		Recreation
	Parks / Reserves		Retail
	Schools		

# Planning Context

The site sits within the Comprehensive Development Zone (CDZ4) and the Development Plan Overlay (DPO23). This Precinct Plan is a direct requirement of DPO23.

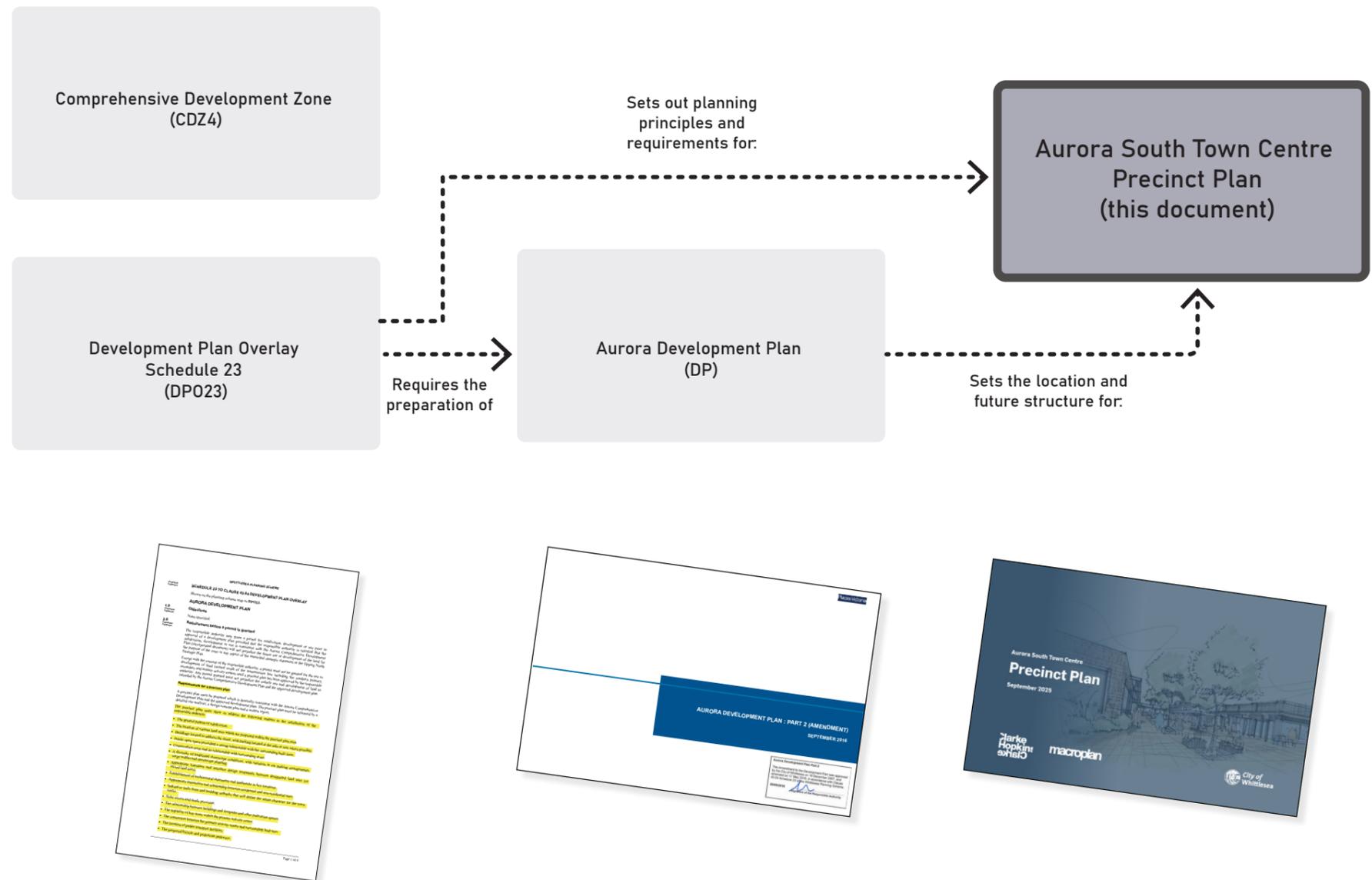
At each scale, planning policy sets out the location, structure and principles for the Aurora South Town Centre to achieve. The Precinct Plan is the most local and detailed of the planning strategies for this site. It summarises the principles set out in the Development Plan, zone and overlay, and builds a comprehensive framework for the future development of the town centre.



## City/Regional Scale State statutory planning implements

## Suburb/Town Scale Local planning implement

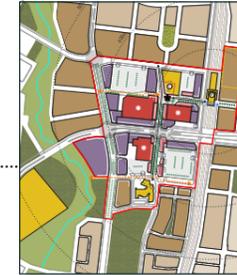
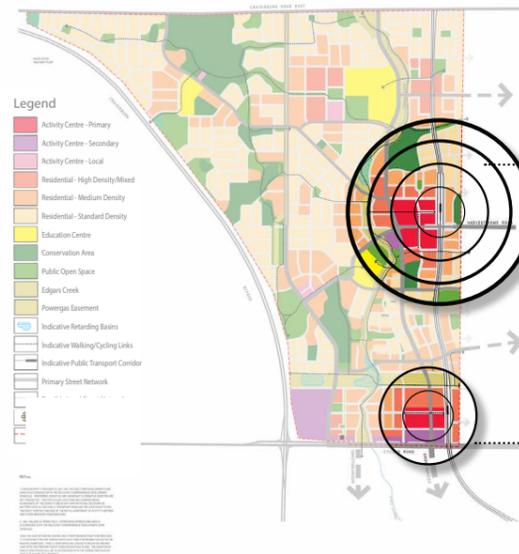
## Precinct Scale Design-led framework planning



# Response to Aurora Development Plan

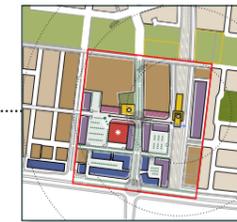
The Aurora Development Plan designates this site as an activity centre, and guides the general scale and layout for this centre. Since the Development Plan was approved in 2016, changing circumstances require a closer consideration of how the Precinct Plan responds.

Over the past decade, fundamental shifts have reshaped the way we live and interact. Remote work has changed the way we approach our jobs and daily routines while the rise of online deliveries has transformed the role of traditional bricks and mortar retail. Housing affordability has proven to be a far greater challenge than anticipated and housing preferences have shifted in response to both these lifestyle changes and affordability pressures. This Precinct Plan responds to these evolving trends delivering a centre tailored to contemporary community needs.



**Aurora North Development Plan**

- Large primary centre
- 3 anchor retail
- Approx. 21,500sqm ++ retail
- Accessible walking catchment
- Close to many homes



**Aurora South Development Plan**

- Smaller secondary centre
- 1 anchor retail
- Approx 8,500sqm retail
- Larger intersection of O'Herns/Edgars Rds

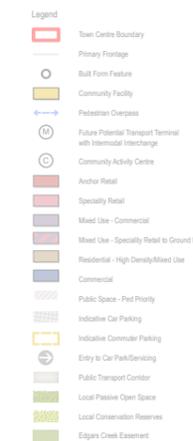
## Existing Infrastructure & Subdivision pattern

The indicative layout for this town centre envisioned within the Aurora Development Plan shows a number of features that seem to be contradicted by the approved plan of subdivision and since constructed infrastructure. This includes the location of the east-west streets with road connections and utilities constructed in locations that do not align with their location on the Development Plan and the introduction of a sewer pump station along the commercial frontage of O'Herns Road.

As a result, the Precinct Plan needs to strike a balance between achieving a structure that is generally in accordance with that indicated in the Development Plan, whilst still aligning with the existing infrastructure.



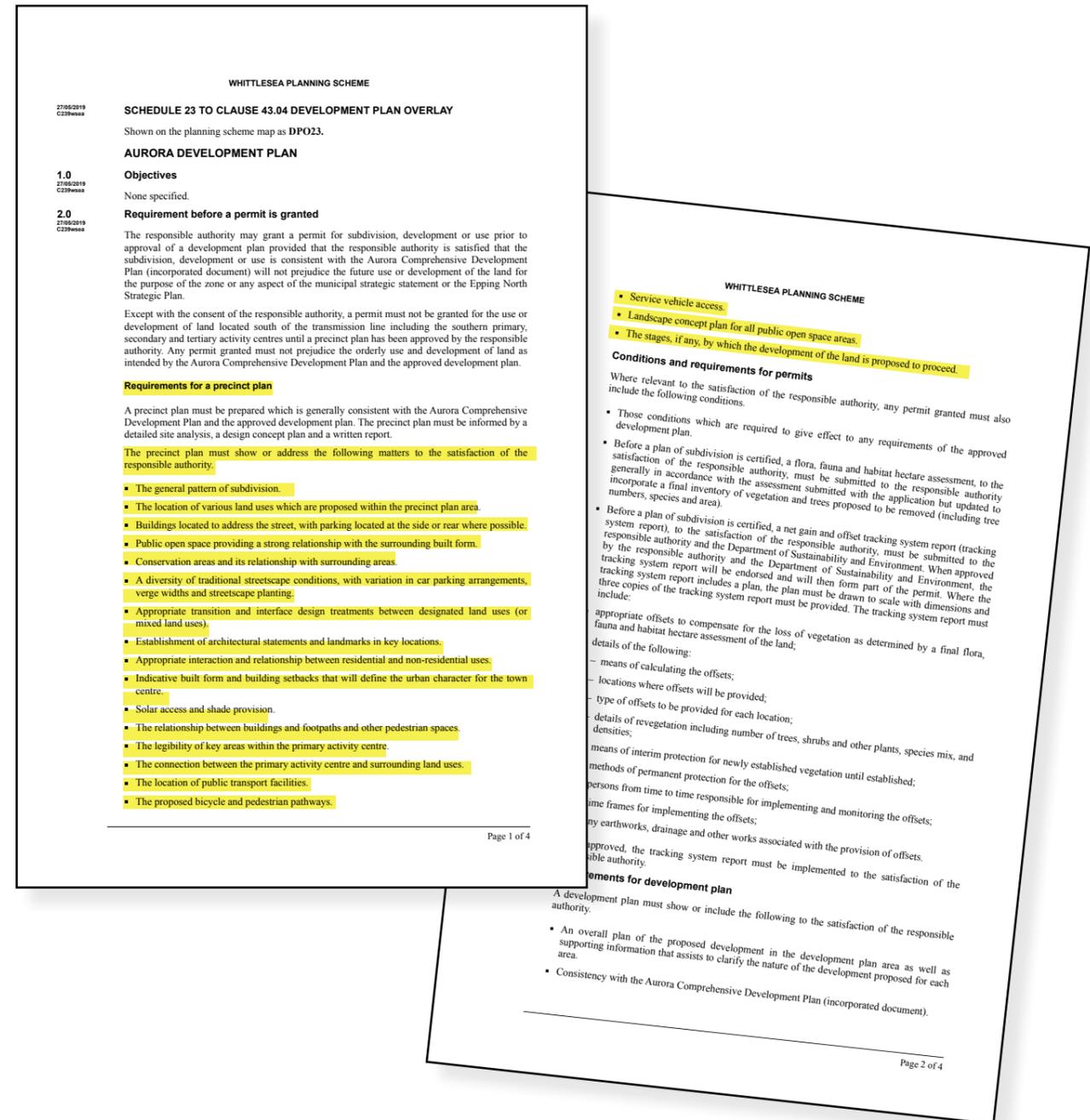
- 1 Sewer pump station on O'Herns Rd frontage
- 2 Road stubs constructed don't align with DP
- 3 Misalignment between street to east
- 4 Separately owned land parcel



# Response to the requirements of the Development Plan Overlay (DPO23)

The Development Plan Overlay (DPO23) lists the requirements that this Precinct Plan must address through its proposed structure for the proposed future town centre. This table outlines in which section of the Precinct Plan each requirement is addressed.

Requirement for Precinct Plan (from DPO Schedule 23)	Where is this requirement addressed in this Precinct Plan?
Precinct Plan must be generally in accordance with Aurora Comprehensive Development Plan and approved Development Plan	• Context – Planning Context
Precinct Plan must be informed by a detailed site analysis, a design concept plan and written report	• Site – Opportunities and Constraints
The precinct plan must show or address the following matters to the satisfaction of the responsible authority.	
The general pattern of subdivision	• Urban structure and block pattern
The location of various land uses which are proposed within the precinct plan area.	• Land Uses
Buildings located to address the street, with parking located at the side or rear where possible.	• Built form • Urban structure
Conservation areas and its relationship with surrounding areas.	• N/A
A diversity of traditional streetscape conditions, with variation in car parking arrangements, verge widths and streetscape planting.	• Landscape and streetscape character
Appropriate transition and interface design treatments between designated land uses (or mixed land uses).	• Edges and interfaces
Establishment of architectural statements and landmarks in key locations.	• Built form
Appropriate interaction and relationship between residential and non-residential uses.	• Edges and interfaces
Indicative built form and building setbacks that will define the urban character for the town centre.	• Built form
Solar access and shade provision.	• Built form
The relationship between buildings and footpaths and other pedestrian spaces.	• Edges and interfaces
The legibility of key areas within the primary activity centre.	• Landscape and streetscape character
The connection between the primary activity centre and surrounding land uses.	• Movement, servicing and loading
The location of public transport facilities.	• Movement, servicing and loading
The proposed bicycle and pedestrian pathways.	• Movement, servicing and loading
Service vehicle access.	• Movement, servicing and loading
Landscape concept plan for all public open space areas.	• Landscape and streetscape character
The stages, if any, by which the development of the land is proposed to proceed.	• Staging



# Existing Conditions

The town centre is defined by O'Herns Road to the south and the recently constructed Edgars Road which runs through the site. Edgars Road currently accommodates cycle lanes and bus stops, and together with O'Herns Road functions as a bus-capable route.

