Amendment C159 to the Casey Planning Scheme

Cranbourne West Precinct Structure Plan

May 2012

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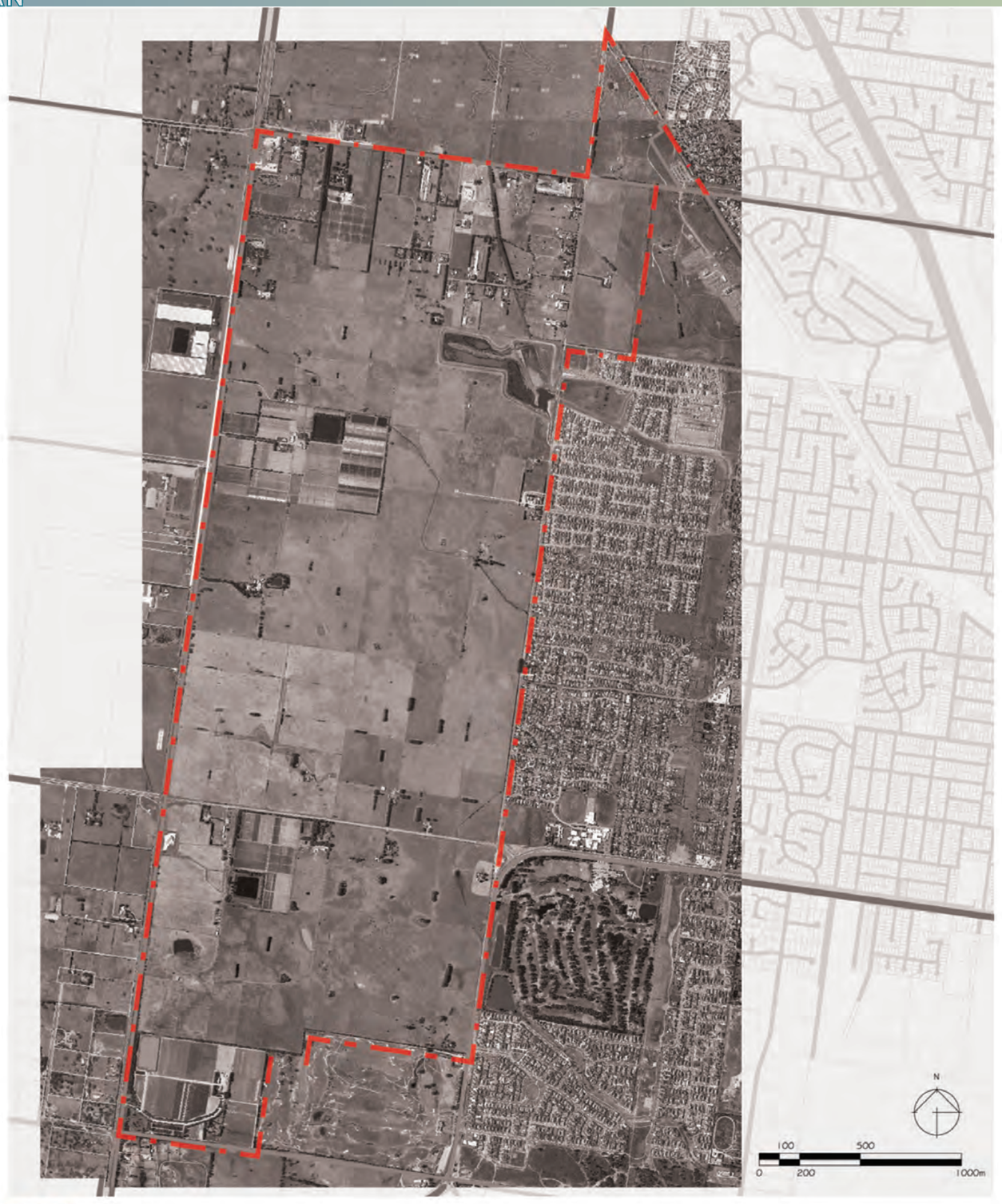

Growth area

plan 1

precinct structure plan area

cranbourne west precinct structure plan

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1.0 INTRODUCTION

1.1 ROLE OF THE CRANBOURNE WEST PRECINCT STRUCTURE PLAN

The Cranbourne West Precinct Structure Plan (PSP) has been prepared by the City of Casey with the assistance of David Lock Associates and Pocock Design Environment in conjunction with the Growth Areas Authority (GAA), government agencies, service authorities and major stakeholders.

A precinct structure plan is a mechanism used by the Victorian Government and the City of Casey to plan for major new urban development together with the infrastructure and services required by the future community.

The role of the PSP is:

- To provide the framework, conditions and requirements for the consideration of planning permits that provide for urban development under the provisions of the Casey Planning Scheme, including the provisions of the Urban Growth Zone.
- To ensure that planning occurs so that the future community within the Cranbourne West Precinct Structure Plan area (the 'Precinct') can be provided with early access to infrastructure and services, such as community facilities and services, transport, employment, activity centres, open space and recreation facilities.
- To provide developers, investors and local communities with certainty regarding the nature of future development within the Precinct.

This PSP is informed by the:

- State Planning Policy Framework and the Victorian Government's Precinct Structure Planning Guidelines; and,
- Local Planning Policy Framework of the Casey Planning Scheme as well as other City of Casey local policies and strategies including the Casey 21 Strategy.

The PSP sets objectives, and provides for their implementation in relation to:

- Land use (such as residential of varying densities, industrial, retail and non-retail, open space, heritage, education facilities and community infrastructure);
- Transport (such as primary arterial and local arterial road networks, collector roads and public transport);
- Activity centres and employment areas; and
- Open space both unencumbered (passive and active) and encumbered (waterways and biodiversity and environmental sensitive areas).

1.2 HOW TO USE THIS PSP

The Urban Growth Zone (UGZ) requires the responsible authority to consider the PSP when assessing planning permit applications for the use and development, including subdivision, of land within the Precinct. A permit must only be granted for proposals which are generally in accordance with the PSP and an urban design framework prepared under Schedule 1 to the Urban Growth Zone (where required).

1.3 MONITORING AND REVIEW

The GAA and the City of Casey will jointly monitor the implementation of this PSP. The effectiveness of the PSP will be evaluated regularly, at least every five years and it is expected that it will be revised and updated from time to time as required.

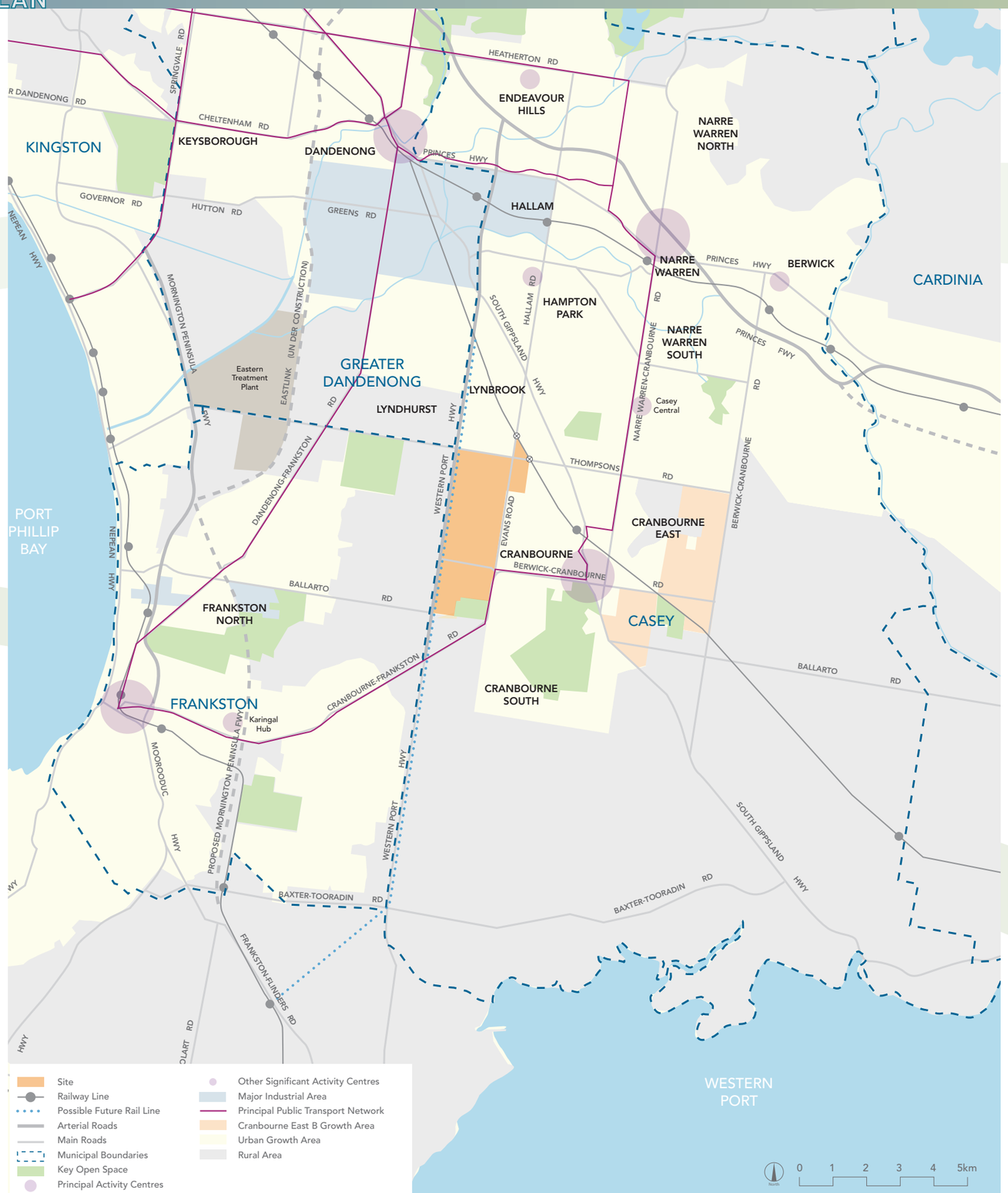
1.4 AREA TO WHICH THE PSP APPLIES

The Precinct comprises approximately 791 hectares of land and is generally bounded by:

- Thompsons Road to the north.
- Western Port Highway to the west.
- Ballarto Road Reserve and the Ranfurlie Golf Club in the south.
- Evans Road and Cranbourne-Frankston Road in the east.

The Precinct also includes the wedge of land west of the Merinda Park Station at Lyndhurst.

The PSP applies to the land shown in Plan 1.



plan 2

metropolitan & regional context

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2.0 STRATEGIC CONTEXT

2.1 METROPOLITAN AND REGIONAL CONTEXT

The Precinct benefits from its proximity and access to major high capacity transport links in Melbourne's south-east including:

- Eastlink.
- Thompsons Road.
- Western Port Highway.
- The Dandenong-Port of Hastings corridor.
- South Gippsland Highway.
- Princes Freeway.
- Cranbourne Railway Line.

The Precinct is situated 2km west of the Cranbourne Principal Activity Centre. In 2006, the wider Cranbourne area had a population of approximately 38,000 residents. Continuing new greenfield residential development on multiple growth fronts surrounding Cranbourne will see it grow to an estimated population of 110,000 by 2030 or sooner depending on rates of development. The present sub-regional retail role of Cranbourne Principal Activity Centre will therefore become more significant, and this will see growing demand for intensification and diversification of land uses around the centre.

Development of the Precinct's employment areas will be influenced by its relationship to the Dandenong South industrial area. This area, commencing 1.5km north of the Precinct, continues to consolidate its role as a major suburban business hub attracting larger processing, packaging and distribution industries, and manufacturing businesses, which benefit from access to upgraded regional transport infrastructure.

The Precinct has access to an extensive network of major open space and recreational assets within the wider Cranbourne area. The Precinct is within 1.5km of the regionally significant Cranbourne Royal Botanic Gardens and the Cranbourne horse racing and training complex. Casey Fields, a regional sporting hub, is 4km east of the Precinct. A network of golf courses adjoining and surrounding the Precinct provides high value landscape qualities, recreational opportunities and wildlife habitats.

2.1.1 EMPLOYMENT LAND

The Casey Municipal Strategic Statement and C21 Strategy identify the need for the City of Casey to strengthen and diversify its employment base to achieve improved local job self-containment and prioritise the need to deliver a large new Cranbourne Industry Park in Cranbourne West.

The Growth Area Framework Plan (GAFP) shows the macro-structure of the Precinct is driven by the need to provide approximately 400ha of employment land in Cranbourne West to facilitate economic development and job creation in Melbourne's south-eastern region.

The Department of Industry, Innovation and Regional Development (DIIRD) is the key State Government sponsor of the Precinct's regional employment role. DIIRD requires provision of some land suitable for large lot industrial subdivision (i.e. 5-10ha).

2.1.2 RESIDENTIAL LAND

In addition to employment land, the Precinct is identified for residential land supply. This will constitute an extension to Cranbourne West with strong connections to the existing residential community. The Precinct will provide residential land which delivers housing types and lifestyle opportunities sought by a broad cross-section of professionals, skilled tradespeople and manual workers.

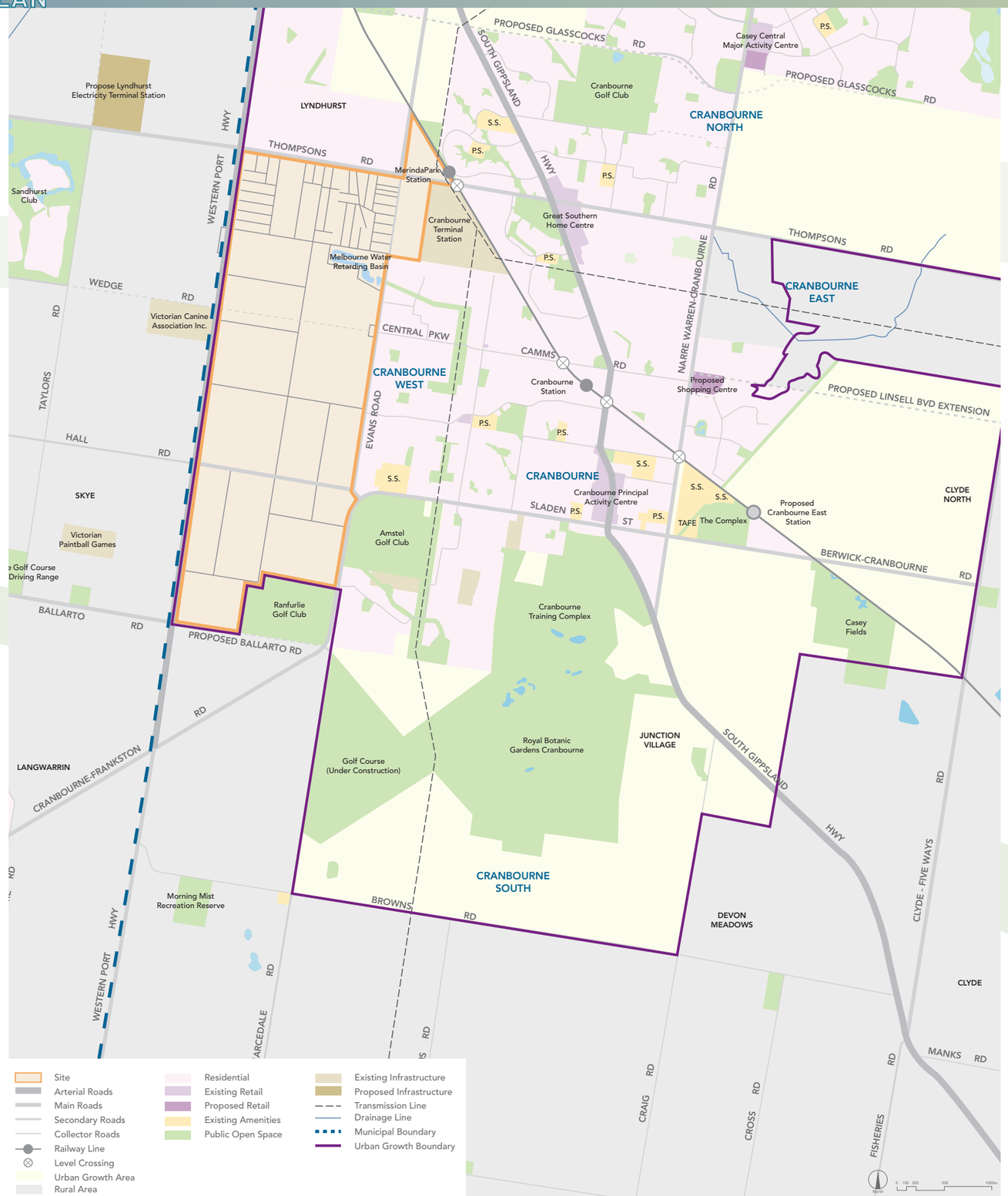
2.2 LOCAL CONTEXT

The Precinct abuts an existing residential suburb known as Cranbourne West on its eastern side. The land to the north of the Precinct is currently being developed for residential purposes which will form an extension of the suburb of Lyndhurst. To the west and south are non-urban uses. The Casey C21 Strategy earmarks the land to the south for large lot suburban development, however this land is not within the Urban Growth Boundary (UGB). In this regard, it is noted that the C21 Strategy was prepared prior to the release of Melbourne 2030.

Notable development, facilities and services in proximity to the Precinct include:

- Cranbourne Principal Activity Centre which is a central location for various medical and community facilities.
- Neighbourhood activity centres at Duff Street and Camms Road.
- Government secondary schools at Lyndhurst and Cranbourne and a Catholic College on the Cranbourne-Frankston Road.
- Government primary school and a Catholic primary school at Cranbourne West.
- Railway stations at Merinda Park in Lyndhurst and Cranbourne.
- Local bus routes serving the existing community of Cranbourne West.
- Cranbourne Major Electricity Transmission Station.
- Local parks within the existing suburb of Cranbourne West including several sections of linear park underneath the transmission lines.

The parameters of the PSP are established by opportunities and constraints derived from the planning policy framework, existing site conditions and its context. Full analysis of this information is provided in a reference document, the Cranbourne West Urban Growth Plan Key Issues Paper April 2007.



plan 3

local context & site features

cranbourne west precinct structure plan

2.2.1 SITE FEATURES

Detailed site investigations were undertaken in the first phase of preparing the PSP and this information was brought together in the Key Issues Paper.

The Precinct is currently used for rural purposes and associated activities and represents a non-urban edge to the existing Cranbourne community which extends to the immediate east of the site. Scattered stands and lines of trees punctuate the generally open and grassed character of the Precinct.

Topographically, the Precinct is gently undulating in the south west falling towards a flatter area in the north. A series of local high points in the southeast offer fine long views to the Dandenong Ranges and occasional views towards the Melbourne CBD skyline.

There are a number of highly modified drainage lines generally traversing the Precinct from southeast to northwest, along which are a series of dams. A large Melbourne Water retarding basin occupies a site on Evans Road.

The lack of significant natural features gives the area a 'constructed' agricultural feel within which natural values have been subdued.

In terms of subdivision and ownership pattern, there are a large number of relatively small lots in the north (with the exception of land adjacent to Merinda Park Station) which are generally owner occupied. A small number of local roads dissect this portion of the site.

In the balance land to the south of Breens Road, there are a small number of relatively large lots which have generally been taken up by developer interests.

The land is generally used for farming with the exception of:

- Merinda Park Station in the northeast of the growth area with a large park and ride car park and high voltage transmission lines traversing the site.
- Poultry related businesses close to Thompsons Road which require buffers to be applied to new sensitive uses in proximity.
- Two service stations alongside Western Port Highway.
- Rural residential dwellings.

The Precinct contains five recorded historic archaeological sites which have been given 'D' classifications by Heritage Victoria and one heritage site listed in the City of Casey Heritage Overlay HO163 at 2/660 Hall Road, known as Hayton Park. Site prediction models suggest that the Precinct has a low potential to contain any significant sites or features however the potential remains for further low significance historic sites, relating to the early agricultural period of the district, to be located.

Indigenous heritage studies revealed a very high potential for buried indigenous archaeological sites within the Precinct and that the area contains one of the last remaining undeveloped remnant sand dune landform between Dandenong and Cardinia with significant loss of sites on the same landform in the surrounding region over the past ten years as a result of urban development.

The Precinct is in an area of shallow water tables with the depth to watertable less than 1.5 metres in the southern half of the Precinct and therefore may have constraints on development due to salinity risks

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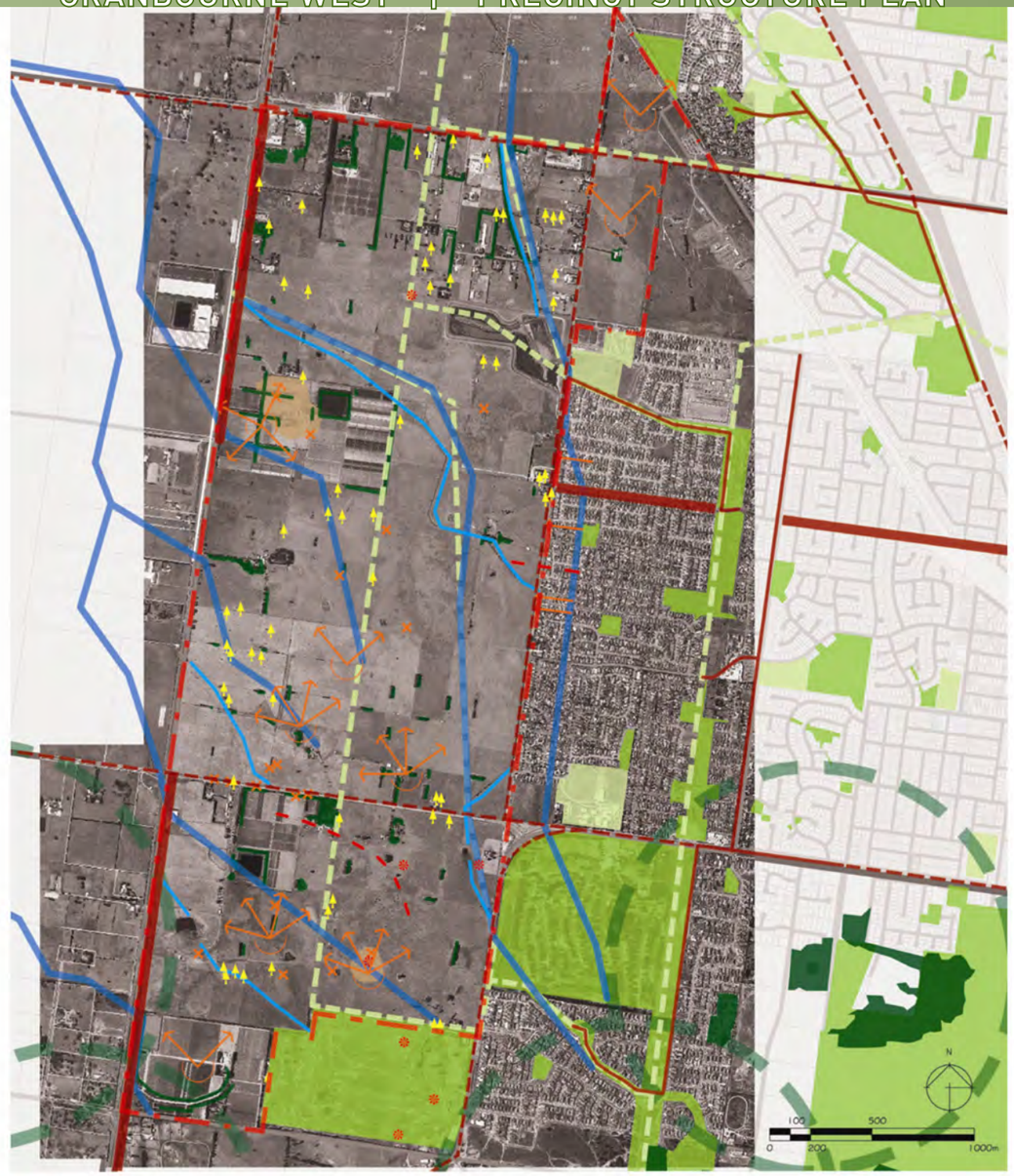


plan 4

site features

cranbourne west precinct structure plan

3.0 VISION - PRECINCT STRUCTURE PLAN

3.1 VISION

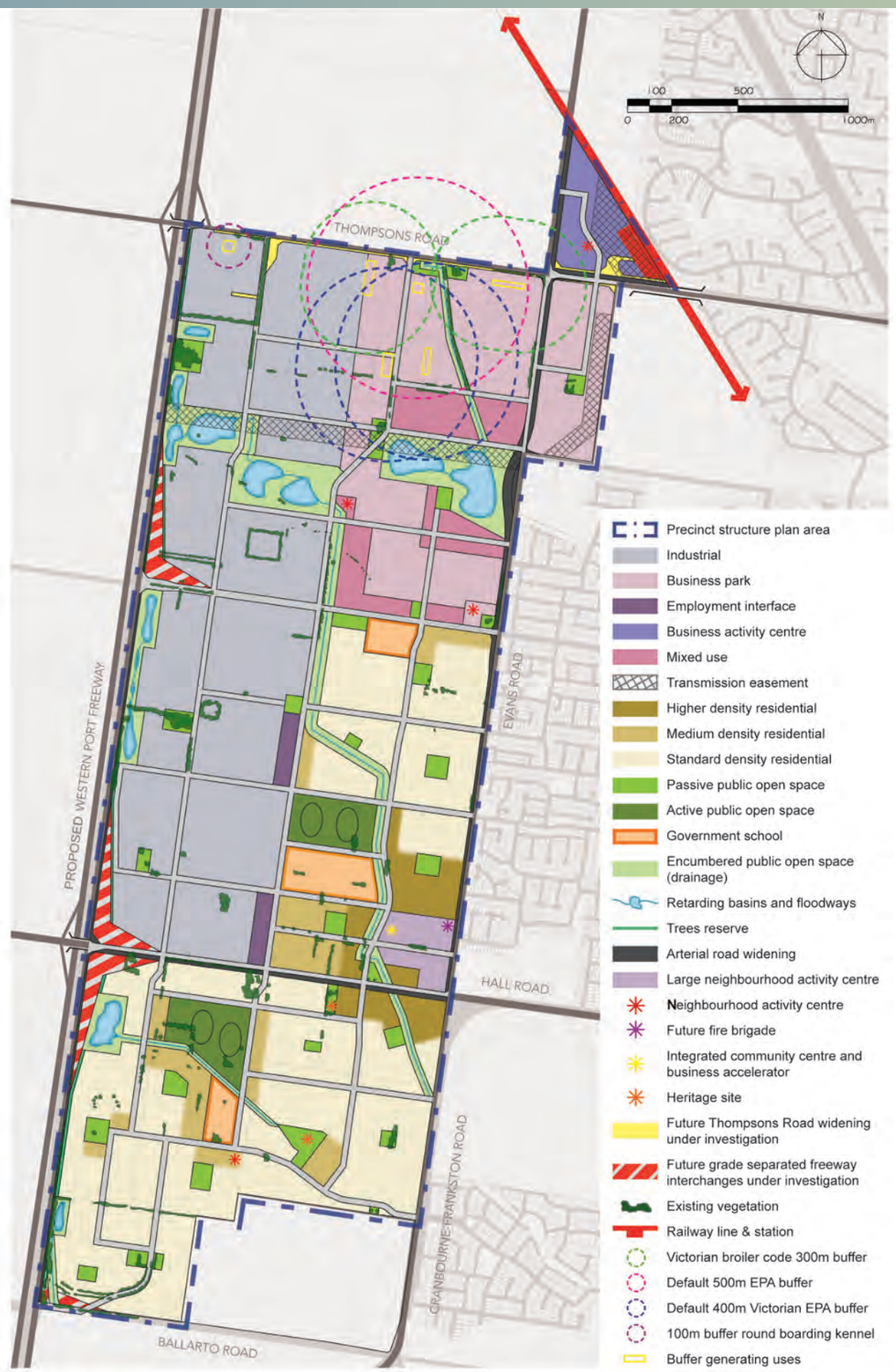
Development in the Cranbourne West Precinct will set new benchmarks in best practice urban development. It will 'complete' the existing community of Cranbourne West to form a well serviced, socially equitable neighbourhood with a comprehensive range of social infrastructure. It will enrich the employment opportunities available within the City of Casey by offering opportunities for a wide range of business types.

