

Urban Design and Landscape Plan

Eastern Busway – Doncaster Park and Ride

BIG BUILD
EASTERN BUSWAY

PLANNING AND ENVIRONMENT ACT 1987

MANNINGHAM PLANNING SCHEME

CONDITION 4.9 OF THE NORTH EAST LINK PROJECT INCORPORATED
DOCUMENT DECEMBER 2019 (AMENDED 2023)

ENDORSED REPORT

SHEET 1 OF 152

SIGNED

Garth Wain
FOR
MINISTER FOR PLANNING

DATE: 05/05/2025



Artist impression – indicative only

Acknowledgement

Major Road Projects Victoria wishes to acknowledge the Wurundjeri Woi-wurrung people as the Traditional Owners of the land on which our work takes place.

We pay our respects to ancestors and Elders, both past and present. We value and respect the deep connection the Wurundjeri Woi-wurrung people have to Country; embedding their local knowledge is critical to the sustainability and health of the land and the environment. We also acknowledge Aboriginal and Torres Strait Islander Peoples as the Traditional Custodians and First Nations Peoples of Australia.

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Artistic renderings and images indicatively show new permanent above-ground buildings and structures proposed by the Project. They are provided for context only and will not form part of the UDLP approval. Proposed landscaping is shown at maturity.

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Abbreviations

Term	Meaning
CEMP	Construction Environmental Management Plan
CHMP	Cultural Heritage Management Plan
CPTED	Crime Prevention Through Environmental Design
CWD	Corridor Wide Design
DDA	<i>Disability Discrimination Act 1992</i>
DTP	Department of Transport and Planning
EE Act	<i>Environment Effects Act 1978</i>
EES	Environment Effects Statement
EMF	Environmental Management Framework
EPRs	Environmental Performance Requirements
EVCs	Ecological Vegetation Classes
Incorporated Document	North East Link Project (NELP) Incorporated Document (December 2019, amended September 2023)
IS	Infrastructure Sustainability [Council]
ITS	Intelligent Transport System
MPRV	Major Road Projects Victoria
NELP	North East Link Project
OEMP	Operational Environmental Management Plan
P & E Act	<i>Planning and Environment Act 1987</i>
PRS	Project Requirements Specification
RAP	Registered Aboriginal Party
SCO	Specific Controls Overlay
SMP	Spoil Management Plan
SuMP	Sustainability Management Plan
SUP	Shared Use Path
UDAP	Urban Design Advisory Panel
UDLP	Urban Design and Landscape Plan
UDS	North East Link Urban Design Strategy
WSUD	Water Sensitive Urban Design
WWCHAC	Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation

Notes

- The term ‘North East Link Project’ as defined in the North East Link Project (NELP) Incorporated Document (December 2019, amended September 2023) (Incorporated Document) refers to four interrelated projects being delivered by Major Road Projects Victoria (MPRV). These are North East Link, the M80 Ring Road Completion, Eastern Freeway Upgrades and Eastern Busway (including park and rides at Bulleen and Doncaster).
- The term ‘Eastern Busway’ used in this UDLP replaces the term ‘Doncaster Busway’ originally used in the 2019 North East Link Environment Effects Statement (EES) and refers to the express busway along the upgraded Eastern Freeway.
- The term ‘Project’ in this UDLP refers to the scope of works associated with an upgraded Doncaster Park and Ride; and the ‘Project Area’ refers to the area subject to this UDLP.

Design Development

The term ‘design development’ when used throughout the UDLP typically refers to the following process:

- The design development involves improving the level of detail rather than the basis for re-design.
- The design will be developed from a technical documentation perspective from Preliminary Design (PD), Detailed Design (DD), Final Design (FD) through to Issue For Construction (IFC). This process includes consultation with the relevant key stakeholders and asset owners.
- The refinement of the design is to be consistent with the UDLP, the UDS and EPR requirements.
- As part of this design process, consultation will occur as required with the relevant key stakeholders, including UDAP, councils, affected residents, and authorities.
- The relevant flood plain manager, drainage authority or asset owner (typically Melbourne Water) will participate in consultation (where required) during the design development process and any relevant acceptances will be obtained in accordance with EPR requirements.
- If design development results in changes that are not generally in accordance with endorsed documents, an amendment would be required with an amended UDLP to be submitted to the Minister for Planning for consideration, in accordance with conditions 4.9.8 and 4.9.9 of the Incorporated Document.
- Additional information will be obtained and analysed throughout this design process to inform the design such as site investigations and technical assessments.

Artistic renderings and images indicatively show new permanent above-ground buildings and structures proposed by the Project. They are provided for context only and will not form part of the UDLP approval. Proposed landscaping is shown at maturity.

Urban Design and Landscape Plan

UDLP Submission

Time for submission	Review period	Update or revision interval
Prior to the commencement of development of permanent above-ground buildings or structures (excluding preparatory buildings and works under Clause 4.13 of the North East Link Project Incorporated Document), Urban Design and Landscape Plans (UDLPs) must be prepared to the satisfaction of the Minister for Planning.	Review and Approval	Review and Approval

Review and approval

A UDLP may be amended from time to time, to the satisfaction of the Minister for Planning. The Minister for Planning must require an application for approval of an amendment to a UDLP to comply with the requirements of Clause 4.9.2, Clause 4.9.3, Clause 4.9.4 and Clause 4.9.5 of the Incorporated Document unless, in the opinion of the Minister, the proposed amendment:

- (a) would not result in a material detriment to any person; or a person who may suffer a material detriment as a result of the Minister’s approval of the amendment has already been consulted in respect of the proposed amendment; and
- (b) any proposed amendment does not involve any change to an approved Environmental Performance Requirement.

Applicability and validity

This UDLP applies to all Major Road Projects Victoria (MRPV) personnel, suppliers, subcontractors, consultants and representatives, whose scopes of work influence, contribute to or otherwise assist in, delivering the Project activities.

The current reviewed and approved version of this UDLP is available on the collaboration system for all project personnel to access. Downloaded documents are deemed uncontrolled and it is the responsibility of the user to ensure they are using the latest approved revision.

Document information	
Document title	Doncaster Park and Ride Urban Design and Landscape Plan (UDLP)
Document number	Revision 0

Document Control – Revision History

Revision number	Date	Description of change
A	09 May 2024	Draft 1
B	04 July 2024	Draft 2
C	29 August 2024	Draft 3
D	20 November 2024	Draft 4
0	31 January 2025	Issue for use

Foreword



The Eastern Busway is Melbourne's first dedicated express busway.

Eleven kilometres of separated bus lanes along the Eastern Freeway will improve travel times for more than six million bus trips a year and make it easier for people to catch faster, more frequent and reliable buses to and from the city.

An upgraded park and ride at Doncaster and a new park and ride at Bulleen will provide improved services for passengers, better connections for pedestrians and cyclists and double the number of car parking spaces for people using express bus services along the Eastern Freeway.

This Urban Design and Landscape Plan (UDLP) has been prepared by the contractor appointed to design and construct an upgraded Doncaster Park and Ride (the Project). It shows the design for an upgraded park and ride, including connection to the new Eastern Busway, new bus platforms, walking and cycling paths, a multi-level car park, a drop and go zone, a passenger services building, noise walls and other structures, and landscape design. It also provides a detailed assessment demonstrating how the design accords with the North East Link Urban Design Strategy (UDS) and complies with the Environmental Performance Requirements (EPRs) as outlined through relevant Project approval documents.

Key outcomes that will be facilitated through this UDLP include:

- connection between Doncaster Park and Ride and the new Eastern Busway to improve public transport travel times, service frequency and reliability in Melbourne's east
- construction of three bus platforms to provide space for additional bus service capacity
- improved access for buses and cars including:
 - a new multi-level car park with entry at Doncaster Road and exit at Hender Street, which will remove the need for cars to drive through the bus platform as they do today, improve safety, and ease congestion and queuing at the intersection of Doncaster Road and High Street
 - a new Drop and Go zone at Hender Street, which will make it quicker and easier for cars to drop off and collect passengers without the need to enter the park and ride.
- improved walking and cycling connections to Koonung Creek Trail, Doncaster Road and Hender Street; and provision of over 50 bike parking spaces including 26 secure Parkiteer spaces
- construction of a new passenger services building with a waiting lounge, assistance desk, public restrooms, and other amenities
- construction of a new multi-level car park with 435 car parking spaces (including 14 accessible spaces), 10 motorbike parking spaces, lifts and stairs
- a new forecourt linking pedestrians to the multi-level car park, Drop and Go zone, bus platforms, passenger services building, Parkiteer and new shared use paths
- preservation of a locally significant English oak tree (estimated to be between 100-150 years old) on Doncaster Road
- landscape design using native and indigenous trees and plants
- adoption of an Infrastructure Sustainability Rating (v2.1)
- incorporation of water sensitive urban design (WSUD) treatments such as a bioretention area and rainwater tanks
- incorporation of Indigenous design outcomes that embed Wurundjeri Woi-wurrung Traditional Owner cultural values in the design and delivery of the Project.

Exhibition of this UDLP to the public for inspection and comment was carried out between 4 and 24 September 2024 in accordance with the requirements of the Incorporated Document. Feedback received during the public exhibition process has been considered and responded to (as appropriate) in the finalisation of this UDLP prior to the submission to the Minister for Planning for approval.

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1. Introduction

1. Introduction

1.1 Project Background

As part of delivering a new dedicated busway along the Eastern Freeway (the Eastern Busway), Doncaster Park and Ride will be upgraded with a connection to the new busway lanes, new bus platforms, a multi-level car park and enhanced services for passengers.

The new Eastern Busway lanes, an upgraded park and ride at Doncaster and a new park and ride at Bulleen will make it easier for people to catch faster, more frequent and reliable buses to and from the city.

Eleven kilometres of dedicated bus lanes along the Eastern Freeway from Doncaster Road to Hoddle Street will allow for travel speeds of up to 100 km/h and cut travel times for more than six million express bus trips a year.

The Eastern Busway* will run along the north side of the Eastern Freeway, passing under Doncaster Road, Bulleen Road, Burke Road, Belford Road, Chandler Highway and Yarra Boulevard. At Chandler Highway, a flyover will split the city-bound busway lane to run along the south side of the freeway. Buses will be connected to the existing dedicated bus lanes on Hoddle Street using the Hoddle Street entry and exit ramps.

The upgraded park and ride at Doncaster and the new park and ride at Bulleen will double the number of car parking spaces for people using express bus services to and from the city. New and upgraded connections for pedestrians and cyclists at both park and rides will also make walking or riding a bicycle to catch a bus easier.

The upgraded Doncaster Park and Ride will not only service bus routes travelling along the Eastern Busway but also service local bus routes operating along Doncaster Road, where buses can enter the park and ride from Doncaster Road, pick up or drop off passengers at the designated bus stop and exit onto Doncaster Road without entering the Eastern Busway.

The Eastern Busway is being delivered by Major Road Projects Victoria (MRPV) as part of a major overhaul of the Eastern Freeway.

The Eastern Freeway Upgrades, together with the new Eastern Busway, will be delivered in stages.

A UDLP for the first stage of the Eastern Freeway Upgrades – Burke Road to Tram Road, including the new Eastern Busway lanes, was exhibited for public inspection and comment in October 2023 and approved in September 2024.

This UDLP is the next step in delivering the Eastern Busway.

Exhibiting a dedicated, site-specific UDLP for Doncaster Park and Ride is consistent with the approach for Bulleen Park and Ride, which also had a dedicated site-specific UDLP.

To bring design and construction works for the upgraded Eastern Freeway and new busway together, the same contractor has been appointed to design and construct the first stage of the Eastern Freeway Upgrades – Burke Road to Tram Road including the new Eastern Busway lanes and the upgraded Doncaster Park and Ride.

The remaining section of the Eastern Busway lanes between Burke Road and Hoddle Street will be delivered by appointed contractors who will design and construct the Eastern Freeway Upgrades – Hoddle Street to Burke Road. Designs for this section of the Eastern Busway are expected to be exhibited in 2025 after contractors are appointed.

The new Bulleen Park and Ride opened to passengers early in April 2023, ready for people to use while Doncaster Park and Ride is closed for upgrades.

The Eastern Freeway Upgrades and Eastern Busway are two of four city-shaping projects being delivered by Major Road Projects Victoria (MRPV) to improve travel in Melbourne's north and east.

The Eastern Busway, Eastern Freeway Upgrades, North East Link, and M80 Ring Road Completion will work together to reduce travel times, ease congestion and take trucks off local roads (Figure 1 and Figure 2).