## Legend

- - - Precinct Plan boundary
- 1 Sewer pump station
- 2 Signalised intersection
- 3 Intersection (pedestrianised crossings)
- 4 Intersection (standard)
- 5 Green space/public reserve
- 6 Standard density residential (stand-alone houses)
- 7 Medium density residential (townhouses)
- 8 High density residential (apartments)
- 9 Light industrial development
- 10 Newly built road (Edgars road)
- B Bus stop provision
- G Existing gas infrastructure easement
- OE Overhead electricity and pole
- Sewer pump station
- C Cycle lane



# Opportunities + Constraints

Aurora South Town Centre benefits from strong connectivity, with access to multiple modes of transport, potential future east-west road connections, the newly constructed Edgars Road providing a key north-south link, and proximity to established parks and open spaces, and has excellent access to local employment opportunities along the Cooper Street Corridor, Northern Hospital, and Epping Plaza. As an infill project, the town centre offers a strategic opportunity to accelerate housing delivery and respond to the current housing shortage.

Constraints include the uncertain timeframe for the proposed railway corridor, sensitive interfaces with the corridor and the sewer pump station, fragmented land ownership in the south-west corner of the site, and the upward sloping topography to the north of the town centre. Additional constraints include the location of existing traffic signals and accommodating bus stops.

## Legend

- Precinct Plan Boundary
- Bus stop provision
- Existing gas infrastructure easement
- Overhead electricity and pole
- Sewer pump station
- Existing cycle lane

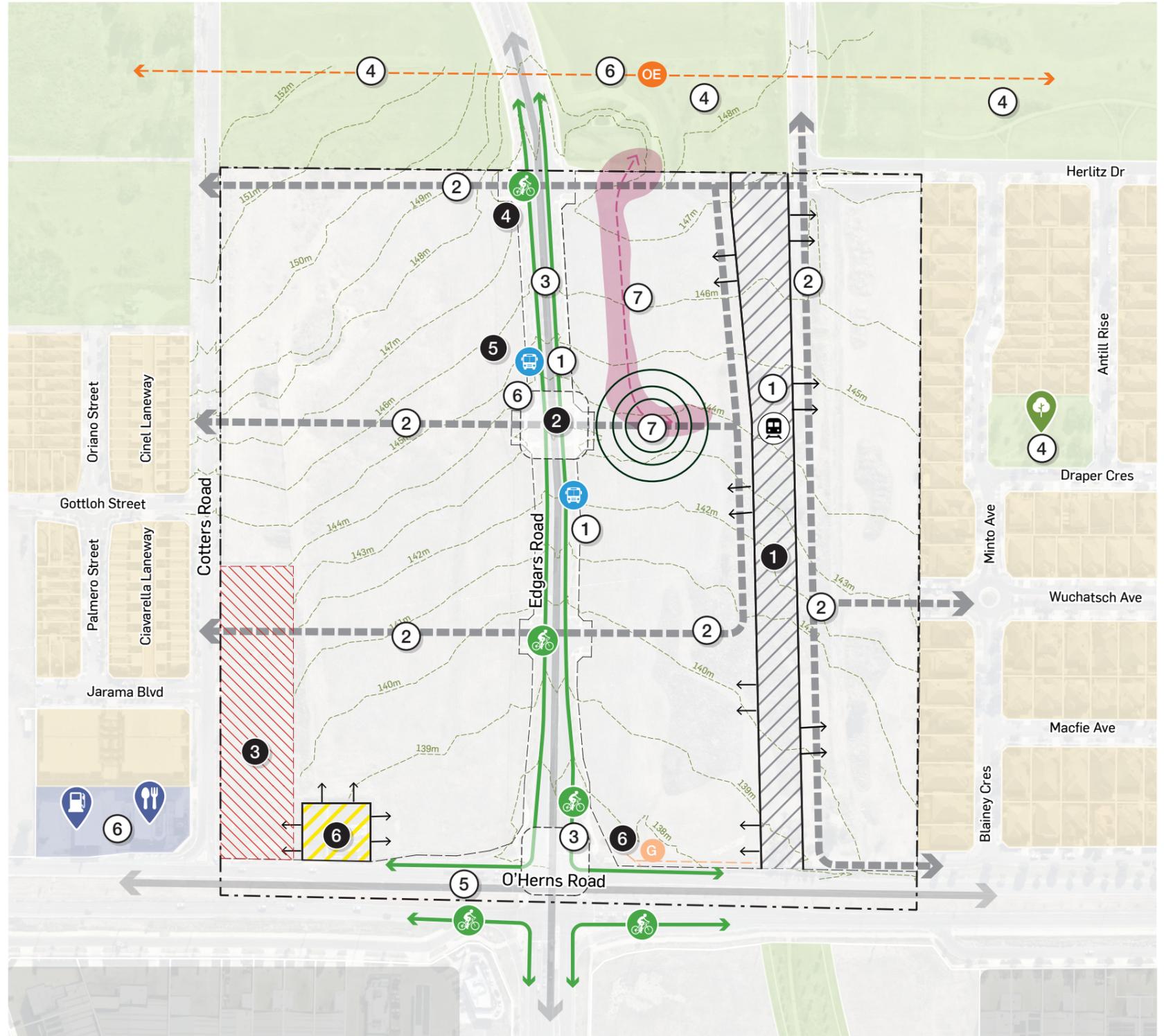
## Opportunities

- Access to bus stops + potential future rail station
- Potential road Connections
- On-road cycle lanes and parking
- Proximity to open space/parks
- Access to O'Herns road (major connector)

- Proximity to existing services / infrastructure
- Connection of the City Centre through the activity heart and to the northern open space.

## Constraints

- Future rail reservation (delivery uncertain)
- Existing traffic lights
- Different land ownership
- Sloping land
- Location of bus stops
- Existing infrastructure / sensitive interfaces and easements



\*Note: Land contamination subject to further testing and will be resolved and remediated prior to the approval of the Precinct Plan.



# 02 Aurora South Vision

## Vision + Place Character

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The Aurora South Town Centre will become a vibrant, active and local place for people to meet, live and enjoy their unique *“urban-village”* environment.

# Vision + Place Character

The Aurora South Town Centre will become a vibrant, active and local place for people to meet, live and enjoy their unique urban village environment.

The heart of the centre will be focussed on a pedestrianised street linking the future station with Edgars Road, and can function as a resting place for those using the many surrounding green spaces, parks and walking/cycling trails.

## Viability, Accessibility and Affordability

A vibrant fully leased centre is the hallmark of success. The Precinct Plan is structured to ensure efficient use of land, minimising vacancies. Retail and commercial uses are designed at a scale appropriate for the local community while the residential layout is designed to reinforce the long term viability of retail and commercial uses. A lively and well-utilised centre will strengthen the case for the potential rail line, supporting future investment and improved connectivity.

Aurora South prioritises access; to employment opportunities both within the centre and in surrounding areas such as industry south of O'Herns Road, Cooper Street Corridor and the Northern Hospital; to public transport through buses and potentially rail; to local amenities; to community and importantly to housing that is affordable. Housing in the centre is planned at a density tailored to the needs of young families entering the market, individuals seeking sufficient space to work from home and residents who value a home they can take pride in.

Aurora South is designed with the community in mind, a local centre catering to local needs. The village heart with its community centre, open space and core retail will serve as a vibrant hub where residents can shop, gather, socialise and connect with neighbours, all just a short walk from home.





# 03 Design Framework

# Future Urban Structure + Land Use

## Structure and land use requirements

- R1. Develop a structure and distribution of land uses for the town centre generally in accordance with Figure 1.
- R2. Cluster a diverse mix of land uses around the pedestrian priority zone as the heart of the town centre.
- R3. Locate commercial uses around the intersection of O'Herns Road\* and Edgars Road, framing both streets.
- R4. Frame the pedestrian priority areas with upper level residential uses for increased activity and passive surveillance.
- R5. Ensure the community facility and associated open space has direct access to the pedestrian priority zone.
- R6. Locate medium density (townhouse) residential uses around the periphery of the town centre as a transition between the mixed use central heart and the standard density housing outside the town centre.
- R7. Ensure medium / high density residential uses are delivered at a minimum density of 34 dwellings per hectare.

## Preferred land use budget:

Land Use	Area (sqm)
Residential	67,200
Commercial	21,800
Community	4,000
Mixed use	9,200
<b>TOTAL</b>	<b>102,200</b>

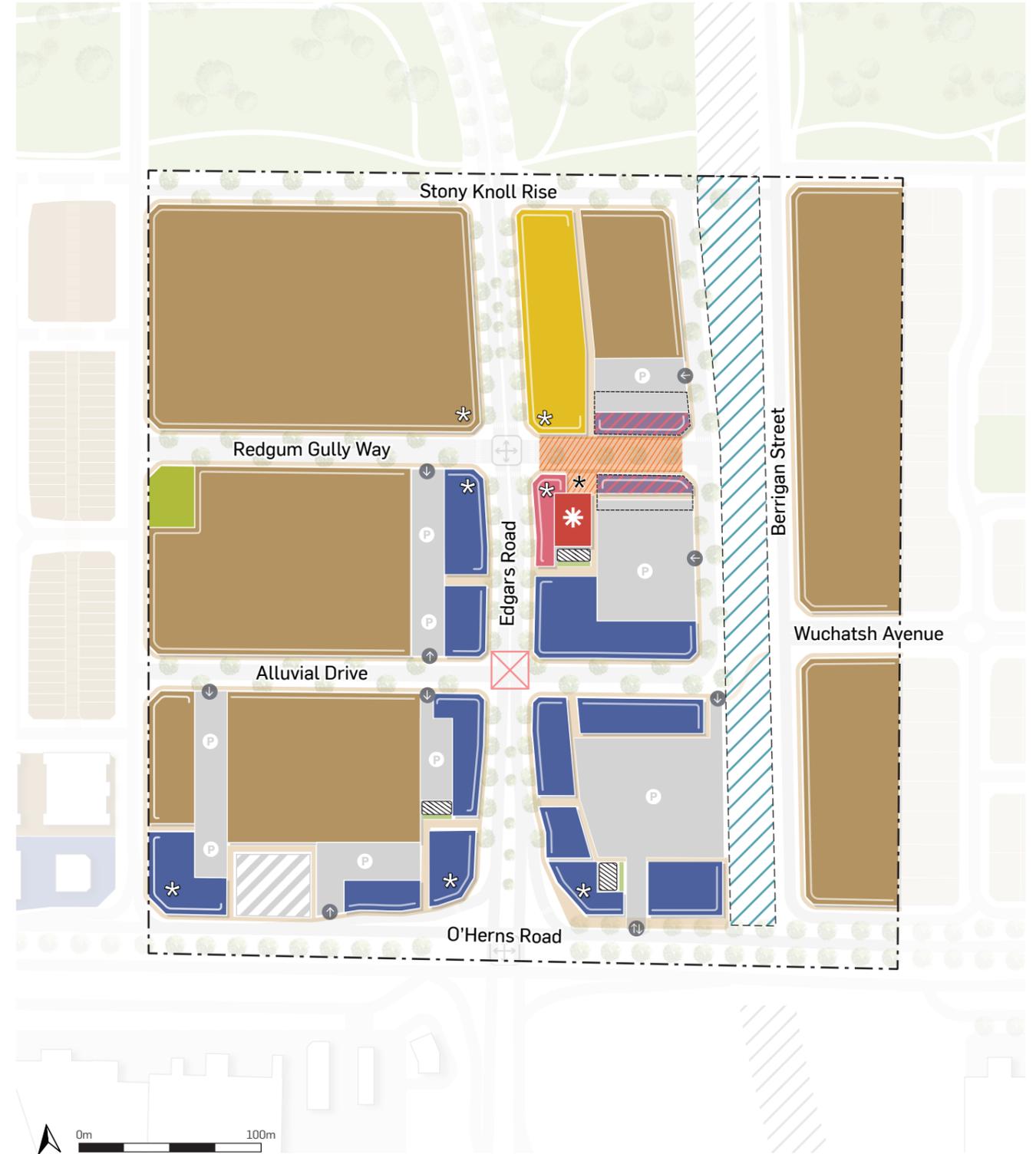
DPO23 requires this Precinct Plan to demonstrate:

- The general pattern of subdivision
- The location of various land uses which are proposed within the precinct plan area.
- Buildings located to address the street, with parking located at the side or rear where possible.

### NOTE:

- Preferred land budget includes laneways and internal green links. It does not include connector roads.
- Dwelling density has been calculated using net residential developable area (NDA-R) which includes residential land available for development. NDA-R excludes mixed use land, commercial land, encumbered land, Edgars Road and O'Herns Road (primary arterial roads), the proposed railway corridor, community facilities and public open space. NDA-R does include lots, green links, laneways and, local, secondary and connector streets.

Figure 1. Future urban structure and land use



\*Access to/from O'Herns Road, subject to DTP approval

## Legend

- |                                 |  |   |   |
|---------------------------------|--|---|---|
| Precinct Plan boundary          | Mixed use - (Specialty retail at ground, residential apartments above) | Rail reservation (proposed interim uses: market, plant nursery) | Signalled intersection                    |
| Anchor retail                   | Primary frontage   | Pedestrian priority zone  | Potential signalled intersection          |
| Specialty retail                | Upper level residential  | Landscape buffer / visual buffer                                | Activated high quality built form feature |
| Commercial                      | Sewer pump station   | Footpath  | Town square                               |
| Community                       | Loading area   | Vehicle access  | Trees/landscape                           |
| Medium/high density residential | Car parking  |   |   |

# Built Form

## Built form requirements

- R8. Buildings in the town centre should be generally in accordance with the locations and heights in Figure 2.
- R9. The tallest building forms should be located directly adjacent to the pedestrianised zone and future railway corridor.
- R10. Built form features should utilise increased building heights, architectural elements, street framing and other treatments to ensure the significance and legibility of key corners shown in Figure 2.
- R11. Buildings along O'Herns Road and Edgars Road should maintain a consistent street edge and frame the street reserve.
- R12. Buildings should be located to screen/block views into on-grade car parking areas when viewed from public streets.
- R13. Residential townhouses should maintain a 2-storey minimum height to create a built frame to the edges of the centre.
- R14. Buildings should be designed to optimise solar access and provide shade along key pedestrian routes.

