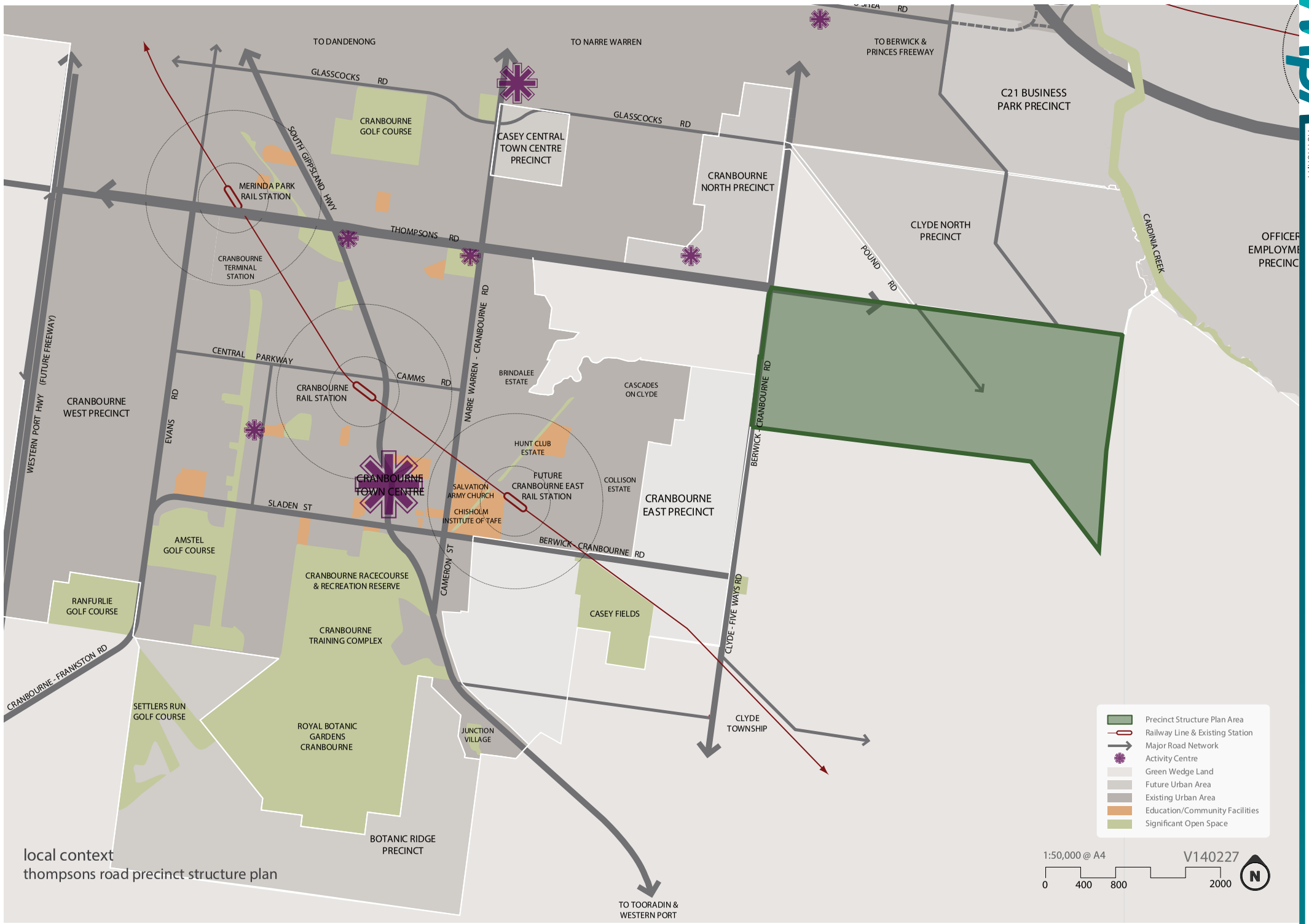

METROPOLITAN PLANNING AUTHORITY

# **THOMPSONS ROAD** PRECINCT STRUCTURE PLAN

FEBRUARY 2014




local context
thompsons road precinct structure plan

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*Reference to the Metropolitan Planning Authority (MPA) in this document is a reference to the Growth Areas Authority (GAA).*

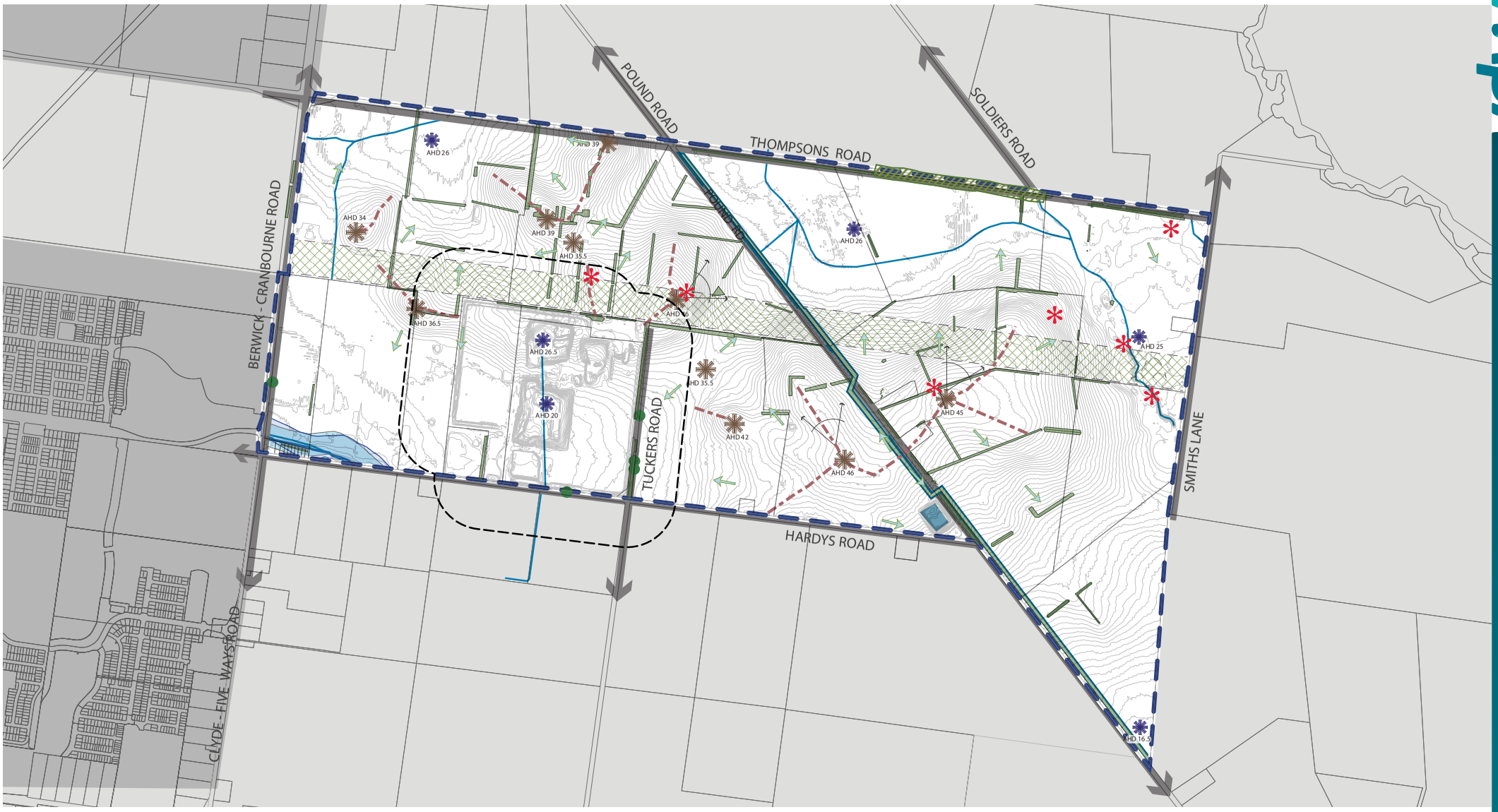
## PLANS



## TABLES



## FIGURES




- precinct boundary
- existing roads
- existing urban
- future urban
- contours (0.5m)
- ridgeline
- high point (AHD 29)
- low point (AHD 14.5)
- quarry recommended separation distance (250m)
- powerline easement
- desalination pipeline
- existing vegetation/scattered trees / windrow
- urban flood zone
- land subject to innundation overlay (LSIO)
- waterways / drainage lines
- direction of slope
- existing dams
- registered aboriginal cultural heritage places (indicative locations only)

Note:
Power easement and quarry separation distance zoned FZ(farm zone)
Clyde Creek Corridor includes growling grass frog category 2 habitat area

plan 1_precinct features
thompsons road precinct structure plan

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# 1.0 INTRODUCTION

The Thompsons Road Precinct Structure Plan (the PSP) has been prepared by the Metropolitan Planning Authority (MPA) with the assistance of the Casey City Council, Government agencies, service authorities and major stakeholders.

The PSP is a long-term plan for urban development. It describes how the land is expected to be developed, and how and where services are planned to support development.

The PSP:

- Sets out plans to guide the delivery of quality urban environments in accordance with the Victorian Government guidelines.
- Enables the transition of non-urban land to urban land.
- Sets the vision for how the land should be developed and the outcomes to be achieved.
- Outlines the projects required to ensure that future residents, visitors and workers within the area can be provided with timely access to services and transport necessary to support a quality and affordable lifestyle.
- Sets out objectives, requirements and guidelines for land use, development and subdivision.
- Provides Government agencies, the Council, developers, investors and local communities with certainty about future development.
- Addresses the requirements of the *Environment Protection and Biodiversity Conservation (EPBC) Act 1999* in accordance with the endorsed program and the relevant action approval for Melbourne's growth corridors under Part 10 of that Act.

The PSP is informed by:

- The *State Planning Policy Framework* set out in the *Casey Planning Scheme*; and
- The *Growth Corridor Plans: Managing Melbourne's Growth* (Growth Areas Authority, June 2012); and
- The *Local Planning Policy Framework* of the *Casey Planning Scheme*; and
- The *Biodiversity Conservation Strategy* and *Sub Regional Species Strategies for Melbourne's Growth Areas* (Department of Environment and Primary Industries 2013); and
- The *Precinct Structure Planning Guidelines* (GAA 2009); and
- Background studies undertaken in the preparation of the PSP.

The following planning documents have been developed in parallel with the PSP to inform and direct the future planning and development of the Precinct:

- The *Clyde Development Contributions Plan* (DCP) requires development proponents to make a contribution toward infrastructure required to support the development of the Precinct.
- The *Thompsons Road Background Report* (Background Report).

## 1.1 How to read this document

This Precinct Structure Plan (PSP) guides land use and development where a planning permit is required under the Urban Growth Zone (Clause 37.07 of the Casey Planning Scheme), or any other provision of the planning scheme that references this structure plan.

A planning application and a planning permit must implement the outcomes of the PSP.

Each element of the PSP contains requirements, guidelines and conditions as relevant.

**Requirements** must be adhered to in developing the land. Where they are not demonstrated in a permit application, requirements will usually be included as a condition on a planning permit whether or not they take the same wording as in this structure plan. A requirement may reference a plan, table or figure in the structure plan.

**Guidelines** express how discretion will be exercised by the responsible authority in certain matters that require a planning permit. If the responsible authority is satisfied that an application for an alternative to a guideline implements the outcomes the responsible authority may consider the alternative. A guideline may include or reference a plan, table or figure in the PSP.

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**Conditions** must be included in a planning permit.

Meeting these requirements, guidelines and conditions will implement the outcomes of the PSP.

Development must also comply with other Acts and approvals where relevant e.g. the *Environment Protection and Biodiversity Conservation Act 1999* in the case of biodiversity or the *Aboriginal Heritage Act 2006* in the case of cultural heritage, amongst others.

Not every aspect of the land's use, development or subdivision is addressed in this structure plan. A responsible authority may manage development and issue permits as relevant under its general discretion.

## 1.2 Land to which this PSP applies

**Thompsons Road PSP 1053** occupies an area of approximately 694 ha in the City of Casey. The precinct extends from Thompsons Road in the north to Hardys Road in the south, and from Berwick-Cranbourne Road in the east across to Smiths Lane and Pound Road in the west.

The precinct is dominated by an east-west ridge line located centrally between Thompsons and Hardy's Roads, generally along the alignment of the high voltage power lines that run along this ridge. Three relatively prominent hilltops exist within the ridge line. PSP 1053 has a Net Developable Area (NDA) of approximately 505 hectares, inclusive of residential, commercial and industrial land.

Plan 1 identifies the key features of the land contained within the precinct boundaries.

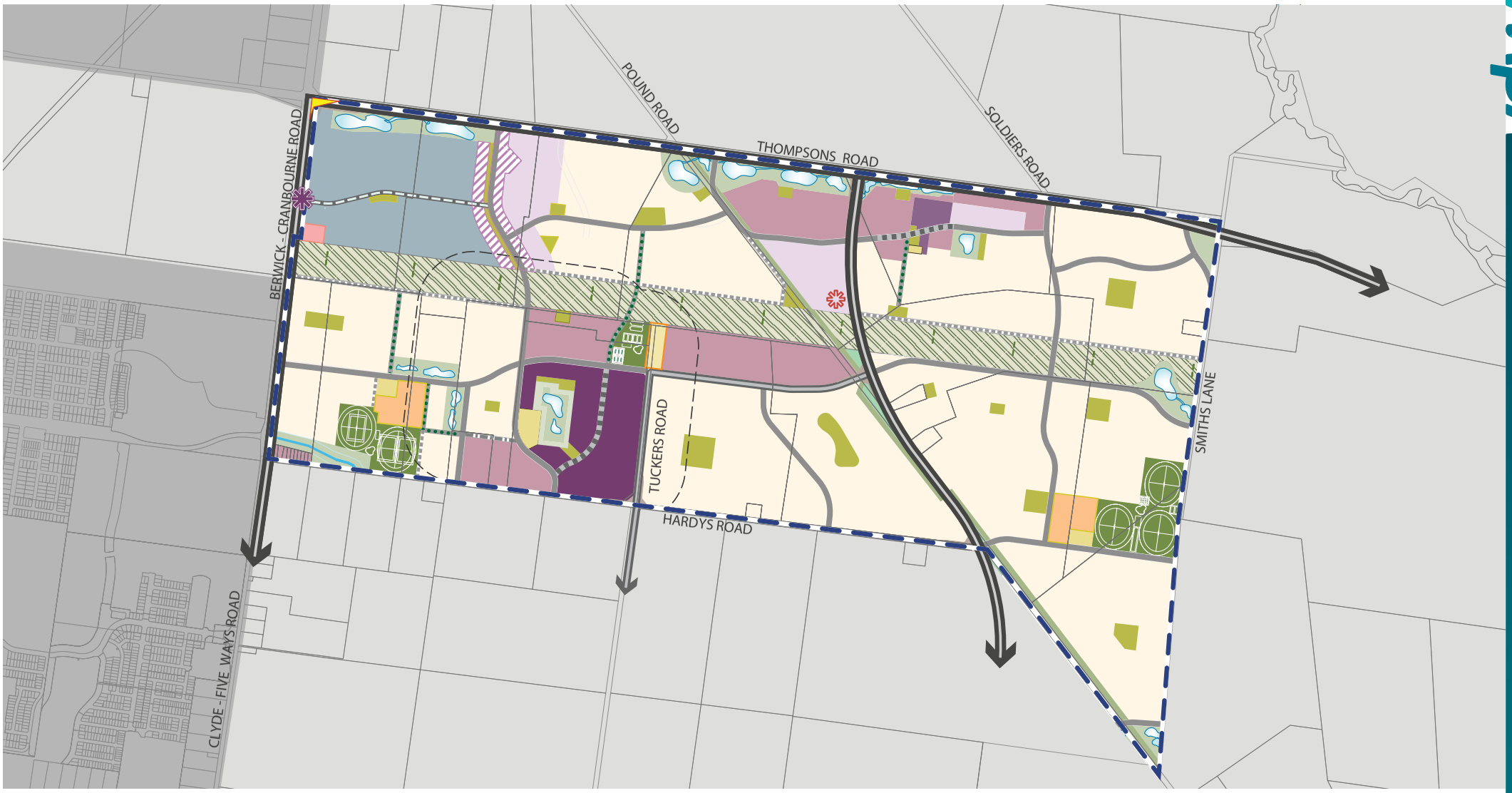
## 1.3 Development Contributions Plan

Development proponents within the Thompsons Road Precinct will be bound by the *Clyde Development Contributions Plan* (the DCP). The DCP sets out requirements for infrastructure funding across this and two other precincts.

The DCP is a separate document incorporated in the *Casey Planning Scheme*.

## 1.4 Background Information

Detailed background information on the precincts is available including their local and metropolitan context, history, biodiversity, landform and topography, open space and community facilities. This information is summarized in the Thompsons Road PSP 1053 Background Report and has informed the preparation of the PSP.

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- active mixed use / non residential
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- secondary arterial road - 4 lanes
- connector street
- connector street - industrial
- high street - major town centre
- access level 2 street
- PAO
- access level 2 street - green link
- access level 1 street
- future urban
- existing urban

plan 2_future urban structure
thompsons road precinct structure plan

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# 2.0 OUTCOMES

## 2.1 Vision

**Thompsons Road PSP** is both a residential and an employment precinct. Out of a total area of 694 hectares, it is proposed to deliver 122 net developable hectares of land for employment purposes (industrial and commercial), with the potential to deliver 8900 local jobs. The precinct will ultimately also support a residential community of approximately 6,100 dwellings and a population of around 17,200 on a net developable area of 383 hectares. Detailed planning in the PSP process has determined the type of employment and industrial uses that are appropriate within the precinct.

Thompsons Road Precinct is planned to be a community that integrates business investment with high quality residential development. Characterised by a strong natural ridgeline, extensive views and proximity to Cardinia Creek, a distinct elevated urban amenity will be created.

The employment land identified in PSP 1053 will stimulate industrial and commercial development by building on freight and transport opportunities. The Thompsons Road PSP employment land will be developed as part of an integrated approach through the PSP which will accelerate the delivery of local employment within the corridor. The connections to regional transport infrastructure, road networks and service provision are key requirements to creating local employment generation that is connected and substantial in its diversity.

An active mixed use area will provide for an interface between industrial and residential areas, creating a high amenity boulevard of commercial and service business.

Major private Health Facilities on Thompsons Road will anchor the Local Town Centre and provide for the potential expansion of health facilities. The Hardys Road major town centre and commercial area, focussed on a central urban wetland (a former quarry), will deliver extensive services and facilities to both the surrounding employment land and residential areas.

In the Future Urban Structure Plan for Thompsons Road precinct, the topographic features of the precinct have been used to create an effective separation between future residential, commercial and industrial areas. The future industrial area is concentrated on the Thompsons Road frontage, north of the transmission line easement. A major Health Hub is planned for Thompsons Road east of Pound Road, co-locating with a local town centre and with identified sites for a medical complex and a potential hospital.

## 2.2 Objectives

The following objectives describe the desired outcomes of the precinct's development, and guide the implementation of the vision.

| | |
|---|---|
| **IMAGE. CHARACTER, HERITAGE AND HOUSING** | |
| **O1** | Achieve a diversity of streetscape and open space outcomes to enhance local character and amenity, establishing a landscape of connecting canopies along streets, parks and waterways. |
| **O2** | Deliver a minimum of 6,100 new homes (16 dwellings net developable hectare overall precinct average). |
| **O3** | Identify areas of Aboriginal Cultural Heritage within the precinct . |
| **O4** | Ensure medium and high density development is prioritised in locations proximate to high amenity and/or high activity areas. |
| **O5** | Promote housing choice through the delivery of a range of lot sizes capable of accommodating a variety of dwelling types. |
| **O6** | Provide for a well-designed Interface between residential and industrial or commercial land to minimise potential impacts of industrial uses on residential amenity, and to allow for development of industries and associated uses that will be compatible with the nearby community. |
| **TOWN CENTRES & EMPLOYMENT** | |
| **O7** | Capitalise on the significant opportunities of the local context, including the proposed Thompsons Road Freight Link, the south-eastern employment corridor, and potential expansion of the Port of Hastings. |
| **O8** | Create high amenity industrial and commercial precincts that can attract a diversity of different businesses and employers and generate a variety of local jobs. |

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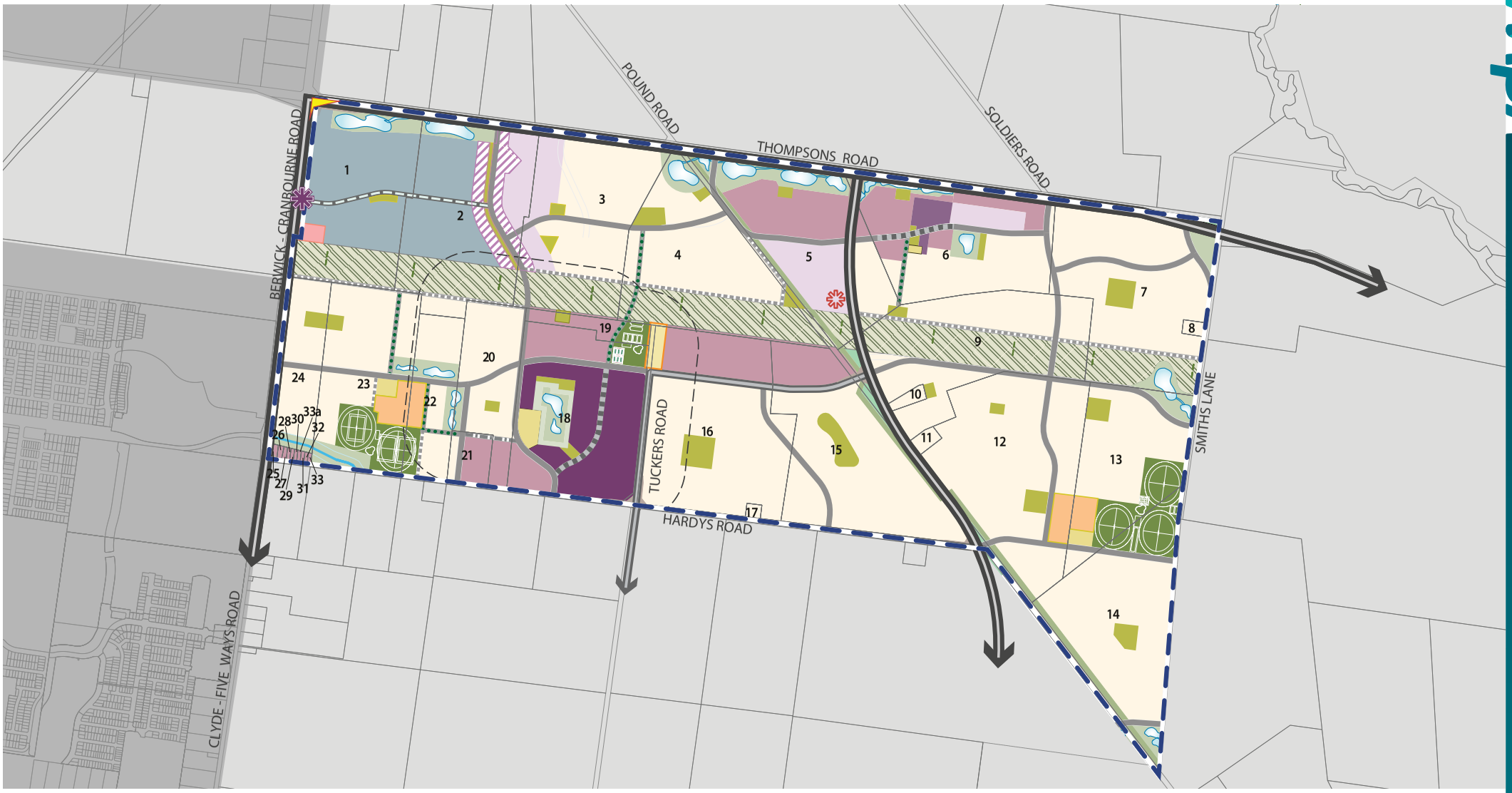
| | |
|---|---|
| **O9** | Develop diverse local employment opportunities to meet the needs of existing and future residential populations. |
| **O10** | Develop a series of town centres, each with a civic focus and the ability to adapt and evolve with the community. |
| **O11** | Ensure the design of town centres is conducive to a range of commercial enterprises including start-up, small, and home-based businesses. |
| **O12** | Encourage the provision of local convenience retail without compromising the functions and roles of nearby town centres. |
| **OPEN SPACE & COMMUNITY FACILITIES** | |
| **O13** | Deliver an integrated and linked network of local passive parks, active recreation reserves, and community infrastructure that meets the needs and aspirations of the new community. |
| **BIODIVERSITY, THREATENED SPECIES & BUSHFIRE MANAGEMENT** | |
| **O14** | Plan for the long-term conservation and enhancement of areas of biodiversity. |
| **O15** | Ensure that bushfire protection measures are considered in the layout and development of the local street network. |
| **TRANSPORT & MOVEMENT** | |
| **O16** | Provide strong external connections to the surrounding road network to foster accessibility of the precinct. |
| **O17** | Develop a slow-speed and permeable connector road network. |
| **INTEGRATED WATER MANAGEMENT & UTILITIES** | |
| **O18** | Deliver an integrated water management system that reduces reliance on reticulated potable water, increases the re-use of alternative water, minimises flood risk, ensures waterway health, and contributes towards a sustainable and green urban environment. |
| **PRECINCT INFRASTRUCTURE PLAN & STAGING** | |
| **O19** | Ensure pre-development property structure does not impede the realisation of cohesive and integrated neighbourhoods. |
| **O20** | Ensure that development staging is co-ordinated with the delivery of key local and state infrastructure. |

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- PAO
- access level 2 street - green link
- access level 1 street
- future urban
- existing urban
- 1 property boundary & number

plan 3_land budget
thompsons road precinct structure plan

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## 2.3 Summary land budget

The Net Developable Area (NDA) is calculated by deducting the land requirements for major roads, servicing, community facilities and open space from the overall precinct area. The estimated NDA for the precinct is 505 hectares representing approximately 73% of the PSP area.

State Planning Policy currently aims to achieve a minimum of 15 dwellings per hectare of NDA. This PSP is expected to exceed the minimum dwelling density and yield delivering approximately 6,100 dwellings with an average density of 16 dwellings per hectare of NDA.

An average household size of 2.8 persons for conventional density housing (based on Victoria in Future 2012) is used to estimate the future population of the PSP area. On this basis the future population of the PSP is estimated to be approximately 17,200 residents. The PSP is also expected to yield approximately 8,900 on-going jobs for future residents.

The table below sets out the land area and summary lot yield for various uses in the future urban structure.

**Table 1** Summary land use budget

| Description | PSP 1053 Thomspons Road | | |
|---|---|---|---|
| | HECTARES | % OF TOTAL | % OF NDA |
| **TOTAL PRECINCT AREA (ha)** | **694.63** | **100.0%** | |
| **Transport** | | | |
| 4 Lane Arterial Road / Widening / Flaring | 3.82 | 0.55% | 0.76% |
| 6 Lane Arterial Road / Widening / Flaring | 17.59 | 2.53% | 3.51% |
| Existing Road Reserve Part of Proposed Arterial (6 lane) | 11.03 | 1.59% | 2.20% |
| Existing Road Reserve Part of Proposed Arterial (4lane) | 1.13 | 0.16% | 0.23% |
| Berwick Cranbourne - Clyde Fiveways Road existing Reservation(outside of PSP) | 0.00 | 0.00% | 0.00% |
| Thompsons Road existing Reservation (Outside of PSP) | 0.00 | 0.00% | 0.00% |
| Tree reserve / PAO | 2.34 | 0.20% | 0.47% |
| Rail Corridors / Easements | 0.00 | 0.00% | 0.00% |
| Sub-total Transport | 35.91 | 5.2% | 7.17% |
| **Community** | | | |
| Community Facilities | 3.11 | 0.45% | 0.62% |
| Indoor Recreation facilities | 1.54 | 0.22% | 0.31% |
| Government Education | 7.00 | 1.01% | 1.40% |
| Non Government Education | 0.00 | 0.00% | 0.00% |
| Sub-total Education | 11.64 | 1.7% | 2.33% |
| **Open Space** | | | |
| **Encumbered Open Space Available for Recreation** | | | |
| Power Easement | 60.88 | 8.76% | 12.16% |
| Waterway Corridor/Wetland / Retarding | 33.64 | 4.84% | 6.72% |
| Desalination Pipe Easement+ gap between road and desal easement | 6.98 | 1.01% | 1.39% |
| Heritage (Aboriginal) | 0.00 | 0.00% | 0.00% |
| Heritage (Post Contract) | 0.00 | 0.00% | 0.00% |
| Conservation (EPBC) | 0.00 | 0.00% | 0.00% |
| Sub-total Encumbered Open Space Available for Recreation | 101.50 | 14.61% | 20.27% |
| **Unencumbered Local Open Space** | | | |
| Local Sportsfields (active open space) | 22.59 | 3.3% | 4.51% |
| Local Parks (passive open space) | 20.01 | 2.9% | 4.00% |
| Sub-total Unencumbered Local Open Space | 42.60 | 6.1% | 8.51% |
| **Other Unencumbered Open Space** | | | |
| Existing local Parks (passive open space) | 0.00 | 0.0% | 0.00% |
| Regional Sportsfields (active open space) | 0.00 | 0.0% | 0.00% |
| Sub-total | 0.00 | 0.00% | 0.00% |
| Sub-total other Unencumbered Open Space | 42.60 | 6.1% | 8.51% |
| Subtotal Open Space Available for Recreation | 144.10 | 20.7% | 28.78% |
| **Other** | | | |
| Existing Clyde Township RZ1 Area | 0.00 | 0.00% | 0.00% |
| Sub Station | 0.96 | 0.14% | 0.19% |
| Sub-total | 0.96 | 0.14% | 0.19% |
| **TOTAL NET DEVELOPABLE AREA - (NDA) Ha** | **500.70** | **72.08%** | |
| **NET DEVELOPABLE AREA - RESIDENTIAL (NDAR) Ha** | **398.86** | **57.42%** | |
| **NET DEVELOPABLE AREA - EMPLOYMENT (NDAE) Ha** | **101.84** | **14.66%** | |
| NET DEVELOPABLE AREA - COMMERCIAL | **54.35** | 7.82% | |
| NET DEVELOPABLE AREA - INDUSTRIAL | **39.54** | 5.69% | |
| NET DEVELOPABLE AREA - ACTIVE MIXED USE | **7.95** | 1.15% | |

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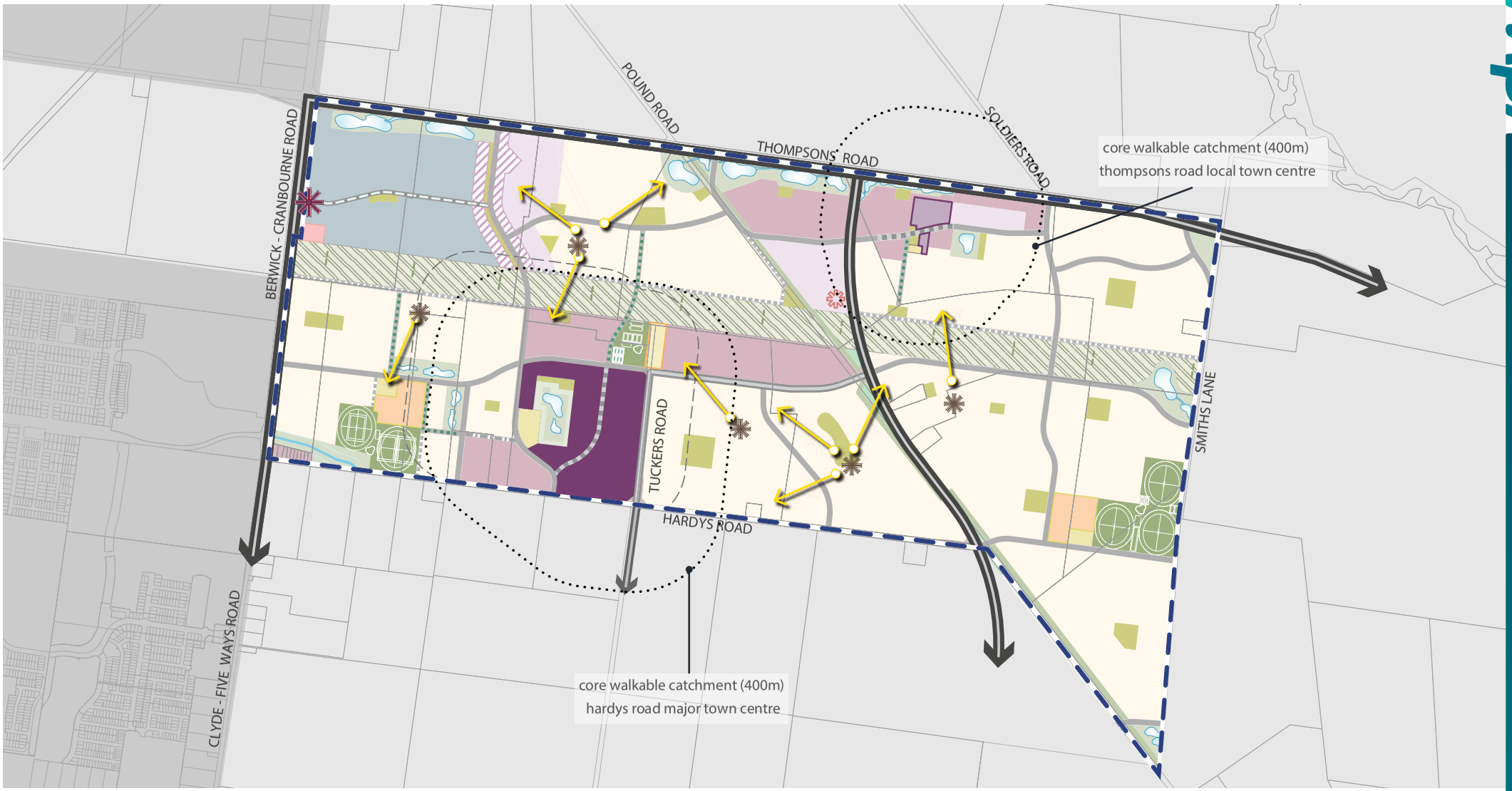
| Description | PSP 1053 Thomspons Road | |
|---|---|---|
| **Residential Local Open Space (expressed as % of NDAR)** | Hectares | % of NDAR |
| Local Sportsfields (active open space) | 22.59 | 6.08% |
| Local Parks (passive open space) | 20.01 | 4.00% |
| Regional Sportsfields (active open space) area not provided through clause 52.01 Open Space Delivery | 0.00 | N.A. |
| Sub-total | **42.60** | **10.68%** |
| **Employment Local Open Space (expressed as % of NDAE)** | Hectares | % of NDAE |
| Sub-total | **2.10** | 2.06% |
| **Total Open Space** | **44.70** | 10.68% |

| Description | PSP 1053 Thomspons Road | | |
|---|---|---|---|
| **Residential** | **NDA (Ha)** | **Dwell / NDHa** | **Dwellings** |
| Standard Density | 348.42 | 16 | 5,575 |
| Local Town Centre/Convenience Town Centre | 4.67 | 10 | 47 |
| Major Town Centre | 22.71 | 15 | 341 |
| **Totals Residential Yield Against NDA** | **375.81** | **15.86** | **5,962** |
| **Anticipated population @ 2.8 persons per dwelling** | | | **16,694** |

