

OFFICER PRECINCT STRUCTURE PLAN

September 2011 and March 2018 Comparison Document

Officer is...



... an established community ...

... a new transit oriented town centre ...

... rich in environmental assets ...

... new neighbourhoods ...

... a rural landscape character ...

... an urban lifestyle ...

... a place of diversity & opportunity ...



OFFICER PRECINCT STRUCTURE PLAN

Amendment C149 to the Cardinia Planning Scheme

September 2011

Officer is...



... an established community ...

... a new transit oriented town centre ...

... rich in environmental assets ...

... new neighbourhoods ...

... a rural landscape character ...

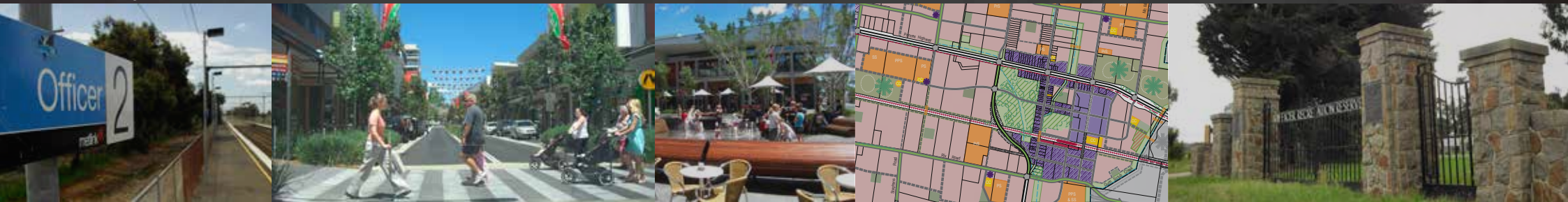
... an urban lifestyle ...

... a place of diversity & opportunity ...

OFFICER PRECINCT STRUCTURE PLAN

September 2011
(Amended March 2018)

Officer is...



... an established community ...
... a new transit oriented town centre ...
... rich in environmental assets ...
... new neighbourhoods ...
... a rural landscape character ...
... an urban lifestyle ...
... a place of diversity & opportunity ...


CARDINIA


Victorian Planning Authority


VICTORIA
State
Government



Cardinia Shire Council

Henty Way, Pakenham

PO Box 7, Pakenham 3810

Phone 1300 787 624 Fax 03 5941 3784

www.cardinia.vic.gov.au

Prepared by Cardinia Shire Council in consultation
with the Growth Areas Authority

Acknowledgements

Ark Resources

Ashton Traffic

CPG Australia Pty Ltd

Department of Sustainability and Environment

Department of Transport

Design Urban

Hansen Partnership

Melbourne Water

Patrick Partners

Stormy Water Solutions

VicRoads

VicUrban





Cardinia Shire Council

20 Siding Avenue, Officer
PO Box 7, Pakenham 3810
Phone 1300 787 624 Fax 03 5941 3784
www.cardinia.vic.gov.au

Prepared by Cardinia Shire Council in consultation
with the Growth Areas Authority (September 2011)

Revised by the Victorian Planning Authority in consultation
with Cardinia Shire Council (March 2018)

Acknowledgements

Ark Resources
Ashton Traffic
CPG Australia Pty Ltd
Department of Sustainability and Environment
Department of Transport
Design Urban
Hansen Partnership
Melbourne Water
Patrick Partners
SMEC Urban Consulting Group
Stormy Water Solutions
VicRoads
VicUrban



Contents

01 Introduction	5
1.1 Composition of Documents	5
1.2 The Officer Precinct Structure Plan	5
1.3 The Officer Native Vegetation Precinct Plan	5
1.4 Implementation	7
1.5 Reference Material	7
1.6 Monitoring and Review	7
02 Local Context and Site Description	9
2.1 Metropolitan & Regional Context	9
2.2 Local Context	11
2.3 Precinct Features	17
03 Integrated Precinct Design	24
3.1 Vision	24
3.2 Future Urban Structure	24
3.3 Land Use Budget	29
3.4 Demographic Projections	33
04 Elements	35
4.1 Image and Character	35
4.2 Housing	42
4.3 Employment and Activity Centres	58
4.4 Community Facilities	88
4.5 Open Space and Natural Systems	96
4.6 Transport and Movement	115
4.7 Utilities, Energy & Sustainability	145
05 Precinct Infrastructure Plan	152
5.1 Introduction	152
5.2 Infrastructure and Services Required	152
5.3 Project Co-ordination	153
5.4 Delivery and Monitoring	153
06 Development Staging and Requirements	163
6.1 Development Staging	163
07 Other Information	166
7.1 Acronyms	166
7.2 Glossary of Terms	167
7.3 References	173
Appendix A: Small Lot Housing Code	175

Key Requirements of Schedules 3 and 4 to the Urban Growth Zone

Urban Design Framework - Officer Town Centre	84
Urban Design Framework - Whiteside Road Neighbourhood Activity Centre	85
Site Context Report - Neighbourhood Convenience Centres	86
How to make a public open space contribution in this Precinct	107
Sustainability Statement Requirements	151

Contents

	01 Introduction	5	
	1.1 Composition of Documents	5	
	1.2 The Officer Precinct Structure Plan	5	
	1.3 The Officer Native Vegetation Precinct Plan	5	
Amended by C232	1.4 Implementation	7	
	1.5 Reference Material	7	
Amended by C232	1.6 Monitoring and Review	7	
	02 Local Context and Site Description	9	
	2.1 Metropolitan & Regional Context	9	
	2.2 Local Context	11	
Amended by C232	2.3 Precinct Features	17	
	03 Integrated Precinct Design	24	
Amended by C232	3.1 Vision	24	
Amended by C232	3.2 Future Urban Structure	24	
	3.3 Land Use Budget	29	
	3.4 Demographic Projections	33	
	04 Elements	35	
Amended by C232	4.1 Image and Character	35	
Amended by C232	4.2 Housing	42	
Amended by C232	4.3 Employment and Activity Centres	58	
	4.4 Community Facilities	88	
	4.5 Open Space and Natural Systems	96	
	4.6 Transport and Movement	115	
	4.7 Utilities, Energy & Sustainability	145	
	05 Precinct Infrastructure Plan	152	
	5.1 Introduction	152	
	5.2 Infrastructure and Services Required	152	
	5.3 Project Co-ordination	153	
	5.4 Delivery and Monitoring	153	
	06 Development Staging and Requirements	163	
	6.1 Development Staging	163	
	07 Other Information	166	
	7.1 Acronyms	166	
	7.2 Glossary of Terms	167	
	7.3 References	173	
	Appendix A: Small Lot Housing Code	175	
Inserted by C232	Appendix B: Officer Town Centre Urban Design Framework Guide	184	
Inserted by C232	Appendix C: Property Specific Land Budget	189	
			Key Requirements of Schedules 3 and 4 to the Urban Growth Zone
		Amended by C232	Officer Town Centre Urban Design Framework Guide 84
			Urban Design Framework - Whiteside Road Neighbourhood Activity Centre 85
			Site Context Report - Neighbourhood Convenience Centres 86
			How to make a public open space contribution in this Precinct 107
			Sustainability Statement Requirements 151

Version	Date	Incorporated into the planning scheme by amendment	Description of changes
1	September 2011	Cardinia C149	N/A
2	March 2018	Cardinia C232	Various amendments arising from the Officer Town Centre review (changes noted throughout the PSP document)

Plans and Figures

Plans

Plan 1: Precinct Structure Plan Area
Plan 2: Metropolitan and Regional Context
Plan 3: Local Context
Plan 3a: PSP Areas
Plan 4: Precinct Features
Plan 5: Future Urban Structure
Plan 6: Land Use Budget
Plan 7: Image and Character
Plan 8: Housing
Plan 9: Employment and Activity Centres
Plan 10: Community Facilities
Plan 11: Open Space Network
Plan 12: Integrated Water Management
Plan 13: Biodiversity Management
Plan 14: Heritage
Plan 15: Road Network
Plan 16: Public Transport
Plan 17: Walking and Trails

Tables

Table 1: Cardinia Planning Scheme Heritage Overlay sites in the Precinct
Table 2: Proposed Cardinia Planning Scheme Heritage Overlay sites in the Precinct
Table 3a: Summary Land Use Budget - Net Developable Area Calculation
Table 3b: Summary Land Use Budget - Employment & Activity Centres Land Areas
Table 3c: Summary Land Use Budget - Residential Yield Estimates
Table 4: Population Estimates by Dwelling Types
Table 5: Image and Character Planning and Design Guidelines
Table 6: Distribution of Housing Densities
Table 7: Housing Planning and Design Guidelines
Table 8: Employment in the Precinct
Table 9: Hierarchy of Activity Centres in the Precinct
Table 10: Employment and Activity Centres Planning and Design Guidelines
Table 10a: Officer Major Activity Centre
Table 10b: Whiteside Neighbourhood Activity Centre Planning and Design Guidelines
Table 11: Community facilities and services
Table 12: Community Facilities Planning and Design Guidelines
Table 13: Open Space Categories
Table 14: Open Space Planning and Design Guidelines
Table 15: Biodiversity Planning and Design Guidelines
Table 16: Transport and Movement Planning and Design Guidelines
Table 17a: Road Hierarchy for Officer Residential Area
Table 17b: Road Hierarchy for Officer Town Centre
Table 18: Utilities and Energy Planning and Design Guidelines
Table 19: Environmentally Sustainable Design Planning and Design Guidelines
Table 20: Infrastructure Project List - Within PSP Area
Table 21: Infrastructure Project List - Outside PSP Area

Figures

6	Figure 1: Indicative High Density Residential Typologies	53
10	Figure 2: Indicative Medium Density Residential Typologies	54
12	Figure 3: Indicative Building Envelopes for lots containing Native Vegetation to be retained	55
13	Figure 4: Lots fronting onto Open Space	55
18	Figure 5a: Interface to Railway Reservation	56
25	Figure 5b: Interface with Princes Freeway	57
30	Figure 6: Officer Town Centre Sub Precinct Plan	66
36	Figure 6a: Indicative Design Solution - Core Town Centre Precinct	75
43	Figure 6b: Indicative Design Solution - Gum Leaf Lane SoHo	76
60	Figure 6c: Indicative Design Solution - MAC Gateway	77
89	Figure 6d: Indicative Design Solution - Leber Conservation Reserve	78
97	Figure 6e: Indicative Design Solution - Main Street Underpass	79
98	Figure 7: Indicative Urban Design Framework Plan – Whiteside Road Neighbourhood Activity Centre	83
108	Figure 8: Indicative Design Response – Neighbourhood Convenience Centre	87
111	Figure 9: Indicative concept plan for the Community Hubs	94
116	Figure 10a: Strategic Design Principles for Residential Interface to Wildfire Management Overlay	113
117	Figure 10b: Fuel Managed Buffers	114
118	Figure 11a: Arterial Road Sections	126
	Figure 11b: Local Arterial Road Sections	127
	Figure 11c: Connector Street Boulevard Section	128
19	Figure 11d: Connector Street Sections	129
19	Figure 11e: Connector Street Sections	130
31	Figure 11f: Connector Street Sections	131
32	Figure 11g: Access Street - Level 2 Sections	132
32	Figure 11h: Access Street - Level 2 Sections	133
34	Figure 11i: Access Street - Level 2 Sections	134
38	Figure 11j: Access Street - Level 1 Sections	135
44	Figure 11k: Access Street - Level 1 & Service Road Sections	136
45	Figure 11l: Neighbourhood Activity Centre - Main Street Section	137
61	Figure 12a: Major Activity Centre - Core Street Sections	139
62	Figure 12b: Major Activity Centre - Connector Street Sections	140
63	Figure 12c: Major Activity Centre - Connector Street Sections	141
67	Figure 12d: Major Activity Centre - Access Street - Level 2 Sections	142
80	Figure 12e: Major Activity Centre - Access Street - Level 2 Sections	143
90	Figure 12f: Major Activity Centre - Access Street - Level 1 & Laneway Sections	144
92		
99		
102		
109		
119		
124		
138		
146		
149		
154		
161		

Plans and Figures

Plans

	Plan 1: Precinct Structure Plan Area	6
Amended by C232	Plan 2: Metropolitan and Regional Context	10
	Plan 3: Local Context	12
	Plan 3a: PSP Areas	13
Amended by C232	Plan 4: Precinct Features	18
Amended by C232	Plan 5: Future Urban Structure	25
Amended by C232	Plan 6: Land Use Budget	30
Amended by C232	Plan 7: Image and Character	36
Amended by C232	Plan 8: Housing	43
Amended by C232	Plan 9: Employment and Activity Centres	60
Amended by C232	Plan 10: Community Facilities	89
Amended by C232	Plan 11: Open Space Network	97
Amended by C232	Plan 12: Integrated Water Management	98
	Plan 13: Biodiversity Management	108
Amended by C232	Plan 14: Heritage	111
Amended by C232	Plan 15: Road Network	116
Amended by C232	Plan 16: Public Transport	117
Amended by C232	Plan 17: Walking and Trails	118

Tables

Amended by C232	Table 1: Cardinia Planning Scheme Heritage Overlay sites in the Precinct	19
Amended by C232	Table 2: Proposed Cardinia Planning Scheme Heritage Overlay sites in the Precinct	19
Amended by C232	Table 3a: Summary Land Use Budget	31
Deleted by C232	Table 3c: ...	32
Deleted by C232	Table 4: ...	34
Deleted by C232	Table 5: ...	38
Amended by C232	Table 6: Distribution of Housing Densities	44
Inserted by C232	Table 6a: Housing Type by Lot Size	44
Amended by C232	Table 7: Housing Planning and Design Guidelines	45
Amended by C232	Table 8: Employment in the Precinct	61
Amended by C232	Table 9: Hierarchy of Activity Centres in the Precinct	62
Amended by C232	Table 10: Employment and Activity Centres Planning and Design Guidelines	63
Amended by C232	Table 10a: Officer Major Activity Centre	67
	Table 10b: Whiteside Neighbourhood Activity Centre Planning and Design Guidelines	80
	Table 11: Community facilities and services	90
	Table 12: Community Facilities Planning and Design Guidelines	92
Amended by C232	Table 13: Open Space Categories	99
Amended by C232	Table 14: Open Space Planning and Design Guidelines	102
Amended by C232	Table 15: Biodiversity Planning and Design Guidelines	109
	Table 16: Transport and Movement Planning and Design Guidelines	119
	Table 17a: Road Hierarchy for Officer Residential Area	124
	Table 17b: Road Hierarchy for Officer Town Centre	138
	Table 18: Utilities and Energy Planning and Design Guidelines	146
	Table 19: Environmentally Sustainable Design Planning and Design Guidelines	149
	Table 20: Infrastructure Project List - Within PSP Area	154
	Table 21: Infrastructure Project List - Outside PSP Area	161

Figures

	Figure 1: Indicative High Density Residential Typologies	53
	Figure 2: Indicative Medium Density Residential Typologies	54
	Figure 3: Indicative Building Envelopes for lots containing Native Vegetation to be retained	55
	Figure 4: Lots fronting onto Open Space	55
	Figure 5a: Interface to Railway Reservation	56
	Figure 5b: Interface with Princes Freeway	57
	Figure 6: Officer Town Centre Sub Precinct Plan	66
Amended by C232	Figure 6a: Officer Town Centre Concept Plan	75
Amended by C232	Figure 6b: Indicative Design Solution - Gum Leaf Lane SoHo	76
Amended by C232	Figure 6c: Indicative Design Solution - MAC Gateway	77
Deleted by C232	Figure 6d: ...	78
	Figure 6e: Indicative Design Solution - Main Street Underpass	79
	Figure 7: Indicative Urban Design Framework Plan – Whiteside Road Neighbourhood Activity Centre	83
	Figure 8: Indicative Design Response – Neighbourhood Convenience Centre	87
	Figure 9: Indicative concept plan for the Community Hubs	94
	Figure 10a: Strategic Design Principles for Residential Interface to Wildfire Management Overlay	113
	Figure 10b: Fuel Managed Buffers	114
	Figure 11a: Arterial Road Sections	126
	Figure 11b: Local Arterial Road Sections	127
	Figure 11c: Connector Street Boulevard Section	128
	Figure 11d: Connector Street Sections	129
	Figure 11e: Connector Street Sections	130
	Figure 11f: Connector Street Sections	131
	Figure 11g: Access Street - Level 2 Sections	132
	Figure 11h: Access Street - Level 2 Sections	133
	Figure 11i: Access Street - Level 2 Sections	134
	Figure 11j: Access Street - Level 1 Sections	135
	Figure 11k: Access Street - Level 1 & Service Road Sections	136
	Figure 11l: Neighbourhood Activity Centre - Main Street Section	137
	Figure 12a: Major Activity Centre - Core Street Sections	139
	Figure 12b: Major Activity Centre - Connector Street Sections	140
	Figure 12c: Major Activity Centre - Connector Street Sections	141
	Figure 12d: Major Activity Centre - Access Street - Level 2 Sections	142
	Figure 12e: Major Activity Centre - Access Street - Level 2 Sections	143
	Figure 12f: Major Activity Centre - Access Street - Level 1 & Laneway Sections	144

1.4 Implementation

The Officer PSP will be implemented by:

- development proponents who develop land generally in accordance with this PSP;
- the Victorian Government and the Cardinia Shire Council by funding, delivering and managing a range of infrastructure and services to support the development of the Precinct; and,
- non-government services providers and individuals such as volunteers who manage and deliver services.