DPO23 requires this Precinct Plan to demonstrate:

- Buildings located to address the street, with parking located at the side or rear where possible.
- Establishment of architectural statements and landmarks in key locations.
- Indicative built form and building setbacks that will define the urban character for the town centre.
- Solar access and shade provision.

Figure 2. Built form



## Legend

- |                        |                                       |                           |   |
|------------------------|---------------------------------------|---------------------------|---|
| Precinct Plan boundary | Minimum 2 storey or equivalent height | Landscape / visual buffer | Activated high quality built form feature |
| 2-4 storey             | Key pedestrian routes                 | Public open space         |   |
| Minimum 2 storey       |                                       |                           |   |

# Edges + Interfaces

## Edges and Interface requirements

- R15. Built form edges should be delivered generally in accordance with Figure 3.
- R16. Primary edges should include the main building entry points, signage, largest proportion of glazing relative to other edges and avoid blank walls.
- R17. Primary retail, commercial, mixed use, education and community edges should maintain a zero-lot setback to street reserve boundaries.
- R18. Primary residential edges should maintain a minimum 3m front setback from the street reserve boundary.
- R19. Residential edges, internal to development parcels should maintain a minimum 2m front setback from the street reserve boundary.
- R20. Residential edges should incorporate active frontages, including building entries, windows and balconies, to ensure engagement with streets and open spaces.
- R21. All other edges should ensure adequate passive surveillance of the adjoining spaces through glazing and building entries. Any

blank walls along secondary edges should be textured and provide opportunity for landscaping and/or green walls.

- R22. Primary retail, commercial, mixed use, education and community edges should maintain a zero-lot setback to street reserve boundaries.

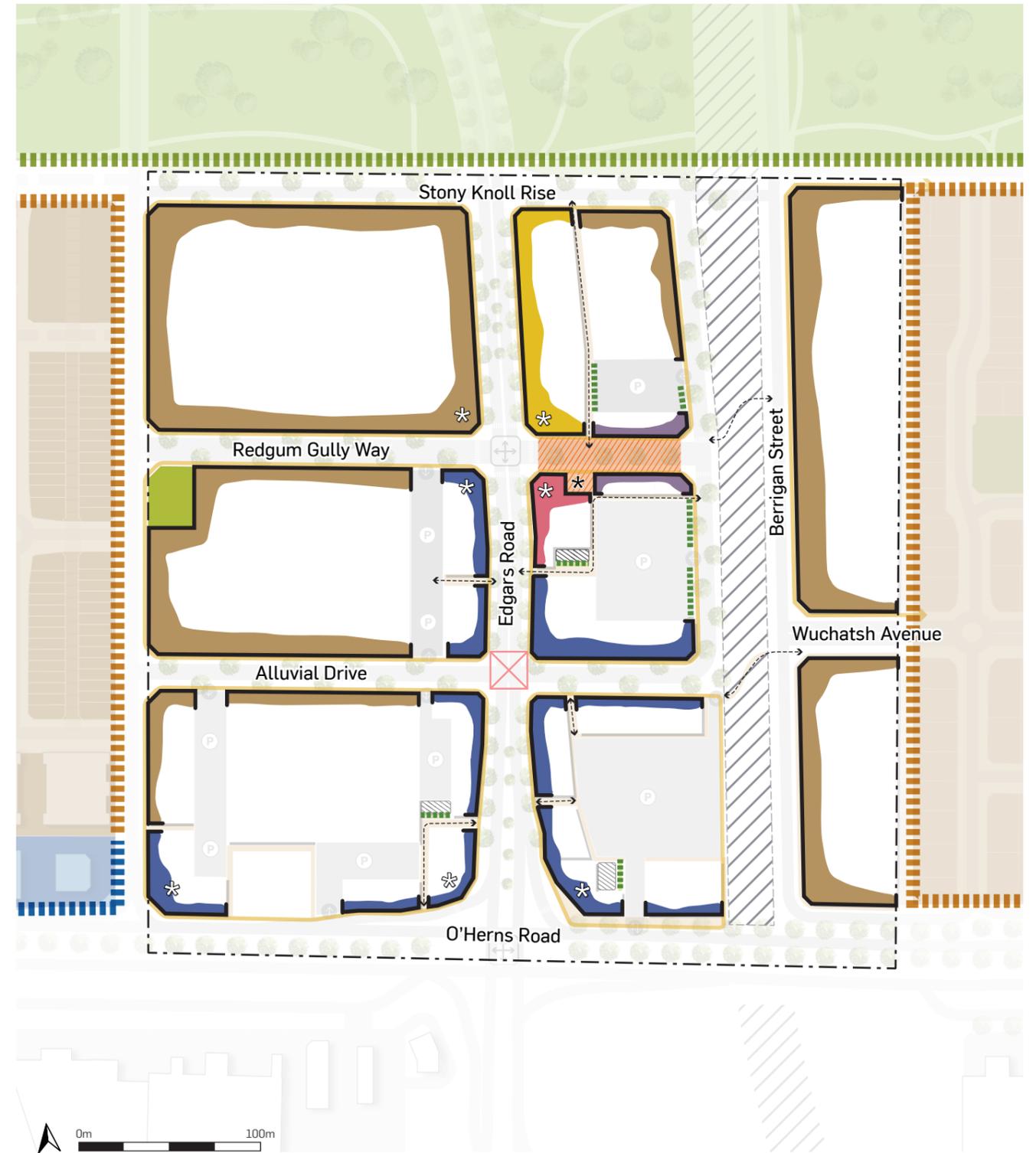
DPO23 requires this Precinct Plan to demonstrate:

- Buildings located to address the street, with parking located at the side or rear where possible.
- Public open space providing a strong relationship with the surrounding built form.
- Appropriate transition and interface design treatments between designated land uses (or mixed land uses).
- Appropriate interaction and relationship between residential and non-residential uses.
- Show the relationship between buildings and footpaths and other pedestrian spaces.

## Legend

Precinct Plan boundary	<b>Interfaces</b>	Public open space	Town square
<b>Primary Edges</b>	Residential	Landscape / visual buffer	
Residential	Commercial	Car parking	
Retail	Landscape	Rail reservation	
Commercial	Pedestrian links	Activated high quality built form feature	
Community	Key pedestrian routes		
Mixed-use	Pedestrian priority zone		

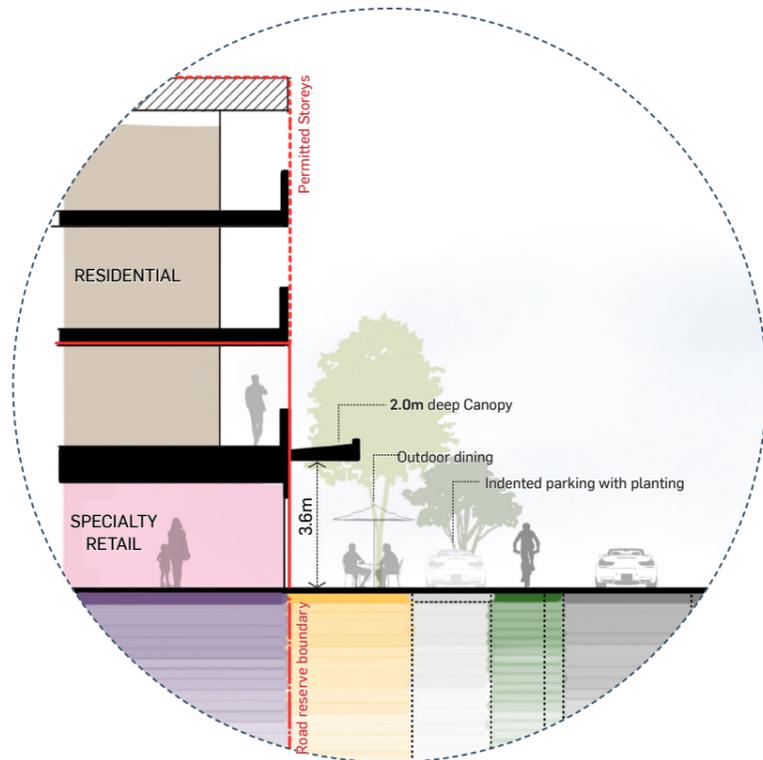
Figure 3. Built form edge conditions



# Edges + Interfaces: Sections

## Mixed use interface

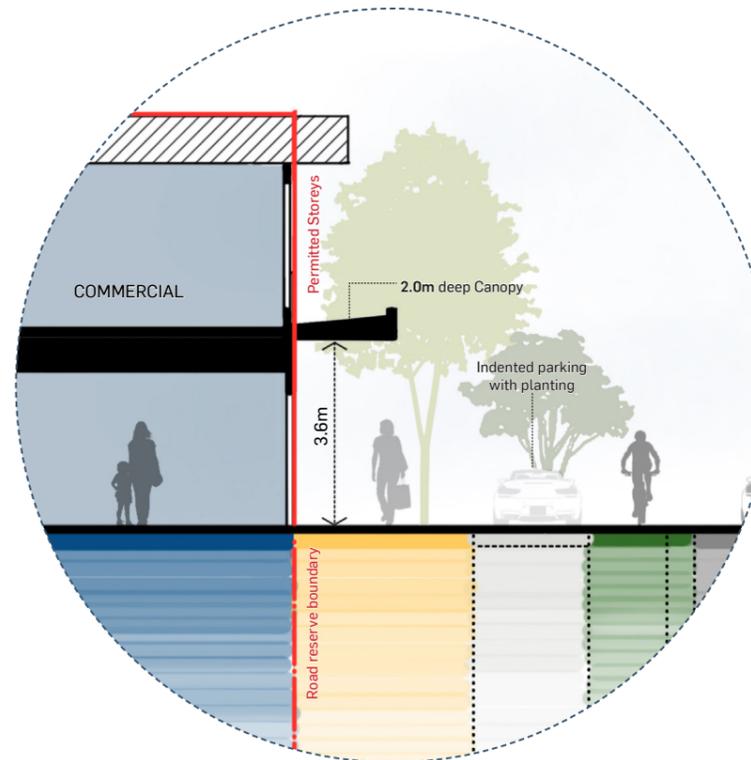
- Upper levels provide passive surveillance to the perimeter street
- Active retail ground plane with multiple entries, canopies and outdoor seating



Redgum Gully Way (East of Edgars Road) -  
Mixed-use interface

## Edgars Road interface

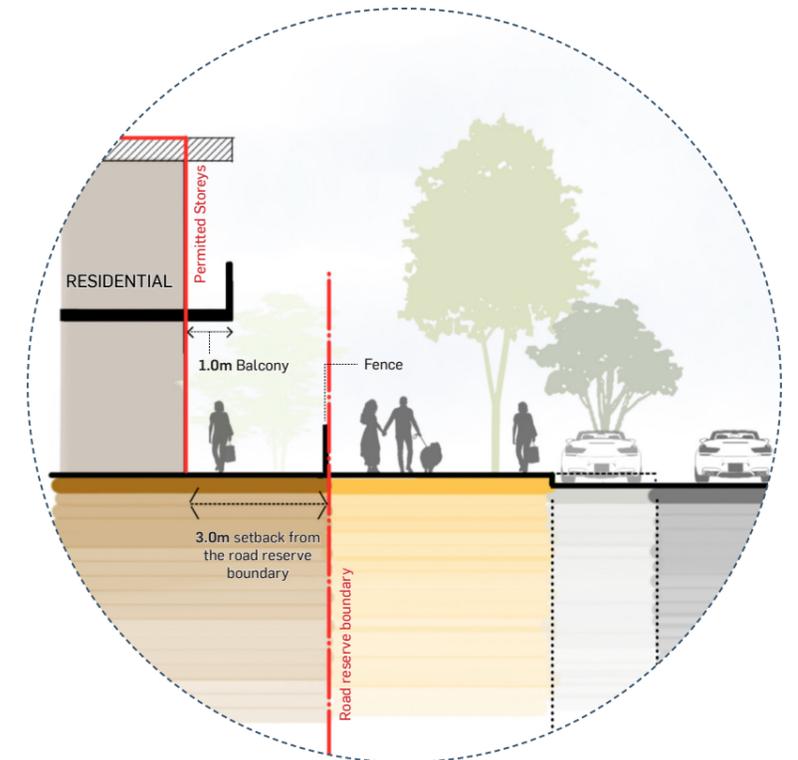
- Active retail ground plane provides good visual and physical permeability to Edgars Road
- Canopies may overhang into street reserve, but avoid street tree planting



Edgars Road - Commercial interface

## Residential townhouse interface

- Secondary edges provide passive surveillance to residential streets
- Townhouses provide 2-storey built form frame to the town centre.



Redgum Gully Way (West of Edgars Road) -  
Residential townhouse interface

Figure 4. Indicative interfaces

# Movement, Servicing + Loading

## Movement, servicing and loading requirements

- R23. Pedestrian, public transit and vehicle circulation should be generally in accordance with Figure 5.
- R24. Edgars Road should function as the primary vehicle and cycle thoroughfare. Vehicle access to development parcels should be avoided along Edgars Road.
- R25. The Pedestrian Priority Zone may allow for limited private vehicle access and must allow for emergency service vehicle access.
- R26. Ensure pedestrian permeability through the entire town centre, especially along east-west streets and internal green links and laneway connections.
- R27. Ensure clear pedestrian links are established across the future transport corridor to link the east and west of the town centre.
- R28. Ensure bus capable routes in Figure 5 are delivered as per the street cross sections in the Aurora Development Plan, to allow flexibility for future bus route network planning.