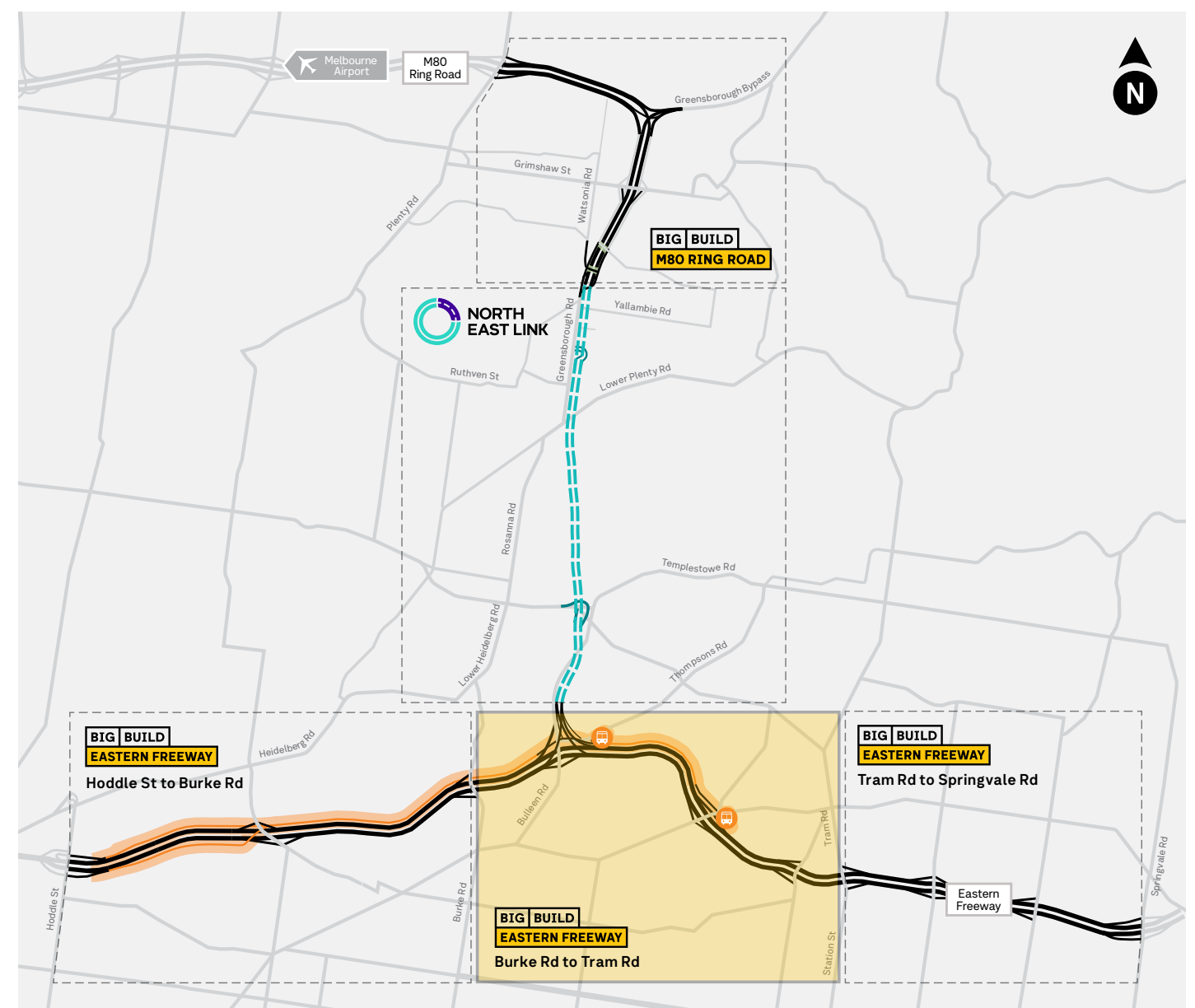


Figure 1: Eastern Busway, Eastern Freeway Upgrades, North East Link, and M80 Ring Road Completion

* In 2016, Infrastructure Victoria, Victoria's independent infrastructure advisors, released the state's first ever 30-year infrastructure strategy. It recommended upgrading the existing Doncaster Area Rapid Transit (DART) bus system to improve the reliability of bus services, support increased demand and provide a modern bus rapid transit system with dedicated lanes and upgraded boarding facilities. The Eastern Busway, together with the new and upgraded park and rides, is delivering on this recommendation.

1. Introduction

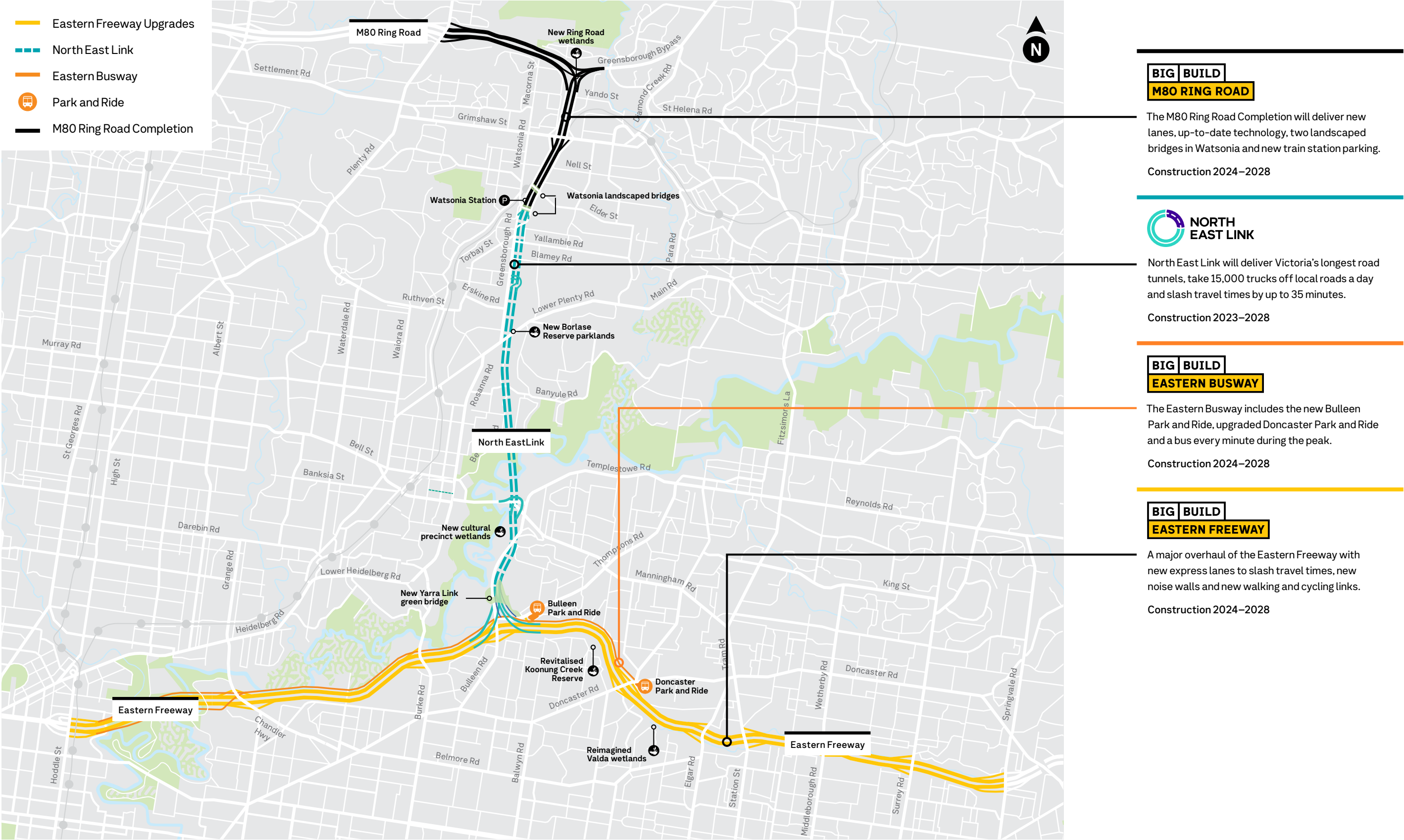


Figure 2: Project Map Overview (source: Big Build Victoria)

1. Introduction

1.1.1 Scope of this UDLP

This Urban Design and Landscape Plan (UDLP) provides the design for Doncaster Park and Ride (the Project).

The scope of this UDLP specifically includes the following:

- connection between Doncaster Park and Ride and the new Eastern Busway on the north side of the Eastern Freeway
- provision of three bus platforms to accommodate additional bus service capacity
- provision of a multi-level car park with 435 car parking spaces (including 14 accessible spaces), 10 motorbike parking spaces, lifts and stairs
- provision of a new passenger services building with a waiting lounge, a ticket office, public restrooms, and other amenities
- provision of a new Drop and Go zone at Hender Street, including one designated accessible parking space
- provision of a new forecourt linking pedestrians to the bus platforms, multi-level car park, Drop and Go zone, passenger services building, Parkiteer and new shared use paths
- improved walking and cycling connections to Koonung Creek Trail, Doncaster Road and Hender Street; and provision of over 50 bike parking spaces including 26 secure Parkiteer spaces
- provision of landscaping using native and indigenous trees and plants, and preservation of a locally significant English oak tree on Doncaster Road
- incorporation of water sensitive urban design (WSUD) treatments such as a bioretention area and rainwater tanks.

The area covered by this UDLP in the context of the broader North East Link Project is shown at Figure 1 and Figure 2 and indicated in Figure 3.



Figure 3: Eastern Busway, Doncaster Park and Ride, and Bulleen Park and Ride



Artist impression – indicative only

Figure 4: Doncaster Park and Ride – View from Hender Street/Gray Street Intersection looking north-west towards Eastern Freeway



Artist impression – indicative only

Figure 5: Pedestrian Crossing between Bus Platforms

1. Introduction

1.2 Purpose of this UDLP

The North East Link Project (NELP) Incorporated Document (December 2019, amended September 2023) (the Incorporated Document) provides the overarching planning approval for NELP, including the Eastern Busway and two park and rides. This document forms part of all council planning schemes that apply to land within the NEL Project boundaries and is implemented through a Specific Controls Overlay – Schedule 12 (SCO12).

The Incorporated Document includes a number of conditions and requirements that must be met in the detailed planning, design, construction and operation of NEL. Pursuant to Clause 4.9.1 of the Incorporated Document, an Urban Design and Landscape Plan (UDLP) is required to be prepared to the satisfaction of the Minister for Planning prior to the commencement of development for any permanent above-ground buildings or structures. As the proposed upgrades to Doncaster Park and Ride include permanent above-ground buildings, structures and other works, this requirement applies. A UDLP has been prepared forming part of the submission to the Minister for Planning for approval in accordance with Clause 4.9.3 of the Incorporated Document. Once approved, the use and development of these works must be carried out generally in accordance with the approved UDLPs.

The primary purpose of this UDLP is to detail the overarching urban design and landscape concept for the design, siting, and treatment for all permanent above-ground buildings, structures, and works forming part of the upgrades to Doncaster Park and Ride within the UDLP boundary. This UDLP also provides a detailed assessment of how the design is in accordance with the NEL Urban Design Strategy (UDS) and will comply with Environmental Performance Requirements (EPRs). As these documents form the framework and parameters for the design, construction, and management of the NEL Project, this is a requirement of the Incorporated Document.

Figure 6 outlines the environmental management and approvals process for the NEL Project.

This UDLP includes:

- an introduction to the Incorporated Document requirements and community consultation process (Section 2)
- an analysis of the site and context (Section 3)
- a description of the Project, design response and the Urban Design and Landscape Plan documents (Section 4)
- an assessment against design principles, objectives, and requirements of the NEL UDS demonstrating consistency (Section 5)
- an assessment against the EPRs demonstrating compliance (Section 6).

Public exhibition of this UDLP provided an opportunity for the community and stakeholders to view and comment on the UDLP, including design elements such as walking and cycling connectivity, building design, noise wall design, landscaping, and changes to local roads. Feedback received during public exhibition has been considered and responded to (as appropriate) in the finalisation of this UDLP forming part of the submission to the Minister for Planning for approval.

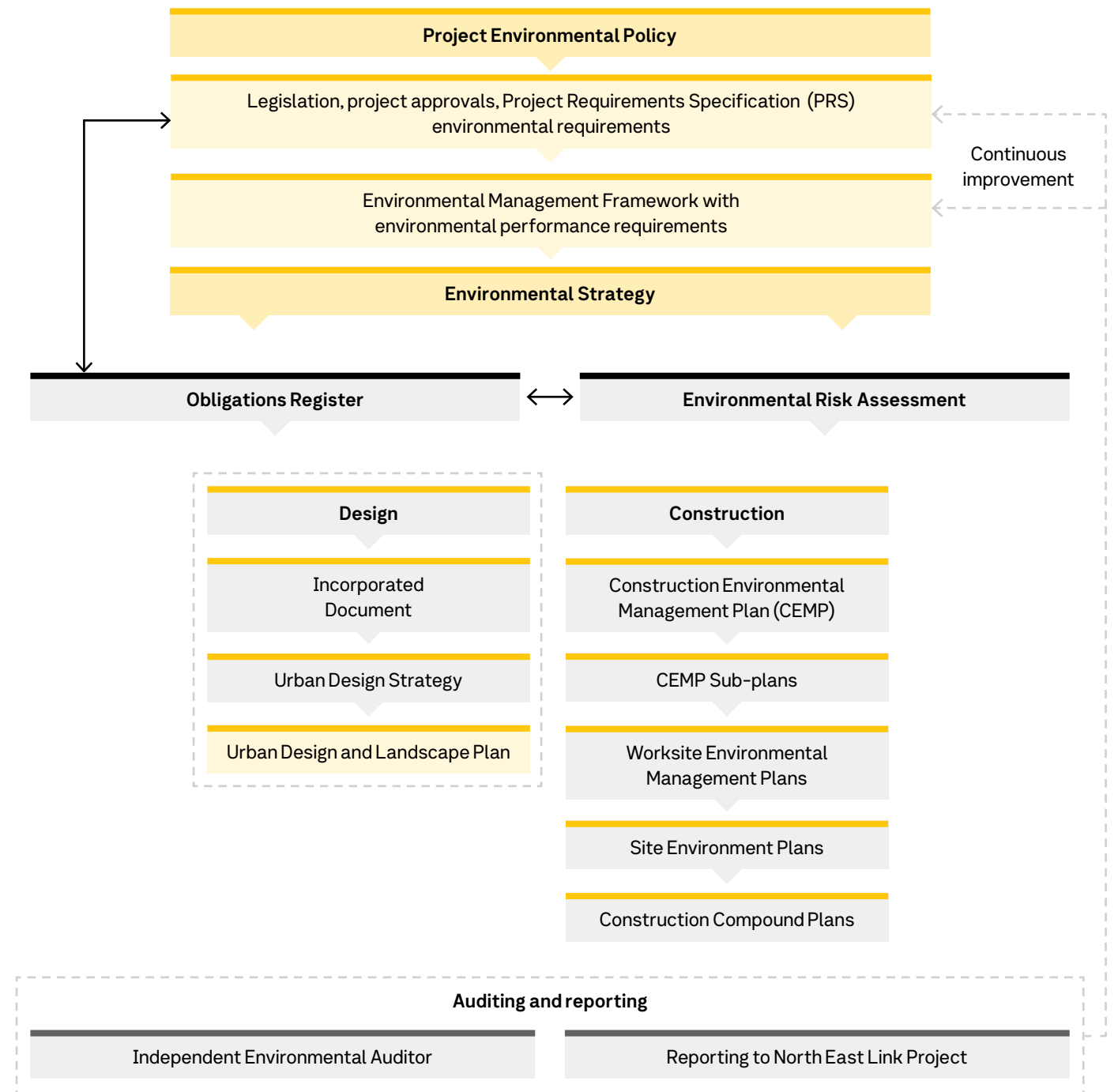


Figure 6: North East Link Project Environmental Management and Approvals Process

1. Introduction



1.3 Approvals

1.3.1 Project Approvals and Key Requirements

An Environment Effects Statement (EES) was prepared for NELP under the provision of the *Environment Effects Act 1978*. The EES process considered a wide range of potential environmental impacts associated with the NELP Reference Design and set out a comprehensive suite of EPRs detailing the minimum environmental outcomes the Project must achieve across its design, construction, and operational phases. The Minister for Planning released an assessment of the EES on 3 December 2019, which informed subsequent approval decisions including approval of the Incorporated Document.