Development of large residential and employment areas side by side within the Precinct presents a design challenge. The vision therefore is to produce an integrated living and working environment that fosters a diverse and dynamic blend of lifestyle and commerce opportunities, unprecedented in an outer suburban location.

Natural and cultural features will, where possible, be protected, enhanced and integrated within the development to form an intrinsic part of its character. Housing options will range from detached houses on family-sized blocks to apartments close to shops, services, and public transport, and include accommodation for the retired, aged and mobility-impaired. The scale of the development will enable the provision of a comprehensive range of community facilities and services, including 'daily needs' within a comfortable walking distance of all dwellings.

Good road access to the development will be maintained. However, a comprehensive network of public transport, walking and cycling routes will be established to foster more sustainable modes of travel. Buildings and services will meet high environmental standards, and leading edge telecommunications infrastructure will be provided to attract high-technology businesses and assist people in working from home.

Cranbourne West will become known as a leading example of best practice in sustainable urban development. This will set it apart from other developments and lift the identity of Cranbourne, attracting residents, businesses and visitors who place a premium on ecologically, socially and economically responsible lifestyles.



plan 5

future urban structure

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Figure 1: Enlargement of Plan 5 - Thompsons Road to Wedge Road

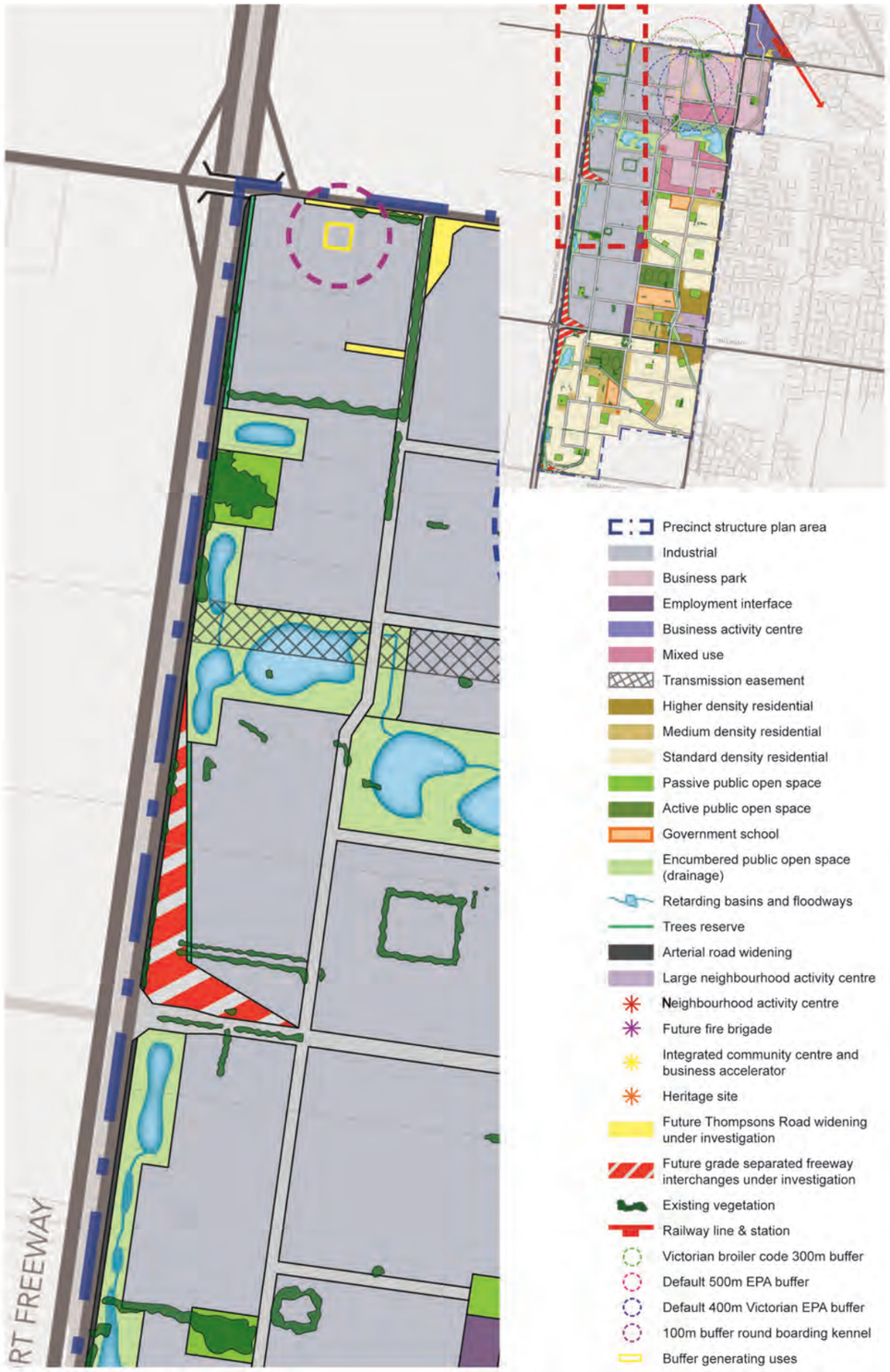


Figure 2: Enlargement of Plan 5 - Wedge Road to Hall Road

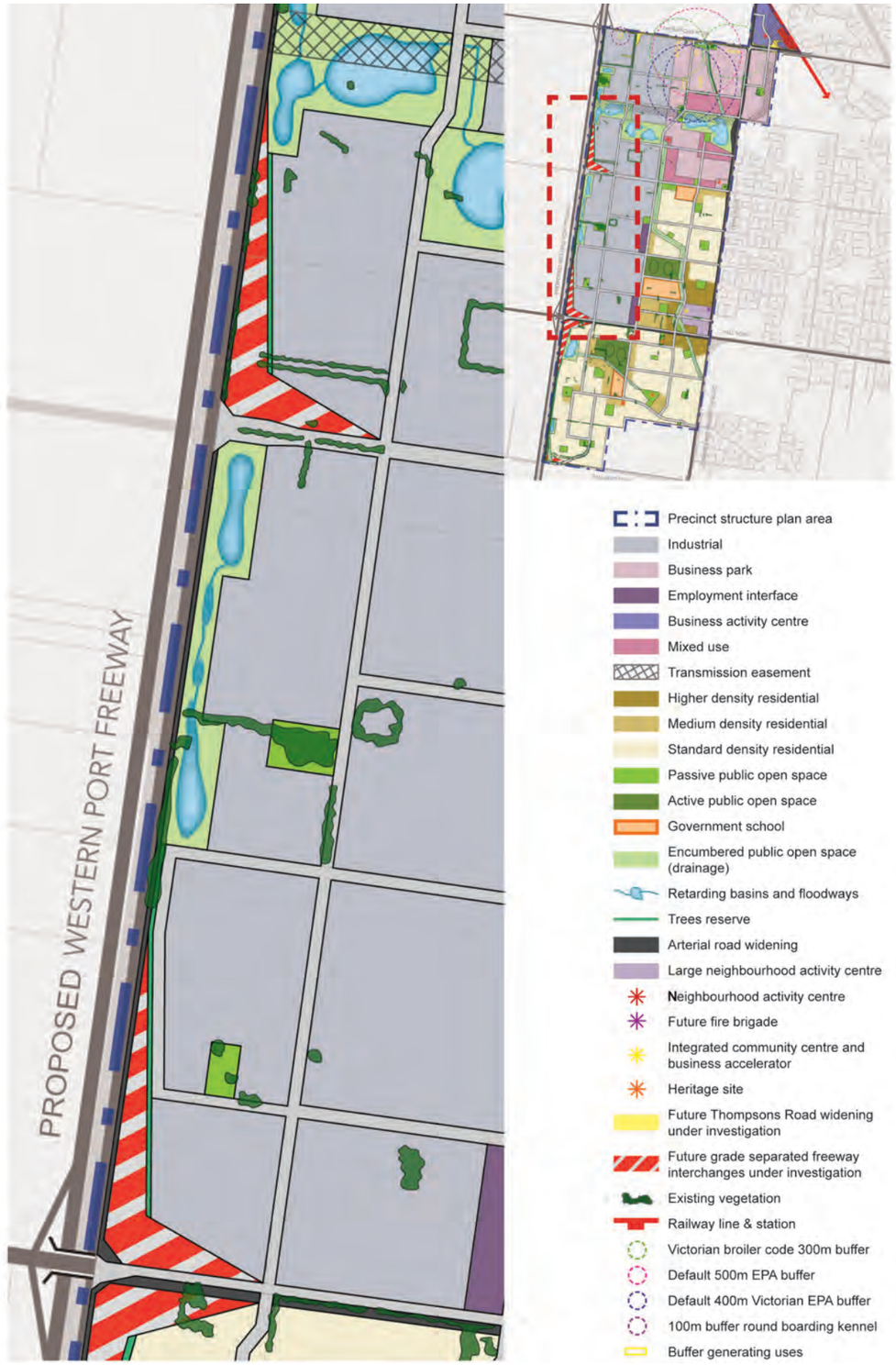


Figure 3: Enlargement of Plan 5 -Hall Road to Ballarto Road

3.2 NEW COMMUNITY AND EMPLOYMENT STRUCTURE

3.2.1 BROAD LAND USE CONFIGURATION

The Precinct consists of two principal land uses: residential and employment. The structure of the Precinct is determined by the need to achieve a dwelling yield sufficient to sustain core community infrastructure (i.e. schools, kindergartens, local social and health services, local shops and parks) whilst providing maximum employment land.

Employment land uses are generally located in the north and west of the Precinct, whilst residential land uses are located in the east and south of the Precinct. Employment land uses generating higher job densities, such as offices, are located in the north-east of the Precinct toward Merinda Park Station, while lower job density land uses, such as distribution centres, are generally located in the southwest. A range of residential densities will be sought to respond to activity centres and the interface to the UGB.

There are a number of reasons for this configuration of uses:

- It locates residential development and other sensitive land uses away from existing poultry operations and the electricity terminal station in the north of the Precinct.
- It maximises the length of new residential frontage along the Evans Road interface to the existing Cranbourne West community, and thereby facilitates integration of new residential development with the existing Cranbourne West community and shared use of supporting land uses such as activity centres, community facilities and schools.
- It preserves land with higher landscape values in the south of the Precinct for 'prestige' residential development to encourage executives and senior managers to live locally.
- It encourages transit-oriented development by locating the highest trip-generating land uses (i.e. offices, mixed use) near to public transport services at Merinda Park Station.
- It locates employment land uses which generate a high proportion of heavy vehicle trips close to access points to Western Port Highway.
- It optimises the exposure for businesses to the Western Port Highway, and minimises new residential frontages to its high traffic volumes.
- It facilitates creation of a high quality business park and mixed use environment by encircling the Melbourne Water retarding basin on Evans Road with consistent land uses.
- It manages interfaces between new residential development and employment land uses by locating complementary mixed use activities and public open spaces along the Precinct's central internal spine.

The future structure for urban development within the Precinct is shown in Plan 5.

3.2.2 INTEGRATED LIVING AND WORKING COMMUNITY

Residential and employment areas will develop a distinct sense of character and image across the Precinct. However, a 2.4km interface between residential and employment land uses along the Precinct's central internal spine presents an opportunity to knit the Precinct together into an integrated living and working community.

The north south 'employment interface' punctuated by a series of east-west pedestrian and road connections will enable direct access into employment areas by the workforce residing in the new residential development and the existing Cranbourne West community.

In addition to strong connections across the Precinct, the central spine will have detailed design controls to manage built form integration, planned around a series of public open spaces along a boulevard style road, evolving into an adaptable mixed use corridor which provides transitional built form between residential neighbourhoods and larger scale industrial buildings. In this mixed use employment interface, Council envisages that the Precinct could accommodate a finer-grain style of commercial and industrial buildings catering for emerging professional and business support activities that will not adversely affect residential amenity.

3.2.3 GREEN WEB

- The Precinct's 'constructed' agricultural landscape means little indigenous vegetation remains and its landscape characteristics are defined by mature windrows and gently undulating land dissected and shaped by drainage corridors. These landscape features form green infrastructure that provide a framework of natural assets that will shape land uses and connections within the Precinct and into the surrounding urban fabric and open space network. This green web will contribute to the Precinct creating a 'city living, country feel' for residents and workers through access to high quality, well located green spaces and will echo an important reminder of the pre-contact landscape as aspired by the local Aboriginal communities.

Components of the green web are:

- Drainage corridors and retarding basins.
- Local and linear parks framed by existing and remnant windrows and copses.
- An Aboriginal park.
- Active public open space.
- Green road verges.
- Local high points and ridgelines.
- View lines.

3.2.4 IMAGE AND CHARACTER

The existing and previous agricultural use has removed most of the remnant indigenous vegetation from the Precinct leaving only scattered mature trees in pastures and roadsides and small, fragmented roadside patches of trees and shrubs, grasses and herbs.

In developing the PSP, landscape cues have been taken from the topography, views and vistas, remnant vegetation, rural dams and drainage lines.

Casey C21 and the Casey Image Strategy encourage a treed image for Casey and in particular Cranbourne West. They endorse extensive boulevard planting along the main road network. This includes boulevard planting across drainage lines to encourage views to the wide green spaces with informal indigenous plantings along water courses.

The sandy soil conditions, particularly in the area south of Hall Road, will pose challenges to establishment of vegetation over time. This places additional significance on the retention of indigenous and non-indigenous vegetation within the development of the Precinct to help establish an image and character for the new communities from day one. They provide a sense of place and character for the residential area, allowing additional planting over time to grow, replace and then form the dominate character.

Open space, community infrastructure and roads has been cognisant of these features and in many cases to incorporated them within public land, so that Council can build on the image and character of the new community over time.

A tree reserve is required along the eastern side of Western Port Highway to ensure the implementation of the Casey Arterial Roads Tree Strategy (CARTS). The purpose of this reservation is to facilitate a double row of tree planting along the Highway which assists with creating a legible and unified landscape character in Casey. This reserve has been implemented to the north of Thompsons Road in Lyndhurst and carrying it along the length of Western Port Highway is highly desirable. Similarly, the implementation of CARTS on the other arterial roads will ensure a consistent landscape theme with existing residential areas.

3.2.5 HOUSING

The establishment of an integrated and sustainable residential suburb by developing walkable neighbourhoods is a key element of the PSP.

The configuration of residential development within the Precinct creates two walkable neighbourhoods – one north of Hall Road which includes part of the existing development east of Evans Road, and another south of Hall Road.

3.2.6 COMMUNITY FACILITIES

The community and recreation facilities for Cranbourne West will be provided in community hubs within activity centres enabling shared use of space between community and other activities. A range of state agencies and the City of Casey have identified facilities required to serve the existing and future community of Cranbourne West.

The allocation of land for such facilities and commitment by agencies and developers will ensure that facilities including local parks, playgrounds and community meeting places will be provided in each neighbourhood as residents move in, while other facilities including schools, children's services, health facilities and formal recreation facilities will be provided when the population threshold to support their provision has been reached.

The early provision of community and recreation facilities in each neighbourhood will contribute to a sense of community identity and provide an opportunity for participation and proactive community development.

As the new community will have a relatively youthful age profile, the focus of facilities and amenity will be on young families. The facilities will be flexible to meet the community's changing needs as the population matures.

An indoor community meeting space for early service delivery and community engagement and development services will be required in the northern and southern residential areas at the commencement of development. It is proposed that this space be provided by the relevant developer as part of the display village component of their development. The use of these spaces will be relocated into the integrated community centre in the NAC when developed.

3.2.7 OPEN SPACE

IIn addition to providing well located open space areas for the future communities, the PSP has been influenced by the traditional pathways of the Boon wurrung people and other sites of local heritage significance and the natural environment, including the location of remnant indigenous vegetation and potential habitat for the Dwarf Galaxias and Growling Grass Frog.

The open space infrastructure within the Precinct falls into five categories:

- Drainage Corridors and Retarding Basins.
- Passive Open Space.
- Active Spaces.
- Hub Spaces.
- Edge Spaces.

Each category of open space is designed to serve a particular purpose.

3.2.8 TRANSPORT AND MOVEMENT

The provision of an efficient and safe road, cycle and pedestrian network will be important to the successful development of the Precinct. Not only will good networks facilitate movements within the Precinct but these networks will ensure that the Precinct will successfully integrate with the existing residential area of Cranbourne West.

The road network will need to be designed to ensure that vehicle and truck movements associated with the industrial and employment areas can be accommodated and will not conflict with residential traffic and amenity.

The management and coordinated delivery of the road network will be achieved through identifying an appropriate road hierarchy and implementing the Cranbourne West Development Contributions Plan.

To achieve the public transport requirements, a hierarchy of public transport has been identified to serve Cranbourne West comprising of strategic regional services linking to key activity centres and a network of local services throughout the Precinct connecting the residential areas to the local destinations.

Plans 13, 14, and 15 show the proposed road, public transport, walking and cycling network to support development in the Precinct.

3.2.9 EMPLOYMENT AND ACTIVITY CENTRES

A core component of the PSP is to provide the framework for the establishment of land uses to increase employment opportunities and to deliver an orderly hierarchy of activity centres to service the expected residential and commercial development.

The PSP includes a number of new activity centres to serve the new residential and business communities of Cranbourne West. Most of these centres will be mixed use centres that integrate retail, commercial, community and potentially residential uses to create vibrant, safe and efficient focal points for the community.

The future retail hierarchy of the Precinct taking into account the forecast resident and working population within Cranbourne West will be supported by the following Activity Centres:

- 1 x large Neighbourhood Activity Centre to meet the daily and weekly needs of the catchment population.
- 3 x smaller Neighbourhood Activity Centres to meet the daily convenience needs (or daily 'top up' needs) of the catchment population and workers.
- 1 x Business Activity Centre to meet the needs of on-site workers and facilitate long-term development of a transit oriented development.

The location of the proposed activity centres is shown in Plan 10.

The size of each centre has been determined to ensure an appropriate hierarchy of activity centres is provided within the Precinct and the municipality and that each centre will not unreasonably conflict and compete with other centres in the network.

In additional to supporting the development of four new activity centres, the PSP seeks the establishment of significant employment areas through designating land for industry, office and mixed used development.

The Precinct is forecast to accommodate between a minimum of 10,626 and up to 16,762 new jobs.

The PSP identifies specific locations for different types of employment generating uses as shown on Plan 9. These areas are:

- Industrial.
- Business Park.
- Mixed Use.
- Employment interface.
- Business Activity Centre.

3.3 LAND BUDGET AND DEMOGRAPHIC PROJECTIONS

3.3.1 LAND BUDGET

The PSP covers an area of approximately 790.93ha which comprises a range of different land use components. As identified in the land budget at Table 2 the total Net Residential Developable Area (NDA) is 254.12ha and the total Net Employment Developable Area is 349.72ha which includes 8.5ha west of Merinda Park Station.

In addition to Residential NDA the new community includes 23.7ha for schools, community facilities and neighbourhood activity centres. A further 40.54ha is provided as unencumbered public open space (including passive and active) and 19.2ha is encumbered land available for recreation including retarding basins and floodways.

3.3.2 DEMOGRAPHIC PROJECTIONS

It is estimated that the residential area within the Precinct will provide approximately 4,477 new households with a population of approximately 12,560 residents. Increased population densities will be achieved through provision of higher housing densities around activity nodes. The estimated population is sufficient to satisfy minimum catchment thresholds required for a comprehensive range of community infrastructure and services.

The estimated household, population and lot yield is shown in Table 3.

The expected residential density and population will build upon the existing residential population of Cranbourne West, east of Evans Road.

As demonstrated in Table 1, the likely population distribution shows a high percentage of population in two key age cohorts. These include infants and children younger than nine years of age and adults between 25 and 39 years of age. Provision of services and facilities for these user groups is particularly important in the early years of development within the Precinct.