Amendment C149 to the Cardinia Planning Scheme will implement the Officer PSP through:

- Schedules 3 and 4 to the Urban Growth Zone at Clause 37.07;
- the Officer Development Contributions Plan (September 2011) to be incorporated into the Scheme at Clause 45.06 Schedule 4 (DCPO4);
- the Officer Native Vegetation Precinct Plan incorporated in the Scheme at Clause 52.16; and
- other requirements of the Planning Scheme, as appropriate.

1.5 Reference Material

A glossary and other information including details of technical studies supporting the preparation of this PSP are listed in Section 7 - Other Information.

1.6 Monitoring and Review

Cardinia Shire Council and the Growth Areas Authority will jointly monitor the implementation of the Officer PSP. Its effectiveness will be evaluated regularly, at least every five years. The PSP may be revised and updated following review, which may trigger a review of the Officer Development Contributions Plan (September 2011).

1.4 Implementation

The Officer PSP will be implemented by:

- development proponents who develop land generally in accordance with this PSP;
- the Victorian Government and the Cardinia Shire Council by funding, delivering and managing a range of infrastructure and services to support the development of the Precinct; and,
- non-government services providers and individuals such as volunteers who manage and deliver services.

Amendment C149 to the Cardinia Planning Scheme will implement the Officer PSP through:

- Schedules 3 and 4 to the Urban Growth Zone at Clause 37.07;
- the Officer Development Contributions Plan (September 2011, amended March 2018) to be incorporated into the Scheme at Clause 45.06 Schedule 4 (DCPO4);
- the Officer Native Vegetation Precinct Plan incorporated in the Scheme at Clause 52.16; and
- other requirements of the Planning Scheme, as appropriate.

Amended
by C232

1.5 Reference Material

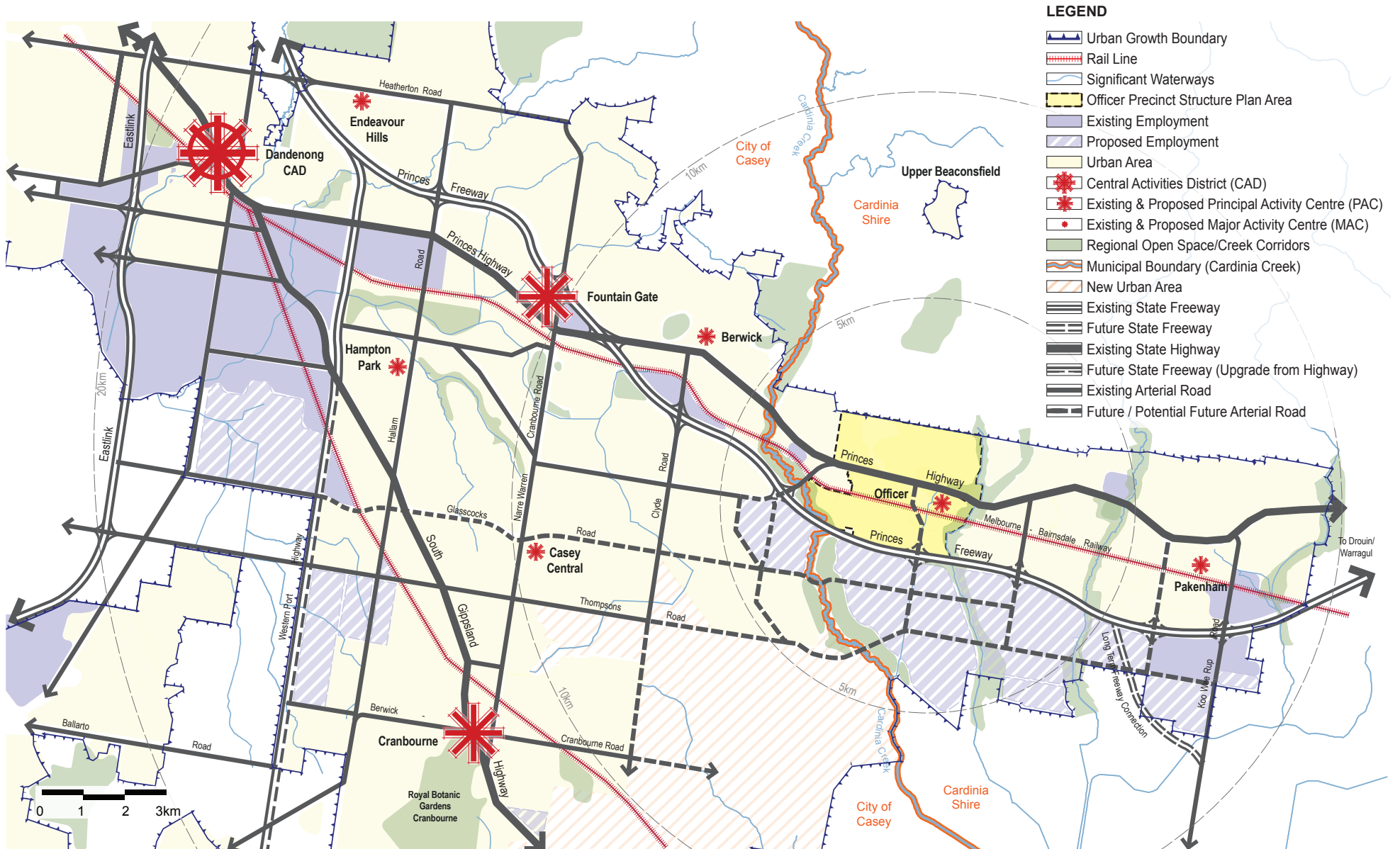
A glossary and other information including details of technical studies supporting the preparation of this PSP are listed in Section 7 - Other Information.

1.6 Monitoring and Review

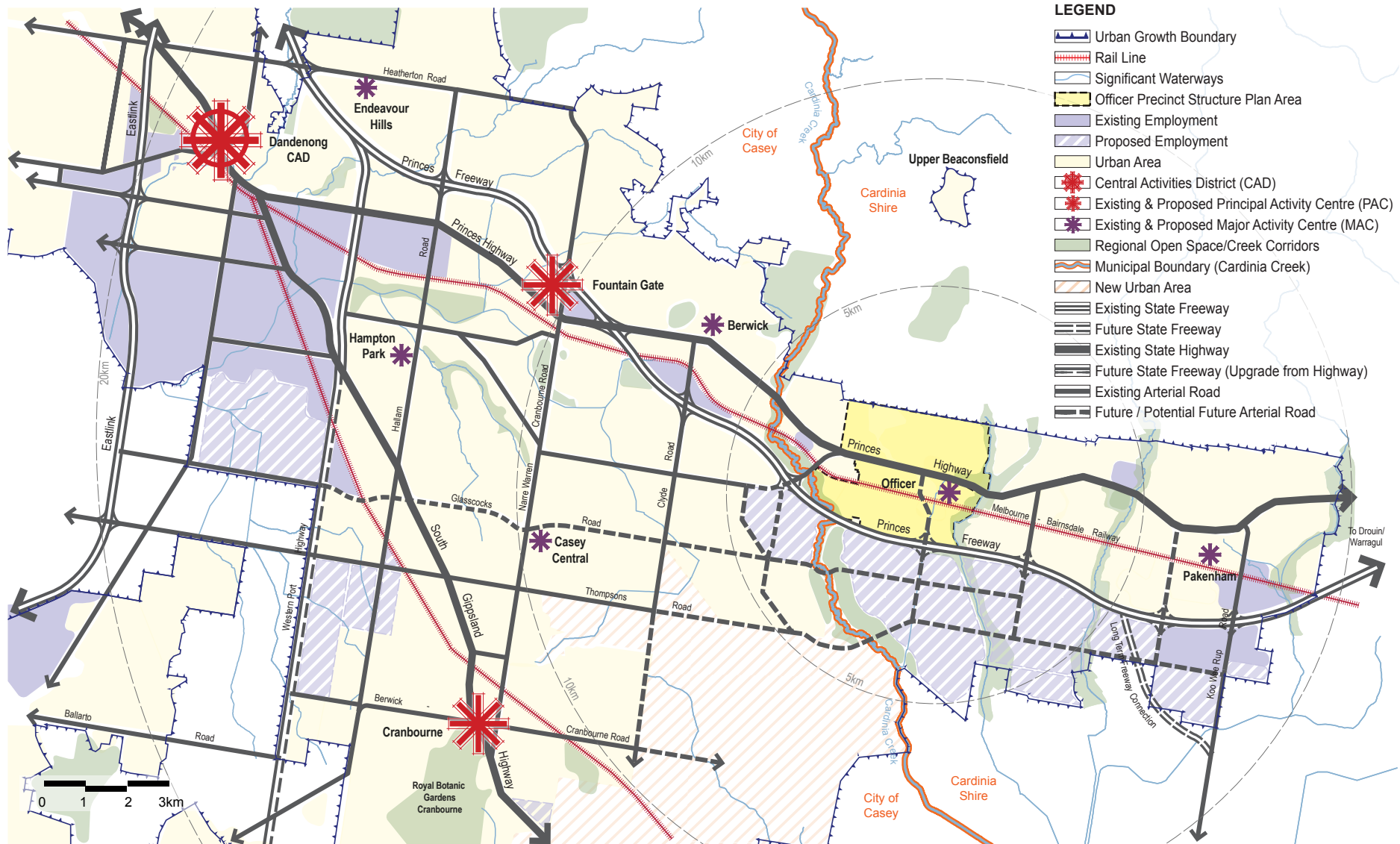
Amended
by C232

Cardinia Shire Council and the Growth Areas Authority will jointly monitor the implementation of the Officer PSP. Its effectiveness will be evaluated regularly, at least every five years. The PSP may be revised and updated following review, which may trigger a review of the Officer Development Contributions Plan (September 2011, amended March 2018).

Plan 2: Metropolitan and Regional Context

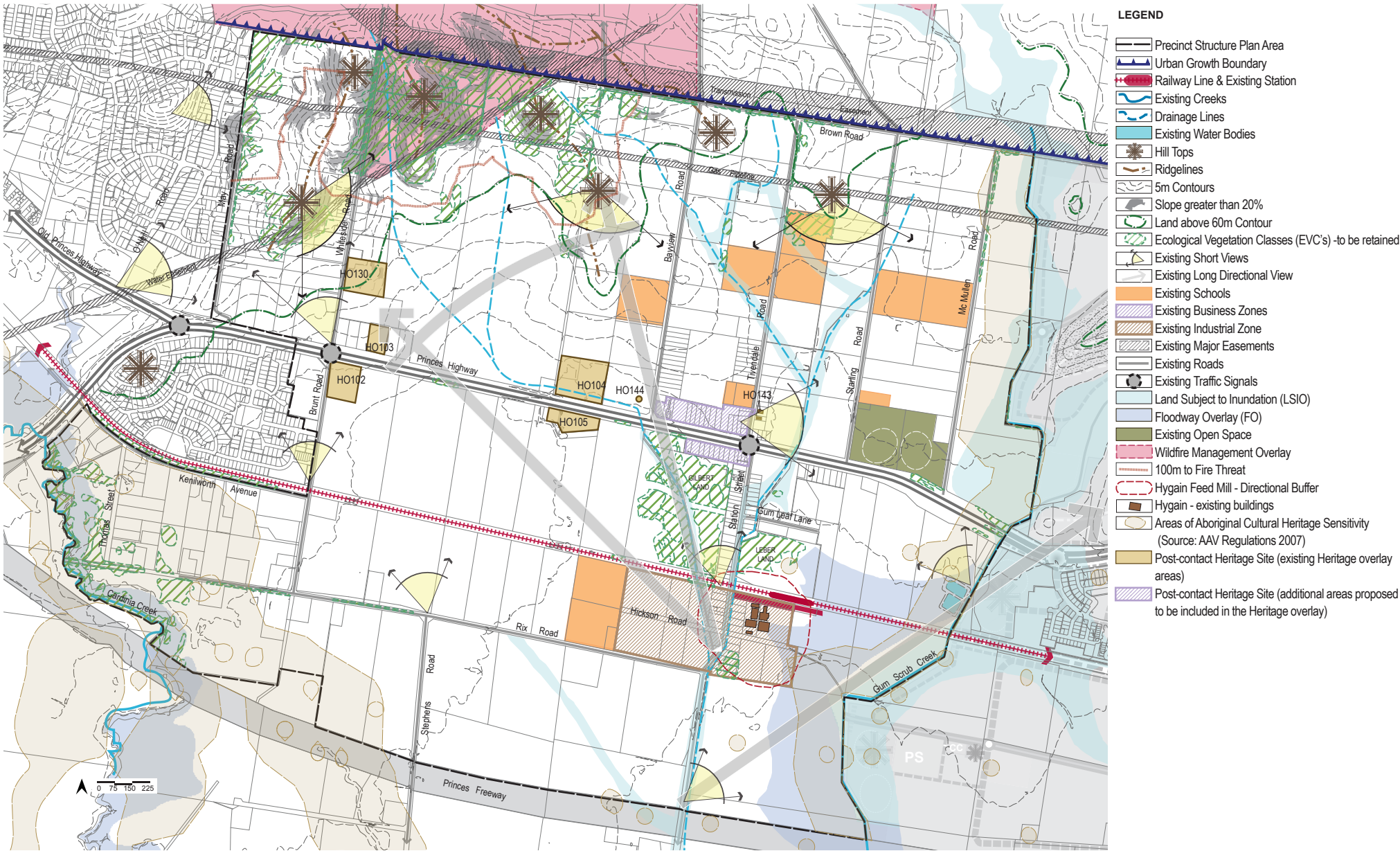


Plan 2: Metropolitan and Regional Context

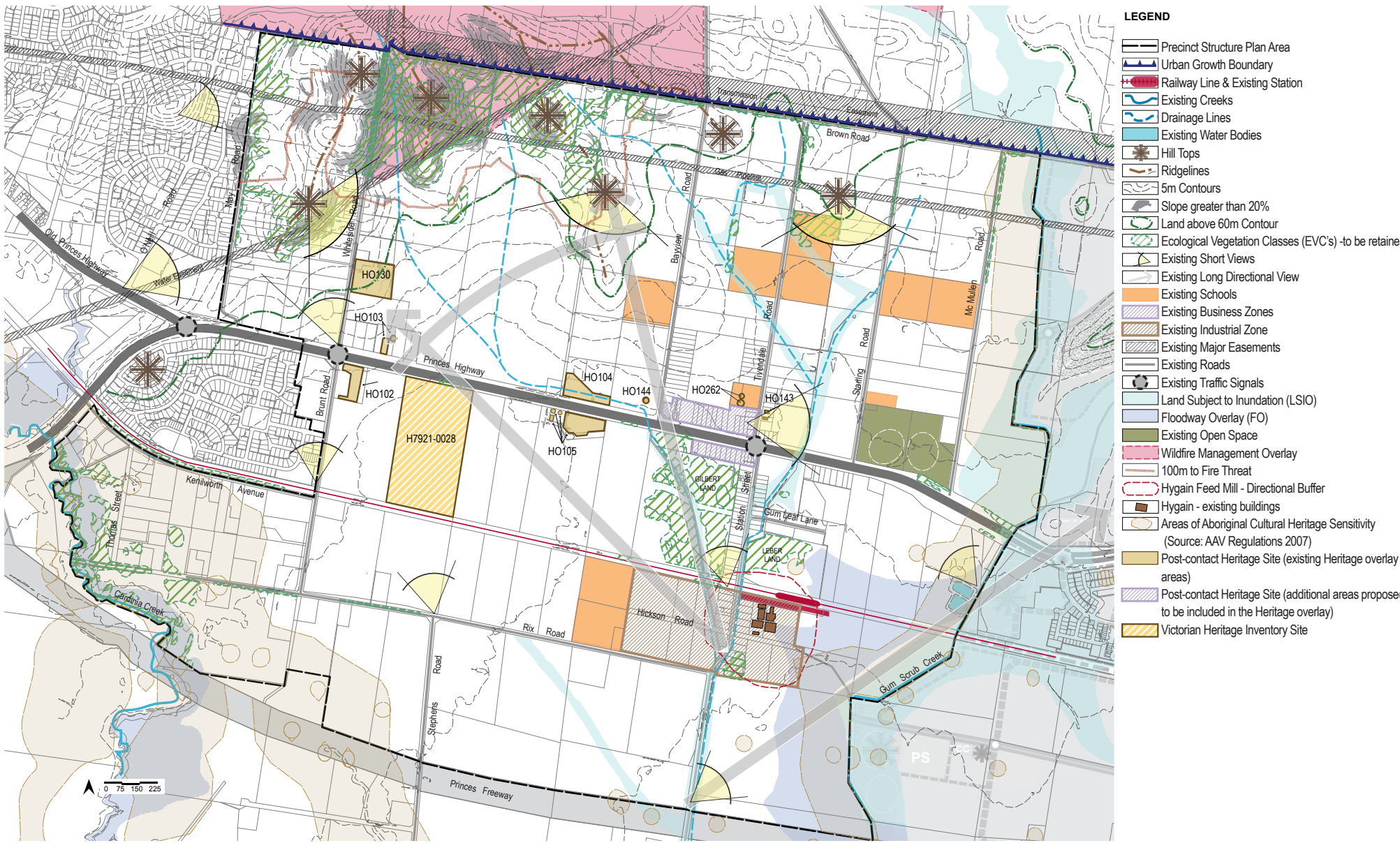


Amended by C232

Plan 4: Precinct Features



Plan 4: Precinct Features



Amended by C232

Table 1: Cardinia Planning Scheme Heritage Overlay sites in the Precinct

Heritage Overlay Number	Location	Citation / Key elements	Significance
HO 102	250 Princes Highway (Primrose Park)	Brick Villa (19th century house), mature exotic trees in garden and mature monterey cypress hedge (External Paint & Tree Controls apply)	Regional
HO 103	265 Princes Highway (Firwood Park)	Brick Villa (19th century cottage), mature exotic trees lining the driveway and mature oak east of cottage (External Paint & Tree Controls apply)	Regional
HO 104	365 Princes Highway (James Hicks Pty. Ltd. Pottery)	Brick Kiln, chimney and former clay pit (External Paint & Internal Alterations Controls apply)	Regional
HO 105	350 Princes Highway (Berwick Pottery)	Brick Kiln, office (small, tiled roof building), date palms and former clay pit (External Paint, Internal Alterations & Tree Controls apply)	Regional
HO 130	36 Whiteside Road (Grant House)	House and garden (External Paint, Internal Alterations & Tree Controls apply)	State

There are also several other sites within the Precinct that have been identified as having a heritage value of regional significance. These sites are identified in Table 2.