The following environmental approvals have been obtained for NELP works:

- *Environment Protection and Biodiversity Conservation Act 1999* (Commonwealth) – NELP is a ‘Controlled Action’. Approval of EPBC 2018/8142 issued under Part 9 of the Act, dated 12 December 2019 and as varied on 28 August 2020 and 29 June 2021. The approval has several conditions to mitigate environmental impacts that must be undertaken in delivery of the Project

- *Planning and Environment Act 1987* – The gazettal of the Planning Scheme Amendment GC98 implements relevant amendments to the Banyule, Boroondara, Manningham, Nillumbik, Whitehorse, Whittlesea and Yarra planning schemes and facilitates NELP by:
 - applying the Specific Controls Overlay to land required for the Project and allowing the use and development of that land in accordance with the specific controls in the Incorporated Document (the requirements of the Incorporated Document are addressed in Section 2 of this UDLP)
 - applying the Design and Development Overlay to land in Banyule and Manningham to ensure new development does not compromise the structural integrity or operation of Project infrastructure.
- *Major Transport Projects Facilitation Act 2009* (MTPFA) – The Project Area for NELP was designated by the Minister for Planning under Section 95(2)(a) of the MTPFA by an order published in the Victorian Government Gazette on 5 February 2020. This approval facilitates the delivery of NELP by applying the delivery powers under the Act (excluding Parts 3 and 8 of the Act)
- *Aboriginal Heritage Act 2006* – Cultural Heritage Management Plan No. 15576 (NELP) as approved on 17 February 2020 and its subsequent amendments have assessed the potential impact of NELP on Aboriginal cultural heritage and provided measures to be undertaken to manage and protect Aboriginal cultural heritage.

The following plans have been prepared and approved by the Minister for Planning in accordance with the Incorporated Document and are relevant to this UDLP:

- NELP Environmental Management Framework (EMF), as required under Clause 4.5 of the Incorporated Document (including EPRs), was approved by the Minister for Planning on 9 February 2020 and amended on 21 July 2021 to reflect the *Environment Protection Amendment Act 2018* (Vic). This document provides EPRs, which are performance-based environmental standards and outcomes that apply to the design, construction, and operation of the Project (an assessment against the EPRs contained in the EMF is detailed in Section 6 of this UDLP)
- North East Link Urban Design Strategy (UDS), as required under Clause 4.8 of the Incorporated Document, was approved on 23 March 2020 (an assessment against the relevant objectives of the UDS is outlined in Section 5 of this UDLP).

1. Introduction

1.3.2 Approved North East Link UDLPs

The following UDLPs have been approved under the Incorporated Document:

- Bulleen Park and Ride UDLP, approved on 28 March 2021
- Watsonia Station Telecommunications Facility Relocation UDLP, approved on 10 September 2021
- M80 Interchange Telecommunications Facility Relocation UDLP, approved on 17 May 2022
- North East Link Tunnels UDLP, approved on 3 February 2023
- Eastern Freeway Upgrades – Burke Road to Tram Road UDLP, approved on 9 September 2024
- M80 Ring Road Completion UDLP, approved on 27 September 2024.

The location and extent of this UDLP in the context of the previously approved UDLPs outlined above is indicated in Figure 7, which also shows the indicative extents of other NELP UDLPs subject to future design and approval.

As per Clause 4.9.9 of the Incorporated Document, the use and development of Project works must be generally in accordance with the approved UDLPs. This provision allows for minor refinements and improvements to the concept design presented within a UDLP; final engineering and landscape design can be incorporated following detailed design investigation and technical analysis. This prevents material changes to the underlying design concepts and outcomes occurring without further approvals.

Details of the works approved under these UDLPs, including links to the full documents, are publicly available on the Victorian Government Big Build website <https://bigbuild.vic.gov.au>

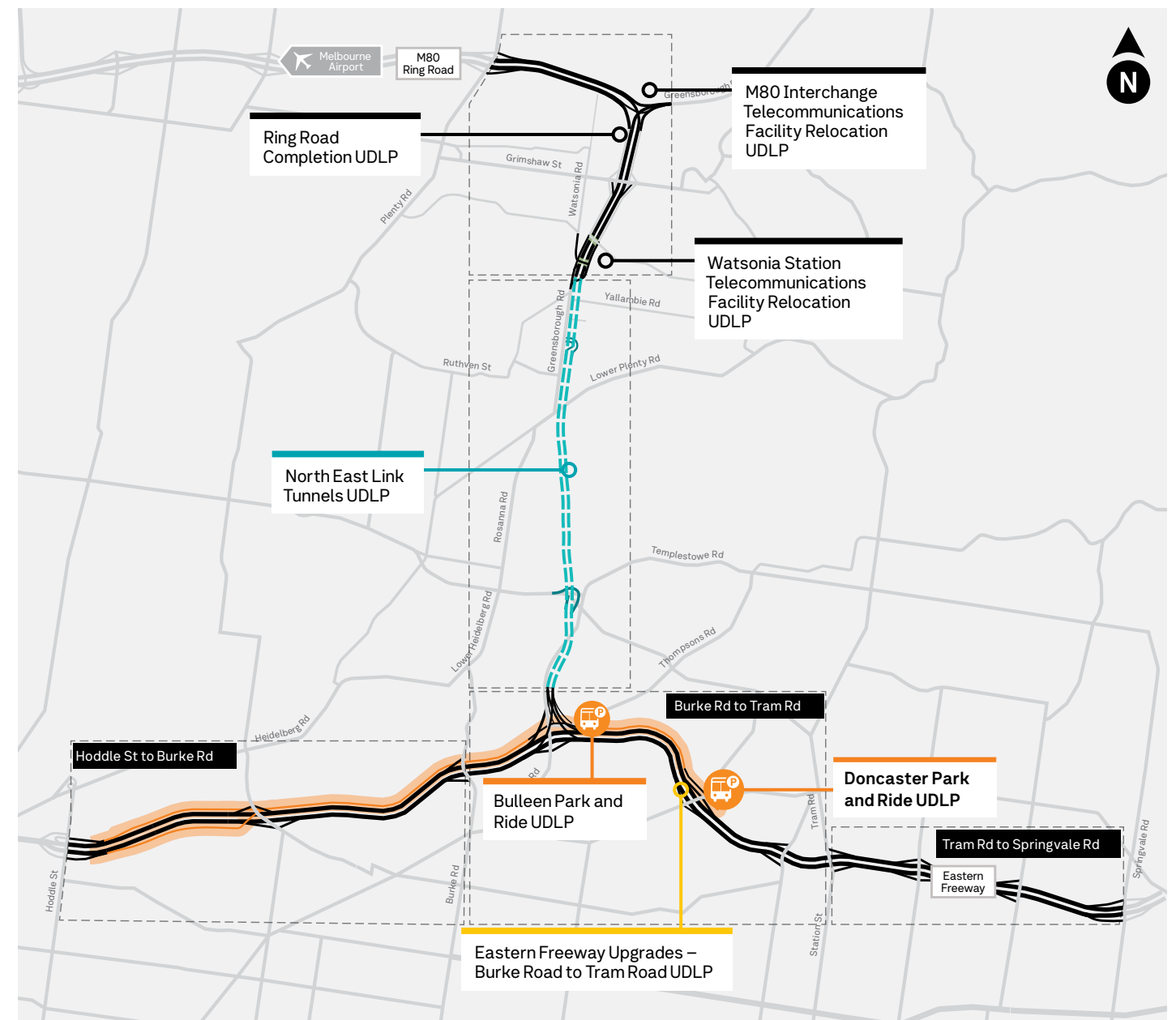


Figure 7: Doncaster Park and Ride UDLP and other NELP UDLPs Approved

1. Introduction

1.3.3 Eastern Freeway Upgrades – Burke Road to Tram Road UDLP

The Eastern Freeway Upgrades – Burke Road to Tram Road UDLP provided the design for the Freeway upgrades between Burke Road and Tram Road and associated infrastructure, structure, and landscape design.

Key aspects of the Eastern Freeway Upgrades – Burke Road to Tram Road UDLP that are relevant to this UDLP include:

- access to Doncaster Park and Ride provided from all directions at Doncaster Road, including for:
 - express buses operating on the Eastern Busway
 - buses to the park and ride from the intersection of Doncaster Road and High Street
 - cars accessing the park and ride site from Doncaster Road at High Street and Hender Street intersections
 - cyclists and pedestrians using walking and cycling paths integrated with Koonung Creek Trail and local roads.
- selection of plant species in the landscape design from the local Ecological Vegetation Classes (EVCs) to ensure the landscape design is respectful and responsive to Koonung Creek Corridor and will create a diverse and unique sequence of landscape experiences that connect to the immediate and a broader context.

Through the design development process prior to construction, refinements, and improvements to specific design elements in the Eastern Freeway Upgrades – Burke Road to Tram Road UDLP may be identified. However, these changes will likely be limited to minor updates that deliver better constructability and overall outcomes while ensuring the final rationalised design maintains compliance with technical standards and achieves improved efficiencies.

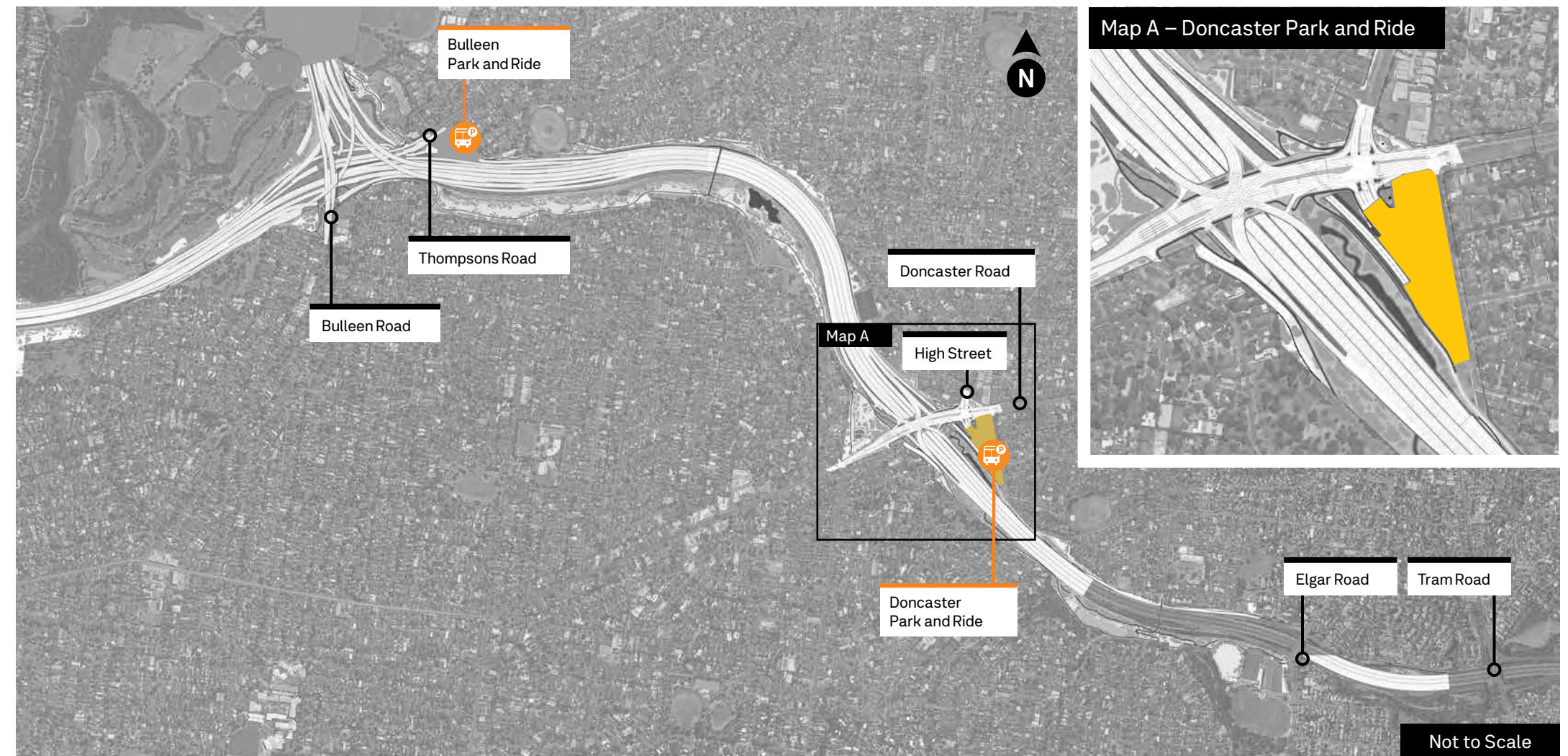


Figure 8: Doncaster Park and Ride shown in the Eastern Freeway Upgrades – Burke Road to Tram Road UDLP

2. Requirements for the Urban Design and Landscape Plan

2. Requirements for the Urban Design and Landscape Plan

This section provides an overview and an assessment of the detailed requirements of the Incorporated Document for preparation and approval of a UDLP.

2.1 Incorporated Document Requirements

The relevant requirements for preparation and approval of a UDLP, including content, design and consultation requirements, are outlined at Clause 4.9 of the Incorporated Document.

An assessment of this UDLP’s compliance with the Incorporated Document, with references to the relevant document sections where they are addressed, is provided at Table 1.