3.3.3 NET DEVELOPABLE AREA AND PASSIVE PUBLIC OPEN SPACE

Plan 6 shows the 63 individual properties within the Precinct. The NDA and passive public open space (POS) required to be provided on each property is shown in Table 4.

plan 6

property plan

cranbourne west precinct structure plan

Table 1: The likely population distribution in the Precinct

Age group	Proportion*	Estimated number of people
0 to 4	18%	2263
5 to 9	14%	1760
10 to 14	4%	503
15 to 19	5%	629
20 to 24	3%	377
25 to 29	14%	1760
30 to 39	25%	3143
40 to 49	9%	1132
50 to 59	4%	503
60 to 69	2%	251
70+	2%	251
Total	**100%**	**12573**

Table 2: Land Budget

DESCRIPTION	South Residential			North Residential			Residential Totals			Employment			Total Precinct		
	Hectares	% of Total Precinct	% of NDA	Hectares	% of Total Precinct	% of NDA	Hectares	% of Total Precinct	% of NDA	Hectares	% of Total Precinct	% of NDA	Hectares	% of Total Precinct	% of NDA
TOTAL PRECINCT AREA (ha)	210.81	100.0%		133.29	100.0%		344.10	100.0%		446.83	100.0%		790.93	100.0%	
Transport															
6 Lane Arterial Roads	6.87	3.26%	4.16%	1.98	1.49%	2.22%	8.85	2.6%	3.5%	11.58	2.6%	3.3%	20.43	2.58%	3.37%
4 Lane Arterial Roads	0.00	0.00%	0.00%	0.00	0.00%	0.00%	0.00	0.0%	0.0%	0.47	0.1%	0.1%	0.47	0.06%	0.08%
Freeway Interchange	4.73	2.24%	2.87%	0.00	0.00%	0.00%	4.73	1.4%	1.9%	10.71	2.4%	3.1%	15.44	1.95%	2.56%
Tree Reserves / Buffers	1.18	0.56%	0.72%	0.00	0.00%	0.00%	1.18	0.34%	0.46%	1.38	0.31%	0.39%	2.56	0.32%	0.42%
Railway Corridors / Easements	0.00	0.00%	0.00%	0.00	0.00%	0.00%	0.00	0.0%	0.0%	0.49	0.1%	0.1%	0.49	0.06%	0.08%
Sub-total	**12.78**	**6.06%**	**7.74%**	**1.98**	**1.49%**	**2.22%**	**14.76**	**4.29%**	**5.8%**	**24.63**	**5.51%**	**7.0%**	**39.39**	**4.98%**	**6.52%**
Community Facilities															
Community Services Facilities	0.10	0.05%	0.06%	0.55	0.41%	0.62%	0.65	0.19%	0.26%	0.00	0.00%	0.00%	0.65	0.08%	0.11%
Neighbourhood Activity Centre (NAC)	0.00	0.00%	0.00%	7.45	5.59%	8.36%	7.45	2.17%	2.93%	0.00	0.00%	0.00%	7.45	0.94%	1.23%
Subtotal	**0.10**	**0.05%**	**0.06%**	**8.00**	**6.00%**	**8.98%**	**8.10**	**2.35%**	**3.19%**	**0.00**	**0.00%**	**0.00%**	**8.10**	**1.02%**	**1.33%**
Government Education															
Government Schools	3.58	1.70%	2.17%	11.90	8.93%	13.35%	15.48	4.50%	6.09%	0.00	0.00%	0.00%	15.48	1.96%	2.55%
Subtotal	**3.58**	**1.70%**	**2.17%**	**11.90**	**8.93%**	**13.35%**	**15.48**	**4.50%**	**6.09%**	**0.00**	**0.00%**	**0.00%**	**15.48**	**1.96%**	**2.55%**
Open Space															
Encumbered Land Available for Recreation															
Power easements	0.00	0.00%	0.00%	0.00	0.00%	0.00%	0.00	0.00%	0.00%	24.78	5.55%	7.03%	24.78	3.13%	4.08%
Waterway / Drainage Line / Wetland / retarding	10.31	4.89%	6.25%	8.86	6.65%	9.94%	19.17	5.57%	7.54%	39.63	8.87%	11.24%	58.80	7.43%	9.69%
Heritage	0.00	0.00%	0.00%	0.00	0.00%	0.00%	0.00	0.00%	0.00%	0.00	0.00%	0.00%	0.00	0.00%	0.00%
Conservation	0.00	0.00%	0.00%	0.00	0.00%	0.00%	0.00	0.00%	0.00%	0.00	0.00%	0.00%	0.00	0.00%	0.00%
Subtotal	**10.31**	**4.89%**	**6.25%**	**8.86**	**6.65%**	**9.94%**	**19.17**	**5.57%**	**7.54%**	**64.41**	**14.41%**	**18.26%**	**83.58**	**10.57%**	**13.77%**
Unencumbered Land Available for Recreation															
Active Open Space	9.90	4.7%	6.00%	8.00	6.0%	9.0%	17.90	5.2%	7.0%	0.00	0.0%	0.00%	17.90	2.26%	2.95%
Passive Open Space	9.13	4.3%	5.53%	5.44	4.1%	6.1%	14.57	4.2%	5.7%	8.07	1.8%	2.29%	22.64	2.86%	3.73%
Subtotal	**19.03**	**9.0%**	**11.53%**	**13.44**	**10.1%**	**15.1%**	**32.47**	**9.4%**	**12.78%**	**8.07**	**1.8%**	**2.29%**	**40.54**	**5.13%**	**6.68%**
TOTALS OPEN SPACE	**29.34**	**13.9%**	**17.78%**	**22.30**	**16.7%**	**25.03%**	**51.64**	**15.0%**	**20.32%**	**72.48**	**16.2%**	**20.55%**	**124.12**	**15.7%**	**20.46%**
NET DEVELOPABLE AREA (NDA) ha	**165.01**	**78.27%**		**89.11**	**66.85%**		**254.12**	**73.85%**		**349.72**	**78.27%**		**603.84**	**76.35%**	

Table 3: Estimated household, population and lot yield

DESCRIPTION	Ha	Dwell / ha	Dwellings	Avg HH Size	Est Population	% Local & connector Rds	Local + Conn Rds Area	Housing Ha (less roads)	Avg Lot size	% of Lots
Cranbourne West South										
Residential - Conventional Density Residential	141.19	15.00	2118	3.1	6565	30.0%	42.4	98.8	467	76.9%
Residential - Medium Density	15.98	25.00	399	2.5	999	30.0%	4.8	11.2	280	14.5%
Residential - Medium Density - Retirement	0.00	25.00	0	1.4	0	30.0%	0.0	0.0	0.0	0.0%
Residential - High Density	7.85	30.00	235	1.9	447	30.0%	2.4	5.5	233	8.6%
Totals	**165.01**	**16.7**	**2753**		**8011**		**49.5**	**115.5**	**419.6**	**100%**
Cranbourne West North										
Residential - Conventional Density Residential	57.66	15.00	865	3.1	2681	30.0%	17.3	40.4	467	50.0%
Residential - Medium Density	15.99	25.00	400	2.5	999	30.0%	4.8	11.2	280	23.1%
Residential - Medium Density - Retirement	0.00	25.00	0	1.4	0	30.0%	0.0	0.0	0.0	0.0%
Residential - High Density	15.47	30.00	464	1.9	882	30.0%	4.6	10.8	233	26.8%
Totals	**89.11**	**19.4**	**1728**		**4562**		**26.7**	**62.4**	**360.9**	**100%**
Cranbourne West Totals										
Activity Centre (retail / office / mixed use)	4.00									
Residential - Conventional Density Residential	198.85	15.00	2983	3.1	9246	30.0%	59.7	139.2	467	66.6%
Residential - Medium Density	31.96	25.00	799	2.5	1998	30.0%	9.6	22.4	280	17.8%
Residential - Medium Density - Retirement	0.00	25.00	0	1.4	0	30.0%	0.0	0.0	0.0	0.0%
Residential - High Density	23.31	30.00	699	1.9	1329	30.0%	7.0	16.3	233	15.6%
TOTALS	**254.12**	**17.6**	**4481**		**12573**		**76.2**	**177.9**	**397.0**	**100%**

-

Table 4: Property Specific Land Use Budget

Property Number	Property Address	Land Use	Total Area (Hectares)	Arterial Road	Freeway Interchange	Thompson Rd widening	Tree Reserve	Floodway	Retarding Basin	Power	Railway station	Education Facilities	Active Open Space	Large NAC	Community Facilities	Business Park	Employment Interface	Industrial	Mixed Use	Business Activity Centre	Passive Open Space	High Density Residential	Medium Density Residential	Standards Density Residential	Roads	Total Infrastructure	Gross Developable Area (ha)	Net Developable Area (ha)	Passive Open Space (ha)	Passive Open Space (%)
1	1/910 Thompsons Rd, Cranbourne West	Industrial	**2.00**	0.14			0.15											1.71								**0.29**	**1.71**	**1.71**	**0.00**	**0.0%**
2	920 Thompsons Rd, Cranbourne West	Industrial	**2.04**			0.12												1.92								**0.12**	**1.92**	**1.92**	**0.00**	**0.0%**
3	1/930 Thompsons Rd, Cranbourne West	Industrial	**3.33**			0.30												3.03								**0.30**	**3.03**	**3.03**	**0.00**	**0.0%**
4	490 Western Port Hwy, Cranbourne West	Industrial	**2.48**	0.09			0.09											2.30								**0.18**	**2.30**	**2.30**	**0.00**	**0.0%**
5	500 Western Port Hwy, Cranbourne West	Industrial	**3.77**	0.10			0.09											3.58								**0.19**	**3.58**	**3.58**	**0.00**	**0.0%**
6	510 Western Port Hwy, Cranbourne West	Industrial	**3.78**	0.10			0.03		1.20									2.45								**1.33**	**2.45**	**2.45**	**0.00**	**0.0%**
7	520 Western Port Hwy, Cranbourne West	Industrial	**3.64**	0.09					0.18									2.16			1.21					**0.27**	**3.37**	**2.16**	**1.21**	**56.0%**
8	530 Western Port Hwy, Cranbourne West	Industrial	**3.56**	0.09					0.39									2.45			0.63					**0.48**	**3.08**	**2.45**	**0.63**	**25.7%**
9	540T Western Port Hwy, Cranbourne West	Industrial	**3.54**	0.09					0.75									2.70								**0.84**	**2.70**	**2.70**	**0.00**	**0.0%**
10	940 Thompsons Rd, Cranbourne West	Industrial	**21.80**			0.73												17.96							3.11	**0.73**	**21.07**	**21.07**	**0.00**	**0.0%**
11	30 Gwen Rd, Cranbourne West	Industrial	**12.11**															11.15							0.96	**0.00**	**12.11**	**12.11**	**0.00**	**0.0%**
12	970 Thompsons Rd, Cranbourne West	Industrial	**2.02**			0.10												1.92								**0.10**	**1.92**	**1.92**	**0.00**	**0.0%**
13	980 Thompsons Rd, Cranbourne West	Industrial	**2.04**			0.10												1.94								**0.10**	**1.94**	**1.94**	**0.00**	**0.0%**
14	990 Thompsons Rd, Cranbourne West	Business Park	**2.05**			0.09										1.96										**0.09**	**1.96**	**1.96**	**0.00**	**0.0%**
15	1000 Thompsons Rd, Cranbourne West	Business Park	**2.03**			0.11										1.80									0.12	**0.11**	**1.92**	**1.92**	**0.00**	**0.0%**
16	15 Gwen Rd, Cranbourne West	Business Park	**2.03**													1.99									0.04	**0.00**	**2.03**	**2.03**	**0.00**	**0.0%**
17	5 Gwen Rd, Cranbourne West	Business Park	**2.02**													1.87									0.15	**0.00**	**2.02**	**2.02**	**0.00**	**0.0%**
18	20 Gwen Rd, Cranbourne West	Business Park	**2.01**													1.97									0.04	**0.00**	**2.01**	**2.01**	**0.00**	**0.0%**
19	10 Gwen Rd, Cranbourne West	Business Park	**2.03**													1.88									0.15	**0.00**	**2.03**	**2.03**	**0.00**	**0.0%**
20	75 Missens Rd, Cranbourne West	Business Park	**2.22**													1.53					0.20				0.49	**0.00**	**2.22**	**2.02**	**0.20**	**9.9%**
21	1010 Thompsons Rd, Cranbourne West	Business Park	**1.99**			0.08		0.10								1.41					0.27				0.13	**0.18**	**1.81**	**1.54**	**0.27**	**17.5%**
22	1020 Thompsons Rd, Cranbourne West	Business Park	**2.16**			0.07		0.70								1.25					0.14					**0.77**	**1.39**	**1.25**	**0.14**	**11.2%**
23	1030 Thompsons Rd, Cranbourne West	Business Park	**3.23**			0.14		0.47								2.05					0.57					**0.61**	**2.62**	**2.05**	**0.57**	**27.8%**
24	1040 Thompsons Rd, Cranbourne West	Business Park	**3.44**			0.09										3.35										**0.09**	**3.35**	**3.35**	**0.00**	**0.0%**
25	30 Missens Rd, Cranbourne West	Business Park	**2.02**					0.22								1.75									0.05	**0.22**	**1.80**	**1.80**	**0.00**	**0.0%**
26	1060 Thompsons Rd, Cranbourne West	Business Park	**2.37**	0.01		0.21										2.15										**0.22**	**2.15**	**2.15**	**0.00**	**0.0%**
27	321 Evans Rd, Cranbourne West	Business Park	**1.20**													1.20										**0.00**	**1.20**	**1.20**	**0.00**	**0.0%**
28	315 Evans Rd, Cranbourne West	Business Park	**1.20**													1.20										**0.00**	**1.20**	**1.20**	**0.00**	**0.0%**
29	305 Evans Rd, Cranbourne West	Business Park	**2.40**													2.40										**0.00**	**2.40**	**2.40**	**0.00**	**0.0%**
30	295 Evans Rd, Cranbourne West	Business Park	**2.39**													2.39										**0.00**	**2.39**	**2.39**	**0.00**	**0.0%**
31	5 Volk Rd, Cranbourne West	Business Park	**2.00**													1.85									0.15	**0.00**	**2.00**	**2.00**	**0.00**	**0.0%**
32	15 Volk Rd, Cranbourne West	Business Park	**2.04**													2.00									0.04	**0.00**	**2.04**	**2.04**	**0.00**	**0.0%**
33	1/25-27 Volk Rd, Cranbourne West	Business Park	**2.08**					0.54								1.47									0.07	**0.54**	**1.54**	**1.54**	**0.00**	**0.0%**
34	35 Volk Rd, Cranbourne West	Business Park	**2.30**					0.29								1.98									0.03	**0.29**	**2.01**	**2.01**	**0.00**	**0.0%**
35	285 Evans Rd, Cranbourne West	Business Park	**2.03**													2.03										**0.00**	**2.03**	**2.03**	**0.00**	**0.0%**
36	275 Evans Rd, Cranbourne West	Business Park	**2.03**													1.20			0.35						0.48	**0.00**	**2.03**	**2.03**	**0.00**	**0.0%**

Table 4: Property Specific Land Use Budget (*continued*)

Property Number	Property Address	Land Use	Total Area (Hectares)	Arterial Road	Freeway Interchange	Thompson Rd widening	Tree Reserve	Floodway	Retarding Basin	Power	Railway station	Education Facilities	Active Open Space	Large NAC	Community Facilities	Business Park	Employment Interface	Industrial	Mixed Use	Business Activity Centre	Passive Open Space	High Density Residential	Medium Density Residential	Standards Density Residential	Roads	Total Infrastructure	Gross Developable Area (ha)	Net Developable Area (ha)	Passive Open Space (ha)	Passive Open Space (%)
37	10 Volk Rd, Cranbourne West	Mixed use	**2.02**																1.66						0.36	**0.00**	**2.02**	**2.02**	**0.00**	**0.0%**
38	20 Volk Rd, Cranbourne West	Mixed use	**2.03**																1.77						0.26	**0.00**	**2.03**	**2.03**	**0.00**	**0.0%**
39	30 Volk Rd, Cranbourne West	Mixed use	**2.03**																1.77						0.26	**0.00**	**2.03**	**2.03**	**0.00**	**0.0%**
40	40 Volk Rd, Cranbourne West	Mixed use	**2.90**					0.55											1.98						0.37	**0.55**	**2.35**	**2.35**	**0.00**	**0.0%**
41	265 Evans Rd, Cranbourne West	Mixed use	**2.02**	0.01				0.01											2.00							**0.02**	**2.00**	**2.00**	**0.00**	**0.0%**
42	255 Evans Rd, Cranbourne West	Mixed use	**2.03**	0.09				0.20											1.26						0.48	**0.29**	**1.74**	**1.74**	**0.00**	**0.0%**
43	340 Evans Rd, Lyndhurst	Business Activity Centre	**15.97**	2.02		0.49				4.98										7.15					1.33	**7.49**	**8.48**	**8.48**	**0.00**	**0.0%**
44	280 Evans Rd, Cranbourne West	Business Park	**24.45**	1.51		0.21				5.10						15.41					0.71				1.51	**6.82**	**17.63**	**16.92**	**0.71**	**4.2%**
45	590 Western Port Hwy, Cranbourne West	Industrial	**39.91**	0.35	0.72		0.18	0.56	14.54	6.71								13.99							2.86	**23.06**	**16.85**	**16.85**	**0.00**	**0.0%**
46	620 Western Port Hwy Cranbourne West	Industrial	**39.89**	0.33	3.12		0.20		1.11									29.92							5.21	**4.76**	**35.13**	**35.13**	**0.00**	**0.0%**
47	690 Western Port Hwy, Cranbourne West	"Industrial Employment interface"	**56.08**	0.60					4.90								2.49	42.02			1.82				4.25	**5.50**	**50.58**	**48.76**	**1.82**	**3.7%**
48	635 Hall Rd, Cranbourne West	"Industrial Employment interface"	**67.67**	0.80	3.94		0.64										2.46	52.96			0.60				6.27	**5.38**	**62.29**	**61.69**	**0.60**	**1.0%**
49	195 Evans Rd, Cranbourne West	"Business Park Mixed use Employment Interface"	**48.85**	0.47				2.34	0.03	1.30						25.72	1.60		10.98		1.64				4.77	**4.14**	**44.71**	**43.07**	**1.64**	**3.8%**
50	175 Evans Rd, Cranbourne West	Public open space	**0.48**	0.10																	0.28				0.10	**0.10**	**0.38**	**0.10**	**0.28**	**280.0%**
51	165 Evans Rd, Cranbourne West	Residential	**0.49**	0.11																			0.28		0.10	**0.11**	**0.38**	**0.38**	**0.00**	**0.0%**
52	135 Evans Rd, Cranbourne West	Residential	**66.13**	0.95				5.56				3.50									3.10		4.67	43.35	5.00	**10.01**	**59.62**	**53.02**	**3.10**	**5.8%**
53	665 Hall Rd, Cranbourne West	Residential	**66.40**	0.92				3.29				8.40	8.00	7.45	0.55						2.08	13.10	8.59	5.49	8.53	**28.61**	**62.19**	**35.71**	**2.08**	**5.8%**
54	570 Hall Rd, Cranbourne West	Residential	**39.59**	1.55	4.00		1.05	0.09	4.41												1.14		2.29	21.61	3.45	**11.10**	**28.49**	**27.35**	**1.14**	**4.2%**
55	1/630 Hall Rd, Cranbourne West	Residential	**54.17**	0.87				1.34				3.58	9.90		0.10						2.12		7.45	21.97	6.84	**15.79**	**51.96**	**36.26**	**2.12**	**5.8%**
56	2/660 Hall Rd, Cranbourne West	Residential	**18.29**	0.80																	0.96	1.34	1.02	12.31	1.86	**0.80**	**17.49**	**16.53**	**0.96**	**5.8%**
57	1/660 Hall Rd, Cranbourne West	Residential	**14.99**	0.76				1.54													0.70	5.52		6.21	0.26	**2.30**	**12.69**	**11.99**	**0.70**	**5.8%**
58	865 Cranbourne/Frankston Rd, Cranbourne West	Residential	**49.67**					0.56													2.68		3.21	37.61	5.61	**0.56**	**49.11**	**46.43**	**2.68**	**5.8%**
59	950 Western Port Hwy, Cranbourne West	Residential	**31.51**	0.30	0.73		0.13	1.16	1.21												1.53			23.74	2.71	**3.53**	**27.98**	**26.45**	**1.53**	**5.8%**
60	195W Evans Rd, Cranbourne West	Retarding basin	**17.24**	1.48					10.55	5.19															0.02	**17.22**	**0.02**	**0.02**	**n/a**	**n/a**
61	201W Evans Rd, Cranbourne West	Retarding basin	**0.23**	0.15												0.03									0.05	**0.15**	**0.08**	**0.08**	**n/a**	**n/a**
62	Merinda Park railway station, Cranbourne North	Train station	**2.27**	0.19		0.09				1.50	0.49															**2.27**	**0.00**	**0.00**	**n/a**	**n/a**
63	685 Hall Road	Public Open Space	**0.27**					0.01													0.26					**0.01**	**0.26**	**0.00**	**0.26**	**100.0%**
Section of Thompsons Road and Evans Road within precinct		Existing Roading	**2.38**	2.38																						**2.38**	**0.00**	**0.00**	**n/a**	**n/a**
Gwen, Missens, Volk Roads road reserves		Existing Roading	**2.14**																						2.14	**0.00**	**2.14**	**2.14**	**n/a**	**n/a**
Hall Road within employment area		Existing Roading	**0.86**	0.86																						**0.86**	**0.00**	**0.00**	**n/a**	**n/a**
Hall Road within residential area		Existing Roading	**2.59**	2.59																						**2.59**	**0.00**	**0.00**	**0.00**	**0.00**
TOTAL			**790.93**	**20.90**	**12.51**	**2.93**	**2.56**	**19.53**	**39.27**	**24.78**	**0.49**	**15.48**	**17.90**	**7.45**	**0.65**	**83.84**	**6.55**	**194.16**	**21.77**	**7.15**	**22.64**	**19.96**	**27.51**	**172.29**	**70.61**	**164.45**	**667.96**	**603.84**	**22.64**	**3.7%**

4.0 ELEMENTS

This chapter sets out the objectives, how the objectives will be implemented and planning and design guidelines for the following Elements:

- Image and Character.
- Housing.
- Employment and Activity Centres.
- Community Facilities.
- Transport and Movement.
- Open space and Natural Systems.
- Transport and Movement.
- Utilities and Energy.

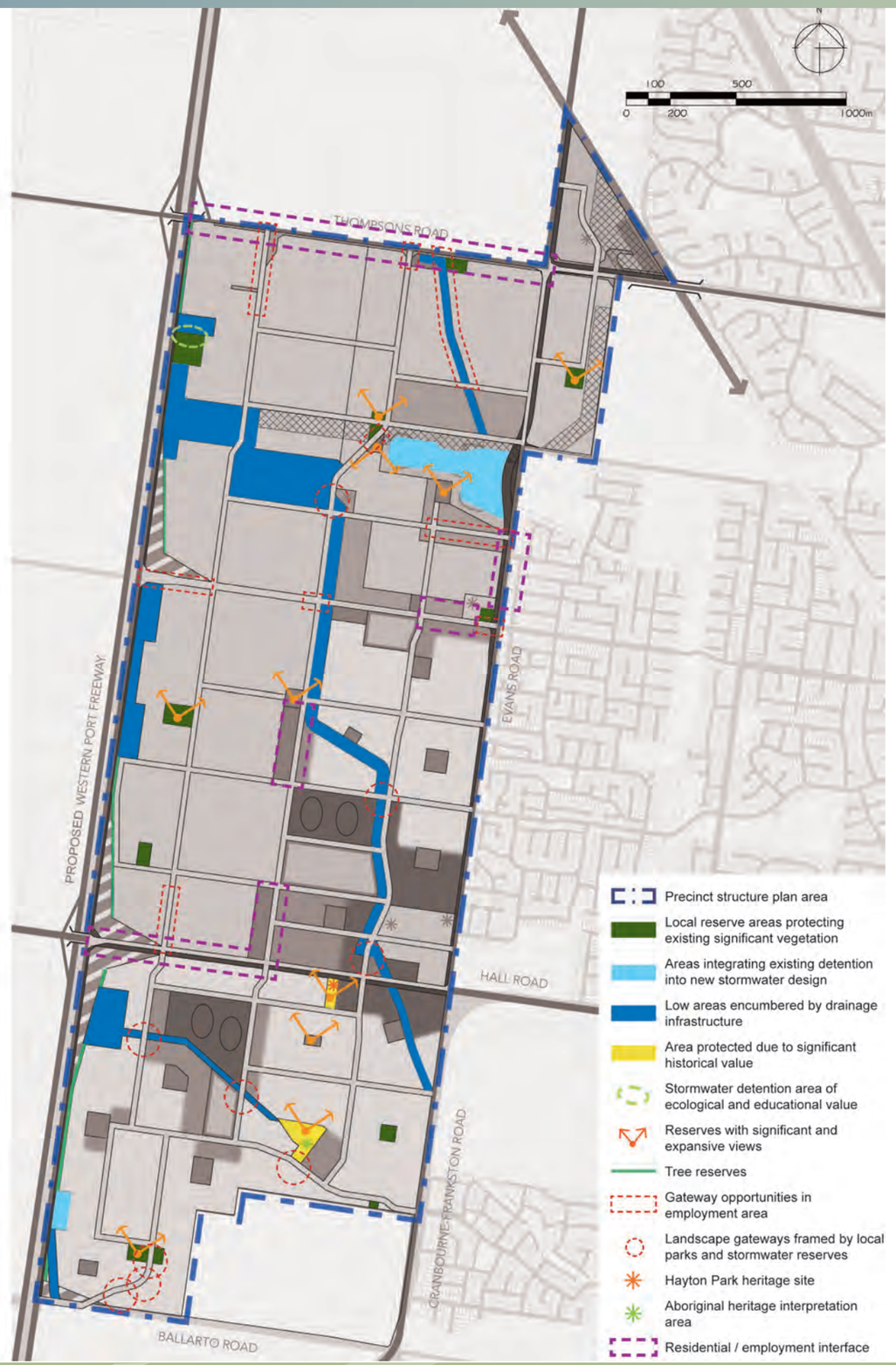
Objectives: an objective describes the desired outcome to be achieved in the completed development.