- R29. Locate any on-grade car parking areas internally to the development sites.
- R30. Service/loading vehicles should access buildings only via internal car parking areas.
- R31. Minimise the amenity impacts of loading areas where adjacent to pedestrian paths (through screening or similar).

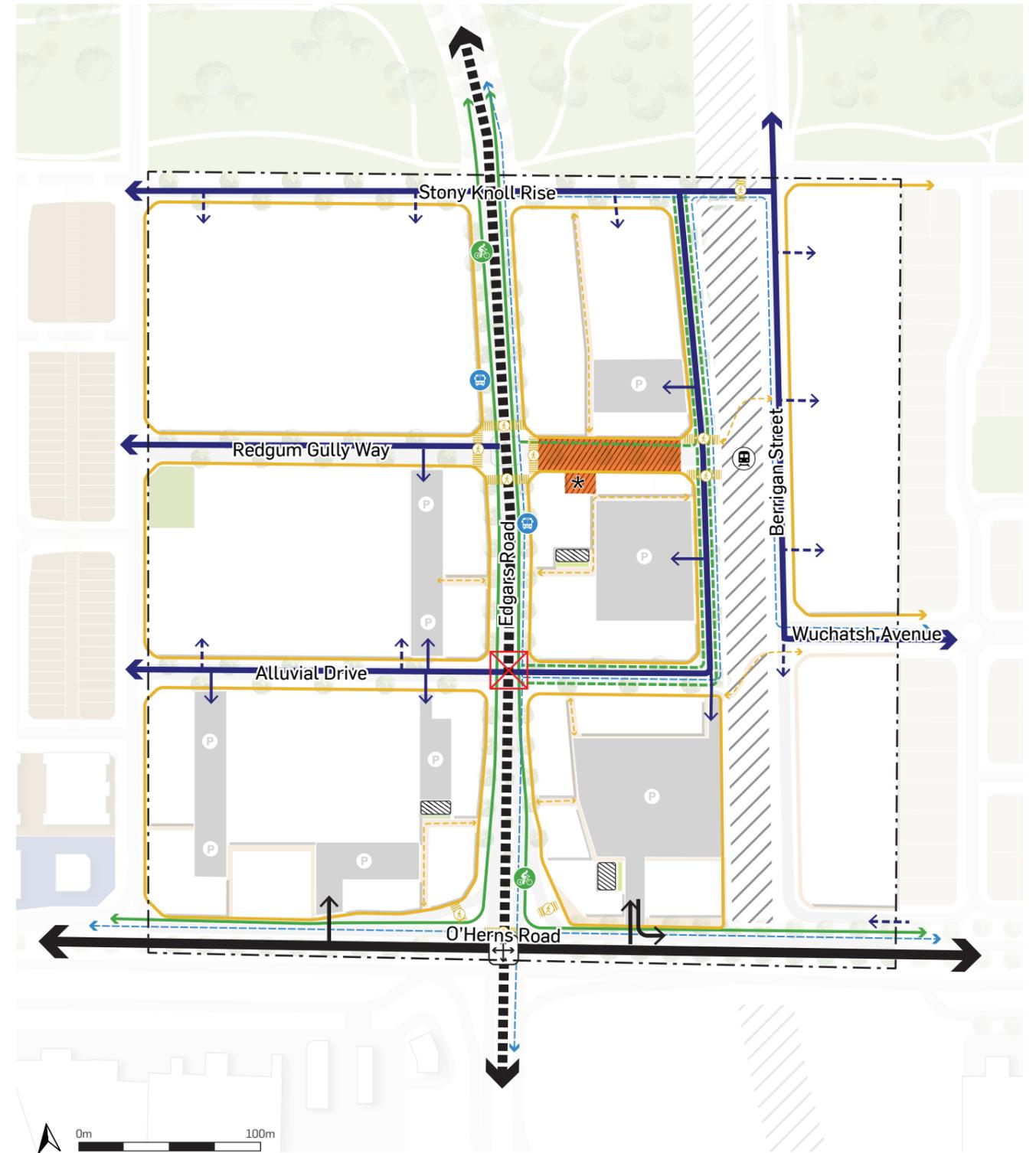
DPO23 requires this Precinct Plan to demonstrate:

- The connection between the primary activity centre and surrounding land uses.
- The location of public transport facilities.
- The proposed bicycle and pedestrian pathways.
- Service vehicle access.

## Legend

	Precinct Plan boundary		Indicative vehicle access		Surrounding open space		Signalised intersection
	Connector road		Bus Capable Route		Landscape / visual buffer		Pedestrian crossing
	Primary road		Cycle lane		Car parking		Bus stops
	Secondary road		Potential bicycle corridor		Loading		Future train station (indicative location)
	Key pedestrian routes		Pedestrian priority zone		Rail reservation		Town square
	Pedestrian links		Public open space		Potential signalised intersection		
	Vehicle access						

Figure 5. Movement patterns



# Landscape + Streetscape Character

## Landscape and streetscape requirements

- R32. Open spaces should be delivered generally in accordance with Figure 6.
- R33. The pedestrian priority zone should be the most vibrant and active open space in the town centre, with landscaping, street furniture, feature paving and signage to signify pedestrian-priority.
- R34. The rail reservation can house interim uses such as plant nursery and/or farmers markets as a means of place activation.
- R35. Internal green links should provide pedestrian permeability through residential development lots and breaks in townhouse built forms.
- R36. Tree canopy coverage should be achieved in accordance with the Greening Whittlesea City Forest Strategy 2020-2040 (does not include the rail reservation).
- R37. Street cross sections should be delivered in accordance with the Aurora Development Plan.
- R38. Future planning permit applications should prioritise canopy cover along key pedestrian routes.

R39. Future planning permit applications should integrate WSUD treatments and measures, in accordance with Section 5.13.4 of the Aurora Development Plan and the City of Whittlesea Neighbourhood Design Manual – Integrated Water Management Guidelines.

R40. Green links should be in accordance with the City of Whittlesea Urban Design Guidelines Neighbourhood Design Manual Version 1.0 September 2023.

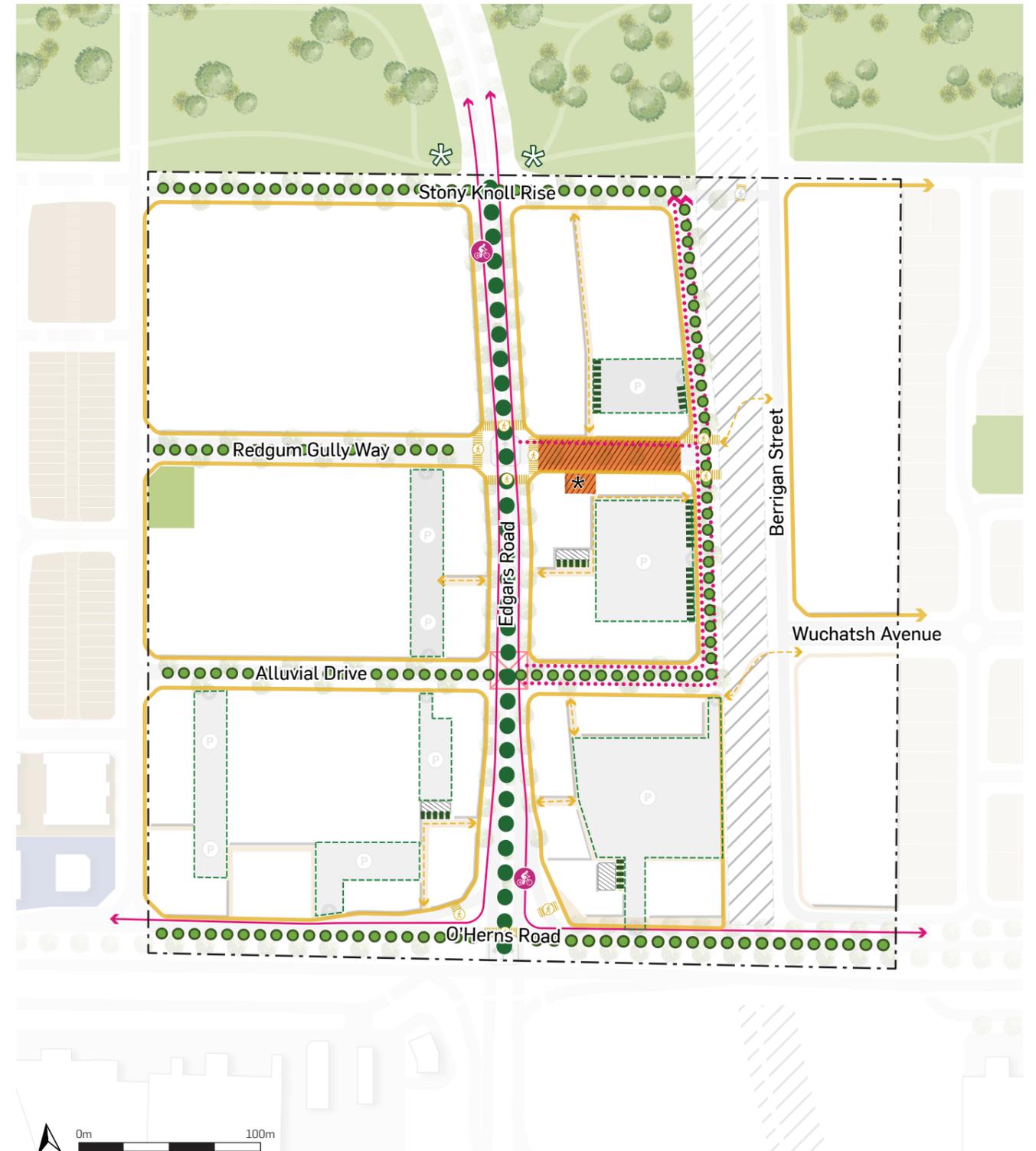
DPO23 requires this Precinct Plan to demonstrate:

- The legibility of key areas within the primary activity centre.
- Public open space providing a strong relationship with the surrounding built form.
- A diversity of traditional streetscape conditions, with variation in car parking arrangements, verge widths and streetscape planting.
- Landscape concept plan for all public open space areas.

## Legend

 Precinct Plan boundary	 Pedestrian links	 Public open space
 Boulevard trees	 Key pedestrian routes	 Future rail reservation
 Tree-lined streets	 Cycle lane	 Pedestrian crossing
 Landscape / visual buffer	 Potential bicycle corridor	 Town square
 30% tree canopy coverage	 Pedestrian priority zone	 Trees/landscape
 Landscape nodes		

Figure 6. Open space character



# Staging

## Staging Requirements

- R41. Development of the town centre should be delivered generally in accordance with the stages in Figure 7, unless otherwise agreed with the Responsible Authority.
- R42. Early stage developments of the town centre should not preclude the achievement of the vision and requirements of this Precinct Plan in the later stages.
- R43. Early stage developments must deliver an element of activation to Edgars Road and/or interior streets of the town centre.

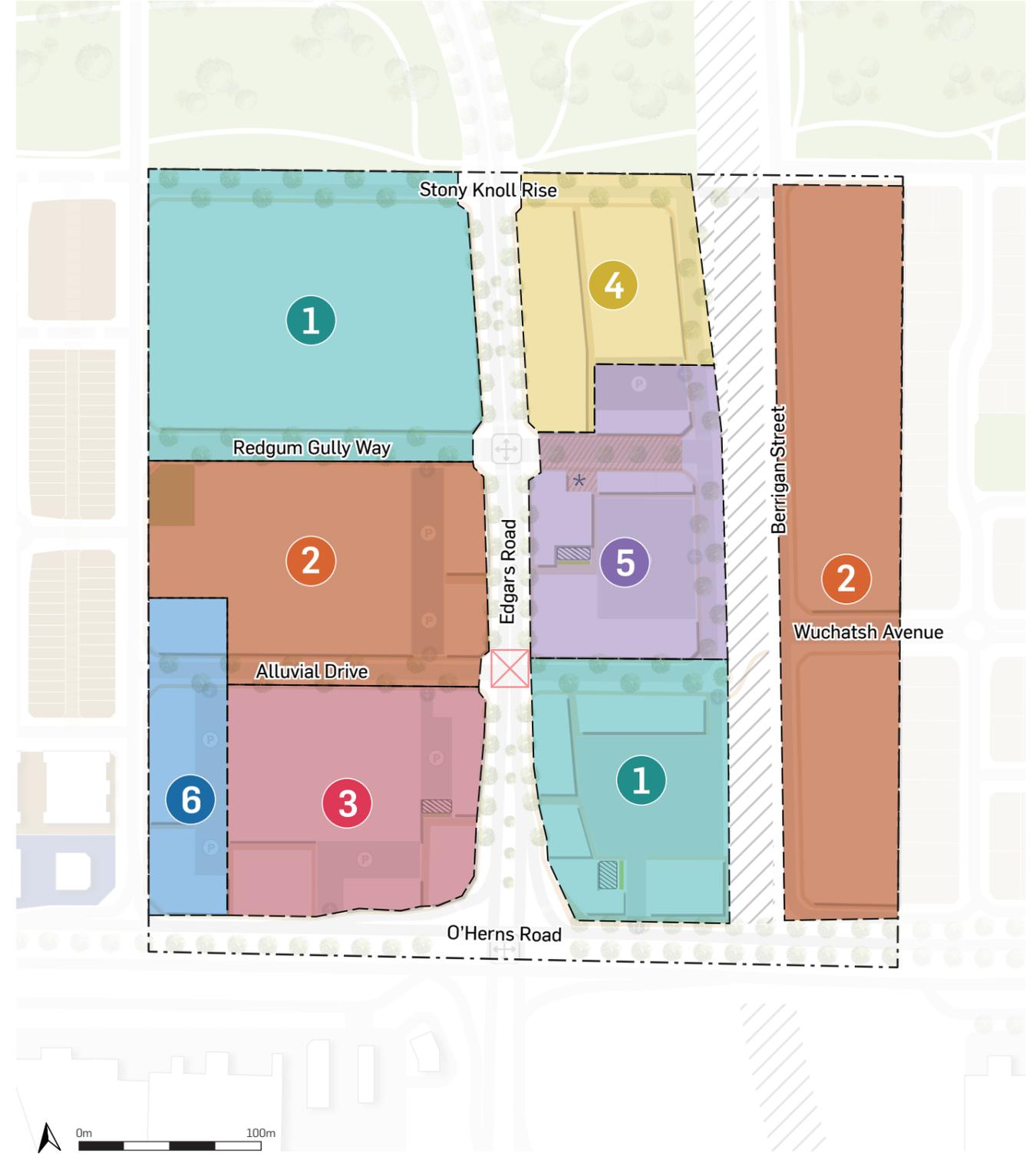
DPO23 requires this Precinct Plan to demonstrate:

- *The stages, if any, by which the development of the land is proposed to proceed.*

## Infrastructure staging:

Staging	Infrastructure to be delivered
Stage 1	<ul style="list-style-type: none"> <li>» Stony Koll Rise &amp; Regum Gully Way (West of Edgars Road).</li> <li>» Signalised intersection on Redgum Gully Way.</li> </ul>
Stage 2	<ul style="list-style-type: none"> <li>» Alluvial Drive (West of Edgars Road).</li> <li>» Signalised intersection on Alluvial Drive if required.</li> <li>» Public open space provided.</li> </ul>
Stage 4	<ul style="list-style-type: none"> <li>» Community facilities unless otherwise agreed between the responsible parties.</li> <li>» Redgum Gully Way (West of Edgars Road).</li> <li>» Stony Koll Rise (East of Edgars Road) and Road along the future rail reservation as per Figure 7.</li> </ul>
Stage 5	<ul style="list-style-type: none"> <li>» Road along the future rail reservation as per Figure 7.</li> </ul>
Stage 6	<ul style="list-style-type: none"> <li>» Alluvial Drive (West of Edgars Road) as per Figure 7.</li> </ul>

Figure 7. Indicative staging



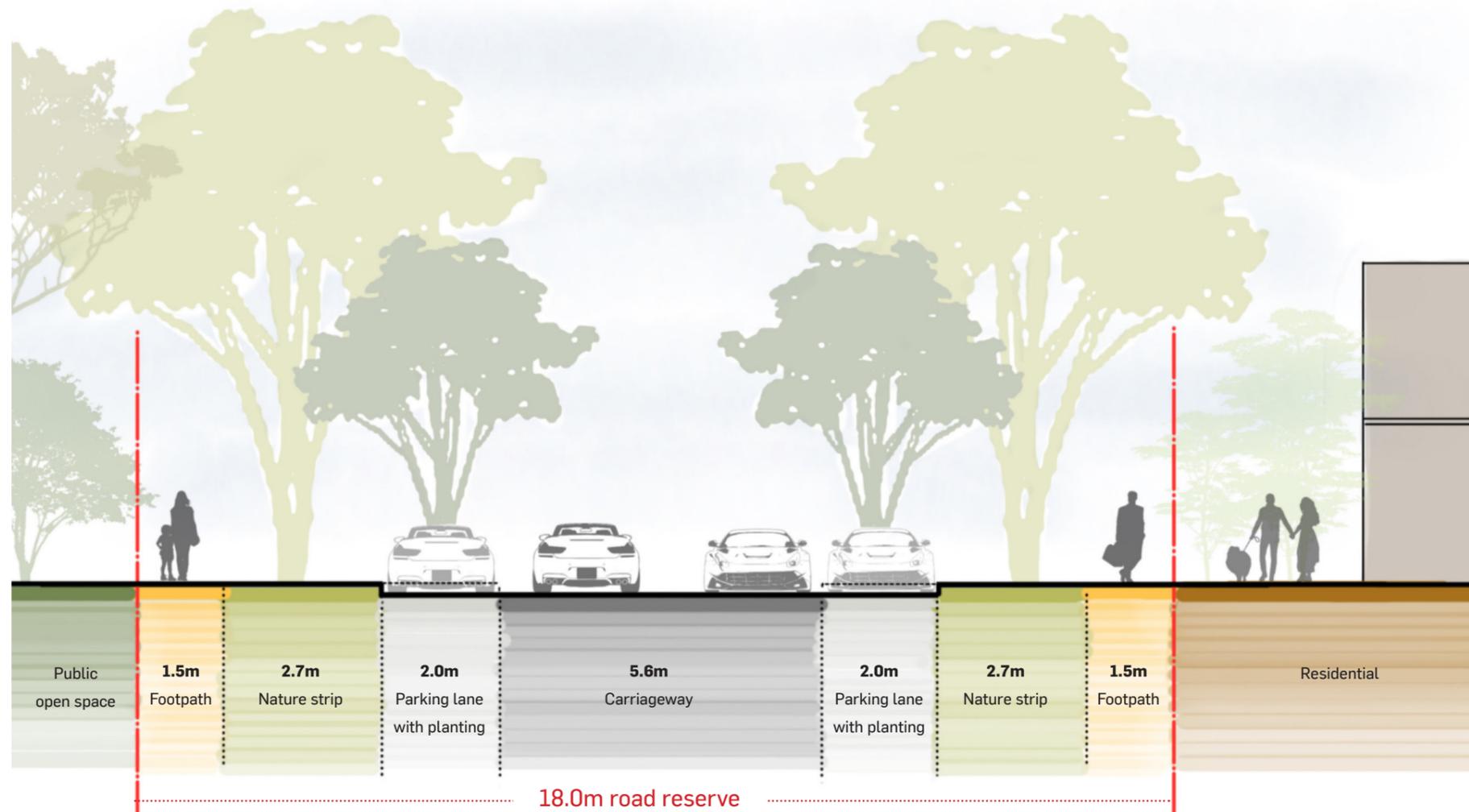
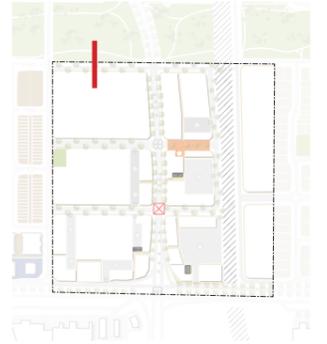
## Legend

- Precinct Plan boundary
- Stage 1
- Stage 2
- Stage 3
- Stage 4
- Stage 5
- Stage 6



# 04 Street Sections

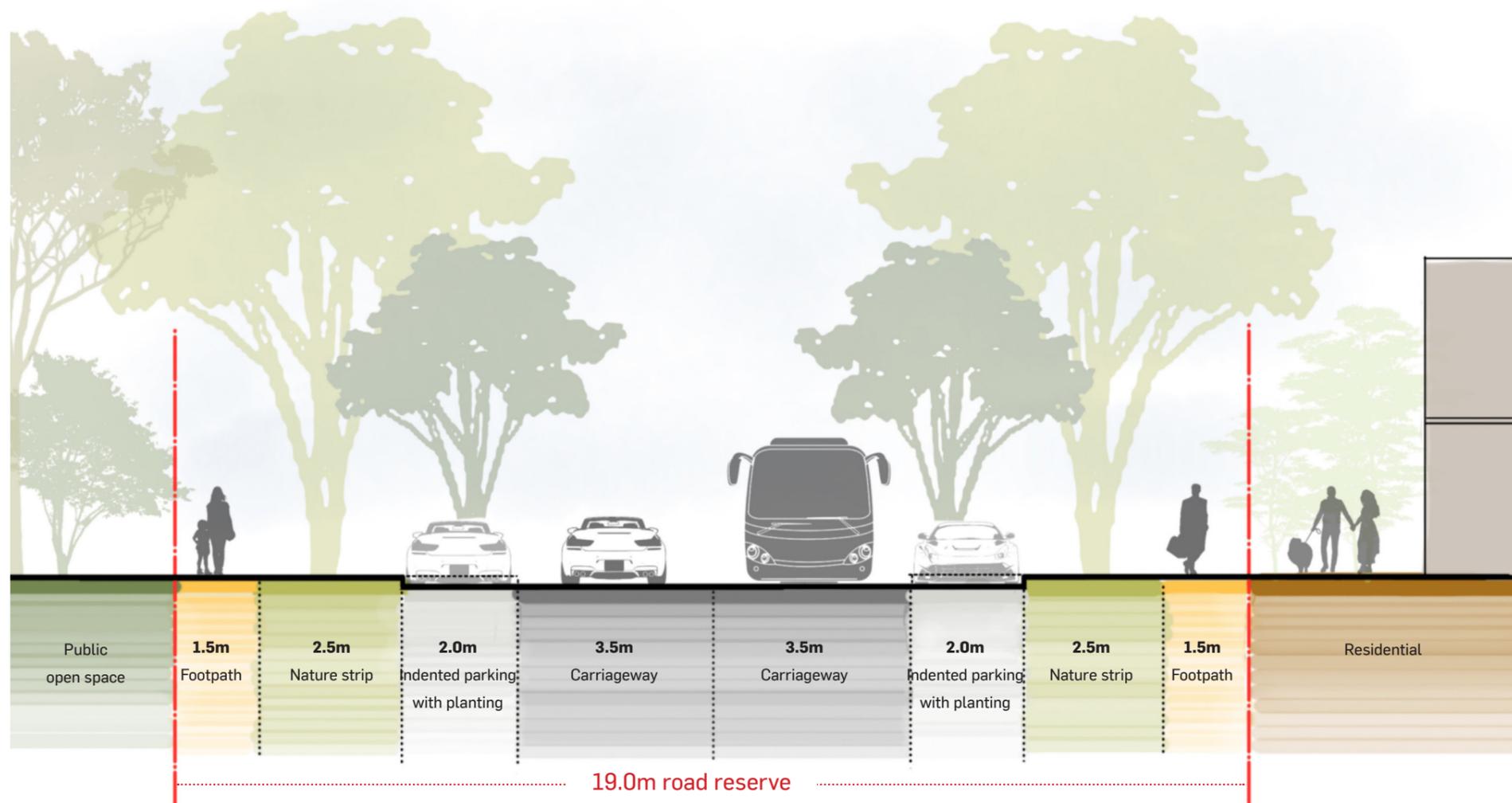
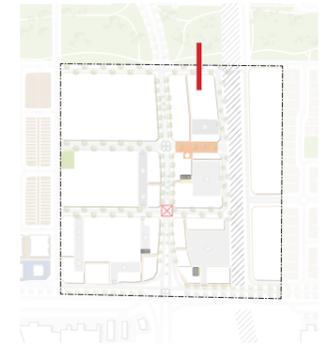
# Stony Knoll Rise (West of Edgars Road)



Note: Cross section subject to further minor changes



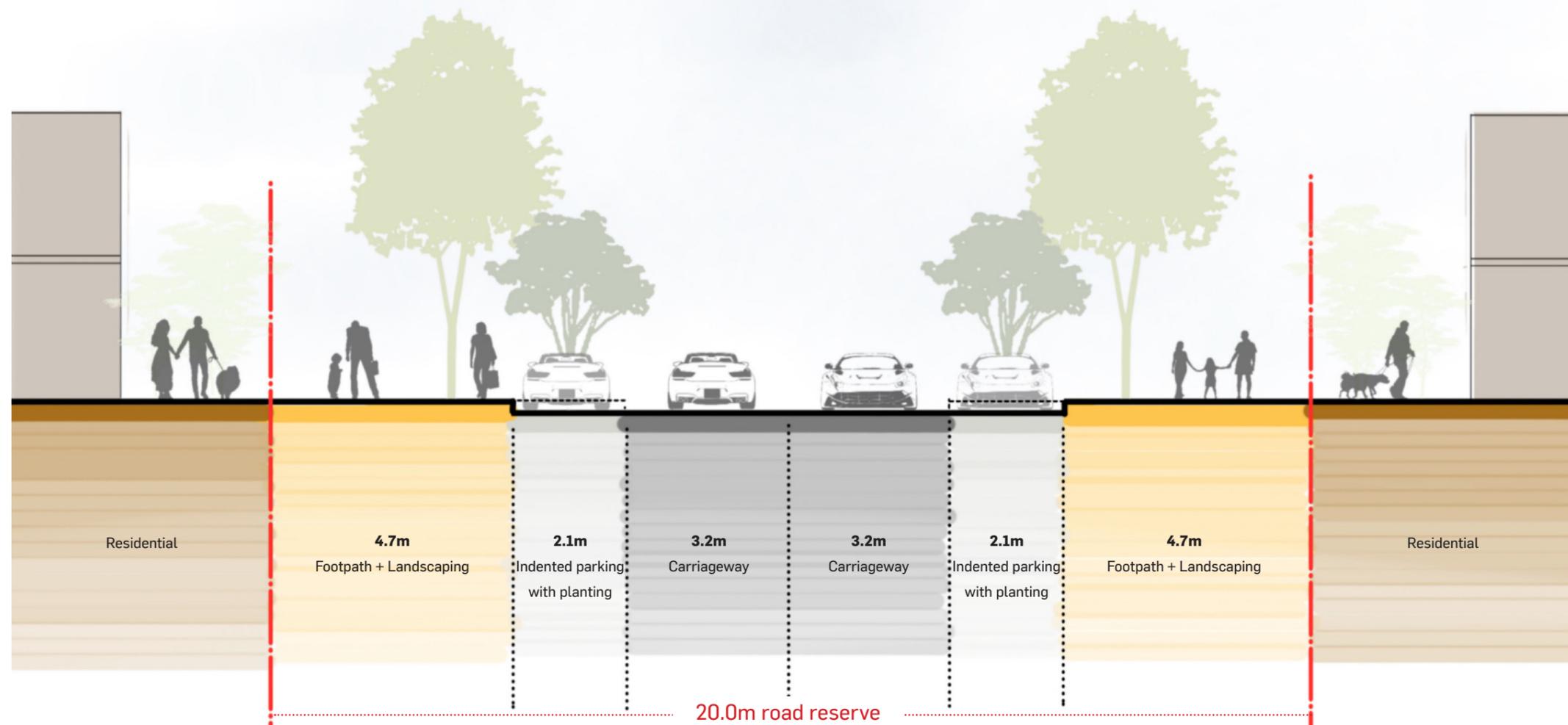
# Stony Knoll Rise (East of Edgars Road)