Table 2: Proposed Cardinia Planning Scheme Heritage Overlay sites in the Precinct

Heritage Overlay Number	Location	Citation / Key elements	Significance
Proposed HO143	16-18 Tivendale Road (Officer Union Church and Officer Public Hall)	Church and Hall (Proposed Internal Alteration Controls)	Regional
Proposed HO144	15 Bayview Road (Greenslopes)	Significant tree	Regional

Table 1: Cardinia Planning Scheme Heritage Overlay sites in the Precinct

Heritage Overlay Number	Location	Citation / Key elements	Significance
HO 102	250 Princes Highway (Primrose Park)	Brick Villa (19th century house), mature exotic trees in garden and mature monterey cypress hedge (External Paint & Tree Controls apply)	Regional
HO 103	265 Princes Highway (Firwood Park)	Brick Villa (19th century cottage), mature exotic trees lining the driveway and mature oak east of cottage (External Paint & Tree Controls apply)	Regional
HO 104	365 Princes Highway (James Hicks Pty. Ltd. Pottery)	Brick Kiln, chimney and former clay pit (External Paint & Internal Alterations Controls apply)	Regional
HO 105	350 Princes Highway (Berwick Pottery)	Brick Kiln, office (small, tiled roof building), date palms and former clay pit (External Paint, Internal Alterations & Tree Controls apply)	Regional
HO 130	36 Whiteside Road (Grant House)	House and garden (External Paint, Internal Alterations & Tree Controls apply)	State
Amended by C232 HO143	16-18 Tivendale Road (Officer Union Church and Officer Public Hall)	Church and Hall (Proposed Internal Alteration Controls)	Regional
Amended by C232 HO144	15 Bayview Road (Greenslopes)	Significant tree	Regional
Inserted by C232 HO 262	13-23 Tivendale Road (Hybrid Oaks)	Significant trees	Regional
Deleted by C232 ...			

Table 2: Victorian Heritage Inventory sites in the Precinct

Heritage Overlay Number	Location	Citation / Key elements
Inserted by C232 H7921-0028	280 Princes Highway (Hedgevale Farm Complex)	Archaeological artefacts relating to a farm dwelling, garden and orchard (Consent required for any proposed works)

- conversion of the Officer South Road Drain south of the railway from an open-cut drain to a pipe, removing the need for land acquisition;
- conversion of a wide open-cut drain along the northern side of the rail line to a pipe, reducing the extent of encumbered land;
- a substantial reduction in the amount of fill across the area south of Princes Highway, north of the rail line between Brunt Road and Station Street;
- creation of a sediment pond and wetland system within the Gilbert property to address outfall issues between Princes Highway and the rail line.

2.3.5 Groundwater and salinity

Large areas of land within the Cardinia Urban Growth Area have a high salinity risk. The high groundwater table is partly caused by the loss of vegetation in the foothills to the north, particularly where the geology is of Silurian Sedimentary origin.

Design and construction techniques are available to address and manage water table issues to ensure that urban development is not impacted by existing water table constraints.

2.3.6 Industrial Zoned Land

Industrial 1 zoned land (IN1Z) is located on Officer South Road, south of the railway reservation for a distance of approximately 385 metres, and includes Hickson Road and encompasses around 28.0 hectares of land (as shown in Plan 4).

The established uses in the IN1Z include HyGain Feeds (specialising in horse feeds and supplements), Bradco Equipment rental, Tunundra Park Nursery and Berwick Bus Lines Depot. Several other sites are utilised for small scale commercial operations as well as storage of construction materials and machinery.

Buffers

Clause 52.10 of the Cardinia Planning Scheme relates to uses with adverse amenity potential. Of the existing uses within the existing Industrial 1 Zone, only one use generates a buffer (HyGain Feeds Pty Ltd).

The provisions of Clause 52.10 trigger a requirement to consider buffers from sensitive uses within 300 metres of new industrial premises.

When planning new development, in particular residential, schools and other sensitive uses in proximity of existing buffer-generating uses, the impacts of the existing use on the amenity of establishing uses should be considered.

A directional buffer has been determined from HyGain (GHD 2011), to provide guidance on where sensitive uses should be located in proximity to the HyGain site.

The preparation of the PSP and Schedule to the Urban Growth Zone (UGZ4) has taken into consideration the need to protect the amenity of surrounding residential areas and other sensitive uses, by either locating them outside the directional buffer zone (GHD 2011) or putting in place design provisions to ameliorate potential impacts from existing industry.

2.3.7 Potentially Contaminated Land

The General Practice Note for Potentially Contaminated Land (DSE) June 2005 identifies that potentially contaminated land generally applies to land used for industry, mining or the storage of chemicals, gas, wastes or liquid fuel.

A desktop assessment was undertaken by Meinhardt (2011) in order to establish the suitability of sites for a future sensitive use (defined as residential, child care centre, pre school centre or primary school or

open space⁸). More detailed assessment of sites identified as medium or high contamination potential will be required to address the issues identified in the Meinhardt (2011) report.

2.3.8 Low Density Residential Zoned Land

Existing Low Density Residential zoned land (LDRZ) is located in the area bound by Kenilworth Avenue, Brunt Road, Rix Road, Cardinia Creek and Princes Freeway and encompasses around 48 hectares.

The eastern portion of this area has the potential for further subdivision, enabling approximately 50% of the area to redevelop to a standard urban density. The area adjacent to Cardinia Creek has much more limited development potential, due to its sensitive environmental surrounds and existing native vegetation⁹.

The Smart Growth Committee recommended that Cardinia Creek be protected by a substantial buffer typically 400 metres (each side, encompassing an inner corridor and outer corridor – typically 30 metres beyond the 1 in 100 year flood plain or edge of the core environmental values) in recognition of its environmental, landscape and heritage values.

Maintaining the area adjacent to Cardinia Creek as low density residential will support the Cardinia Creek Parklands, enhance protection of the stream side environment, including potential for future trail development, and improve protection of the floodplain and aquatic habitat, including the habitat of threatened species.

⁸ DSE, Potentially Contaminated Land, General Practice Note, June 2005.

⁹ Melbourne 2030: Casey-Cardinia Growth Area, Final Report Casey-Cardinia Committee for Smart Growth, June 2005

- conversion of the Officer South Road Drain south of the railway from an open-cut drain to a pipe, removing the need for land acquisition;
- conversion of a wide open-cut drain along the northern side of the rail line to a pipe, reducing the extent of encumbered land;
- a substantial reduction in the amount of fill across the area south of Princes Highway, north of the rail line between Brunt Road and Station Street;
- creation of a sediment pond and wetland system within the Gilbert property to address outfall issues between Princes Highway and the rail line.

2.3.5 Groundwater and salinity

Large areas of land within the Cardinia Urban Growth Area have a high salinity risk. The high groundwater table is partly caused by the loss of vegetation in the foothills to the north, particularly where the geology is of Silurian Sedimentary origin.

Design and construction techniques are available to address and manage water table issues to ensure that urban development is not impacted by existing water table constraints.

2.3.6 Industrial Zoned Land

Industrial 1 zoned land (IN1Z) is located on Officer South Road, south of the railway reservation for a distance of approximately 385 metres, and includes Hickson Road and encompasses around 28.0 hectares of land (as shown in Plan 4).

The established uses in the IN1Z include HyGain Feeds (specialising in horse feeds and supplements), Bradco Equipment rental, Tunundra Park Nursery and Berwick Bus Lines Depot. Several other sites are utilised for small scale commercial operations as well as storage of construction materials and machinery.

Amended
by C232

Buffers

Clause 52.10 of the Cardinia Planning Scheme relates to uses with adverse amenity potential. Of the existing uses within the existing Industrial 1 Zone, only one use generates a buffer (HyGain Feeds Pty Ltd) (refer Plan 5). The provisions of Clause 52.10 trigger a requirement to consider buffers from sensitive uses within 300 metres of new industrial premises.

When planning new development, in particular residential, schools and other sensitive uses in proximity of existing buffer-generating uses, the impacts of the existing use on the amenity of establishing uses should be considered.

A directional buffer has been determined from HyGain (GHD 2011), to provide guidance on where sensitive uses should be located in proximity to the HyGain site.

The preparation of the PSP and Schedule to the Urban Growth Zone (UGZ4) has taken into consideration the need to protect the amenity of surrounding residential areas and other sensitive uses, by either locating them outside the directional buffer zone (GHD 2011) or putting in place design provisions to ameliorate potential impacts from existing industry.

2.3.7 Potentially Contaminated Land

The General Practice Note for Potentially Contaminated Land (DSE) June 2005 identifies that potentially contaminated land generally applies to land used for industry, mining or the storage of chemicals, gas, wastes or liquid fuel.

A desktop assessment was undertaken by Meinhardt (2011) in order to establish the suitability of sites for a future sensitive use (defined as residential, child care centre, pre school centre or primary school or

open space⁸). More detailed assessment of sites identified as medium or high contamination potential will be required to address the issues identified in the Meinhardt (2011) report.

2.3.8 Low Density Residential Zoned Land

Existing Low Density Residential zoned land (LDRZ) is located in the area bound by Kenilworth Avenue, Brunt Road, Rix Road, Cardinia Creek and Princes Freeway and encompasses around 48 hectares.

The eastern portion of this area has the potential for further subdivision, enabling approximately 50% of the area to redevelop to a standard urban density. The area adjacent to Cardinia Creek has much more limited development potential, due to its sensitive environmental surrounds and existing native vegetation⁹.

The Smart Growth Committee recommended that Cardinia Creek be protected by a substantial buffer typically 400 metres (each side, encompassing an inner corridor and outer corridor – typically 30 metres beyond the 1 in 100 year flood plain or edge of the core environmental values) in recognition of its environmental, landscape and heritage values.

Maintaining the area adjacent to Cardinia Creek as low density residential will support the Cardinia Creek Parklands, enhance protection of the stream side environment, including potential for future trail development, and improve protection of the floodplain and aquatic habitat, including the habitat of threatened species.

⁸ DSE, Potentially Contaminated Land, General Practice Note, June 2005.

⁹ Melbourne 2030: Casey-Cardinia Growth Area, Final Report Casey-Cardinia Committee for Smart Growth, June 2005

03 Integrated Precinct Design

3.1 Vision

The Precinct will offer its community a sustainable residential and working environment incorporating high quality urban design as an integral component. The Precinct will provide accessible transport and community links that maximise vehicle, bicycle and pedestrian permeability ensuring convenient access to shopping, local jobs, open space and a variety of community facilities.

A transit oriented Major Activity Centre will form the heart of the Precinct. The highly urbanised built environment will incorporate leading practice Environmentally Sustainable Design standards and provide exceptional high quality urban design and amenity. Shared spaces will prioritise pedestrian access over vehicle movement to contribute to safer and more active shopping streets. A Neighbourhood Activity Centre and multiple Neighbourhood Convenience Centres will be located throughout the community to cater for residents' daily needs.

The Precinct will include a wide range of housing types catering for all sectors of the market, including affordable urban living, traditional residential houses and higher density housing near areas with increased amenity such as activity centres, the Officer Town Centre and Officer Railway Station as well as areas of open space. Lower density living will be provided where environmental constraints make denser living less suitable.

The principal place of employment within the Precinct is the Officer Town Centre, which is the focus for retail and commercial investment. A diverse range and substantial number of jobs will also be available in the adjacent employment precincts located south of the Princes Freeway. Highly accessible employment opportunities reduce transport costs for households

and businesses, reduce carbon emissions through reduced car travel, enhance the quality of life for local communities and contribute to social stability.

A combination of government and numerous non government schools at both primary and secondary levels will provide the community with a range of choices in education as well as generating additional employment within the Precinct.

Officer Precinct will deliver urban development that respects and protects the various environmental and natural landscape features, including the foothills backdrop, prominent hilltops, the viewlines to and from the Precinct, significant remnant vegetation and significant fauna, Cardinia Creek and numerous other waterways. These features act not only to establish a strong sense of place, but also assist in providing functional, safe and aesthetically pleasing development solutions.

The Precinct will embrace sustainable urban development practices such as maintaining and restoring native vegetation, providing treed road sides and landscape trails, incorporating water sensitive urban design solutions as well as the provision of recycled water to each home and business.

A diverse range of passive, active and local open space areas will be provided to meet the needs of the local community. These open space areas have been planned and designed so that they are 'fit for purpose' and can be viably managed and maintained in the long term. Residents will also enjoy the benefits of the adjacent regional park, Cardinia Creek Parklands which is an important conservation area within a wildlife corridor that extends from the Dandenong Ranges through to Western Port.

3.2 Future Urban Structure

This section describes how the Precinct Structure Plan delivers the vision of the Officer PSP.

The Future Urban Structure is provided in Plan 5.

3.2.1 To establish a sense of place and community

The Officer PSP establishes a framework for the development of an environmentally, socially and economically sustainable urban structure. The structural elements of the plan are interlinked and combine to create a built environment that promotes healthy lifestyles and strong, diverse communities.

Neighbourhoods within the Precinct are safe and efficiently designed, making it easy to walk or cycle to shops, local jobs, schools, community facilities and public transport stops.

A sense of place and community is fostered through careful planning of public spaces and community facilities such as schools, a variety of open spaces and other community facilities which have an intimate spatial relationship with the neighbourhoods. The formula for positive community interaction is further enhanced by the location of the activity centres.

Connector streets deliver the opportunity for accessible bus routes as well as the provision of tree planting to create a sense of place.

The Officer PSP supports a buffer to Cardinia Creek Parklands through the retention of a low density residential area in proximity to Thomas Street and the western end of Rix Road.

Strong local character is created through the distinct natural features of:

03 Integrated Precinct Design

3.1 Vision

The Precinct will offer its community a sustainable residential and working environment incorporating high quality urban design as an integral component. The Precinct will provide accessible transport and community links that maximise vehicle, bicycle and pedestrian permeability ensuring convenient access to shopping, local jobs, open space and a variety of community facilities.

A transit oriented Major Activity Centre will form the heart of the Precinct. The highly urbanised built environment will create a sense of place, a distinct character with high quality and engaging urban design. Shared spaces will focus activity and pedestrian movement along streets creating a sense of enclosure to the public realm and concentrate access to premises from the street to create a convenient and inviting destination to shop and meet. A Neighbourhood Activity Centre and multiple Neighbourhood Convenience Centres will be located throughout the community to cater for residents' daily needs.

The Precinct will include a wide range of housing types catering for all sectors of the market, including affordable urban living, traditional residential houses and higher density housing near areas with increased amenity such as activity centres, the Officer Town Centre and Officer Railway Station as well as areas of open space. Lower density living will be provided where environmental constraints make denser living less suitable.

The principal place of employment within the Precinct is the Officer Town Centre, which is the focus for retail and commercial investment. A diverse range and substantial number of jobs will also be available in the adjacent employment precincts located south of the Princes Freeway. Highly accessible employment opportunities reduce transport costs for households

and businesses, reduce carbon emissions through reduced car travel, enhance the quality of life for local communities and contribute to social stability.

A combination of government and numerous non government schools at both primary and secondary levels will provide the community with a range of choices in education as well as generating additional employment within the Precinct.

Officer Precinct will deliver urban development that respects and protects the various environmental and natural landscape features, including the foothills backdrop, prominent hilltops, the viewlines to and from the Precinct, significant remnant vegetation and significant fauna, Cardinia Creek and numerous other waterways. These features act not only to establish a strong sense of place, but also assist in providing functional, safe and aesthetically pleasing development solutions.

The Precinct will embrace sustainable urban development practices such as maintaining and restoring native vegetation, providing treed road sides and landscape trails, incorporating water sensitive urban design solutions as well as the provision of recycled water to each home and business.

A diverse range of passive, active and local open space areas will be provided to meet the needs of the local community. These open space areas have been planned and designed so that they are 'fit for purpose' and can be viably managed and maintained in the long term. Residents will also enjoy the benefits of the adjacent regional park, Cardinia Creek Parklands which is an important conservation area within a wildlife corridor that extends from the Dandenong Ranges through to Western Port.

3.2 Future Urban Structure

This section describes how the Precinct Structure Plan delivers the vision of the Officer PSP.

The Future Urban Structure is provided in Plan 5.

3.2.1 To establish a sense of place and community

The Officer PSP establishes a framework for the development of an environmentally, socially and economically sustainable urban structure. The structural elements of the plan are interlinked and combine to create a built environment that promotes healthy lifestyles and strong, diverse communities.