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plan 4_image, character & housing
thompsons road precinct structure plan

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# 3.0 IMPLEMENTATION

## 3.1 Image, character, heritage and housing

### 3.1.1 Image and character

#### IMAGE AND CHARACTER

| | REQUIREMENTS |
|---|---|
| **R1** | Street trees must be provided on both sides of all roads and streets (excluding laneways) at regular intervals appropriate to tree size at maturity and not exceeding the guidance below unless otherwise agreed by the responsible authority:<br>**AVERAGE INTERVAL** / **TREE SIZE**<br>8 – 10 metres / Small trees (less than 10 metre canopy)<br>10 – 12 metres / Medium trees (10 – 15 metre canopy)<br>12 – 15 metres / Large trees (Canopy larger than 15 metres) |
| **R2** | Trees in parks and streets must be:<br>• Suitable for local conditions; and<br>• Planted in modified and improved soil as required to support tree longevity. |
| **R3** | Street tree planting must use locally appropriate species and be consistent with any guidance provided on the relevant cross section within this Precinct Structure Plan unless otherwise approved by the responsible authority. |
| **R4** | Key Green streets must be provided generally where shown on Plans 2, 4 and 8 as per the cross-section in Appendix 4.3. |
| | **GUIDELINES** |
| **G1** | Street networks within subdivisions should be designed to maximise the number of connections and direct views to waterways, open space, and town centres. |
| **G2** | Significant elements of the landscape and built form should be used as focal points for view lines along streets. Elements may include items such as public buildings and landmarks. |
| **G3** | Retained windrows and significant trees should be located within the public domain, including parks and road reserves, unless otherwise approved by the responsible authority. |
| **G4** | Street trees should be used consistently across neighbourhoods to reinforce movement hierarchy and local character. |
| **G5** | A consistent suite of lighting and furniture should be used across neighbourhoods, appropriate to the type and role of street or public space, unless otherwise approved by the responsible authority. |
| **G6** | Trees in streets and parks should be larger species wherever space allows (to facilitate continuous canopy cover). |

### 3.1.2 Housing

#### HOUSING

| | REQUIREMENTS |
|---|---|
| **R5** | Residential subdivisions must deliver a broad range of lot sizes capable of accommodating a variety of housing types. |
| **R6** | Development must appropriately respond to the future Principal Public Transport Network through the creation of opportunities for high-density residential development. |

| | |
|---|---|
| **R7** | Lots must front or side:<br>• Waterways and public open space.<br>• Local access streets.<br>• Connector roads.<br>• The Electricity Transmission line easement.<br>• Arterial roads.. |
| **R8** | Subdivision applications must include indicative concept layouts for any lots identified for the future development of medium density, high density , or integrated housing that suitably demonstrate:<br>• Active interfaces with adjacent streets, open spaces and waterways.<br>• Safe and effective vehicle and pedestrian access and internal circulation, as appropriate. |
| | **GUIDELINES** |
| **G7** | Development should demonstrate how the proposed subdivision will deliver a variety of housing types and lot sizes. |
| **G8** | Residential subdivision stages should provide across neighbourhoods a broad range of lot sizes capable of accommodating a variety of housing types as described in Table 2. |
| **G9** | Subdivision of land within a walkable distance of town centres and designated public transport routes should create a range of lot sizes suitable for the delivery of medium and higher density housing types listed in Table 2. |
| **G10** | Specialised housing forms such as retirement living or aged care should be:<br>• Integrated into the wider urban structure.<br>• Located in close proximity to town centres and community hubs.<br>• Accessible by public transport. |
| **G11** | Lots capable of supporting conventional and lower density housing are encouraged closer to and adjoining the transmission line easement. |
| | **CONDITIONS** |
| **C1** | **Ensuring the Small Lot Housing Code is an approved building envelope under Part 4 of the *Building Regulations 2006***<br>The Small Lot Housing Code incorporated into the *Casey Planning Scheme* is endorsed under this planning permit.<br>The Small Lot Housing Code must be shown as a restriction (on a plan of subdivision certified under the *Subdivision Act 1988*) that is recorded on the register under the *Transfer of Land Act 1958* in relation to an allotment that is less than 300 square metres in area. |

**Table 2** Lot size and housing type guide

The following table provides an indication of the typical range of lot sizes that support the delivery of a broad range of housing types.

| HOUSING TYPES THAT MAY BE SUPPORTED | LOT SIZE CATEGORY ($m^2$) | | |
|---|---|---|---|
| | LESS THAN 300$m^2$ | 301-600$m^2$ | MORE THAN 600$m^2$ |
| Small Lot Housing including townhouses and attached, semi-detached and detached houses | ■ | | |
| Dual occupancies, duplexes | ■ | ■ | ■ |
| Detached houses | | ■ | ■ |
| Multi-unit housing sites including terraces, row houses and villas | | ■ | ■ |
| Stacked housing including apartments, shop top living and walk up flats | | | ■ |

## 3.2 Town centres and employment

### 3.2.1 Town Centres

**Table 3** Town centre hierarchy

| TOWN CENTRE | RETAIL FLOOR SPACE | COMMERCIAL FLOOR SPACE | LOCATION AND USES |
|---|---|---|---|
| Hardys Road Major Town Centre | 40-50,000 m2 | 40-50,000 m2 | Located to service both PSP 1053 and Clyde Creek population, and the employment areas within PSP 1053. Should include a full range of community uses, business, and residential. |
| Thompsons Road Local Town Centre | 8,000 m2 | 5,000 m2 | Located to service residents in PSP 1053 and Clyde North PSP. Co-located with major private Health Facilities and employment land. Includes community facilities and a business precinct. |
| Berwick-Cranbourne Road Local Convenience Centre | 1,500 m2 | - | Located centrally in industrial area of PSP 1053 and future industrial area to the west. Location flexible but should be on a connector road. |

**Table 4** Anticipated employment creation

| LAND USE | MEASURE | JOBS | QTY IN PSP | EST JOBS |
|---|---|---|---|---|
| Council Kindergarten | Jobs/centre | 10 | 1 | 20 |
| Community Centre | Jobs/centre | 10 | 4 | 40 |
| Govt Primary School | Jobs/school | 40 | 1 | 40 |
| Hardys Road Major Town Centre | Jobs/school | 2,800 | 1 | 2,800 |
| Thompsons Road Local Town Centre/ Health Facilities Stage 1 /Retirement | Jobs/combined facilities and centre | 1,000 | 1 | 1,000 |
| Thompsons Road Health Facilities Stage 2 | Jobs/facility | 1,400 | 1 | 1,400 |
| Office/commercial | Jobs/centre | 20-40 | 56 | 1,300 |
| Industrial | Jobs/ha | 10-20 | 41 | 820 |
| Private child care centre | Jobs/100 places | 15 | 1 | 15 |
| Home based business | Jobs/dwelling | 0.05 | 6,100 | 300 |
| Active Mixed Use | Jobs/ha | 40 | 8 | 320 |
| Mixed Use | Jobs/ha | 40 | 21 | 840 |
| **TOTAL ESTIMATED** | | | | **8,895** |

**Figure 1** Hardys Rd Major Town Centre

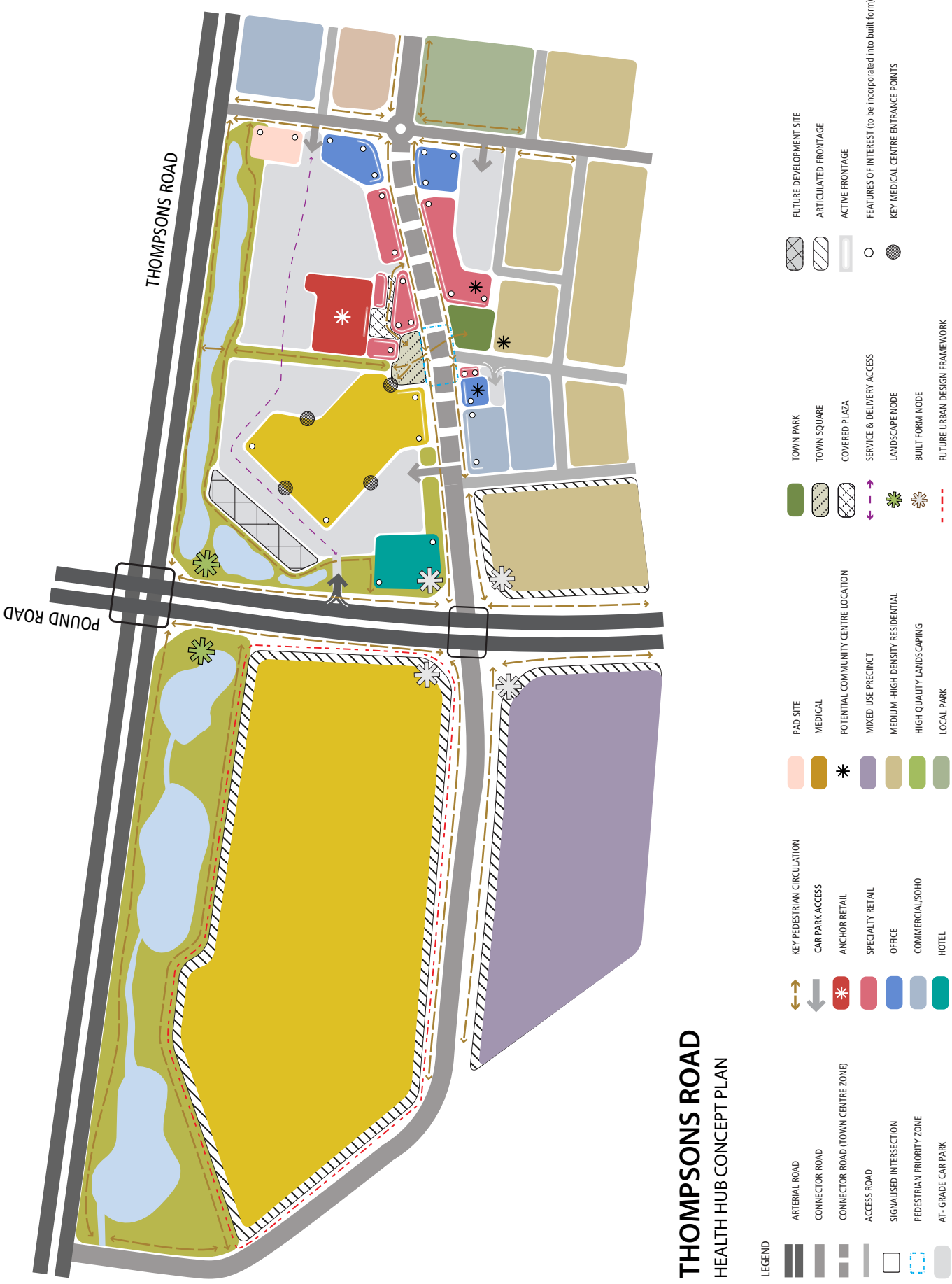
### 3.2.2 Major Town Centre

| | REQUIREMENTS |
|---|---|
| **R9** | Land use and development within the Hardys Road Major Town Centre must respond to the relevant concept plan and key design elements shown in Figure 1, and must address the design principles and performance criteria outlined in Appendix 4.3. |
| | **GUIDELINES** |
| **G12** | Land use and development within the Hardys Road Major Town Centre should meet the requirements and guidelines set out in Appendix 4.3. |
| **G13** | Residential densities within the core walkable catchment of the Hardys Road Major Town Centre (as shown on Plan 4) should demonstrate that the development responds to the zone objectives of the applied Residential Growth Zone. |

### 3.2.3 Health Facilities and Local Town Centre

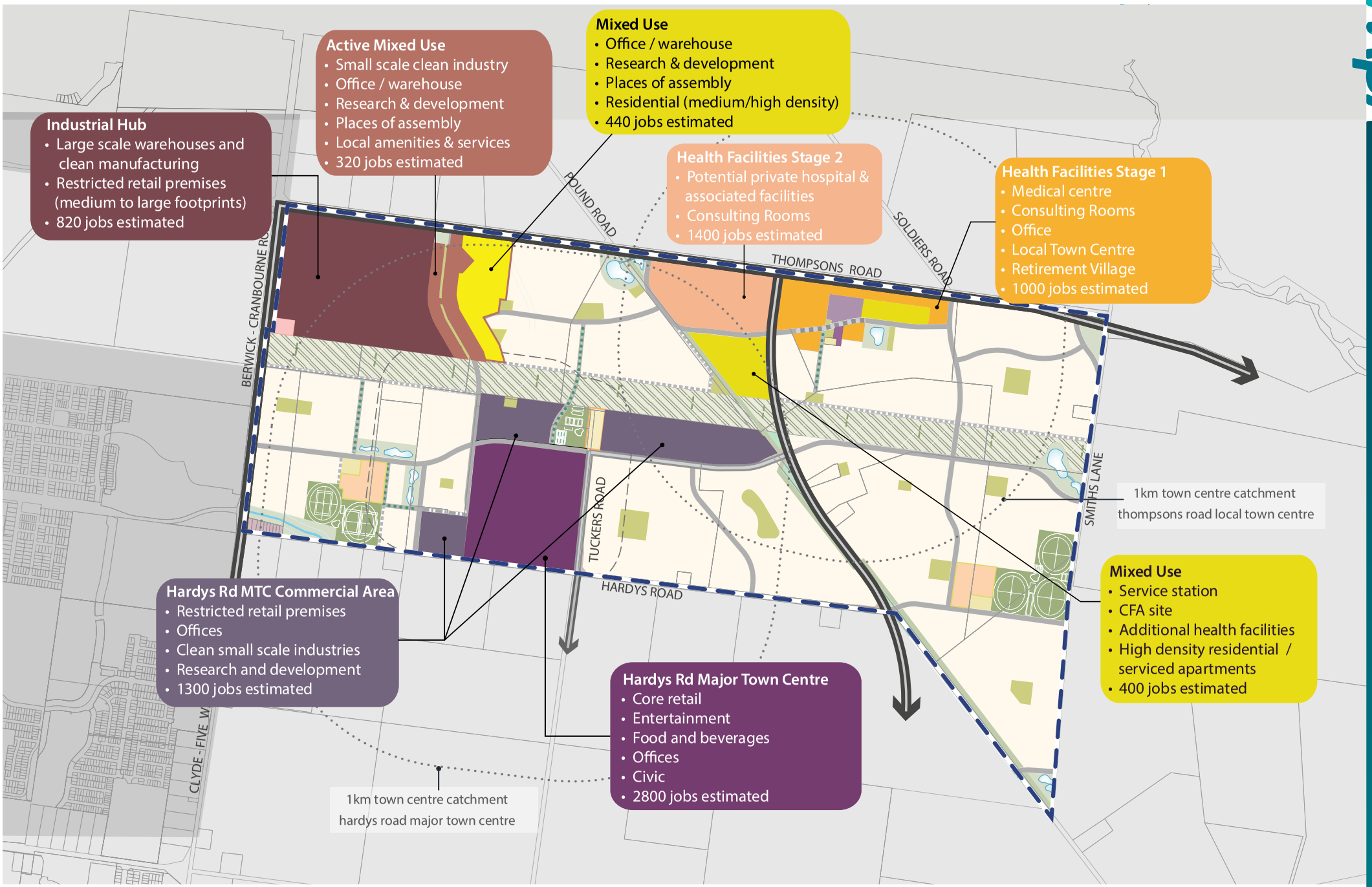
| | REQUIREMENTS |
|---|---|
| **R10** | Land use and development within the Thompsons Road Health Facilities and Local Town Centre (as shown on Plan 4) must respond to the relevant concept plan and key design elements shown in Figure 2, and must address the design principles and performance criteria outlined in Appendix 4.4. |
| **R11** | The layout of the Thompsons Road Health Facilities and Local Town Centre must make provision for convenient and safe pedestrian and vehicular access between the Thompsons Road private Health Facilities Stage 1 site and the potential future private Health Facilities Stage 2 site. |
| | **GUIDELINES** |
| **G14** | Residential densities within the core walkable catchment of the Thompsons Road Health Facilities and Local Town Centre (as shown on Plan 4) should demonstrate that the development responds to the zone purpose of the applied Residential Growth Zone. |
| **G15** | Any subdivision of the site designated for Major Private Health Facilities (Stage 2) should retain an appropriate development site for these facilities. |

**Figure 2** Thompsons Road Health Hub and Local Town Centre Concept



### 3.2.4 Local Convenience Centre

| | REQUIREMENTS |
|---|---|
| **R12** | A Local Convenience Centre may be developed proximate to the location shown on Plan 2 and must be consistent with the guidance provided in Table 3. Any Local Convenience Centre development must be located on a connector road. |
| **R13** | Provision of retail floor space within a local convenience centre must not exceed 1,500m2 (without a planning permit ). |
| **R14** | Subdivision and development within Local Convenience Centres must have regard to the design principles and performance criteria for Local Convenience Centres outlined in Appendix 4.4, as appropriate. |
| | **GUIDELINES** |
| **G16** | Development of the Berwick-Cranbourne Road Local Convenience Centre should cater for demand from the adjoining industrial area. |
| **G17** | Development of any Local Convenience Centre should be proximate to an open space area or community hub. |




plan 5_employment & town centres
thompsons road precinct structure plan

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METROPOLITAN PLANNING AUTHORITY

### 3.2.5 Employment

| REQUIREMENTS | |
|---|---|
| The following requirements apply to areas shown as industry, active mixed use , and commercial on Plans 2 & 5. | |
| **R15** | Subdivision, land use and development of the Thompsons Road Industrial and Active Mixed Use Area should respond to the preferred land uses shown on Plan 5. |
| **R16** | Allocation of land uses, building design, and interface treatment in industrial, active mixed use and commercial areas shown on Plans 2 and 5 must minimise negative impacts on the amenity of nearby residential areas. |
| **R17** | Vehicular access to properties fronting Thompsons Road and Berwick-Cranbourne Road must be from connector streets, service roads, internal loop roads or rear laneways. |
| **R18** | Development proposals in industrial and commercial areas must take into account the Crime Prevention Through Environmental Design (CPTED) and Safer Design Guidelines. |
| **R19** | Where shared paths within the electricity transmission line easement adjoin employment and commercial uses, high quality landscape treatments must be provided to both the employment/ commercial and residential interfaces. |
| **GUIDELINES** | |
| The following guidelines apply to areas shown as industry, active mixed use , and commercial on Plans 2 & 5. | |
| **G18** | Subdivision should provide for the creation of a range of regular-shaped lots to cater for various industrial, warehousing and commercial uses. |
| **G19** | Buildings within commercial, industrial, or active mixed use areas shown on Plans 2 and 5 should create a positive address to the street. |
| **G20** | Key locations within the Thompsons Road Industrial and Active Mixed Use Area should incorporate features of interest into the built form and surrounding landscape. Features of interest include:<br>• Variations in built form elements (such as building heights, use of parapets, awnings, shade structures, balconies, and roof elements).<br>• Articulation of building facades.<br>• Feature colours and materials. |
| **G21** | Ancillary offices should be located at the front of any industrial or warehouse building and should include a façade addressing the street frontage of the lot and provide for improved pedestrian access and engagement with the public domain. |
| **G22** | Industrial buildings fronting Thompsons Road and Berwick-Cranbourne Road should have a setback of at least 20 metres from the arterial road reservation to allow for a landscape interface. Setbacks less than 20 metres are encouraged where a quality built form and landscaping outcome is proposed. |
| **G23** | Buildings should have a minimal setback from the street frontage along the Active Mixed Use area connector street. Active building frontages should be achieved in the Active Mixed Use area. |
| **G24** | Car parking and loading facilities should be located to the side or rear of any buildings. Any visitor car parking and access areas in the front setback area should be setback a minimum of 3 metres from any local street frontage to enable provision of sufficient landscape strips at the street frontage. |
| **G25** | Water tanks, service infrastructure and other structures (including plant and equipment) that are not part of the building should be located behind the building line or where this is not possible, behind constructed screening using durable and attractive materials. |
| **G26** | Goods and materials storage areas and refuse areas should not be visible from public areas. |
| **G27** | Large expanses of continuous wall visible to the street should have appropriate articulation and other elements to provide relief and visual interest. |
| **G28** | A consistent landscaping theme should be developed along streets and access ways within the industrial area, active mixed use area and commercial areas. Variations in street tree species should be used to create visual cues in appropriate locations such as at the termination of view lines, key intersections, and in parks. |

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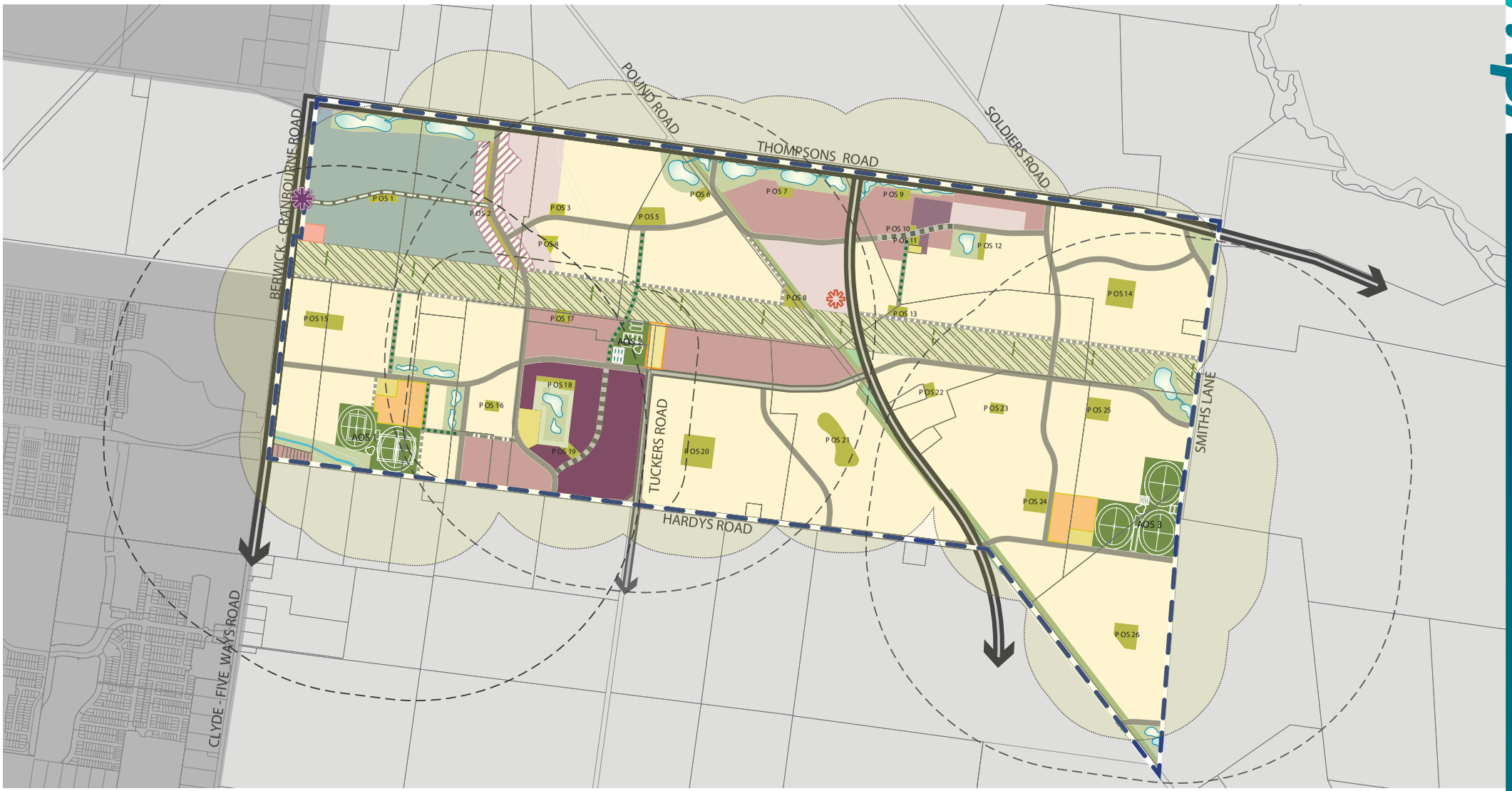
| | |
|---|---|
| **G29** | Fencing forward of building lines and along public streets should be visually permeable and not greater than 1.2 metres in height. |
| **G30** | Streets should be aligned to create views and direct connections to the open space areas and wetlands/waterways, as appropriate. |
| **G31** | Development of land designated for industrial, active mixed use and commercial uses adjacent to the electricity transmission line easement should utilise encumbered land within the easement for use and development permitted by the relevant electricity authority. |




- precinct boundary
- local passive open space (unencumbered)
- passive open space catchment (400m)
- local active open space (unencumbered)
- active open space catchment (1Km)
- drainage corridor (encumbered)
- drainage open space / retarding basins (encumbered)
- power easement open space, permitted commercial uses (encumbered)
- desalination easement open space (encumbered)
- tree reserve
- community facility
- indoor sports facility
- access level 2 - green link
- future urban
- existing urban
- POS / AOS park ID
- quarry recommended separation distance (250m)

plan 6_open space & community facilities
thompsons road precinct structure plan

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METROPOLITAN PLANNING AUTHORITY

## 3.3 Open Space, Community Facilities and Education

### 3.3.1 Open Space

**Table 5** Open Space Delivery Guide

| PARK ID | AREA (HA) | TYPE | ATTRIBUTES | Location | RESPONSIBILITY |
|---|---|---|---|---|---|
| AOS1 | 7.8 | Active Open Space | 2 x cricket ovals (3 soccer fields overlaid) | As shown on plan 5 | CC |
| AOS2 | 2.85 | Active Open Space | 4 netball, 6 tennis courts | As shown on plan 5 | CC |
| AOS3 | 11.9 | Active Open Space | 3 football ovals / cricket, 2 netball courts | As shown on plan 5 | CC |
| PO1 | 0.30 | Passive Open Space | Neighbourhood | As shown on plan 5 | CC |
| PO2 | 0.90 | Passive Open Space | Neighbourhood | As shown on plan 5 | CC |
| PO3 | 0.30 | Passive Open Space | Neighbourhood | As shown on plan 5 | CC |
| PO4 | 0.30 | Passive Open Space | Neighbourhood | As shown on plan 5 | CC |
| PO5 | 0.30 | Passive Open Space | Neighbourhood | As shown on plan 5 | CC |
| PO6 | 1.20 | Passive Open Space | District | As shown on plan 5 | CC |
| PO7 | 0.30 | Passive Open Space | Neighbourhood | As shown on plan 5 | CC |
| PO8 | 0.50 | Passive Open Space | Neighbourhood | As shown on plan 5 | CC |
| PO9 | 0.30 | Passive Open Space | Neighbourhood | As shown on plan 5 | CC |
| PO10 | 0.06 | Passive Open Space | Neighbourhood | As shown on plan 5 | CC |
| PO11 | 0.18 | Passive Open Space | Neighbourhood | As shown on plan 5 | CC |
| PO12 | 0.36 | Passive Open Space | Neighbourhood | As shown on plan 5 | CC |
| PO13 | 0.55 | civic square | Neighbourhood | As shown on plan 5 | CC |
| PO14 | 1.50 | civic square | District | As shown on plan 5 | CC |
| PO15 | 1.20 | Passive Open Space | District | As shown on plan 5 | CC |
| PO16 | 0.30 | Passive Open Space | Neighbourhood | As shown on plan 5 | CC |
| PO17 | 0.32 | Passive Open Space | Neighbourhood | As shown on plan 5 | CC |
| PO18 | 0.61 | Passive Open Space | Neighbourhood | As shown on plan 5 | CC |
| PO19 | 0.30 | Passive Open Space | Neighbourhood | As shown on plan 5 | CC |
| PO20 | 1.00 | Passive Open Space | District | As shown on plan 5 | CC |
| PO21 | 2.28 | civic square | Neighbourhood | As shown on plan 5 | CC |
| PO22 | 0.30 | civic square | Neighbourhood | As shown on plan 5 | CC |
| PO23 | 0.30 | Passive Open Space | Neighbourhood | As shown on plan 5 | CC |
| PO24 | 1.00 | Passive Open Space | District | As shown on plan 5 | CC |
| PO25 | 1.00 | Passive Open Space | District | As shown on plan 5 | CC |
| PO26 | 1.00 | Passive Open Space | District | As shown on plan 5 | CC |
| BA1 | | Breakwater area 1 | Maintenance/shared path 3 metres and walking trails along Clyde Creek. | As shown on plan 5 | MWC |
| IRF | 2.00 | Indoor recreation facility | TBC | As shown on plan 5 | CC |

CC = City of Casey, MWC= Melbourne Water Corporation

| | REQUIREMENTS |
|---|---|
| **R20** | All public landscaped areas must be designed and constructed to enable practical maintenance and planted with species suitable to the local climate and soil conditions. |
| **R21** | All parks must be located, designed and developed in accordance with the relevant description in Table 6 unless otherwise approved by the responsible authority. The area of the park may vary so long as it remains inside the guidance for the relevant type of park. Where a park is smaller than that outlined in the table, the land must be added to another park or used to create a new park in addition to those outlined on Plan 6. Where a proposed park is larger than outlined in the table it may be accepted so long as it does not result in the removal of another park allocation. |
| **R22** | Where a passive open space shown on Plan 6 spans across multiple properties, the first development proponent to lodge a permit application must prepare an indicative concept master plan for the entire park unless otherwise agreed by the responsible authority. |
| **R23** | Design and layout of waterway corridors, conservation areas, and any other encumbered open space must maximise the potential for integration of recreation uses where this does not conflict with the primary function of the land. |
| **R24** | Parks and squares within town centres must be delivered via the Clause 52.01 passive open space contributions, as appropriate. |
| **R25** | Any fencing of open space, whether encumbered or unencumbered, must be low scale and visually permeable to facilitate public safety and surveillance. |

| | GUIDELINES |
|---|---|
| G32 | Lots directly fronting open space must provide for a primary point of access from a footpath or shared path proximate to the lot boundary. |
| G33 | Subject to being compatible with Table 6 and Appendix 4.6 parks and open space should contain extensive tree planting. |
| G34 | In addition to the pedestrian crossings shown on Plans 8 and 9, development proponents should provide waterway crossings at intervals no greater than 400 metres. |
| G35 | A proponent delivering a master plan for a local passive park that traverses multiple property ownerships should consult with the landowners of parcels covered by the park to ensure an integrated design. |

| | CONDITIONS |
|---|---|
| C2 | **Conditions for subdivision or building and works permits where land is required for public open space**<br>Land required for public open space as a local or district park, as set out in the Casey Fields South Residential Precinct Structure Plan or the *Clyde Development Contributions Plan*, must be transferred to or vested in Council at no cost to Council unless the land is funded by the *Clyde Development Contributions Plan* or contributes to satisfaction of required provision under Clause 52.01. |