Note: Cross section subject to further minor changes



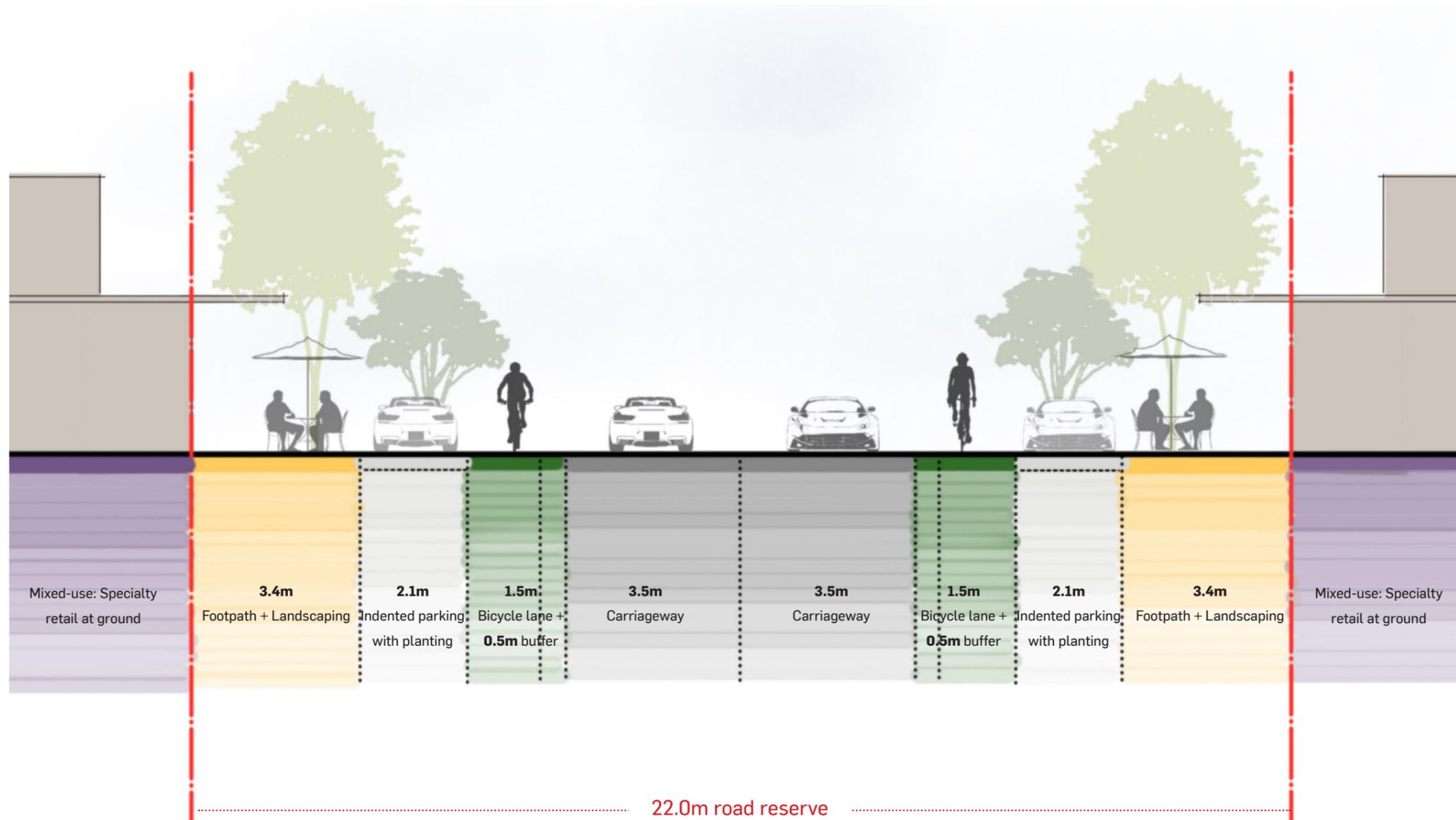
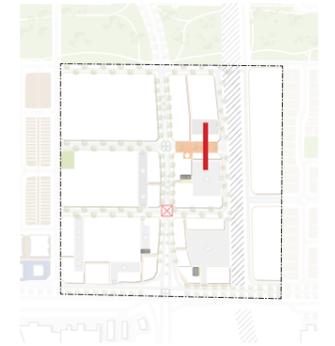
# Red Gum Gully Way (West of Edgars Road)



Note: Cross section subject to further minor changes



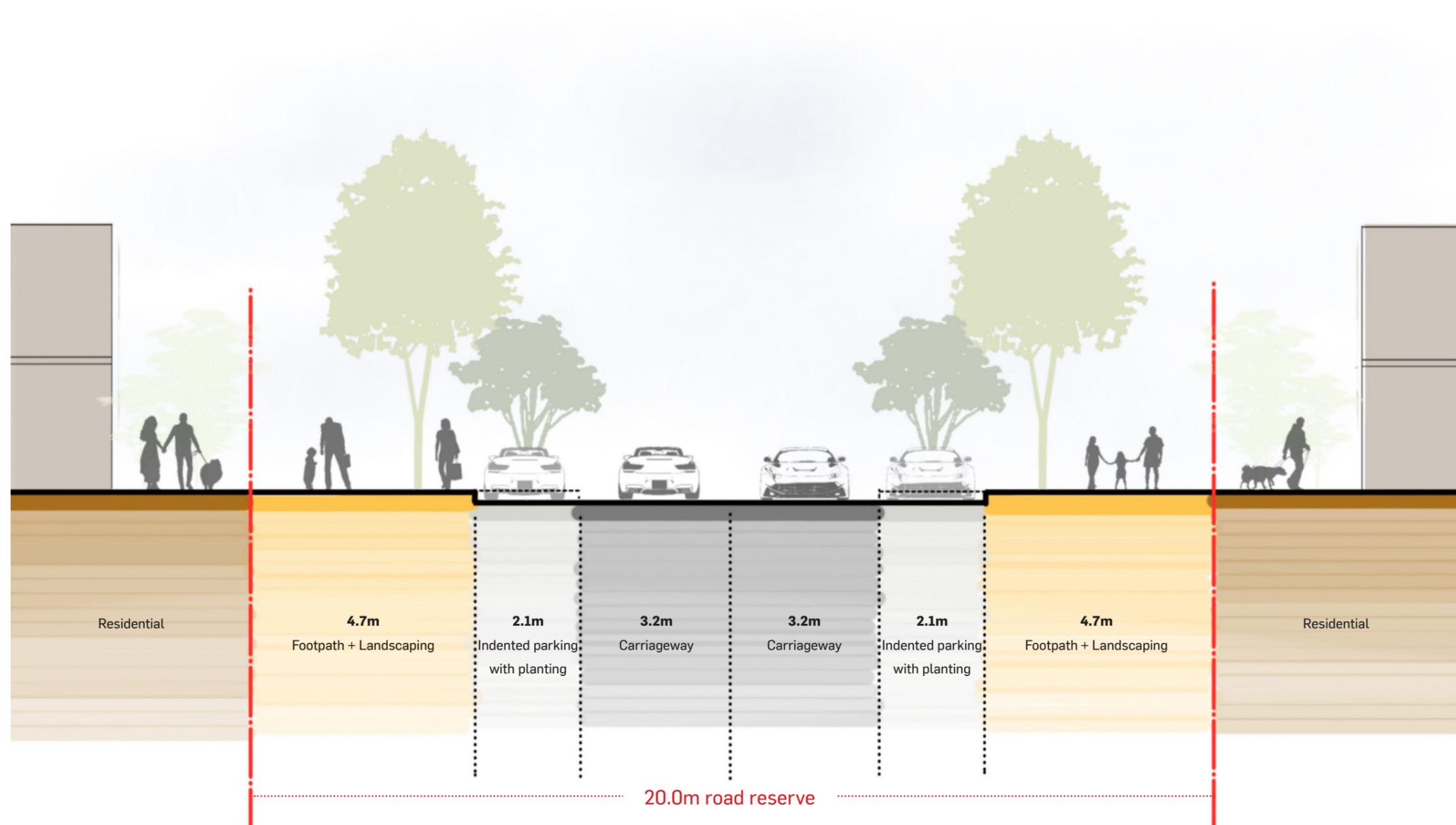
# Red Gum Gully Way (East of Edgars Road)



Note: Cross section subject to further minor changes



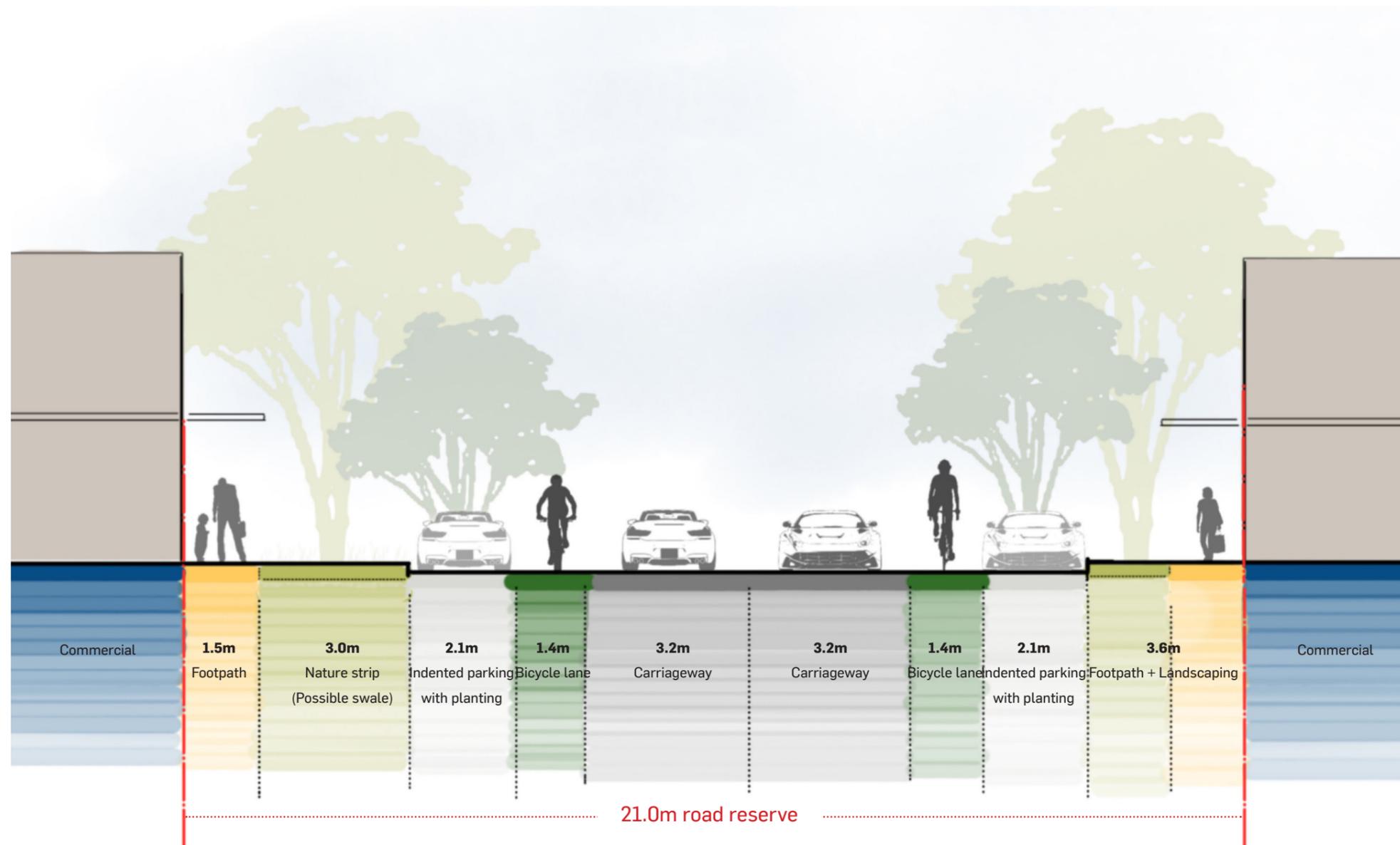
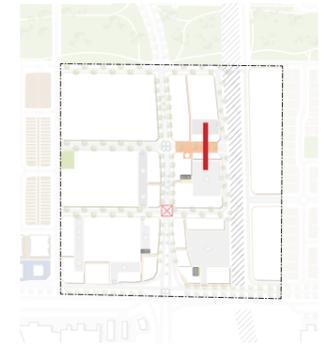
# Alluvial Drive (West of Edgars Road)