Neighbourhoods within the Precinct are safe and efficiently designed, making it easy to walk or cycle to shops, local jobs, schools, community facilities and public transport stops.

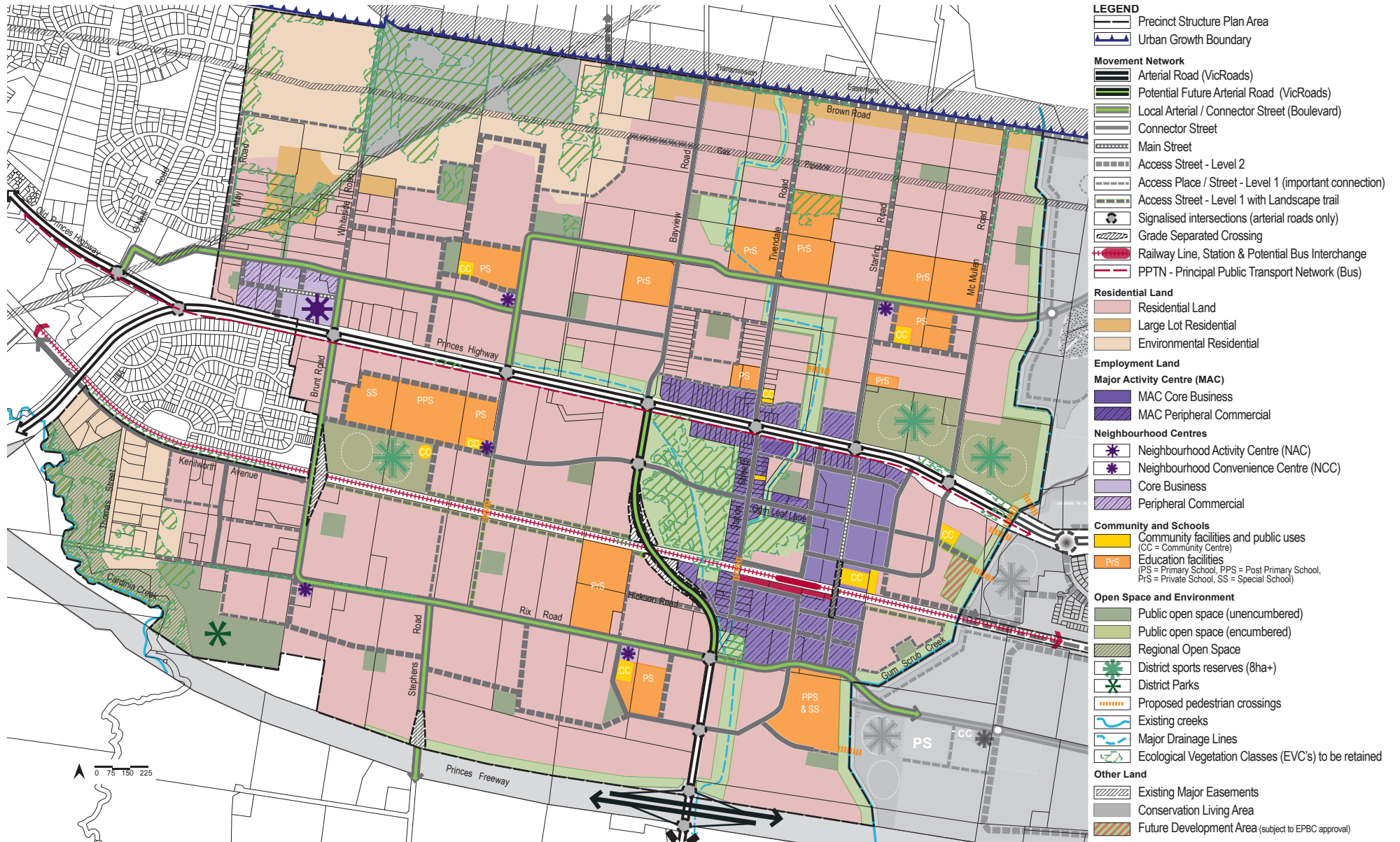
A sense of place and community is fostered through careful planning of public spaces and community facilities such as schools, a variety of open spaces and other community facilities which have an intimate spatial relationship with the neighbourhoods. The formula for positive community interaction is further enhanced by the location of the activity centres.

Connector streets deliver the opportunity for accessible bus routes as well as the provision of tree planting to create a sense of place.

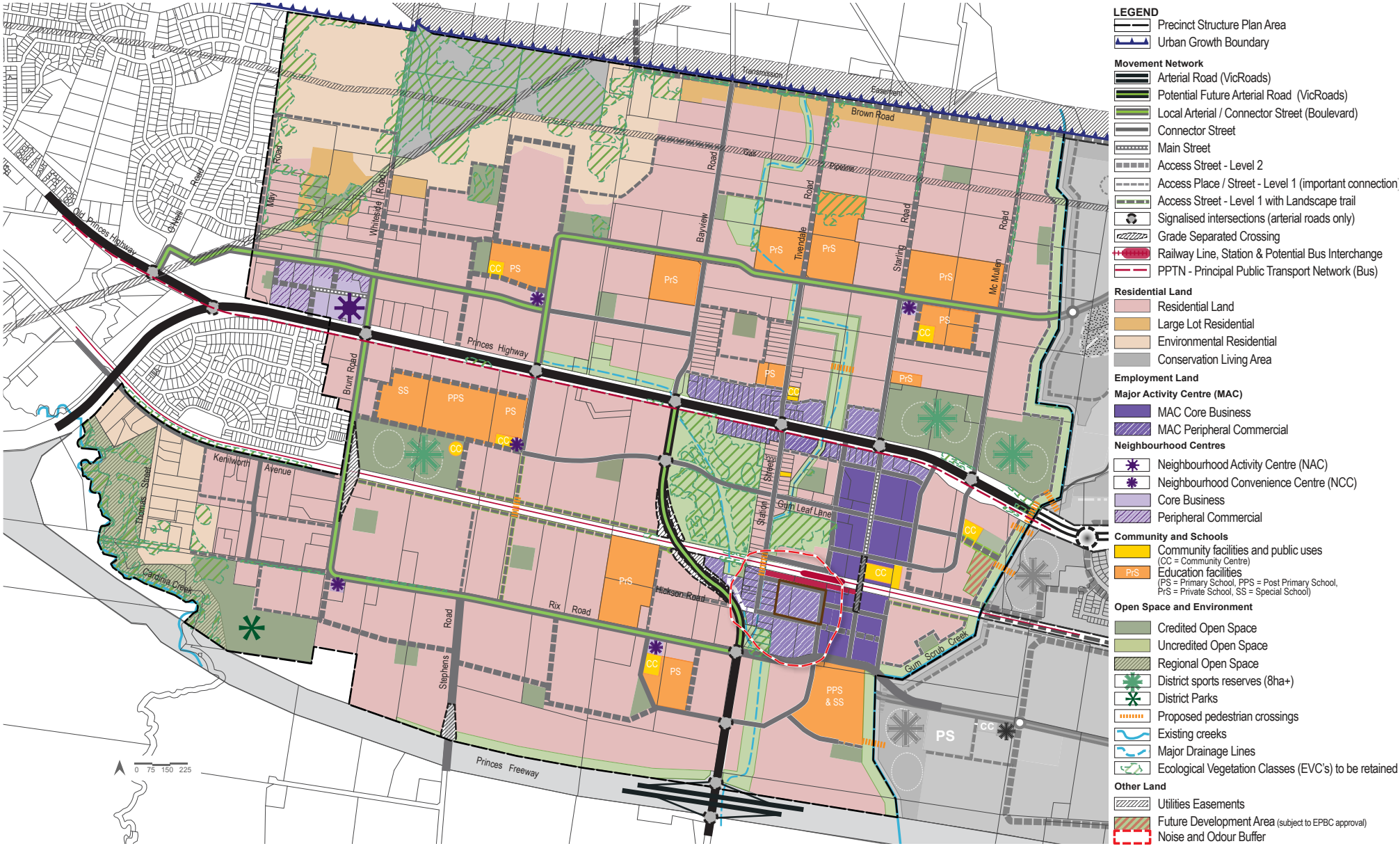
The Officer PSP supports a buffer to Cardinia Creek Parklands through the retention of a low density residential area in proximity to Thomas Street and the western end of Rix Road.

Strong local character is created through the distinct natural features of:

Plan 5: Future Urban Structure



Plan 5: Future Urban Structure



Amended by C232

- The urban break provided by the Cardinia Creek Parklands (Regional Park) and the Gum Scrub Creek (and the abutting open space);
- The key landscape feature provided by the wide drainage lines located north of Princes Highway and adjacent to the existing road alignment of Officer South Road (south of the railway line);
- The retention of road side vegetation (where possible) that not only retains existing vegetation character but provides continuous vegetated corridors providing habitat for flora and fauna species, and facilitates the movement of avian fauna across the landscape;
- The retention of significant vegetation in and around the Officer Town Centre that not only retains the existing vegetation character but assists in providing a unique attribute to the centre; and,
- The significant view line which is visible upon entering the Precinct from the Princes Freeway which extends north easterly to the prominent ridgeline (Hilltop Park) in the Cardinia Road Precinct.

3.2.2 To create greater housing choice diversity and affordable houses to live

The Officer PSP encourages the development of a range of housing densities that will lead to the creation of a variety of lot sizes and housing types across various levels of affordability, catering for people in different stages of their lives.

The mix of housing typologies in the Precinct will include:

- High density housing, such as shop-top dwellings and apartment living within the Officer Town Centre;
- Medium density housing in strategic locations within

and around activity centres, along bus routes and around the Officer Railway Station and 'higher' amenity areas, such as public open space;

- Standard density housing with a broad diversity across the range of lot sizes; and,
- Low density housing in areas that require densities to be responsive to the character of the natural environment and site characteristics.

There is an average net density of 15 dwellings per developable hectare within the Precinct.

The Officer PSP promotes affordable housing through a mix of alternatives, such as private and social housing in and around the Officer Town Centre.

3.2.3 To create highly accessible and vibrant activity centres

The Officer PSP provides a clear hierarchy of a sustainable network of activity centres which will provide a mix of uses including housing, community facilities and a variety of employment opportunities.

Major Activity Centre

The new Officer Town Centre will be a Major Activity Centre (MAC) which will be founded on a transit oriented design with an active main street linking the Princes Highway (PPTN bus route) to the Officer Railway Station.

The Officer Town Centre will:

- have a regional retail function with regional and sub-regional core retail anchor stores, peripheral commercial and office uses with a diversity of discretionary and higher-order goods and services;
- be a key focus of the Precinct providing residents with convenient access to office and retail developments, community facilities and jobs; and

- be an attractive, accessible, functional MAC with an urbanised environment through the delivery of higher dwelling densities within and around the Town Centre.

To ensure a high level of pedestrian activity in and around the Officer Railway Station, the station will be supported by a range of community facilities immediately adjacent to it, including the new regional library and potentially health services.

A new grade separated crossing of the railway reservation and the new Main Street will form part of the Officer Town Centre contributing to safe pedestrian, bicycle and vehicle permeability to, from and within the Town Centre. It will also assist in bus circulation to/from the Officer Railway Station and future bus interchange.

The Officer PSP envisages that Station Street will provide opportunities for a range of services, including professional/commercial, medical and personal services, in addition to service business within the Precinct. Importantly, it will complement the uses proposed for the core of the MAC and enable Station Street properties to progressively redevelop over time into more land-intensive uses.

Neighbourhood Activity Centre & Neighbourhood Convenience Centres

The Whiteside Road Neighbourhood Activity Centre is located at the corner of Whiteside Road and Princes Highway, on the PPTN bus route to encourage use of public transport. It includes a mix of uses such as retail, service business/office and peripheral commercial.

Neighbourhood Convenience Centres are located throughout the Precinct and clustered with community facilities to encourage walking via a legible pedestrian and bicycle network and reduce the dependency on motorised private transport.

- The urban break provided by the Cardinia Creek Parklands (Regional Park) and the Gum Scrub Creek (and the abutting open space);
- The key landscape feature provided by the wide drainage lines located north of Princes Highway and adjacent to the existing road alignment of Officer South Road (south of the railway line);
- The retention of road side vegetation (where possible) that not only retains existing vegetation character but provides continuous vegetated corridors providing habitat for flora and fauna species, and facilitates the movement of avian fauna across the landscape;
- The retention of significant vegetation in and around the Officer Town Centre that not only retains the existing vegetation character but assists in providing a unique attribute to the centre; and,
- The significant view line which is visible upon entering the Precinct from the Princes Freeway which extends north easterly to the prominent ridgeline (Hilltop Park) in the Cardinia Road Precinct.

3.2.2 To create greater housing choice diversity and affordable houses to live

The Officer PSP encourages the development of a range of housing densities that will lead to the creation of a variety of lot sizes and housing types across various levels of affordability, catering for people in different stages of their lives.

The mix of housing typologies in the Precinct will include:

- High density housing, such as shop-top dwellings and apartment living within the Officer Town Centre;
- Medium density housing in strategic locations within

and around activity centres, along bus routes and around the Officer Railway Station and 'higher' amenity areas, such as public open space;

- Standard density housing with a broad diversity across the range of lot sizes; and,
- Low density housing in areas that require densities to be responsive to the character of the natural environment and site characteristics.

Amended
by C232

There is an average net density of 19 dwellings per developable hectare within residential areas.

The Officer PSP promotes affordable housing through a mix of alternatives, such as private and social housing in and around the Officer Town Centre.

3.2.3 To create highly accessible and vibrant activity centres

The Officer PSP provides a clear hierarchy of a sustainable network of activity centres which will provide a mix of uses including housing, community facilities and a variety of employment opportunities.

Amended
by C232

Major Activity Centre

The new Officer Town Centre will be a Major Activity Centre (MAC) which will be founded on a transit oriented design with an active main street linking the Princes Highway (PPTN bus route) to the Officer Railway Station.

Neighbourhood Activity Centre & Neighbourhood Convenience Centres

The Whiteside Road Neighbourhood Activity Centre is located at the corner of Whiteside Road and Princes Highway, on the PPTN bus route to encourage use of public transport. It includes a mix of uses such as retail, service business/office and peripheral commercial.

Neighbourhood Convenience Centres are located throughout the Precinct and clustered with community facilities to encourage walking via a legible pedestrian and bicycle network and reduce the dependency on motorised private transport.

Third pipe recycled water is mandated in the residential area, with requirements for development in the activity centres to demonstrate water and energy efficient design elements, such as rainwater harvesting or solar energy systems.

Water Sensitive Urban Design

Water Sensitive Urban Design (WSUD) aims to reduce the quantity of stormwater and improve the quality of water that is either discharged or re-used on site, while enhancing landscape amenity.

WSUD techniques are able to be incorporated into the Precinct at a range of scales. Parks, existing drainage lines and creeks offer good opportunities to integrate WSUD into the landscape. Utilising the existing drainage systems on the site reduces the requirement for piping and channelling of water and maintenance costs.

Native Vegetation

Remnant native and indigenous vegetation will be retained as shown in the Officer Native Vegetation Precinct Plan. The NVPP will assist in creating a distinctive landscape character for the area and enhance biodiversity values and establish important bio-links through the growth corridor, substantially improving current habitat links.

Significant Fauna Species

The nationally significant Growling Grass Frog is present in parts of the Precinct. The delivery of drainage works along Gum Scrub Creek in particular, will establish biodiversity corridors that consolidated and enhance the Growling Grass Frog habitat and enable movement, compensating for the loss of suitable habitat through the development of the Precinct.

The protection and enhancement of habitat for two threatened species (Dwarf Galaxias and Australian Grayling) will occur along Cardinia Creek.

Revegetation of the Cardinia Creek and Gum Scrub Creek corridors will also create habitat for the Southern Brown Bandicoot, providing a movement corridor along these two key waterways.

3.3 Land Use Budget

The Precinct covers an area of approximately 1,020 hectares and comprises a range of different land use components.

The Land Use Budget is outlined in Tables 3a to 3c and depicted in Plan 6.

The Precinct Structure Plan area has been divided into two neighbourhoods: the Major Activity Centre and the Officer Residential Area. The Land Use Budget provides sub-totals for each neighbourhood to show the relative development potential of each part of the Precinct.

The Land Use Budget also includes details of land allocated for Employment and Activity Centres and different Residential Area Types, including Dwelling Yield Estimates for each Cell and across the Precinct.

3.3.1 Net Developable Area

The Net Developable Area (NDA) is land within the Precinct available for development.

In order to determine the NDA, certain land use components have been deducted from the total area of the Officer PSP (refer Table 3a).

The total Net Developable Area is approximately 645 hectares.

Private School Sites

In the Officer PSP area, a high proportion of land is taken up by existing private school sites (over 32 hectares). These sites have been excluded from the NDA to give a more accurate reflection of anticipated population and densities across the Precinct.

3.3.2 Net Residential Area

The residential yield estimates set out in Table 3c relate to the number of dwellings anticipated to be provided on land designated for residential development (refer Plans 5 and 6).

As set out in subsequent sections of this PSP, where planning and design guidelines permit, dwellings may be provided on land identified for development of employment and activity centres in Table 3b, however the calculations set out in Table 3c do not include yields for these areas.

Third pipe recycled water is mandated in the residential area, with requirements for development in the activity centres to demonstrate water and energy efficient design elements, such as rainwater harvesting or solar energy systems.

Water Sensitive Urban Design

Water Sensitive Urban Design (WSUD) aims to reduce the quantity of stormwater and improve the quality of water that is either discharged or re-used on site, while enhancing landscape amenity.