Passive Open Space Contributions – Residential

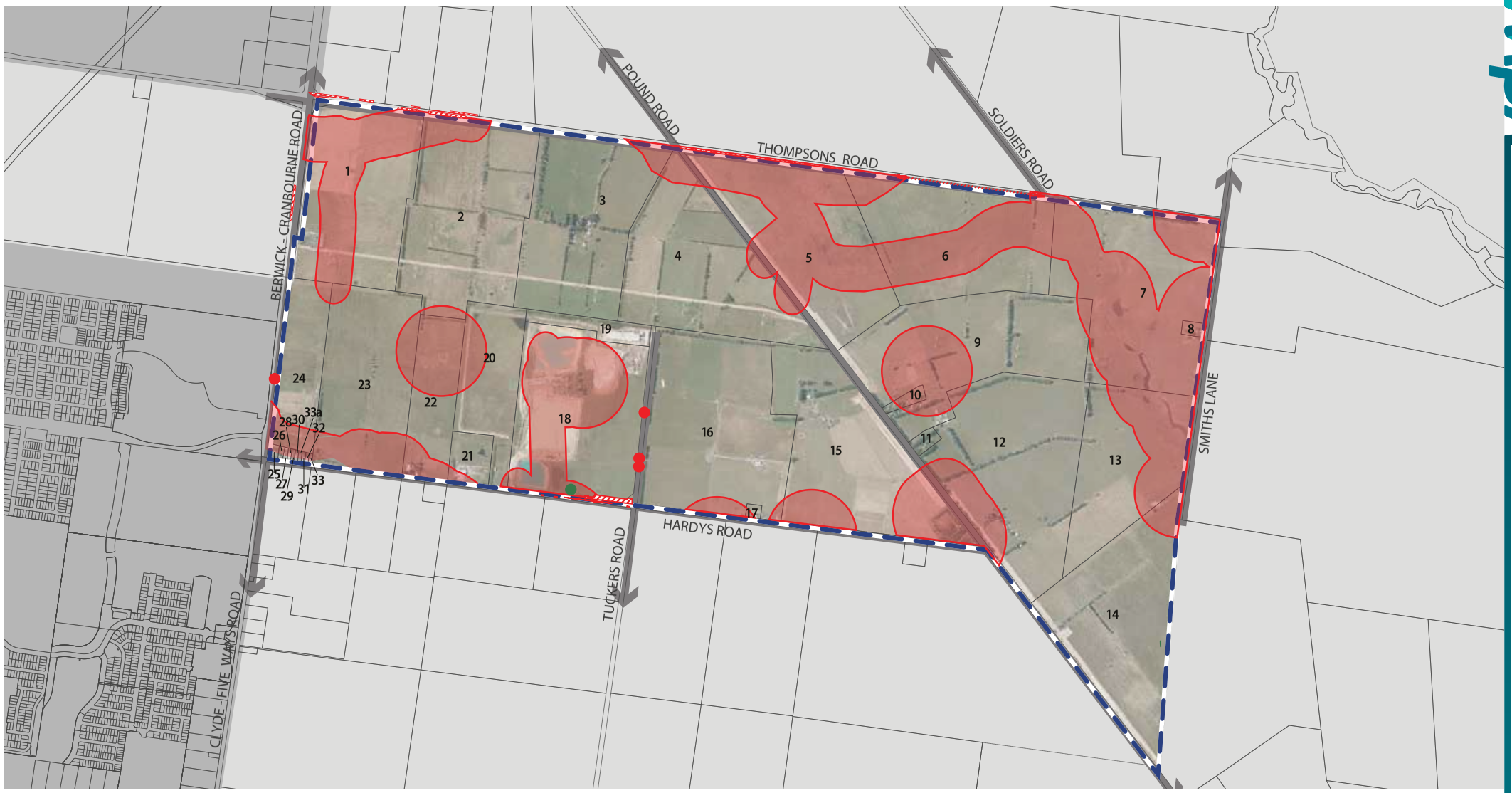
| | REQUIREMENTS |
|---|---|
| R26 | Further to the public open space contribution required by Clause 52.01 of the *Casey Planning Scheme*, this provision sets out the amount of land to be contributed by each property in the precinct and consequently where a cash contribution is required in lieu of land.<br>All land owners must provide a public open space contribution equal to 4% of the Net Developable Area (NDA) upon subdivision of land in accordance with the following:<br>• Where land is required for unencumbered open space purposes as shown on Plan 3 and specified in Table 1 and is equal to 4% of NDA that land is to be transferred to Council at no cost.<br>• Where no land or less than 4% of NDA is shown Plan 3 and specified in Table 1, as required for unencumbered open space purposes a cash contribution is to be made to Council to bring the total open space contribution to a value equal to 4% of NDA of that site.<br>• Where land required for unencumbered open space purpose as shown on Plan 3 and specified in Table 1 is more than 4% of NDA, Council will pay an amount equivalent to the value of the additional land being provided by that proposed development. |

Passive Open Space Contributions - Commercial and Industrial

| | REQUIREMENTS |
|---|---|
| R27 | Further to the public open space contribution required by Clause 52.01 of the *Casey Planning Scheme*, this provision sets out the amount of land to be contributed by each property in the precinct and consequently where a cash contribution is required in lieu of land.<br>All land owners must provide a public open space contribution equal to 2% of the Net Developable Area (NDA) upon subdivision of land in accordance with the following:<br>• Where land is required for unencumbered open space purposes as shown on Plan 3 and specified in Table 1 and is equal to 2% of NDA that land is to be transferred to Council at no cost.<br>• Where no land or less than 2% of NDA is shown Plan 3 and specified in Table 1, as required for unencumbered open space purposes a cash contribution is to be made to Council to bring the total open space contribution to a value equal to 4% of NDA of that site.<br>• Where land required for unencumbered open space purpose as shown on Plan 3 and specified in Table 1 is more than 2% of NDA, Council will pay an amount equivalent to the value of the additional land being provided by that proposed development. |

### 3.3.2 Community Facilities and Education

| | REQUIREMENTS |
|---|---|
| **R28** | Schools and community centres must be designed to front, and be directly accessed from, a public street with car parks located away from the main entry. |
| **R29** | The cross section of any connector road separating a school and active open space or community facility must be designed to achieve reduced vehicle speed and provide designated pedestrian crossing points as required by the responsible authority. |
| | **GUIDELINES** |
| **G36** | Any educational or community use not shown on Plan 2 should be located within or proximate to a major town centre, local town centre or an existing community hub, as appropriate. |
| **G37** | Community centres which are located in a town centre should be designed to maximise efficiency of land use through the sharing and overall reduction of car parking. |
| **G38** | Community facilities, schools, and active recreation reserves which are co located should be designed to:<br>• maximise efficiencies through the sharing of car parking and other complementary infrastructure.<br>• maximise direct access and permeability for pedestrians and cyclists through and between facilities. |
| **G39** | The indicative layout of community facilities, schools, and open space as illustrated in Plan 5 may be altered where approved by the responsible authority. |
| **G40** | Any private childcare, medical, or similar facility, educational, community, or civic infrastructure not shown on Plan 2 should be located proximate to the Major Town Centre, any Local Town Centre, Local Convenience Centres, or nominated community hub, as appropriate. |




- precinct boundary
- growling grass frog category 2 habitat to be removed
- habitat zones to be removed
- scattered trees to be removed
- scattered trees to be retained
- future urban
- existing urban
- existing roads
- 1 property number

plan 7_native vegetation plan
thompsons road precinct structure plan

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## 3.4 Biodiversity, Threatened Species and Bushfire Management

### 3.4.1 Biodiversity and Threatened Species

| | GUIDELINES |
|---|---|
| **G41** | Where located adjacent or nearby each other, maximise the integration of linear and conservation open space with parks. |
| **G42** | The layout and design of the waterways, wetlands and retarding basins (including the design of paths, bridges and boardwalks and the stormwater drainage system) should integrate with biodiversity and natural systems to the satisfaction of responsible authorities. |
| **G43** | Landscaping adjacent to retained indigenous vegetation and waterways should be complementary to conservation objectives and should use indigenous planting where appropriate. |
| **G44** | Street trees and public open space landscaping should contribute to habitat for indigenous fauna species, in particular arboreal animals and birds, where practical. |
| | **CONDITIONS** |
| **C3** | **Kangaroo Management Plan**<br>Prior to the commencement of any works in a stage of subdivision a Kangaroo Management Plan must be submitted for approval to the Department of Environment & Primary Industries. The plan must include:<br>a. Strategies (e.g. staging) to avoid land locking Kangaroos; and<br>b. Management solutions and action to respond to their containment in an area with no reasonable likelihood of their continued safe existence. |
| **C4** | **Habitat compensation**<br>• Before subdivision, the construction of a building or the construction or carrying out of works on land starts, offsets for the loss or deemed loss of native vegetation and threatened species habitat must be secured in accordance with the *Biodiversity Conservation Strategy for Melbourne's Growth Corridors* (Department of Environment and Primary Industries, 2013) and *Habitat compensation under the Biodiversity Conservation Strategy* (Department of Environment and Primary Industries, 2013), to the satisfaction of the Secretary to the Department of Environment and Primary Industries. |
| **C5** | **Salvage and translocation**<br>The *Salvage and Translocation Protocol for Melbourne's Growth Corridors* (Melbourne Strategic Assessment) (Department of Environment and Primary Industries, 2013) must be implemented in the carrying out of development to the satisfaction of the Secretary to the Department of Environment and Primary Industries. |

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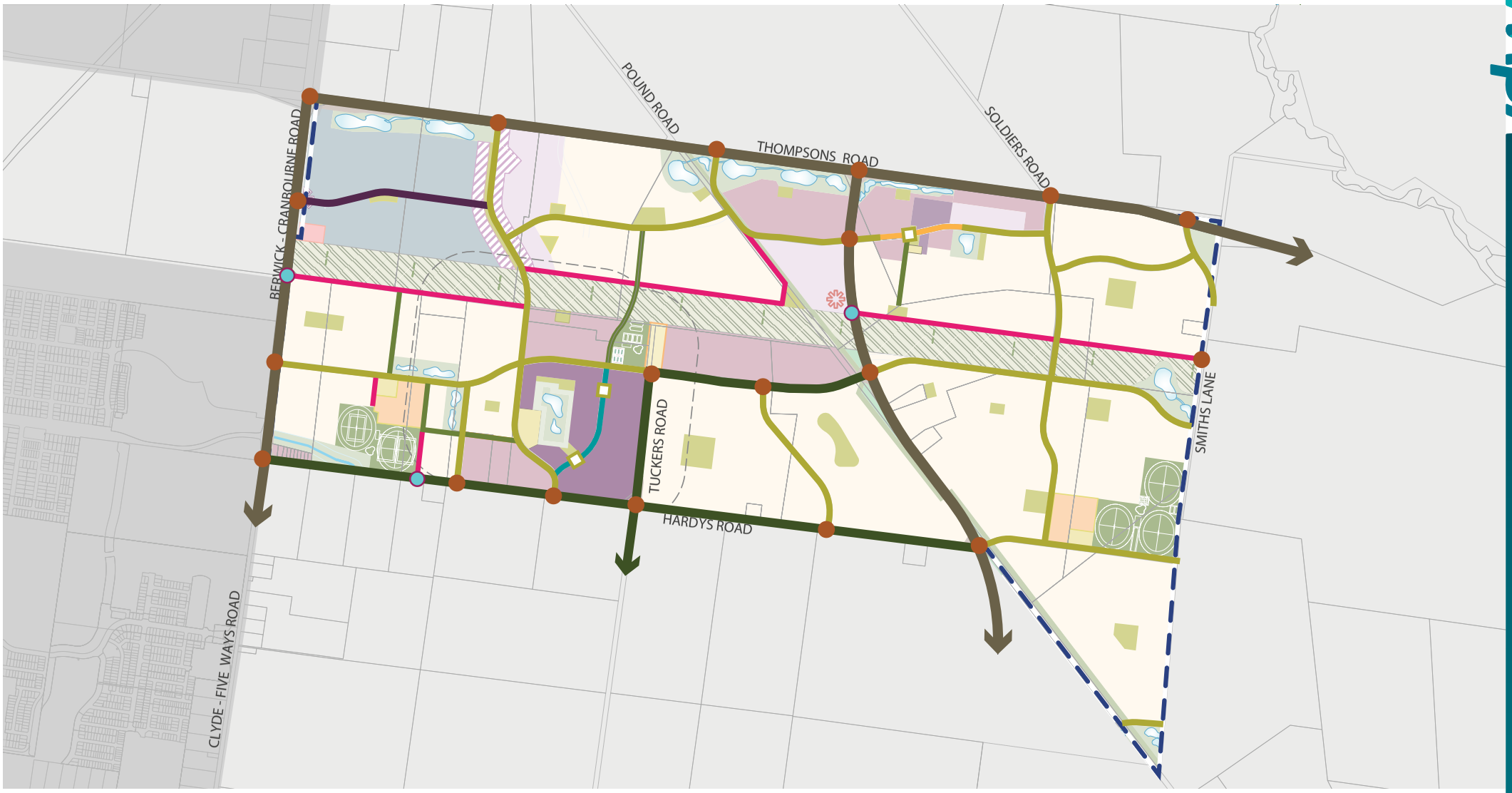
### 3.4.2 Bushfire Management

| | REQUIREMENTS |
|---|---|
| **R30** | For the purpose of Clause 56.06-7, the requirements of the relevant fire authority are, unless otherwise approved by the CFA:<br>• Constructed roads must be a minimum of 7.3m trafficable width where cars park on both sides, or:<br>» A minimum of 5.4m in trafficable width where cars may park on one side only.<br>» A minimum of 3.5m width no parking and 0.5m clearance to structures on either side, and if this width applies, there must be passing bays of at least 20m long, 6m wide and located not more than 200m apart.<br>• Roads must be constructed so that they are capable of accommodating a vehicle of 15 tonnes for the trafficable road width.<br>• The average grade of a road must be no more than 1 in 7 (14.4% or 8.1º).<br>• The steepest grade on a road must be no more than 1 in 5 (20% or 11.3º) with this grade continuing for no more than 50 metres at any one point.<br>• Dips on the road must have no more than 1 in 8 grade (12.5% or 7.1º) entry and exit angle.<br>• Constructed dead end roads more than 60 metres in length from the nearest intersection must have a turning circle with a minimum radius of 8m (including roll over curbs if they are provided). |
| **R31** | Before the commencement of works for a stage of subdivision, a Construction Management Plan that addresses Bushfire Risk Management must be submitted to and approved by the responsible authority and the CFA. The Construction Management Plan must specify, amongst other things:<br>• Measures to reduce the risk from fire within the surrounding rural landscape and protect residents from the threat of fire.<br>• A separation buffer, consistent with the separation distances specified in AS3959-2009, between the edge of the development and non-urban areas.<br>• How adequate opportunities for access and egress will be provided for early residents, construction workers and emergency vehicles. |




- precinct boundary
- primary arterial road
- secondary arterial road
- connector street
- connector street - industrial
- high street - major town centre
- high street - local town centre
- access level 2
- access level 2 - green link
- access level 1
- signalise intersection
- pedestrian signals
- future urban
- existing urban
- left in / left out

plan 8_street network
thompsons road precinct structure plan

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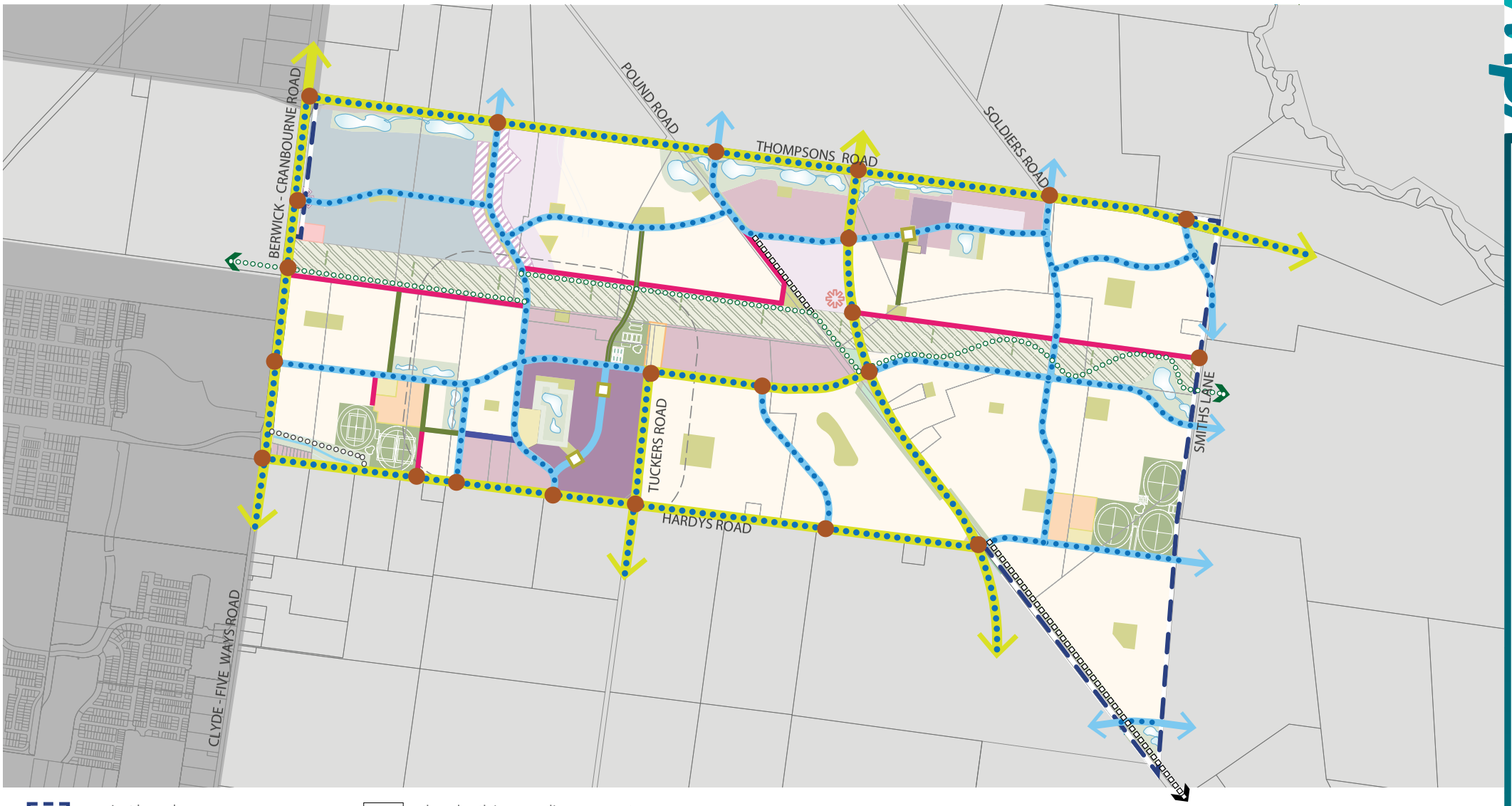
## 3.5 Transport and Movement

### 3.5.1 Public Transport

| | REQUIREMENTS |
|---|---|
| **R32** | A road nominated on Plan 8 as a potential bus route is to be constructed (including partial construction where relevant) in accordance with the corresponding cross section in the PSP and the Public Transport Guidelines for Land Use and Development. |
| **R33** | Any roundabouts on roads shown as 'bus capable' on Plan 8 must be constructed to accommodate ultra-low-floor buses in accordance with the *Public Transport Guidelines for Land Use and Development*. |
| **R34** | Bus stop facilities must be designed as an integral part of town centres and activity generating land uses such as schools, sports fields and employment areas. |
| | **CONDITIONS** |
| **C6** | Unless otherwise agreed by Public Transport Victoria, prior to the issue of a Statement of Compliance for any subdivision stage, bus stops must be constructed, at full cost to the permit holder, as follows:<br>• Generally in the location identified by Public Transport Victoria;<br>• In accordance with the Public Transport Guidelines for Land Use and Development with a concrete hard stand area, and in activity centres a shelter must also be constructed;<br>• Be compliant with the *Disability Discrimination Act – Disability Standards for Accessible Public Transport 2002*; and<br>• Be provided with direct and safe pedestrian access to a pedestrian path.<br>All to the satisfaction of Public Transport Victoria and the responsible authority. |

### 3.5.2 Walking and Cycling

| | REQUIREMENTS |
|---|---|
| **R35** | Design of all streets and arterial roads must give priority to the requirements of pedestrians and cyclists by providing:<br>• Footpaths of at least 1.5 metres on both sides of all streets and roads unless otherwise specified by the PSP.<br>• Shared paths or bicycle paths where shown on Plan 8 or as shown on the relevant cross-sections in Appendix 4.3 or as specified by another requirement in the PSP.<br>• Safe, accessible and convenient crossing points of connector roads and local streets at all intersections, key desire lines and locations of high amenity (e.g. town centre and open space).<br>• Safe pedestrian crossings of arterial roads at all intersections, at key desire lines, and at regular intervals appropriate to the function of the road and public transport provision.<br>• Pedestrian priority crossings on all slip lanes.<br>• Safe and convenient transition between on and off-road bicycle networks.<br>All to the satisfaction of the coordinating roads authority and the responsible authority. |
| **R36** | On a construction or engineering plan approved under a subdivision permit the specifications of any bicycle path on a connector road must also be to the satisfaction of Public Transport Victoria. |
| **R37** | Shared and pedestrian paths along waterways must:<br>• Be delivered by development proponents consistent with the network shown on Plan 8.<br>• Be above 1:10 year flood level with any crossing of the waterway designed to be above the 1:100 flood level to maintain hydraulic function of the waterway.<br>• Be constructed to a standard that satisfies the requirements of Melbourne Water.<br>• Where a shared path is to be delivered on one side of a waterway as outlined in Plan 8, a path is also to be delivered on the other side of the waterway but may be constructed to a lesser standard such as granitic gravel or similar granular material.<br>All to the satisfaction of the Melbourne Water and the responsible authority. |




- precinct boundary
- arterial road (bus capable)
- local road (bus capable)
- 2 way off-road bike lane & pedestrian path
- shared path through open space
- signalised intersection
- pedestrian signals
- shared path in power line easement
- shared path in pound road easment
- future urban
- existing urban

plan 9_public transport & path network
thompsons road precinct structure plan

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| | |
|---|---|
| **R38** | Shared and pedestrian paths as shown on Plan 9 must be delivered by development proponents. |
| **R39** | Bicycle parking facilities are to be provided by development proponents in convenient locations at key destinations such as parks and activity centres. |
| **R40** | The alignment of the off-road bicycle path must be designed for cyclists travelling up to 30 km/hr. |
| **R41** | Bicycle priority at intersections of minor streets and connector roads with dedicated off-road bicycle paths must be achieved through strong and consistent visual and physical cues and supportive directional and associated road signs. |

**GUIDELINES**

| | |
|---|---|
| **G45** | Lighting should be installed along shared, pedestrian, and cycle paths linking key destinations, unless otherwise approved by the responsible authority. |

### 3.5.3 Road Network

**REQUIREMENTS**

| | |
|---|---|
| **R42** | The connector road network must:<br>• Provide for slow speed and permeable links.<br>• Connect across arterial roads and traverses through the core of each square mile.<br>• Facilitate efficient and direct pedestrian, cyclist, bus and vehicle movement.<br>• Efficiently link pedestrians and cyclists to jobs and the public transport system. |
| **R43** | Subdivision layouts must form a permeable street network that provides convenient access to local open space and allows for the effective integration with neighbouring properties. |
| **R44** | Approximately 30% of local streets (including connector streets) within a subdivision must apply an alternative cross section to the 'standard' cross section for these streets outlined in Appendix 4.5.<br>Examples of potential variations are provided in Appendix 4.5, however others are encouraged including but not limited to:<br>• Varied street tree placement;<br>• Varied footpath or carriageway placement;<br>• Introduction of elements to create a boulevard effect;<br>• Varied carriageway or parking bay pavement; and<br>• Differing tree outstand treatments.<br>For the purposes of this requirement, changes to street tree species between or within streets do not constitute a variation.<br>Alternative cross sections must ensure that:<br>• Minimum required carriageway dimensions are maintained to ensure safe and efficient operation of emergency vehicles on all streets as well as buses on connector streets.<br>• The performance characteristics of standard cross sections as they relate to pedestrian and cycle use are maintained.<br>• Relevant minimum road reserve widths for the type of street (illustrated in Appendix 4.5) are maintained, unless otherwise approved by the responsible authority. |
| **R45** | Where a single street spans across multiple properties that street may consist of multiple cross sections so long as a suitable transition has been allowed for between each. Where that street has already been constructed or approved for construction to a property boundary, the onus is on the development connecting into that street to adopt a consistent cross-section until that suitable transition can be made. |
| **R46** | Convenient and direct access to the connector road network must be provided through neighbouring properties where a property does not otherwise have access to the connector network or signalised access to the arterial road network, as appropriate. |
| **R47** | Vehicle access to lots fronting arterial roads must be provided from a service road, local internal loop road or rear lane only, to the satisfaction of the coordinating road authority. |
| **R48** | Configuration of vehicle access to lots from a public street must ensure that there is sufficient separation between crossovers to allow for a minimum of one on-street car park for every two residential lots. |

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| | |
|---|---|
| **R49** | Vehicle access to a lot that is six metres or less in width must be via rear laneway. |
| **R50** | Any connector road or access street abutting a school must be designed to achieve slow vehicle speeds and provide designated pedestrian crossing points as required by the responsible authority. |
| **R51** | Unless arrangements for the construction of the connector streets and green link access level 2 street to the boundary of the electricity transmission line easement shown on Plan 7 have been made to the satisfaction of the responsible authority, a permit for subdivision of land shown as properties 2, 4, 6, 7, 9, 12, 18 and 19 on Plan 3 must provide for the construction of the street or include a requirement that the owner of the land under permit enter into an agreement under Section 173 of the *Planning and Environment Act 1987* to contribute towards the construction of the street. |

**GUIDELINES**

| | |
|---|---|
| **G46** | Street layouts should provide multiple convenient routes to major destinations such as the Thompsons Road Health Facilities and local town centre, the Hardys Road Major Town Centre and the arterial road network. |
| **G47** | Street block lengths should not exceed 240 metres to ensure a permeable and low speed environment for pedestrians, cyclists and vehicles is achieved. |
| **G48** | Culs-de-sac should not detract from convenient pedestrian, cycle and vehicular connections. |
| **G49** | Slip lanes should be avoided in areas of high pedestrian activity and only be provided at any other intersection between connector roads and arterial roads where they are necessitated by high traffic volumes to the satisfaction of the coordinating roads authority. |
| **G50** | The frequency of vehicular crossovers on widened verges (a verge in excess of six metres) should be minimised through the use of a combination of:<br>• Rear loaded lots with laneway access.<br>• Vehicular access from the side of a lot.<br>• Combined or grouped crossovers.<br>• Increased lot widths. |

**CONDITIONS**

| | |
|---|---|
| **C7** | **Conditions for subdivision or building and works permits where land is required for road widening**<br>Land required for road widening including right of way flaring for the ultimate design of any intersection within an existing or proposed local road must be transferred to or vested in Council at no cost to the acquiring agency unless funded by the *Clyde Development Contributions Plan*. |


retarding basin located on muddy gates lane and manks road_not to scale

- precinct boundary
- local active open space (unencumbered)
- drainage corridor (encumbered)
- drainage/retarding basins open space (encumbered)
- power easement open space, permitted commercial uses (encumbered)
- desalination easement open space (encumbered)
- tree reserve
- access level 2 street - green link
- future urban
- existing urban
- stormwater quality treatment asset (melbourne water maintenance responsibility)
- stormwater quality treatment asset (council maintenance responsibility)
- pipe location / overland flow location

plan 10_integrated water management
thompsons road precinct structure plan

1:22,500 @ A4 V140227

0 200 400 600 800 1,000

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METROPOLITAN PLANNING AUTHORITY

## 3.6 Integrated Water Management & Utilities

### 3.6.1 Integrated Water Management

| | REQUIREMENTS |
|---|---|
| **R52** | Consistent with Clause 56.01-2 and Clause 56.07 of the Casey Planning Scheme, VPP Practice Note 39, and any requirements or guidelines in this PSP, a subdivision of 60 or more lots must include an Integrated Water Management Plan. |
| **R53** | Development must meet or exceed best practice stormwater quality treatment standards prior to discharge to receiving waterways and as outlined on Plan 10, unless otherwise approved by Melbourne Water and the responsible authority. |
| **R54** | Where a waterway is contained within the Clyde Creek corridor as shown on Plan 10, development works must:<br>• Not encroach past the waterway corridor defined in this PSP, unless otherwise agreed by the responsible authority and Melbourne Water.<br>• Minimise earthworks and impact on the existing landform of the waterway.<br>• Retain existing vegetation as part of waterway landscaping.<br>All to the satisfaction of Melbourne Water and the responsible authority. |
| **R55** | Final design and boundary of constructed waterways, waterway corridors, retarding basins, stormwater quality treatment infrastructure, and associated paths, boardwalks, bridges, and planting, must be to the satisfaction of Melbourne Water and the responsible authority. |
| **R56** | Development staging must provide for the delivery of ultimate waterway and drainage infrastructure, including stormwater quality treatment. Where this is not possible, development proposals must demonstrate how any interim solution adequately manages and treats stormwater generated from the development and how this will enable delivery of an ultimate drainage solution, all to the satisfaction of Melbourne Water and the responsible authority. |
| **R57** | Stormwater conveyance and treatment must be designed in accordance with the relevant Development Services Scheme to the satisfaction of Melbourne Water. |
| | **GUIDELINES** |
| **G51** | The design and layout of roads, road reserves, and public open space should optimise water use efficiency and long-term viability of vegetation and public uses through the use of Water Sensitive Urban Design initiatives. |
| **G52** | Where practical, development should include integrated water management initiatives to diversify water supply, reduce reliance on potable water and increase the utilisation of storm and waste water contributing to a sustainable and green urban environment. |
| **G53** | Development should have regard to relevant policies and strategies being implemented by the responsible authority, Melbourne Water and South East Water, including any approved Integrated Water Management Plan. |
| **G54** | Where practical, integrated water management systems should be designed to:<br>• Maximise habitat values for local flora and fauna species.<br>• Enable future harvesting and/or treatment and re-use of stormwater, including those options or opportunities outlined in Plan 10. |
| **G55** | Where practical, and where primary waterway, conservation or recreation functions are not adversely affected, land required for integrated water management initiatives (such as stormwater harvesting, aquifer storage and recharge, sewer mining) should be incorporated within the precinct open space system as depicted on Plan 5, subject to the approval of the responsible authority. |


- precinct boundary
- proposed recycled water main
- water supply easement
- proposed sewer alignment
- proposed sewerage pumping station (indicative location)
- gas easement
- powerline easement
- easement
- desalination pipeline
- waterways
- future urban
- existing urban

NOTES:

• The alignment and size of utilities shown on this plan are indicative and subject to confirmation by the relevant service authority

plan 11_utilities
thompsons road precinct structure plan

1:22,500 @ A4 V140227

0 200 400 600 800 1,000

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### 3.6.2 Utilities

| | REQUIREMENTS |
|---|---|
| **R58** | Trunk services are to be placed along the general alignments shown on Plan 10, subject to any refinements as advised by the relevant service authorities. |
| **R59** | Before development commences on a property, functional layout plans are to be submitted of the road network showing the location of all:<br>• Underground services<br>• Driveways/crossovers<br>• Street lights<br>• Street trees<br>A typical cross section of each street is also to be submitted showing above and below ground placement of services, street lights and trees.<br>The plans and cross sections must demonstrate how services, driveways and street lights will be placed so as to achieve the road reserve width (consistent with the road cross sections outlined in this PSP) and accommodate the minimum level of street tree planting (as outlined in this PSP). If required, the plan and cross sections will nominate which services will be placed under footpaths or road pavement. The plans and cross sections are to be approved by the responsible authority and all relevant service authorities before development commences. |
| **R60** | Delivery of underground services must be coordinated, located, and bundled (utilising common trenching) to facilitate the planting of trees and other vegetation within road verges. |
| **R61** | All existing above ground electricity cables of less than 66kv voltage must be placed underground as part of the upgrade of existing roads. |
| **R62** | All new electricity supply infrastructure (excluding substations and cables of a voltage of 66kv or greater) must be provided underground. |
| **R63** | Where existing above ground electricity cables of 66kv voltage are retained along road ways, underground conduits are to be provided as part of the upgrade of these roads to allow for future undergrounding of the electricity supply. |
| **R64** | Above ground utilities must be identified at the subdivision design stage to ensure effective integration with the surrounding neighbourhood and to minimise amenity impacts, and be designed to the satisfaction of the relevant authority. Where that infrastructure is intended to be located in public open space, the land required to accommodate that infrastructure will not be counted as contributing to open space requirements classified under Clause 52.01 or within the *Clyde Development Contributions Plan*. |
| **R65** | Utilities must be placed outside any conservation areas shown on Plan 6. Utilities must be placed outside of natural waterway corridors or on the outer edges these corridors to avoid disturbance to existing native vegetation, significant landform features (e.g. rock outcrops) and heritage sites, to the satisfaction of Melbourne Water and the responsible authority. |
| **R66** | Any road crossings, pathways or open space proposed to be located within the desalination pipe easement shall be to the satisfaction of Melbourne Water and DEPI. |
| | **GUIDELINES** |
| **G56** | Above-ground utilities should be located outside of key view lines and screened with vegetation, as appropriate. |
| **G57** | Design and placement of underground services in new or upgraded streets should utilise the service placement guidelines outlined in Appendix 4.6. |
| **G58** | Utility easements to the rear of lots should only be provided where there is no practical alternative. |
| **G59** | Land encumbered by the electricity transmission line easement should be utilised for open space, recreation and commercial uses as permitted by the relevant electricity authority. |

**Table 6** Retarding Basins

| ID | Description | Location | Area (Ha) &/or Corridor Widths | Responsibility |
|---|---|---|---|---|
| WLRB1 | Ti Tree Creek (Port Philip Bay) | Adjecent to Berwick - Cranbourne Road and Thompsons Road | 6.8 | MWC |
| SBRB1 | Ti Tree Creek (Port Philip Bay) | Thompsons Road / Pound road | 2.34 | MWC |
| WLRB2a | Ti Tree Creek (Port Philip Bay) | Adjecent to Thompsons Road in the commerical area | 6.02 | MWC |
| WLRB2b | Ti Tree Creek (Port Philip Bay) | Adjecent to Thompsons Road in the commerical area | 1.93 | MWC |
| WLRB2c | | Adjecent to Thompsons Road in the commerical area | | MWC |
| SBRB2 | Ti Tree Creek (Port Philip Bay) | Adjecent to Thompsons Road in the LTC | 1.41 | MWC |
| WL1a/WL1b/WL1c | Bailieu Creek (Cardinia Ck) | power easement | 5.50 | MWC |
| SB1 | Clyde Creek | North of Hardys road | 0.60 | MWC |
| SBRB2a | Clyde Creek | North of Government primary School | 0.85 | MWC |
| SBRB2b | Clyde Creek | East of Government primary School | 1.25 | MWC |
| WLRB2/BRS1 | Clyde Creek | Hardy's road MTC | 4.00 | CCC |
| SBRB6a | Muddy Gates Creek | South east edge of the PSP | 1.10 | MWC |

CC = City of Casey, DEPI = Department of Environment & Primary Industries, MWC= Melbourne Water Corporation

## 3.7 Infrastructure delivery & Staging

### 3.7.1 Precinct Infrastructure Plan

The Precinct Infrastructure Plan (PIP) at Appendix 4.1 (refer to Clyde DCP document) sets out the infrastructure and services required to meet the need of the proposed development within the precinct. The infrastructure items and and services are to be provided through a number of mechanisms including:

- Subdivision construction works by developers.
- Agreement under S173 of the *Planning and Environment Act 1987*.
- Utility service provider requirements.
- The *Clyde Development Contributions Plan*, including separate chare areas for local items.
- Relevant development contributions from adjoining areas.
- Capital works projects by Council, State government agencies and non-government organizations.
- Works in Kind (WIK) projects undertaken by developers on behalf of Council or State government agencies.