Implementation: describes how the objectives must be achieved. This includes plans which are the spatial expression of the objectives.

Planning and Design Guidelines: planning and design guidelines including figures and tables that:

- ***must*** be met; or
- ***should*** be met.

If an alternative to a planning and design guideline that 'should' be met, meets the relevant objective(s) for the Element, the alternative may be considered.



plan 7

image & character

cranbourne west precinct structure plan

Victoria The Place To Be

N

4.1 IMAGE AND CHARACTER

4.1.1 IMAGE AND CHARACTER OBJECTIVES

- To celebrate the unique natural and cultural character of the growth area through extending Cranbourne's treed image into Cranbourne West and establishing links between the suburban area and surrounding rural areas.
- To retain identified vegetation within the Precinct for visual interest and identity.
- To preserve significant view lines and vistas.
- To provide an attractive treed landscape that extends Cranbourne's treed image into the Precinct.
- To ensure boulevard tree planting occurs along the collector and arterial roads..

4.1.2 IMPLEMENTATION

The image and character objectives are met by implementation of all the following:

- » ***Preservation of image and character features identified in Plan 7.***
- » ***Public open space identified in Plan 12 and Table 6 and 9.***
- » ***Road network identified in Plan 7 and Plan 13.***
- » ***Provision of landscaping reflecting the Casey Arterial Roads Tree Strategy, Casey Collector Roads Tree Strategy – Trunk, Major & Minor, Casey Local Roads Tree Strategy and the Casey Landscape Policy.***

4.1.3 PLANNING AND DESIGN GUIDELINES

The following planning and design guidelines ***must*** be met:

- Landscape gateways must be addressed with intensive localised planting and urban design themes at locations shown in Plan 7.
- A tree reserve must be implemented along Western Port Highway in residential and industrial subdivisions generally in accordance Cross-sections 1 to 4.

The following planning and design guidelines ***should*** be met:

- Development should acknowledge that much of the vegetation to be retained is "transitional" and its retention is relevant for the immediate image, character and place making of the Precinct even though it may have a limited lifespan or ecological value.
- Where a local road has been placed to ensure preservation of existing vegetation, the road cross section should be widened to facilitate preservation within the road reservation.
- Development should ensure placement of roadways to achieve identified views, vistas and respond to contouring.
- Public art should be encouraged at key locations including landscape and employment gateways and meeting / gathering places.
- Gateway opportunities identified within the Precinct and at key entries into the Precinct as shown in Plan 7 should be carefully designed to ensure high quality and co-ordinated development at significant intersections, termination points and high amenity locations.

4.2 HOUSING

4.2.1 HOUSING OBJECTIVES

Housing design

- To create a diversity of residential lot sizes and housing forms to respond to anticipated demographic change and to provide housing options for a range of household sizes and income groups.
- To create two 'walkable neighbourhoods' - one north of Hall Road which includes part of the existing Cranbourne West community east of Evans Road, and a second south of Hall Road.
- To locate key land uses which act as a magnet for medium and higher density housing on arterial and collector roads, to maximise the opportunity for residents to use public transport.
- To respond to the shallow groundwater table in the south-west corner of the southern residential neighbourhood.
- To encourage subdivision design which provides tree planting zones within public and private space to create a treed image and high quality streetscape.

Interfaces

- To ensure medium density residential development opposite the employment interface is well designed, compact, affordable and contributes to the creation of a human-scale pedestrian streetscape along the central spine road.
- To ensure that subdivision layout and residential lot design provides a positive interface to arterial roads and Western Port Highway.
- To minimise conflict between the needs of residents and industry / commerce within the Precinct.

Affordable housing

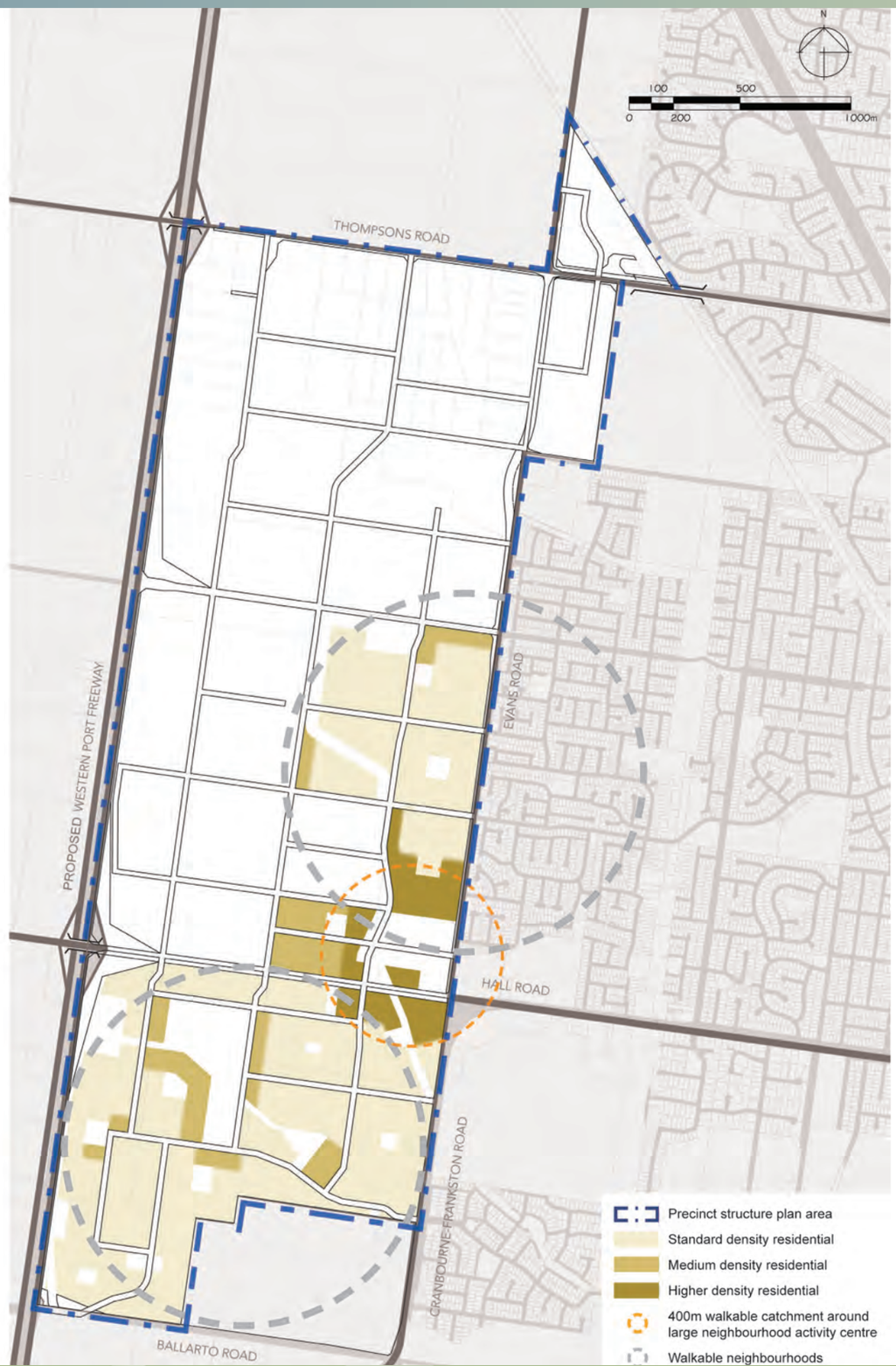
- To create more opportunities for those in the 'intermediate market' to find home ownership options to reduce mortgage stress and achieve an appropriate social mix.
- To create a permanent affordable stock of rental housing for very low income earners and those saving to move into home ownership.

4.2.2 IMPLEMENTATION

These objectives are met by implementation of all the following:

» ***Housing diversity as set out in Plan 8.***

» ***Distribution of densities as set out in Table 3.***



plan 8

housing diversity

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4.2.3 PLANNING AND DESIGN GUIDELINES

Residential interface to Western Port Highway/Future Freeway

The following planning and design guidelines ***must*** be met:

- A tree reserve must be provided within residential subdivisions along the interface to the Western Port Highway/Future Freeway between Hall Road and Ballarto Road that provides a continuous shared path and a double row of trees generally in accordance with Cross-section 1, unless a drainage scheme prepared for the land provides for drainage land which can accommodate the interface treatment provided in Cross-section 1 in which case the width of the tree reserve can be reduced or removed.
- Where a tree reserve is required to be provided, a local street must be provided generally in accordance with Cross-section 1 adjacent to the tree reserve and be addressed by adjacent residential development.

Tree planting zones

The following planning and design guidelines ***must*** be met:

- A residential lot with an area greater than 300 square metres must make provision for the planting of a canopy tree of an appropriate species within the front setback or rear yard to the satisfaction of the responsible authority.

Residential design

The following planning and design guidelines ***should*** be met:

- A mix of housing types should be delivered across the residential neighbourhoods ranging from standard single dwellings to medium and higher density housing generally in accordance with Plan 8.
- Multi-unit development in a horizontal and vertical form should be provided to attract a diverse mix of people and enable people to 'age in place' near to community facilities, services, public transport routes and higher amenity areas.
- Lot sizes and building envelopes should be varied and provide for the activation of public spaces around key activity nodes and public open spaces.

Housing diversity and density

The following planning and design guidelines ***should*** be met:

- An average of at least 30 dwellings per hectare should be provided generally on land designated in Plan 8 as higher density residential with heights of up to 3-4 storeys.
- An average of at least 25 dwellings per hectare should be provided generally on land designated in Plan 8 as 'medium density residential'.
- An average of at least 15 dwellings per hectare should be provided generally on land in Plan 8 designated as 'standard density residential'.

Development proposals should achieve or exceed the minimum housing yields shown on Plan 8 and as described above. However, flexibility is provided for the final configuration and location of different forms of housing to vary from the spatial location depicted in Plan 8 provided the overall housing yields are achieved across the site or all sites within contiguous ownership or control of the applicant.

Other aspects

The following planning and design guidelines ***should*** be met:

- Shallow groundwater in the south-west corner of the southern residential neighbourhood should be carefully managed through appropriate detailed design of development.
- Non-residential uses (in particular more substantial facilities) such as child care centres or medical centres should be located within or adjacent to designated activity centres.

Subdivision and housing design guidelines

The following planning and design guidelines ***must*** be met:

Planning applications for residential subdivision must be accompanied by 'Subdivision and Housing Design Guidelines' prepared to the satisfaction of the responsible authority.

The 'Subdivision and Housing Design Guidelines' must address the following to the satisfaction of the responsible authority:

For multi-dwelling developments or for developments with lots less than 300 square metres in size:

- A detailed urban design response must be prepared and implemented to the satisfaction of the responsible authority. The design response must manage and deliver positive streetscapes which provide for the activation and passive surveillance of the public realm.

For lots greater than 300 square metres in size and that are not proposed for multi-dwelling development (i.e. lots for which a planning permit will not be required for a dwelling or multi-dwellings):

- Housing design guidelines which respond to, and as appropriate implement, the following PSP benchmark guidelines:
  - A garage/carport opening not exceeding more than 40% of the lot width.
  - The garage/carport set back a minimum of 0.84 metre behind the front wall of the dwelling and a minimum of 5.5 metres from the street.
  - Fencing not to be constructed forward of the front wall of the dwelling or 9 metres from the principal frontage, whichever is lesser. A lot that fronts an arterial road may have a maximum 1.2 metre high fence.
  - On a corner residential lot, solid fencing (defined as fencing less than 30 percent translucent) greater than 1.2 metres high which exceeds 40 percent of the secondary street frontage should not be constructed.
- The mechanism for implementation of the design guidelines is to be to the satisfaction fo the responsible authority. Where a building envelope arrangement is required by the responsible authority, a restriction is to be imposed on the lots by the plan of subdivision which sunsets after 25 years. The restriction should include a requirement that, except with the written consent of the responsible authority, no dwelling is constructed outside any specified building envelope which achieves the standards specified in the approved housing design guidelines.

Permit applicants are encouraged to prepare innovative housing design guidelines which will provide for attractive and positive streetscapes.

Medium density residential opposite employment interface land

The following planning and design guidelines ***should*** be met:

- Buildings should address the central spine road and Central Parkway extension and provide the primary pedestrian access into dwellings from these roads.
- Vehicular access to dwellings should be restricted on the central spine road and Central Parkway extension and should be provided from the rear or via shared vehicular accessways from the central spine road and Central Parkway extension serving multiple properties or integrated housing developments.
- Shared vehicular accessways from the central spine road and Central Parkway extension should be spaced approximately 100 metres apart and have a maximum width of 6 metres for trafficable lanes.
- Design of buildings should enable surveillance of the central spine road and Central Parkway extension.
- Fencing between the building and street should not exceed 1.2 metres in height.

4.3 EMPLOYMENT AND ACTIVITY CENTRES

4.3.1 EMPLOYMENT AREA AND ACTIVITY CENTRE OBJECTIVES

The employment area objectives are:

Jobs

- To provide diverse employment opportunities for Cranbourne, Casey and the wider sub region.
- To deliver in the longer term a 'smart and skilled' employment area that complements, rather than replicates, industrial development in the Dandenong South Employment Area.
- To provide a mix of lots sizes and environments for employment land that can accommodate variations in industry needs over the medium and longer term.
- To develop a high amenity, high access, treed, green and landscaped employment area.
- To facilitate growth in employment densities over time as industries mature.
- To redress the serious job deficits across most industry sectors and all broad skill categories in the City of Casey and Cranbourne.
- To ensure that the factors that influence the uses, success in servicing the region and overall success of the development are enhanced through site design.
- To provide diversity and flexibility in employment sectors within the Precinct and Casey more broadly.
- To cater for local level services and industry which will serve the Precinct and Casey more broadly.

Employment Interface

- To ensure that non-residential development does not have adverse impacts on the amenity of adjoining areas, in particular residential areas.
- To encourage a range of uses which are sensitive to the adjoining residential area including office/warehouse combinations for service industries, offices, some limited retailing, lunch facilities, printing, accounting, legal services, packaging, marketing, information technology, labour hire, equipment hire, recreation facilities and fitness and leisure facilities.
- To encourage a quality design outcome along the central spine road to minimise visual bulk and reduce the number of driveway crossovers and heavy traffic.

The Activity Centre objectives are:

General

- To provide mixed use activity centres that integrate retail, commercial, community and residential uses to create vibrant, safe and efficient focal points for the community.
- To develop 'street – based' centres that can integrate a range of uses, adapt to change and form new community focal points.

Large NAC on north-west corner of Evans and Hall Road

- To provide a new town centre that includes sports fields, community facilities, youth spaces, arts and sculpture, learning centres, churches, aged care, trails, trees and water features and a town square.
- To develop a centre that:
  - serves the new Cranbourne West resident population, a portion of the existing resident population to the east of Evans Road, as well as passing traffic; and
  - is anchored by a full line supermarket and supported by a range of other small outlets including both food and non-food retail outlets and a selection of retail and business services.
- To provide integrated community and residential uses around the town centre at sufficient density to support a range of community and retail services.
- To provide access and integration opportunities for the residential community to the east of Evans Road and the Precinct.
- To provide for a relationship with and surveillance of the north-south open space and waterway spine.
- To provide for a community hub that integrates a range of community facilities, including an Integrated Community Centre comprising a Business Accelerator, with the retail centre.
- To provide a town square comprising a central area of public urban open space with provision for community events such as markets, fairs and permanent and temporary public art displays.
- To provide for 'shop top' housing within the centre and higher density housing areas around centre with flexible building design able to be used as dwellings or small offices.

NAC on the corner of Evans Road and an extension to Central Parkway and NAC within the southern residential precinct

- To service the day to day requirements of people working and living in the Precinct.
- To perform a supportive role to the Large NAC at the corner of Hall and Evans Road.
- To provide a focal point for the community in these areas.

NAC within Mixed Use on the central trunk boulevard collector road

- To create an area that provides facilities to achieve the principles of live, work and play.
- To achieve an area of integrated office, commercial and residential development.
- To encourage a mix of uses including cafes, business related services and retailing which may include a small format supermarket.
- To support the needs of the local working population.

Business Activity Centre (at the scale of a Small NAC) adjacent to Merinda Park Station

- To encourage offices to locate in the centre in the longer term.
- To encourage uses that in the short to medium term will provide for the interim use of the land including food and drink premises, large footprint retail premises such as nurseries, landscape gardening supplies, trade supplies or restricted retail.
- To support interim uses that will not prejudice the longer term objectives of the centre.
- To ensure that the initial development provides an effective urban structure capable of intensification over time.
- To ensure that any subdivision of the area retains large lots capable of re-development over time.
- To provide convenience level retail and services to support the worker population within the Precinct and the convenience needs of rail commuters.
- To maintain longer term opportunities for a more intensive mixed use transit orientated development at the site.
- To develop the centre in the long term with a broad mix of uses primarily including commercial offices adjacent to the Merinda Park Station, supported by some convenience level retail and business support services.
- To encourage in the long term a wide range of uses to support the broader employment area including entertainment facilities, a tavern, restaurants, a function centre, conference facilities and specialised residential development such as serviced apartments.
- To encourage private community support services such as child care and medical services.
- To facilitate the development of a business incubator to support the establishment of and strengthen existing businesses.
- To ensure that the level of retail facilities commences small and only increases up to 2000-3000 m2 of Shop leasable floor area as the commercial office floor space increases and a transit orientated development emerges.

4.3.2 IMPLEMENTATION

The employment area objectives are met by implementation of all the following:

» ***Provision of different types of employment activities in the locations shown on Plan 9.***

The activity centre objectives are met by implementation of all the following:

» ***Activity centre hierarchy, network and locations shown in Plan 10.***

» ***Indicative Leasable Floor Area for Shop and Supermarket in Table 5.***

» ***Concept plan for Large Neighbourhood Activity Centre shown in Figure 4.***

4.3.3 PLANNING AND DESIGN GUIDELINES FOR EMPLOYMENT AREAS

General

The following planning and design guidelines ***must*** be met:

- Development must present an active frontage to the Western Port Highway, arterial roads, connector roads, retarding basins, linear parks and vegetated waterways.
- Development must actively address and provide passive surveillance to all adjoining public streets and public open spaces, including retarding basins, vegetated waterways and linear parks.

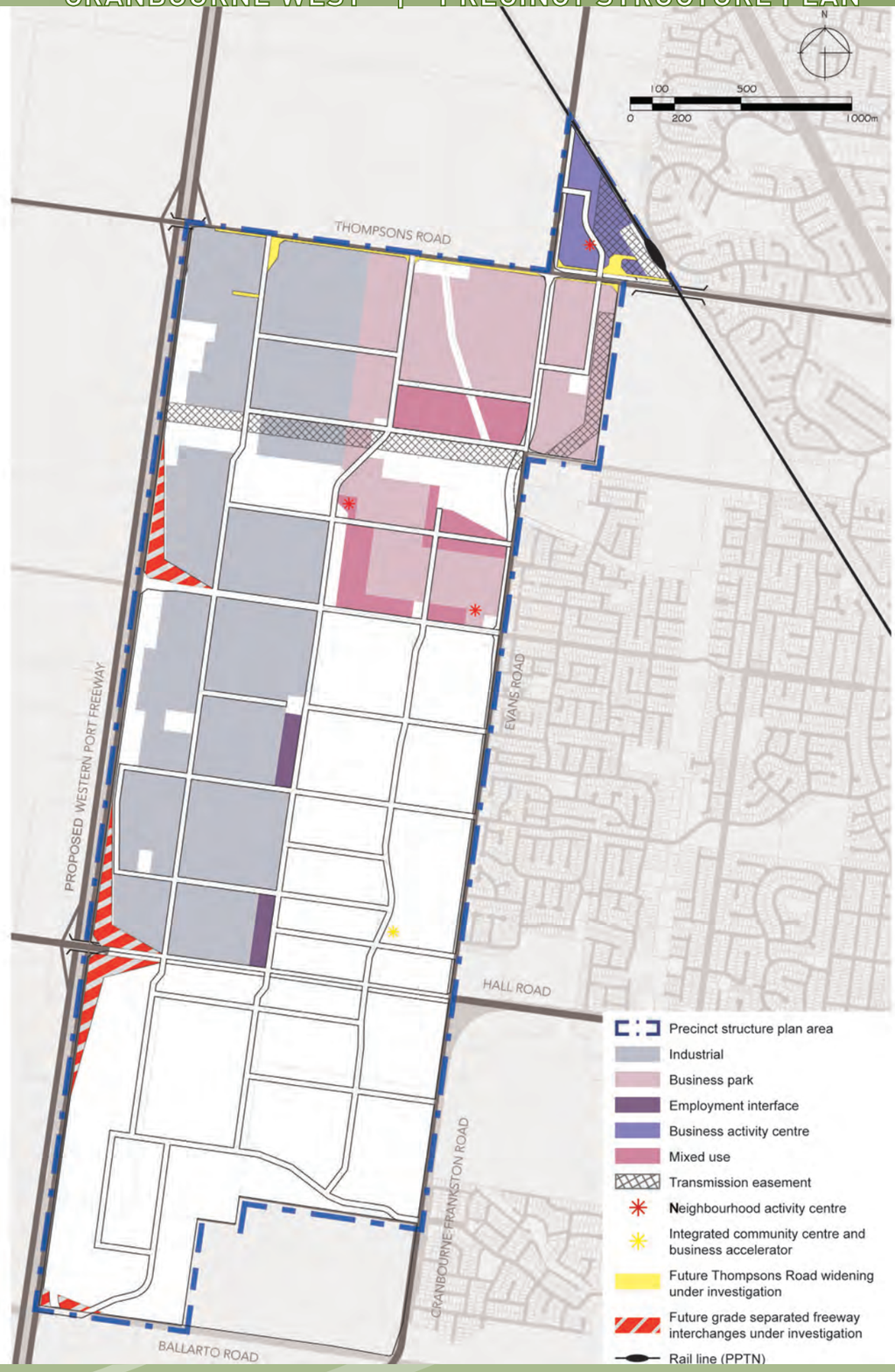
The following planning and design guidelines should be met:

- Job intensive uses including office development should be concentrated in areas closer to Merinda Park Railway Station.
- Employment areas should use a 'clean and green' approach to design which will attract higher end (technology and white collar) industries.
- Development should seek to achieve integrated development to provide for employment, residential, retail, entertainment, leisure, cultural and educational activity in the one precinct, adding to the quality of life of people coming into the area and providing a suite of opportunities to fulfil the majority of the daily requirements (for shopping, learning, exercise, leisure etc).
- The highest standards in environmentally sustainable design should be achieved to ensure protection of values the community holds and to foster a positive place to work.
- Development of tourist and conferencing facilities to service regional and national businesses should be encouraged, ideally near the high amenity business park and in proximity to Merinda Park Station.
- A distinctive entry feature or element (as a point/landmark or an edge) should be constructed to create a unique sense of place and to distinguish the employment area from other surrounding areas within the Precinct such as the residential areas.

Subdivision design

The following planning and design guidelines ***must*** be met:

- Larger scale development proposals must provide a range of lot sizes. Further, these sites should identify larger strategic sites with flexibility to be redeveloped to more intensive uses over time.
- Parks and open space corridors must be bounded by public streets and fronted by buildings. Back fences onto parks and roads should be avoided unless a specific design response providing for passive surveillance is achieved.
- All streets (excluding laneways) must incorporate footpaths on both sides.
- Streetscape and other public realm treatments must be of a high quality, robust, easy to maintain and repair, and conform to a consistent theme, to the satisfaction of the responsible authority.
- Subdivision design and development must provide a coordinated suite of streetscape elements, including semi-advanced canopy trees and street lighting.
- Streets, public spaces and car parks must be well lit with pedestrian-friendly lighting.



plan 9

employment areas

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Site design

The following planning and design guidelines ***should*** be met:

- An open street character should be promoted with security fencing recessed behind the alignment of the building façade to protect storage areas and limit access to the site. A translucent type of fencing is promoted with the use of tubular steel frames, or of similar material. Chain link fencing is to be avoided.
- Any front fencing should be of high quality and integrated with the design of the building, or screened by landscaping.
- Large off-street car parks and servicing areas should be screened from the public realm.
- Servicing areas and most on-site car parking should be located behind or to the side of buildings.

Building design

The following planning and design guidelines ***should*** be met:

- The design of eacdesign of each building should contribute to a cohesive and legible character for each employment area as a whole.
- Building elements in landmark locations should be emphasised, through distinctive height, roof form and/or detailed design.
- All street facades should be articulated with features such as doors, windows, sunshades, a varying skyline, recesses and projections, and changes of material and colour.
- Buildings with long continuous facades should be broken into smaller vertical sections using variations in wall articulation, window sizes, blank wall areas, materials, colours and textures. Patterns of light and shadow should be used to reduce the apparent scale of buildings.
- Entrances should have a direct address to the street to ensure passive surveillance and form an active association with the street where possible. Entries should be designed to provide a strong and unique identity from the street.
- Buildings on corner sites should be given emphasis and are encouraged to have feature elements, visually pleasing and interesting facades to both sides that abut the street.
- Building services should be visually and acoustically screened from the public realm, and any equipment screens or housings are integrated with the overall building design.
- Building materials should be high quality and durable.
- Fencing and walls for security purposes should have positive impacts on the streetscape and other public domain areas.