Table 1: Incorporated Document UDLP Compliance Matrix

Clause	Condition	Response
4.9.1	Prior to the commencement of development of permanent above-ground buildings or structures (excluding preparatory buildings and works under Clause 4.13.1), UDLPs must be prepared to the satisfaction of the Minister for Planning.	This UDLP details the design for all permanent above-ground buildings or structures in the Project area. Ministerial approval is required prior to the commencement of works outlined in this UDLP.
4.9.2	The UDLPs must show the final built form design for the Project and include, where relevant: (a) A site layout plan that shows the location of permanent above-ground buildings and structures (including but not limited to proposed bridges, elevated roads, tunnel portals, ventilation structures, flood walls, noise walls, public transport infrastructure, and walking and cycling facilities). (b) Architectural plans, including sections and elevations, with materials and finishes. (c) Landscape plans, including sections and elevations, with plant species.	Site layout plans showing the location of all permanent above-ground buildings and structures are included at: – Attachment 1: Architecture and Urban Design – Attachment 2: Landscape Design. Architectural plans are located at: – Attachment 1: Architecture and Urban Design. Landscape plans are located at: – Attachment 2: Landscape Design.
4.9.3	An Urban Design and Landscape Plan (UDLP) must be accompanied by the following, where relevant: (a) An explanation demonstrating how the UDLP is in accordance with the approved UDS including any relevant urban design framework plan. (b) An explanation demonstrating how the UDLP would comply with the EPRs included in the approved EMF. (c) A plan which shows the extent of the UDLP area in relation to any publicly available or approved UDLP/s. (d) A plan which shows the boundary of the Project Land and location of areas to be used for construction compounds consistent with the approved Construction Compound Plan under Clause 4.12.	Section 5 provides an assessment of how this UDLP is in accordance with the UDS as relevant and applicable to this Project. Section 6 includes an assessment of how the UDLP complies with the EPRs included in the approved EMF. A plan is provided in Section 1.3.2 of this UDLP, showing the location and extent of this UDLP in relation to all relevant approved NELP UDLPs. The Doncaster Park and Ride Construction Compound Plan was approved by the Minister for Planning on 19 March 2024. A site plan is provided clearly showing: – the Project area subject to this UDLP – location of area to be used for the construction compound as approved. Refer to the plan (Drawing No. NEL-STH-NSA-5700-BAR-DRG-3011) in Attachment 2: Landscape Design.
4.9.4	Prior to the submission of an UDLP to the Minister for Planning for approval, an UDLP must be: (a) Provided to the UDAP [Urban Design Advisory Panel] and relevant council/s for consultation. (b) Provided to the Department of Transport, Roads Corporation, Public Transport Development Authority, Melbourne Water, Heritage Victoria, the Department of Environment, Land, Water and Planning (DELWP), Parks Victoria and the Head, Transport for Victoria for consultation where relevant.	A copy of the UDLP was provided to the UDAP and relevant councils as part of the public exhibition process. A copy of the UDLP was provided to the listed public authorities as part of the public exhibition process, noting that the Department of Transport and Planning (DTP) and the Department of Environment Energy and Climate Action (DEECA) now incorporate the planning and environment functions respectively of the former Department of Environment Land Water and Planning (DELWP).

2. Requirements for the Urban Design and Landscape Plan

Clause	Condition	Response
	<p>(c) Made available for public inspection and comment on a clearly identifiable Project website. The website must set out details about the entity and contact details to which written comments can be directed during that time and specify the time and manner for the making of written comments. The minimum period for public comment must be 21 days.</p> <p>For the avoidance of doubt, consultation in accordance with (a) and (b) can occur prior to, during and after the public inspection and comment period in (c).</p>	The UDLP was made available on the Engage Victoria website for public inspection and comment for a period of 21 calendar days from 4 to 24 September 2024.
4.9.5	<p>Before, or on the same day as an UDLP is made available in accordance with Clause 4.9.4(c), a notice must be:</p> <p>(a) Published in a newspaper generally circulating in the area to which an UDLP applies informing the community of the matters set out in Clause 4.9.4(c).</p> <p>(b) Provided to owners and occupiers of land adjacent to the area/s to which an UDLP applies informing them of the matters set out in Clause 4.9.4.</p> <p>(c) The minimum period for comment must be 21 days.</p>	<p>Notice of the UDLP public exhibition was published in The Age on 4 September 2024. Additional advertising was also published in the Herald Sun, through digital channels and on the Victorian Public Notices website publicnotices.vic.gov.au</p> <p>All occupiers of land within proximity of the Project area to which the UDLP applies were notified of the public exhibition by an unaddressed, hand-delivered letter to properties on 4 September 2024.</p> <p>Additionally, the Project undertook extensive additional print, digital and social media advertising and broader letterbox drops.</p> <p>Where absentee owner information was available to the Project, they were notified of the public notice via Express Post.</p> <p>Public exhibition of this UDLP was carried out for a period of 21 calendar days from 4 to 24 September 2024.</p>
4.9.6	<p>An UDLP submitted to the Minister for Planning for approval under Clause 4.9.1 must be accompanied by:</p> <p>(a) A summary of the consultation carried out under Clause 4.9.4 and Clause 4.9.5, all written comments received and a response to issues raised.</p> <p>(b) Written advice from the UDAP addressing the extent to which the UDLP is consistent with all relevant matters set out in the Minister's Assessment dated 3 December 2019 made pursuant to the EE Act, the EPRs included in the approved EMF, and the approved UDS including any relevant urban design framework plan.</p>	<p>Following completion of public exhibition, a consultation summary report outlining all written submissions received, and responses to issues raised, has been prepared to accompany the UDLP as part of the submission to the Minister for Planning for approval.</p> <p>Written advice (Final Draft) from the UDAP was obtained on 30 January 2025, forming part of the submission to the Minister for Planning for approval.</p>
4.9.7	An UDLP may be prepared and approved in stages but an UDLP for any stage must be approved before commencement of development (excluding preparatory buildings and works under Clause 4.13.1) for that stage.	This UDLP is prepared for an upgraded park and ride at the existing site at Doncaster.
4.9.8	<p>An UDLP may be amended from time to time, to the satisfaction of the Minister for Planning. The Minister for Planning must require an application for approval of an amendment to an UDLP to comply with the requirements of Clause 4.9.2, Clause 4.9.3, Clause 4.9.4, and Clause 4.9.5 unless, in the opinion of the Minister the proposed amendment:</p> <p>(a) Would not result in a material detriment to any person; or a person who may suffer a material detriment as a result of the Minister's approval of the amendment has already been consulted in respect of the proposed amendment; and</p> <p>(b) Any proposed amendment does not involve any change to an approved Environmental Performance Requirement.</p>	<p>If changes are proposed to the design in this UDLP once approved, an assessment will be carried out to determine whether conditions of Clause 4.9.8(a) and (b) can be satisfied, including whether design changes are considered generally in accordance with this UDLP. Where these conditions are not satisfied, an amendment will be made to this UDLP in accordance with Clause 4.9.8.</p> <p>If changes are proposed to the design, an assessment will be carried out to determine whether the conditions of Clause 4.9.8(a) can be satisfied.</p> <p>If changes are proposed to the design, an assessment will be undertaken to determine whether the conditions of Clause 4.9.8(b) can be satisfied.</p>
4.9.9	The use and development of the Project must be carried out generally in accordance with the approved UDLPs.	The use and development of the Project will be carried out generally in accordance with the approved UDLP.

2. Requirements for the Urban Design and Landscape Plan

2.2 Community and Stakeholder Engagement

The statutory requirements for consultation with the community and key stakeholders as part of the preparation of the Urban Design and Landscape Plan (UDLP) are outlined at clauses 4.9.4 and 4.9.5 of the Incorporated Document. These requirements have been incorporated into, and form part of, a broader program of engagement and awareness raising activities undertaken to inform the preparation of this UDLP, building on previous consultation undertaken by the North East Link Project (NELP) through the Environment Effects Statement (EES) process and on previously approved UDLPs.

Pre-exhibition Engagement

Key stakeholders were engaged through a series of briefings and workshops from March to August 2024, prior to the UDLP public exhibition. Key elements of the UDLP were shared for feedback during these sessions with councils, public authorities, and other stakeholders. All feedback received during pre-exhibition engagement has been considered and responded to in the preparation of this UDLP.

Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation

The Project recognises the land associated with the NELP as the traditional lands of the Wurundjeri Woi-wurrung First Peoples. The Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation (WWCHAC) has partnered with Major Road Projects Victoria since 2018 for the NELP.

This partnership with Wurundjeri Woi-wurrung, and agency embedded through the preparation of the UDS and subsequent design development and review, is ongoing and will be maintained for the life of the Project.

The NELP alignment extends over and beneath Wurundjeri Woi-wurrung Country, with the Yarra River (Birrarung) and its surrounding tributaries and environs being central to the identity, spirituality and culture of Wurundjeri Woi-wurrung as the Registered Aboriginal Party and Traditional Owners of Project lands. Engagement with the WWCHAC through a series of design meetings and workshops will continue to inform the design approach and development.

Urban Design Advisory Panel

The Urban Design Advisory Panel (UDAP) for NELP was formed under Clause 4.7 of the Incorporated Document. The role of the UDAP is to provide ongoing expert guidance and advocate for high quality design outcomes through an integrated design approach for the NELP. Members include urban design specialists from the Office of the Victorian Government Architect (OVGA), the Department of Transport and Planning (DTP)*, the WWCHAC and independent design specialists.

Workshops and briefings with UDAP were held to assist develop the UDLP prior to public exhibition.

The UDAP will continue to provide detailed urban design advice and feedback throughout the development of the Project.

Public Authorities

Early engagement was undertaken with the Department of Transport and Planning (Transport), Department of Environment, Energy and Climate Action (DEECA)*, Melbourne Water, Heritage Victoria and Parks Victoria, through provision of pre-exhibition updates and/or briefings during the development of this UDLP.

Manningham City Council

This UDLP covers land situated in the municipality of Manningham. Manningham City Council was consulted through a series of workshops and briefings prior to public exhibition, for feedback on elements directly related to this UDLP and on the consultation approach with their communities.

Boroondara and Whitehorse City Councils

The existing Doncaster Park and Ride site is adjacent to part of the broader Eastern Freeway Upgrades UDLP, extending from Burke Road to Tram Road and covering land within Boroondara, Manningham and Whitehorse municipal boundaries.

Given the geographical location, the upgraded park and ride will continue to provide bus services to residents across the three municipalities. As such, separate from the consultation with Manningham City Council, Boroondara and Whitehorse city councils were consulted through briefings prior to public exhibition.

Public Exhibition

This UDLP was made available for public exhibition from 4 and 24 September 2024. During the public exhibition process, the UDLP was available to:

- review and download via the Victorian Government's Engage Victoria website: <https://engage.vic.gov.au/bigbuild>
- view in hard copy at the Manningham City Council office, local libraries, and the State Library of Victoria
- view in hard copy at community information events
- view in hard copy at the Project Information Centre for the Eastern Freeway Upgrades (Burke Road to Tram Road).

Written submissions could be made online at the Engage Victoria website: <https://engage.vic.gov.au/bigbuild>. The website also provided information about how to make a written submission online via a short survey or file upload, when submissions closed, where hard copies of the UDLP could be viewed and contact details for community enquiries. Support to make a submission by email, post or other written method was also available.

In addition to the Engage Victoria website, the UDLP exhibition was supported by a range of communication and engagement activities to promote the UDLP and assist people in understanding the information included in the UDLP and the UDLP process. These included:

- extensive advertising through print and digital channels, including at Doncaster and Bulleen park and rides, on social media, letterbox drops, door knocks and media
- community information events, with locations and dates extensively promoted through multiple channels
- supporting material including fact sheets, artist impressions and information on the Project website.

All written submissions received during the public exhibition process have been considered and responded to in the finalisation of this UDLP.

A Consultation Summary Report outlining all written comments received and responses to issues raised has been prepared and accompanies the UDLP, forming part of the submission to the Minister for Planning for approval.

Reporting on the outcomes of the UDLP Process

Following approval of the UDLP by the Minister for Planning, the Project team will report back to stakeholders and the community how issues and opportunities raised through the public exhibition process were considered and responded to, including any changes made to the final UDLP.

Ongoing Engagement

Engagement with stakeholders and the community will continue throughout the life of the Project to keep people informed of its progress and to ensure community and stakeholder priorities, concerns and opportunities are considered and responded to in a timely and transparent way.

* As of 1 January 2023, the planning and environment functions of the former Department of Environment Land Water and Planning (DELWP) were incorporated into DTP and DEECA respectively. DTP also incorporates the state transport functions provided by the former Roads Corporation (VicRoads), Public Transport Development Authority and Transport for Victoria.

3. Site Analysis

3. Site Analysis

3.1 Location and Existing Conditions

This Urban Design and Landscape Plan (UDLP) applies to the park and ride at Doncaster, which is located to the southeast of the Doncaster Road Interchange. The site is irregular in shape with frontages of approximately 124 metres to Doncaster Road to the north and 300 metres to Hender Street to the east, yielding a total site area of approximately 18,000 square metres.

The park and ride abuts (as shown in Figure 9):

- Doncaster Road to the north; on the opposite side of Doncaster Road is a child care centre with frontages to High Street and Doncaster Road, a synagogue, and a scout hall
- residential properties predominantly oriented to Hender Street to the east
- part of Koonung Creek Corridor to the west and the south.

Key landscape features, transport infrastructure, open space areas and land uses within proximity to the UDLP area are provided in Figure 10.

The existing park and ride features an open ground level car park with a capacity of 400 spaces and limited landscaping. It serves nine bus routes with one platform and provides an indoor waiting area, a sheltered waiting area, a Parkiteer bicycle cage, a public restroom, and a customer information desk. Access is provided via one single entry point on Doncaster Road catering for all modes of travel, including buses, cars, pedestrians, and cyclists. Informal access is also provided via Koonung Creek Trail to the west for pedestrians and cyclists. A drop and go zone is provided in the existing park and ride, with three spaces located to the west of the bus turnaround (noting that this location creates potential conflict points with users as buses entering the park and ride need to travel through this area). Existing site conditions are provided in Figure 11.