### 3.7.2 Development Services Strategy

Drainage for the precinct is not covered by the *Clyde Development Contributions Plan* as the relevant authority for outfall drainage is Melbourne Water. Melbourne Water has prepared a Development Services Scheme (DSS) which applies to the precinct. Under the DSS developers are required to pay a levy for each developable hectare of land which is included in a planning permit application. The contribution will be used by Melbourne Water to cover the cost of constructing drainage assets provided for in the DSS and also land required for the drainage assets. Melbourne Water has advised that the DSS has been costed as follows:

- Civil works are based on engineering estimates of the costs of the various drainage works; and
- As a principle, land costs are based on the same land values as the *Clyde Development Contributions Plan* for consistency.

Like the *Clyde Development Contributions Plan*, the DSS is subject to indexation and adjustments. Civil works will be adjusted by the adjustment methodology explained in the DSS to keep pace with rising costs and land values will move in line (upwards or downwards) with movement in land values provided for in the *Clyde Development Contributions Plan*.

Alternative stormwater quality treatments may be provided subject to agreement with Melbourne Water and Council.

### 3.7.3 Development Staging

| | REQUIREMENTS |
|---|---|
| **R67** | Development of sensitive uses on land within the Hardys Road quarry buffer area shown on Plan 2 will not be permitted so long as the quarry remains either operational or not rehabilitated. The area designated as a buffer may be adjusted where a risk assessment and environmental audit has been approved by the responsible authority. |
| **R68** | Development staging must provide for the timely provision and delivery of:<br>• Arterial road reservations.<br>• Connector streets and connector street bridges.<br>• Street links between properties, constructed to the property boundary.<br>• Connection of the on- and off-road pedestrian and bicycle network. |
| **R69** | Streets must be constructed to property boundaries where an inter-parcel connection is intended or indicated in the structure plan, by any date or stage of development required or approved by the responsible authority. |
| | **GUIDELINES** |
| **G60** | Staging will be determined largely by the development proposals on land within the precinct and the availability of infrastructure services. Within this context, the following should be achieved:<br>• Development staging should, to the extent practicable, be integrated with adjoining developments, through the timely provision of connecting roads and walking/cycling paths.<br>• Where development does not directly adjoin the urban edge, local open space should be provided in early stages to provide new residents with amenity.<br>• Access to each new lot must be via a sealed road. |
| **G61** | The early delivery of active open space, community facilities, local parks and playgrounds is encouraged within each neighbourhood and may be delivered in stages. |

### 3.7.4 Subdivision Works by Developers

| | REQUIREMENTS |
|---|---|
| **R70** | Subdivision of land within the precinct must provide and meet the total cost of delivering the following infrastructure:<br>• Connector roads and local streets.<br>• Local bus stop infrastructure (where locations have been agreed in writing by Public Transport Victoria).<br>• Landscaping of all existing and future roads and local streets.<br>• Intersection works and traffic management measures along arterial roads, connector streets, and local streets (except those included in the DCP).<br>• Council approved fencing and landscaping (where required) along arterial roads.<br>• Local shared, pedestrian and bicycle paths along local arterial roads, connector roads, utilities easements, local streets, waterways and within local parks including bridges, intersections, and barrier crossing points (except those included in the DCP).<br>• Bicycle parking as required in this document.<br>• Appropriately scaled lighting along all roads, major shared and pedestrian paths, and traversing public open space.<br>• Basic improvements to local parks and open space (refer open space delivery below).<br>• Local drainage system.<br>• Local street or pedestrian path crossings of waterways unless included in the DCP or outlined as the responsibility of another agency in the Precinct Infrastructure Plan.<br>• Infrastructure as required by utility service providers including water, sewerage, drainage (except where the item is funded through a Development Services Scheme), electricity, gas, and telecommunications. |
| **R71** | **OPEN SPACE DELIVERY**<br>All public open space (where not otherwise provided via the DCP) must be finished to a standard that satisfies the requirements of the responsible authority prior to the transfer of the public open space, including:<br>• Removal of all existing and disused structures, foundations, pipelines, and stockpiles.<br>• Clearing of rubbish and weeds, levelled, topsoiled and grassed with warm climate grass (unless conservation reserve requirements dictate otherwise).<br>• Provision of water tapping, potable and recycled water connection points. Sewer and gas and electricity connection points must also be provided to land identified as an active reserve or district-level passive open space.<br>• Planting of trees and shrubs.<br>• Provision of vehicular exclusion devices (fence, bollards, or other suitable method) and<br>• maintenance access points.<br>• Installation of park furniture including barbeques, shelters, furniture, rubbish bins, local scale playground equipment, local scale play areas, and appropriate paving to support these facilities, consistent with the type of public open space listed in the open space delivery guide (Table 5). |
| **R72** | Active open space required to be set aside by the DCP must be vested in the relevant authority in the following condition:<br>• Free from surface / protruding rocks and structures.<br>• Reasonably graded and / or topsoiled to create a safe and regular surface (with a maximum 1:6 gradient).<br>• Bare, patchy and newly graded areas seeded, top-dressed with drought resistant grass. |

| | |
|---|---|
| **R73** | With respect to the public open space contribution required by Clause 52.01 of the Casey Planning Scheme, this provision sets out the amount of land to be contributed by each property in the precinct and consequently where a cash contribution is required in lieu of land.<br>All land owners must provide a public open space contribution equal to 4% of the Net Developable Area (Residential and Town Centres) (NDAR) upon subdivision of land in accordance with the following:<br>• Where land is required for unencumbered open space purposes as shown on Plan 3 and specified in Table 1 and is equal to 4% of NDAR that land is to be transferred to Council at no cost.<br>• Where no land or less than 4% of NDAR is shown on Plan 3 and specified in Table 1, as required for unencumbered open space purposes a cash contribution is to be made to Council to bring the total open space contribution to a value equal to 4% of NDAR of that site.<br>• Where land required for unencumbered open space purposes as shown on Plan 3 and specified in Table 1 is more than 4% of NDAR, Council will pay an amount equivalent to the value of the additional land being provided by that proposed development. |

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# 4.0 APPENDICES

## 4.1 Precinct Infrastructure Plan

Refer to the Clyde DCP document.

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## 4.2 Property Specific Land Budget

| PSP PROPERTY ID | TOTAL AREA (HECTARES) | Transport | | | | | Community | | | Encumbered Open Space Available for Recreation | | | Unencumbered Open Space Available for Recreation | | Other | Total Net Developable Area (Hectares) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 4 Lane Arterial Road / Widening / Flaring | 6 Lane Arterial Road / Widening / Flaring | Existing Road Reserve Part of Proposed Arterial (6 lane) | Existing Road Reserve Part of Proposed Arterial (4 lane) | Tree Reserve / PAO | Community Facilities | Indoor Recreation Facilities | Government Education | Power / Gas Easement | Waterway Corridor/Wetland / Retarding | Desalination Pipe Easement (+ gap between easement and road) | Sportsfields (active open space) | Local parks (passive open space) | Substation | |
| 53-01 | 38.22 | | 1.46 | | | 0.29 | | | | 7.17 | 3.19 | | | 0.30 | 0.96 | 24.84 |
| 53-02 | 43.86 | | 1.03 | | | | | | | 8.23 | 2.41 | | | 0.90 | | 31.29 |
| 53-03 | 39.68 | | 1.16 | | | | | | | 7.22 | 0.23 | | | 0.61 | | 30.47 |
| 53-04 | 41.18 | | 0.03 | | | | | 0.08 | | 13.22 | 2.06 | | 0.10 | 1.73 | | 23.96 |
| 53-05 | 40.00 | | 4.16 | | | | | | | 2.76 | 6.40 | 1.60 | | 0.39 | | 24.69 |
| 53-06 | 40.03 | | 2.44 | | | | 0.21 | | | | 3.19 | | | 0.90 | | 33.29 |
| 53-07 | 48.68 | | 2.43 | | | 0.35 | | | | 6.21 | 3.13 | | | 1.50 | | 35.07 |
| 53-08 | 0.63 | | | | | | | | | | | | | | | 0.63 |
| 53-09 | 42.72 | | 2.29 | | | 0.45 | | | | 15.55 | 0.01 | 0.41 | | 0.76 | | 23.24 |
| 53-10 | 1.00 | | 0.11 | | | | | | | | | | | | | 0.89 |
| 53-11 | 0.96 | | 0.09 | | | | | | | | | | | | | 0.86 |
| 53-12 | 48.32 | | 0.21 | | | 0.11 | | | 1.91 | | | 1.35 | | 1.30 | | 43.44 |
| 53-13 | 30.25 | | | | | | 0.70 | | 1.59 | | 1.82 | | 6.52 | 1.00 | | 17.31 |
| 53-14 | 39.74 | | | | | | | | | | 1.23 | 2.16 | 5.48 | 1.00 | | 29.87 |
| 53-15 | 43.37 | 0.97 | 0.41 | | | 0.16 | | | | | 0.08 | 1.35 | | 4.78 | | 35.62 |
| 53-16 | 47.69 | 2.85 | | | | | | 0.90 | | | | | | 1.95 | | 41.99 |
| 53-17 | 0.40 | | | | | | | | | | | | | | | 0.40 |
| 53-18 | 40.53 | | 0.03 | | | | 1.50 | 0.10 | | | 2.23 | | 1.50 | 0.90 | | 34.27 |
| 53-19 | 4.14 | | | | | | | 0.08 | | | | | 1.20 | 0.26 | | 2.60 |
| 53-20 | 17.37 | | | | | 0.28 | | | | | 0.67 | | | 0.30 | | 16.12 |
| 53-21 | 4.06 | | | | | | | | | | 0.02 | | | | | 4.04 |
| 53-22 | 14.57 | | | | | | | | 1.28 | | 2.44 | | 1.39 | | | 9.46 |
| 53-23 | 32.58 | | | | | | 0.70 | | 2.22 | | 2.89 | | 6.40 | 0.48 | | 19.89 |
| 53-24 | 15.27 | | 1.53 | | | | | | | | 1.11 | | | 0.67 | | 11.97 |
| 53-25 | 0.31 | | 0.19 | | | | | | | | | | | | | 0.12 |
| 53-26 | 0.13 | | | | | | | | | | | | | | | 0.13 |
| 53-27 | 0.10 | | | | | | | | | | | | | | | 0.10 |
| 53-28 | 0.08 | | | | | | | | | | | | | | | 0.08 |
| 53-29 | 0.08 | | | | | | | | | | | | | | | 0.08 |
| 53-30 | 0.07 | | | | | | | | | | | | | | | 0.07 |
| 53-31 | 0.07 | | | | | | | | | | | | | | | 0.07 |
| 53-32 | 0.07 | | | | | | | | | | | | | | | 0.07 |
| 53-33 | 0.07 | | | | | | | | | | | | | | | 0.07 |
| 53-33a | 0.07 | | | | | | | | | | | | | | | 0.07 |
| **SUB-TOTAL** | **676.33** | **3.82** | **17.59** | **0.00** | **0.00** | **1.64** | **3.11** | **1.16** | **7.00** | **60.35** | **33.11** | **6.87** | **22.59** | **19.73** | **0.96** | **497.09** |
| **Road Reserve** | | | | | | | | | | | | | | | | |
| 53-34 (pound road) | 6.88 | | | 1.79 | 0.12 | 0.70 | | | | 0.53 | 0.53 | 0.12 | | 0.28 | | 2.82 |
| 53-35(tuckers road reserve) | 1.69 | | | | 1.01 | | | 0.38 | | | | | | | | 0.30 |
| 53-36 (thompsons rd)plus triangle | 7.79 | | | 7.31 | | | | | | | | | | | | 0.48 |
| 53-37(berwick cranbourne rd) | 1.93 | | | 1.93 | | | | | | | | | | | | 0.00 |
| **SUB-TOTAL** | **18.30** | **0.00** | **0.00** | **11.03** | **1.13** | **0.70** | **0.00** | **0.38** | **0.00** | **0.53** | **0.53** | **0.12** | **0.00** | **0.28** | **0.00** | **3.61** |
| **TOTAL PRECINCT** | **694.63** | **3.82** | **17.59** | **11.03** | **1.13** | **2.34** | **3.11** | **1.54** | **7.00** | **60.88** | **33.64** | **6.98** | **22.59** | **20.01** | **0.96** | **500.70** |

METROPOLITAN PLANNING AUTHORITY

| PSP PROPERTY ID | TOTAL AREA (HECTARES) | Total Net Developable Area (Hectares) | Key Percentages Local Unencumbered Open Space | | | | Clause 52.01 Open Space Delivery | | | Other Land Uses | | | | | | | Residential - General | | | Local Town Centres / Local Convenience Centre | | | Major town Centre | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Net Devpt Area % of Precinct | Local Sportsfields (active open space) % NDA | Local Parks (passive open space)% NDA | Total | Clause 52.01 Open Space Delivery Targe % | Difference | Equiv Land Area | Industrial | Commercial | Mixed use | Active Mixed Use | Major town Centre | Local town centre / Local Convenience Centre | Total Net Residential Area Ha (NRA) | NDHa | Dwell / NRHa | Dwellings | NDHa | Dwell / NRHa | Dwellings | NDHa | Dwell / NRHa | Dwellings |
| 53-01 | 38.22 | 24.84 | 64.99% | 0.00% | 1.21% | 1.21% | 4.00% | -2.79% | -0.69 | 22.8699 | | | | | 2.000 | 0.00 | 0.00 | 16 | 0 | 2.00 | 10 | 20 | 0.00 | 15 | 0 |
| 53-02 | 43.86 | 31.29 | 71.34% | 0.00% | 2.88% | 2.88% | 4.00% | -1.12% | -0.35 | 16.6664 | | 4.8974 | 7.4038 | | | 2.32 | 2.32 | 16 | 37 | 0.00 | 10 | 0 | 0.00 | 15 | 0 |
| 53-03 | 39.68 | 30.47 | 76.78% | 0.00% | 2.00% | 2.00% | 4.00% | -2.00% | -0.61 | | 0.3261 | 6.3676 | 0.5498 | | | 23.22 | 23.22 | 16 | 372 | 0.00 | 10 | 0 | 0.00 | 15 | 0 |
| 53-04 | 41.18 | 23.96 | 58.19% | 0.43% | 7.20% | 7.62% | 4.00% | 3.21% | 0.77 | | 0.7303 | | | | | 23.23 | 23.23 | 16 | 372 | 0.00 | 10 | 0 | 0.00 | 15 | 0 |
| 53-05 | 40.00 | 24.69 | 61.73% | 0.00% | 1.58% | 1.58% | 4.00% | -2.42% | -0.60 | | 11.4501 | 8.3863 | | | | 4.85 | 4.85 | 16 | 78 | 0.00 | 10 | 0 | 0.00 | 15 | 0 |
| 53-06 | 40.03 | 33.29 | 83.16% | 0.00% | 2.71% | 2.71% | 4.00% | -1.29% | -0.43 | | 10.2769 | 3.3937 | | | 2.674 | 16.94 | 16.94 | 16 | 271 | 2.67 | 10 | 27 | 0.00 | 15 | 0 |
| 53-07 | 48.68 | 35.07 | 72.03% | 0.00% | 4.28% | 4.28% | 4.00% | 0.28% | 0.10 | | | | | | | 35.07 | 35.07 | 16 | 561 | 0.00 | 10 | 0 | 0.00 | 15 | 0 |
| 53-08 | 0.63 | 0.63 | 100.00% | 0.00% | 0.00% | 0.00% | 4.00% | -4.00% | -0.03 | | | | | | | 0.63 | 0.63 | 16 | 10 | 0.00 | 10 | 0 | 0.00 | 15 | 0 |
| 53-09 | 42.72 | 23.24 | 54.40% | 0.00% | 3.27% | 3.27% | 4.00% | -0.73% | -0.17 | | | | | | | 23.24 | 23.24 | 16 | 372 | 0.00 | 10 | 0 | 0.00 | 15 | 0 |
| 53-10 | 1.00 | 0.89 | 89.01% | 0.00% | 0.00% | 0.00% | 4.00% | -4.00% | -0.04 | | | | | | | 0.89 | 0.89 | 16 | 14 | 0.00 | 10 | 0 | 0.00 | 15 | 0 |
| 53-11 | 0.96 | 0.86 | 90.39% | 0.00% | 0.00% | 0.00% | 4.00% | -4.00% | -0.03 | | | | | | | 0.86 | 0.86 | 16 | 14 | 0.00 | 10 | 0 | 0.00 | 15 | 0 |
| 53-12 | 48.32 | 43.44 | 89.90% | 0.00% | 2.99% | 2.99% | 4.00% | -1.00% | -0.43 | | | | | | | 43.44 | 43.44 | 16 | 695 | 0.00 | 10 | 0 | 0.00 | 15 | 0 |
| 53-13 | 30.25 | 17.31 | 57.22% | 37.65% | 5.78% | 43.43% | 4.00% | 1.78% | 0.31 | | | | | | | 17.31 | 17.31 | 16 | 277 | 0.00 | 10 | 0 | 0.00 | 15 | 0 |
| 53-14 | 39.74 | 29.87 | 75.17% | 18.33% | 3.35% | 21.68% | 4.00% | -0.65% | -0.19 | | | | | | | 29.87 | 29.87 | 16 | 478 | 0.00 | 10 | 0 | 0.00 | 15 | 0 |
| 53-15 | 43.37 | 35.62 | 82.12% | 0.00% | 13.43% | 13.43% | 4.00% | 9.43% | 3.36 | | 5.3106 | | | | | 30.31 | 30.31 | 16 | 485 | 0.00 | 10 | 0 | 0.00 | 15 | 0 |
| 53-16 | 47.69 | 41.99 | 88.04% | 0.00% | 4.64% | 4.64% | 4.00% | 0.65% | 0.27 | | 9.0601 | | | | | 32.93 | 32.93 | 16 | 527 | 0.00 | 10 | 0 | 0.00 | 15 | 0 |
| 53-17 | 0.40 | 0.40 | 100.00% | 0.00% | 0.00% | 0.00% | 4.00% | -4.00% | -0.02 | | | | | | | 0.40 | 0.40 | 16 | 6 | 0.00 | 10 | 0 | 0.00 | 15 | 0 |
| 53-18 | 40.53 | 34.27 | 84.56% | 55.27% | 2.63% | 6.99% | 4.00% | -1.37% | -0.47 | | 8.8527 | | | 22.714 | | 2.71 | 2.71 | 16 | 43 | 0.00 | 10 | 0 | 22.71 | 15 | 341 |
| 53-19 | 4.14 | 2.60 | 62.76% | 767.81% | 9.93% | 56.31% | 4.00% | 5.94% | 0.15 | | 2.4405 | | | | | 0.16 | 0.16 | 16 | 3 | 0.00 | 10 | 0 | 0.00 | 15 | 0 |
| 53-20 | 17.37 | 16.12 | 92.83% | 0.00% | 1.86% | 1.86% | 4.00% | -2.14% | -0.35 | | 1.7818 | | | | | 14.34 | 14.34 | 16 | 229 | 0.00 | 10 | 0 | 0.00 | 15 | 0 |
| 53-21 | 4.06 | 4.04 | 99.53% | 0.00% | 0.00% | 0.00% | 4.00% | -4.00% | -0.16 | | 2.8644 | | | | | 1.17 | 1.17 | 16 | 19 | 0.00 | 10 | 0 | 0.00 | 15 | 0 |
| 53-22 | 14.57 | 9.46 | 64.89% | 14.70% | 0.00% | 14.70% | 4.00% | -4.00% | -0.38 | | | | | | | 9.46 | 9.46 | 16 | 151 | 0.00 | 10 | 0 | 0.00 | 15 | 0 |
| 53-23 | 32.58 | 19.89 | 61.05% | 32.17% | 2.42% | 34.60% | 4.00% | -1.58% | -0.31 | | | | | | | 19.89 | 19.89 | 16 | 318 | 0.00 | 10 | 0 | 0.00 | 15 | 0 |
| 53-24 | 15.27 | 11.97 | 78.34% | 0.00% | 5.61% | 5.61% | 4.00% | 1.61% | 0.19 | | | | | | | 11.97 | 11.97 | 16 | 191 | 0.00 | 10 | 0 | 0.00 | 15 | 0 |
| 53-25 | 0.31 | 0.12 | 38.49% | 0.00% | 0.00% | 0.00% | 4.00% | -4.00% | -0.00 | | 0.1175 | | | | | 0.00 | 0.00 | 16 | 0 | 0.00 | 10 | 0 | 0.00 | 15 | 0 |
| 53-26 | 0.13 | 0.13 | 100.00% | 0.00% | 0.00% | 0.00% | 4.00% | -4.00% | -0.01 | | 0.1337 | | | | | 0.00 | 0.00 | 16 | 0 | 0.00 | 10 | 0 | 0.00 | 15 | 0 |
| 53-27 | 0.10 | 0.10 | 100.00% | 0.00% | 0.00% | 0.00% | 4.00% | -4.00% | -0.00 | | 0.0998 | | | | | 0.00 | 0.00 | 16 | 0 | 0.00 | 10 | 0 | 0.00 | 15 | 0 |
| 53-28 | 0.08 | 0.08 | 100.00% | 0.00% | 0.00% | 0.00% | 4.00% | -4.00% | -0.00 | | 0.0833 | | | | | 0.00 | 0.00 | 16 | 0 | 0.00 | 10 | 0 | 0.00 | 15 | 0 |
| 53-29 | 0.08 | 0.08 | 100.00% | 0.00% | 0.00% | 0.00% | 4.00% | -4.00% | -0.00 | | 0.0800 | | | | | 0.00 | 0.00 | 16 | 0 | 0.00 | 10 | 0 | 0.00 | 15 | 0 |
| 53-30 | 0.07 | 0.07 | 100.00% | 0.00% | 0.00% | 0.00% | 4.00% | -4.00% | -0.00 | | 0.0733 | | | | | 0.00 | 0.00 | 16 | 0 | 0.00 | 10 | 0 | 0.00 | 15 | 0 |
| 53-31 | 0.07 | 0.07 | 100.00% | 0.00% | 0.00% | 0.00% | 4.00% | -4.00% | -0.00 | | 0.0736 | | | | | 0.00 | 0.00 | 16 | 0 | 0.00 | 10 | 0 | 0.00 | 15 | 0 |
| 53-32 | 0.07 | 0.07 | 100.00% | 0.00% | 0.00% | 0.00% | 4.00% | -4.00% | -0.00 | | 0.0663 | | | | | 0.00 | 0.00 | 16 | 0 | 0.00 | 10 | 0 | 0.00 | 15 | 0 |
| 53-33 | 0.07 | 0.07 | 100.00% | 0.00% | 0.00% | 0.00% | 4.00% | -4.00% | -0.00 | | 0.0697 | | | | | 0.00 | 0.00 | 16 | 0 | 0.00 | 10 | 0 | 0.00 | 15 | 0 |
| 53-33a | 0.07 | 0.07 | 100.00% | 0.00% | 0.00% | 0.00% | 4.00% | -4.00% | -0.00 | | 0.0747 | | | | | 0.00 | 0.00 | 16 | 0 | 0.00 | 10 | 0 | 0.00 | 15 | 0 |
| **SUB-TOTAL** | **676.33** | **497.09** | | | | | 4.00% | | | **39.5363** | **53.9654** | **23.0450** | **7.9536** | **22.714** | **4.674** | **345.199** | **345.20** | | **5,523** | **4.67** | | **47** | **22.71** | | **340.71** |
| **Road Reserve** | | | | | | | | | | | | | | | | | | | | | | | | | |
| 53-34 (pound road) | 6.88 | 2.82 | 41.04% | 0.00% | 9.84% | 0.00% | 4.00% | -4.00% | -0.11 | | 0.388 | | | | | 2.436 | 2.44 | 16 | 39 | 0.00 | 10 | 0 | 0.00 | 15 | 0 |
| 53-35(tuckers road reserve) | 1.69 | 0.30 | 17.98% | 0.00% | 0.00% | 0.00% | 4.00% | -4.00% | -0.01 | | | | | | | 0.304 | 0.30 | 16 | 5 | 0.00 | 10 | 0 | 0.00 | 15 | 0 |
| 53-36 (thompsons rd)plus triangle | 7.79 | 0.48 | 6.19% | 0.00% | 0.00% | 0.00% | 4.00% | -4.00% | -0.02 | | | | | | | 0.482 | 0.48 | 16 | 8 | 0.00 | 10 | 0 | 0.00 | 15 | 0 |
| 53-37(berwick cranbourne rd) | 1.93 | 0.00 | 0.07% | 0.00% | 0.00% | 0.00% | 4.00% | -4.00% | -0.00 | | | | | | | 0.001 | 0.00 | 16 | 0 | 0.00 | 10 | 0 | 0.00 | 15 | 0 |
| **SUB-TOTAL** | **18.30** | **3.61** | | | | | 4.00% | | | **0.0000** | **0.3882** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **3.2239** | 3.22 | | **52** | **0.00** | | **-** | **0.00** | | **-** |
| **TOTAL PRECINCT** | **694.63** | **500.70** | **72.08%** | **6.08%** | **4.00%** | **0.00%** | **4.00%** | | | **39.536** | **54.354** | **23.045** | **7.954** | **22.714** | **4.674** | **348.42** | **348.42** | **-** | **5,575** | **4.67** | | **47** | **22.71** | | **340.71** |

## 4.3 Hardys Road Major Town Centre Design Principles, Requirements and Guidelines

### INTRODUCTION

The Thompsons Road Precinct Structure Plan (PSP 1053) contains the following requirement (at Section 3.2):

*"Land use and development within the Hardys Road Major Town Centre must respond to the relevant concept plan and key design elements shown in Figure 1, and must address the design principles and performance criteria outlined in Appendix 4.2".*

And the following guideline:

*"Land use and development within the Hardys Road Major Town Centre should meet the requirements and guidelines set out in Appendix 4.2."*

This appendix provides the detailed design principles, performance criteria, requirements and guidelines to be referenced in meeting the PSP's requirement and guideline in relation to Hardys Road Major Town Centre.

### VISION

The Hardys Road Major Town Centre will be a significant mixed use destination within the south east growth corridor which will provide retail, employment, lifestyle and leisure needs for the surrounding residential catchment and employment areas to the north along Thompsons Road.

The Hardys Road Major Town Centre will be unashamedly "urban" and connected with surrounding neighbourhoods, in particular strong connections to adjacent employment areas along Thompsons Road.

The Hardys Road Major Town Centre will be distinctive from other town centres within the south east corridor with an internal focus on a central urban wetland and main street core, views and a built form which responds to the topography of the quarry site.

Physically, and visually the Hardys Road Major Town Centre will be connected with its community and interconnected within. The public realm "core" will be a pedestrian priority zone encouraging free movement between destinations.

This vision will create an urbane, highly pedestrianised, intimate and functionally diverse yet integrated mix of shopping, cultural, entertainment, and community uses. Shoppers, workers and visitors of the centre will be able to:

- *Stroll along and enjoy Main and High Street environs.*
- *Meander around the small streets, arcades and laneways.*
- *Relax and recreate around the central water "Eat Decks" and "occasional" places.*

- *Congregate around and sit in the Town Square and array of intimate respites and open spaces.*

The Hardys Road Major Town Centre will be the heart and soul of the surrounding residential communities, with a design philosophy that:

- *Celebrates the sites history and unique landscape quality and character.*
- *Respects, nurtures and enhances the sites unique quarry and water features.*
- *Embraces and utilises the gently inclined/sloping topography.*
- *Responds to the emerging movement hierarchy.*
- *Provides an "urban wetland" and Main Street based identity that creates a unique focal point with strong view lines into and through the water based core.*
- *Establishes a distinctive water-based sense of place and character.*

The Hardys Road Major Town Centre will enhance the Public Realm focussed by being:

- *Convergent on the Main Street and water, away from the perimeter arterial roads, internally focussed.*
- *Character precinct based, legible and unambiguous, engaging and inviting.*
- *Interconnected by High Street and bound together with an array of interlinked and convergent "Green Spines".*
- *Activated and animated to all critical interfaces and key frontages*
- *Adaptable to facilitate changes in community needs and emerging retailing trends.*

Key movement within the town centre will be based on a north-south 'green link' which will provide a link across the power line easement and high points of the site to the north, through the central water based area, to Clyde Creek to the south.

The urban wetland will utilise an existing quarry and provide a stormwater treatment and storage function with high quality amenity for the establishment of quality urban spaces and high quality residential, commercial and mixed use developments.

The town centre will be well accessed by Hardys Road which sits to the south of the town centre and Tuckers Road which sits to the east of the town centre. These arterial roads will provide exposure for the town centre to passersby, allow ease of access for private and service vehicles, provide public transport access and will create a 'green boulevard' around the town centre to act as a boundary.

The Hardys Road Major Town Centre will support both physical and economic short and long term growth. Early delivery of essential services such as retail development, community facilities and services, and high quality landscape outcomes, balanced with deliberate land banking will be crucial to an authentic, sustainable and liveable town centre for the south-east growth corridor.

The major town centre must be an attractive place for business investment, a destination with a rich mix of uses, providing services, employment and opportunities for residents to socialise. A strong hierarchy of both informal and formal interlinked public spaces of high amenity is an essential element of this town centre.

## TARGETS

The following employment, commercial and residential targets have been set for the Hardys Road Major Town Centre within the framework of the Thompsons Road PSP.

| Target | Range |
|---|---|
| Job Target | 2,500 to 3,000 jobs |
| Dwelling Target (includes land within the 400 metre core walkable catchment around the MTC) | 1,100 to 2,000 dwellings |
| Population | 3,100 to 5,200 people |
| Floorspace (retail including restricted retail) | 50,000 to 60,000 sq m |
| Floorspace (commercial, includes business and leisure) | 50,000 to 60,000 sq m |

## ORGANISING ELEMENTS – HARDYS ROAD MAJOR TOWN CENTRE

The organising elements used to develop the Hardys Rd Major Town Centre Concept Plan include the following:

1. *Relationship to surrounding employment and residential areas.*
2. *Views and vistas.*
3. *Environment and open space, interconnected green link (links from power easement through site to Clyde Creek).*
4. *Placemaking opportunities and identity.*
5. *Mobility, access and wayfinding (bus routes, pedestrian and cycle linkages).*

Detailed plans relating to these elements are at pages 7-9 of this appendix.


## HARDYS ROAD MAJOR TOWN CENTRE CONCEPT PLAN

The Hardys Road Major Town Centre Concept Plan (above) represents the key elements and intended land uses proposed for the Major Town Centre. The concept plan covers the entire major town centre site and responds to the Organising Elements listed on page 3. Land uses should be located generally in accordance with the locations and land use terms, as identified on the Hardys Road Major Town Centre Concept Plan and the potential land uses listed below.

## LAND USES

The role, size and function of the Hardys Road Major Town Centre will result in a diverse range of services, facilities and activities being provided within the south-east growth corridor. The types of services, facilities and activities which are anticipated to establish within the Hardys Road Major Town Centre are listed below.