WSUD techniques are able to be incorporated into the Precinct at a range of scales. Parks, existing drainage lines and creeks offer good opportunities to integrate WSUD into the landscape. Utilising the existing drainage systems on the site reduces the requirement for piping and channelling of water and maintenance costs.

Native Vegetation

Remnant native and indigenous vegetation will be retained as shown in the Officer Native Vegetation Precinct Plan. The NVPP will assist in creating a distinctive landscape character for the area and enhance biodiversity values and establish important bio-links through the growth corridor, substantially improving current habitat links.

Significant Fauna Species

The nationally significant Growling Grass Frog is present in parts of the Precinct. The delivery of drainage works along Gum Scrub Creek in particular, will establish biodiversity corridors that consolidated and enhance the Growling Grass Frog habitat and enable movement, compensating for the loss of suitable habitat through the development of the Precinct.

The protection and enhancement of habitat for two threatened species (Dwarf Galaxias and Australian Grayling) will occur along Cardinia Creek.

Revegetation of the Cardinia Creek and Gum Scrub Creek corridors will also create habitat for the Southern Brown Bandicoot, providing a movement corridor along these two key waterways.

3.3 Land Use Budget

The Precinct covers an area of approximately 1,020 hectares and comprises a range of different land use components.

The Land Use Budget is outlined in Tables 3a to 3c and depicted in Plan 6.

The Precinct Structure Plan area has been divided into two neighbourhoods: the Major Activity Centre and the Officer Residential Area. The Land Use Budget provides sub-totals for each neighbourhood to show the relative development potential of each part of the Precinct.

The Land Use Budget also includes details of land allocated for Employment and Activity Centres and different Residential Area Types, including Dwelling Yield Estimates for each Cell and across the Precinct.

Amended
by C232

3.3.1 Net Developable Area

The Net Developable Area (NDA) is land within the Precinct available for development.

In order to determine the NDA, certain land use components have been deducted from the total area of the Officer PSP (refer Table 3a).

The total Net Developable Area is approximately 650 hectares.

Amended
by C232

Private School Sites

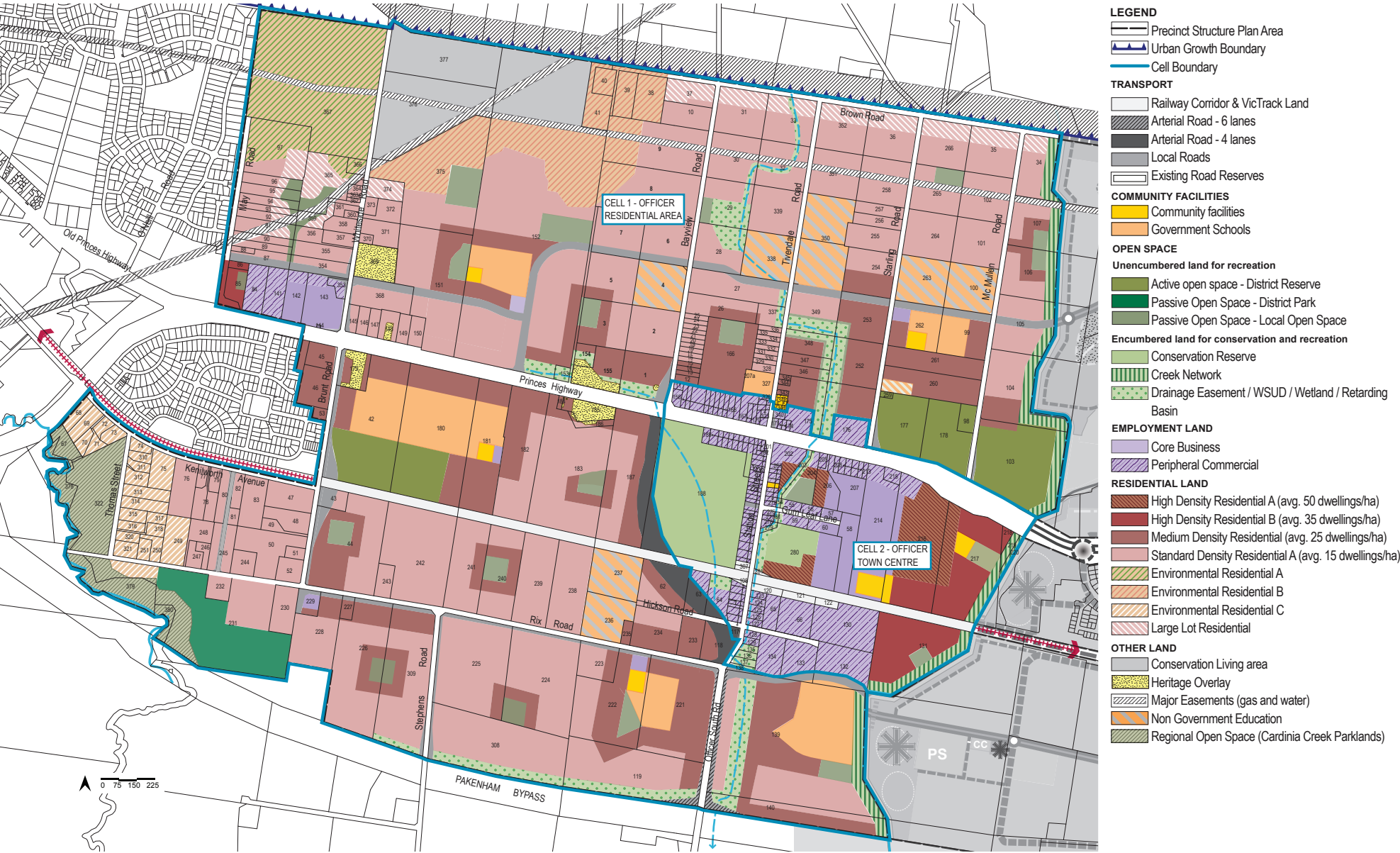
In the Officer PSP area, a high proportion of land is taken up by existing private school sites (over 32 hectares). These sites have been excluded from the NDA to give a more accurate reflection of anticipated population and densities across the Precinct.

3.3.2 Net Residential Area

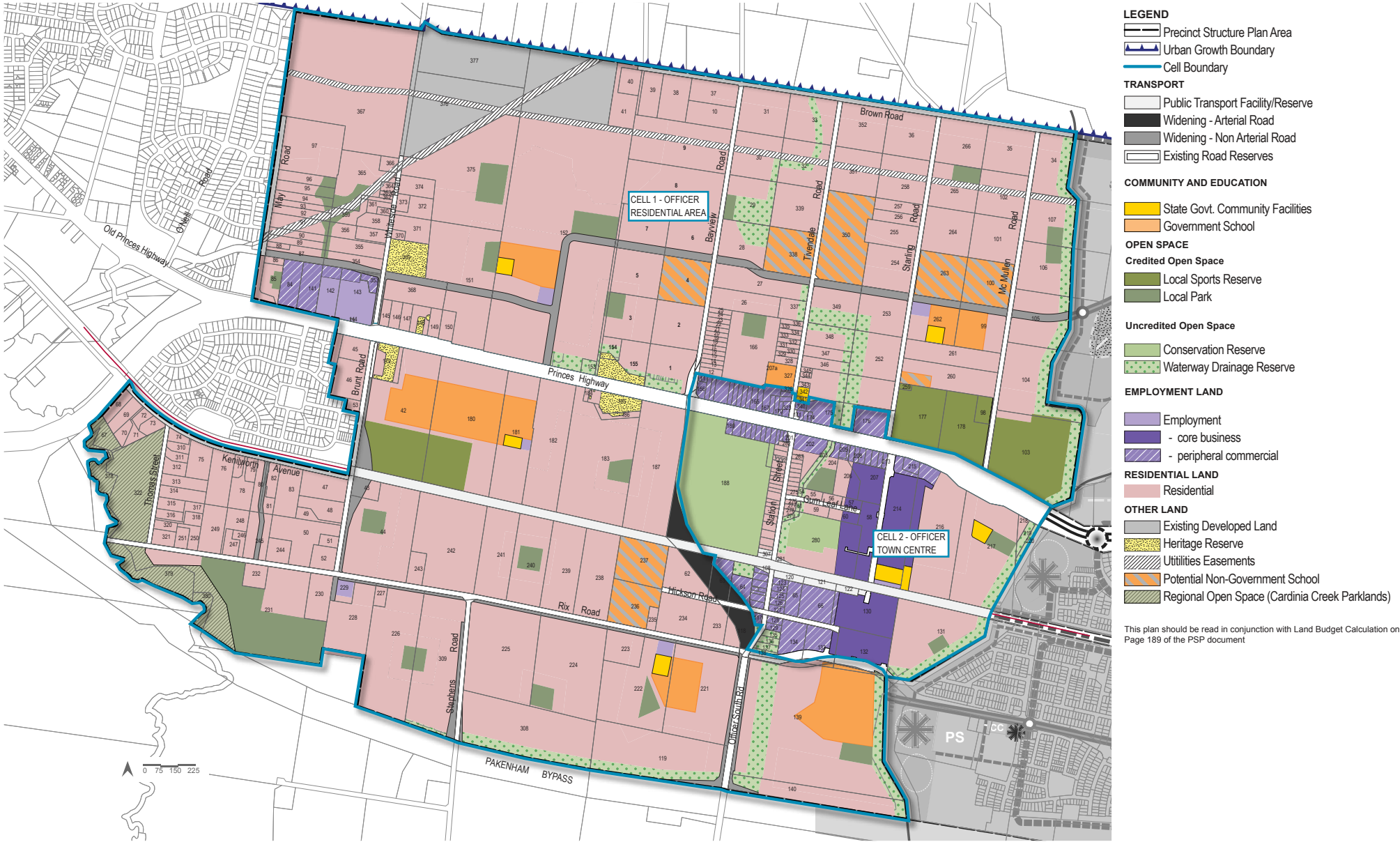
The residential yield estimates set out in Table 6 relate to the number of dwellings anticipated to be provided on land designated for residential development (refer Plans 5 and 6).

As set out in subsequent sections of this PSP, where planning and design guidelines permit, dwellings may be provided on land identified for development of employment and activity centres. However, this area is not included in the net residential area.

Plan 6: Land Use Budget



Plan 6: Land Use Budget



Amended by C232

Table 3a: Summary Land Use Budget - Net Developable Area Calculation

Description	Officer Residential Area (Cell 1)		Officer Town Centre (Cell 2)		Total Precinct		
	Hectares (ha)	% of Cell Area	Hectares (ha)	% of Cell Area	Hectares (ha)	% of Total Precinct Area	% of NDA
Total Area (ha)	894.39	100.00%	129.19	100.00%	1023.58	100.00%	n/a
Transport							
Railway Corridor / VicTrack Land	11.62	1.30%	1.57	1.22%	13.19	1.29%	2.04%
Arterial Road - 6 Lanes	2.11	0.24%	0.00	0.00%	2.11	0.21%	0.33%
Arterial Road - 4 Lanes	7.65	0.86%	0.00	0.00%	7.65	0.75%	1.18%
Local Roads (including Connector Boulevards)*	23.55	2.63%	0.35	0.27%	23.90	2.33%	3.70%
Existing Road Reserves	62.67	7.01%	0.00	0.00%	62.67	6.12%	9.70%
Sub total	107.60	12.03%	1.92	1.49%	109.52	10.70%	16.96%
Community Facilities							
Community Facilities	2.28	0.25%	2.20	1.70%	4.48	0.44%	0.69%
Government Schools	34.18	3.82%	0.00	0.00%	34.18	3.34%	5.29%
Sub total	36.46	4.08%	2.20	1.70%	38.66	3.78%	5.99%
Open Space							
Unencumbered Land for Recreation							
Active Open Space - District Recreation Reserves*	30.97	3.46%	0.00	0.00%	30.97	3.03%	4.80%
Passive Open Space - District Park*	11.61	1.30%	0.00	0.00%	11.61	1.13%	1.80%
Passive Open Space - Local Open Space	19.32	2.16%	3.99	3.09%	23.31	2.28%	3.61%
Sub total - Unencumbered	61.90	6.92%	3.99	3.09%	65.89	6.44%	10.20%
Encumbered Land for Conservation and Recreation							
Creek network	12.09	1.35%	4.71	3.65%	16.80	1.64%	2.60%
Drainage Easement / WSUD / Wetland / Retarding Basin	20.11	2.25%	5.50	4.26%	25.61	2.50%	3.97%
Conservation Reserve	0.00	0.00%	22.46	17.38%	22.46	2.19%	3.48%
Sub total - Encumbered	32.20	3.60%	32.67	25.29%	64.87	6.34%	10.04%
Sub total - Unencumbered & Encumbered	94.10	9.19%	36.66	3.58%	130.76	12.77%	20.25%
Other Land							
Heritage Overlay	6.59	0.74%	0.00	0.00%	6.59	0.64%	1.02%
Major Easements (Gas & Water)	13.04	1.46%	0.00	0.00%	13.04	1.27%	2.02%
Non Government Education	32.33	3.61%	0.00	0.00%	32.33	3.16%	5.01%
Conservation Living Area	27.62	3.09%	0.00	0.00%	27.62	2.70%	4.28%
Regional Open Space (Cardinia Creek Parklands)	19.22	2.15%	0.00	0.00%	19.22	1.88%	2.98%
Sub total	98.80	11.05%	0.00	0.00%	98.80	9.65%	15.30%
Total Net Developable Area (ha)	557.43	62.33%	88.41	68.43%	645.84	63.10%	100.00%

* Included in DCP as shown on Plan 6

Table 3a: Summary Land Use Budget

Description	Officer Residential Area (Cell 1)		Officer Town Centre (Cell 2)		Total Precinct		
	Hectares (ha)	% of Cell Area	Hectares (ha)	% of Cell Area	Hectares (ha)	% of Total Precinct Area	% of NDA
Total Area (ha)	871.71	N/A	149.08	N/A	1,020.79	N/A	
Transport							
Arterial Road - Existing Road Reserve	9.93	1.14%	12.55	8.42%	22.47	2.20%	3.46%
Arterial Road - New / Widening / Intersection Flaring	2.11	0.24%	5.70	3.83%	7.81	0.77%	1.20%
Non-Arterial Road - Retained Existing Road Reserve	32.20	3.69%	8.57	5.75%	40.77	3.99%	6.27%
Public Transport Facilities / Reserve	5.70	0.65%	6.71	4.50%	12.41	1.22%	1.91%
Non-Arterial Road - New / Widening / Intersection Flaring	20.59	2.36%	0.00	0.00%	20.59	2.02%	3.17%
Sub-total Transport	70.52	8.1%	33.54	22.5%	104.06	10.2%	16.01%
Community & Education							
State Government Community Facility	2.31	0.27%	1.71	1.14%	4.02	0.39%	0.62%
Government School	33.21	3.81%	0.04	0.03%	33.25	3.26%	5.12%
Potential Non-Government School	32.31	3.71%	0.00	0.00%	32.31	3.16%	4.97%
Sub-total Community & Education	67.83	7.8%	1.75	1.2%	69.57	6.8%	10.7%
Open Space							
Uncredited Open Space							
Conservation Reserve	0.00	0.00%	22.91	15.37%	22.91	2.24%	3.53%
Waterway and Drainage Reserve	35.32	4.05%	9.37	6.28%	44.69	4.38%	6.88%
Utilities Easements	14.02	1.61%	0.00	0.00%	14.02	1.37%	2.16%
Heritage Reserve	6.57	0.75%	0.00	0.00%	6.57	0.64%	1.01%
Sub-total Service Open Space	55.91	6.41%	32.28	21.65%	88.20	8.64%	13.57%
Credited Open Space							
Local Sports Reserve	30.41	3.49%	0.00	0.00%	30.41	3.0%	4.68%
Local Network Park	29.86	3.43%	2.27	1.52%	32.13	3.1%	4.94%
Sub-total Unencumbered Open Space	60.27	6.9%	2.27	1.5%	62.53	6.1%	9.62%
Regional Open Space							
Regional Open Space (Cardinia Creek Parklands)	18.36	2.11%	0.00	0.00%	18.36	1.8%	2.82%
Total All Open Space	134.54	15.4%	34.55	23.2%	169.09	16.6%	26.02%
Other							
Existing Developed Land	28.16	3.23%	0.00	0.00%	28.16	2.8%	4.33%
Total Other	28.16	3.2%	0.00	0.0%	28.16	2.8%	4.33%
TOTAL NET DEVELOPABLE AREA - (NDA) Ha	570.66	55.90%	79.25	7.76%	649.91	63.67%	100.00%
NET DEVELOPABLE AREA - RESIDENTIAL (NDAR) Ha	559.70	54.83%	34.39	3.37%	594.09	58.20%	91.41%
NET DEVELOPABLE AREA - EMPLOYMENT (NDAE) Ha	10.96	1.07%	44.86	4.39%	55.82	5.47%	8.59%

Table 3b: Summary Land Use Budget - Employment & Activity Centres Land Areas

Description	Officer Residential Area (Cell 1)		Officer Town Centre (Cell 2)		Total Precinct		
	Hectares (ha)	% of Cell Area	Hectares (ha)	% of Cell Area	Hectares (ha)	% of Total Precinct Area	% of NDA
Activity Centre & Employment Land Type							
Core Business	4.97	0.56%	14.55	11.26%	19.52	1.91%	3.02%
Peripheral Commercial	5.78	0.65%	37.43	28.97%	43.21	4.22%	6.69%
NET DEVELOPABLE AREA (EMPLOYMENT)	10.75	1.20%	51.98	40.23%	62.73	6.13%	9.71%

Table 3c: Summary Land Use Budget - Residential Yield Estimates

Description Residential Land Type	Officer Residential Area (Cell 1)		Officer Town Centre (Cell 2)		Total Precinct		
	Hectares (ha)	% of Cell Area	Hectares (ha)	% of Cell Area	Hectares (ha)	% of Total Precinct Area	% of NDA
High Density Residential A	0.00	0.00%	12.19	9.44%	12.19	1.19%	1.89%
High Density Residential B	1.80	0.20%	15.56	12.04%	17.36	1.70%	2.69%
Medium Density	135.34	15.13%	8.69	6.73%	144.03	14.07%	22.30%
Standard Density	314.49	35.16%	0.00	0.00%	314.50	30.73%	48.70%
Large Lot Residential	17.66	1.97%	0.00	0.00%	17.66	1.73%	2.73%
Environmental Residential A	31.00	3.47%	0.00	0.00%	31.00	3.03%	4.80%
Environmental Residential B	29.96	3.35%	0.00	0.00%	29.96	2.93%	4.64%
Environmental Residential C	16.40	1.83%	0.00	0.00%	16.40	1.60%	2.54%
NET DEVELOPABLE AREA (RESIDENTIAL LAND)	546.65	61.12%	36.44	28.21%	583.10	56.97%	90.28%

Deleted
by C232

Table 3b: ...