In this UDLP, the upgraded Doncaster Park and Ride will form part of the Eastern Busway, located on the north side of the Eastern Freeway, with express bus services separated from general traffic. The park and ride will be enhanced by way of a multi-level car park, a passenger services building (which contains a Parkiteer storage room, a waiting lounge, assistance desk, and other amenities), a drop and go zone with entry and exit via Hender Street, landscape design, and connections to walking and cycling paths in the adjacent Koonung Creek Corridor and local roads. In terms of access, each travel mode is provided with distinct entry and exit points promoting priority for bus services and enhancing safety and accessibility.



Figure 9: Location of the Existing Doncaster Park and Ride

- 1 Bulleen Park and Ride
- 2 Koonung Creek Reserve
- 3 Estelle Street SUP Bridge
- 4 Koonung Creek Reserve
- 5 Manningham Park Reserve
- 6 Koonung Creek Trail
- 7 Tende Beck Scout Hall
- 8 Koonung Koonung Creek



Figure 10: Locality Map

3. Site Analysis



Figure 11: Photos of Existing Conditions

- 1 Doncaster Park and Ride Entrance
- 2 Pedestrian Crossing to the Bus Platform
- 3 Bus Platform
- 4 Locally Significant English Oak Tree
- 5 Car Park
- 6 Shared Use Path within the Koonung Creek Corridor
- 7 Car Park
- 8 Shared Use Path within the Koonung Creek Corridor

3. Site Analysis

3.1.1 Victorian Planning Provisions

Planning Scheme Amendment GC98 was gazetted on 3 January 2020 under the *Planning and Environment Act 1987*. The gazetted Amendment applied the Specific Controls Overlay – Schedule 12 (SCO12) to land required for the North East Link Project (NELP), allowed the use and development of that land in accordance with the Incorporated Document (December 2019, amended September 2023) and made the Minister for Planning the responsible authority for administering and enforcing the planning schemes as relating to the use and development of land for the NELP.

The existing Doncaster Park and Ride is situated in the municipality of Manningham City Council and subject to the Manningham Planning Scheme. It is included in a Mixed Use Zone (MUZ) and affected by a Specific Control Overlay – Schedule 12 (SCO12), partly a Design and Development Overlay – Schedule 1 (DDO1), partly a Heritage Overlay – Schedule 42 (HO42) and partly a Special Building Overlay – Schedule 1 (SBO1), all contained in the Manningham Planning Scheme. Due to the application of SCO12, relevant planning provisions are contained in the Incorporated Document (December 2019, amended September 2023).



Figure 12: Extent of SCO12 applicable to the Doncaster Road Interchange, source: VicPlan

3. Site Analysis

3.2 Landscape

The North East Link Urban Design Strategy (UDS) identifies three design character areas within the North East Link Project (NELP) corridor – Ridgeline, Yarra River Valley and Koonung Creek Valley – each of which have their own distinct social, cultural, landscape and biodiversity attributes.

This UDLP covers the park and ride at Doncaster, situated within the Koonung Creek Valley design character area.

Ridgeline

The Ridgeline character area is not directly applicable to the Doncaster Park and Ride UDLP. However, the design philosophy of approved UDLPs where the character area does apply (North East Link Tunnels and Ring Road Completion) have been considered in the preparation of this UDLP to ensure a NELP project-wide coordinated design response.

Yarra River Valley

The Yarra River Valley character area is not directly applicable to the Doncaster Park and Ride UDLP. However, the design philosophy of approved UDLPs where the character area does apply (North East Link Tunnels and Eastern Freeway Upgrades – Burke Road to Tram Road) have been considered in the preparation of this UDLP to ensure a NELP project-wide coordinated design response.

Koonung Creek Valley

Koonung Creek Valley is characterised by low density residential neighbourhoods, with wetlands and open waterways, recreational landscapes and quality parklands running parallel to the Eastern Freeway that are highly valued by local communities.

The Koonung Creek Reserve is a key linear parkland that extends from Mountain View Road in the west to Doncaster Road in the east, incorporating wetland area, multiple ecological vegetation classes that provide high landscape amenity value and support a diversity of flora and fauna, and large open areas of exotic grass used for recreation and open space purposes. Koonung Koonung Creek runs west throughout and underneath Koonung Creek Valley through the suburbs of Balwyn North, Mont Albert North, Box Hill North and Doncaster. The NELP EES identified it as an important strategic ecological corridor.

The road corridor is an attractive landscape setting, with rock escarpments and established plantings along the corridor creating a ‘freeway within a landscape’. The existing award-winning sculptural curved-concrete noise walls are being retained where possible as part of the Eastern Freeway Upgrades from Burke Road to Tram Road as significant architectural contributions to both the motorist and the pedestrian experience given the scale and high-quality double-sided textured finish.

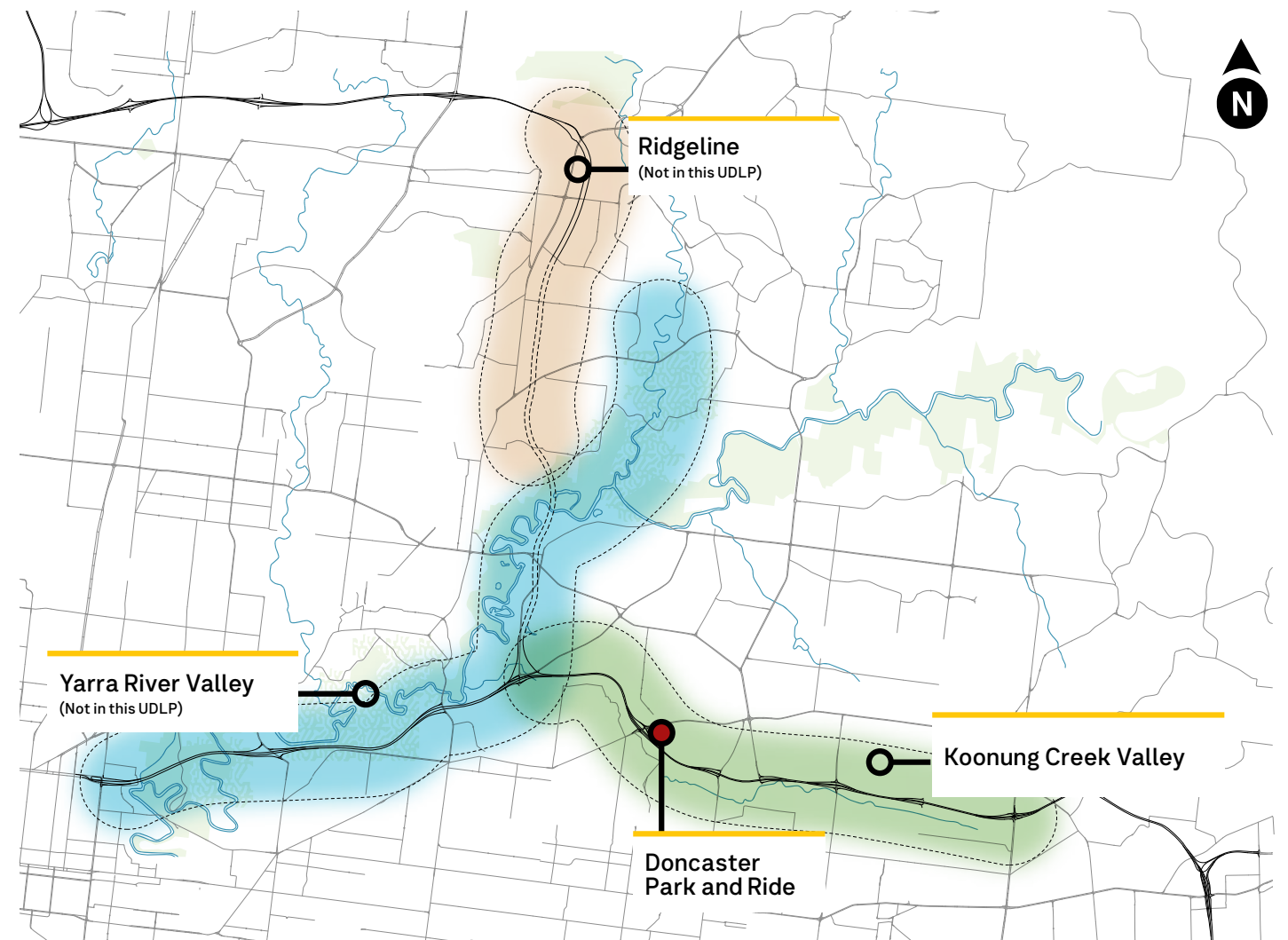


Figure 13: Doncaster Park and Ride in the Design Character Areas as identified in the Urban Design Strategy



Figure 14: Koonung Creek Parklands

3. Site Analysis

3.3 Wurundjeri Woi-wurrung Country

The North East Link Project extends over and beneath the heart of Wurundjeri Woi-wurrung Country. The Yarra River (Birrarung) and its surrounding environs are central to the identity of the Wurundjeri Woi-wurrung, as the Registered Aboriginal Party and Traditional Owners of the Project lands. The Yarra River's lands and waterways have high spiritual and cultural significance to the Wurundjeri Woi-wurrung, and remain an important place for gathering, ceremony and celebration of Koonung Koonung Creek, which is a tributary of the Yarra River and forms an intrinsic part of this broader cultural landscape.

The relationship between Wurundjeri Woi-wurrung and Birrarung is a reciprocal one. It brings with it a deep cultural responsibility for its care and stewardship. This is not limited to purely the river itself, but its broader catchment encompassing its tributaries, streams and branches, the landscapes that surround and have been formed by its passage, and the plants, animals and people that live within it.

Everything begins with Country, and everything we are building and shaping is Country. This Country has a history through Deep Time, and its People – the Wurundjeri Woi-wurrung – have cared for it since time immemorial. Country is not defined as a physical space – it is all connected. People talk about Country; it is spoken of like a person: We speak to Country, worry for Country and, importantly, sing to Country.

A place-specific design response for the Project has been adopted to reinforce the cultural strength of the three pillars – Connection to Country, Caring for Country, and Connecting People. The design is also expressed through the three cultural zones – Making on Country, Cultivating Country and Confluence of Country, revitalising Wurundjeri ways of life.

Research indicates that Koonung Koonung Creek was a travel and trade route. Highways in Melbourne were historically built on Indigenous Songlines – the paths of least resistance, on the ridgelines, waterways, rivers and creeks that had been cared for through Deep Time.

Songlines, or the dreaming, plays a significant role in traditional knowledge systems. Country is experienced and understood through the senses. It holds everything, including human and non-human, memory and knowledge.

Indigenous space is not empty; it is full of Country – meaning that it is full of memory, of knowledge, of culture, of history.

The revitalisation of Koonung Koonung Creek is an opportunity to heal the old waterways, to heal Country. Water is a Wurundjeri life force that is linked to ceremony, songs, lore and to survival. People set up camps along the streams, and these waterways Connect People. Every element is connected – the flora, fauna, medicine, food, and all resources are reliant on healthy Country. The Project's response is framed around the understanding that care comes first – if we care for Country, she will care for us.

Learning from and working with Wurundjeri, and building on the years of engagement, the theme of the Project is endorsed through the co-design process. This endorsement gives the Project an opportunity to weave Wurundjeri-specific narrative into the design and ensure that within the ecotones of the urban environment, the Wurundjeri Songlines are a way of life, with culture and knowledge embedded and kept alive. Every object is built on, and built from, Country.

“When we don’t take care of ourselves, we harm our bodies. When we don’t take care of our waterways, we harm our eco-systems; our flora, fauna and Country suffer.”

– Wurundjeri Elder, Ron Jones

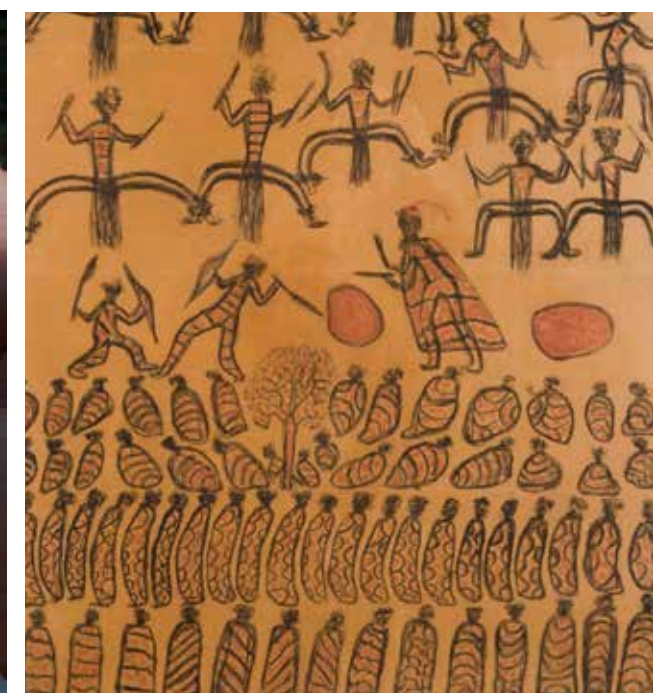


Figure 15: Koonung Creek Reserve Wetlands (Top)

Figure 16: Munsell Soil Colour Classification (Above Left)

Figure 17: William Barak, Painting of Dancers (Tanderum), c. 1990 (Above Right)

4. Project Description and Design Response

4. Project Description and Design Response

4.1 Project Scope

4.1.1 Overview

This Urban Design and Landscape Plan (UDLP) provides the design of all permanent above-ground buildings and structures for an upgraded park and ride at Doncaster. The scope of works in the Project covered by this UDLP is summarised as follows:

Access

- Access is provided to accommodate different modes of travel, encompassing:
- express buses passing through to connect to/from the Eastern Busway
 - buses transitioning at the platforms and connecting to the Eastern Freeway, Doncaster Road and/or local roads
 - motorists parking their cars at the park and ride for bus services
 - motorists dropping off or collecting passengers that use bus services
 - pedestrians and cyclists accessing the park and ride or pausing at the public open space.

Bus platforms

Three bus platforms are provided with inbound and outbound services separated; one of the platforms is dedicated to servicing citybound buses that will utilise the Eastern Busway.

Multi-level car park

A multi-level car park is provided with 435 car parking spaces (including 14 accessible spaces), 10 motor bike parking spaces, lifts, stairs, and other amenities.