**Hardys Road Major Town Centre Core – Land Uses**

- *Supermarkets*
- *Discount Department Stores*
- *Mini Major stores*
- *Department stores*
- *Small format restricted retail premises*
- *Specialty shops and stores*
- *Cafes and restaurants*
- *Bars and clubs*
- *Hotels*
- *Cinemas and other entertainment uses*
- *Indoor recreation*
- *Ground floor commercial or office uses which result in active shop front outcomes*
- *Arts and entertainment facilities*
- *Residential apartment and office developments above retail and commercial shopfronts Car parking*

**Commercial Areas – Land Uses**

- *Offices*
- *Office/warehouse*
- *Child care services*
- *Education centres*
- *Service industries*
- *Medical and specialist services*
- *Health services (including aged care)*
- *Tertiary and lifelong learning services*
- *Community services and facilities*
- *Short stay accommodation (such as hotels and serviced apartments)*
- *Potential State or Local Government offices*
- *Non-Government Organisation facilities*
- *Conference / Exhibition / Function / Centres*
- *Indoor Recreation*

**Commercial Areas – Land Uses (cont)**

- *Larger format Restricted Retail Premises (subject to detailed design)*
- *Places of Assembly*
- *Restaurants, cafes, hotels and bars*
- *Convenience retail / service station*
- *Car parking*

**Hardys Road Major Town Centre Mixed Use Areas – Land Uses**

- *Mix of retail, office and residential developments (where residential use is permissible under the applied zone)*
- *Predominantly ground floor retail and commercial shop fronts, cafes, restaurants and bars with upper floor residential, office and commercial uses (where residential use is permissible under the applied zone)*
- *Child Care services*
- *Indoor recreation*
- *Short stay accommodation*
- *Convenience retail*
- *Car parking*

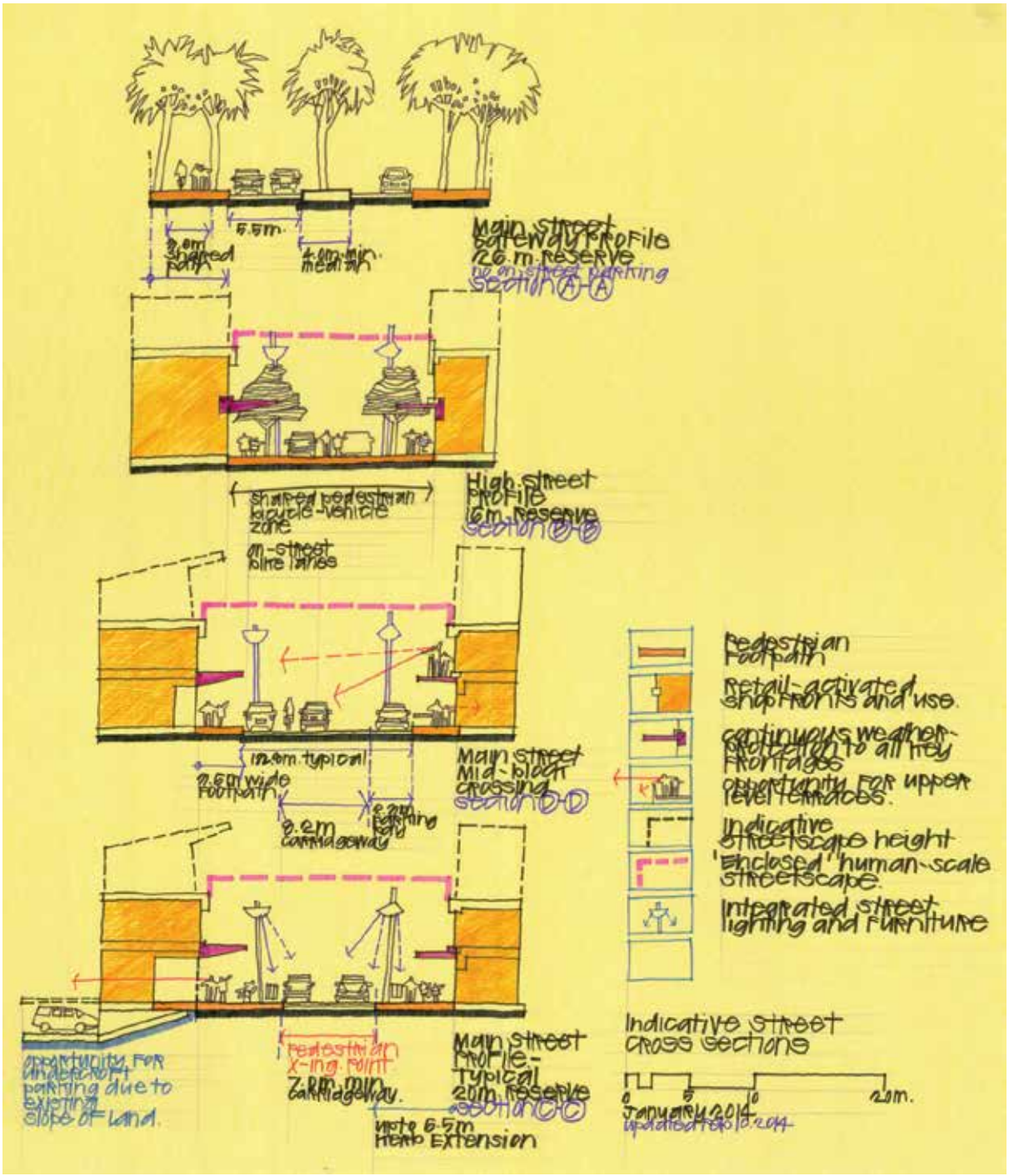
**Medium to High Density Residential – Land Uses**

- *Medium density residential developments (refer to sections 3.1.2 and 3.2.1 of PSP 1053)*
- *High density residential developments (refer to sections 3.1.2 and 3.2.1 of PSP 1053)*
- *Retirement living*
- *Aged care services*
- *SOHO developments (small office/home office)*
- *Short stay accommodation (such as hotels and serviced apartments)*

## HARDYS ROAD MAJOR TOWN CENTRE - URBAN ELEMENTS PLANS

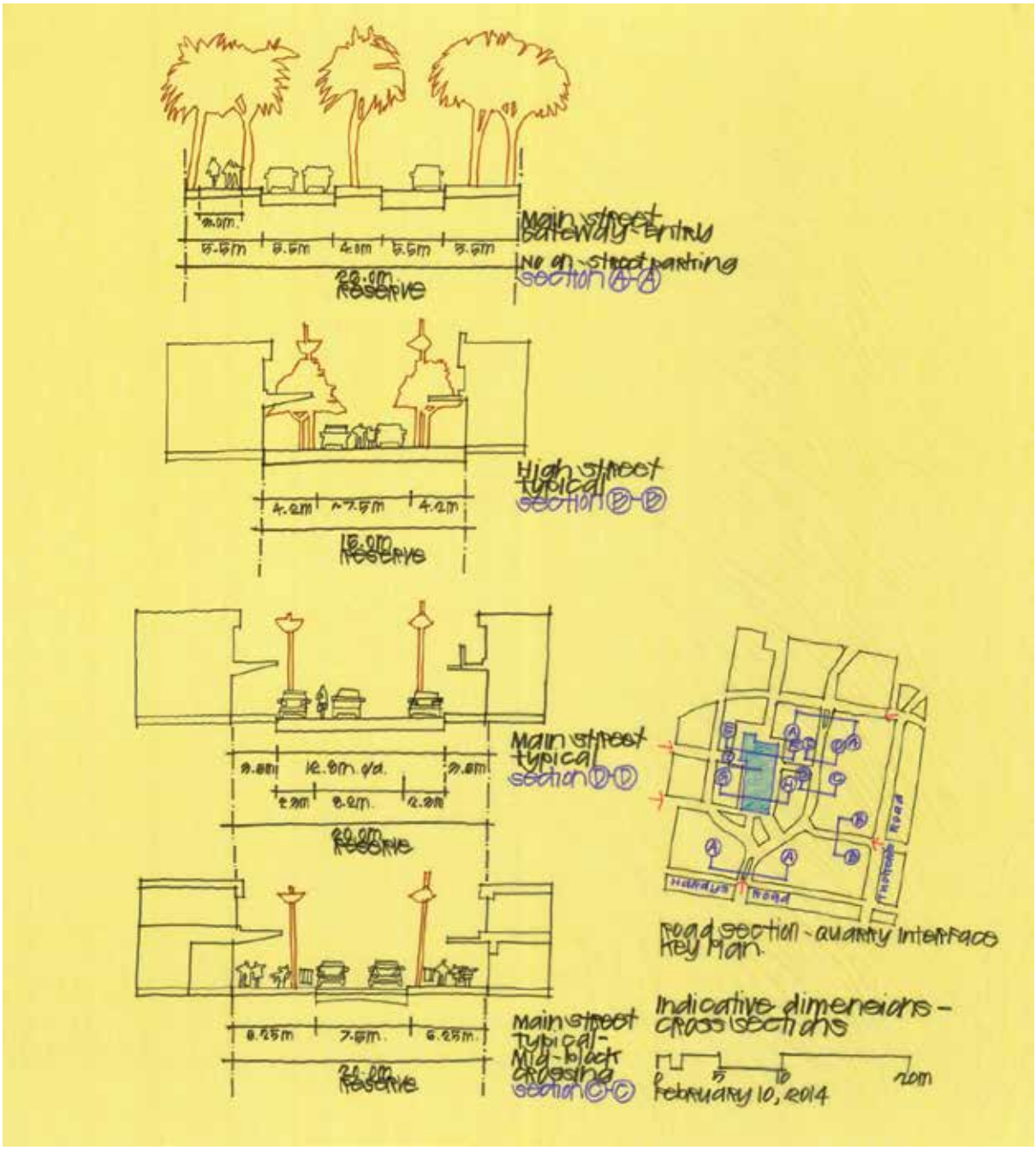
The following diagrams below provide indicative cross-sections for the Main Street and High Street and indicative quarry interface treatments. The organising elements at page 3 have been taken into account in the development of these cross-sections and interfaces.

**Hardys Road MTC – Main Street and High Street Indicative Street Cross Sections**

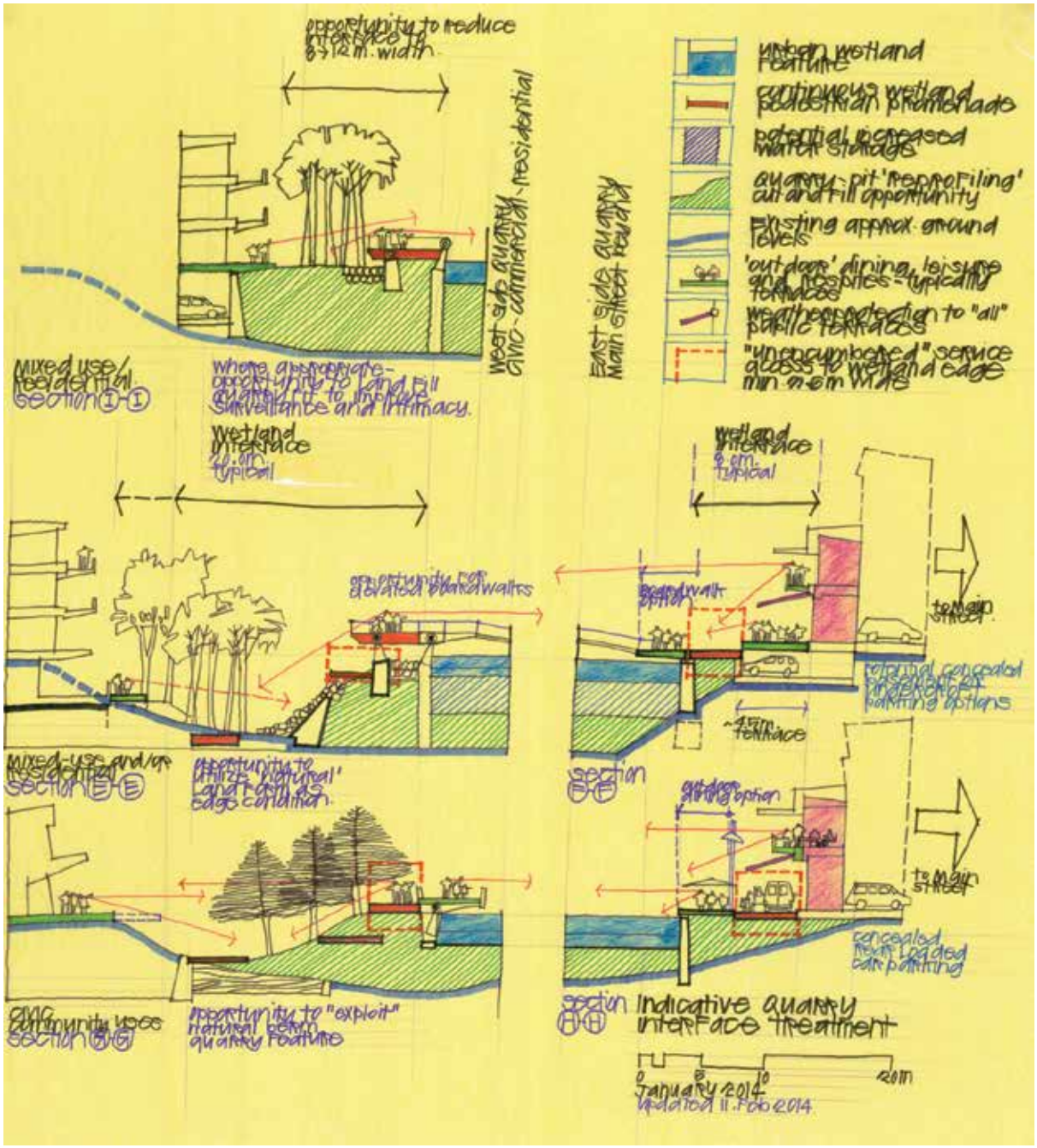


**Hardys Road MTC – Main Street and High Street**

**Indicative Dimensions - Cross Sections**



**Hardys Road MTC – Indicative Quarry Interface Treatment**



## HARDYS ROAD MAJOR TOWN CENTRE PRECINCT PLAN


Hardys Road Major Town Centre has been divided into four internal precincts – Main Street, Town Centre, Waterway and Urban Character Precincts.

In the following table, each precinct's character is described and the key catalysts for development of the precinct are listed. Detailed requirements and guidelines have been prepared for each precinct.

## HARDYS ROAD PRECINCT GUIDELINES AND REQUIREMENTS

**Precinct 1:** Main Street Precinct

**Character:** The Main Street Precinct is the centre of activity and community life for the Hardys Road PSP. This precinct is where a range of fine grain, street based activity will occur on the ground floor abutting the pedestrian realm. Uses within this precinct will include a mix of retail, office, entertainment, civic, cultural and dining opportunities with upper floor offices, recreation and residential units.

The Connector Road (town centre zone) within the Main Street Precinct will be a vibrant and active hub as it will function as the main street and principal activity spine of the town centre. On the eastern side of the Connector Road (town centre zone) the Main Street Precinct will be the retail core with a mix of active shop fronts framing the street and internalised malls, and car parks located behind. On the western side of the Connector Road (town centre zone), the Main Street Precinct will be a mixed use area which adds to the activity and character of the main street on the ground level, while providing commercial and residential use above.

The town square, located on main street will be a high quality and engaging central meeting space for the Hardys Road Major Town Centre and will be a vibrant and lively place to be during the day, at night and on weekends.

The Main Street Precinct will be an 18 hour/7 day a week experience.

**Key Catalysts:** Hardy's Road upgrade, Hardy's Road and connector street signalised intersection, Connector Road (town centre zone) and stage 1 town square (Main Street Precinct), urban wetland construction and first stage quarry remedial works.

| Land Use | Requirement | Guideline |
|---|---|---|
| Primary Land Use | • Land uses within this precinct must respond to the Hardys Road Major Town Centre Concept Plan) and the land uses as defined on pages 5-6 of this appendix).<br>• This precinct must include provisions for commercial uses including offices. | • Additional uses which are not defined on pages 5-6 but present an active frontage to the Connector Road (town centre zone) may be permitted if the use is considered appropriate for a town centre.<br>• Uses which deliver a fine grain built form outcome to the Connector Road (town centre zone) with large format buildings behind are encouraged within this precinct.<br>• Active uses which generate high levels of pedestrian traffic should be accommodated along the Connector Road (town centre zone) to ensure a critical mass of retailing and activity along this street is achieved.<br>• Mixed use areas should provide retail, food premises and/or office uses |

| | | |
|---|---|---|
| | | at ground level; and office, commercial, recreational or residential uses above the ground level. |
| Secondary Land Use | • Smaller format bulky goods shop fronts are an appropriate outcome for this precinct only if the interface to the street fits into the character of this precinct (such as an active shop front or located behind active shop fronts which front the Connector Road (town centre zone)Main Street Precinct. | • Upper floor residential above shop fronts and office uses are encouraged within this precinct.<br>• The design of this precinct should encourage a pattern of small scale individual tenancies, and land ownership patterns that attract investment, encourage diversity and to provide opportunities for local business investment. |
| **Structure** | **Requirement** | **Guideline** |
| Road Network | • The road network must be in accordance with the Hardys Road Major Town Centre Concept Plan.<br>• The Connector Road (town centre zone) must be in accordance with Main Street cross section within PSP 1053. | • The final location of the east-west access street between the Connector Road (town centre zone) and Tuckers Road should be determined by the ultimate retail block width and dimensions of the retail precinct and the location of the signalised intersection at Tuckers Road.<br>• The east-west access road needs to provide adequate access to retail car parking areas whilst providing a strong east-west connection between the Connector Road (town centre zone) and the residential community to the east of Tuckers Road.<br>• Additional east-west and north-south access roads or laneways should only be considered where vehicular circulation in these areas is required and where appropriate built form outcomes along, and surveillance opportunities of the street or laneway can be demonstrated. |
| Pedestrian and Cycle Links | • The Main Street Precinct is to be a pedestrian priority zone.<br>• Ensure a clearly defined mobility network within, and beyond the Main Street Precinct.<br>• Generally, footpaths within and around public spaces as well as along the Connector Road (town centre zone) must be of a width which allows for uninterrupted pedestrian movement as well as to provide outdoor merchandising and dining opportunities. | • Develop a main street way finding strategy to ensure clues and cues are included within the streetscape of this precinct to lead people to the Waterway Precinct and beyond.<br>• Provide a permeable and legible urban typology with direct desire lines and clear sight lines throughout.<br>• Create a strong east-west pedestrian and cycle link between Tuckers Road and the town centre core to connect with the residential community to the east of Tuckers Road.<br>• This pedestrian and cycle connection should be urban in nature and should include canopy trees within green links. |

| | | |
|---|---|---|
| Public Transport | | • Ensure direct pedestrian and cycle connections are provided between the Connector Road (town centre zone), town square and any proposed bus stops on the surrounding arterial roads. |
| **Built Form** | **Requirement** | **Guideline** |
| Streetscape Composition | • The main street streetscape and environs is to be a highly urban activity spine.<br>• At key locations within this precinct (at gateway nodes as shown on the Hardys Road Major Town Centre Concept Plan) development may require a minimum 2 storey element incorporated within the design of the building.<br>• Areas defined as 'mixed use' on the Hardys Road Major Town Centre Concept Plan within this precinct should be a minimum of 2 storeys on the Connector Road (town centre zone) to allow active uses (such as retail, office or cafe/restaurant uses) on the ground floor and upper storey residential or commercial uses. | • Building Facade height should provide a sense of enclosure to the main street.<br>• Development along the Connector Road (town centre zone) should be generally a minimum of 2 storeys in height or include 2 storey built form elements.<br>• In addition building facades abutting the Connector Road (town centre zone) should be no greater than 12 metres in height.<br>• Buildings higher than 12 metres should be setback from the Connector Road (town centre zone) a minimum of 5 metres and comply with overshadowing requirements. |
| Setbacks | • Buildings and shop fronts along the Connector Road (town centre zone) must be built to the front property boundary (0m front setback) zero setback, unless where useable public spaces or mid block links are desired.<br>• Balconies, awnings and shade structures are permitted to overhang the front setback to allow shelter for pedestrians, to provide a sense of enclosure, active upper floor use and surveillance, and to enhance the sense of enclosure. | • Buildings on side or secondary street frontages within this precinct should have a front setback of up to 3m from the front property boundary to allow for appropriate landscape outcomes.<br>• Laneways (as distinct from a different to side or secondary street) should provide appropriate setbacks to buildings<br>• Landscape treatments should be adopted to ensure that the laneway has a sense of enclosure and is an attractive element of the town centre. |
| Design | • Gateway treatments to be provided at the key entries to the Connector Road (town centre zone) to create a sense of arrival to and departure from the Main Street Precinct. | Malls and arcades that are anchored by a supermarket, discount department store or other large format uses may be considered as part of the overall design.<br>• Large format forms which do not present appropriate design outcomes should be internalised or located behind shop fronts or office spaces. |

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| | • Active frontages at ground level must be located to frame the Connector Road (town centre zone), the east-west access street and the town square.<br>• Buildings located within this precinct must:<br>▪ Provide primary access to tenancies fronting the Connector Road (town centre zone);<br>▪ Be built to the street front. Where buildings are set back from the street front, the frontage of the building must result in an active frontage and must be designed in a way that provides surveillance and contributes to the public realm;<br>▪ Provide car parking and service infrastructure to the rear or side of the Connector Road (town centre zone) frontage.<br>• Provide continuous weather protection in the Main Street Precinct .<br>• All shop fronts at the ground level facing a street or public space must use clear glazing to allow view lines into the store from the street. Planning permits for buildings and works should condition against the use of white washed windows, excessive window advertising, obtrusive internal shelving or false walls offset from the glazing.<br>• Building facades on side streets (excluding shop fronts) and continuous walls must not exceed 10m without articulation, fenestration, activation or visual interest. | • Primary shop fronts should have varying widths and floor space areas to promote a diversity of trading opportunities.<br>• Flexible floor spaces (including shop fronts with a range of floor to ceiling heights) should be incorporated into the building design to enable localised commercial uses to locate amongst the activity of this precinct.<br>• Windows and fenestration treatment above ground level should be included in all frontages facing any street or public space.<br>• Activate side streets within this precinct by locating cafes, restaurants and other active uses to address prominent corner sites and to encourage the spill of activity down side streets.<br>• Ground level uses which provide active frontages over extended hours should be located along key pedestrian links and open spaces.<br>• Verandahs and weather protection should generally be located no greater than 3.8metres above ground level |
| **Landscape** | **Requirement** | **Guideline** |
| Public Space | • The Main Street Precinct as identified on the Hardys Road Major Town Centre Concept Plan must be a highly urban environment and must include features and key elements of interest within the | • Public art which is reflective of the history and character of the area (particularly the use of the site as a quarry) should be incorporated into public spaces within this precinct.<br>• The town square may take the form of a town park, public plaza space |

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| | streetscapes and public spaces.<br>• A town square, which acts as the central meeting place within the Main Street Precinct must be provided in accordance with the Hardys Road Major Town Centre Concept Plan.<br>• Uses located around the town square must have a primary entrance from the town square, provide an active frontage to the town square and include full height glass windows to provide surveillance and provide an outlook to the town square.<br>• Refer to the Hardys Road Major Town Centre Urban Elements Plans for further requirements relating to the town square area. | or public market place, subject to detailed design of the space.<br>• The town square should be well integrated with pedestrian and cycle links around and through the Main Street Precinct so that the town square acts as a 'gateway' to the Town Centre Core and to the Waterway Precinct.<br>• Active uses such as outdoor dining, socialising and entertaining should occur in the portion of the town square connected to the Town Centre Core on the eastern side of the Connector Road (town centre zone).<br>• Passive uses such as areas to sit, picnic and for larger events should be concentrated in the portion of the town square connected to the urban wetland.<br>• The town square should be clearly defined and highly visible from within the Main Street and Waterway Precincts, and provide good pedestrian and cycle connections and way finding elements drawing people into this central space.<br>• Public space (including the town square) should:<br>▪ Be friendly to all ages (such as children, parents and young children, young people, professionals working the area);<br>▪ Be active during the day, at night and on weekends;<br>▪ Be designed as a flexible and adaptive space so that a range of uses and activities can occur within the space at any one time.<br>▪ Be an attractive location for cafes and restaurants to establish and offer a high aesthetic value for these uses to look out to;<br>▪ Include an element of water;<br>▪ Contain a landmark element (such as a building, park structure, water fountain, public art) to reinforce the destination point within the precinct;<br>▪ Have an element of green within an urban context;<br>▪ Terminate key view lines within the town centre;<br>▪ Be clearly identifiable by passing traffic;<br>▪ Provide a meeting point as part of the first stage of development within this precinct;<br>▪ Contain deliberate left over spaces so that the community can contribute to the space as the town centre grows; and |
| Streetscape | • Refer to the Hardys Road Major Town Centre Urban | |

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| | Elements Plans for further requirements relating to the landscaping of streetscape. | |
| **Car parking, Servicing and Ancillary Structures** | Requirement | Guideline |
| | • Large at grade car parks must be located behind the built form framing the Connector Road (town centre zone).<br>• No driveway access will be permitted from the Connector Road (town centre zone). All car park access must be provided from the surrounding road network.<br>• Dedicated and safe pedestrian and cycle links must be provided through shopping centre car parks to connect to the surrounding street network and footpaths. These links must include a dedicated foot/cycle path and appropriate landscape features.<br>• All open car parks within this precinct must include a minimum 30% mature tree canopy coverage of car park spaces. | |
| **Interface Treatment** | Requirement | Guideline |
| | • Refer to the Hardys Road Major Town Centre Urban Elements Plans for further requirements relating to interface treatment. | |

**Precinct 2:** **Town Centre Interface Precinct**

**Character:** The uses within the Town Centre Interface Precinct are uses which predominantly benefit from the activity surrounding the Town Centre Core, exposure and access to the arterial road network and which have high vehicular reliance. Such uses may include offices, commercial

premises, service industry, bulky goods retailers, medical and health services, commercial accommodation and emergency services. The precinct will also include uses that are ancillary to and support the Main Street Precinct, such as car parking.

The Town Centre Interface Precinct will form the north, east and southern boundary of the major town centre, and particularly at connector roads will act as the 'gateway' into the Town Centre Core from surrounding residential and employment precincts. Key corners within this precinct will have high quality and architecturally significant built form outcomes and other clues and cues to act as 'markers' to lead visitors into the Town Centre Core of the town centre. This precinct will also act as the transition zone between the central activity of the town centre and the surrounding residential precincts.

**Key Catalysts:** Construction of Tuckers Road and its connection to the network to the east, Hardy's Road upgrade, Hardy's Road and connector road signalised intersection, additional signalised intersections along Tuckers Road.

| **Land Use** | **Requirement** | **Guideline** |
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| Primary Land Use | • Land uses within this precinct must respond to the Hardys Road Major Town Centre Concept Plan and the land uses as defined on pages 5-6.<br>• This precinct must include provision for commercial uses including offices.<br>• Service industries, emergency services and larger scale commercial premises must be located along and have access to the arterial road network. | • A variety of employment and business opportunities should be planned through the provision of a broad mix of land uses and commercial activity.<br>• A range of options and locations for office based businesses should be provided within this precinct.<br>• Services and facilities to support the business community, particularly home based and smaller businesses are encouraged within this precinct.<br>• Deliberate left over spaces and land banking should occur within this precinct to allow for future growth and expansion. |
| Secondary Land Use | | • Large format buildings such as bulky goods, showrooms, emergency services and service industries are encouraged within this precinct.<br>• Cafes, restaurants and convenience retail premises are encouraged within this precinct as part of office or commercial developments which service the business and the commercial community. |
| **Structure** | **Requirement** | **Guideline** |
| Road Network | • Road network must be in accordance with the Hardys Road Major Town Centre Concept Plan.<br>• High quality landscape and built form outcomes are | • The road network and lot access within this precinct should be designed in a way to allow built form to front surrounding arterial roads and to allow easy access from the internal road network. Particular attention |

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| | required along the interface of arterial roads to the major town centre and at signalised intersections to act as 'gateways' into the precinct.<br>• The road network through this precinct must provide clear and direct connections from the arterial roads to car parking and service locations so that vehicular movement along the Connector Road (town centre zone) is minimised. | should be given to determining which frontages maximise pedestrian access and which frontages maximise vehicle access, and reflecting these priorities through built form outcomes. |
| Pedestrian and Cycle Links | • Refer to the Hardys Road Major Town Centre Concept Plan for required linear pedestrian and cycle links within this precinct.<br>• Ensure direct and safe east-west and north-south pedestrian and cycle connections are provided to connect surrounding residential communities, civic and education facilities to the activity of the Main Street and Waterway Precincts. | • Ensure strong pedestrian and cycle links are created within this precinct to link to the activity of the Connector Road (town centre zone) and Waterway Precinct.<br>• Ensure appropriate footpath and road treatments are considered for locations nominated as pedestrian priority zones on the Hardys Road Major Town Centre Concept Plan. These locations should reflect pedestrian and cycle priority such as pedestrian signals or raised threshold treatments. |
| Public Transport | | • Ensure direct pedestrian and cycle connections are provided from bus stops along the arterial road network to the network of road, pedestrian and cycle connections throughout the major town centre. |
| **Built Form** | **Requirement** | **Guideline** |
| Streetscapes | • Buildings fronting an arterial road must define the perimeter of the major town centre and provide visual interest | • Building heights within this precinct should range from 1 to 3 storeys. Office and mixed use developments greater than 3 storeys are encouraged at the gateway node locations as nominated on the Hardys Road Major Town Centre Concept Plan. |
| Setbacks | • Buildings fronting an arterial road within this precinct must have a maximum setback of 20m to allow for some car parking to the front of the building and an appropriate landscape interface treatment.<br>• Setbacks less than 20m will be considered based on | • Developments on sites within the gateway node locations as nominated on the Hardys Road Major Town Centre Concept Plan are encouraged to have minimal setbacks to the Connector Road and Connector Road (town centre zone) frontages to create a sense of enclosure and to act as markers to the entry of the Town Centre Core. |

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| | the proposed built form outcome.<br>• Buildings facing a connector road within this precinct must have a maximum setback of 12m to allow for minimum car parking to the front of the building and an appropriate landscape interface treatment. Setbacks less than 12m will be considered based on the proposed use and built form outcome. | |
| Design | • Sites in key locations such as on corners or locations which terminate key view lines and vistas, are required to be of a high built form character and quality, to act as 'arrival points' and key gateways to the major town centre. | • Opportunities to locate large built form outcomes along arterial roads should be explored within this precinct to protect inboard uses from the sound of passing traffic and to flag the presence of a major town centre.<br>• Uses which deliver fine grain built form outcomes at the street level with large format uses behind are encouraged within the internal road network of this precinct.<br>• Buildings along arterial roads should be designed to maximise exposure from passing traffic and to maximise long range views to the precinct whilst maintaining appropriate built form outcomes to the internal road network.<br>• Activate the internal road network, particularly the east-west connector road and the intersections of the Connector Road (town centre zone) by encouraging commercial properties with articulated frontages and ground floor activation.<br>• Activate side streets by locating cafes, restaurants, active shop fronts and other active uses on the corner of Connector Roads and Access Streets in prominent locations.<br>• Buildings which utilise amenity (such as office buildings, cafes and restaurants) should orientate towards areas of high amenity such as the Urban Wetland and public spaces.<br>• Long range views to this precinct, particularly the high point in the northeast corner of the site and the view south from employment areas through the power line easement, should be considered within this precinct. Appropriate built form outcomes (particularly increased building height, scale, materials and colours) should be delivered in this location. |

| Landscape | Requirement | Guideline |
|---|---|---|
| Public Space | • Refer to the Hardys Road Major Town Centre Concept Plan for required public spaces within this precinct. | • Public spaces within this precinct should have a strong connection t to the surrounding pedestrian and cycle paths and to the Waterway Precinct.<br>• Include a series of pocket parks, urban parks, plaza spaces and linear open spaces within this precinct to create locations of high amenity.<br>• Incorporate the existing quarry sites into the network of urban public spaces within this precinct. Consider using the change of levels offered by the existing quarry sites as landscape features within these public spaces.<br>• Ensure visual clues and cues to the historic and cultural significance of the site (particularly the quarry sites) within the public spaces within this precinct. |
| **Car parking, Servicing and Ancillary Structure** | **Requirement** | **Guideline** |
| | • Ensure loading bays and service entries are located on the secondary street frontages and not on the primary frontages of the building, where public access is available | • Consider utilising existing quarry sites for lower level car parking areas, storage and service locations for multi storey buildings.<br>• Small areas of convenience car parking should be located at the front of office, commercial and large format retail premises, with the majority of large car parks located behind the building or appropriately screened from public view. |
| **Interface Treatment** | **Requirement** | **Guideline** |
| | • Refer to the Hardys Road Major Town Centre Urban Elements Plans for further requirements relating to interface treatment. | |

**Precinct 3:** **Urban Character Precinct**

**Character:** The Urban Character Precinct forms the western boundary of the Hardys Road Major Town Centre.

This precinct provides a transition zone from conventional residential communities to this high density, amenity based residential precinct adjacent to the Waterway Precinct. This precinct will be an attractive place to live due to the proximity and potential outlook to the Urban Wetland, proximity to employment opportunities and the convenience of the Town Centre Core.

**Key Catalysts:** Urban Wetland, surrounding connector road network, Stage 1 of Town Centre Core.

| **Land Use** | **Requirement** | **Guideline** |
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| Primary Land Use | • Land uses within this precinct must respond to the Hardys Road Major Town Centre Concept Plan and the land uses as defined on pages 5-6. | • Apartment style development should occur in locations where direct frontage to walkways around the Urban Wetland, and/or views of the Urban Wetland or high quality pocket parks can be achieved.<br>• Terrace style housing should occur in locations on the periphery of this precinct to act as a transition from conventional residential densities to higher density developments. |
| Secondary Land Use | | • Services and facilities to support the business community, particularly home based and smaller businesses are encouraged within this precinct.<br>• Appropriate locations for SOHO housing options, mixed use developments and other business clusters should be considered within this precinct . |
| **Structure** | **Requirement** | **Guideline** |
| Road Network | • The road network must be in accordance with the Hardys Road Major Town Centre Concept Plan. | • The fine grain road network in this precinct should provide strong connections to surrounding civic and recreational uses and to local bus stops to encourage pedestrian and cycle circulation. |
| Pedestrian and Cycle Links | • Pedestrian and cycle links must respond to the Hardys Road Major Town Centre Concept Plan.<br>• Dedicated pedestrian and cycle links and/or linear green links must be a minimum of 10m wide if not | • Ensure clues and cues are included within the streetscape of this precinct to lead people to the Waterway Precinct.<br>• Create a strong east-west dedicated pedestrian and cycle link between the Waterway Precinct to the east and the proposed civic and |

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| | incorporated into a road reserve. | recreation facilities to the west. This dedicated pedestrian and cycle connection should be urban in nature and should include canopy trees within the design.<br>• Dedicated pedestrian and cycle links and/or linear green links should demonstrate appropriate landscape and passive surveillance outcomes to ensure the space is both considered safe and attractive. |
| Public Transport | | • Ensure direct pedestrian and cycle connections are provided between the Connector Road (town centre zone), town square and any proposed bus stops on the surrounding arterial roads are delivered. |
| **Built Form** | **Requirement** | **Guideline** |
| Streetscapes | | • Buildings within this precinct should be a minimum of 2 storeys in height.<br>• Apartment style residential developments which outlook towards the Urban Wetland are encouraged to have a height of 3-5 storeys subject to design and overshadowing assessments. |
| Setbacks | • Buildings facing the north-south Connector Street must have a minimum front setback of 3m. Verandahs, balconies, entrance structures and elements of visual interest (such as recesses and projections) may project forward of the front building line. | |
| Design | | • Activate side streets by locating cafes, restaurants, active shop fronts and other active uses located on the corners of Connector Roads and Access Streets in prominent locations. |
| **Landscape** | **Requirement** | **Guideline** |
| Public Space | | • Include a series of pocket parks, urban parks, plaza spaces and linear open spaces within this precinct to create locations of high amenity. |

| Car parking, Servicing and Ancillary Structures | Requirement | Guideline |
|---|---|---|
| | • Car parking for higher density developments should not be visible from the north-south connector road. Car parking areas should be incorporated into the design of the building or located behind the building.<br>• All ancillary structures, service accesses and storage areas must be located behind the built form frontage and should not be visible from the north-south Connector Road. | |
| **Interface Treatment** | **Requirement** | **Guideline** |
| | • Refer to the Hardys Road Major Town Centre Urban Elements Plans for further requirements relating to interface treatment. | |

**Precinct 4:** **Waterway Precinct**

**Character:** The Waterway Precinct provides the high amenity focus to the major town centre.

With the Main Street Core, the urban wetland is the centre of entertainment, social activity and community life for the major town centre and surrounding community. This precinct is where fine grain, water based development and activity will occur at ground level, along promenades, walkways and boardwalks, in a pedestrian priority area. This precinct will include dining, entertainment, civic, retail, cultural and passive recreation, with upper floor offices, recreation and residential uses.