Note: Cross section subject to further minor changes



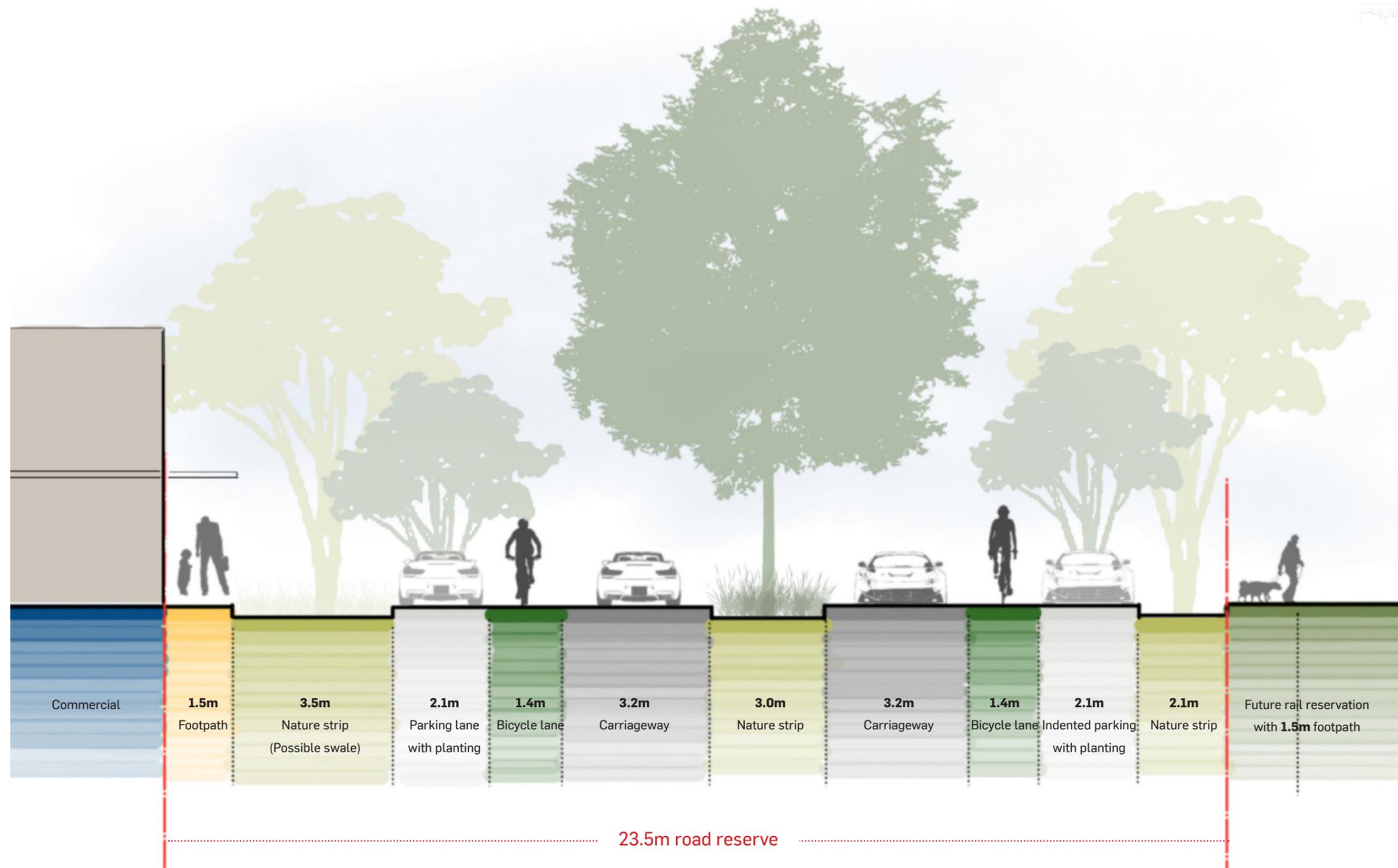
# Alluvial Drive (East of Edgars Road)



Note: Cross section subject to further minor changes



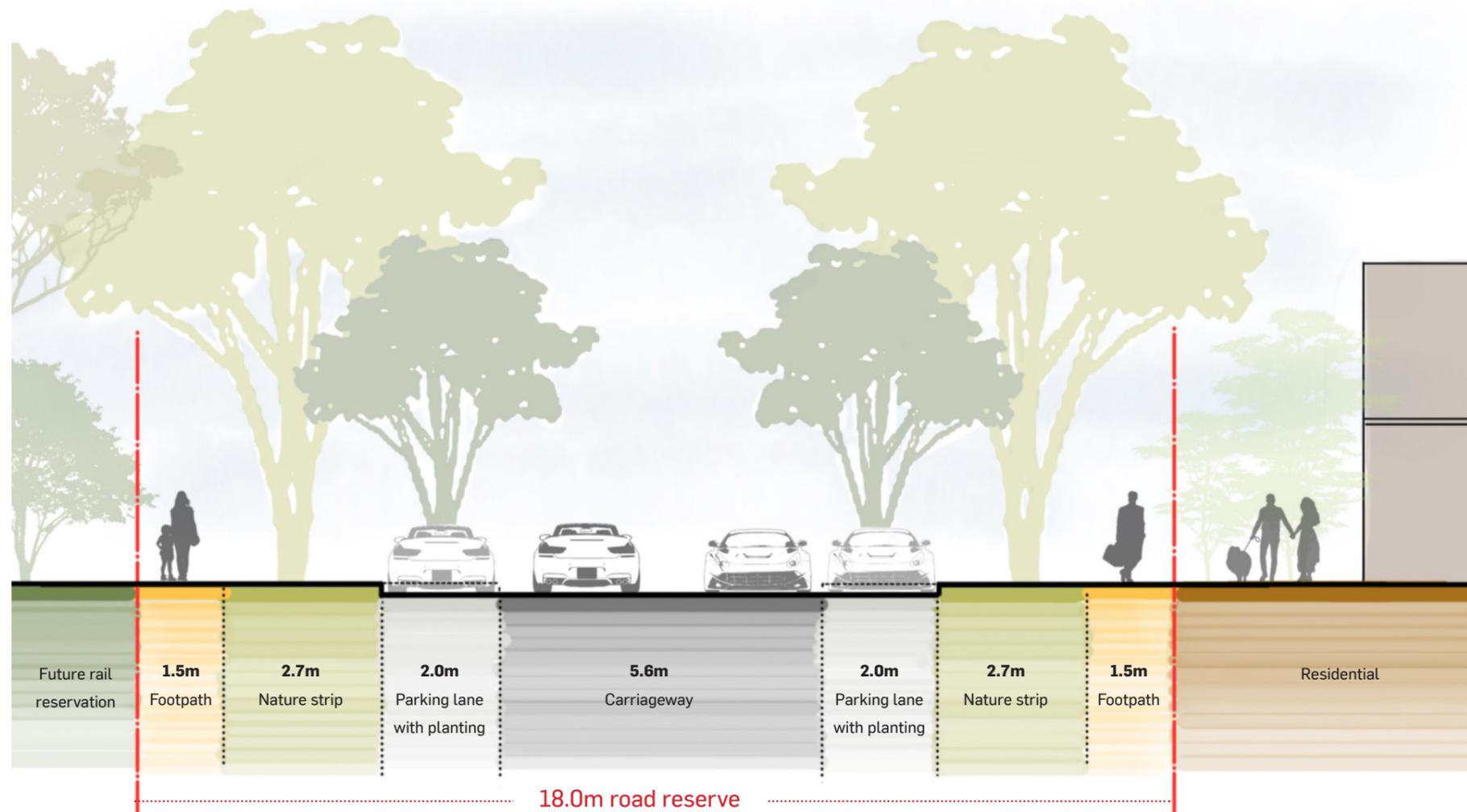
# Road along the West of Rail Corridor



Note: Cross section subject to further minor changes



# Berrigan Street



Note: Cross section subject to further minor changes



# 05 Appendix



# Appendix 1: Retail Needs Assessment Summary (Macroplan, August 2025)

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- This report presents a retail needs assessment in relation to an identified subject site at 180N O'Herns Road and 188M O'Herns Road, Epping VIC 3076.
- This assessment seeks to understand the underlying market conditions affecting the need for retail provision at the subject site. It assesses the trade area likely served by the subject site, the current and future population and retail expenditure capacity, against current and future supply to identify the potential needs at the subject site.
- This assessment also evaluates opportunities for non-retail uses, with a focus on identifying prospective tenants that could occupy the centre to address unmet demand in the market and strengthen the overall retail mix.
- The subject site has been designated for the future Aurora Southern Town Centre development, which will be spread across the two lots of the subject site, with land being earmarked for a variety of uses including residential, major retail, commercial and mixed-use development. Two development plans have already been prepared and endorsed by the City of Whittlesea Council, with the first plan being endorsed in 2003, and the second plan being endorsed in 2007 and further amended in 2016.
- The main trade area has been defined to include one primary and two secondary sectors. The primary sector is bound by O'Herns Rd in the south, Rockfield St in the north and the Hume Fwy in the west. The secondary northeast sector extends from the primary sector, northeast to Harvest Home Rd and Epping Rd and the secondary northwest sector extends from the primary sector, northwest to Harvest Home Rd and the Hume Fwy.
- In 2025, the main trade area population is estimated at 12,702 people, including 1,610 residents within the primary sector. The population of the main trade area is projected to reach 14,216 by 2031, 16,098 by 2041 and 16,316 by 2051.
- The total level of retail expenditure per person for the trade area population in 2025 is estimated at \$16,718, 11.3% below the Greater Melbourne average. Within this, expenditure on food and non-food retail are 11.5% and 11.3% below benchmark respectively.
- Within the food category, expenditure on food catering is estimated at \$2,596 per person, 13.1% below Greater Melbourne. Expenditure on fresh food is \$2,405 (-12.0%) and packaged liquor is \$772 (-16.6%).
- Within the non-food category, expenditure on household goods is estimated at \$2,873 (-8.3%), followed by apparel (\$1,672; -9.2%) and general retail (\$1,548; -9.7%).
- The total available retail expenditure within the trade area is projected to grow from \$211.9 million in 2025 to \$453.2 million by 2041 and \$642.4 by 2051, reflecting an average annual growth rate of 4.5%. Primary sector expenditure is estimated to grow from \$26.4 million to \$158.2 million across the same period (8.0% per annum).
- The main trade area currently has Epping North Shopping Centre (5,390 sq.m) and Aurora Village (8,600 sq.m). We note that the Aurora Northern Town Centre Development Plan (updated 2016) called for 6,500 sq.m at Aurora Village, with the actual centre providing an additional 2,100 sq.m of retail floorspace against that previously envisaged. Beyond the trade area, the largest offering is Pacific Epping Shopping Centre, a centre of an estimated 57,630 sq.m which contains a Coles, Woolworths, ALDI and discount department stores. Future retail facilities are expected to consist of Lumina Central, a centre estimated at 13,100 sq.m and located 3km from the subject site.
- The retail floorspace demand by residents in the main trade area is estimated at 27,722 sq.m in 2025. Within this, FLG floorspace demand is estimated at 7,870 and food catering at 4,114 sq.m. Total demand for floorspace is expected to rise to 36,065 sq.m by 2041 and 37,471 sq.m by 2051.
- Up to 1,679 sq.m of total retail floorspace is supportable at the subject site in 2025, specifically up to 1,013 sq.m of food, liquor and groceries and 666 sq.m of other retail categories.
- A review of demand for non-retail uses including a medical centre, childcare centre, fitness centre and commercial floorspace suggested an additional 8,250 sq.m of non-retail floorspace is supportable.
- The above assessment indicates an allocation of approximately 10,500 sq.m floorspace in the Precinct Plan for retail and non-retail uses is appropriate.