Landscaping

The following planning and design guidelines should be met:

- Common landscaping themes should be developed for each employment area in terms of streetscapes, fencing and front setback landscaping.
- Front setbacks should be attractively landscaped in a consistent theme.
- Off-street car parks should be pedestrian-friendly and have convenient and safe pedestrian links to their associated uses including the incorporation of well-lit footpaths within car parks.
- Off-street car parks should be well landscaped with shade trees.

Resource conservation

The following planning and design guidelines ***should*** be met:

- Development should incorporate a number of energy efficiency measures and initiatives reflecting current best practice that are the most appropriate and cost effective for the specific design, with a view to the built form being more energy efficient in the long term.
- Design solutions such as double glazing, vegetation as insulation, building integrated PV or other energy efficiency solutions that are most appropriate for the relevant built form, should be incorporated.
- Development should incorporate water reuse and conservation measures.
- Initiatives such as rainwater tanks for toilet flushing should be incorporated.
- Development should facilitate waste recycling and provide adequate storage space for recycling bins..

Development along arterial road interfaces

The following planning and design guidelines ***should*** be met:

- High quality interface treatment through site and building design, landscaping and access arrangements should be provided by development on industrial land along the south side of Thompsons Road and the north side of Hall Road.
- A loop road (or another similar treatment) should be provided to enable development to front the arterial road.
- Industrial development should incorporate an office component at the edge of the site abutting the arterial road.
- Development should address the arterial road frontage with an attractive façade.
- The arterial road frontage should be visually defined by building(s) and landscaping, rather than fencing, car parking, open storage and/or service areas.
- Front setbacks should be generously landscaped, including at least semi-advanced trees.
- Arterial road facades should be articulated with features such as doors, windows, sunshades, a varying skyline, recesses and projections, and changes of material and colour.

Land use specific planning and design guidelines

Industrial

The following planning and design guideline ***must*** be met:

- A tree reserve must be provided along the interface to the Western Port Highway/Future Freeway between Thompsons Road and Hall Road that provides a continuous shared path and a double row of trees generally in accordance with Cross-sections 2 to 4, unless a drainage scheme prepared for the land provides for drainage land accommodating the interface treatment provided in Cross-sections 2 to 4 in which case the width of the tree reserve can be reduced or removed.

The following planning and design guidelines ***should*** be met:

- Manufacturing should be directed towards land nearer to the Western Port Highway and Thompsons Road interchange.
- Smaller footprint local level service industry which requires separation distance from residential areas should be directed to industrial land nearer to Thompsons Road.
- Building heights and off site impacts should be minimised through careful design to create attractive and landscaped industrial streetscapes.
- Subdivision and site design should respond to green breaks provided by passive public open space and stormwater retarding areas abutting the Western Port Highway as opportunities for relief in the continuous built form along the Precinct's western boundary.
- Lots with frontage or sideage to the industrial spine road should provide a rain garden within a 5 metre wide landscape setback adjacent to the road reserve for collection and cleansing of stormwater run-off from hard surface areas.

Business Park

The following planning and design guideline ***must*** be met:

- A sensitive design response must be delivered on the northern side of Breens Road within Property No. 44 to protect the residential amenity of properties to the south.

The following planning and design guidelines ***should*** be met:

- Large footprint office buildings and office/warehouse/ manufacturing combinations should be directed to this area with a focus on white collar type employment.
- This area of the Precinct should be developed as a 'skilled' precinct to attract highly technical and diverse businesses.
- Development should generally be high density but medium rise with landscaped setbacks and shared car parking including some under cover parking.
- Development should provide direct access to the business park from Evans Road and the extension of Missens Road.
- Development should provide for convenience shops and services in a location that is central to the wider employment precinct and adjacent to or abutting high amenity public open space.

- The office component of development should be located at the front of the site.

Mixed Use

The following planning and design guideline ***should*** be met:

- Development should generally be high density but medium rise building form with an average site cover of at least 50%, minimum setbacks to streets, active street frontages, shared car parking and where relevant underground/under building parking.

Fine Grain development within the Residential/Employment Interface

The following planning and design guidelines ***must*** be met:

- Buildings must address the central spine road and Central Parkway extension.
- On-site car parking must not be located within front building setbacks (between the building and the street).
- Vehicle access to on-site car parking must be provided from the side, from side and rear streets and lanes or via shared vehicular accessways from the central spine road and Central Parkway extension serving multiple properties or larger integrated developments.

The following planning and design guidelines ***should*** be met:

- Development and subdivision design should facilitate fine grain development which can accommodate a diverse range of flexible commercial, mixed use and office premises.
- Noise emissions should be compatible with adjacent residential areas.
- Hours of operation should be carefully managed to limit disturbance to adjacent residential areas from uses which generate truck movements before 7.00am and after 9.00pm within 100 metres of a residential zone.
- Advertising signage should be appropriate for a residential interface in terms of scale, proliferation and illumination.
- Buildings should have a zero setback from central spine road and Central Parkway extension.
- Buildings should provide direct pedestrian access from central spine road and Central Parkway extension to buildings at ground level.
- Servicing areas and on-site car parking should not be located in front building setbacks.
- Shared vehicular accessways from the central spine road and Central Parkway extension should be spaced approximately 100 metres apart and have a maximum width of 6.5m for trafficable lanes.
- Design of buildings should enable surveillance of the central spine road and Central Parkway extension.

Business Activity Centre

The following planning and design guidelines ***must*** be met:

- Design of the centre must provide a safe, legible and activated pedestrian network between the Merinda Park Station and the northern section of the Precinct.
- Subdivision of the centre must be carefully managed to maintain strategically located large lots to preserve the capacity for re-development into high employment density land uses over time.

The following planning and design guidelines ***should*** be met:

- Except for interim uses, building design should be high density-medium rise with an average site cover of at least 50% where possible and street based with zero setbacks from the street. They include active street frontages and shared parking.
- Development should provide direct access to the Merinda Park Station from areas south of Thompsons Road and west of Evans Road through creation of an internal street linking Evans Road and Thompsons Road via the Station.
- Signalised intersections with pedestrian phases should be provided where the primary internal street meets the arterial roads.
- Development should provide an inviting pedestrian link from the intersection of Thompsons Road and Evans Road to the Station.
- Convenience retail uses should be provided near the Station and as part of a key mixed use street forming the heart of the longer term transit orientated development of the site.
- Clear-glazed windows should be provided on all facades facing streets and public spaces.
- Development should provide an attractive edge to Thompsons Road and Evans Road.
- Emphasis should be given to building elements in landmark locations, through distinctive height, roof form and/or detailed design.
- Development should provide for bus stops and taxis near the front of the Station and located in consultation with the Director of Public Transport.
- Development should not prejudice the future expansion of the existing park and ride facilities should future demand increase.

4.3.4 PLANNING AND DESIGN GUIDELINES FOR ACTIVITY CENTRES

An Urban Design Framework (UDF) for an activity centre must:

- Define the precise boundary of the Business 1 Zone, Mixed Use Zone and any other surrounding zones.
- Set out the form and function of the activity centre including the proposed use and development of each part of the activity centre in the short and longer term having regard to its intended role as explained by the PSP or any relevant local policy.
- Show:
  - a street based centre.
  - a highly permeable street block structure.
  - minimum heights to be achieved by development in the main street core.
  - substantial multi-purpose urban space with a taller enclosed building perimeter.
  - a mixture of uses both vertically and horizontally to facilitate a wide range of uses.
  - a compact urban core which maximises developable area / plot ratio, mix and intensity of activity and housing within walkable distance of the main street.
  - community and business services in the main street which integrates a community centre space and business incubator as appropriate.
  - multi-purpose, mixed-use buildings in the main street.
  - individual tenancies through subdivision to facilitate evolution and change in the centre over time.
- Explain how the design responds to feedback received from consultation with infrastructure agencies or landowners within the centre.
- Explain how the activity centre incorporates safe design or similar guidelines referred to in the scheme.
- Show how the activity centre will relate to existing and proposed development in the area.
- Include building design guidelines to emphasise the interface with streets and other public spaces.
- Include a Transport Impact Assessment Report to the satisfaction of the relevant roads authority (be it VicRoads or Council).
- Set out the proposed design of streets including street design and widths, pedestrian access and areas, car parking, paving materials and street furniture.
- Show arrangements for access to the activity centre from adjoining arterial roads.
- Show the location of community facilities and public spaces.
- Include an overall landscape concept for the activity centre.
- Have regard to environmental sustainability principles including integrated water management and energy conservation.
- Show all proposed car parking areas and explain the sufficiency of the quantity of car parking spaces proposed.

- Set out how public transport will be integrated with the activity centre.
- Include design guidelines for advertising signs.
- Consider the provision of service areas for deliveries and waste disposal and how measures can be incorporated to minimise the impact on the amenity of the activity centre and adjoining areas; and
- Incorporate housing as a core component of the activity centre.

General requirements – Activity Centres

Detailed design for the Large NAC at the corner of Evans and Hall Road should provide:

- A layout that addresses the concept in Figure 4.
- Indicative leasable floor areas in accordance with Table 5.
- A high level of permeability between the retail component and the surrounding residential areas, community infrastructure and public transport through legible street networks and centre design.
- A community hub that incorporates a range of community facilities and uses and is integrated with the retail / commercial activity.
- Town square space to be connected to the linear park within the floodway which passes through the centre including:
  - pedestrian and cycle links to all components of the centre;
  - a pedestrian only space with hard and soft landscaping, seating, shading, lighting and signage for safety and to facilitate a high level of activity; and,
  - provision of a children's playground.
- The Secondary School located adjacent to the proposed district sports facility on the central trunk boulevard collector road and Local Public Transport Network. This Secondary School will incorporate an indoor space suitable for a Basketball Stadium for joint community and school use. Consultation should occur between Department of Education and Early Childhood Development and Council during planning, design, construction, management and maintenance of the secondary school and district open sports facility.
- An Integrated Community Centre that includes a Maternal and Child Health Centre and is of flexible design suitable to provide for a double kindergarten, youth information services, a Neighbourhood Learning Centre and outreach services to the community hubs in the smaller residential activity centres (as required). The Integrated Community Centre also comprises a Business Accelerator (100m2). This community building should be co-located with the proposed children's playground and outdoor fitness station.
- A site for a private or community run child care centre adjoining the Integrated Community Centre and co-located with the waterway linear park.
- A health precinct that responds to the existing and future needs identified by Southern Health at the time of detailed activity centre design. This facility should be co-located with consulting room premises within the activity centre.
- Links to the district sports facility and playing fields located next to the Secondary College and the waterway linear park.
- An outdoor fitness station (outdoor gym) and skate park located within the Community Hub and co-located with the Integrated Community Centre.
- The area surrounding the activity centre should be developed for flexible buildings able to be used as dwellings or small offices. This provides a mechanism for the centre to expand and contract with the market without leaving vacant space.
- Access to the activity centre from the arterial road network to the satisfaction of VicRoads and the responsible authority.

Detailed design for the NACs on the corner of Evans Road and an extension to Central Parkway and in the southern residential precinct should provide:

- Convenient access to the existing community.
- Indicative leasable floor areas in accordance with Table 5.
- The retail component integrated with the other facilities contained within this activity centre.
- A village green which forms a pedestrian only community focal point for this neighbourhood.
- Integration with the primary school.

Detailed design for the NAC on the central trunk boulevard collector road within Mixed Use should provide:

- A selection of small convenience/service outlets, with leasable floor areas in accordance with Table 5.

General requirements – Business Activity Centre

Detailed design for the Business Activity Centre adjacent to Merinda Park Station should provide:

- Retailing to be delivered as part of a broad based, mixed use centre – and not as a separate pioneer use in its own right.
- Leasable floor areas in accordance with Table 5.
- Activation of the public realm in front of the Station, making it a safer place for passengers during the day and at night.

Table 5: Activity centre indicative leasable floor areas

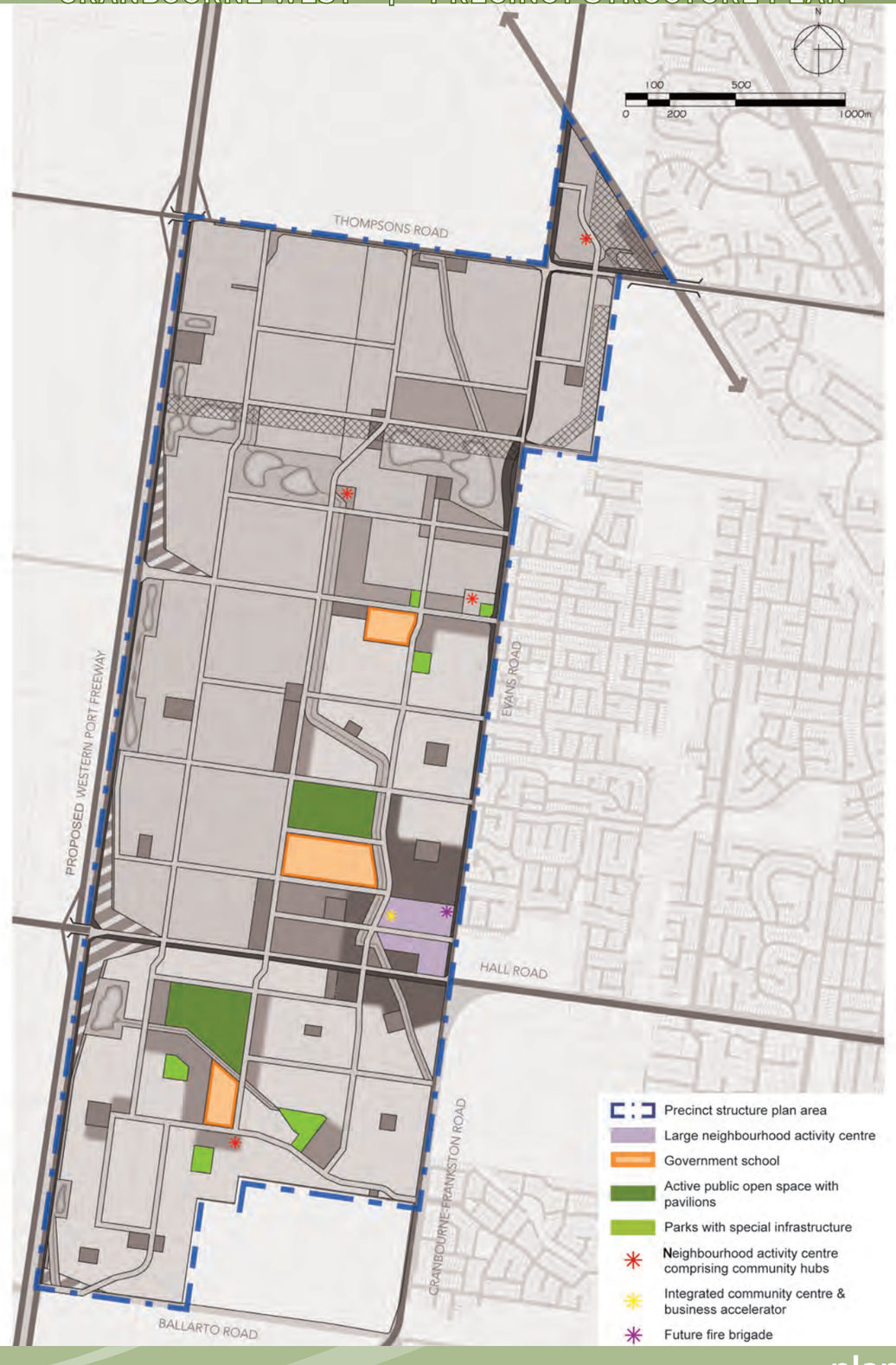
Activity centre	Indicative Leasable Floor Area for Shop (m^2)	Indicative Leasable Floor Area for Supermarket (m^2)	Number of supermarkets
Large NAC (corner Hall and Evans Roads)	8,000	4,500	2
Small NAC (corner of Evans Road and Central Parkway extension)	5,000	2,000	1
Small NAC (southern residential precinct)	3,000	2,000	1
Small NAC (on central trunk boulevard collector road in Mixed Use)	1,000	2,000	1
Business Activity Centre – Small NAC (adjacent to Merinda Park railway station)	500*	2,000	0*

* The Business Activity Centre can grow to the scale of a Small NAC comprising Leasable Floor Area for Shop of 2,000-3,000m2 and a single supermarket to 2,000m2 with strategic justification as on-site employment within the centre grows and a transit-oriented development emerges.

Figure 4: Concept plan for Large Neighbourhood Activity Centre

- Neighbourhood Activity centre
- Higher density residential
- Medium density residential
- Residential
- Unencumbered open space
- Stormwater Floodway
- Secondary School
- Active open space / playing fields
- Active building frontage
- Active edge
- Key movement network
- Linkage to secondary school site

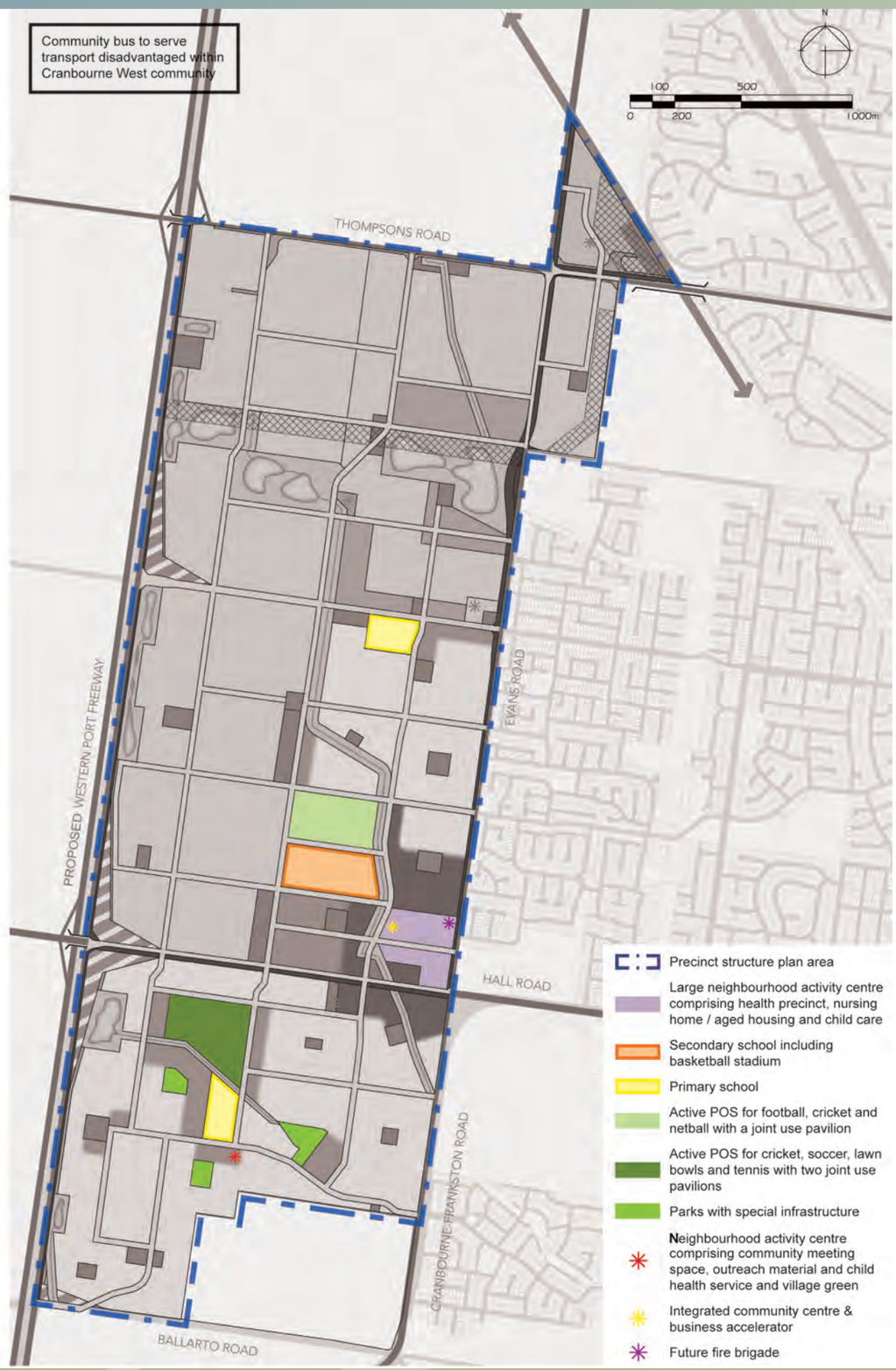
Indicative Only



plan 10

activity centres

cranbourne west precinct structure plan



plan 11

community facilities

cranbourne west precinct structure plan

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4.4 COMMUNITY FACILITIES

Three community hubs are proposed: a northern, central and southern hub. The components of each of the hubs are as follows:

Northern Community Hub

- Primary school.
- Village green.

Central Community Hub

- Town square.
- Secondary school.
- Integrated Community Centre comprising Business Accelerator, Double Kindergarten, Maternal and Child Health, playground, large community rooms, NGO consulting room and space for community development worker.
- Child care centre.
- Health precinct providing day surgery and other procedures, general practice and community health services as provided by the Department of Human Services.
- District open space providing for a two-oval football/cricket facility and two-court netball facility, co located with a joint use pavilion.
- Basketball stadium (within the Secondary School campus).
- Outdoor fitness station.
- Skate park and basketball court.
- A Nursing Home facility with a site area of 1.5 ha.
- A site for a CFA fire station (~2,000m2).

Southern Community Hub

- Primary school.
- Community meeting space.
- Village green.
- District open space providing for:
  - A two-oval cricket facility and three-field soccer facility, co-located with a joint use pavilion.
  - A two-green lawn bowls facility and six-court tennis facility, co-located with a joint use pavilion.

4.4.1 COMMUNITY INFRASTRUCTURE OBJECTIVES

- To foster a strong sense of community.
- To ensure the timely provision of community infrastructure based upon population thresholds.
- To secure the early provision of an indoor community meeting space in the northern and southern residential neighbourhoods.

4.4.2 IMPLEMENTATION

The community infrastructure objectives are met by the implementation of the network and hierarchy of community hubs as a focus of community services and facilities as shown in Plan 11.

4.4.3 PLANNING AND DESIGN GUIDELINES

The following planning and design guidelines ***must*** be met:

- Preparation of a permit application for each site must set aside land as required for community infrastructure.

The following planning and design guidelines ***should*** be met:

- Community infrastructure should be integrated with council facilities and open spaces. Opportunities should be provided to co-locate the community centre with a proposed children's playground, outdoor fitness station and kindergarten.
- A site within the northern and southern residential neighbourhoods should be considered for early service delivery and community engagement and development services on an interim basis. This may occupy a retail tenancy within the activity centres or a display home / office within the first residential estate developed.

4.5 OPEN SPACE AND NATURAL SYSTEMS

4.5.1 OBJECTIVES

Open Space objectives

- To provide and develop a range of open space types to meet the active and passive needs of residents, visitors and workers.
- To provide open space to protect and enhance environmental values and features.
- To create an attractive urban environment with a strong sense of place through the provision and landscaping of open space.
- To establish an equitable distribution of open spaces across the Precinct that are accessible to the community.
- To encourage and promote the early development of open space through subdivisional works, development contributions and Council's Capital Works Programs.
- To deliver high quality public open space in a land efficient manner.
- To locate local parks and passive open space in accordance with Plan 12.
- To provide drainage corridors and retarding basins for adequate stormwater storage capacity to manage adverse effects from runoff.
- To improve the ecological function and hydrological function of drainage corridors.
- To ensure that drainage corridors or retarding basins can also contribute to the supply of usable open space.
- To locate linear green spaces that connect with key origins and destinations, such as schools, shops or areas of higher density housing; to allow most people within the community to experience them on their day to day business.
- To provide a strong central green spine to the northern residential community with key community, recreational, environmental and educational infrastructure reinforcing its role.
- To ensure that the contribution of passive open space across landowners is equalised within the residential area.
- To encompass elevated topography to preserve views and vistas, provide for visual relief or preserve landforms significant to the Aboriginal community.
- To develop two formal recreation reserves (regional parks) to serve the southern and northern residential areas with a pair of ovals and associated facilities and with the southern facility incorporating tennis courts and bowling greens.
- To develop 'hub spaces' distributed throughout the local and district parks that will become focal points for the local community and offer an accessible forum for social engagement which will include bbq/picnic areas, performance spaces, play areas, formal gardens, tennis courts, bowls green, volleyball and/or basketball courts, in various combinations in various places.
- To develop 'edge spaces' that will provide both an edge and a buffer to minimise conflicts between land uses and providing definition to different components of the plan.