The Waterway Precinct will functionally and physically complement the Town Centre Core, and will be the hive of activity, an 18 hour/7 day a week experience.

**Key Catalysts:** Surrounding connector road network, quarry site remedial and drainage scheme works.

| Land Use | Requirement | Guideline |
|---|---|---|
| Primary Land Use | • Land uses within this precinct must respond to the Hardys Road Major Town Centre Concept Plan and the land uses as defined on pages 5-6.<br>• This precinct must include provision for commercial uses including offices.<br>• The ultimate location of the proposed civic facilities to be determined in consultation with the Responsible Authority. | • Additional uses which are not defined on pages 5 -6 but present an active frontage to the Urban Wetland, and promote activity, will be considered.<br>• Active uses which generate high levels of pedestrian traffic should be accommodated along the Urban Wetland frontage to ensure a critical mass of activity along this frontage is achieved.<br>• Mixed use precincts should include retail, cafe and restaurant uses at ground level, office, commercial or residential uses above the ground level. |
| Secondary Land Use | • Smaller format bulky goods shop fronts or supermarkets are not an appropriate outcome for this precinct | • Upper floor residential above shop fronts and office uses are encouraged within this precinct.<br>• The design of this precinct should encourage a pattern of small scale individual tenancies and land ownership patterns to attract investment, encourage diversity and to provide opportunities for local business investment. |

| Structure | Requirement | Guideline |
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| Road Network | • The road network must respond to the Hardys Road Major Town Centre Concept Plan and the land uses as set out at pages 5-6 | |
| Pedestrian and Cycle Links | • Pedestrian and cycle links must respond to the Hardys Road Major Town Centre Concept Plan and the Hardys Road Major Town Centre Urban Wetlands Interface Plan.<br>• Dedicated pedestrian and cycle links through this precinct must be a minimum of 10m wide. | • Alternative pedestrian and cycle links within this precinct may be considered where the intent of the Hardys Road Major Town Centre Concept Plan and Urban Wetlands Interface Plan can be demonstrated. |
| Public Transport | | • Ensure direct pedestrian and cycle connections are provided from bus stops along the arterial road network to the network of pedestrian and cycle connections in the precinct and throughout the major town centre. |
| **Built Form** | **Requirement** | **Guideline** |
| Streetscapes | • Development located at gateway nodes as nominated on the Hardys Road Major Town Centre Concept Plan within this precinct must incorporate a minimum 2 storey element in the design of the building. | • Areas shown as 'mixed use' on the Hardys Road Major Town Centre Concept Plan within this precinct should contain buildings of minimum of 2 storeys to allow active uses (such as retail, office or cafe/restaurant uses) on the ground floor and upper storey residential, commercial or office uses. |
| Setbacks | • The setbacks for all buildings from the edge of the Urban Wetland must be 20 metres unless otherwise permitted by Melbourne Water. Where food and beverage uses are proposed the setback can be varied based on pedestrian access, safety and maintenance considerations.<br>• Awnings and shade structures are permitted to overhang the 20m setback to allow shelter for patrons and pedestrians, and to provide a sense of enclosure. | • Buildings on side or secondary street frontages within this precinct should have a setback of 3m from the front property boundary to allow for appropriate landscape outcomes and pedestrian and cycle circulation.<br>• If a laneway is proposed, appropriate setbacks to buildings and landscape treatments should be adopted to ensure that the laneway has a sense of enclosure and is an attractive element of the major town centre. |

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| Design | • Active ground floor uses must be located to face the urban wetland area to provide an outlook and for dining and socialising opportunities.<br>• Buildings located within this precinct must:<br>▪ Provide primary access to tenancies from Connector Roads<br>▪ Be built to the street front. Where buildings are set back from the street front, the frontage of the building must result in an active frontage and must be designed in a way that provides surveillance and contributes to the public domain; and<br>▪ Include car parking and service infrastructure to the rear or side of buildings with frontage to the Connector Road (town centre zone) frontage.<br>• Building facades on side streets (excluding shop fronts) and continuous walls must not exceed 10m without articulation, fenestration, activity or visual interest.<br>• All shop fronts at the ground level facing a street or public space must use clear glazing to allow view lines into the store from the street. Planning permits for buildings and works should condition against the use of white washed windows, excessive window advertising, obtrusive internal shelving or false walls offset from the glazing. | • Buildings which utilise amenity such as office buildings, cafes, restaurants and higher density housing should orientate towards the Urban Wetland to maximise views and value add to the location.<br>• Ground level uses which provide active frontages over extended hours should be located along key pedestrian routes, open spaces.<br>• Shop fronts should have varying widths and floor space areas to promote a diversity of trading opportunities.<br>• Flexible floor spaces (including shop fronts with a range of floor to ceiling heights) should be incorporated into the building design to enable localised commercial uses to locate in this precinct.<br>• Windows should be included in all frontages above ground level with views to the Connector Road (town centre zone) or any other street or public space.<br>• Activate key pedestrian routes and open spaces within this precinct by locating cafes, restaurants and other active uses which operate over extended hours to address these areas and in particular prominent corner sites, and to encourage the spill of activity down side streets. |
| **Landscape** | **Requirement** | **Guideline** |
| Public Space | • Public space location and design must respond to the Hardys Road Major Town Centre Concept Plan and the Hardys Road Major Town Centre Urban Wetlands Interface Plan. | • Alternative public space design outcomes within this precinct may be considered where the intent of the Hardys Road Major Town Centre Concept Plan and Urban Wetlands Interface Plan can be demonstrated.<br>• Incorporate the existing quarry sites into the network of urban public spaces within this precinct. Consider using the change of levels offered by the existing quarry sites as landscape features within these public spaces. |

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| | | • Ensure visual clues and cues to the cultural significance of the site (particularly the quarry sites) within the public spaces within this precinct. |
| **Car parking, Servicing and Ancillary Structures** | **Requirement** | **Guideline** |
| | • All car parking for commercial and mixed use developments must not be visible from the north-south connector road, Connector Road (town centre zone) and/or from the Urban Wetland and surrounding public spaces. Car parking areas should be incorporated into the design of buildings or located behind the building.<br>• All ancillary structures, service accesses and storage areas must be located behind the built form frontage and must not be visible from any public space. | • Visitor car parking areas should be considered as part of an Urban Wetlands Landscape Master Plan and should be incorporated in appropriate locations which do not impede pedestrian and cycle movement or detract from the amenity of the precinct.<br>• Consider the utilisation of existing quarry sites for lower level car parking areas, storage and service locations for multi storey buildings. |
| **Interface Treatment** | **Requirement** | **Guideline** |
| | • Refer to the Hardys Road Major Town Centre Urban Elements Plans for further requirements relating to interface treatment. | |

## GENERAL MAJOR TOWN CENTRE GUIDELINES

| Urban Design | |
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| **Building Design and Orientation** | All permit applications should demonstrate the following:<br>• How the proposed development will contribute to the character of the Major Town Centre;<br>• How the proposed development appropriately responds to the topography of the Major Town Centre;<br>• How the proposed development will respond to key view lines and vistas within and from the Major Town Centre.<br>• How the proposed development contributes to a cohesive and legible character of the town centre as a whole;<br>• How the proposed development responds to the nominated pedestrian and cycle networks through the Major Town Centre. |
| | The Major Town Centre design should seek to minimise amenity and noise impacts resulting from the mix of uses by maintaining separation and transitional areas between retail/entertainment and conventional residential precincts. |
| | Sites in prominent locations, such as at key intersections, surrounding public spaces and terminating key view lines and vistas, and as nominated on the Hardys Road Major Town Centre Concept Plan, should be nominated for significant buildings or landmark structures. |
| | The design of building frontages in the Main Street Precinct should incorporate the use of a consistent covered walkway or verandah to provide for weather protection. |
| | Street facades and all visible side or rear facades of buildings should be visually rich, interesting and well-articulated, and finished in suitable materials and colours that contribute to the character of the town centre**.** |
| | Side building facades (excluding shopfronts) and continuous walls should not exceed 10m without articulation, fenestration, activity or visual interest. |
| | Gateway Node sites as identified on the Hardys Road Major Town Centre Concept Plan should:<br>• Be designed to provide articulated built form outcomes to both street frontages. This can be achieved through increased building height, scale and articulated frontages;<br>• Incorporate 2 storey building heights and/or elements as a minimum;<br>• Be developed to have a ground floor active frontage and active floor space component to the 'main street' frontage; and<br>• Not to be developed for standard single storey fast food outcomes. |

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| | Cafes and restaurants, where appropriate, should orientate to the north to maximise solar aspect. |
| | Side streets should be activated by locating cafes, restaurants and other uses with ground floor activation on street corners to encourage the spill of activity down side streets. |
| | Midpoint walking connections and access points through buildings to link areas of activity to areas of car parking. |
| | The intensification of uses and built form should occur in key locations to add to the skyline, to increase the number of residents and workers in the Hardys Road Major Town Centre and to provide iconic and landmark buildings within the town centre. |
| | Precinct and building designs must comply with any relevant State or Local Government Design Guidelines relating to Activity and/or Town Centres. |
| | • Articulated frontages including horizontal and vertical articulation, appropriate material and colour palette, parapet treatments, floor to ceiling windows on the ground floor, integrated signage, awnings and shade structures should be encouraged.<br>• A sense of pedestrian scale and shelter should be encouraged through building articulation, height, scale and enclosure.<br>• Heights and setbacks and additional overshadowing of streets, public spaces and dwellings.<br><br>**Overall requirements**<br>• The Hardys Road Major Town Centre design must respond to the Hardys Road Major Town Centre Concept Plan shown in figure # as well as the principles, objectives and precinct requirements and guidelines within this PSP.<br>• Shop floorspace within the Hardys Road Major Town must not exceed 60,000 sq m without a planning permit.<br>• Gateway Node sites as identified on the Hardys Road Major Town Centre Concept Plan must include features of interest incorporated into the built form and landscape. Features of interest include:<br>  ○ 2 storey construction or elements of 2 storey construction (such as higher floor to ceiling heights, parapets, awnings, shade structures or roof elements);<br>  ○ Sculptured facades which include recesses and projections to provide variation and segmentation to the building facade;<br>  ○ Strong vertical elements;<br>  ○ Balconies;<br>  ○ Roof and/or wall articulation; and<br>  ○ Feature materials or colours which are sympathetic to the site's surrounds. |

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| **Large Format Retail Uses (floor area greater than 1000 m2)** | Large format retail buildings should have frontages which directly access a street frontage and /or a public space, rather than an internalised mall or car park to promote activity within streets and public places. |
| | Large format retail uses with a frontage to a street should use clear glazing to allow view lines into the store from the street. |
| | Secondary access to large format retail uses from car parking areas should be considered only when it facilitates convenient trolley access and does not diminish the role of the primary access point from the street and/or public space. |
| | The design and siting of large format retail uses should provide an appropriate response to the entire public domain. This includes but is not limited to car parking areas, predominant pedestrian and cycle routes and streets. |
| **Public Realm** | Access to all nominated pedestrian and cycle routes as nominated on the Hardys Road Major Town Centre Concept Plan should be considered as part of the detailed design within all precincts within the major town centre. |
| | The design of the major town centre should include a series of interconnected public spaces including pocket parks (less than 1ha in size), urban parks and plazas to create amenity and places of interest. |
| | All public spaces should be interconnected and lead towards the green spine/urban wetland and Town Centre Core |
| | Active uses should be located on the ground floor around public spaces to provide an outlook and outdoor space for dining and socialising activities. |
| | Public spaces should be orientated to the north to capture the sun and protect from prevailing winds. |
| | Landscaping of all areas in public view from the street or public space should be of a high standard and contribute to the character of the major town centre. |
| | Urban art should be incorporated into the design of public spaces. |
| | Street furniture should be located in areas which are highly visible and close to or adjoining major pedestrian and cycle routes and gathering spaces, and should be designed in a way to add visual interest to the major town centre. |
| | Streets, public places and car parks should be well lit and comply with Australian Standards. Lighting in public places should be generally |

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| | pedestrian friendly (white) lighting and should be designed to avoid unnecessary spill to the sides or above. |
| | All public spaces should respond appropriately to the design for mobility access principles. |
| **Street network and vehicle access** | The major town centre should be easily, directly and safely accessible for pedestrians, cyclists, public transport modes, private vehicles, service and delivery vehicles, with priority given to , amenity, convenience, safety and pedestrian movement, particularly in the Main Street and Waterway Precincts. |
| | A permeable network of streets should be provided, walkways and public spaces that provide linkages throughout the centre with designated crossing points. |
| | Streets where high vehicular and service vehicle movement is anticipated should be addressed with pedestrian refuge points so that a shared environment for pedestrians, cyclists and vehicles can be achieved. |
| | The road network should provide clear and direct connections to the surrounding arterial road network so that through vehicular movement is minimised in the pedestrian priority Main Street Precinct. |
| | Service and delivery areas need to be screened from public view. |
| | The road network should be designed to comply with the cross sections within the Precinct Structure Plan. |
| | Major loading and delivery areas should be located to, and accessed from, the rear or the side of retail uses. |
| **Public Transport** | Public transport infrastructure and facilities should be planned for commuter friendly and convenient locations within the major town centre, within the street network, adjacent to public spaces and along key pedestrian routes. |
| | Bus stops should be provided in accordance with the State Government's Public Transport Guidelines for Land Use and Development, to the satisfaction of the responsible authority. |
| | Development should provide shower and change facilities for employees use within significant commercial, office and civic buildings, and within the Town Centre Core. |

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| **Car Parking** | Direct vehicle access to car parks should not be provided from streets where pedestrian and cycle movements are the priority movement (such as the Main Street) |
| | Access points to car parks should be carefully located and clearly identifiable to reduce impacts on footpaths and on key street frontages . |
| | On site car parking should be integrated with the design of the built form and generally concealed from public view. |
| | Appropriate parking (including scooters, motor cycles and bicycles) should be provided in locations with concentrated employment and/or residential uses are planned. |
| | Multi level car parking solutions should be included within buildings and under public spaces where appropriate (particularly in the context of reusing the quarry sites). Reduce the need for open air car parking as part of staged and future developments. Some ground level car parks will be a potential land bank for future development. |
| | Car park should be shared between land uses, where appropriate, particularly on sites with direct access to public transport networks and major pedestrian and cycle routes. |
| | Pedestrian movement to and from car parking areas to commercial and office buildings should be considered as part of planning applications. In particular, consideration should be given to how well designed 'gaps' between buildings can contribute to pedestrian movement as well as to streetscape character and activity. |
| | Car parking areas should be designed to consider passive surveillance and public safety through adequate positioning and lighting. |
| | Car parking areas should be designed to provide dedicated pedestrian routes though the car park which are well landscaped. |
| | The design of car parks should include significant areas of landscaping including provision of a mature trees canopy to cover at least 30% of the total area of the car park. Landscaping plans for permit applications should demonstrate how this will be achieved. |
| | On street car parking should be provided within all streets within the major town centre in the form of either parallel or angle car parking unless otherwise noted. |

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| | Car parking ingress and egress locations should be grouped and limited where possible to avoid pedestrian/cycle and vehicular conflicts. |

**Implementation**

In order for a development permit to be granted within the Hardys Road Major Town Centre, the following information must be submitted with any future permit application to the satisfaction of the responsible authority:

- *How the development addresses the vision, relevant principles and objectives as stated above;*
- *The ultimate location of any council civic facilities;*
- *Fine grain road network, road cross sections and the pedestrian and cycle network;*
- *Details of public transport services within the Major Town Centre including bus routes and stops;*
- *A detailed landscape plan which includes detailed design of public spaces and streetscapes;*
- *Locations of medium and high density residential housing and other forms of residential housing;*
- *A staging plan including indicative timing of development.*

**In addition, the permit application must include the following information:**

- *A Precinct plan showing the intended land uses, heights, setbacks for intended land uses which comply with the requirements and guidelines set out within this PSP;*
- *Demonstrate an appropriate design response that addresses the major town centre vision, principles and objectives;*
- *Address any design guidelines prepared by the responsible authority;*
- *Show how the town centre relates to any existing or approved developments within the area;*
- *Set out guidelines to positively address environmental sustainability including integrated water management and energy conservation;*
- *Set out provisions for car parking including the location and design of the car parking areas and car parking rates for proposed uses;*
- *Set out arrangements for the provision of service areas and deliveries and waste disposal including access for larger vehicles and measures to minimise the impact on the amenity and adjoining neighbourhoods;*
- *Set out design guidelines for the provision of advertising signs.*

## 4.4 Town Centre Design Principles

| LOCAL TOWN CENTRES | PRINCIPLES |
|---|---|
| **Principle 1**<br><br>Provide every neighbourhood with a viable Local Town Centre as a focus of the community with a fine grain, closely spaced distribution pattern. | • Deliver a fine grain distribution pattern of highly accessible Local Town Centres generally on a scale of one Local Town Centre for every neighbourhood of 8,000 to 10,000 people.<br>• Locate Local Town Centres with a distribution pattern of around one Local Town Centre for every square mile (2.58km2) of residential development.<br>• Deliver a network of economically viable Local Town Centres including a supermarket and supporting competitive local shopping business, medical, leisure, recreation and community needs while allowing opportunities for local specialisation. |
| **Principle 2**<br><br>Locate Local Town Centres on a connector street intersection with access to an arterial road and transit stop. | • Locate the Local Town Centre on an arterial/connector intersection and ensure that the Local Town Centre is central to the residential catchment that it services while optimising opportunities for passing trade.<br>• Locate the Local Town Centre with future railway stations or other forms of transit stops to benefit the Local Town Centre and to offer convenience for public transport passengers.<br>• Other Local Town Centre locations may be considered where the location results in the Local Town Centre being central to the residential catchment that it serves and/or the location incorporates natural or cultural landscape features such as rivers and creeks, tree rows, topographic features or other heritage structures which assist in creating a sense of place. |
| **Principle 3**<br><br>Locate Local Town Centres in an attractive setting so that most people live within a walkable catchment of a Local Town Centre and relate to the centre as the focus of the neighbourhood. | • Ensure that 80-90% of households are within a 1km walkable catchment of a local or higher order Town Centre.<br>• Locate Local Town Centres in attractive settings and incorporate natural or cultural landscape features such creeks and waterways, linear open space, pedestrian and cycle links and areas of high aesthetic value.<br>• The design of the Local Town Centre should respect existing views and vistas to and from the Local Town Centre location. |
| **Principle 4**<br><br>Provide a full range of local community and other facilities including a supermarket, shops, medical and recreation uses. | • Land uses should be located generally in accordance with the locations and general land use terms identified on the Local Town Centre Concept Plan.<br>• The design of the Local Town Centre should facilitate development with a high degree of community interaction and provide a vibrant and viable mix of retail, recreation and community facilities.<br>• The creation of land use precincts within the centre is encouraged to facilitate the clustering of uses. For example a 'medical precinct' where similar or synergistic uses should be sited together to promote stronger trading patterns.<br>• The design of the Local Town Centre should also encourage a pattern of smaller scale individual tenancies and land ownership patterns within the Local Town Centre to attract investment and encourage greater diversity and opportunities for local business investment.<br>• The Local Town Centre should generally be anchored by one full line supermarket and supported by specialty stores unless otherwise noted on the Local Town Centre Concept Plan.<br>• Supermarkets and other commercial or community anchors or secondary anchors within the Local Town Centre should be located diagonally opposite one another across the main street and/or town square to promote desire lines that maximise pedestrian movement within the public realm.<br>• A small access mall that address a supermarket/other 'large box uses' may be considered as part of the overall design. Such access malls may have a limited number of internalised shops. The primary access to the mall should be from the main street and/or the town square.<br>• Active building frontages should address the main street and town square to maximise exposure to passing trade, and promote pedestrian interaction.<br>• Shopfronts should have varying widths and floor space areas to promote a diversity of trading opportunities throughout the Local Town Centre.<br>• Flexible floor spaces (including floor to ceiling heights) should be incorporated into building design to enable localised commercial uses to locate amongst the activity of the Local Town Centre.<br>• Mixed Use precincts should provide retail and/or office at ground level, and office, commercial and residential above ground level.<br>• Childcare, medical centres and specialised accommodation (e.g. aged care/nursing home, student accommodation, and serviced apartments) should be located within the Local Town Centre and at the edge of the Local Town Centre to contribute to the activity of the centre and so these uses are close to the services offered by the centre.<br>• Car parking areas should be located centrally to the site and to the rear and or side of street based retail frontages.<br>• Car parking areas should be designed to accommodate flexible uses and allow for long term development opportunities.<br>• Public toilets should be provided in locations which are safe and accessible and within the managed area of the property. |

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| **Principle 5**<br><br>Focus on a public space as the centre of community life. | • A public space which acts as the central meeting place within the Local Town Centre must be provided. This public space may take the form of a town square, town park, public plaza space, public market place or a similar locally responsive option.<br>• The public space should be located in a position where the key uses of the Local Town Centre are directly focuses on this public space to ensure that it is a dynamic and activated space.<br>• The public space should be designed to function as the identifiable 'centre' or 'heart' with a distinctive local character for both the Local Town Centre and the broader residential catchment.<br>• The public space should be designed as a flexible and adaptable space so that a range of uses can occur within this space at any one time. Such uses may include people accessing their daily shopping and business needs as well as providing a space where social interaction, relaxation, celebrations and temporary uses (such as stalls, exhibitions and markets) can occur.<br>• The public space should be well integrated with pedestrian and cycle links around and through the Local Town Centre so that the public space acts as a 'gateway' to the activity of the centre.<br>• The main public space or town square within the Local Town Centre should have a minimum area of 500sq m. Smaller public spaces which are integrated within the built form design, are surrounded by active frontages and facilitate high levels of pedestrian movement are also encouraged.<br>• Footpath widths within and around the public space as well as along the main street should be sufficient to provide for pedestrian and mobility access as well as provide for outdoor dining and smaller gathering spaces. |
| **Principle 6**<br><br>Integrate local employment and service opportunities in a business friendly environment. | • A variety of employment and business opportunities should be planned through the provision of a broad mix of land uses and commercial activities.<br>• A range of options and locations for office based businesses should be provided within the Local Town Centre.<br>• Services and facilities to support home based and smaller businesses are encouraged within the Local Town Centre.<br>• Appropriate locations for small office/home office ('SOHO') housing options which maximise the access and exposure to the activity of the Local Town Centre should be considered as part of the design process. |
| **Principle 7**<br><br>Include a range of medium and high density housing and other forms of residential uses within and surrounding the Local Town Centre. | • Medium and high density housing in and around the Local Town Centre is required to provide passive surveillance, contribute to the life of the centre and to maximise the amenity of the centre.<br>• Medium and high density housing should establish in locations of high amenity around the Local Town Centre and be connected to the activity of the Local Town Centre through strong pedestrian and cycle links.<br>• A range of housing types for a cross section of the community (such as retirement living) should be included in and around the Local Town Centre.<br>• Specialised accommodation (such as aged/nursing care, student accommodation and serviced apartments) is encouraged at the edge of Local Town Centres with strong pedestrian and cycle links to the central activity area of the Town Centre.<br>• The Local Town Centre design should avoid potential land use conflicts between residential and commercial uses by focusing on retail operations on the main street and around the town square and locating residential uses predominantly at the edge of the Local Town Centre and/or on upper levels.<br>• Refer to the Small Lot Housing Code for further information about housing requirements for small lots around Local Town Centres. |
| **Principle 8**<br><br>Design the Local Town Centre to be pedestrian friendly and accessible by all modes including public transport, while enabling private vehicle access. | • The Local Town Centre should be easily, directly and safely accessible for pedestrians, cyclists, public transport modes, private vehicles, service and delivery vehicles with priority given to pedestrian movement, amenity, convenience and safety.<br>• The Local Town Centre should provide a permeable network of streets, walkways and public spaces that provide linkages throughout the centre and designated pedestrian crossing points.<br>• The main street should be designed to comply with the relevant cross sections found within the Precinct Structure Plan.<br>• A speed environment of 40km/h or less should be designed for the length of the main street.<br>• Public transport infrastructure/facilities should be planned for commuter friendly/convenient locations within the Local Town Centre.<br>• Bus stops should be provided in accordance with the Department of Transport Public Transport Guidelines for Land Use and Development, to the satisfaction of Public Transport Victoria.<br>• Bicycle parking should be provided within the street network and public spaces in highly visible locations and close to pedestrian desire lines and key destinations.<br>• Supermarket and other 'large format' buildings should not impede on the movement of people around the Local Town Centre.<br>• Key buildings within the Local Town Centre should be located to encourage pedestrian movement along the length of the street through public spaces.<br>• The design of buildings within the Local Town Centre should have a relationship with and should interface to the public street network.<br>• Car parking areas should be designated to ensure passive surveillance and public safety through adequate positioning and lighting.<br>• Car parking areas should be designed to provide dedicated pedestrian routes and areas of landscaping.<br>• On street car parking should be provided either as parallel or angle parking to encourage short stay parking.<br>• Car parking ingress and egress crossovers should be grouped and limited.<br>• Car parking ingress or egress and car parking areas accommodating heavy vehicle movements should be designed to limit the pedestrian/vehicle conflict.<br>• Heavy vehicle movements (i.e. loading and deliveries) should be located to the rear and or side of street based retail frontages<br>• Streets, public spaces and car parks should be well lit to Australian standards and with pedestrian friendly (generally white) light. Lighting should be designed to avoid unnecessary spill to the side or above.<br>• All public spaces should respond appropriately to the design for mobility access principles. |

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| **Principle 9**<br><br>Create a sense of place with high quality engaging urban design. | • Development should complement and enhance the character of the surrounding area by responding appropriately to key visual cues associated with the topography of the Local Town Centre location and its surrounds.<br>• The Local Town Centre design should seek to minimise amenity and noise impacts resulting from the mix of uses by maintaining separation and transitional areas between retail and housing activities, such as open space, road networks and community facilities.<br>• The design of each building should contribute to a cohesive and legible character for the Local Town Centre as a whole.<br>• Sites in prominent locations (such as at key intersections, surrounding public spaces and terminating key view lines and vistas) should be identified for significant buildings or landmark structures.<br>• The design of building frontages should incorporate the use of a consistent covered walkway or verandah to provide for weather protection.<br>• The built form should define the main street and be aligned with the property boundary.<br>• Street facades and all visible side or rear facades should be visually rich, interesting and well articulated and be finished in suitable materials and colours that contribute to the character of the Local Town Centre.<br>• Corner sites, where the main street meets an intersecting and/or arterial road should:<br>  • Be designed to provide built form that anchors the main street to the intersecting road. This can be achieved through increased building height, scale and articulated frontages;<br>  • Incorporate either 2 storey building or 2 storey elements (such as awnings and roof lines);<br>  • Be developed to have a ground floor active frontage and active floor space component to the main street frontage; and<br>  • Not be developed for standard single storey fast food outcomes.<br>• Materials and design elements should be compatible with the environment and landscape character of the broader precinct.<br>• The supermarket and secondary anchors should have frontages that directly address the main street and/or town square so that the use integrates with and promotes activity within the main street and public spaces/thoroughfares.<br>• Supermarkets or large format retail uses with a frontage to the main street should use clear glazing to allow view lines into the store from the street. (Planning permits for buildings and works should condition against the use of white washed windows, excessive window advertising and obtrusive internal shelving or 'false walls' offset from the glazing).<br>• Secondary access to the supermarket from car parking areas should be considered where it facilitates convenient trolley access and does not diminish the role of the primary access from the main street and or town square.<br>• The design and siting of supermarkets and other 'large format retail uses' should provide an appropriate response to the entire public domain. This includes but is not limited to car parking areas, predominantly routes and streets.<br>• Retail uses along street frontages should generally include access points at regular intervals to encourage activity along the length of the street.<br>• Retail and commercial buildings within the Local Town Centre should generally be built to the property line.<br>• Public spaces should be oriented to capture north sun and protect from prevailing winds and weather.<br>• Landscaping of all interface areas should be of a high standard as an important element to complement the built form design.<br>• Urban art should be incorporated into the design of the public realm.<br>• Street furniture should be located in areas that are highly visible and close to or adjoining pedestrian desire lines/gathering spaces and designed to add visual interest to the Local Town Centre.<br>• Wrapping of car parking edges with built form, to improve street interface, should be maximised.<br>• Car parking areas should provide for appropriate landscaping with planting of canopy trees and dedicated pedestrian thoroughfares.<br>• Screening of centralised waste collection points should minimise amenity impacts with adjoining areas and users of the centre.<br>• Where service areas are accessible from car parks, they should present a well designed and secure facade to public areas.<br>• Mechanical plant and service structure roofs should be included within roof lines or otherwise hidden from view. |
| **Principle 10**<br><br>Promote localisation, sustainability and adaptability. | • The Local Town Centre should promote the localisation of services which will contribute to a reduction of travel distance to access local services and less dependence on the car.<br>• The Local Town Centre should be designed to be sympathetic to its natural surrounds by:<br>  • Investigating the use of energy efficient design and construction methods for all buildings;<br>  • Including Water Sensitive Urban Design principles such as integrated stormwater retention and reuse (e.g. toilet flushing and landscape irrigation);<br>  • Promoting safe and direct accessibility and mobility within and to and from the Local Town Centre;<br>  • Including options for shade and shelter through a combination of landscape and built form treatments;<br>  • Ensuring buildings are naturally ventilated to reduce the reliance on plant equipment for heating and cooling;<br>  • Promoting passive solar orientation in the configuration and distribution of built form and public spaces;<br>  • Grouping waste collection points to maximise opportunities for recycling and reuse;<br>  • Promoting solar energy for water and space heating, electricity generation and internal and external lighting; and<br>  • Investigating other opportunities for the built form to reduce greenhouse gas emissions associated with the occupation and the ongoing use of buildings.<br>• Encourage building design which can be adapted to accommodate a variety of uses over time.<br>• Ensure the Local Town Centre has an inbuilt capacity for growth and change to enable adaptation and the intensification of uses as the needs of the community evolve. |
| **Principle 11**<br><br>Promote public transport use.. | • Facilitate safe and efficient operation of public transport and bus services.<br>• Encourage use of public transport by locating bus stops in locations which are accessible, safe and convenient. |

## 4.5 Street Cross Sections

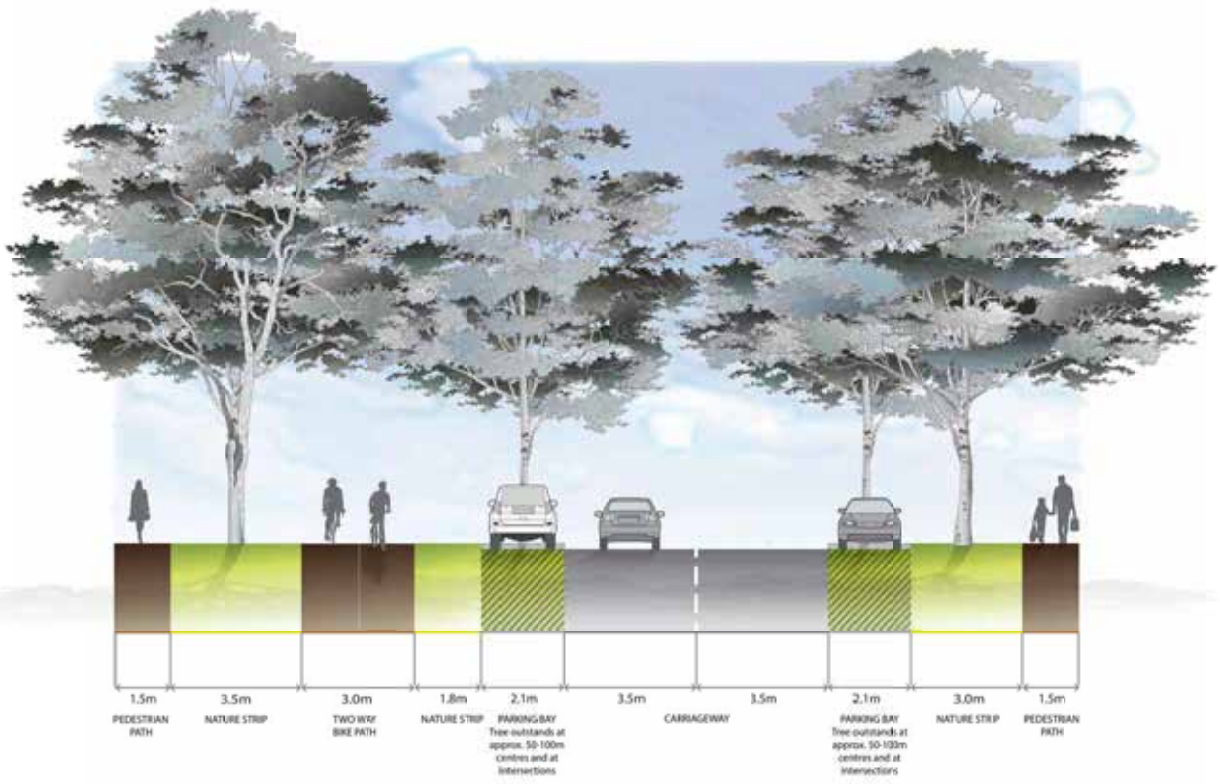

NOTES:
- Includes typical residential interface east side
- Minimum street tree mature height 15 metres
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in *Engineering Design and Construction Manual for Subdivision in Growth Areas* (April 2011)
- 6.5m *Clearzones assumes 80km/hr speed limit > 5,000VPD