## Appendix 2: Housing Diversity Study Summary (*Macroplan, August 2025*)

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- This report has been prepared by Macroplan to assess the suitability of the increased residential land use proposed in the Precinct Plan, relative to the approved Aurora Southern Town Centre Development Plan, by identifying any gaps in total dwelling numbers, dwelling types, and overall dwelling mix.
- For analysis purposes, a Study Area catchment has been defined in the context of the subject site. The current demographic and dwelling profiles in the Study Area present a typical picture of a greenfield growth area with relatively young age profile, large share of family households, predominant detached housing typologies and high levels of home ownership with a mortgage.
- The number of households in the Study Area is expected to almost double between 2021 and 2036 with total households expected to reach 31,006 in 2036. Over the 2021-2036 forecast period, household composition is expected to remain consistent with couple family with children remaining the dominant household type making up around half of households. Total household sizes are forecast to remain well above the metropolitan average with around three persons per household projected.
- Intercensal dwelling data indicates that there is a clear trend towards medium density and away from detached houses across Melbourne. This is, with high confidence, due to the relative affordability of medium to high density housing typologies as opposed to product demand for these typologies, as evidenced by vacancy and movements in house and unit prices over the past decade.
- It is known that the low rate of demand for apartment living amongst Victorians limits their development viability significantly. This assertion is supported by a study undertaken by the Centre for International Economics (CIE) in 2022 as part of research for Infrastructure Victoria's Research Report "Our home choices: how more housing options can make better use of Victoria's existing infrastructure". The survey of 6,000 Victorians showed appetite for apartments in Melbourne's outer and growth areas was extremely low. Just 1.6% of survey respondents chose 1-2 bedroom apartments in outer suburbs as their preferred location and dwelling type at prevailing prices followed by 0.3% in growth areas. A negligible 0.1-0.3% selected 3+ bedroom apartments in either of those locations.
- There is distinct gap in house and unit prices in Epping and Wollert (30%-40%) in favour of houses. This presents a clear opportunity to improve affordability outcomes in the Study Area through the delivery of more units. However, it is clear from the results of the CIE survey that product typology is critical, as not all higher density dwelling types are suited to the preferences of outer suburban markets, regardless of affordability.
- High apartment construction costs (\$2,929/sqm more than separate houses, \$2,185/sqm more than townhouses), long delivery timeframes, high risk profiles and low buyer appetite—particularly among families—mean that apartment developments are rarely viable. It is important to recognise that if a project is not financially viable, a developer simply won't proceed, evidenced recently by the plummeting delivery of apartments across Melbourne.
- The Department of Transport and Planning (DTP) have advised there are no formal plans to deliver the proposed rail line. Even initial scoping studies are not on the horizon. While DTP expects the corridor will be required for transport purposes in the longer term, they have emphasised that the timing and specific use will be subject to future Government decisions. It is therefore unreasonable to factor in any density considerations at this time, as it will not be in operation at any point during the development cycle of Aurora Southern Town Centre, or within a reasonable timeframe thereafter, and will play no role in demand considerations.
- Strictly allocating land for apartments—particularly in areas where demand and feasibility are low and infrastructure intentions remain uncertain, is unrealistic and creates a high risk of creating undevelopable sites which could instead deliver medium density, further delaying housing delivery and compounding Australia's affordability challenges. A more flexible, market-responsive approach will be key to ensuring housing supply keeps pace with community needs.
- Government policy supports higher density development as a means to accommodate population growth while reducing the need for outward land expansion—an essential aim within Melbourne's urban growth boundary. The core objective is not simply to increase the number of dwellings, but to concentrate population in a more efficient urban footprint.
- In the City of Whittlesea, the capacity to deliver higher density apartments is constrained by challenging ground conditions—particularly the rocky subsurface, which makes the construction of deep basements prohibitively expensive. As a result, on-grade parking becomes necessary. This can be delivered either across multiple levels—which significantly increases building height and cost—or are single level across larger surface areas, which limits the number of dwellings that can be accommodated. The latter scenario typically generates a population comparable to townhouses.
- The proposed precinct plan assumes the delivery of townhouses and a small number of apartments with a dwelling density of between 34 dwellings per hectare - expected to be achievable, higher than the average across the broader Aurora PSP and the requirement under the Development Plan (27 lots/ha for high density areas). This indicates that the omission of apartments is not a limitation, as the centre significantly exceeds the required density and is likely to support population densities comparable to low-rise apartments with at-grade parking, while also being more affordable given lower delivery risks and up-front development costs.

## Appendix 2: Housing Diversity Study Summary *(Macroplan, August 2025)*

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- To meaningfully address affordability in greenfield areas and support faster pathways to home ownership, the focus should be on delivering more well-designed townhouses, that is, products comparable to separate houses but at a more affordable price point, for example, 2-4 bedroom townhouses. This style of dwelling would cater to residents across a broad range of age groups, living situations and life stages, providing established families who are currently renting or require a larger dwelling with more affordable options, while also providing couples with access to an affordable, adequately sized dwelling that is future proofed when considering having children. Additionally, this product typology is attractive to developers due to its significantly higher profit potential compared to apartments. As a result, it is more likely to be delivered to market in a timely manner.
- To ensure the available land is used efficiently and not underutilised, Macroplan recommends maximising the delivery of townhouses in this current development cycle, and leaving consideration of apartments to within a reasonable timeframe of the development of the rail corridor (i.e. when a date of operation is firm).

## Appendix 3: Cultural Heritage Advice Summary (*Biosis, September 2025*)

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This letter prepared by Biosis outlines an assessment of requirements and existing approvals under the Aboriginal Heritage Act 2006. As part of the assessment a review of Aboriginal heritage records and reports was undertaken by submitting an access query to the Victorian Aboriginal Heritage Register. First Peoples State Relations allocated the application reference number 15800 to this request.

The Southern Town Centre is covered in part by two CHMPs undertaken for Development Victoria – CHMP 10329 Section C, Aurora Estate, and CHMP 10647 Section D and Balance of Aurora. There are also two other CHMPs related to works along O'Hern's Road - CHMP 13553 Epping Branch Sewer Stage 4B Project, and CHMP 14428 Road Duplication at O'Herns Road, Epping.

Under the Aboriginal Heritage Act, a CHMP is mandatory where an activity is within an area of cultural heritage sensitivity and is defined as a high impact activity. In the case of the property at 180N and 188M O'Herns Road, Epping, this requirement has been met by the approved CHMPs 10647 and 10329. The proposed activity on this property is consistent with the description in these CHMPs. No further approvals are required under the Aboriginal Heritage Act, as long as the Cultural Heritage Awareness condition and the contingency measures for the discovery of unexpected cultural material (and human remains) in the CHMPs are fulfilled.

## Appendix 4: Flora & Fauna Assessment Summary (*Ecology & Heritage, October 2025*)

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The purpose of this assessment was to identify the extent and type of native vegetation present within the study area and to determine the likely presence of significant flora and fauna species and/or ecological communities.

Ecology and Heritage Partners identified several patches of native vegetation and four small scattered native trees within the study area. The remainder of the study area comprised introduced and planted vegetation, present as pasture grass, grasses common of highly urbanised landscapes and amenity plantings. Ecology and Heritage noted that the study area is likely periodically mown as machinery equipment tracks were present throughout the study area. Thirty-seven (37) flora species were observed within the study area, including 11 indigenous and 26 nonindigenous species.

Native vegetation in the study area is representative of Plains Grassy Woodland (EVC 55\_61). All four identified patches of Plains Grassy Woodland were in poor condition.

The significance assessment of flora found there was eight (8) nationally significant (i.e. under the EPBC Act) and 39 State significant (i.e. under the FFG Act) flora species that have previously been recorded within 10 kilometres of the study area (DEECA 2025) an additional 13 nationally significant species which have not been previously recorded but have the potential to occur in the locality were also nominated in the PMST (DCCEEW 2025). Of these species, there is low quality suitable habitat within the northwestern portion of the study area for Matted Flax-lily (Status: Listed as Endangered under the EPBC Act and Critically Endangered under the FFG Act). Although there are several records of other significant flora species within the locality, including Western Golden-tip, Pale-flower, Crane's-bill and Curly Sedge, these specimens are located within higher quality grassland remnants, not subject to disturbance events such as periodic mowing. Furthermore, Curly Sedge occurs along or adjacent to watercourses. Given the absence of these habitats within and immediately adjacent to the study area, it is unlikely that these species, or any other significant flora species are present within the study area.

The significance assessment of fauna found 23 nationally significant (i.e. under the EPBC Act) and 38 State significant (i.e. under the FFG Act) fauna species have previously been recorded within 10 kilometres of the study area (DEECA 2025d). An additional 15 nationally significant species which have not been previously recorded but have the potential to occur in the locality were also nominated in the PMST (DCCEEW 2025). Of these species, there is low-quality habitat within the study area for Golden Sun Moth by way of secondary grasslands and areas with Chilean Needle-grass. Golden Sun Moth has been extensively recorded throughout the locality and as part of the existing EPBC Approval for the Aurora Development (of which the study area is a small part of), conservation reserves have been established to protect and manage areas of Golden Sun Moth habitat (Biosis 2025). Although there are several records of other significant fauna species within the locality, including Black Falcon, Growling Grass Frog and Latham's Snipe, no suitable habitat for these species or any other significant fauna species was present within the study area. Vegetation

within the study area did not meet the condition thresholds that define any national or State-significant vegetation communities due to the absence of key indicator species and high cover of exotic vegetation.

The study area falls within Location 2 (as defined by the Guidelines [DELWP 2017]) and, as per Table 8 of the Assessors Handbook: Future applications to remove, destroy or lop native vegetation (DEECA 2025g), a small extent of native vegetation is expected to be removed (i.e. less than 0.5 hectares), when the site is developed. These losses would be associated with vegetation containing a moderate-high Strategic Biodiversity Value (i.e. 0.410 – 0.730) and the condition score of the vegetation is in the low range (i.e. 0.100 – 0.200). In the context of the local and regional scale, any future proposal to remove native vegetation is not considered significant given the extent of native vegetation which has already been retained and enhanced as per the Aurora Conservation Management Plan (Biosis Research Pty Ltd 2008) within the Aurora development. The offset requirements for native vegetation removal when the site is fully developed are 0.063 General Habitat Units.

### **The report details key legislation and its potential implications for the site including:**

- Environment Protection and Biodiversity Conservation Act 1999 – Development within the study area resulting in the removal of native vegetation, site clearing and broad-scale earthworks was approved under the EPBC Act on 17 March 2019 (EPBC2007/3524). This approval allows for the removal of suitable habitats for protected species within the study area without the need for any additional approval.
- Flora and Fauna Guarantee Act 1988 - There are no confirmed records of species or ecological communities listed as Threatened or Protected under the FFG Act within the study area.
- Planning and Environment Act 1987 – There is an identified 0.314 hectares of native vegetation that is potentially impacted, assuming the development proposed under the Precinct Plan occurs. As such, any permit application falls under the Intermediate assessment pathway. The offset requirement for any native vegetation removal is 0.063 General Habitat Units. A planning permit from the City of Whittlesea is noted as being required to remove, destroy or lop any native vegetation under Clause 52.17 and Clause 42.02 (VPO2).
- Catchment and Land Protection Act 1994 – 10 weed species listed under the CaLP Act were recorded in the study area. These noxious weeds will need to be appropriately controlled throughout the study area.

## Appendix 4: Flora & Fauna Assessment Summary (*Ecology & Heritage, October 2025*)

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- Wildlife Act 1975 - Any persons engaged to conduct salvage and relocation or general handling of terrestrial fauna species must hold a current Management Authorisation.
- Recommended measures for future development to mitigate impacts upon terrestrial values present within the study area include:
- Ensure that best practice sedimentation and pollution control measures are undertaken at all times, in accordance with Environment Protection Authority (EPA) guidelines where relevant (e.g. EPA 2020; EPA 2023; Victorian Stormwater Committee 1999) to prevent offsite impacts to waterways and wetlands; and,
- As indigenous flora provides valuable habitat for indigenous fauna, it is recommended that any landscape plantings that are undertaken as part of the proposed works are conducted using indigenous species sourced from a local provenance that align with the modelled 1750 EVC present on site, rather than exotic deciduous trees and shrubs.

## Appendix 5: Infrastructure & Drainage Report Summary *(Millar Merrigan, October 2025)*

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Millar Merrigan completed an Infrastructure and Drainage Assessment which investigates existing access, drainage and servicing infrastructure required to support the development of the sites at 180N & 188M O'Herns Road, Epping.

### The key findings detailed within this report are as follows:

- The proposed superlot subdivision is suitable when considering surrounding infrastructure.
- The proposed drainage strategy for the site intends for existing piped systems to cater for minor flows and the future integration of road reserves to effectively manage major flow events. Preliminary assessments indicate that the existing infrastructure has sufficient capacity to convey the flows which are to be discharged from the proposed superlot subdivision.
- Based on provided servicing information, the subject sites have access to water, sewer, electricity, and telecommunications. These appear to have sufficient capacity to cater for the superlot subdivision.
- There is existing sewer and water infrastructure within the development site. Yarra Valley Water has also considered development of the subject site with multiple potential connection points identified. Surrounding sewer and water assets currently support the intended development. It is evident that assets have been setup with future development in mind, therefore the subject site can be serviced with the current infrastructure available.
- Existing gas services are local to the subject site, however, it is understood that future connection to gas will not be permitted and hence is not discussed in detail within the report.
- Servicing electricity to the proposed superlot subdivision is believed to be feasible from analysis of available information. Appropriate consultation is to be undertaken during detail design stage.
- Telecommunication assets are located within the periphery of the site. There are several points of connection to service the intended development.
- Road infrastructure local to 188M and 180N O'Herns Road has been designed and constructed with consideration of future development. The proposed superlot subdivision will be sufficiently catered for within the current road networks.

Millar Merrigan conclude there is sufficient infrastructure within and neighbouring 188M and 180N O'Herns Road to cater for the proposed superlot subdivision. The infrastructure delivered as part of the preceding subdivision have been well set up to cater for the proposed superlot subdivision with flexibility in mind, allowing for logical and practical future design responses as individual superlots are developed.

## Appendix 6: Traffic Engineering Assessment Summary *(Traffix Group, September 2025)*

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Traffix Group undertook a traffic engineering assessment for the proposed subdivision. Traffix referred to the Aurora Development Plan where appropriate as it outlines street hierarchies including intent such as pedestrian priority and bus capability. Additionally, the Aurora South Town Centre Precinct Plan prepared by ClarkeHopkinsClarke was used by Traffix to inform a detailed assessment.

### **The key findings detailed within this report include:**

- The proposed road layout and connections to the arterial road network, including the traffic signals along Edgars Road, is consistent with the Aurora Development Plan and the existing nature of Edgars Road.
- The road cross sections detailed within the subdivision plan is generally consistent with the requirements set out in the Aurora Development Plan. Traffix are satisfied that where variation from the Development Plan occurs there is adequate justification to do so.
- The proposed vehicle access to each of the 12 lots is appropriate and generally consistent with the intent of the Aurora Development Plan.
- All internal access, car parking and loading is appropriate to consider when planning for each individual land parcels.
- The road network is adequately designed to accommodate the bus route as required under the Aurora Development Plan, the level of traffic which will be generated by the development has been appropriately considered when planning for the Aurora Development Plan, and does not need to be reconsidered at this stage.

## Appendix 7: Letter from Department of Transport (*August 2025*)

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This email is a response to Brian Haratsis' request for information on the status of the proposed station at Aurora South.

Department of Transport and Planning responds to Brian that "At this stage we don't have detailed work completed that can inform land requirements for future transport needs within the Wollert Transit Corridor. I can confirm that DTP expects to require the corridor in the longer term for transport purposes. Exact timing and use will be subject to future Government decisions."

Clarke  
Hopkins  
Clarke

macroplan



*City of*  
Whittlesea