Biodiversity objectives

- To preserve areas of environmental value.
- To enhance the environmental values of the Precinct.

Aboriginal cultural heritage objectives

- To ensure that places of Aboriginal cultural heritage significance are incorporated into the Precinct design from the outset.
- To provide space within the Precinct dedicated to Aboriginal cultural heritage interpretation.
- To respond appropriately to any further aboriginal cultural heritage sites identified during development of the Precinct.
- To ensure that the open space corridors running through the Precinct are evocative of the past Boon wurrung pathways and express some of the principles behind the use of, and relationship with the land by Aboriginal people.
- To ensure that the open space links different landforms, provide associations with water resources, link one significant archaeological site and provide a near-continuous pathway across the Precinct.
- To ensure that landscape treatment and the retention of different landform elements add and enhance the interpretation of Aboriginal cultural heritage.
- To create a park for Aboriginal cultural heritage interpretation in the southern residential area that contains a significant landform for the Boon wurrung community.

Post contact heritage objectives

- To conserve and enhance the recognised heritage place 'Hayton Park'.
- To respond appropriately to any further historic sites uncovered during development.
- To recognise the post contact heritage of Cranbourne West through retention of planted vegetation.
- To incorporate existing planted vegetation that originates from the former agricultural use of the Precinct.

4.5.2 IMPLEMENTATION

The open space objectives are met by implementation of all the following:

» ***Provision of open space in the locations shown on Plan 12.***
» ***Provision of open space in accordance with the requirements in Table 4.***
» ***Provision of open space in a manner that addresses the identified values at Table 6.***
» ***Provisions of Clause 52.01 of the Casey Planning Scheme.***

The biodiversity objectives are met by implementation of all the following:

» ***Open space identified in Plan 12.***
» ***Waterway management identified in Plan 16.***
» ***Native vegetation provisions at Clause 52.17 of the Casey Planning Scheme and Victoria's Native Vegetation Management – A Framework for Action (Department of Natural Resources and Environment 2002).***

The heritage objectives are met by implementation of all the following:

» ***The Aboriginal Park in the location shown on Plans 7 and 12.***
» ***Aboriginal cultural heritage interpretation and activities within open space areas.***
» ***Retention of planted vegetation within public parks in accordance with Plan 12: Open space.***

4.5.3 PLANNING AND DESIGN GUIDELINES

Open Space

The following planning and design guidelines ***must*** be met:

- A public open space contribution is not required for land set aside for government schools. If land set aside for government schools is not required in the long term then this land must make a public open space contribution in accordance with the provisions of the planning scheme.
- Where the size and location of a parcel of land being subdivided is unable to provide open space within the framework set out in the PSP a cash contribution in lieu of the provision of land for open space must be provided.
- If during detailed design of a subdivision land identified in the PSP for passive public open space is shown in a different configuration or location, the land identified in the PSP for passive public open space may be used in accordance with the adjoining applied zone.
- Detailed landscape plans must be prepared for all local open space as part of the subdivision and development of the land and form part of a wider landscape master plan for the area.
- All land shown as public open space must be landscaped in accordance with an approved landscape plan to the satisfaction of the responsible authority. The landscaping must include, as appropriate:
  - Drinking water fountains along shared path routes at key junctions and major destinations.
  - Shared use paths.
  - Public art or other structures/features at key junctions.
  - Provision of a dual pipe recycled water system.
- All open space reserves including drainage corridors must be fronted by a road or street to ensure development addresses open space.
- Tree planting on arterial roads must be provided in accordance with the Casey Arterial Roads Tree Strategy. Tree planting on all other roads should be provided in accordance with a relevant landscape plan.

The following planning and design guidelines ***should*** be met:

- Local open space reserves should contain a range of facilities including picnic tables, rotundas, barbeques, barbeque shelters, basketball half courts, playgrounds, tennis hit up walls, BMX tracks, golf hit up cages, informal cricket pitches and multi-sport fun goalposts which should be planned and delivered in consultation with Council's Recreation Planning Team.
- Open space should be vegetated with appropriate indigenous species.
- Open space areas should generally be provided in the locations shown on Plan 12, however variations might be appropriate where they are supported by detailed site planning such as the preparation of a Design Response Plan.

Heritage

The following planning and design guidelines ***must*** be met:

- An Aboriginal cultural heritage interpretation area must be provided within the Aboriginal Park to represent a landform significant to the Boon wurrung community.
- The Boon wurrung people must be involved in preparation of detailed design and landscape plans for the Aboriginal Park and linear park networks.
- Hayton Park building and vegetation must be retained within public open space in accordance with planning scheme requirements for Heritage Overlay No. 163.
- Prior to transferring the Hayton Park building to Council, an appropriate engineering assessment of the building's condition must be undertaken to establish the works required to restore the building to a state appropriate for a community use such as a neighbourhood house or learning centre.
- The association of the McNab family with land at 665 Hall Road, Cranbourne West must be recognised in public art within the Large Neighbourhood Activity Centre.

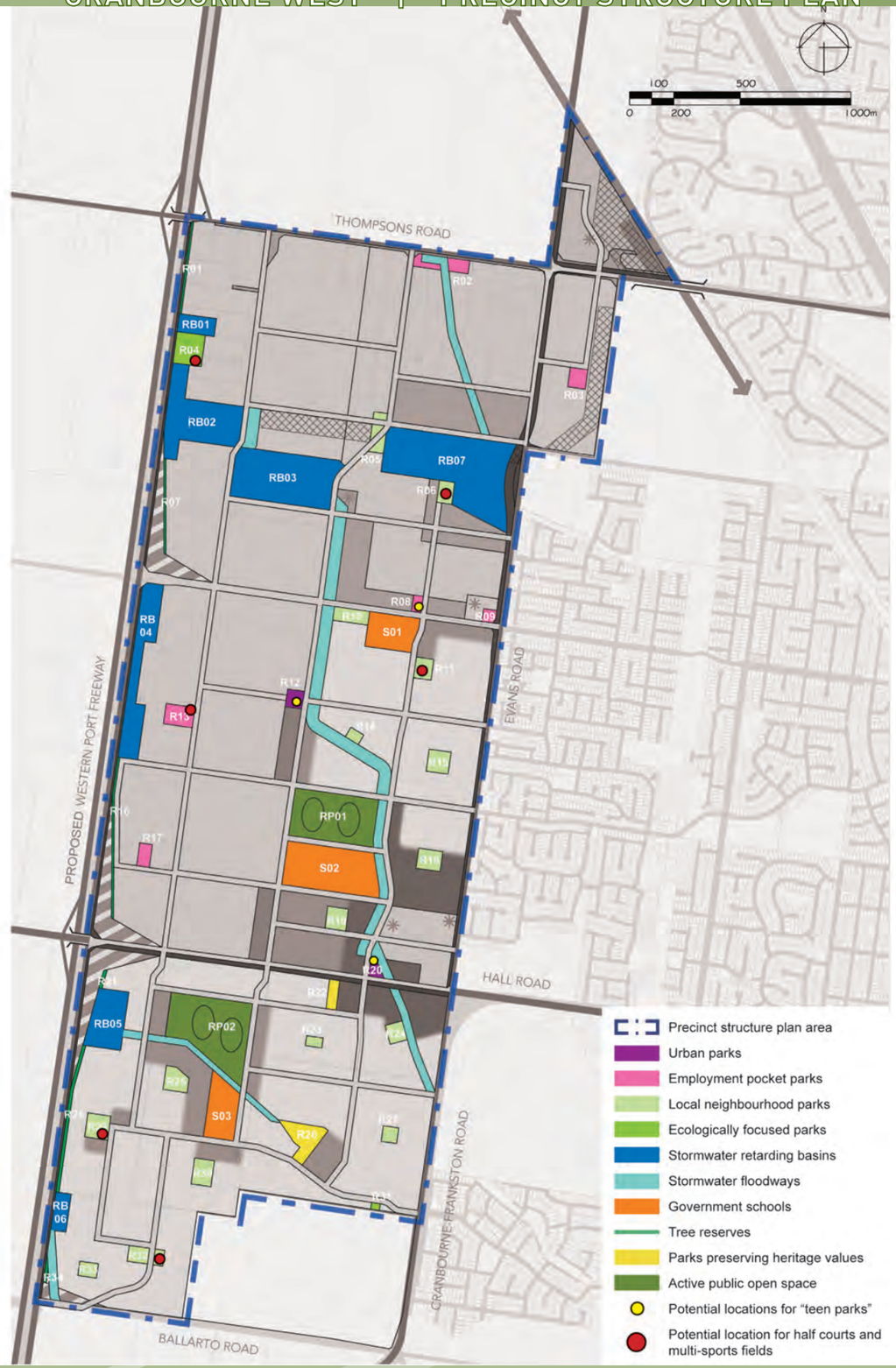
The following planning and design guidelines *should* be met:

- Opportunities to provide Aboriginal cultural heritage interpretation within open space corridors should be considered.

Biodiversity

The following planning and design guidelines ***should*** be met:

- Development should avoid woody native vegetation removal along roadsides and of scattered remnant indigenous trees.
- Development should avoid works that will impact upon both the in-stream and surrounding habitat values of the Evans Road wetland.
- Development should retain the potential aquatic habitat, remnant indigenous vegetation and isolated trees in linear reserves or easements as fauna habitat.
- Remnant indigenous vegetation occurring in small linear roadside patches should be retained and enhanced as they provide a natural landscape amenity.
- Scattered trees (predominantly River Red Gum; some Coastal Manna Gum, Swamp Gum, Blackwood, Black Wattle, Cherry Ballart and Swamp Paperback) should be retained wherever possible, and incorporated into 'pocket parks' and linear open space as identified in Plans 5 and 12.
- Planting of locally indigenous species should be undertaken to supplement natural recruitment throughout the Precinct.
- A Native Vegetation Plan should be prepared for major land parcels in conjunction with Department of Sustainability and Environment for protection of vegetation identified in Plan 5.



plan 12

open space
cranbourne west precinct structure plan

Table 6: Open Space values matrix

Park Number	Park Size	Primary Classification	Amenity and view into	Associated with stormwater	Ecological value	Educational value	Existing tree	Expansive views out	Gateway	Historical value	Landscape buffer	Important circulation link to the greater landscape	Productive soils	Comments
R01	0.36	Tree reserve												Strip buffer from the highway that protects existing trees.
R02	0.98	Employment pocket park												Good existing trees and pond developed in conjunction with ecological and pedestrian focused floodway reserve connecting from RB07. Seat and tables for workers and space for urban recreation such as a half court, and fitness stations. Due to its location beside the busy road and its important pedestrian function it is important to have activity here even out of normal work hours.
R03	0.71	Employment pocket park												Good existing trees and a expansive view out, opportunity to develop workers' passive recreation and lunch space. Good opportunity for the green space to give relief to the built form.
R04	1.84	Ecologically focused park												Excellent group of trees and important ecological node due to its relationship to stormwater corridor and RB01. Important break in the urban edge, good for passive recreation walks based around the landscape and existing trees with space for sports fields to the south.
R05	0.76	Local neighbourhood park												R05 creates highly visible access to the existing RB07 stormwater basin. The RB07 stormwater basin is an excellent opportunity for integrated ecological-educational and passive recreation design but for this to work and feel safe it requires clear and well defined access hence open spaces R05. R05 has a gateway function for the development as well as delivering good access and views into RB07. R05 is also located at a high point with expansive views out cross the landscape. R05 links RB07 to the central collector road. Great location for public toilets, drinking water and young children's playground.
R06	0.69	Local neighbourhood park												R06 lines up with a main road giving a open space termination point to the proposed road and a focus for the business park to take "visual/ caretaker ownership" of RB07 making it a safer place for the public to use. Good location for a playground and picnic area with tables and BBQ because this area is readily accessible by the existing community to the east of Cranbourne west.
R07	0.38	Tree reserve												Landscape buffer.
R08	0.33	Employment pocket park												Green space for the business park to focus on and a relief to the built form. Good space for worker lunch time activities, seats and tables and maybe a half court or some fitness activities. Creates a gateway for pedestrain that are moving between the residential area to the business park
R09	0.34	Employment pocket park												Excellent existing trees creating a good pocket park for school children, local business and a good gateway for the development.
R10	1.00	Local neighbourhood park												This reserve's proximity to an ecological corridor and school make it an excellent opportunity to develop an ecological reserve that could act as an outdoor classroom and cycle/pedestrian gateway for the school.
R11	0.76	Local neighbourhood park												Mid-block local park with space for active recreation such as fields, goals, pitches, playground, cycle tracks, BBQ and tables.
R12	0.61	Urban park												Important break in the urban fabric and creates safe walking connection from residential and business. Great location for skatepark and half courts with seats and tables. Good location for "teenpark" due to its high visibility in and out of working hours due to the main spine road and traffic.
R13	1.21	Employment pocket park												Excellent existing trees with a positive relationship to the stormwater basin creating an important ecological recreation node. Idea for multi-sports fields, courts, active community recreation and toilets.
R14	0.64	Local neighbourhood park												R14 integrates with the stormwater corridor creating the opportunity for "floodable recreation" in which the basin area is designed for passive recreation and informal ball sports or built forms such as a half court that are capable of flooding once in a while during high flows not medium to low flows. The reserve is an important mid-block open space and one of the open space nodes along the stormwater corridor.
R15	1.00	Local neighbourhood park												Mid-block local park with space for active recreation such as fields, goals, pitches, playground, cycle tracks, BBQ and tables.
R16	0.64	Tree reserve												Some good existing trees, strip developed as a buffer from the highway, could also be developed as a stormwater floodway with a cycleway on the inside edge buffered from the highway.
R17	0.6	Employment pocket park												Good existing trees

Table 6: **Open Space values matrix (*continued*)**

Park Number	Park Size	Primary Classification	Amenity and view into	Associated with stormwater	Ecological value	Educational value	Existing tree	Expansive views out	Gateway	Historical value	Landscape buffer	Important circulation link to the greater landscape	Productive soils	Comments
R18	1.00	Local neighbourhood park												Good amenity for looking into due to its proximity to medium density housing. Also good for playground, cycle tracks, BBQ and tables. The reserve is an important mid-block open space.
R19	0.94	Local neighbourhood park												Mid-block local park with space for active recreation such as fields, goals, pitches, playground, cycle tracks, BBQ and tables.
R20	0.4	Urban park												R20 is a urban town centre park which focus on high quality surfaces and tree canopy. They provide eating and resting spaces and help connect the activity centre to the stormwater pedestrian spine. Creates good views into the open space network and would use flood basin land and sculpture to make the most out of the stormwater component.
R21	0.12	Tree reserve												Buffer landscape with an off-road pedestrian safe access route to RB05, R23 and RP02.
R22	0.62	Parks preserving heritage values												Historical farm house with historical landscape could become the community information / resource centre or a compatible community focused services such as food surrounded by passive recreation uses.
R23	0.34	Local neighbourhood park												Mid-block local park with space for active recreation such as fields, goals, pitches, playground, cycle tracks, BBQ and tables.
R24	0.7	Local neighbourhood park												R24 integrates with the stormwater corridor creating the opportunity for "floodable recreation" in which the basin area is designed for passive recreation and informal ball sports or built forms such as a half court that are capable of flooding once in a while during high flows not medium to low flows. The reserve is an important mid-block open space and one of the open space nodes along the stormwater corridor.
R25	1.06	Local neighbourhood park												Mid-block local park with space for active recreation such as fields, goals, pitches, playground, cycle tracks, BBQ and tables.
R26	2.06	Parks preserving heritage values												Historical site with interesting topography and long views, good linking space to other open spaces. Likely to have a local stormwater function which could help develop vegetation on the sandy soil. Good for passive recreation and fitness trails with maybe some educational component.
R27	0.5	Local neighbourhood park												Some existing trees, good space for active recreation such as fields, goals, pitches, playground, cycle tracks, BBQ and tables.
R28	0.93	Tree reserve												Some good existing trees, strip developed as a buffer from the highway, could also be developed as a stormwater floodway with a cycleway on the inside edge buffered from the highway creating a safe access route from RB05-R33 to RB06-R36. It could also be used as stormwater floodway between basins
R29	1.14	Local neighbourhood park												Mid-block local park with space for active recreation such as fields, goals, pitches, playground, cycle tracks, BBQ and tables.
R30	1.06	Local neighbourhood park												Mid-block local park with space for active recreation such as fields, goals, pitches, playground, cycle tracks, BBQ and tables.
R31	0.12	Ecologically focused park												Retention of trees forming a gateway with protential ecological value.
R32	0.98	Local neighbourhood park												Significant existing tree great for family recreational use such as multiple playgrounds, half courts, multi sport goal posts and public toilet.
R33	0.55	Local neighbourhood park												Mid-block local park with space for active recreation such as fields, goals, pitches, playground, cycle tracks, BBQ and tables.
R34	0.13	Tree reserve												Some good existing trees, strip developed as a buffer from the highway, could also be developed as a stormwater floodway with a cycleway on the inside edge buffered from the highway.

4.6 TRANSPORT AND MOVEMENT

4.6.1 TRANSPORT AND MOVEMENT OBJECTIVES

Transport (overall)

- To ensure the transport network provides for the safe and efficient operation of the existing and future arterial road network both in the short and long term.
- To promote travel by more sustainable modes.
- To provide future residents, employees and visitors the opportunity to walk, cycle and use public transport.
- To reduce the reliance on the private motor vehicle.

Road network

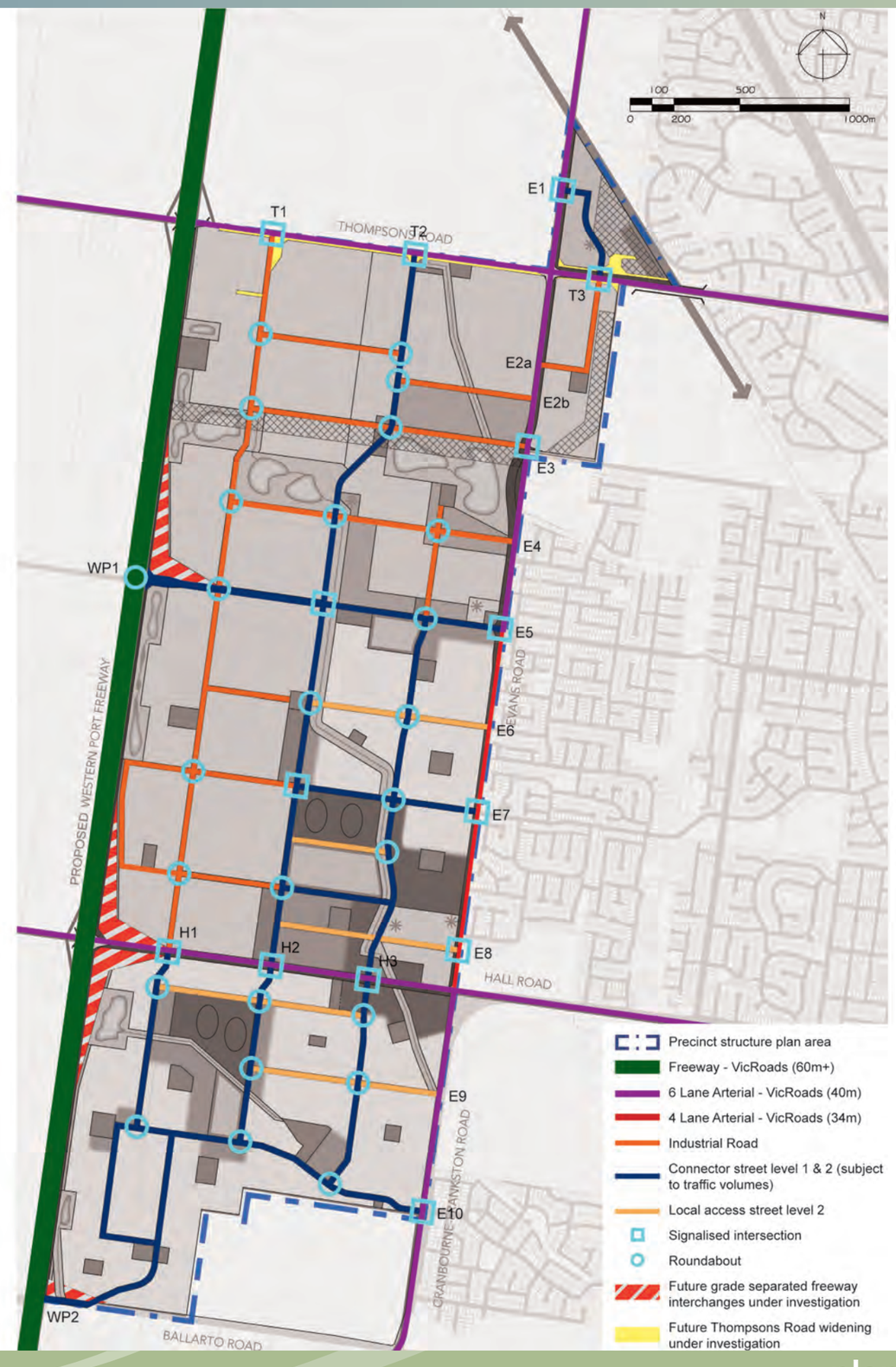
- To provide an efficient, legible and safe road network that provides good internal movement within and between neighbourhoods and good access to external destinations.
- To maximise east west connectivity between the existing Cranbourne West and future Cranbourne West community with safe and frequent pedestrian and cycle connections across Evans Road to facilitate movement.
- To minimise the through movement of heavy vehicle traffic within the residential areas.
- To limit direct access to arterial roads to protect their function and safety.
- To minimise the opportunity for vehicles to travel at excessive speeds.

Public transport network

- To ensure that streets are constructed to accommodate bus movements in accordance with the Department of Transport's Guidelines and to the satisfaction of the Director of Public Transport.
- To facilitate, where possible, the early provision of public transport services.
- To provide coverage to both residential and employment areas and connections to the existing Cranbourne community.
- To provide connections to areas of activity including education establishments and community services.
- Promote walking, cycling and public transport for access to the Merinda Park Station and connections to the PPTN.

Walking and cycling network

- To provide a safe and high amenity walking and cycling network through the considered placement of open space, active frontages and minimising the number of pedestrian / vehicle conflict points.



plan 13

road network

cranbourne west precinct structure plan

Victoria The Place To Be

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4.6.2 IMPLEMENTATION

The transport objectives are met by implementation of all the following:

- ***Road network in Plan 13.***
- ***Road type and cross sections provided in Table 7.***
- ***Intersections layouts provided in Table 8.***
- ***Road cross-section construction consistent with the Department of Transport's Guidelines for Land Use and Development, Casey Standard Drawings and Casey Arterial Roads Tree Strategy.***
- ***Public transport network in Plan 14.***
- ***Walking and cycling network in Plan 15.***
- ***Provision of transport infrastructure and services indicated in the transport plans and as set out in the Precinct Infrastructure Plan in Section 5.0 - Infrastructure and Staging.***

Implementation of the transport objectives will be assisted through:

- Liaison with the Department of Transport and VicRoads to ensure successful delivery and implementation of road infrastructure and public transport.
- Liaison with Department of Transport to upgrade Merinda Park Station.

4.6.3 PLANNING AND DESIGN GUIDELINES

Road network

The following planning and design guidelines ***must*** be met:

- Investigation areas for future grade separated freeway interchanges within the Precinct must be set aside to the satisfaction of VicRoads unless otherwise advised by VicRoads.
- Investigation areas for future widening of Thompsons Road must be set aside to the satisfaction of VicRoads unless otherwise advised by VicRoads. These may require a 10 metre wide strip of land:
  - on the south of the existing road reserve from east of Western Port Highway to a point mid-way between Evans Road and the railway line; and
  - on the north beyond the existing public acquisition overlay from Evans Road to the railway line.
- Road cross sections for collector roads must comply with requirements set out in Table 7 (Road type and cross sections) which references the cross section widths described in Clause 56.06-8 Table C1 of the Casey Planning Scheme, Casey Standard Drawings and the Department of Transport's Guidelines.
- All roads must make provision for emergency vehicle and waste collection vehicle access.
- An interim intersection (roundabout) on Western Port Highway/ Future Freeway into the Precinct on an alignment adjacent to Wedge Road must be provided.