Deleted
by C232

Table 3c: ...

3.4 Demographic Projections

The Precinct is estimated to provide approximately 10,900 dwellings and an ultimate community of approximately 28,300 residents.

The future residential community within the Precinct is likely to have the following demographic characteristics (as compared with Cardinia Shire and the Melbourne Statistical Division (MSD) – Melbourne Metropolitan Area):

- A younger median age of 32 (compared with 36 for the MSD).
- There will be a much higher proportion of children aged 0-4 and 5-11 years.
- There will be a slighter higher proportion of adults aged 25-34 and 35-49 years.
- There will be less young adults aged 18-24 years.
- There will be less senior adults aged 55-64 and 65 years and over.
- A higher proportion of families with children households, and couples without children households.
- A lower proportion of residents from cultural and linguistic diverse backgrounds.

During the initial stages of development, the new precinct community will consist mainly of young couples and young families. This community structure will initially create high demand for children's and related services. As the community develops and these young families age, there will be an increased demand for youth services.

Over the longer term, the proportion of residents at or reaching retirement age by 2031 is projected to increase significantly in line with the metropolitan average.

These demographic characteristics are relatively typical of establishing outer growth area communities.

The future estimated population within the Precinct is based upon differential average household sizes related to density and dwelling types (as shown in Table 4). Increased population densities will be achieved through provision of higher housing densities around activity centres, open space and public transport routes, however it is recognised that the average number of people per household will decrease as dwelling density increases.

3.4 Demographic Projections

The Precinct is estimated to provide approximately 11,400 dwellings and an ultimate community of approximately 34,700 residents.

The future residential community within the Precinct is likely to have the following demographic characteristics (as compared with Cardinia Shire and the Melbourne Statistical Division (MSD) – Melbourne Metropolitan Area):

- A younger median age of 32 (compared with 36 for the MSD).
- There will be a much higher proportion of children aged 0-4 and 5-11 years.
- There will be a slighter higher proportion of adults aged 25-34 and 35-49 years.
- There will be less young adults aged 18-24 years.
- There will be less senior adults aged 55-64 and 65 years and over.
- A higher proportion of families with children households, and couples without children households.
- A lower proportion of residents from cultural and linguistic diverse backgrounds.

During the initial stages of development, the new precinct community will consist mainly of young couples and young families. This community structure will initially create high demand for children's and related services. As the community develops and these young families age, there will be an increased demand for youth services.

Over the longer term, the proportion of residents at or reaching retirement age by 2031 is projected to increase significantly in line with the metropolitan average.

These demographic characteristics are relatively typical of establishing outer growth area communities.

The future estimated population within the Precinct is based upon differential average household sizes related to density and dwelling types (as shown in Table 4). Increased population densities will be achieved through provision of higher housing densities around activity centres, open space and public transport routes, however it is recognised that the average number of people per household will decrease as dwelling density increases.

Table 4: Population Estimates by Dwelling Types

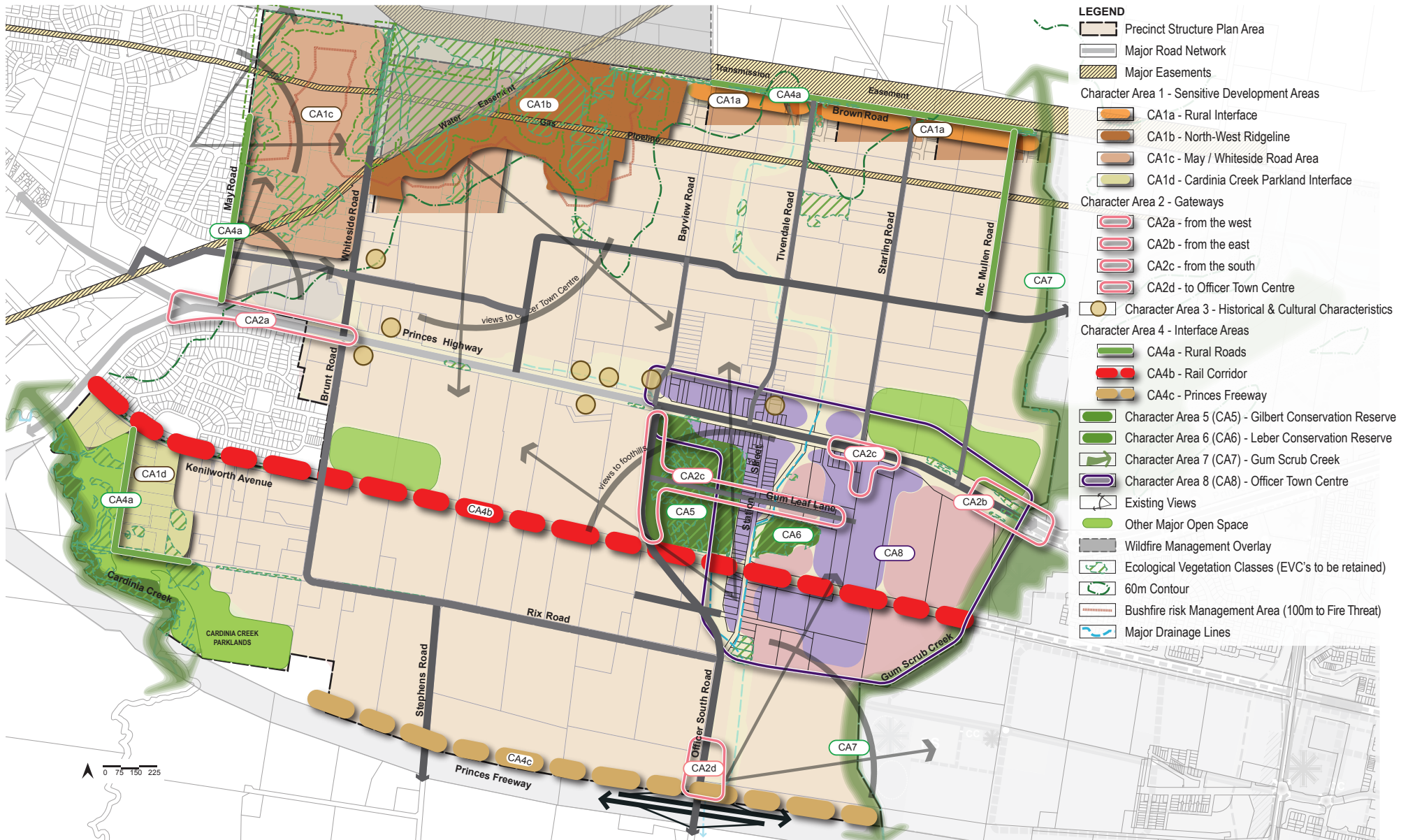
RESIDENTIAL AREA TYPE	Net Residential Hectares (NRHa)	Dwellings per hectare	Dwellings	Average Household Size	Estimated Population
Officer Town Centre (Major Activity Centre)	n/a	n/a	620	1.80	1,116
Whiteside Road Neighbourhood Activity Centre	n/a	n/a	100	2.40	240
High Density Residential A	12.19	50	610	1.80	1,097
High Density Residential B	17.36	35	608	1.80	1,094
Medium Density	144.03	25	3,601	2.40	8,642
Standard Density	314.50	15	4,717	3.00	14,152
Large Lot Residential	17.66	9	159	3.00	477
Environmental Residential A *	31.00	6	186	3.00	558
Environmental Residential B *	29.96	9	270	3.00	809
Environmental Residential C *	16.40	2.5	41	3.00	123
Conservation Living Area	n/a	n/a	8	3.00	24
TOTALS	583.10	18.73	10,919	2.59	28,332

* Dwellings per hectare assumed to be lower due to some large lots being required to address site constraints. Table does not prescribe density or lot size.

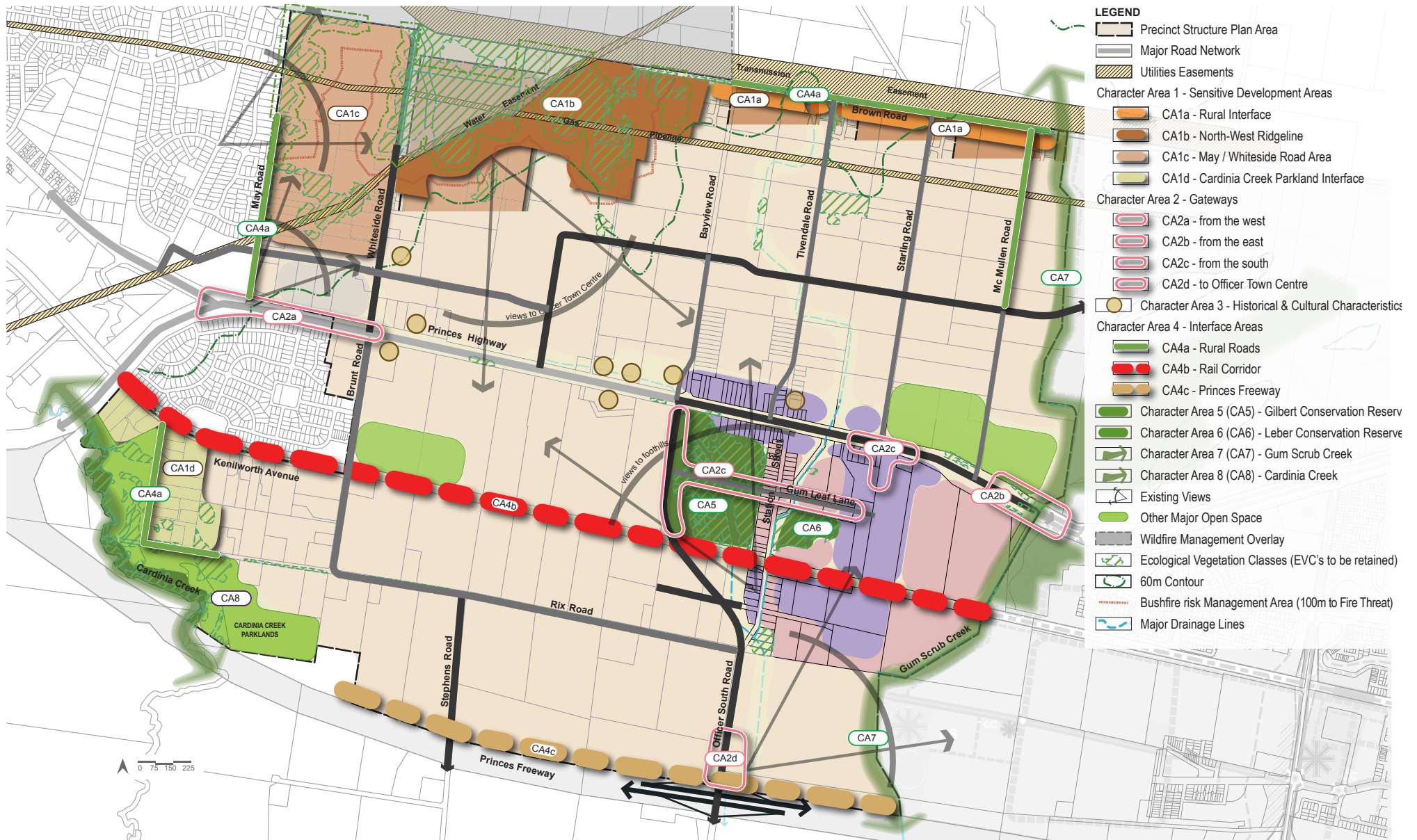
Deleted
by C232

Table 4: ...

Plan 7: Image and Character



Plan 7: Image and Character



Amended by C232

- Minimise the visual and auditory impact of the Princes Freeway and rail line on adjacent development.
- Provide lot diversity to complement existing features of the site.

Officer Town Centre

The objectives for image and character for the Officer Town Centre are to:

- create a high profile image, in particular to be seen as a leading example of:
 - Environmentally Sustainable Development (refer Element 7: Utilities, Energy & Sustainability); and,
 - a centre of innovative mixed use urban development in Melbourne's South East.
- provide for a distinctive character through:
 - the provision of a highly urbanised, intensively developed, built form;
 - creating a contrast between the character of Officer Town Centre and surrounding neighbourhoods; and,
 - establishing streets with a strong urban feel.

4.1.2 Implementation

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

- Element 2 through to Element 7 (Sections 4.2 to 4.7);
- Plan 5: Future Urban Structure;
- Plan 7: Image and Character; and,
- Table 5: Image and Character Planning and Design Guidelines set out in 4.1.3

4.1.3 Planning and design guidelines

The following general planning and design guidelines must be met:

- Create compact neighbourhoods that:
 - are pedestrian friendly;
 - have a permeable street network;
 - provide a range of accessible urban parks;
 - are designed to accommodate public transport;
 - locate higher than conventional density housing along public transport corridors, adjacent to activity centres and strategic open space areas;
 - emphasise the landscape character, creek network and topographical features of the precinct; and,
 - encourage biodiversity and help support a balanced environment.
- Capitalise on view corridors to and from significant landscape features.

The following planning and design guidelines should be met:

- Establish an urban structure capable of adaptation over time to meet changing needs and to promote the continued use of existing facilities and buildings.
- Ensure development does not detract from visual amenity of the future urban context.

A number of specific Character Areas (CAs) have been identified in the Precinct, for which specific planning and design guidelines apply. These are set out in Table 5.

- Minimise the visual and auditory impact of the Princes Freeway and rail line on adjacent development.
- Provide lot diversity to complement existing features of the site.

Officer Town Centre

...

4.1.2 Implementation

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

- Element 2 through to Element 7 (Sections 4.2 to 4.7);
- Plan 5: Future Urban Structure;
- Plan 7: Image and Character; and,
- Table 5: Image and Character Planning and Design Guidelines set out in 4.1.3

4.1.3 Planning and design guidelines

The following general planning and design guidelines must be met:

- Create compact neighbourhoods that:
 - are pedestrian friendly;
 - have a permeable street network;
 - provide a range of accessible urban parks;
 - are designed to accommodate public transport;
 - locate higher than conventional density housing along public transport corridors, adjacent to activity centres and strategic open space areas;
 - emphasise the landscape character, creek network and topographical features of the precinct; and,
 - encourage biodiversity and help support a balanced environment.
- Capitalise on view corridors to and from significant landscape features.

The following planning and design guidelines should be met:

- Establish an urban structure capable of adaptation over time to meet changing needs and to promote the continued use of existing facilities and buildings.
- Ensure development does not detract from visual amenity of the future urban context.

A number of specific Character Areas (CAs) have been identified in the Precinct, for which specific planning and design guidelines apply. These are set out in Table 5.

Character Area (CA) Number & Description	Planning and Design Guidelines that <i>must</i> be met	Planning and Design Guidelines that <i>should</i> be met
CA7 - Gum Scrub Creek	<ul style="list-style-type: none"> • Ensure subdivision layout and design facilitates the delivery of Gum Scrub Creek as an urban break and landscape feature of the Precinct. 	<ul style="list-style-type: none"> • Provide a combination of subdivision, road and housing typologies adjacent to the creek corridor, ensuring properties 'overlook' or 'front onto' the corridor.
CA8 - Cardinia Creek	<ul style="list-style-type: none"> • Provide a district open space area adjacent to the Cardinia Creek Parklands to: <ul style="list-style-type: none"> - protect and enhance the conservation zone; - maximise the scale of the urban break provided along the Princes Freeway as it crosses Cardinia Creek. 	
CA9 - Officer Town Centre	<ul style="list-style-type: none"> • Encourage innovative urban design and architecture that complements the character of the Precinct. • Provide streetscape treatments that include the use of hard surfaces and innovative urban landscape treatments. • Provide a streetscape palette to ensure: <ul style="list-style-type: none"> - a continuous sense of place; and, - distinctive and comprehensive street furniture design. • Use hardstand landscape treatments for nature strips with tree pits or outstands. • Create a well integrated permeable environment through delivery of a fine grained urban street network. • Provide a traffic circulation loop within the Officer Town Centre to protect the integrity of main street as a primary pedestrian environment. 	