Passenger services building

A passenger services building for passengers and staff is provided containing a ticket office, an indoor waiting lounge, public restrooms, and a secure Parkiteer* with 26 bicycle parking spaces.

Forecourt

A forecourt with seating is located between the multi-level car park and the passenger services building providing a linkage for pedestrians to the two buildings, Drop and Go zone, bus platforms, Parkiteer, and new shared use paths.

Walking and cycling

A shared use path is provided along the perimeter of the park and ride with connection to Koonung Creek Trail to enhance connectivity and continuity.

Complementary pedestrian paths are also provided throughout the park and ride with connections to the bus platforms and local street network to ensure safe and convenient paths to key local destinations.

In addition to the Parkiteer* within the passenger services building, 28 bicycle hoops will be provided within the park and ride for bicycle parking.

Noise walls

Noise walls are provided along part of the Hender Street frontage to ensure the operation of the upgraded park and ride will not result in unreasonably increased noise impacts on adjacent residential properties.

Other design elements

Water sensitive urban design (WSUD) features (including a bioretention area and rainwater tanks) are incorporated to capture, treat, and minimise the extent of stormwater runoff from the park and ride.

Compliance with the relevant requirements of the *Disability Discrimination Act 1992* (DDA) is integrated into the design of the park and ride (such as car parking spaces, access points, the Drop and Go zone, bus platforms, walking and cycling paths, and provision of lifts).

New above-ground works are located within the boundaries of the existing park and ride and abutting public roads; as such, no acquisition of private land is required.

This UDLP does not apply to, nor describe the design of, any temporary or below ground structures or construction compounds. The design, treatment and management of these works are considered separately through the Construction Compound Plans (required to be approved under the Incorporated Document) and management plans prepared in response to relevant Environmental Performance Requirements (EPRs).

For details of the proposed architectural and landscape designs, including dimensions, elevations, colours and material treatments, refer to the UDLP plan sets included at Attachment 1: Architecture and Urban Design and Attachment 2: Landscape Design.



Figure 18: Doncaster Park and Ride – View from Doncaster Road/Hender Street looking south-west over the Eastern Freeway

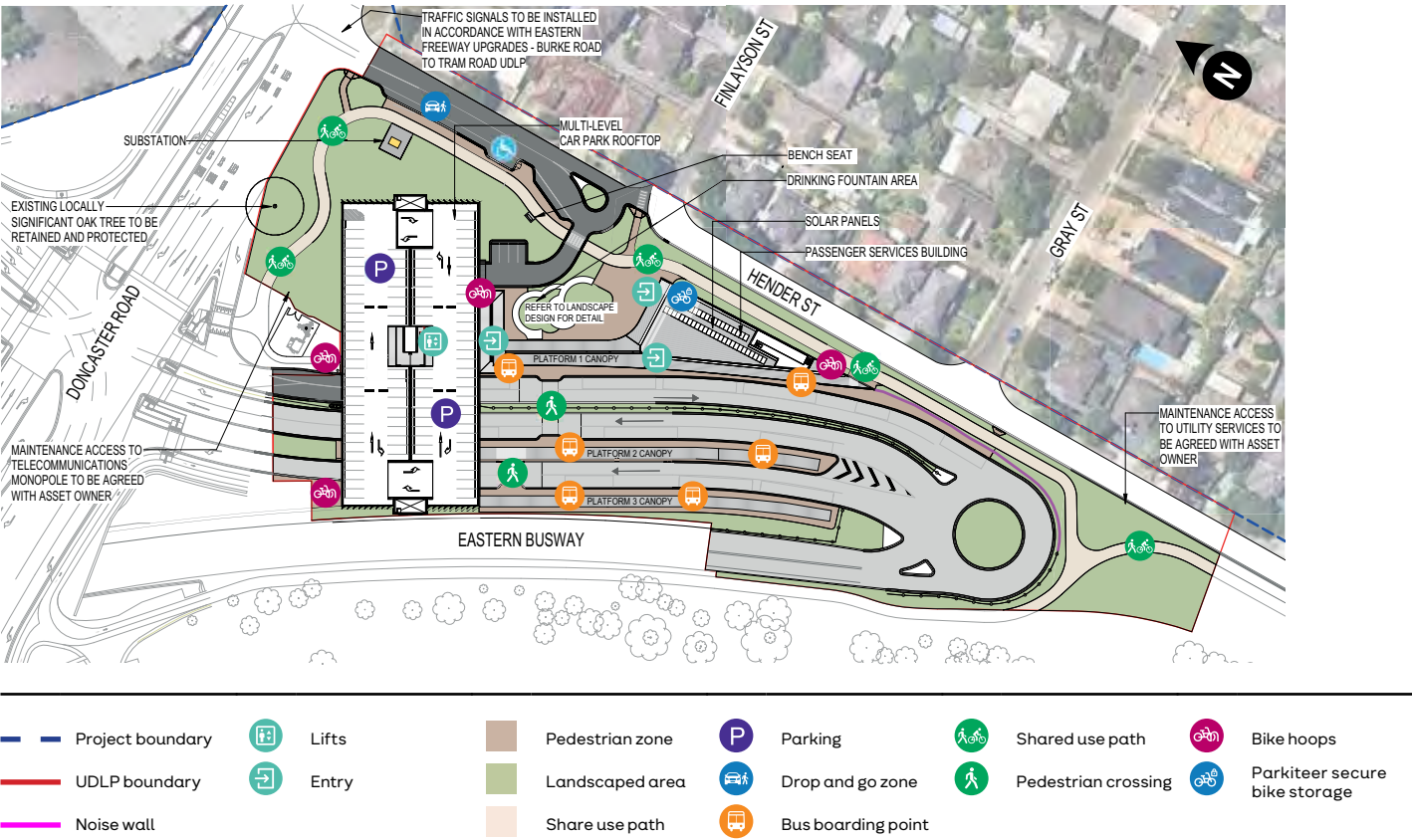


Figure 19: Roof Plan – Parking Layout Indicatively Shown

* The Department of Transport and Planning, and Public Transport Victoria provide Parkiteer Secure Bike Parking Facilities free of charge at designated train stations and bus interchanges. These facilities are managed by Bicycle Victoria Incorporated (Bicycle Network). With the PTV's support, Parkiteer connects commuters to the Victorian transport network by bike. Stemming from the words park-it-here, Parkiteer provides a free and secure place for passengers' bikes when travelling by public transport.

4. Project Description and Design Response

4.1.2 Design Changes from the Environment Effects Statement (EES) Reference Design

This section provides a summary of the design elements presented in this UDLP that warrant variations from the EES Reference Design* (Reference Design).

General elements of the Reference Design that are unchanged in this UDLP include:

- delivering Melbourne’s first dedicated express busway
- connecting the Eastern Busway with the park and ride
- buses entering and exiting the park and ride via Doncaster Road
- cars entering the park and ride via Doncaster Road
- designing and constructing a multi-level car park with provision of 435 parking spaces.

The design changes incorporated in this UDLP were developed following a rigorous review of the Reference Design and contribute to the improvement and enhancement of the overall design outcome and remain compliant with the Environmental Performance Requirements (EPRs), Urban Design Strategy (UDS) and the relevant sections of the Minister’s assessment of the North East Link Project EES.

This UDLP does not involve any changes to the approved Project Area.

* The Reference Design was developed from 2018 to 2019, and showed one possible way the North East Link Project could have been designed and built and informed studies for the Project Environment Effects Statement (EES). An EES is Victoria’s most comprehensive and transparent planning and environmental impact assessment process. The EES for NELP helped inform 110 requirements for the Project design, construction and operation.



Figure 20: Doncaster Park and Ride – View from Hender Street/Gray Street intersection looking north-west towards Eastern Freeway



Figure 21: Doncaster Park and Ride – Aerial View

4. Project Description and Design Response

4.1.2.1 Orientation of the Multi-level Car Park

The Reference Design included a multi-level car park that provided its primary (longer) façade to Hender Street and a secondary (shorter) façade to Doncaster Road. In this UDLP, the design response allows the multi-level car park to sit partially over the bus platform area and orientates the longer primary façade of the building towards Doncaster Road and the shorter secondary façade to Hender Street.

This is considered an improved design outcome with the following considerations:

- The reorientation of the multi-level car park has balanced site constraints from the triangular shape against access requirements, as it allows the bus platforms to be expanded from north to south and enables the remainder of the site to remain available for a multi-level car park, a passenger services building and a forecourt
- The reorientation of the multi-level car park toward Doncaster Road allows for a shorter side elevation and increased space for landscape planting along Hender Street, which assists in minimising the appearance of building height and bulk to residential properties along Hender Street
- The reorientation of the multi-level car park will result in a reduction in noise impacts from car movements for properties along Hender Street, as the structure is angled obliquely away from the street
- As the existing topography rises from west to east, the built form to Hender Street will appear to be less visually dominant. Translating this into the design, the orientation of the multi-level car park reduces the perceived building mass from Hender Street maintaining visual amenity for adjacent residential properties
- To make best use of the space, the design has positioned the primary (longer) façade of the multi-level car park toward Doncaster Road (with part spanning over the busway entrance), a passenger services building along Hender Street and a forecourt situated between the two buildings creating a pedestrian friendly open space.

- In terms of the streetscape design, this UDLP has considered that:
 - under the existing planning provisions, higher density residential and mixed-use developments on Doncaster Road are supported; residential areas to the east are included in residential zones where higher density housing, including apartments and multiple townhouses, is actively encouraged by planning policy
 - given the policy context, it is reasonable to anticipate that more robust and moderately increased mixed-use developments will emerge on Doncaster Road, and higher density housing, including apartments and multiple townhouses, will form part of the emerging character of the residential context
 - in light of the emerging characters of the surrounding context, the design has orientated the massing of the building towards Doncaster Road with a secondary (shorter) frontage to Hender Street for a consistent and more respectful design response.
- Guided by EPR LP4, the Project has considered relevant overlooking and overshadowing requirements. Benefiting from a shorter frontage to Hender Street, the Project will not create any additional overshadowing onto secluded private open spaces of residential properties on the eastern side of Hender Street; nor raise any unreasonable overlooking into secluded private open spaces and habitable room windows in the immediate surrounds, especially within a distance of 15 metres as noted in this EPR. As such, the orientation of the multi-level car park has minimised any unreasonable amenity impacts.