The following planning and design guidelines ***should*** be met:

- presenting motorists with an opportunity to travel at excessive speeds should be designed with slow points which can include intersection treatments, deflection points, speed humps or other treatments.
- Roads abutting open space areas including tree reserves, retarding basins and floodways may be entitled to a reduced road reserve width to an area equivalent to one nature strip width less 1m from back of curb, provided services or reserve design is not negatively impacted upon by this reduction.
- A southern access point into the Precinct at Ballarto Road should be provided via an eastern leg on the existing roundabout at Western Port Highway/Future Freeway.
- Road design should preserve the potential for future connectivity with land to the south of Ballarto Road in the event that residential development is permitted south of Ballarto Road.
- East–west connections across Evans Road should be developed to link the new residential population with the existing Cranbourne West community. A signalised pedestrian crossing should be located adjacent to Montrose Way.
- Roads providing a connection between a residential and employment area should contain traffic calming and specific design measures to prevent the through movement of heavy vehicles into residential areas
- VicRoads Access Management Principles – Arterial Roads (Existing and Proposed Access Management) ***should*** be met. Specifically:
  - Access to Western Port Highway/Future Freeway is only permitted via Thompsons Road, Wedge Road, Hall Road and Ballarto Road as shown in Plan 5 and 7 (other than any temporary access agreed to by VicRoads at its absolute discretion).
  - Access to Thompsons Road and Hall Road is only permitted via the signalised intersections as shown in Plan 5 and 7.
  - Access to Evans Road and Cranbourne-Frankston Road is permitted via the signalised intersections as shown in Plans 5 and 13. Where access is permitted via unsignalised intersections as shown on the PSP, such intersections must be in accordance with the following access principles, all to the satisfaction of the VicRoads and Council:
    - The road connections should carry no more than 1000–2000 vehicles per day and should have a low level of internal connectivity.
    - The road connections should be provided by way of median openings in accordance with VicRoads Standard Drawing No. 463743.
    - The land the connections service should continue to have internal road connectivity via the signalized intersections.
    - The road connections should be located to allow the provision of left turn and right turn deceleration lanes, and desirably be located mid-distance between the signalized intersections.
    - The road connections should meet safe sight distance requirements, with turns permitted to be based on a safety assessment, including an analysis of predicted turn volumes.
    - The location and design of the road connections has regard to any access on the opposite side of the road.
  - Access on a local road must be restricted in the vicinity of an intersection with an arterial road. The length of access restriction must provide for the safe and efficient operation of the arterial road and the local road to the satisfaction of VicRoads and Council.
  - Any additional access to Thompsons Road, Hall Road, Evans Road and Cranbourne-Frankston Road should be considered on a case by case basis where a need can be demonstrated and if permitted will be provided in accordance with VicRoads Access Management Policies for an AMP2 Limited Access (Urban) arterial road.
- Active frontages for development addressing Western Port Highway and arterial roads should be achieved through the use of internal loop roads.

Intersection construction

The following planning and design guidelines ***must*** be met:

- Intersections must be designed and constructed in accordance with Plan 13 and Table 8.
- Where a road or street intersects with an existing or proposed arterial road the design of the intersection or proposed intersection must set aside the widening of the road reserve required to provide right of way flaring for the ultimate design of the intersection to the satisfaction of VicRoads and Council.
- Land within Property Nos. 50 and 51 known as 165 and 175 Evans Road, Cranbourne West must be acquired to enable delivery of Intersection E5 at Central Parkway and Evans Road.
- Intersection E4 providing a road connection to Evans Road from Property No. 49 must be constructed to pipe or cross via a culvert an existing open channel to the Evans Road retarding basin.

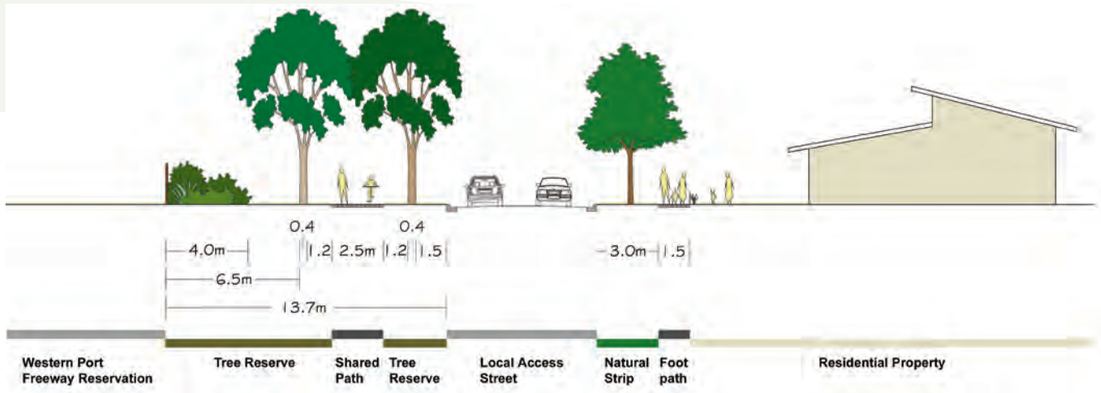
The following planning and design guidelines *should* be met:

- Unless signalised, intersections of local roads should be a roundabout or a T-intersection.
- T-intersections should be staggered to avoid overlap of right turning movements.
- Intersections E2a and E2b should be at least 200 metres apart to provide flexibility to allow any right turn lanes.
- Intersection E8 providing a road connection to Evans Road from the Large Neighbourhood Activity Centre on Property No. 53 should be located not less than 250 metres north of Hall Road.
- Intersection E9 providing a road connection to Cranbourne-Frankston Road between Hall Road and Brookland Greens Boulevard from Property No. 58 should only be permitted subject to the submission of a Road Safety Audit to the satisfaction of VicRoads.

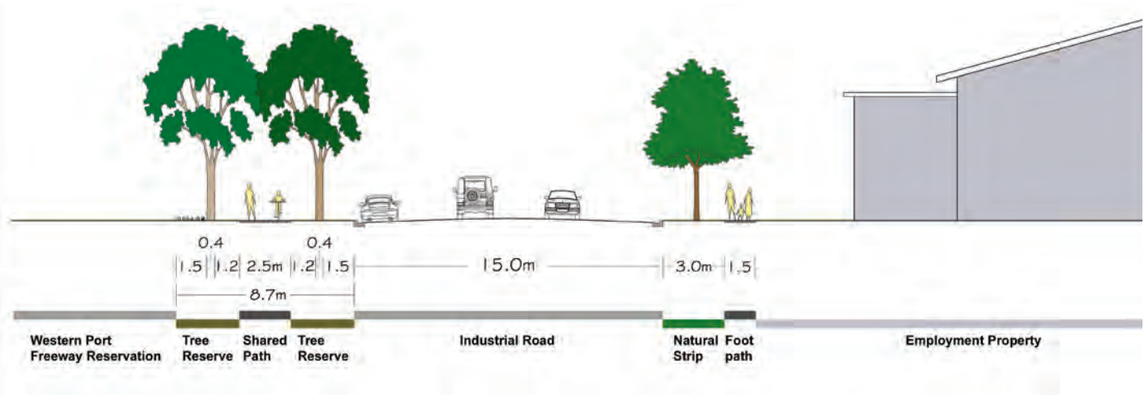
Table 7: Road type and cross sections

Road / street type	Road reservation	Ultimate function and cross section
Western Port Highway / Future Freeway	60-61m reservation width south of Thompsons Road including 8.84m PAO on east side.	Future freeway widened from 4 to 6 lanes with grade separated interchanges under investigation as follows: • Full interchange at Thompsons Road (located wholly outside PSP area). • Half interchange (northern orientation only) at Wedge Road. • Full interchange at Hall Road. • Overpass / underpass at Ballarto Road. • No direct property access except at specified intersections.
Arterial Road – 6 lanes		
Thompsons Road	40m reservation including 20m widening to north plus investigation area for additional future road widening.	• Six lane divided road, no parking. • No direct property access except at specified intersections. • Grade separated (overpass / underpass) of the railway line. • PPTN bus route on specified routes. • Shared path on both sides. • Only permit low landscaping/planting in median that ensures visibility and is not a traffic hazard.
Hall Road	40m reservation including 20m widening to south.	
Evans Road (north of Central Parkway)	40m reservation including variable widening to east between railway line and Breens Road and to west between Breens Road and Central Parkway.	
Cranbourne-Frankston Road	No widening required.	
Arterial Road – 4 lanes Evans Road (south of Central Parkway)	**34m reservation including variable widening to west between Central Parkway and Hall Road. 3,000**	• Four lane divided road, no parking. • No direct property access except at specified intersections. • Proposed PPTN route via Central/Parkway/Camms Road. • Shared path on both sides.
Connector Street Level 1 & 2* in accordance with Clause 56.06-8 Table C1 of the Scheme and Casey Standard Drawing.	**Connector Street Level 1 – 25m reservation (excluding shared path)** **Connector Street Level 1A – 27m reservation (including shared path)** **Connector Street Level 2 – 27m reservation (excluding shared path)** **Connector Street Level 2A – 28m reservation (including shared path**	• Two trafficable lanes (minimum 3.5m width each lane). • Two parallel parking lanes. • Two on-road bike lanes. • Shared path as specified. • Direct property access. • Proposed local bus route as specified.
Local Access Street Level 2* in accordance with Clause 56 and Casey Standard Drawing.	**Local Access Street Level 2 – 23m reservation (excluding shared path)** **Local Access Street Level 2A – 25m reservation (including shared path)**	• Two trafficable lanes (minimum 3m width each lane). • Two parallel parking lanes as specified. • Two on-road bike lanes as specified. • Shared path as specified. • Direct property access.
Industrial Road* in accordance with Clause 56 and Casey Standard Drawing.	**Industrial Connector – 25m reservation**	• Two lanes (minimum 3.25m width each lane). • Two parallel parking lanes. • Two on-road bike lanes. • Direct property access.

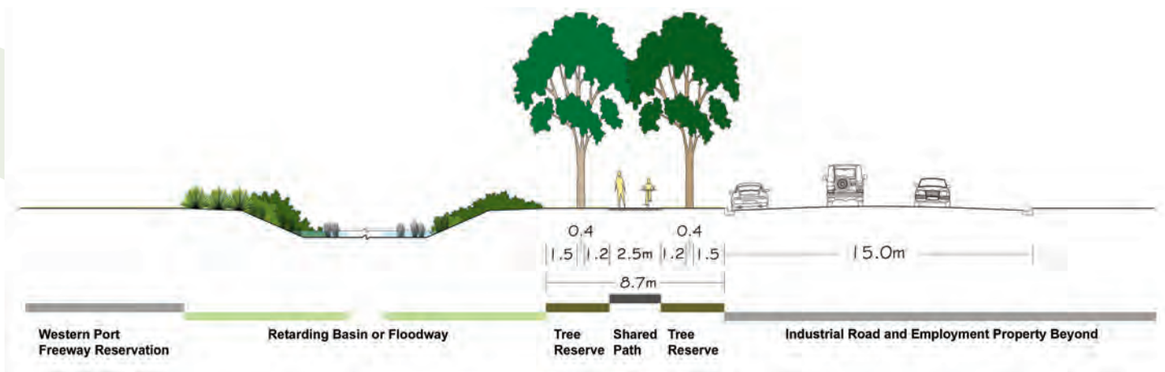
Cross-Section 1: Residential Interface to Western Port Freeway with Tree Reserve



Cross-Section 2: Industrial Interface to Western Port Freeway with Tree Reserve



Cross-Section 3: Industrial Interface to Western Port Freeway with Tree Reserve adjacent Retarding Basin or Floodway



Cross-Section 4: Industrial Interface to Western Port Freeway with Tree Reserve and Building siding/backing

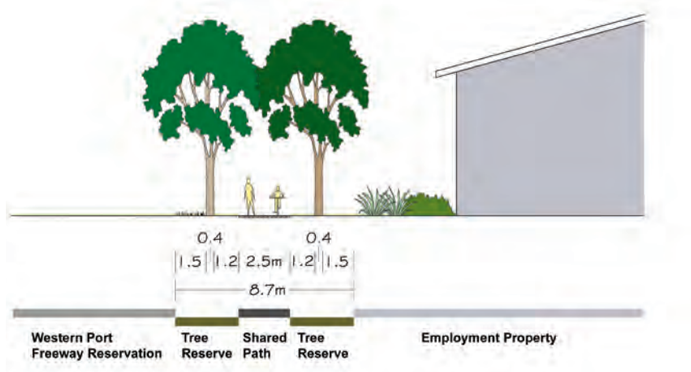
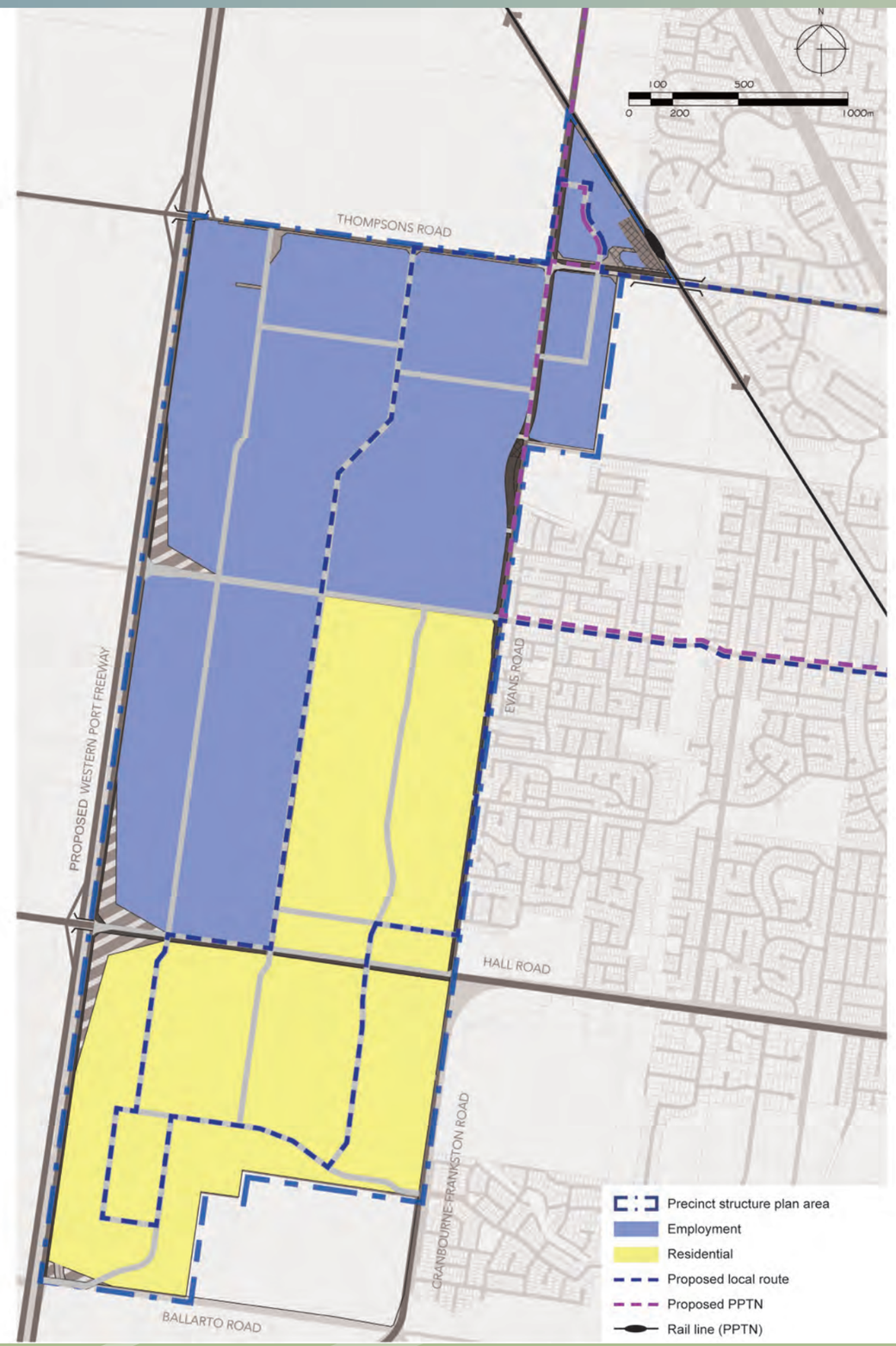


Table 8: Intersection layout

Intersection		Management	Ultimate layout (VicRoads Standard Drwg No.)
T1	Thompson Road-Industrial spine road-Lyndhurst Blvd	Signalised	547839
T2	Thompson Road-Central spine road-Marriott Blvd	Signalised	547839
T3	Thompson Road-Merinda Park industrial road	Signalised	547839
E1	Evans Road- Boland Drive (formerly Melada Parade) -Merinda Park industrial road	Signalised	547839
E2a	Evans Road-industrial road	Unsignalised	463743
E2b	Evans Road-Volk Road	Unsignalised	463743
E3	Evans Road-Breens Road (extension)	Signalised	547839
E4	Evans Road-industrial road	Unsignalised	463743
E5	Evans Road-Central Parkway (extension)	Signalised	547839
E6	Evans Road-connector street	Unsignalised	463743
E7	Evans Road-Duff Street (extension)	Signalised	547839
E8	Evans Road-Large Neighbourhood Activity Centre connector/access street	Signalised	463744 if T-intersection or 547839 if cross intersection.
E9	Cranbourne-Frankston Road-connector street	Unsignalised	463743
E10	Cranbourne-Frankston Road-Brooklands Green Blvd	Signalised	547839
H1	Hall Road-Industrial spine road-connector street	Signalised	547839
H2	Hall Road-Central spine road-connector street	Signalised	547839
H3	Hall Road-Large Neighbourhood Activity Centre connector/access street-connector street	Signalised	547839
WP1a	Western Port Highway/Future Freeway-Wedge Road – Interim	At-grade roundabout	Consistent with indicative intersection layout shown in Figure 2.1 of the expert witness statement provided to the planning panel by Christian Griffith of GTA Consultants dated 2 March 2009 with final design and alignment subject to VicRoads approval.
WP1b	Western Port Highway/Future Freeway-Wedge Road – Ultimate	Grade separated interchange	No standard drawing. Freeway design to resolve.
WP2a	Western Port Highway/Future Freeway-Ballarto Road – Interim	At-grade roundabout	136820 with final design and alignment subject to VicRoads approval
WP2b	Western Port Highway/Future Freeway-Ballarto Road – Ultimate	Grade separated under/overpass	No standard drawing. Freeway design to resolve.



plan 14

public transport

cranbourne west precinct structure plan

Victoria The Place To Be

N

Public transport

The following planning and design guideline ***must*** be met:

- Bus stop facilities must be provided in accordance with DOI 'Public transport Guidelines for Land Use Development'.

The following planning and design guidelines ***should*** be met:

- Early provision of local public transport services should be sought during the development of the Precinct in conjunction with Department of Transport.
- 95% of all households should be within 400 metres of a public transport service.

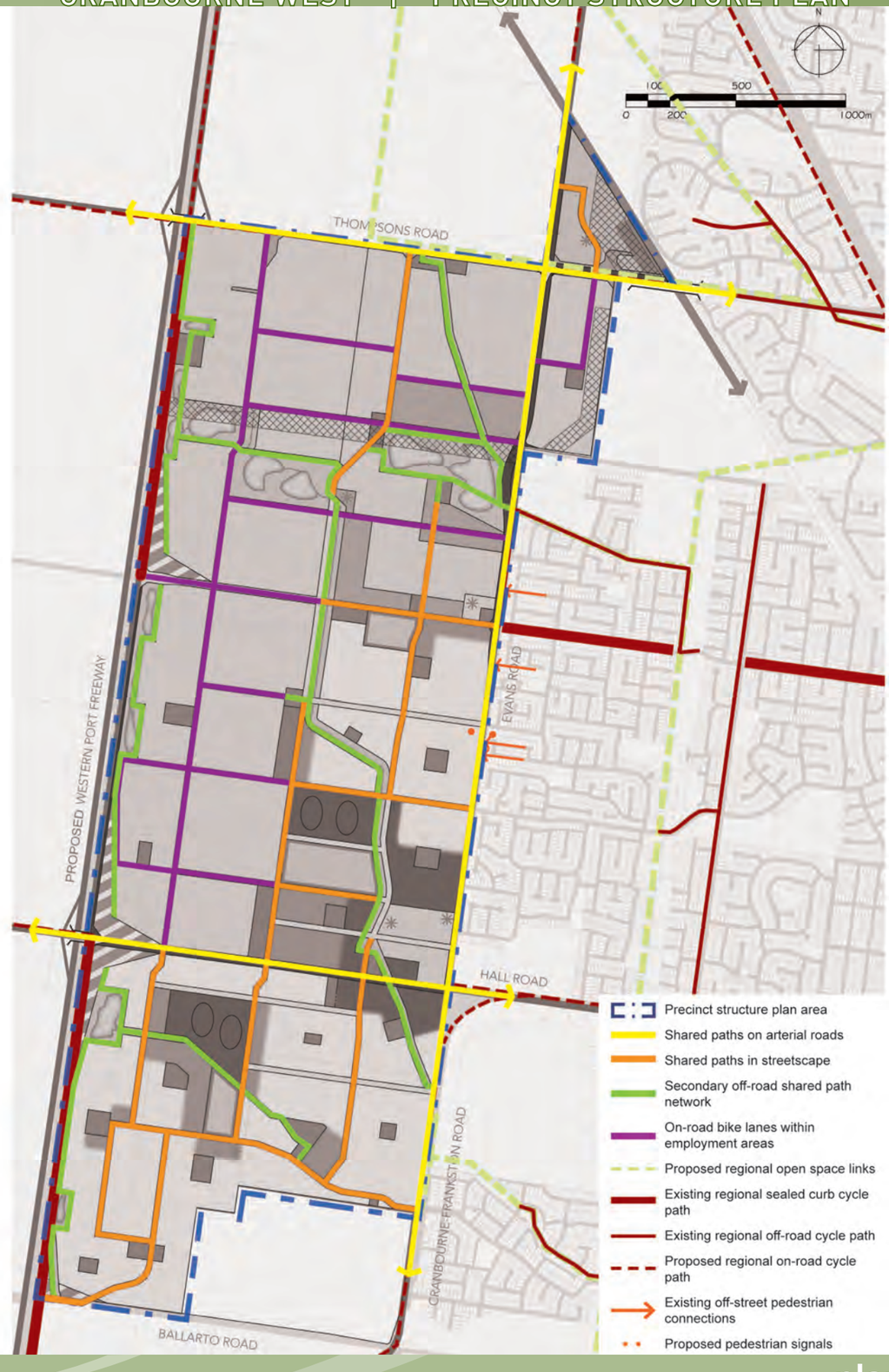
Walking and cycling network

The following planning and design guideline ***must*** be met:

- Continuous shared paths must be provided along open space drainage links, along specified connector streets and along the arterial road network, including the Western Port Highway within a tree reserve and along the western side of Evans Road when constructed to an urban standard, in accordance with Plan 15 and Casey Standard Drawings prior to the issue of a Statement of Compliance for the relevant stage of subdivision.

The following planning and design guidelines ***should*** be met:

- Walking and cycling networks should be implemented early in the construction process to ensure that these facilities are available to all new residents, workers and visitors.
- Shared paths should be provided in areas expecting high foot traffic such as near schools, community centres, activity centres and public transport nodes.
- Cycle parking facilities should be provided at key destinations such as schools, community centres, activity centres and public transport nodes.
- Pedestrian and cycle crossings should be provided at all key street intersections and along key desire lines, particularly along the interface between the residential and employment areas.
- High quality linkages should be provided that include crossing facilities at main streets to the following trip attractors and generators:
  - Residential areas of Cranbourne.
  - Cranbourne Town Centre.
  - Schools.
  - PPTN along Evans Road and along Cranbourne-Frankston Road.



plan 15

walking & cycling

cranbourne west precinct structure plan

4.7 UTILITIES AND ENERGY

4.7.1 UTILITIES AND ENERGY OBJECTIVES

- To provide for more environmentally-responsible infrastructure provision and resource management.
- To provide physical services at the time of development.
- To implement sustainable technologies, land management and building methods to reduce resource consumption.
- To ensure access to leading edge telecommunications technology.
- To ensure that reticulated gas is provided for both the residential and employment areas at the time of development.
- To provide stormwater quality treatment for both residential and employment areas to best practice or 45% nitrogen, 45% phosphorus and 80% suspended solids reduction across Melbourne Water and Council managed assets.
- To provide equitable and sustainable asset management outcomes for both Council and Melbourne Water as drainage authorities.
- To provide retarding required for the control of peak flow for 100 year ARI events and 1.5 year ARI events prior to discharging to a waterway downstream of the PSP area (i.e. upstream of Western Port Highway).
- To provide land use efficiencies through the co-location of stormwater retarding and stormwater quality treatment within the Precinct.
- To implement best practice in water sensitive urban design such that potable water use is minimised, water reuse is maximised and aquatic ecosystem health is protected and enhanced through improved stormwater quality and flow management.
- To ensure that stormwater drainage and storage areas contribute to the urban structure and amenity of the residential suburb and employment areas.