Deleted
by C232

Character Area (CA) Number & Description	Planning and Design Guidelines that <i>must</i> be met	Planning and Design Guidelines that <i>should</i> be met
CA7 - Gum Scrub Creek	<ul style="list-style-type: none"> • Ensure subdivision layout and design facilitates the delivery of Gum Scrub Creek as an urban break and landscape feature of the Precinct. 	<ul style="list-style-type: none"> • Provide a combination of subdivision, road and housing typologies adjacent to the creek corridor, ensuring properties 'overlook' or 'front onto' the corridor.
CA8 - Cardinia Creek	<ul style="list-style-type: none"> • Provide a district open space area adjacent to the Cardinia Creek Parklands to: <ul style="list-style-type: none"> - protect and enhance the conservation zone; - maximise the scale of the urban break provided along the Princes Freeway as it crosses Cardinia Creek. 	
CA9 - Officer Town Centre	...	

4.2 Housing

4.2.1 Housing Objectives

The objectives for housing are to:

- Ensure greater housing choice, diversity and affordability.
- Provide a range of lot sizes, housing types and lifestyle opportunities to satisfy the needs and aspirations of the community and provide for changing needs overtime.
- Achieve a minimum of 15 dwellings per Net Residential Hectare across the entire Precinct.
- Provide lot sizes and housing types that are responsive to the character of the natural and built environment in the area and the principles of Environmentally Sustainable Design.
- Provide residential neighbourhoods with attractive streetscapes and a high quality urban design and distinct urban character.
- Provide a variety of housing types and density at key amenity areas such as creek corridors, the pedestrian network and public open space.
- Provide medium and high density housing sites and specialised housing forms including retirement villages close to services and amenities such as activity centres, open space, community hubs and public transport (in particular along PPTN routes).
- Ensure the density of development responds to:
 - significant slopes and/or prominent ridgelines and hilltops;
 - vegetation to be retained in the NVPP;
 - fire risk, including the Wildfire Management Overlay (WMO);

- Cardinia Creek and surrounds (within 400 metres of the waterway); and/or
- the rural interface at the edge of the Urban Growth Boundary.
- Manage the interface between the Princes Freeway and rail line through careful subdivision design and choice of housing typology.
- Encourage barrier housing along the Freeway to enhance visual interest and minimise adverse visual and amenity impacts.

Officer Town Centre

The objectives for housing for the Officer Town Centre are to:

- Maximise housing density within the Officer Town Centre and within proximity of the public transport hub at Officer Railway Station.
- Deliver an urban, multi level residential area.
- Provide housing choice, in particular encourage:
 - shop top dwellings;
 - multi storey apartments;
 - multi storey retirement options;
 - housing that accommodates a working and living environment; and,
 - higher density town houses.
- Provide for a full range of urban density housing across all price ranges within the Officer Town Centre area from more affordable housing such as small scale apartment living to larger townhouses with superior amenity.
- Provide a high amenity urban environment, including active frontages to streets, as well as public access and permeability between buildings where appropriate.

- Consolidate parking in off-street at-grade sites at the rear of developments to preserve opportunities for higher density development in the future.
- Promote buildings of high architectural quality and visual interest.

4.2.2 Implementation

The objectives for housing and lot diversity are met by implementation of all the following:

- Plan 5: Future Urban Structure;
- Plan 8: Housing;
- Table 6: Distribution of Housing Densities;
- Table 7: Housing Planning and Design Guidelines set out in 4.2.3;
- Figures 1 to 5b;
- Figures 10a & 10b;
- Section 4.1 Image and Character, in particular the Character Area assessment; and
- Appendix A: Small Lot Housing Code.

4.2 Housing

4.2.1 Housing Objectives

The objectives for housing are to:

- Ensure greater housing choice, diversity and affordability.
- Provide a range of lot sizes, housing types and lifestyle opportunities to satisfy the needs and aspirations of the community and provide for changing needs overtime.
- Achieve a minimum of 15 dwellings per Net Residential Hectare across the entire Precinct.
- Provide lot sizes and housing types that are responsive to the character of the natural and built environment in the area and the principles of Environmentally Sustainable Design.
- Provide residential neighbourhoods with attractive streetscapes and a high quality urban design and distinct urban character.
- Provide a variety of housing types and density at key amenity areas such as creek corridors, the pedestrian network and public open space.
- Provide medium and high density housing sites and specialised housing forms including retirement villages close to services and amenities such as activity centres, open space, community hubs and public transport (in particular along PPTN routes).
- Ensure the density of development responds to:
 - significant slopes and/or prominent ridgelines and hilltops;
 - vegetation to be retained in the NVPP;
 - fire risk, including the Wildfire Management Overlay (WMO);

- Cardinia Creek and surrounds (within 400 metres of the waterway); and/or
- the rural interface at the edge of the Urban Growth Boundary.

- Manage the interface between the Princes Freeway and rail line through careful subdivision design and choice of housing typology.
- Encourage barrier housing along the Freeway to enhance visual interest and minimise adverse visual and amenity impacts.
- Maximise housing diversity and density within the Officer Town Centre to take advantage of proximity to the Officer train station.
- Provide a high amenity urban environment within the Officer Town Centre, including active frontages to streets, as well as public access and permeability between buildings where appropriate.

Inserted
by C232

Inserted
by C232

Deleted
by C232

Officer Town Centre

...

4.2.2 Implementation

The objectives for housing and lot diversity are met by implementation of all the following:

- Plan 5: Future Urban Structure;
- Plan 8: Housing;
- Table 6: Distribution of Housing Densities;
- Table 7: Housing Planning and Design Guidelines set out in 4.2.3;
- Figures 1 to 5b;
- Figures 10a & 10b;
- Section 4.1 Image and Character, in particular the Character Area assessment; and
- Appendix A: Small Lot Housing Code.

Plan 8: Housing



Plan 8: Housing



Amended by C232

4.2.3 Planning and design guidelines

The following planning and design guidelines for subdivision design must be met:

- Provide a high quality urban environment with a sense of identity.
- Provide an appropriate distribution of lot and housing types to achieve diverse streetscapes.

The following planning and design guidelines should be met:

- Lots are to be:
 - generally rectangular in shape on streets aligned on a north-south or east-west axis to maximise building and energy efficiency; and,
 - designed so as to ensure garages are not the dominant front façade element of the house and/or the streetscape
- Seek to ensure subdivision and lot layout provides creative and innovative design solutions for fragmented lot ownership in order to:
 - achieve the desired densities as outlined in the PSP; and
 - facilitate integration of development with adjoining properties.
- Subdivision design should ensure that conventional density lots create a transition from medium density development to larger, low density lots.
Ensure the transition between densities:
 - avoids creation of larger lots (with wide frontages) on one side of a road, facing small lots (with narrow frontages) on the other side; and,
 - uses rear fence lines as the transition from lower densities (1,000+ square metre lots) to standard density lots.

Table 6: Distribution of Housing Densities

RESIDENTIAL AREA TYPE	Net Residential Hectares (NRHa) ^	% Total NRHa	Dwellings	Average Lot Size (m²)	% of Dwellings
Officer Town Centre (Major Activity Centre)	n/a	n/a	620	n/a	5.68%
Whiteside Road Neighbourhood Activity Centre	n/a	n/a	100	n/a	0.92%
High Density Residential A	12.19	2.09%	610	160	5.58%
High Density Residential B	17.36	2.98%	608	230	5.56%
Medium Density	144.03	24.70%	3,601	280	32.98%
Standard Density	314.50	53.94%	4,717	500	43.20%
Large Lot Residential	17.66	3.03%	159	1,000	1.46%
Environmental Residential A*	31.00	5.32%	186	1,500	1.70%
Environmental Residential B*	29.96	5.14%	270	1,000	2.47%
Environmental Residential C*	16.40	2.81%	41	3,600	0.38%
Conservation Living Area	n/a	n/a	8	n/a	0.07%
TOTALS	583.10	100.00%	10,919	n/a	100.00%

* Average lot size assumed to be higher due to some large lots being required to address site constraints. Table does not prescribe density or lot size.

4.2.3 Planning and design guidelines

The following planning and design guidelines for subdivision design must be met:

- Provide a high quality urban environment with a sense of identity.
- Provide an appropriate distribution of lot and housing types to achieve diverse streetscapes.

The following planning and design guidelines should be met:

- Lots are to be:
 - generally rectangular in shape on streets aligned on a north-south or east-west axis to maximise building and energy efficiency; and,
 - designed so as to ensure garages are not the dominant front façade element of the house and/ or the streetscape
- Seek to ensure subdivision and lot layout provides creative and innovative design solutions for fragmented lot ownership in order to:
 - achieve the desired densities as outlined in the PSP; and
 - facilitate integration of development with adjoining properties.
- Subdivision design should ensure that conventional density lots create a transition from medium density development to larger, low density lots.
Ensure the transition between densities:
 - avoids creation of larger lots (with wide frontages) on one side of a road, facing small lots (with narrow frontages) on the other side; and,
 - uses rear fence lines as the transition from lower densities (1,000+ square metre lots) to standard density lots.

Amended
by C232

Table 6: Distribution of Housing Densities

RESIDENTIAL AREA TYPE	NDA (HA)*	Dwellings / NDA	Total Dwellings
High Density Residential A	18.02	50	901
High Density Residential B	17.63	35	617
Medium Density Residential	129.08	25	3227
Standard Density Residential	332.78	18	5990
Large Lot Residential	19.23	9	173
Environmental Residential A*	30.27	6	182
Environmental Residential B*	30.32	9	273
Environmental Residential C*	16.77	3	42
Conservation Living Area	n/a	N/A	8
TOTALS	594.09	19	11,412
Commercial (residential permitted)	39.70	25	992
TOTALS	633.79	20	12,405
Anticipated population @ 2.8 persons per dwelling			34,734

* Average lot size assumed to be higher due to some large lots being required to address site constraints. Table does not prescribe density or lot size.

Inserted
by C232

Table 6a: Housing Type by Lot Size

The following table provides an example of the typical housing types that might be provided on a range of lot sizes that support the housing diversity objectives.

HOUSING TYPES THAT MAY BE SUPPORTED	LOT SIZE CATEGORY (m ²)		
	LESS THAN 300	301-500	MORE THAN 600
Small Lot Housing including townhouses, terraces and attached, semi- detached and detached houses (including shop-top)			
Dual occupancies, duplexes			
Detached houses			
Multi-unit housing sites including terraces, row houses and villas			
Stacked housing including apartments, shop-top living and walk up flats			

Table 7: Housing Planning and Design Guidelines

Issue	Planning and Design Guidelines that <i>must</i> be met	Planning and Design Guidelines that <i>should</i> be met
Housing Density Types		
High Density Residential A & B	<ul style="list-style-type: none"> • High Density Residential is to be provided in the Officer Town Centre. • Deliver a higher density urban environment, comprising: <ul style="list-style-type: none"> - shop-top dwellings and multi storey apartments, especially within the retail core and within 400 metres of the Officer Railway Station; - a minimum two storey built form, with higher density residential in buildings over two storeys that are in locations close to the retail core and the Officer Railway Station, unless otherwise specified in Table 10: Employment and Activity Centre Planning and Design Guidelines in Section 4.3 Employment and Activity Centres; - a range of high density dwelling types from affordable apartments to substantial townhouses; and, - mixed use buildings that co-locate residential with other uses, while ensuring co-location with uses likely to have amenity impacts is avoided (such as shop top dwellings above late night uses). • Building design is to: <ul style="list-style-type: none"> - maximise ground level windows, pedestrian entrances and verandahs to promote active frontages to ensure informal or passive surveillance of streets and other public open spaces; - provide high architectural quality and visual interest; - provide safe and convenient access between car parking and bicycle areas and the pedestrian entry to buildings; - provide integrated parking solutions which will minimise private garage access points and ensure private garage access will only be via rear or side lane; - ensure passive surveillance is provided from buildings overlooking laneways to provide a safe environment. • Subdivision design is to: <ul style="list-style-type: none"> - ensure lanes are well lit and provide a safe environment; - locations of single title townhouses do not compromise opportunities for higher density living in integrated housing sites adjacent to the Core Business Area and Officer Railway Station; and, - support and/or create a finer grain of streets that encourages higher levels of local pedestrian and cycle use. • The subdivision of land for housing that creates a lot less than 300 square metres must contain a building envelope that is in accordance with the Small Lot Housing Code forming part of this Precinct Structure Plan. 	<ul style="list-style-type: none"> • Incorporate retail space, cafes, restaurants or home offices in the ground floor street edges of new residential development to increase visual and physical connections between the interiors of new buildings and adjacent streets. • Lots are to be no more than 230 square metres.

Table 7: Housing Planning and Design Guidelines

Issue	Planning and Design Guidelines that <i>must</i> be met	Planning and Design Guidelines that <i>should</i> be met
Housing Density Types High Density Residential A & B, and Commercial (Residential Permitted)	<ul style="list-style-type: none"> • Safe and convenient access must be provided between car parking and bicycle areas and the pedestrian entry to residential buildings. • Integrated parking solutions must be provided for residential buildings to minimise private garage access points and ensure private garage access is only be via rear or side lane. • The subdivision of land for housing that creates a lot less than 300 square metres must contain a building envelope that is in accordance with Appendix A Small Lot Housing Code. • Shop-top residential developments must provide entrances accessed from the street. 	<ul style="list-style-type: none"> • The Officer Town Centre should deliver a higher density urban environment, including shop-top dwellings and multi storey apartments, especially within the retail core and mixed-use sub-precincts and within 400 metres of the Officer train station, as per the Officer Town Centre Sub-precinct Plan (Figure 6). • Residential buildings should incorporate retail spaces, cafes, restaurants or home offices in the ground floor to increase visual and physical connections between the interiors of new buildings and adjacent streets. • Subdivision design should provide for flexible floor plates and built form (including floor to ceiling heights) that can be adapted to accommodate additional storeys and a variety of uses over time.

Officer Town Centre

In addition to the objectives for activity centres, objectives specific to the Officer Town Centre (MAC) are to:

- Provide a clear structure and layout, including:
 - a grid that is well integrated with surrounding development;
 - a block size that is capable of accommodating additional development;
 - a central north-south Main Street from Princes Highway to Rix Road, that provides the primary activity spine;
 - supporting east-west streets, that provide secondary spines;
 - a ‘multiple-loop’ circulation system, with several roads providing access to the retail core and its edges;
 - a road hierarchy and reservation widths that cater for all modes of transport; and
 - a structure that allows for flexibility and change over time.
- Establish sub-precincts to provide a clear framework for land use and development, including:
 - a defined retail core area north of the railway line as the primary location for major retail anchor stores;
 - civic and entertainment precincts, located in proximity to the Officer Railway Station;
 - a mixed use urban village south of the railway line; and,
 - dedicated high density residential areas in proximity to high amenity open space, creek corridors and public transport.

- Respond to existing uses and manage change in use over time.

4.3.2 Implementation

The objectives for employment and activity centres are met by implementation of all of the following:

- Plan 5: Future Urban Structure
- Plan 9: Employment and Activity Centres
- Table 8: Employment in the Precinct
- Table 9: Hierarchy of Activity Centres in the Precinct
- Table 10: Employment and Activity Centres Planning and Design Guidelines (which applies to all activity centres)
- Table 10a: Officer Major Activity Centre
- Table 10b: Whiteside Road Neighbourhood Activity Centre Planning and Design Guidelines
- Urban Design Frameworks set out in 4.3.3a

Officer Town Centre

The Officer Town Centre will:

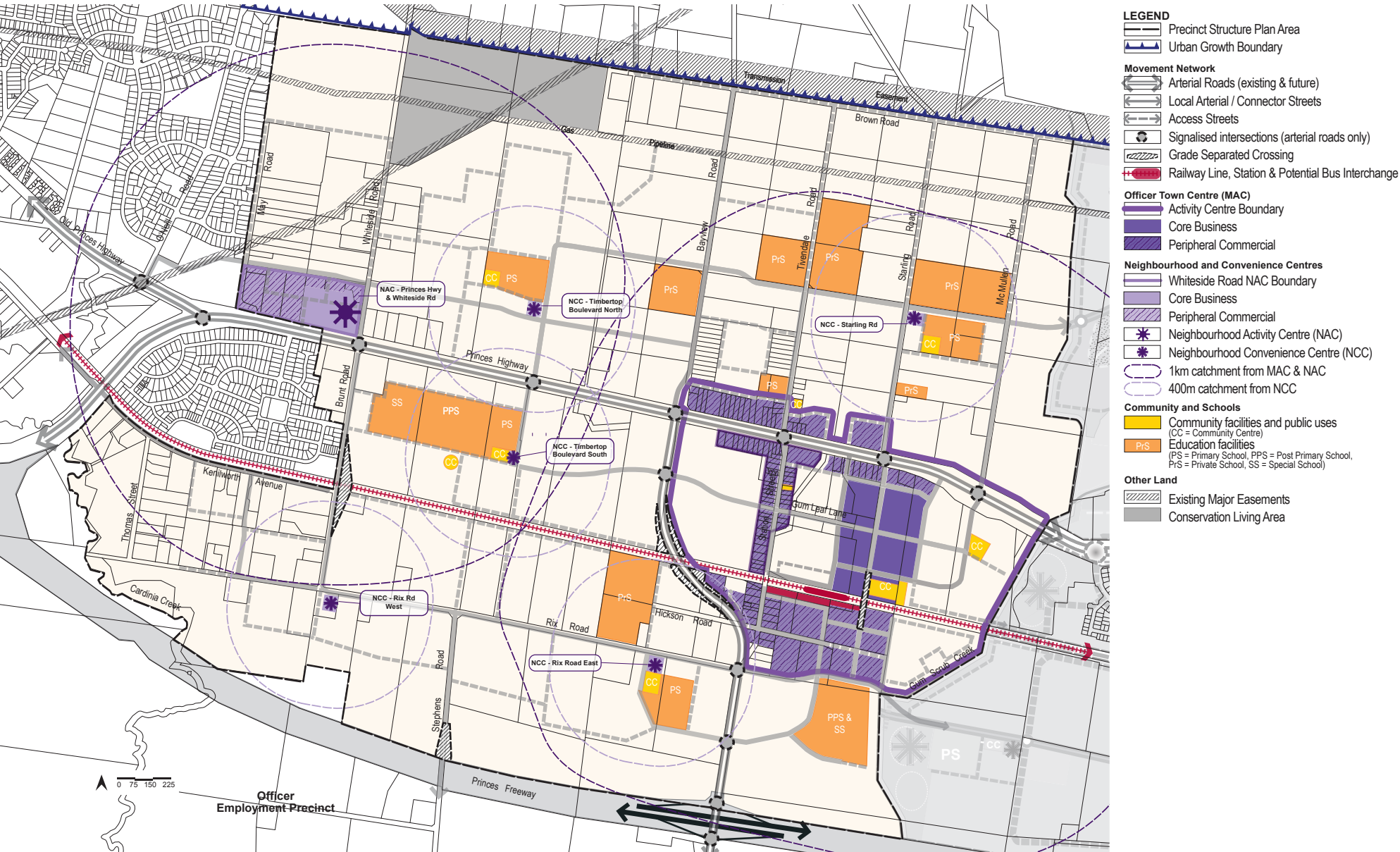
- perform a sub-regional retail function with retail anchor stores, supporting commercial and office uses with a diversity of discretionary and higher-order goods and services;
- be a key focus of the Precinct, providing residents with local access to jobs, community facilities and services;
- create a sense of place with a distinct character, high quality and engaging urban design;
- be an attractive, pedestrian-focused, urbanised town centre that incorporates higher dwelling densities;
- support an active and lively street environment from the early morning to late evening, seven days a week;
- encourage sustainable transport options by maximising housing density within a walkable catchment of the Officer train station and integrating the station into the broader town centre; and
- promote adaptable land use and built form outcomes so that it can evolve with changing community needs.