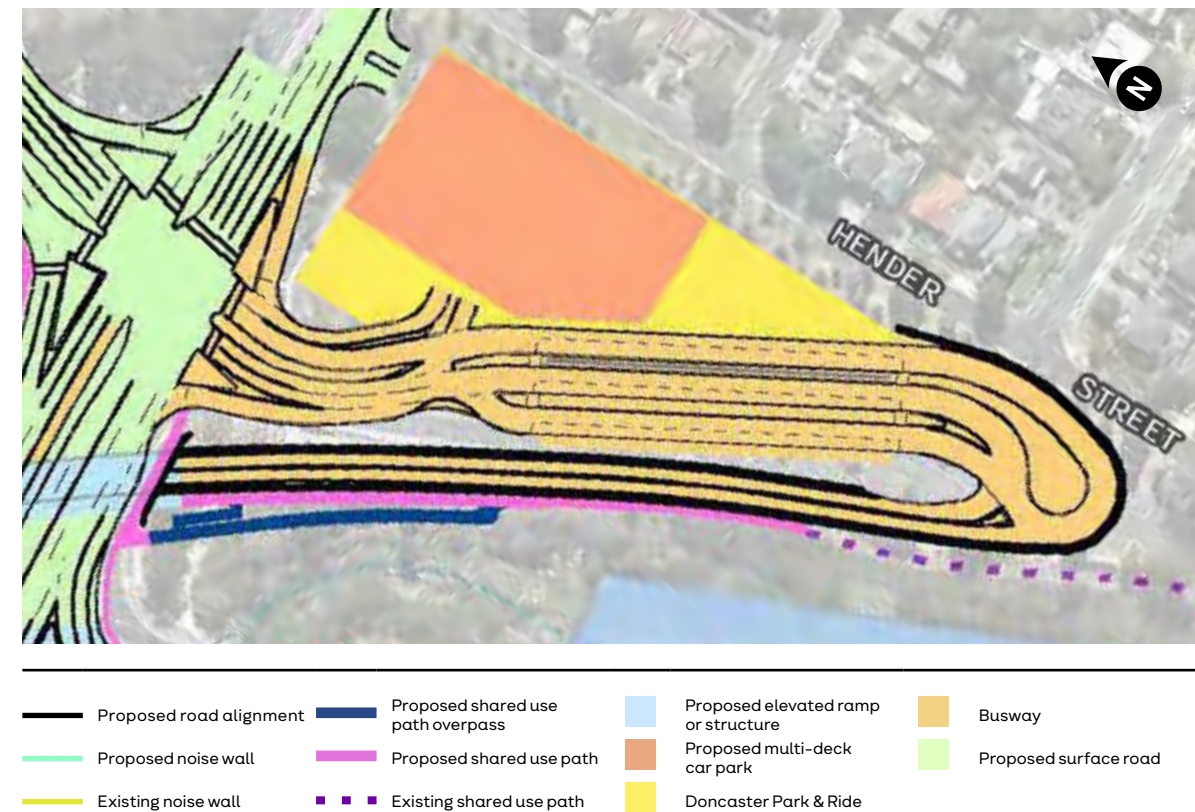


Figure 22: EES Reference Design – Doncaster Park and Ride

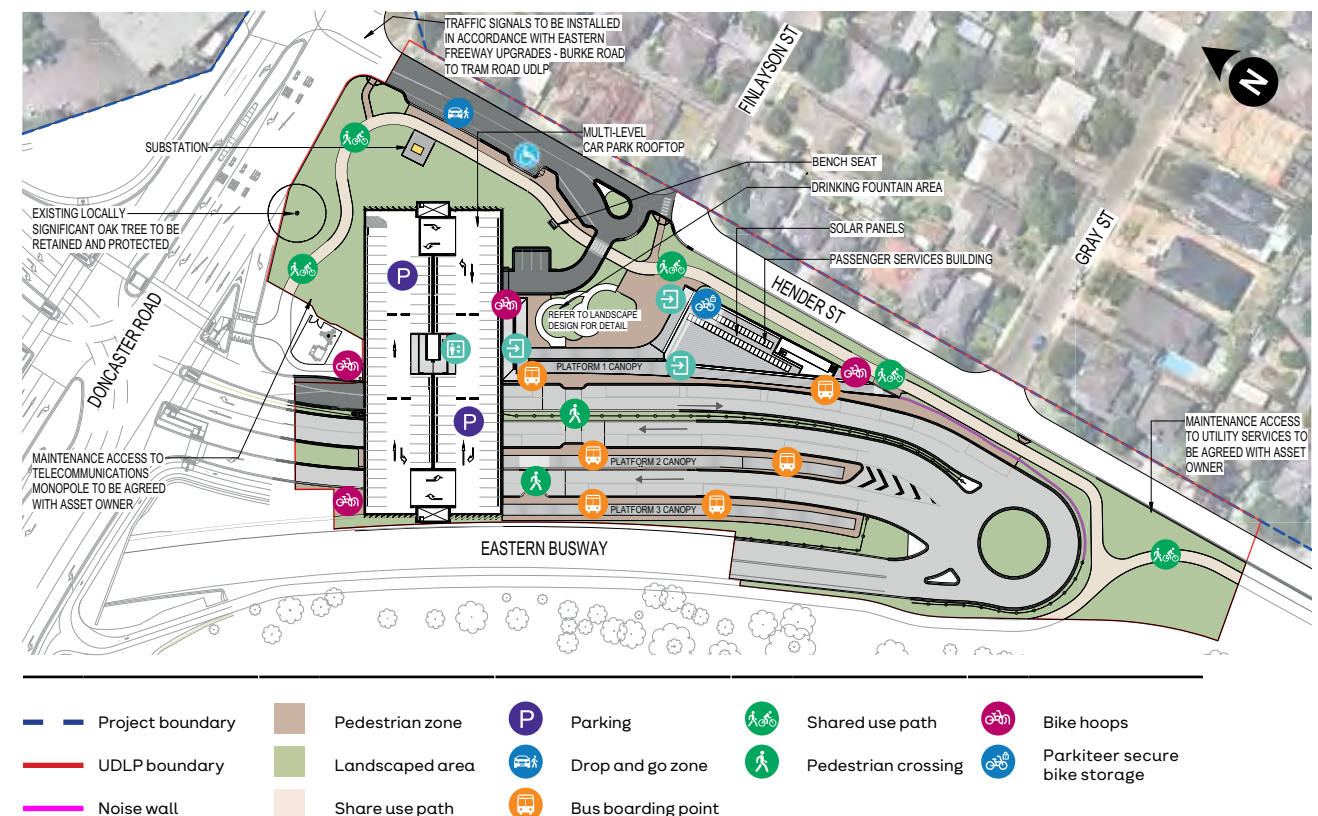


Figure 23: Design Response – Doncaster Park and Ride

4. Project Description and Design Response

4.1.2.2 Access Arrangement / Provision of a Drop and Go Zone on Hender Street

The Reference Design

The Reference Design indicated that buses and cars would enter and exit the park and ride via shared access at the existing signalised intersection at Doncaster Road and High Street. Left-in, left-out only access to the car park was also provided from Doncaster Road, between the High Street and Hender Street intersections.

Under the Reference Design arrangement, cars exiting the car park and wishing to make a right turn onto Doncaster Road would be required to move across the bus platform area (where buses enter and exit the park and ride) and queue to exit the park and ride with buses. Buses that are exiting the park and ride onto Doncaster Road would be required to merge into a single lane ahead of the crossover for cars exiting the car park to ensure safety for all; however, this would result in an overall inefficient layout and potentially cause traffic delays.

The Reference Design also anticipated that a drop and go zone would be provided within the multi-level car park with limited technical rationalisation provided.

Overall, the Reference Design would lead to an outcome that gave little priority to bus movements in and out of the park and ride and potentially created conflict points within the multi-level car park due to the presence of multiple access points and a drop and go zone, all accommodated within the same area; consequently, it would likely result in increased safety risks for park and ride users.

The UDLP Design

In this UDLP, the design allows for all buses and multi-level car park users to enter from one crossover on Doncaster Road, via the signalised intersection at High Street. Upon entry, the multi-level car park users will veer to the left and enter the multi-level car park. Buses will continue moving southbound to the bus platforms. A single exit for the multi-level car park is provided to the east of the building, with access to Doncaster Road provided via a reconfigured Hender Street arrangement. A dedicated Drop and Go zone is also provided on Hender Street, with access via a new signalised intersection of Doncaster Road and Hender Street (noting that the traffic signals will be delivered through the Eastern Freeway Upgrades – Burke Road to Tram Road UDLP).

Compared to the Reference Design, the UDLP design provides the following benefits:

- Separating the multi-level car park exit from the bus platform area removes a safety conflict with buses and provides for better bus priority at the High Street intersection, improving bus reliability and supporting future increases in bus services
- Buses exiting the park and ride are no longer required to merge into a single lane. Bus platforms are positioned to allow buses turning right onto Doncaster Road or travelling straight on High Street to use Platform 2; and buses turning left onto Doncaster Road to use Platform 3. This provides for more efficient bus movements within the park and ride and will better support future increases in bus services
- Separated entry and exit points to the multi-level car park make it safer, more efficient, and easier for the multi-level car park users to navigate
- Locating the Drop and Go zone on Hender Street avoids the need for cars dropping off or collecting passengers to enter the multi-level car park. This minimises traffic conflicts within the multi-level car park, creating a safer, less congested user experience
- Removal of the left-in, left-out access point onto Doncaster Road (west of Hender Street as shown in the Reference Design) contributes to a more efficient and safer outcome, as it reduces the potential for conflict points along Doncaster Road and ensures cars travelling into and out of the park and ride will occur via signalised intersections only.

Local traffic arrangements

To prevent an increase in traffic on surrounding local streets east of the park and ride as a result of the re-configured Hender Street arrangement encompassing the car park exit and Drop and Go zone, local traffic access at the intersection of Hender Street and Finlayson Street will be altered to provide one-way, southbound access only.

Cars exiting the multi-level car park will be prevented from entering Finlayson Street and will be directed along Hender Street to the signalised intersection with Doncaster Road.

Existing crossovers and associated driveways to residential properties on Hender Street between Doncaster Road and Finlayson Street will be retained. These properties will have direct but safer access to Doncaster Road via the Drop and Go zone and the new signalised intersection at Hender Street. A low-speed environment is anticipated through the traffic controls associated with the Drop and Go zone on Hender Street; safe access into and out of these residential properties, therefore, will be maintained.

An assessment of potential changes arising from the Drop and Go zone (including local traffic and transport) is discussed in detail in Section 4.4.1 of this Report.

4. Project Description and Design Response

4.2 Design Intent and Approach

4.2.1 Overview

The design response presented through this Urban Design and Landscape Plan (UDLP) builds on the significant work already undertaken by the North East Link Project (NELP) in partnership with the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation (WWCHAC), in establishing the overall urban design vision and framework for NELP.

This section provides an overview of the process through which these principles have informed and will be represented through built form and landscape outcomes in this UDLP.

Framework

The North East Link Urban Design Strategy (UDS) outlines the principles, objectives and design directions for the entire NELP and includes a comprehensive suite of place-based requirements and design benchmarks. Complementing the UDS, three core ‘pillars’ – Connection to Country, Caring for Country and Connecting People – have been adopted by NELP as the overarching vision and statement of design intent for the Project. Co-designed with the WWCHAC, these pillars express at a high level their aspirations for the design process.

The three pillars work in tandem with the UDS by providing the overarching vision and design intent across NELP as a whole rather than dictating specific outcomes. Picking up on the themes identified in the three pillars, the co-design process has been refined and expressed through three cultural zones that relate to Wurundjeri ways of life and tell a story of a Journey to Yarra River (Birrarung) and also directly align with the three pillars, providing specific co-design outcomes that link to place based cultural values. The three zones are ‘Making on Country’, ‘Cultivating Country’, and ‘Confluence of Country’.

Design Inputs

As the basis for the broader framework of approvals, requirements and guidance that apply to NELP, the Reference Design was a key input into the design process for this UDLP. One of the first steps in developing the design response was to reassess the Reference Design within the framework developed in the first stage of design, with the overarching objective of elevating it from a purely traffic-based engineering solution to one equally focused on achieving high quality environmental, social and landscape outcomes.

This process was further informed by detailed assessment and analysis of the Freeway corridor and surrounding context, and the relationships – physical, visual, and functional – between them, as well as technical inputs from a broad range of disciplines. An urban design-led analysis of these inputs led to the development of place and context specific design requirements and solutions.

This included review of, and response to, colours, materiality, and forms, to ensure that a consistent and coordinated design narrative will be achieved at its interfaces with this UDLP and the broader Eastern Freeway corridor as a whole.

Key Drivers and Themes

Through integration and assessment of the information collated through the second stage of design, three overarching design drivers, or themes, were identified to guide development of the design response. As a place of movement and transport, through form, materiality and colour, the Project will reflect the dynamic relationship of water, Peoples, and trade routes along Koonung Koonung Creek. The guiding design drivers informing the urban outcome are Connectivity, Movement, and Interconnection – and are founded on improving the Human experience through understanding a connection to Place and Country through Deep Time.

The landscape characteristics have been designed and specified to attract endemic animal species and promote biodiversity within the public realm, with vesicular stones from Wurundjeri Woi-wurrung Country, all indigenous flora and space for people to momentarily rest before continuing their journey.

Final Outputs

Following establishment of the three design themes, these were then applied to the design inputs and baseline assessments to identify how these would be translated into specific design elements and outcomes across the UDLP area with consideration of ongoing feedback from key stakeholders. Through the co-design process, the Project will properly embed Wurundjeri culture and Traditional Knowledge into the design.

A summary of this design process is provided in Figure 24.

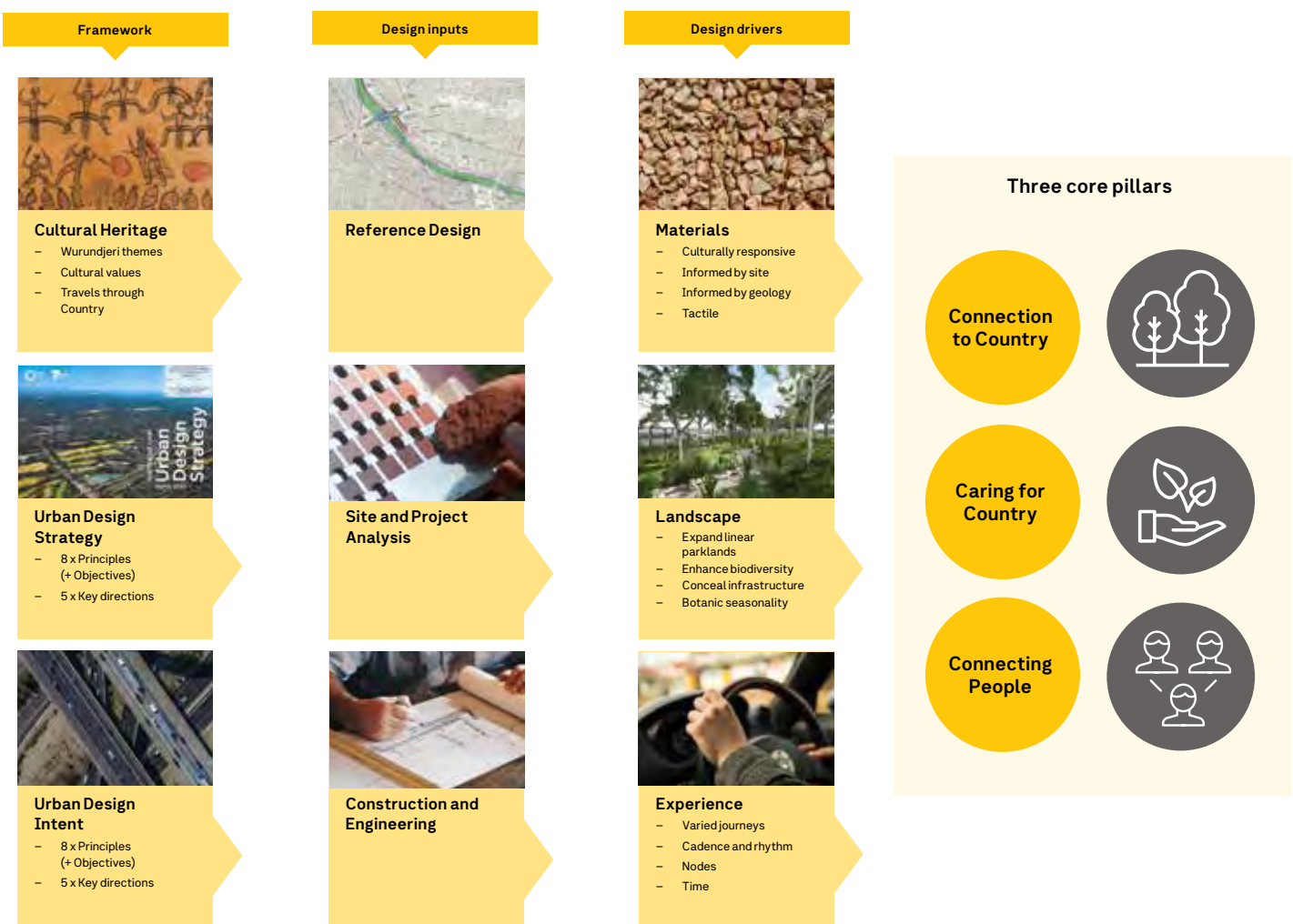


Figure 24: North East Link Project Co-Design Process

4. Project Description and Design Response

4.2.2 The Three Pillars

The three pillars – Connection to Country, Caring for Country, and Connecting People – express the overarching design intent and vision for the NELP, as well as providing a framework for the development of design solutions. Co-designed with the WWCHAC as the Registered Aboriginal Party (RAP) for the land on which the Project will be delivered, the pillars express the key aspirations and design sensibilities of the Traditional Owners for the Project land.

The pillars build on the overarching design objectives, principles and requirements outlined in the North East Link UDS by providing the conceptual 'lenses' through which these requirements will be translated into a coordinated, whole-of-corridor design outcome across the NELP.