4.7.2 IMPLEMENTATION

The utilities and energy objectives will be achieved by implementation of all the following:

- Management of urban stormwater in residential subdivisions in accordance with Clause 56.
- Preparation and application of an integrated stormwater management plan for the employment areas equivalent to Clause 56 requirements including best practice targets for stormwater management.
- Stormwater drainage and retarding basins being provided in accordance with Plan 16.

4.7.3 PLANNING AND DESIGN GUIDELINES

Resource conservation

The following planning and design guideline ***must*** be met:

- Reticulated recycled water must be provided within residential development areas.

The following planning and design guidelines should be met:

- Reticulated recycled water should be provided within employment precincts.
- Solar energy (e.g. solar hot water) should be harvested in new buildings and public lighting.
- New development should incorporate leading edge sustainable energy supply strategies and alternative energy sources such as combined heat and power and energy from waste.

Telecommunications

The following planning and design guideline ***must*** be met:

New subdivision must incorporate a conduit suitable for the provision of optical fibre services to service all dwellings, commercial buildings and lots.

The following planning and design guideline should be met:

- State of the art technology and communications should be planned and provided, incorporating of a variety of high speed technologies including WiFi, high speed broad band and mobile connection and coverage etc.

Electricity infrastructure

The following planning and design guidelines ***must*** be met:

- All existing above ground electricity powerlines at or below 22 KV on the land must be removed and placed underground before the issue of any Statement of Compliance or the final Statement of Compliance if the land is developed in stages.
- The design of electricity and other related infrastructure must provide for alternative electricity transmission through the new development so as to render any existing above ground assets along arterial roads on the same side of the road as the development redundant and subject to the relevant utility authority consenting those assets must be removed as part of the development works for the relevant stage of the subdivision at no cost to the relevant utility authority or Council.

Gas supply

The following planning and design guideline ***must*** be met:

- Demand for pre-installation of reticulated gas to the employment area must be scoped prior to development.

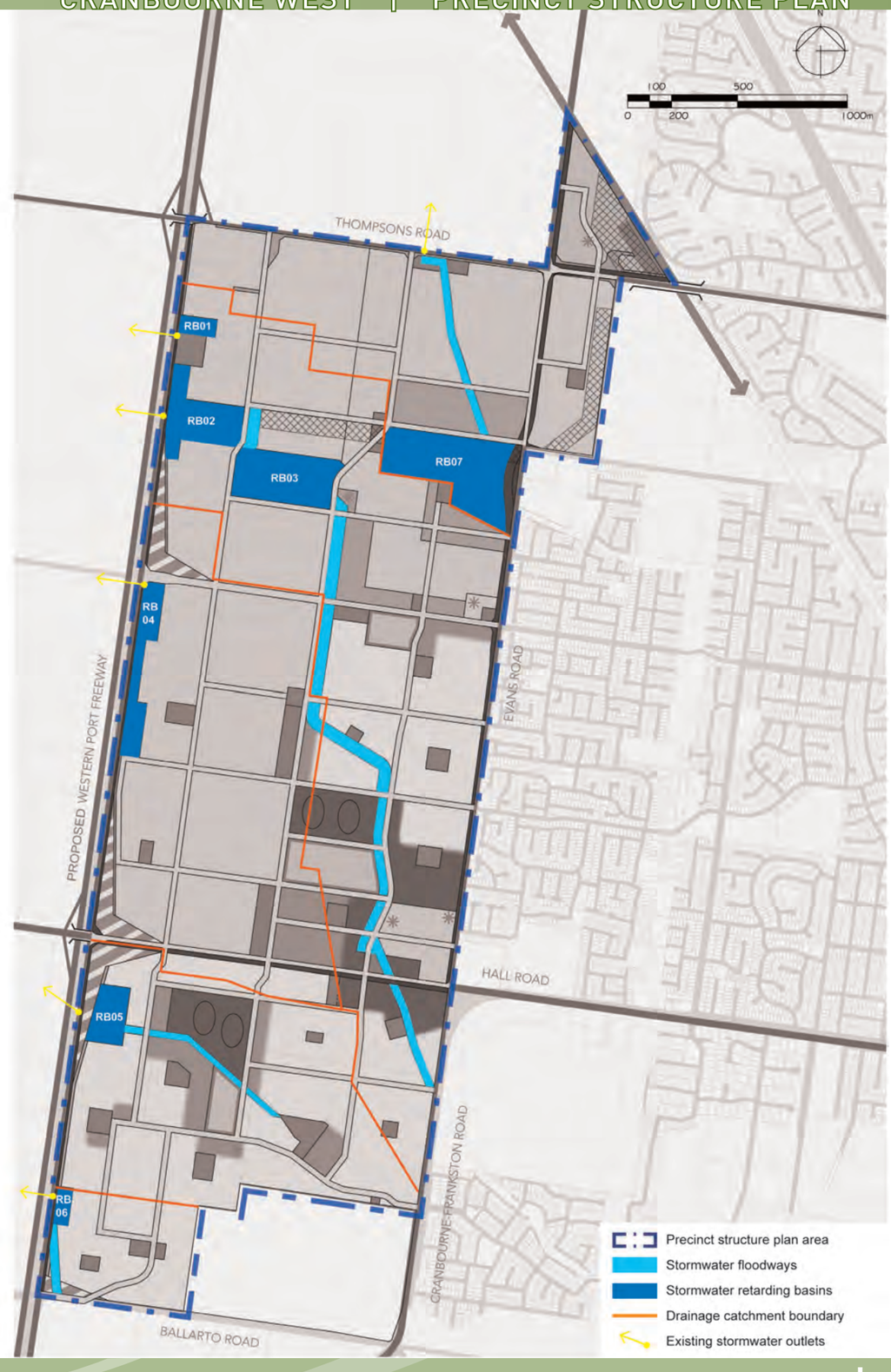
Drainage

The following planning and design guidelines ***must*** be met:

- Retarding basins and floodway reserves must be provided generally in the location shown on the PSP. The shape of the retarding basins may change during detailed design.
- Retarding required for the control of peak flow for 100 year ARI events and 1.5 year ARI events must be constructed within the main waterway reserve prior to discharging to a waterway downstream of the PSP area.
- Development of end-of-pipe retardation for 1.5 year ARI events located outside the main floodway must not be permitted.
- Proposed retarding basins for the control of peak flow for 100 year ARI events must be developed to accommodate volumes required by Melbourne Water.
- The main floodway which traverses the Precinct from Cranbourne-Frankston Road to Western Port Highway/Freeway must be designed and constructed with a minimum width of 55 metres unless Melbourne Water permits otherwise.
- The floodway which traverses the residential precinct south of Hall Road must be designed and constructed with a minimum width of 35 metres unless Melbourne Water permits otherwise.
- The floodway which runs along an existing drainage channel from the existing retarding basin on Evans Road to Thompsons Road must be designed and constructed with a minimum width of 35 metres unless Melbourne Water permits otherwise.
- The floodway on Property No. 59 which generally runs from Ballarto Road along the Western Port Highway/Future Freeway must be designed and constructed with a minimum width of 40 metres unless Melbourne Water permits otherwise.
- Within residential and employment areas subdivisions, roads and public open space must be designed using Water Sensitive Urban Design Principles to achieve half of the best practice requirement before stormwater flows into the Melbourne Water drainage system.

The following planning and design guidelines ***should*** be met:

- If during detailed design of retarding basins land identified for a retarding basin is not required for a retarding basin purpose and it has not been purchased or reserved by Melbourne Water as part of the drainage scheme the land should be used for a purpose which is in accordance with the adjoining applied zone.
- The design of retarding basin RB01 should endeavour to incorporate part of the public open space within Park R04 so that the 1:100 flood level (ARI) will be the same as for retarding basin RB02 provided the remnant vegetation within the park can generally be preserved.
- Floodway reserves accommodating overland flow paths may be subject to minor realignment following engineering analysis of the catchment during preparation of a drainage scheme by Melbourne Water.
- Wetlands should be constructed within the Melbourne Water Development Service Scheme retarding basins to provide stormwater quality treatment.
- Each residential dwelling should install a stormwater tank to be plumbed into the toilet system in order to save potable water, improve the waterway flow regime in main waterways by reducing stormwater in the drainage system and best approximate natural flow regime conditions.
- Preparation of site masterplans for land including parks and district playing fields should demonstrate how connection to recycled water for irrigation of Council reserves is provided from third pipe infrastructure or stormwater retarding basins.
- Design of the landscaping of drainage areas to should respond to amenity and microclimate influences.
- Sites with frontages and sideages abutting the industrial spine road should provide rain gardens within front landscape setbacks for on-site stormwater cleansing.
- The design of drainage reserves and drainage infrastructure should consider the potential to provide passive open space opportunities that will augment the supply and respond to the location of unencumbered passive open space areas.



plan 16

water management plan

cranbourne west precinct structure plan

5.0 INFRASTRUCTURE AND STAGING

5.1 DEVELOPMENT STAGING

5.1.1 DEVELOPMENT STAGING OBJECTIVES

- Ensure that staging of development facilitates the timely provision of infrastructure.
- Establish a basis for a co-ordinated approach to the provision of necessary infrastructure including transport, open space, community services and facilities.

5.1.2 IMPLEMENTATION

The development staging objectives are met by implementation of the:

- Cranbourne West Development Contributions Plan.
- Establishment of infrastructure arrangements with developers as part of development approvals.

5.1.3 PLANNING AND DESIGN GUIDELINES

- Staging of individual developments must:
  - Not create circumstances by which its future residents might be unreasonably isolated from employment, social and community needs.
  - Ensure sealed road access from a sealed arterial road network.
  - Ensure road connections to adjoining development are completed and in a logical and timely sequence and not held up to achieve advantage over abutting landowners.
- Only allow for temporary road access in exceptional circumstances and:
  - » If the associated traffic volumes will not exceed that of local street levels.
  - » Where the road and access points are constructed to a permanent standard in accordance with Casey Standard Drawings.
  - » Not overload the traffic carrying capacity of any collector road or access street within or adjoining the PSP area.

5.2 PRECINCT INFRASTRUCTURE PLAN

The Precinct Infrastructure Plan is shown in Table 9 and provides an indication of the infrastructure projects that will need to be provided, funded and coordinated to facilitate the vision of the PSP. The table should also be read in conjunction with the Cranbourne West Development Contributions Plan.

Table 9: Infrastructure and services required within the precinct to support the development of the precinct

Project Category		Project Title	Project Description	Justification	Lead Agency	Timing: S=2009-13 M=2014-18 L=2019+	Indicative Costs ($2009)
A - PUBLIC TRANSPORT							
A1	Merinda Park Station	**Merinda Park Station upgrade**	Upgrade of existing station including bus interchange	To attract new population to use public transport	VicTrack, DoT	**M**	Undetermined
A2	Local Public Transport Network	**Local Public Transport Network**	One proposed local routes through precinct	To provide options for alternative mode of transport for local trips	DoT, City of Casey	**S**	Undetermined
A3	Regional Public Transport Network	**Regional Public Transport Network**	Upgrade of PPTN on Evans Road and Central Parkway/ Camms Road	To provide a regional service that responds to the travel patterns and distribution of the new community To provide alternative mode of transport for regional trips	DoT	**L**	Undetermined
B - ROADS							
B1	Roads	**Industrial Connector Streets**	Industrial component of growth area	To serve primary access and circulation requirements	Developer to construct, City of Casey to maintain	**S**	Undetermined
B2	Roads	**Residential Connector Streets**	Residential component of growth area	To serve access and circulation requirements To create direct connections to key activity nodes	Developer to construct, City of Casey to maintain	**S**	Undetermined
B3	Roads	**Local Streets**	Throughout whole growth area	To serve access and circulation requirements	Developer to construct, City of Casey to maintain	**S**	Undetermined
B4a	Intersections with arterial and future arterial roads	**Signalised Intersection - Intersection of Thompsons Road and Evans Road**	Signals and turn lanes (for six lane treatment on Thompsons Rd) plus a through carriageway	To serve access and circulation requirements	VicRoads	**S**	$4,656,328
B4b	Intersections with arterial and future arterial roads	**Signalised Intersection -** Intersection of Cranbourne-Frankston Road, Hall Road and Evans Road	Signals and turn lanes(for six or four lane treatment on Hall Road and Evans Road	To serve access and circulation requirements	VicRoads	**L*** *In the medium term an upgrade to the current intersection will be required to service new development ahead of construction of the ultimate intersection.	$5,342,875* *Actual figure may vary when design finalised.
B4c	Intersections with arterial and collector roads	**14 signalised intersections of collector roads with surrounding arterial road network**	Generally cross intersections	To serve access and circulation requirements	Developers	**S**	Undetermined
B5	Arterial road widening	**Thompsons Rd**	Widening to 6 lanes divided	To serve primary access and circulation requirements	Vic Roads	**S**	Undetermined
B6a	Arterial road widening	**Hall Rd widening**	Widening to 6 lanes divided	To serve primary access and circulation requirements	VicRoads[1]	**L**	$2,425,000* *Indicative cost.
B6b	Arterial road urbanisation	**Hall Rd urbanisation**	Construction of Hall Road to an urban standard.	Upgrade to an urban standard suitable for development in Cranbourne West in the short term	City of Casey	**S**	$2,110,338
B7a	Arterial road widening	**Evans Rd widening**	Widening to 6 lanes (in part) & 4 lanes (in part) divided	To serve primary access and circulation requirements	VicRoads	**L**	$6,625,000* *Indicative cost.
B7b	Arterial road urbanisation	**Evans Rd urbanisation**	Construction of Evans Road to an urban standard.	Upgrade to an urban standard suitable for development in Cranbourne West in the short term	City of Casey	**S**	$3,134,876
B9	Westernport Highway	**Westernport Highway upgrade**	Upgrade to freeway and new interchanges	To improve regional access	Vic Roads	**S - L**	Undetermined
B10	Industrial road	**Missen Road land and construction in industrial area**	Widening to Industrial road	To serve primary access and circulation requirements	Developer to construct, City of Casey to maintain	**S**	$3,913,500
B11	Shared path	**Westernport Highway shared pathway**	North-south pathway along western side of Westernport Highway, along growth area boundary	To provide walking and cycling access for people living and working in the growth area	Developer to construct, City of Casey to maintain	**S**	Undetermined
B12	Shared path	**Evans Road shared pathway**	Eastern side of Evans Road	To provide walking and cycling access for people living and working in the growth area	City of Casey	**S**	Undetermined
B13	Shared path	**Evans Road shared pathway**	Western side of Evans Road	To provide walking and cycling access for people living and working in the growth area	Developer to construct, City of Casey to maintain	**S**	Undetermined
B14	Shared path	**Hall Road shared pathway**	North and south sides of Hall Road	To provide walking and cycling access for people living and working in the growth area	Developer to construct, City of Casey to maintain	**S**	Undetermined
B15	Shared path	**Thompsons Road shared pathway**	Southern side of Thompsons Road	To provide walking and cycling access for people living and working in the growth area	Developer to construct, City of Casey to maintain	**S**	Undetermined
B17	Shared path	**NAC shared pathway**	Shared path along access road into NAC from Hall Road and Evans Road	To provide walking and cycling access for people living and working in the growth area	Developer to construct, City of Casey to maintain	**S**	Undetermined
C - UTILITY SERVICES							
C1	Water	**Water**	Provision of reticulated water to site	To meet essential servicing requirements of new development	Relevant Service Authority	**S**	Undetermined
C2	Sewerage	**Sewerage**	Provision of reticulated sewerage to site	To meet essential servicing requirements of new development	Relevant Service Authority	**S**	Undetermined
C3	Gas	**Gas**	Provision of reticulated gas to residential area	To meet essential servicing requirements of new development	Relevant Service Authority	**S**	Undetermined
C4	Gas	**Gas**	Provision of reticulated gas to industrial area	To attract investment	Relevant Service Authority	**S**	Undetermined
C5	Telecommunications	**Telecommunications**	Provision of high band width reticulated services to site	To meet essential servicing requirements of new development and support business	Relevant Service Authority	**S**	Undetermined

Table 9: Infrastructure and services required within the precinct to support the development of the precinct (*continued*)

	Project Category	Project Title	Project Description	Justification	Lead Agency	Timing: S=2009-13 M=2014-18 L=2019+	Indicative Costs ($2009)
C6	Electricity	**Electricity**	Provision of reticulated electricity to site	To meet essential servicing requirements of new development	Relevant Service Authority	**S**	Undetermined
C7	Recycled Water Service	**Recycled Water Service**	Provision of third pipe to residential area	To meet state government mandate regarding third pipe	Relevant Service Authority	**S**	Undetermined
C8	Recycle Water Service	**Recycle Water Service**	Provision of third pipe to industrial area	To attract investment	Relevant Service Authority	**S**	Undetermined
C9	Cranbourne West Pumping Station	**Cranbourne West Pumping Station**	Upgrade to existing infrastructure	To address to existing capacity constraints	Relevant Service Authority	**S**	Undetermined
D - DRAINAGE							
D1	Retarding Basins	**Industrial Area**	Retarding basins	To retard peak stormwater flows	Developer to construct, Melbourne Water to maintain	**S**	Undetermined
D2	Retarding Basins	**Residential Area**	Retarding basins	To retard peak stormwater flows	Developer to construct, Melbourne Water to maintain	**S**	Undetermined
D3	Waterways	**Vegetated waterways in residential and industrial area**		• To provide flora and fauna habitat and links • To provide for sustainable stormwater drainage and cleansing	Developer to construct, Melbourne Water / City of Casey to maintain	**S**	Undetermined
E - SCHOOLS							
E1	Secondary College	**Secondary College**	East side of Central Spine road adjacent to district playing fields & NAC	Existing and new residential catchment meets threshold for new Secondary School	DET	**M**	$28,000,000 (2008$ cost)
E2	Primary School	**Primary School**	West of Evans Road, in the northern residential area	Existing and new residential catchment meets threshold for (2) new Primary School/s	DET	**S**	$11,500,000 (2008$ cost)
E3	Primary School	**Primary School**	South of playing fields in the southern residential area	Existing and new residential catchment meets threshold for (2) new Primary School/s	DET	**M**	$11,500,000 (2008$ cost)
F - COMMUNITY FACILITIES							
F1	Double Kindergarten	**Double Kindergarten**	Large Neighbourhood Activity Centre	To provide kindergarten services for the new resident population	City of Casey	**M**	$2,500,000 (this cost is included in cost provided for F6 Community Centre)
F2	Child Care Centre	**Child Care Centre**	Small NAC (southern residential area)	To provide localised services for the new resident and worker populations	City of Casey, Private Providers	**M**	$3,000,000
F3	Health Precinct	**Health Precinct**	Large Neighbourhood Activity Centre	To respond to the existing and future needs identified by Southern Health	DHS	**L**	Undetermined
F4	Community Meeting Space	**Within the northern precinct**	Interim community meeting space in early stages of development on adjacent land	To provide early service delivery and community engagement and development services until the integrated community centre is established in the large neighbourhood activity centre.	Developer / City of Casey to construct, City of Casey to maintain	**S**	Undetermined
F5	Community Meeting Space	**Within the southern precinct**	Interim community meeting space in early stages of development on adjacent land	To provide early service delivery and community engagement and development services until the integrated community centre is established in the large neighbourhood activity centre.	Developer / City of Casey to construct, City of Casey to maintain	**S**	Undetermined
F6	Community Centre / Family Resource Centre	**Community Centre / Family Resource Centre**	Large Neighbourhood Activity Centre	To provide a maternal and child health centre in a flexible building for the new resident population	Developer / City of Casey to construct, City of Casey to maintain	**S-M**	$4,000,735
F8	Aged Housing Groups	**Aged Housing Groups**	Group of 20 dwellings adjacent the NAC in small groups of Adaptable Housing compliant with AS 4299-1995 and close to local public transport route	To provide low care residential aged care with operation costs funded through CAP package and constructed by private sector provider	Private Developer	**M**	Undetermined
F9	Access for Transport Disadvantaged	**Community Bus**	Community Bus	To provide a funded on demand community transport program for disadvantaged to access the NAC, Rail stations and major bus stops	City of Casey to run with funding	**S**	$149,341
F10	Community Development Worker	**Community Development Worker**	Based initially in the City offices and commencing 3 months prior to the completion of new residential development and for a period of 3 years	To provide community development activities and programs for new residents	City of Casey with possible funding	**S**	Undetermined
F11	Infrastructure Coordination Staff	**Infrastructure Coordination Staff**	Based in the Council offices	To coordinate the implementation of integrated Community and Recreation Facilities and service the Human Services Implementation Group	City of Casey	**S**	Undetermined
F12	Emergency services	**Fire brigade**	New fire brigade and land (approx. 2,000m2)	To service expanding urban development	CFA	**M**	Undetermined

Table 9: Infrastructure and services required within the precinct to support the development of the precinct (*continued*)

Project Category		Project Title	Project Description	Justification	Lead Agency	Timing: S=2009-13 M=2014-18 L=2019+	Indicative Costs ($2009)
G - ACTIVE OPEN SPACE							
G1	Playing fields 1	**Northern residential precinct.**	Establishment and infrastructure for Active Playing Fields 1 (Football/Cricket/Netball)	To provide a training and playing space for formal sports such as cricket and football with club facilities and a pavilion	Developer / City of Casey to construct, City of Casey to maintain	**S-M**	$2,672,967 (plus $12M for land)
G2	Playing fields 2	**Southern residential precinct**	Establishment and infrastructure for Active Playing Fields 2 (Soccer/Cricket)	To provide a training and playing space for formal sports such as cricket and football with club facilities and a pavilion	Developer / City of Casey to construct, City of Casey to maintain	**S-M**	$2,082,136 (plus $10M for land)
G3	Basketball Stadium	**Basketball Stadium**	Secondary College	Shared facility for community and school use	City of Casey to maintain	**M**	Undetermined (unclear if $28M cost for E1 includes this project)
G4	Tennis Courts	**Tennis Courts**	Southern residential precinct	To provide variety in the provision of formal sports opportunities To create an integrated sports node	Developer / City of Casey to construct, City of Casey to maintain	**M**	$1,068,213 (plus $1.19M for land)
G5	Lawn Bowls	**Lawn Bowls**	Southern residential precinct	To provide variety in the provision of formal sports opportunities To create an integrated sports node	Developer / City of Casey to construct, City of Casey to maintain	**M**	$636,428 (plus $1.19M for land)
G6	Club rooms / Sport Pavilions	**At the playing fields**	Club rooms / Sport Pavilions	To provide support to the formal sport activities occurring at the playing fields	Developer / City of Casey to construct, City of Casey to maintain	**S**	$4,199,824
H - PASSIVE OPEN SPACE							
H1	Shared pedestrian/ bike paths	**Through all linear parks, vegetated waterways, retarding basins**		• To support recreational activity • To promote walking and cycling • To activate the open space network	Developer to construct, City of Casey to maintain	**S**	Undetermined
H2	Aboriginal Park	**In the south eastern portion of the residential area.**		• To provide interpretation of the past use of land by indigenous communities • To respond to the Casey policy	City of Casey	**S**	Undetermined
H3	Local / Neighbourhood Parks	**Throughout the growth area**		To provide passive open space for new residents and workers in the growth area.	Developer to construct, City of Casey to maintain	**S**	Undetermined
I - BUFFERS							
I1	Tree Reserve	**Along Westernport Highway**	Tree reserve along WP Hwy to be planted with double row river red gums	To manage interface between highway urban area	Developer to construct, City of Casey to maintain	**S-M**	Undetermined
J - OTHER							
J1	Town Square 1	**Large Neighbourhood Activity Centre**		To provide community focus and informal meeting space for residents and visitors	Developer to construct, City of Casey to maintain	**S-M**	Undetermined
J2	Village Green 1	**Northern Small Neighbourhood Activity Centre**		To provide a community focal point for new neighbourhood	Developer to construct, City of Casey to maintain	**S**	Undetermined
J3	Village Green 2	**Southern Small Neighbourhood Activity Centre**		To provide a community focal point for new neighbourhood	Developer to construct, City of Casey to maintain	**S**	Undetermined

6.0 OTHER INFORMATION

6.1 SUPPORTING INFORMATION

The following documents may assist in understanding the background to the vision, objectives, guidelines and other requirements of this PSP:

- C21 A vision for the future, City of Casey, 2002.
- Casey – Cardinia Growth Area Framework Plan, Department of Sustainability and Environment, 2006.
- Cranbourne West Urban Growth Plan – Key Issues Paper, David Lock Associates, April 2007.
- Activity Centres Strategy, City of Casey, October 2006.

6.2 GLOSSARY

Central Spine Road means the north-south Connector Street (Level 1 or 2) which in Plan 13 runs from Intersection 'T2' on Thompsons Road through Intersection 'H2' on Hall Road to a T-intersection with the southern most east-west connector street in the southern residential area.

Industrial Spine Road means the north-south Industrial Road which in Plan 13 runs from Intersection 'T1' on Thompsons Road to Intersection 'H1' on Hall Road.