Cross Section
Primary Arterial Road 6 Lane (41m)
Thompsons Road / Berwick-Cranbourne Road / Bells Road / Pattersons Road


**NOTES:**

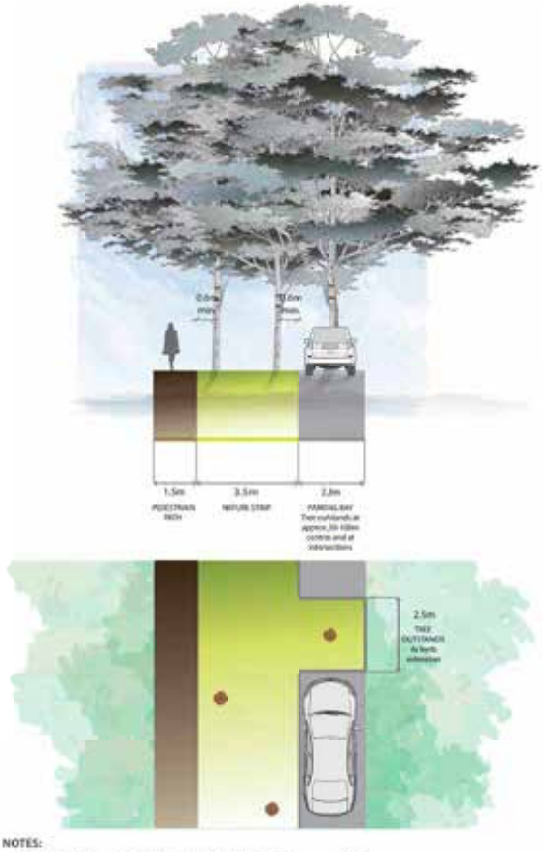
- 60km/hr – enables large canopy trees to median and increased tree planting to verge if no frontage road
- Cross section treatment subject to detailed design approval by the Responsible Authority

## Cross Section
## Secondary Arterial Road 4 Lane (34m) High Profile Kerb to Median
## Tuckers Road / Hardys Road / Ballarto Road



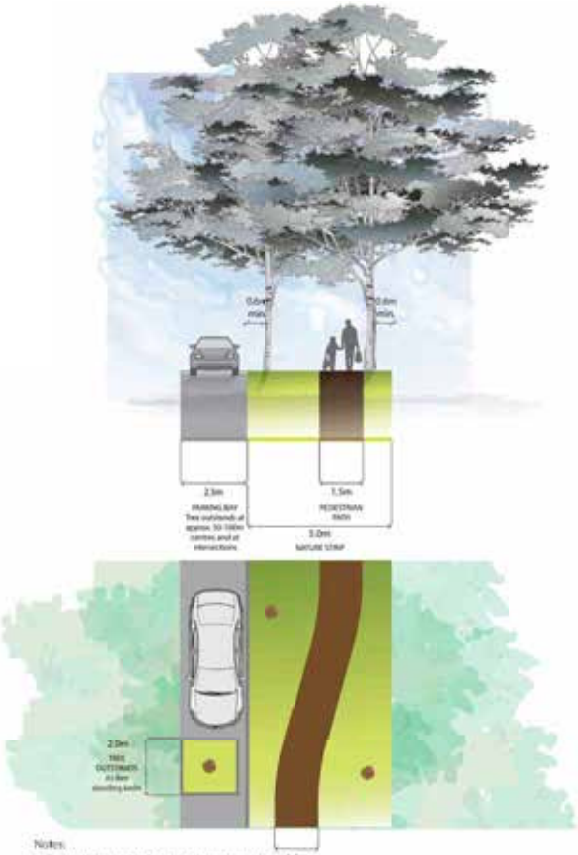

Cross Section
Connector Street (25.5m)
Two way off road bike path

NOTES:
- Minimum street tree mature height 15 metres
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in *Engineering Design and Construction Manual for Subdivision in Growth Areas* (April 2011)



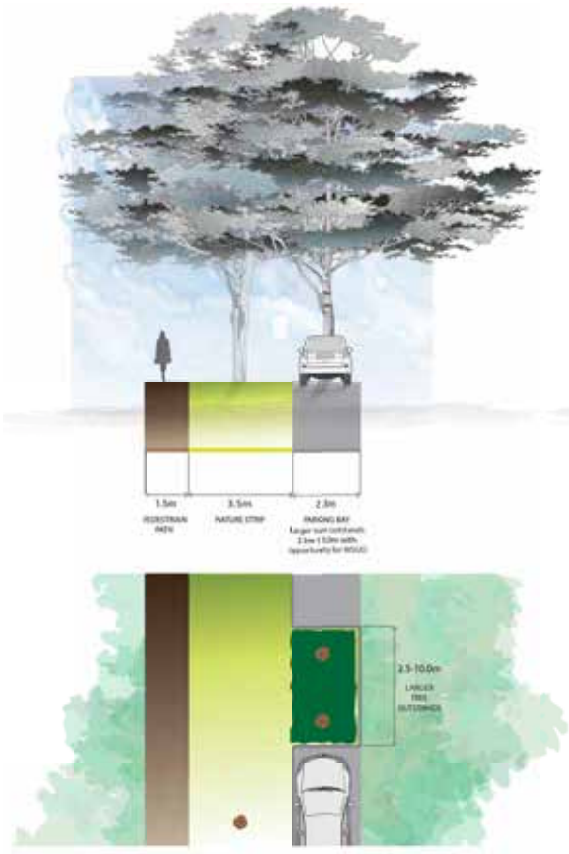

NOTES:
- Tree planting in varying locations in nature strip, in groups or clusters
- Minimum offset of tree trunks 0.6m from back of kerb and foo path edge
- Tree outstand with continuous extension of kerb shown

Cross Section A
Connector Street Standard (25.5m)
Variation Example 1 - Varying tree placement in nature strip
Possible Options include



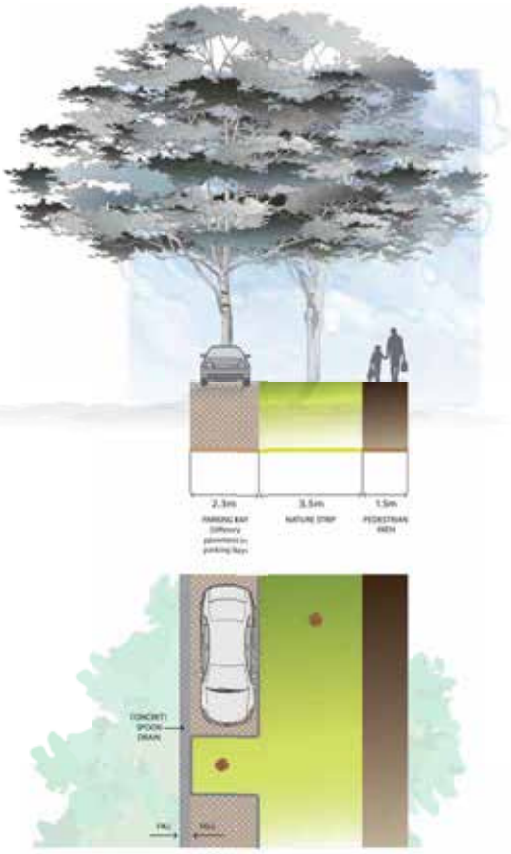

Notes:
- Footpath in varying locations in nature strip
- Tree placement adjusts in response to footpath location
- Minimum offset of footpath 1.0m from back of kerb and 0.6m from tree trunks
- Design of meandering footpath is to consider bin placement on nature strips, access to letter boxes for mail delivery, interface with driveways, definition of front allotment boundary and accommodation of bus stops
- Tree outstand with separate kerb surround shown

Cross Section B
Connector Street Standard (25.5m)
Variation Example 2 - Meandering footpath in nature strip



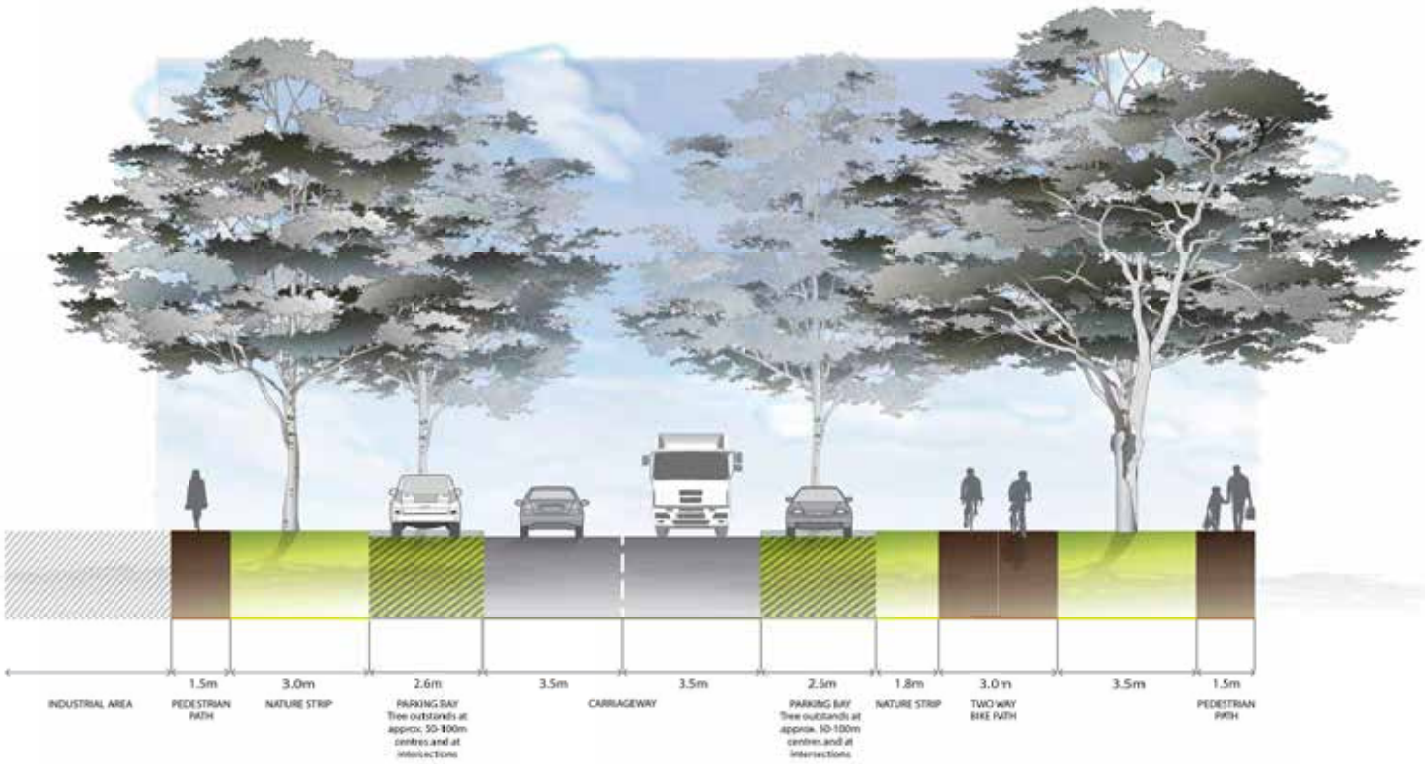

Notes:
- For allotments with frontages of 13m or greater tree outstand lengths can be increased to accommodate more trees, garden bed planting and WSUD treatments
- Provide a minimum distance of 6.0m between outstands and adjacent driveways

Cross Section C
Connector Street Standard (25.5m)
Variation Example 3 - Larger tree outstands
Possible Options include



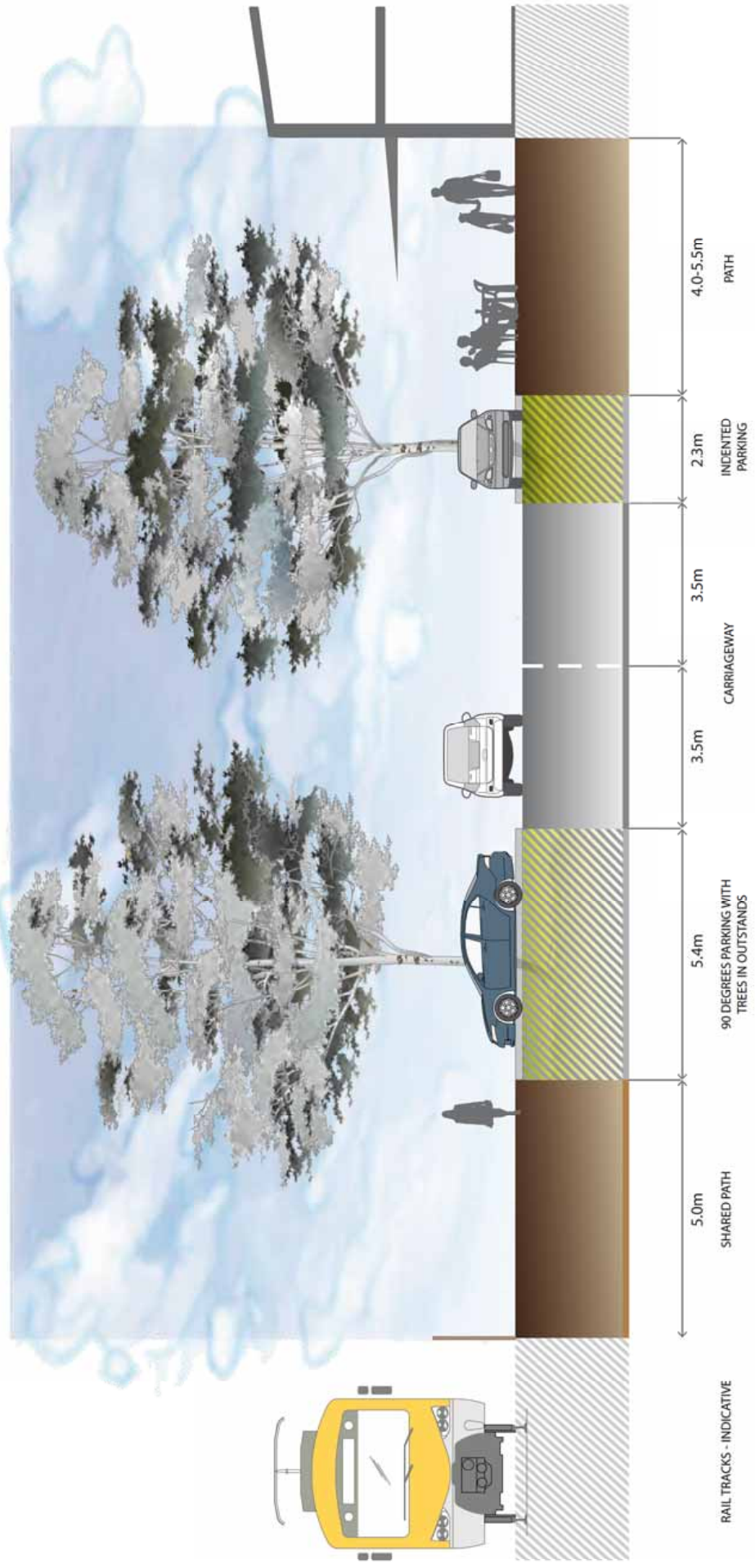

Notes:
- A pavement treatment other than asphalt applied to parking bays
- Spoon drain between carriageway and parking bay shown as an alternative drainage treatment

Cross Section D
Connector Street Standard (25.5m)
Variation Example 4 - Different pavement in parking bays

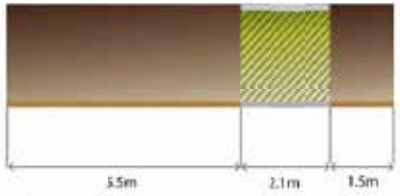



NOTES:
- Minimum street tree mature height 15 metres
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in *Engineering Design and Construction Manual for Subdivision in Growth Areas* (April 2011)

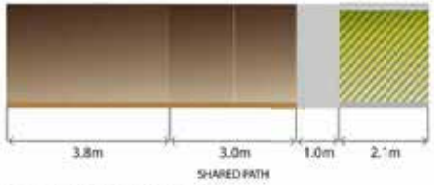
Cross Section
Industrial Connector Street (26.5m)




Cross Section
Connector Street (TBC)
Train station / Twyford Road

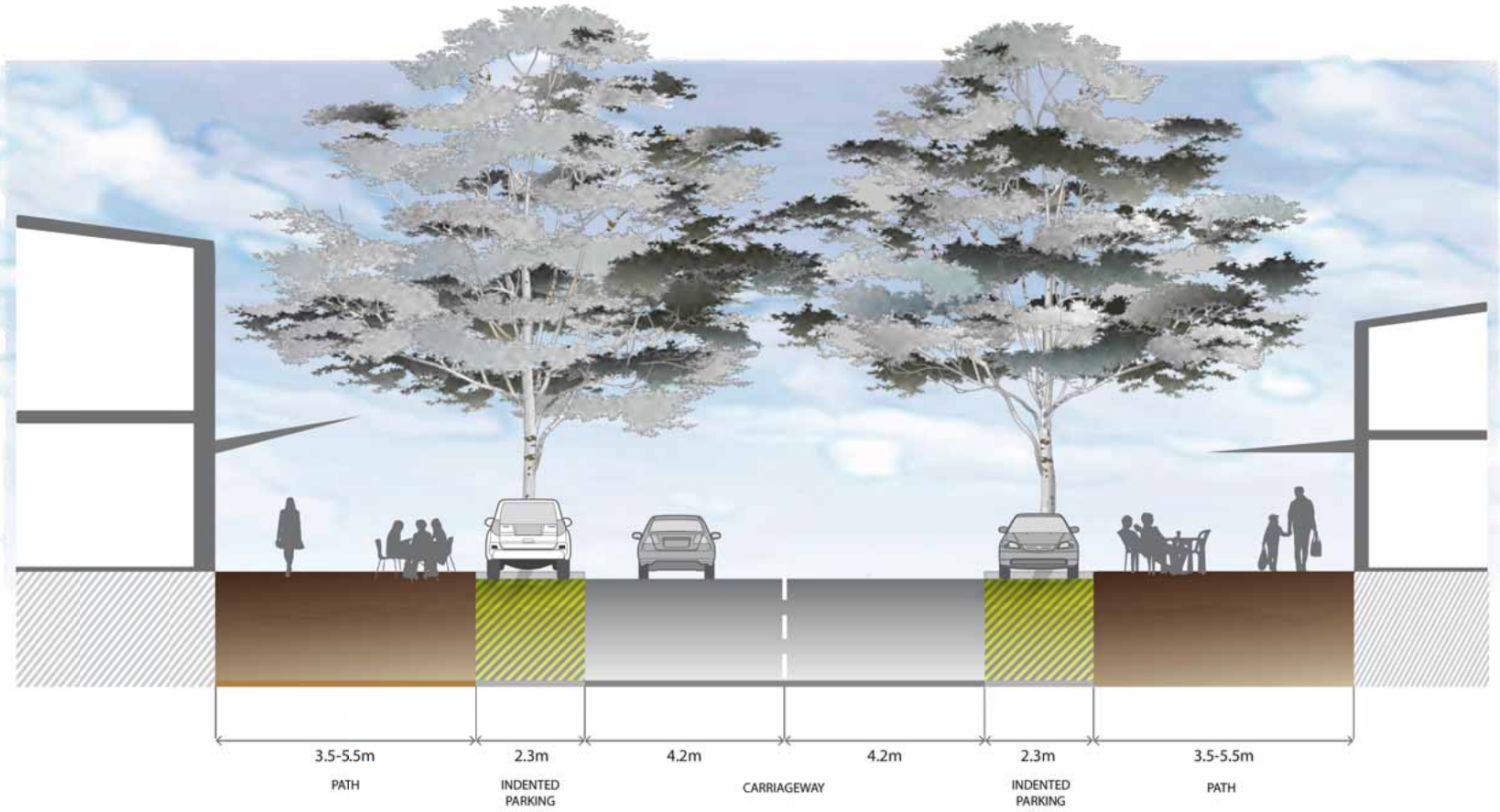




OPTION 1 - ON ROAD BIKE LANE




OPTION 2 - OFF ROAD BIKE LANE

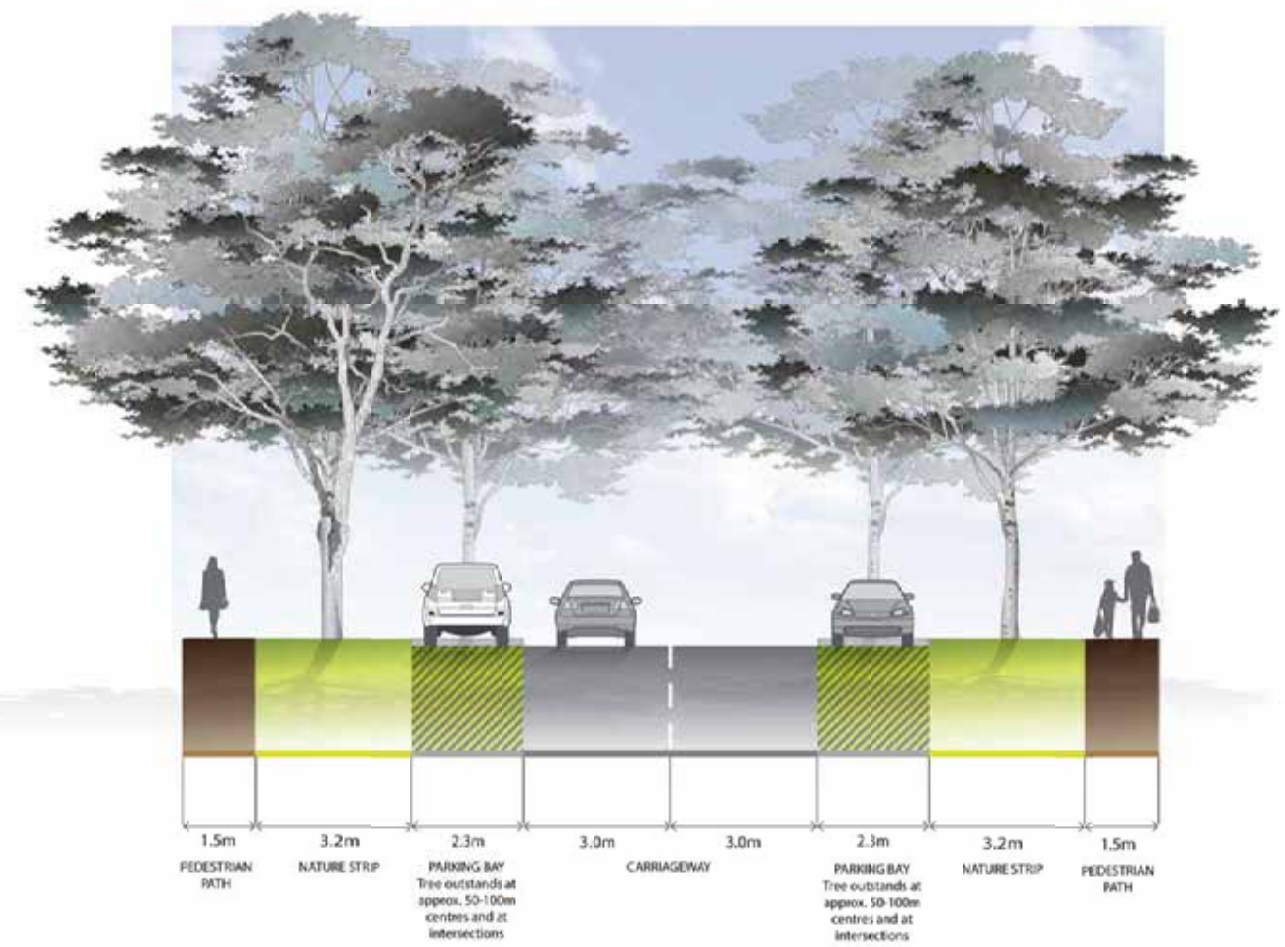
## Cross Section
## Town Centre (24m) - High Street




**NOTES:**

- Connector road with adjacent linear park to link central civic space of major town centre with urban active open space
- Create strong boulevard of three rows of trees evenly spaced across the cross section as shown
- Allotments adjacent linear open space to front park with vehicle access from rear

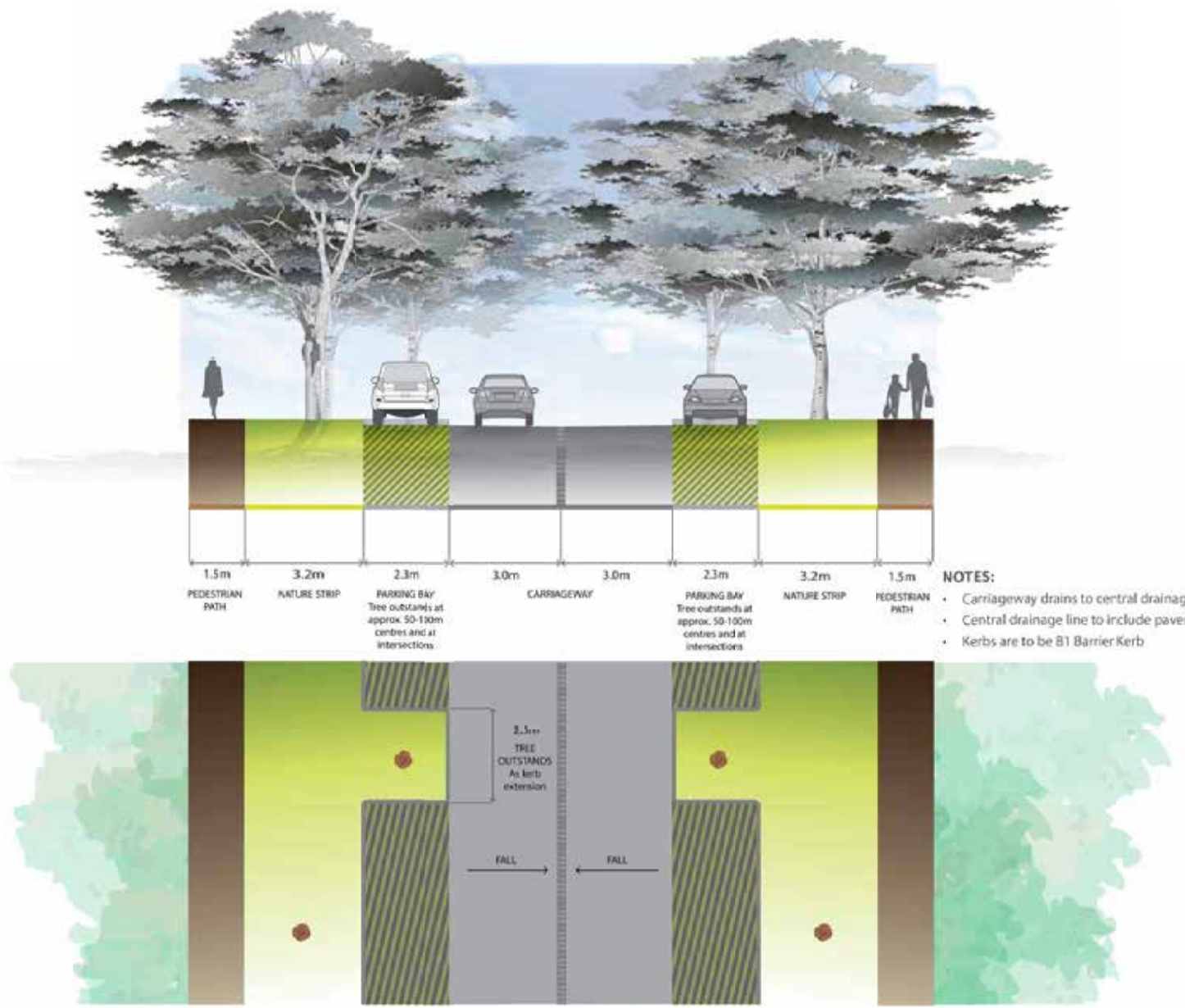
## Cross Section
## Retail Main Street
## Bus Capable




**NOTES:**

- Minimum street tree mature height 12 metres
- All kerbs are to be B2 Barrier Kerb

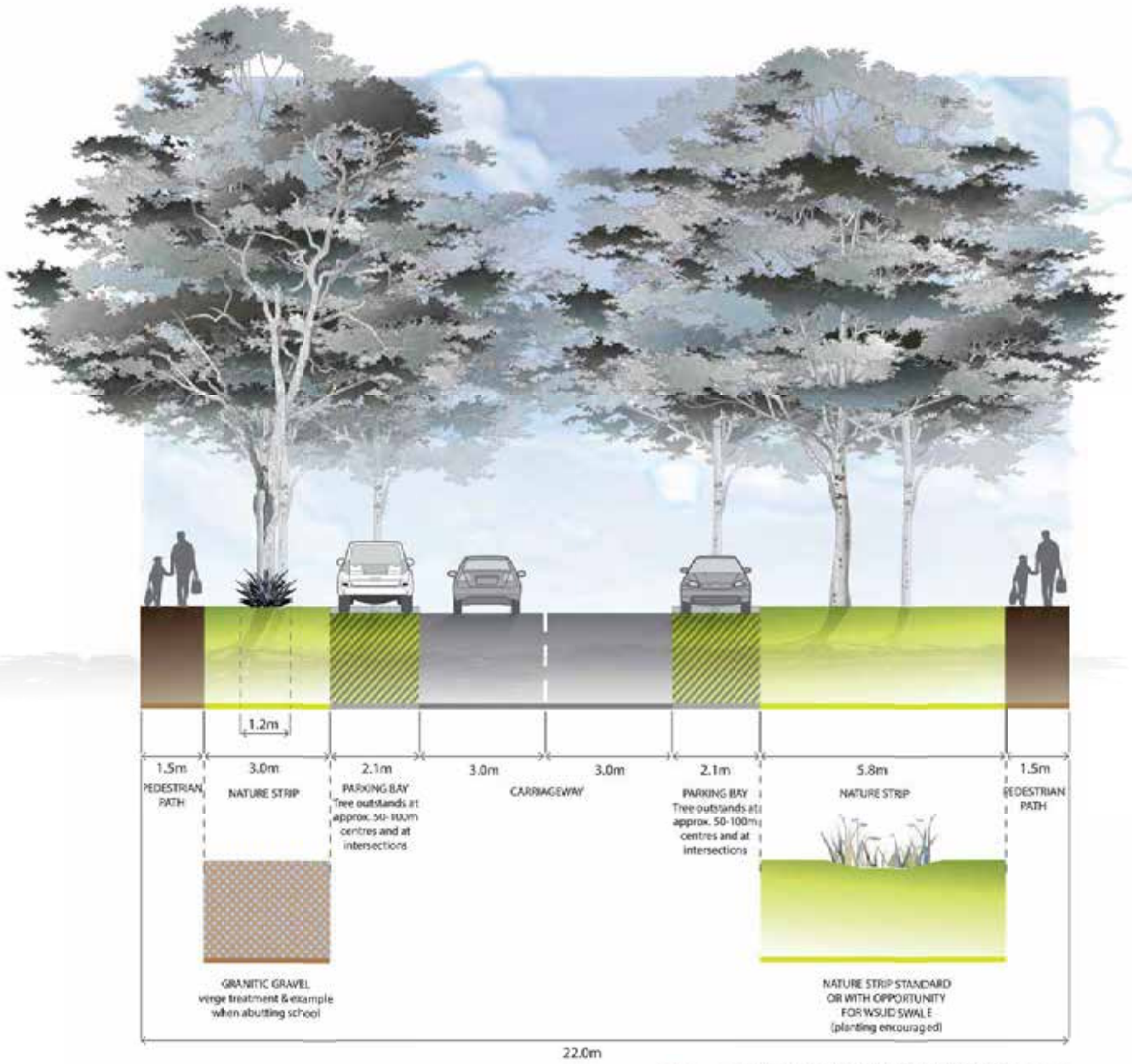
Cross Section
Local Access Level 2 Standard (20m)
Variations 1, 2, 3 and 4 - as per Connector Road Variation 1, 2, 3 and 4 with nature strip width of 3.2m




NOTES:

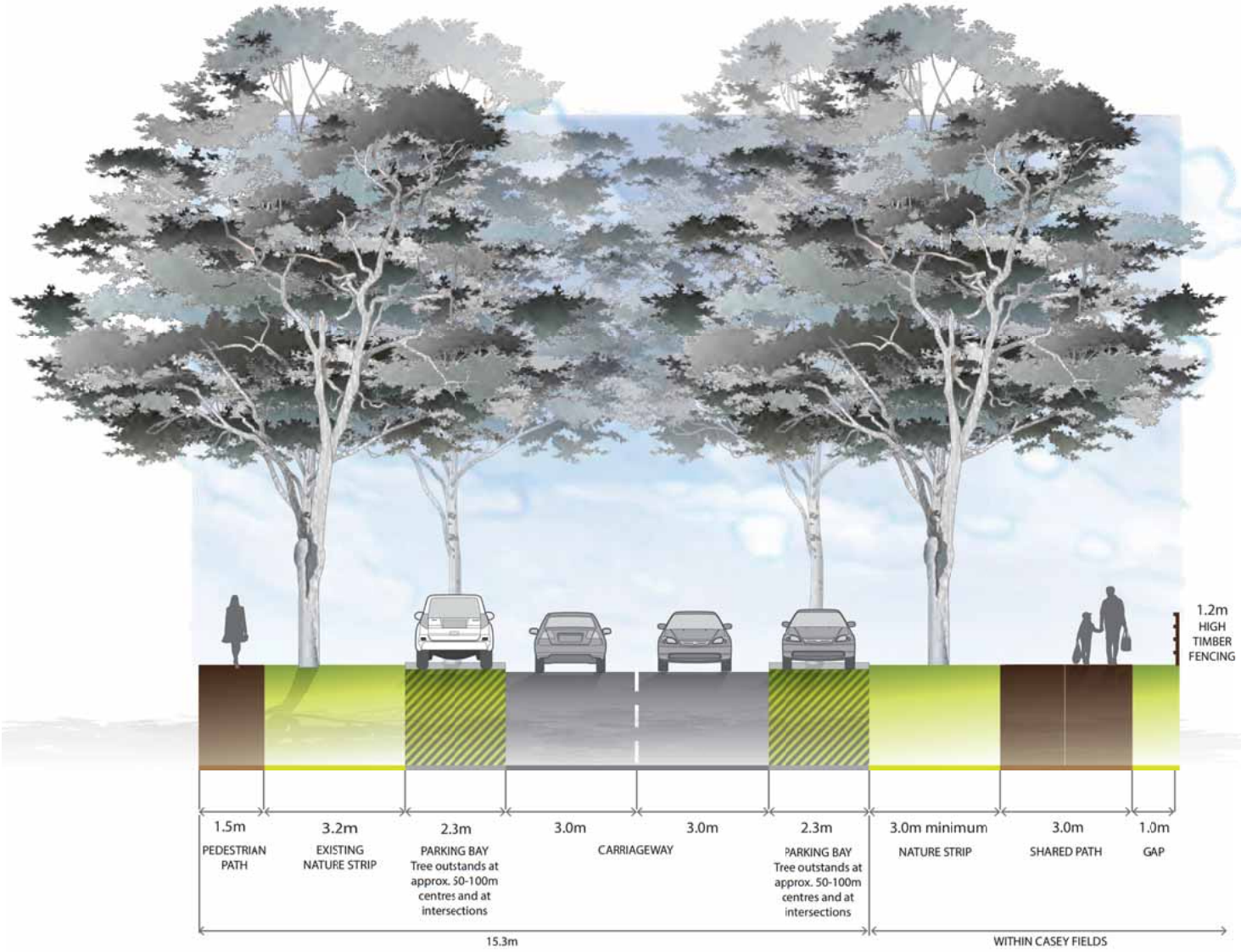
- Carriageway drains to central drainage line rather than sides
- Central drainage line to include pavement treatment other than asphalt
- Kerbs are to be B1 Barrier Kerb

Local Access Level 2 Standard (20m)
Variation Example 6 - Central Drainage



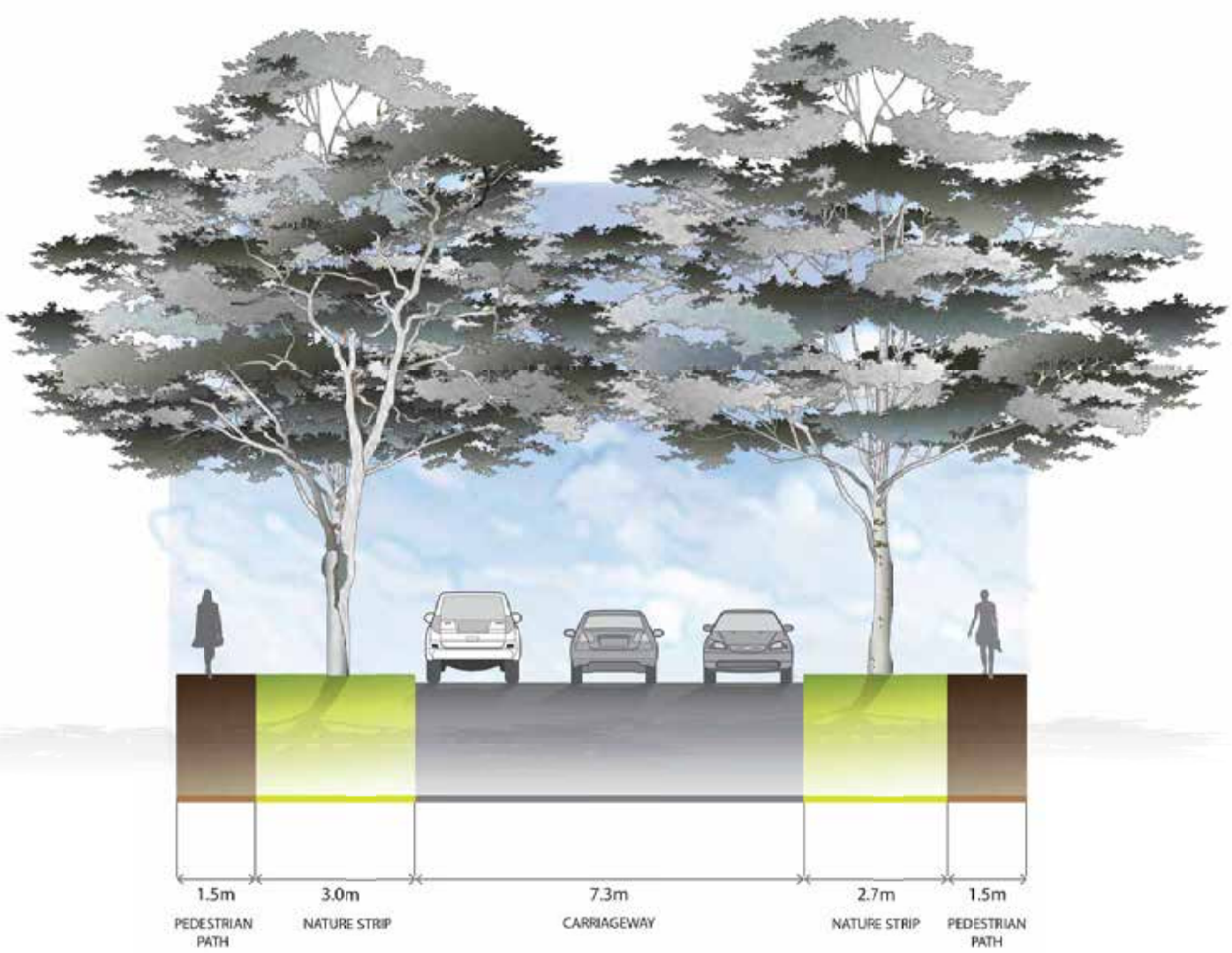

Cross Section
Local Access Street Level 2 (22m) Options 1 & 2
Green link

**Notes:**
- Road reserve on park frontages reduced to 19m minimum.
- Design and location of street lights to be co-ordinated with design and location of street trees to ensure maximum street lighting effectiveness.
- Street trees may be arranged in groups or single specimens or combination of both.




## Access Street Level 2 (15.3m)
## Casey Fields Interface

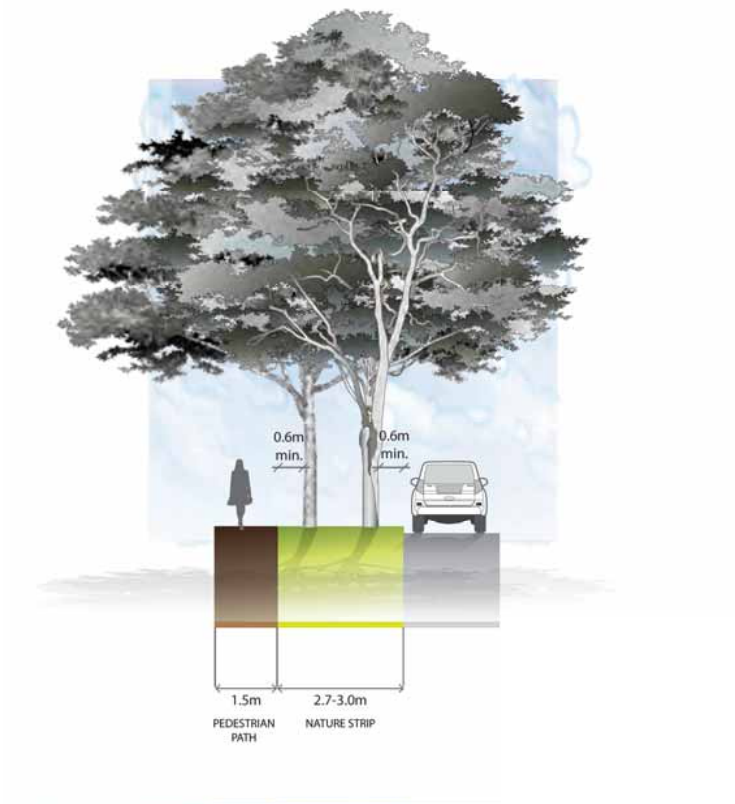
**Notes:**
- Design and location of street lights to be co-ordinated with design and location of street trees to ensure maximum street lighting effectiveness.
- Street trees may be arranged in groups or single specimens or combination of both - depending on available space.

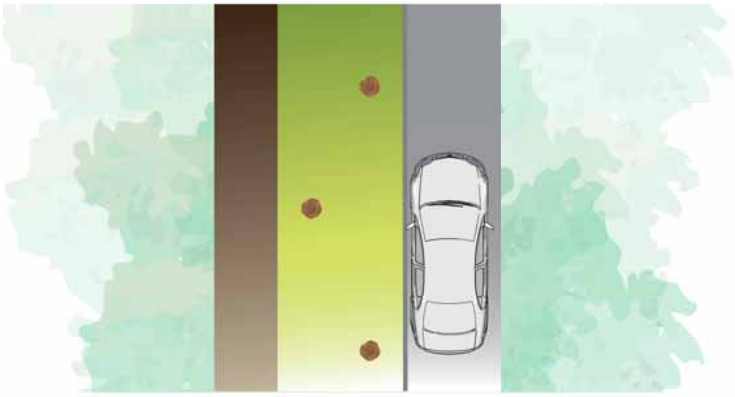



Cross Section 10
Local Access Level 1 (16m)
Standard

**NOTES:**

- Minimum street tree mature height 12 metres
- All kerbs are to be B2 Barrier Kerb

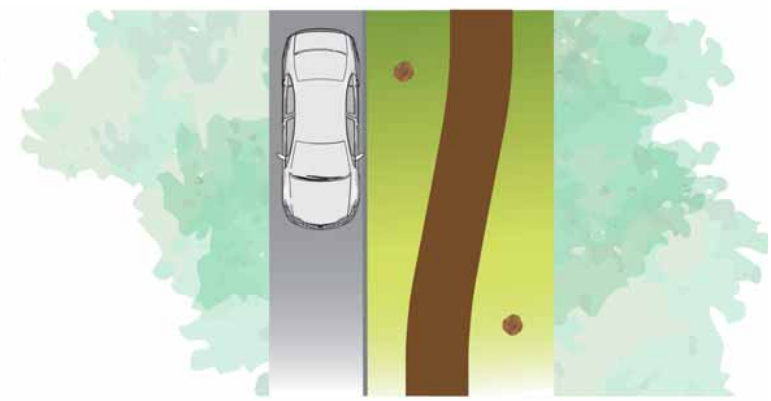


**NOTES:**

- Tree planting in varying locations in nature strip, in groups or clusters
- Minimum offset of tree trunks 0.6m from back of kerb and footpath edge

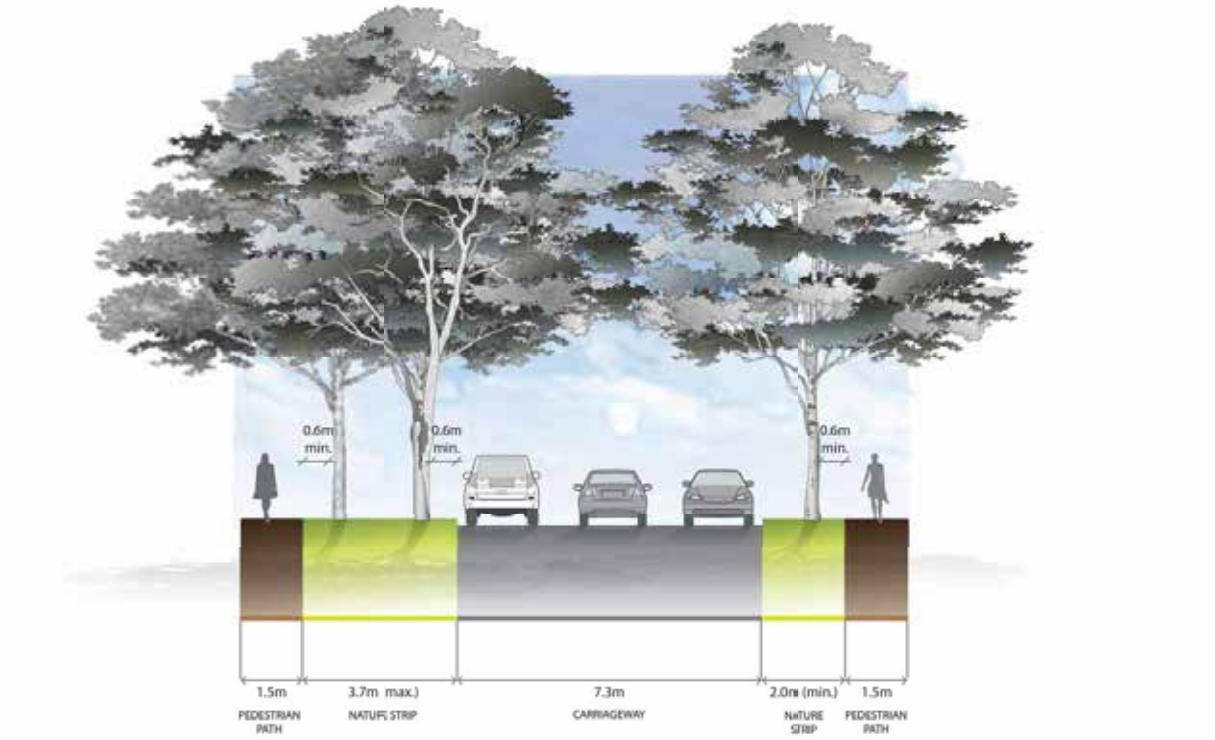
## Cross Section A
## Local Access Level 1 Standard (16m)
## Variation 1
## Varying tree placement in nature strip

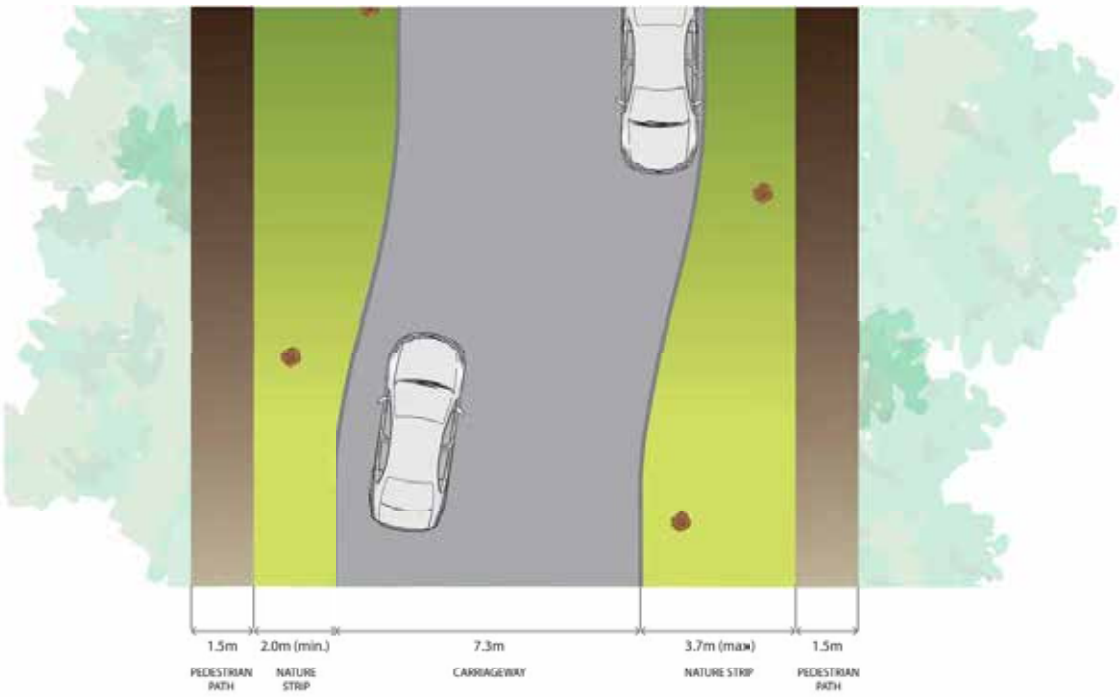



**NOTES:**

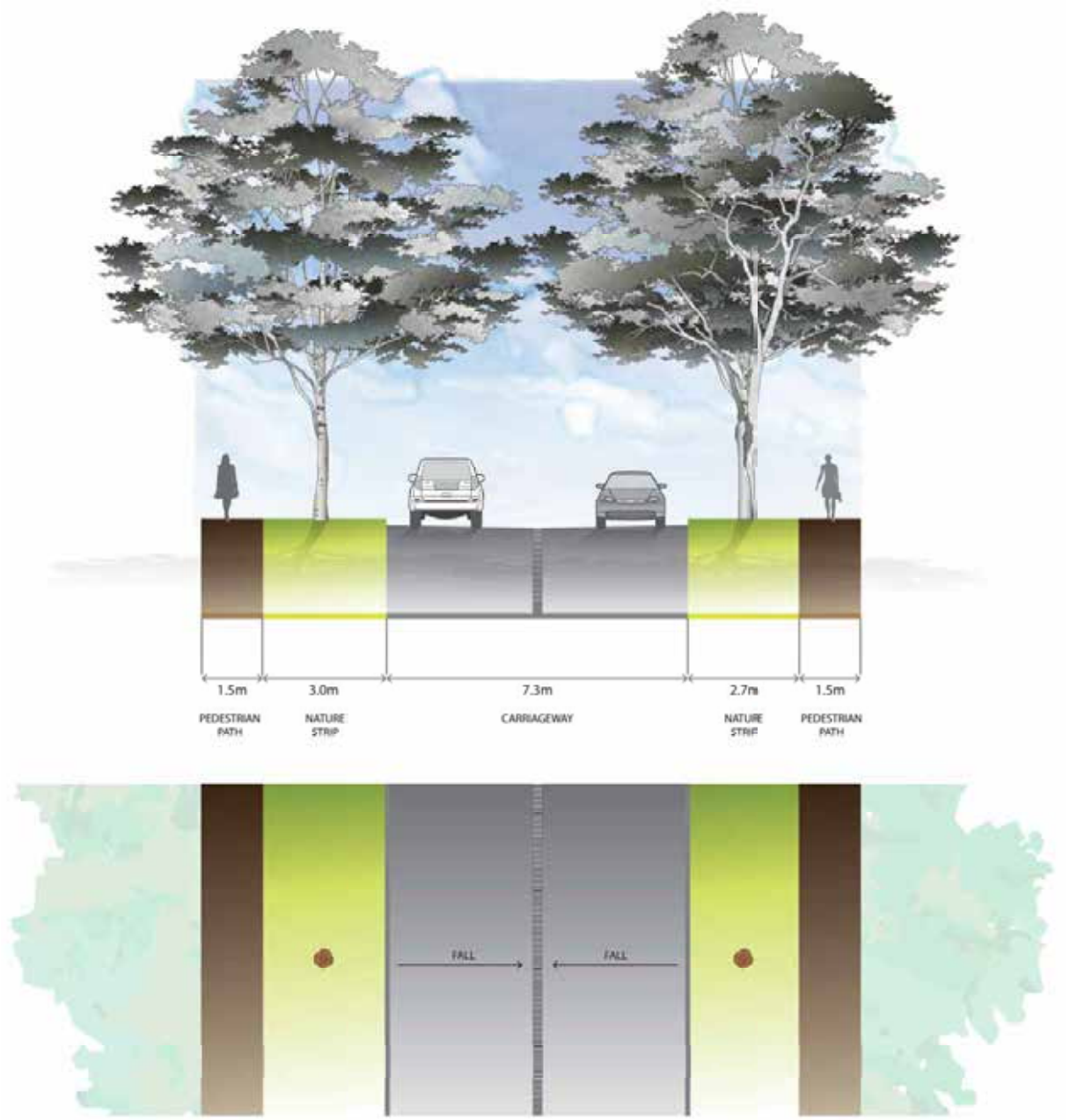
- Footpath in varying locations in nature strip
- Tree placement adjusts in response to footpath location
- Minimum offset of footpath 1.0m from back of kerb and 0.6m from tree trunks
- Design of meandering footpath is to consider bin placement on nature strips, access to letter boxes for mail

## Cross Section B
## Local Access Level 1 Standard (16m)
## Variation 2
## Meandering footpath in nature strip



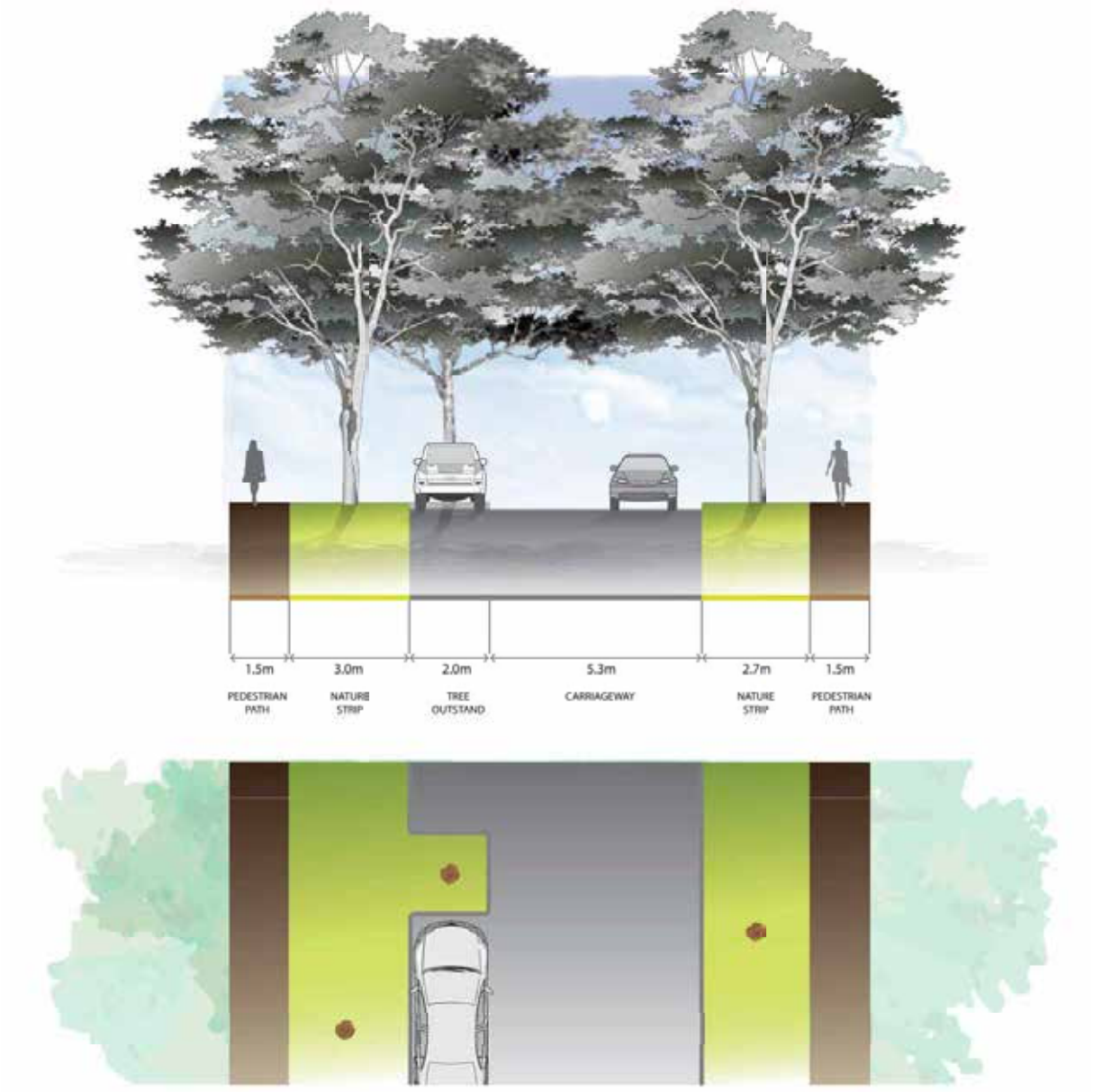




Cross Section C
Local Access Leve 1 Standard (16m)
Variation 3 - Varying nature strip widths / meandering carriageway




**NOTES:**

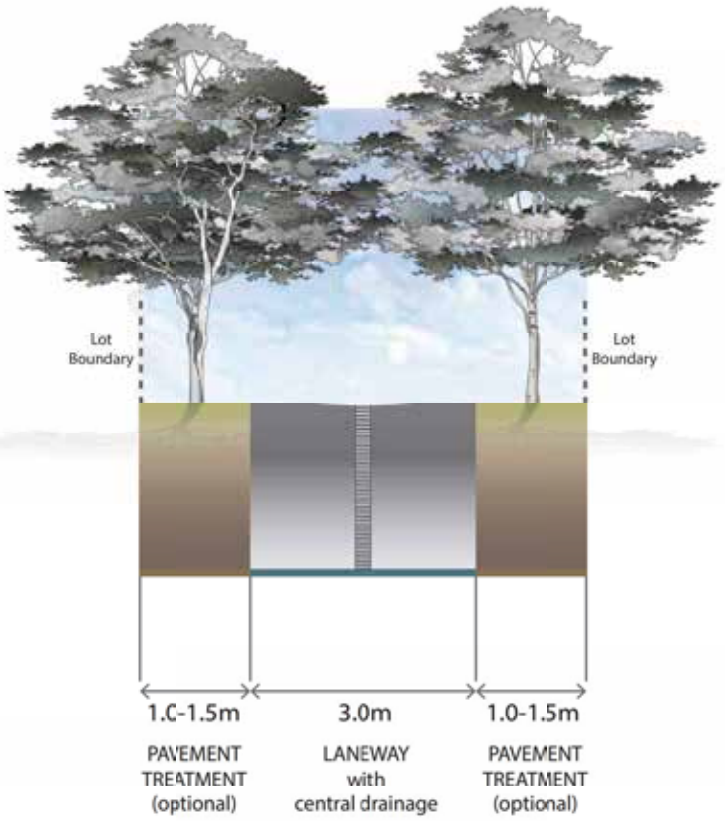
- Carriageway drains to central drainage line rather than sides
- Central drainage line to include pavement treatment other than asphalt
- Kerbs are to be B1 Barrier Kerb
- Appropriate for short streets (less than 50m) with minimal through traffic or for frontage roads




**NOTES:**

- Include tree outstands at approx 50 – 100m centres on one side only
- Road design to ensure passage of emergency vehicles is accommodated

Cross Section E
Local Access Level 1 Standard (16m)
Variation 5 - Tree Outstands




**NOTES:**

- Different pavement treatment to sides of laneway is optional
- Where different pavement treatment to sides is not provided, central drainage line is to include pavement treatment other than asphalt
- Small tree planting to sides of laneway is optional

Cross Section
Laneway (5.0 - 6.0m) Standard

## 4.6 Service Placement Guidelines

### STANDARD ROAD CROSS SECTIONS

Figures 003 and 004 in the Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011) outline placement of services for a typical residential street environment. This approach is appropriate for the majority of the 'standard' road cross sections outlined in Appendix C containing grassed nature strips, footpaths and road pavements.

### NON-STANDARD ROAD CROSS SECTIONS

To achieve greater diversity of streetscape outcomes in Melbourne's growth areas, which enhances character and amenity of these new urban areas, non-standard road cross sections are required. Non-standard road cross sections will also be necessary to address local needs, such as fully sealed verges for high pedestrian traffic areas in town centres and opposite schools. This PSP contains suggested non-standard 'variation' road cross sections, however other non-standard outcomes are encouraged.

For non-standard road cross sections where service placement guidance outlined in Figure 003 and 004 in the Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011) is not applicable, the following service placement guidelines will apply.

| | UNDER PEDESTRIAN PAVEMENT | UNDER NATURE STRIPS | DIRECTLY UNDER TREES[1] | UNDER KERB | UNDER ROAD PAVEMENT | WITHIN ALLOTMENTS | NOTES |
|---|---|---|---|---|---|---|---|
| SEWER | Preferred | Possible | Possible | No | Possible | Possible[3] | |
| POTABLE WATER | Possible[4] | Preferred | Preferred | No | No | No | Can be placed in combined trench with gas |
| RECYCLED WATER | Possible[4] | Preferred | Preferred | No | No | No | |
| GAS | Possible[4] | Preferred | Preferred | No | No | No | Can be placed in combined trench with potable water |
| ELECTRICITY | Preferred[4] | Possible | Possible | No | No | No | Pits to be placed either fully in footpath or nature strip |
| FTTH/TELCO | Preferred[4] | Possible | Possible | No | No | No | Pits to be placed either fully in footpath or nature strip |
| DRAINAGE | Possible | Possible | Possible | Preferred | Preferred | Possible[3] | |
| TRUNK SERVICES | Possible | Possible | Possible | Possible | Preferred | No | |

**NOTES**

**1** Trees are not to be placed directly over property service connections

**2** Placement of services under road pavement is to be considered when service cannot be accommodated elsewhere in road reserve. Placement of services beneath edge of road pavement/parking bays is preferable to within traffic lanes

**3** Where allotment size/frontage width allows adequate room to access and work on a pipe

**4** Where connections to properties are within a pit in the pedestrian pavement/footpath

### GENERAL PRINCIPLES FOR SERVICE PLACEMENT

- Place gas and water on one side of road, electricity on the opposite side
- Place water supply on the high side of road
- Place services that need connection to adjacent properties closer to these properties
- Place trunk services further away from adjacent properties
- Place services that relate to the road carriageway (eg. drainage, street light electricity supply) closer to the road carriageway
- Maintain appropriate services clearances and overlap these clearances wherever possible

## 4.7 Open Space Category Guide

### CITY OF CASEY CITY DRAFT PARK CLASSIFICATIONS & EMBELLISHMENT LIST

**PASSIVE RECREATION PARK**

A park that provides opportunities for a variety of recreational and social activities in a green space setting. Passive Recreation park's come in a variety of landforms, and in many cases provide opportunities to protect and enhance landscape amenity.

**NEIGHBOURHOOD**

- Passive recreation park suitable for local recreation/social activities
- Junior play emphasis
- Attracts users from the local area (ie 400m catchment)
- Recreational/social facilities suitable for local activities/events.
- Minimal support facilities (seats, bin etc)
- Footpath/bikeway links

**DISTRICT (1HA OR GREATER)**

- Passive recreation park suitable for district-level recreation/social activities
- Junior and youth play emphasis
- Attracts users from the district (ie 2km catchment)
- Recreational/social facilities suitable for district activities/events.
- Basic support facilities eg. amenities, BBQ, Picnic tables, shelters, seats etc)
- Footpath/bikeway links

**MUNICIPAL (5HA OR GREATER)**

- Major passive recreation park suitable for Citywide recreation/social events
- Attracts users from municipality and adjacent municipalities
- Capacity to sustain high level recreational/social use (5000+) over long periods
- High level recreational/social facilities suitable for Citywide events.
- Junior and youth play emphasis
- High level support facilities eg parking, amenities (toilets), signage
- Footpath/bikeway links
- Public transport
- Car spaces (on and off street)
- Bus Spaces (on and off street)

**REGIONAL**

- Major passive recreation park suitable for regional recreation/social events
- Capacity to sustain high level recreational/social use (10000+) over long periods
- High level recreational/social facilities suitable for regional events.
- Junior and youth play emphasis
- High level support facilities eg parking, amenities, signage
- Footpath/bikeway links
- Public transport
- Car spaces (off street)
- Bus Spaces (off street)

## LINEAR PARK

To provide pedestrian/cyclist links in a parkland setting.

A park that is developed and used for pedestrian and cyclist access, both recreational and commuter, between residential areas and key community destinations such as recreational facilities, schools and other community facilities, public transport and places of work. Linear Reserves are generally linear in nature and follow existing corridors such as water courses and roads. They usually contain paths or tracks (either formal or informal) that form part of a wider path/track network. While the primary function of Linear Reserve is pedestrian & cyclist access, these parks may serve additional purpose such as storm water conveyance, fauna movement and ecological/biodiversity protection.

### NEIGHBOURHOOD

- Park corridor that provides local link
- Attracts users from the local area (ie 400m catchment)
- Capacity to sustain low level accessibility over short periods
- Minor access facilities eg path
- Footpath/bikeway links

### DISTRICT

- Major park corridor that provides district link
- Attracts users from the district (ie 2 km catchment)
- Capacity to sustain moderate level accessibility over long periods
- Basic access facilities eg path, signage
- Footpath/bikeway links

### MUNICIPAL

- Major park corridor that provides metropolitan link
- Attracts users from municipality and adjacent municipalities
- Capacity to sustain high level accessibility over long periods
- High level access facilities eg paths, signage, shade, water fountains
- Footpath/bikeway links
- Public transport
- Car spaces (on street)
- Bus Spaces (on street)

### REGIONAL

- Major park corridor that provides regional link
- Capacity to sustain high level accessibility over long periods
- High level access facilities eg paths, signage, shade, water fountains
- Footpath/bikeway links
- Public transport
- Car spaces (on and off street)
- Bus Spaces (on and off street)

## TOWN SQUARE/URBAN PARK

(Area equal to or less than 0.3ha or unless otherwise designated)

A passive recreation park providing opportunities for a variety of recreational and social activities in an urban setting. They are located predominantly in medium to high density residential area and mixed use centres or corridors. They provide an important role in meeting the passive recreation needs of residents, workers and visitors in activity centres and/or medium to high density residential areas.

Town squares are to be predominately hard landscaped, while urban parks have less hardstand than town squares, but more than traditional neighbourhood passive recreation parks. Urban parks also offer the opportunity for low key kick and throw activities a small turfed area.

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