The following sections provide a summary of how each pillar has been interpreted and implemented throughout the design response in this UDLP.

The three pillars are further expressed through three cultural zones that relate to Wurundjeri ways of life and tell a story of a Journey to the Birrarung, providing specific co-design outcomes that link to place based cultural values. The three zones are 'Making on Country', 'Cultivating Country', and 'Confluence of Country'.



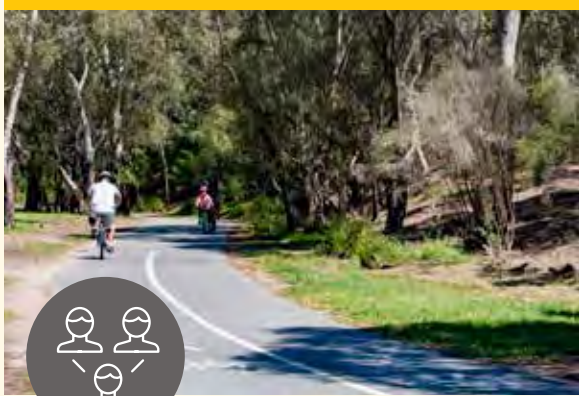
Connection to Country

We are all part of Country, and each place has a story – an ancient story and one that will emerge. For best practice urban design, the stories of the past, present and future should be woven together.



Caring for Country

Caring for Country is true stewardship of place. It is the reciprocal relationship we have with our environment. If we maintain it, remediate it and respect it, it sustains us. We only take what we need, allowing for replenishment and ongoing enjoyment of the land.



Connecting People

North East Link connects people. It connects people to economic opportunity, relieving the congestion burden of north-eastern Melbourne and making it faster and easier to travel for work, business, education, and leisure. It also offers opportunities to bring people together.

Figure 25: Intent of the Three Pillars

Cultural Zones

Making on Country	Cultivating on Country	Confluence of Country
<p>Moving east along <i>Koonung Koonung Creek</i> towards a landscape that was more plentiful for resources dedicated to tool making, such as Red gums and Iron Bark, this section of the Journey highlights Wurundjeri Ingenuity in craftsmanship, taking only what was needed, utilising the naturally occurring resources without causing irreparable damage to the sensitive ecosystem.</p> <ul style="list-style-type: none">– shields– spears– coolamon– boomerangs– digging sticks (Koonung or Kannan)– greenstone axes– clap sticks.	<p>The extensive space between Bulleen Interchange and Doncaster Road is an opportunity to showcase the unique role Woman played in Wurundjeri Culture. The landscapes of Koonung Koonung Creek were conducive to a vast array of cultural responsibilities.</p> <ul style="list-style-type: none">– shelters / Mia Mia– edible foods, seeds, berries, roots (medicinal foods)– plants for basket, eel trap, duck net weaving– jewellery making– dam and pond making– seasonal burning– practicing culture– cultural use of fire– generosity and leaving behind markers.	<p>The meeting point of the Birrarung and <i>Koonung Koonung Creek</i>, (a tributary creek to the important water body that leads up to Bolin Bolin and Banyule flats) is an opportunity to acknowledge</p> <ul style="list-style-type: none">– water– eels– tadpole season– canoes– duck nets– eel traps– seasonal movement towards Bolin Bolin and Banyule Flats Reserve.

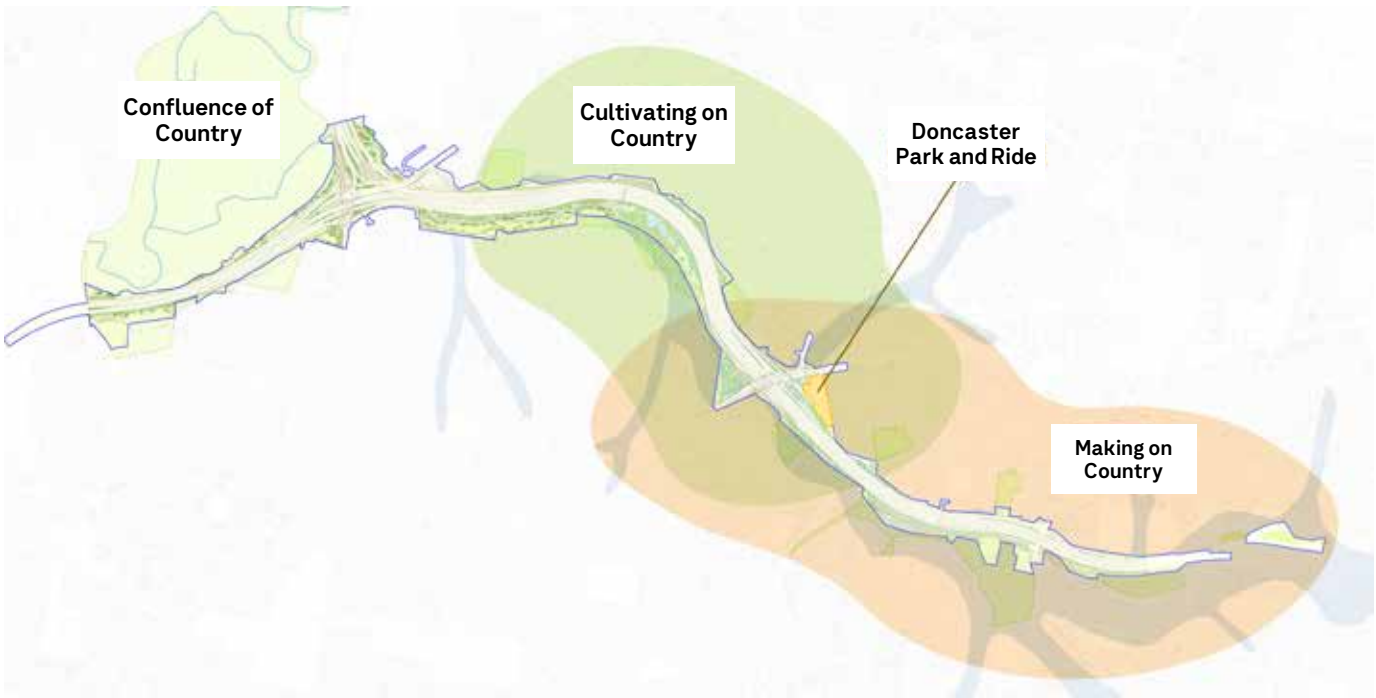


Figure 26: Doncaster Park and Ride identified in the Three Cultural Zones

4. Project Description and Design Response

4.2.2.1 Embedding Wurundjeri Woi-wurrung Knowledge and Values

Through ongoing partnership and collaboration, Wurundjeri Woi-wurrung voice and agency have been structurally embedded into the design at a number of levels. For instance, WWCHAC were actively involved in the preparation of the UDS and also have played a leading role in co-designing the three pillars as the overarching statement of design intent in all NELP projects.

Wurundjeri Woi-wurrung have generously shared their deep knowledge of the land and cultural histories through workshops, guided walks on Country and other communications. This UDLP acknowledges the contribution made by the Wurundjeri Woi-wurrung in support of NELP and the Project Design and has respectfully sought to incorporate a number of specific themes and priorities through the three pillars.

Figure 27 opposite provides a summary of this process.

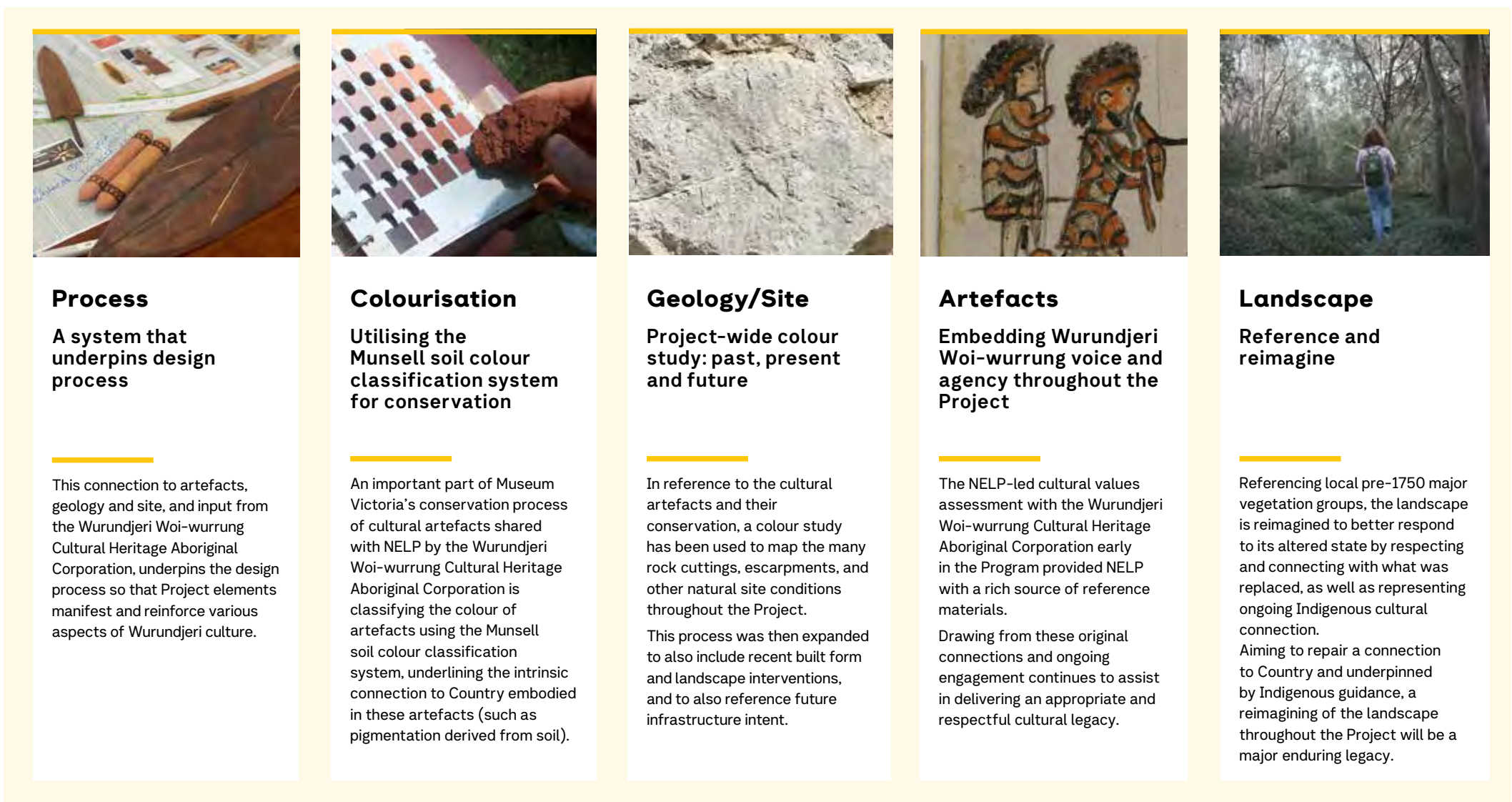


Figure 27: Wurundjeri Knowledge and Values

4. Project Description and Design Response

4.2.2.2 Integrating the ‘Three Pillars’ and ‘Cultural Zones’ into the Design Response



Connection to Country

Connection to Country is much more than connection to place – it encapsulates the full web of relationships and interactions between land, water, plants, animals, and people – as well as the stories and cultural connections that give them meaning.

The design has sought to reconnect the park and ride into the surrounding landscape through the development of a series of place-specific design palettes incorporating colour, material, and architectural treatments. Drawn from an analysis of immediately surrounding vegetation, rock and other natural features, the design also incorporates colours and tones derived from a series of cultural reference materials provided by the Wurundjeri Woi-wurrung.

Connection to Country - further design opportunities

- incorporate design elements that communicate and/or promote deeper understanding of the ‘story’ of a place
- actively and respectfully embed Wurundjeri Woi-wurrung culture, traditions, and histories at all design scales
- reflect on the cultural zones of ‘Making on Country’ and ‘Cultivating Country’.



Caring for Country

Water defines and is central to the design of the NELP. With much of Koonung Koonung Creek degraded or underground as a result of previous Freeway works, alignment to the pillar of Caring for Country requires design solutions to consider and respond to the waterway corridor.

While the park and ride does not abut waterways, it interfaces with Koonung Creek Corridor to the west, where part of Koonung Koonung Creek flows through. As such, it provides an opportunity to integrate water into the design, which is demonstrated through water sensitive urban design supporting improvements to downstream water quality and environment conditions.

The landscape response throughout this UDLP is designed to promote and enhance biodiversity outcomes ranging from small micro-habitats at the base of noise walls and/or along the busway to canopy trees along the street frontages. Planting mixes are largely based on historic Ecological Vegetation Classes (EVCs) and climatic conditions but also place specific, with canopy trees incorporated wherever possible to provide shade, weather protection and amenity within the park and ride.

Caring for Country - further design opportunities

- maximise biodiversity values through selection of plant species and planting locations, including extension of existing habitat, with Wurundjeri Woi-wurrung consultation
- promote education and knowledge sharing through inclusion of educational or interpretive signage and/or materials in design, particularly in areas with specific environmental or ecological significance
- reflect on the cultural zones of ‘Making on Country’ and ‘Cultivating Country’.



Connecting People

The park and ride has been designed into the surrounding context through connections with the Eastern Busway, the shared use path within Koonung Creek Corridor, and local roads.

The design response has also prioritised the pillar of Connecting People through a forecourt, which creates opportunities for spontaneous social interactions and suitable planting mixes promoting a relationship with the natural environment.

The design will be further refined through the co-design process; Wurundjeri Woi-wurrung input and cultural authority will be actively sought to ensure the final design outcome is culturally appropriate. Opportunities to further embed and/or communicate contemporary Indigenous design sensibilities and connection to culture will be explored in consultation with the WWCHAC.

Connecting People - further design opportunities

- human-centred design for pathways and connections
- integration of place-specific elements into detailed design and landscaping
- reflect on the cultural zone of ‘Confluence of Country’.*

* While the park and ride is included in the cultural zones of ‘Making on Country’ and ‘Cultivating Country’, the significance of ‘Confluence of Country’ is incorporated into the design to represent the meeting points and the flow of transport.