• Implementation

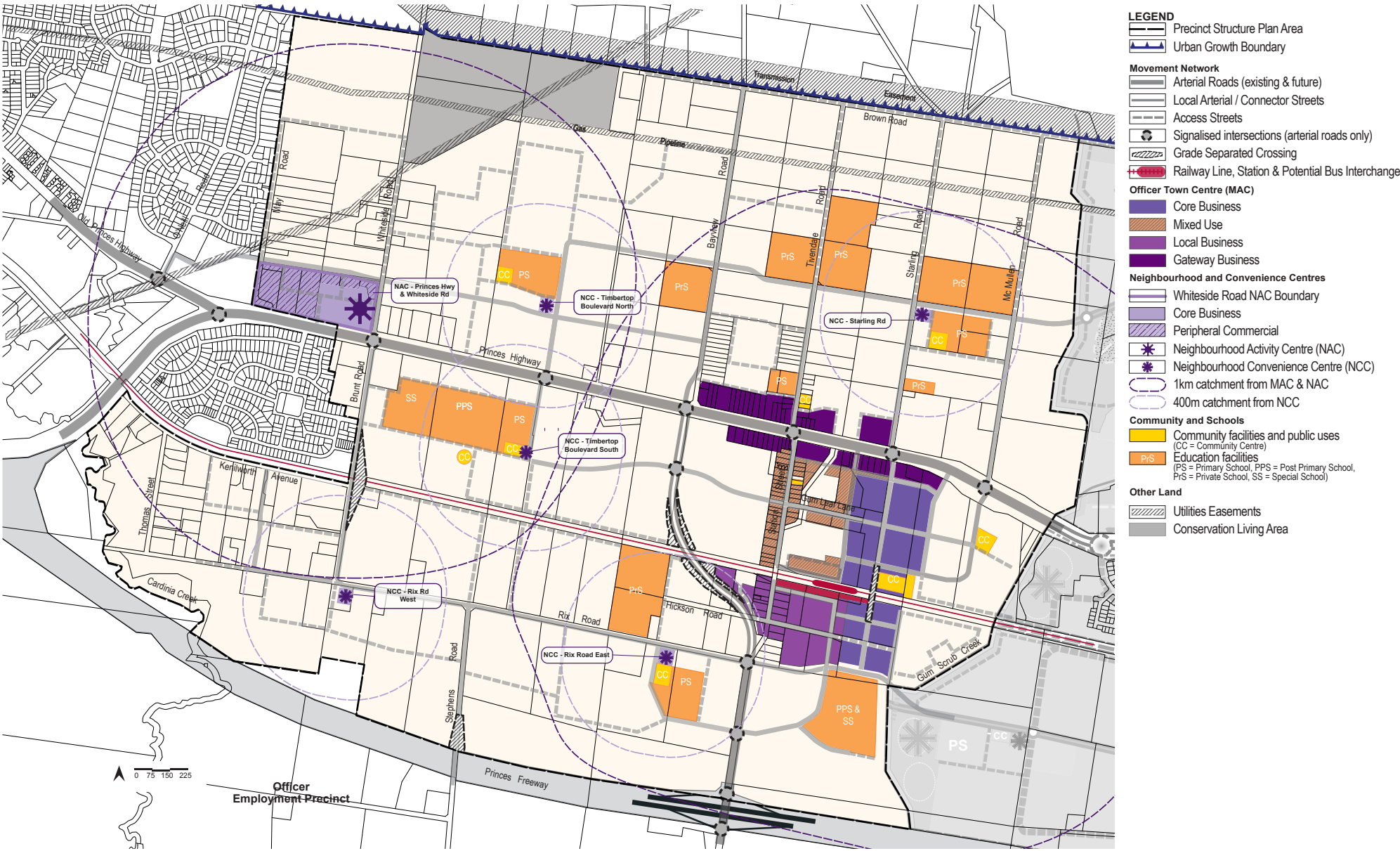
The objectives for employment and activity centres are met by implementation of all of the following:

- Plan 5: Future Urban Structure
- Plan 9: Employment and Activity Centres
- Table 8: Employment in the Precinct
- Table 9: Hierarchy of Activity Centres in the Precinct
- Table 10: Employment and Activity Centres Planning and Design Guidelines (which applies to all activity centres)
- Table 10a: Officer Major Activity Centre
- Table 10b: Whiteside Road Neighbourhood Activity Centre Planning and Design Guidelines
- Urban Design Frameworks set out in 4.3.3a

Plan 9: Employment and Activity Centres



Plan 9: Employment and Activity Centres



Amended by C232

Table 8: Employment in the Precinct

Employment generators	Measure	Jobs	Quantity	Estimated Jobs
Activity Centres				
Retail 'shop' floorspace*	Jobs/100 sq m	3.5	57,000	2,000
Other retail (including bulky goods)	Jobs/100 sq m	2.5	25,000	600
Non-retail commercial **	Jobs/100 sq m	4.5	45,500	2,000
Schools				
State Primary Schools				
New	Jobs/School	40	4	160
Existing	Jobs/School	20	1	20
State Secondary Schools	Jobs/School	90	2	180
State Special School	Jobs/School	40	2	180
Private Schools	Average Jobs/School	80	6	480
Community Facilities				
Kindergartens	Jobs/Centre	5	4	20
Multi Purpose Community Centre	Jobs/Centre	10	1	10
Library	Jobs/Centre	10	1	10
Other Potential Uses				
Home based business	Jobs/Dwelling	0.1	9,955	995
Total Estimated Jobs				6,555

* Assumes:

- Major retail stores occupy 26,000 square metres of floorspace in the Major Activity Centre, comprising 60% of total retail floor area.
- The Neighbourhood Activity Centre provides 10,000 square metres of retail floorspace
- Five Neighbourhood Convenience Centres (NCCs) develop in the Precinct, providing an average of 750 square metres of retail floorspace in each NCC.

** Comprises all non-retail commercial uses, including:

- Services occupying shopfront premises (eg. Retail / Personal services)
- Hospitality and entertainment uses
- Office-based uses, such as Professional / Commercial services
- Medical services
- Leisure and recreation uses

Table 8: Employment in the Precinct

Land use	Employment measure	Jobs per employment measure	Anticipated land use quantity	Estimated Jobs
Officer town centre (MAC)				
Core business	Jobs / 30 m2 floor space	1	30,000	1,000
Gateway business	Jobs / 40 m2 floor space	1	25,000	625
Local business	Jobs / ha	150	10.06	1,509
Whiteside Road Neighbourhood Activity Centre				
Retail	Jobs / 30 m2 floor space	1	8,000	267
Non-retail commercial	Jobs / 40 m2 floor space	1	1,500	30
Neighbourhood Convenience Centres				
Retail	Jobs / 30 m2 floor space	1	1,750	58
Non-retail commercial	Jobs / 40 m2 floor space	1	750	15
Schools				
State Primary Schools				
New	Jobs/School	40	4	160
Existing	Jobs/School	20	1	20
State Secondary Schools	Jobs/School	90	2	180
State Special School	Jobs/School	40	2	80
Private Schools	Jobs/School	80	6	480
Community Facilities				
Kindergartens	Jobs/Centre	5	4	20
Multi Purpose Community Centre	Jobs/Centre	10	1	10
Library	Jobs/Centre	10	1	10
Local Government				
Cardinia Shire Council Offices and Civic Centre	Jobs/Centre	200	1	200
Other Potential Uses				
Home based business	Jobs/Dwelling	0.1	11,412	1,141
Total Estimated Jobs				5,805

4.3.3 Planning and design guidelines

Table 9: Hierarchy of Activity Centres in the Precinct

Hierarchy	Activity Centre	Indicative floor areas ^(*)	Role & Function
Major Activity Centre	Officer Town Centre Located south of the Princes Highway, centred upon the new Main Street	<ul style="list-style-type: none"> Retail 'shop': minimum 30,000 square metres ^ Other retail (including bulky goods): 25,000 square metres Non-retail commercial: 25,000 square metres 	<ul style="list-style-type: none"> Major Activity Centre (MAC) with retail, peripheral commercial and office uses. Regional and sub regional retail role comprising Department Store and multiple Discount Department Stores. Neighbourhood retail role comprising several supermarkets and associated shops and services. Location for regional uses including: <ul style="list-style-type: none"> bulky goods retailing associated with the Princes Highway; commercial office and business centre with all support services; hospitality and entertainment activities, including cinema; health services, and government and municipal services; senior educational facilities, for example Upper Secondary College, tertiary education (eg TAFE and/or University); and, recreation and community services, including the proposed Library and aquatic centre. Optimisation of the Officer Railway Station location and the bus interchange to provide a Transit Oriented Development fully integrated with community facilities, health services and retail. Transport interchange for PPTN services (rail and bus) and local bus services. Provision of high density housing including shop top housing, apartments and SoHos.
Neighbourhood Activity Centre	Whiteside Road Neighbourhood Activity Centre Princes Highway & Whiteside Road Located north of Princes Highway	<ul style="list-style-type: none"> Retail 'shop': 8,000 square metres Non-retail commercial: 1,500 square metres 	<ul style="list-style-type: none"> Neighbourhood retail role comprising a full size supermarket (maximum floor space of 3,500 square metres) and associated shops. Location for peripheral commercial uses including offices, medical centres and other health services, leisure, recreation and community services. Opportunity for shop top housing and apartments. Public transport access via Principal Public Transport Network (PPTN) bus route along the Princes Highway and local bus route along Whiteside Road and Brunt Road.
Neighbourhood Convenience Centres		<p>Generally:</p> <ul style="list-style-type: none"> Retail 'shop': 350 square metres Non-retail commercial: 150 square metres 	<ul style="list-style-type: none"> Convenience retail role. Generally comprising milkbar / general store and associated services. Potential for minor supermarket (approximately 1,200 square metres). Opportunity for medical centres, office, housing, community services etc.

* The floor areas are indicative of the size of the centre, based on the retail assessment undertaken as part of the preparation of the PSP. Variations from the indicative floor area may be permitted provided it does not change the role of the Activity Centre.

^ Assumes single discount department store in the minimum development scenario. No floorspace limits apply to Officer Town Centre.

4.3.2 Planning and design guidelines

Table 9: Hierarchy of Activity Centres in the Precinct

Amended
by C232

Hierarchy	Activity Centre	Indicative floor areas ^(*)	Role & Function
Major Activity Centre	Officer Town Centre Located south of the Princes Highway, centred upon the new Main Street	<ul style="list-style-type: none"> Retail 'shop': 30,000 square metres ^ Other retail (including bulky goods): 25,000 square metres Non-retail commercial: 25,000 square metres 	<ul style="list-style-type: none"> Major Activity Centre (MAC) with retail, peripheral commercial and office uses. Sub-regional retail role comprising Department Store and multiple Discount Department Stores. Neighbourhood retail role comprising several supermarkets and associated shops and services. Location for regional uses including: <ul style="list-style-type: none"> bulky goods retailing associated with the Princes Highway; commercial office and business centre with all support services; hospitality and entertainment activities, including cinema; health services, and government and municipal services; senior educational facilities, for example Upper Secondary College, tertiary education (eg TAFE and/or University); and, recreation and community services, including the proposed Library and aquatic centre. Optimisation of the Officer Railway Station location and the bus interchange to provide a Transit Oriented Development fully integrated with community facilities, health services and retail. Transport interchange for PPTN services (rail and bus) and local bus services. Provision of high density housing including shop top housing, apartments and SoHos.
Neighbourhood Activity Centre	Whiteside Road Neighbourhood Activity Centre Princes Highway & Whiteside Road Located north of Princes Highway	<ul style="list-style-type: none"> Retail 'shop': 8,000 square metres Non-retail commercial: 1,500 square metres 	<ul style="list-style-type: none"> Neighbourhood retail role comprising a full size supermarket (maximum floor space of 3,500 square metres) and associated shops. Location for peripheral commercial uses including offices, medical centres and other health services, leisure, recreation and community services. Opportunity for shop top housing and apartments. Public transport access via Principal Public Transport Network (PPTN) bus route along the Princes Highway and local bus route along Whiteside Road and Brunt Road.
Neighbourhood Convenience Centres		<p>Generally:</p> <ul style="list-style-type: none"> Retail 'shop': 350 square metres Non-retail commercial: 150 square metres 	<ul style="list-style-type: none"> Convenience retail role. Generally comprising milkbar / general store and associated services. Potential for minor supermarket (approximately 1,200 square metres). Opportunity for medical centres, office, housing, community services etc.

* The floor areas are indicative of the size of the centre, based on the retail assessment undertaken as part of the preparation of the PSP Variations from the indicative floor area may be permitted provided it does not change the role of the Activity Centre.

^ Assumes single discount department store in the minimum development scenario. No floorspace limits apply to Officer Town Centre.

Table 10: Employment and Activity Centres Planning and Design Guidelines

Design Issue	Planning and Design Guidelines that <i>must</i> be met	Planning and Design Guidelines that <i>should</i> be met
Layout and structure	<ul style="list-style-type: none"> The entrances to buildings are to be at ground level, providing an environment that promotes seamless movement for pedestrians between the public and private realm. The road and pedestrian network is to be well integrated with (existing and planned) surrounding areas providing multiple route options that enabling safe and accessible movement to, from and within the centre, particularly for pedestrians. Establish a pedestrian oriented environment that is visually interesting, well connected, safe and prioritises pedestrian movement over vehicle movement; Avoid internalised retail developments which present a blank facade and extensive car parking areas to the street. 	<ul style="list-style-type: none"> Street blocks are to be highly permeable to allow ease of pedestrian and cyclist movement through and within the Activity Centre.
Built form and massing	<ul style="list-style-type: none"> Prominent locations (including all corner sites) are to be developed to: <ul style="list-style-type: none"> provide buildings with a greater number of storeys than otherwise provided in the centre; and ensure frontages are well-articulated; or create the illusion of building height through landmark architecture. A high quality of building materials are to be demonstrated in the design. Where SoHos are provided, they are to: <ul style="list-style-type: none"> be designed to enable ground floor tenancies to be split from upper floor tenancies; and, ensure entrances can be provided from the street frontage from both ground floor and upper floor tenancies. 	<ul style="list-style-type: none"> Key view lines / sight lines into and out of the activity centres are to be incorporated in the overall design.

Table 10: Employment and Activity Centres Planning and Design Guidelines

Planning and Design Guidelines that *must* be met

- Building design must incorporate highly permeable, visually interesting and well-articulated street facing facades using materials, colours and design elements that are compatible with vision for the Town Centre.
- Active building frontages (including ground level windows, pedestrian entrances and awnings) must address, in order of priority:
 - Main Street
 - public open space
 - roads/laneways
 - other public space (e.g. car park).
- The extent and visibility of blank walls and car parking fronting public areas, particularly streets and public spaces, must be minimised.
- Appropriate landscaping, including planting of canopy trees, must be provided in public areas (town square, streets and car parks). Trees must be suitable for local conditions and planted in modified and improved soil suitable to the location conditions as required, to support tree longevity and to the satisfaction of the Responsible Authority.
- Mechanical plant and service structures must be concealed within roof lines or otherwise hidden from view.
- Service areas must be internalised where possible to avoid visibility from the public realm. Where service areas are accessible from car parks, they must present a well-designed and secure façade to public areas and dedicated pedestrian routes.
- Development adjacent to open space (including car parks and train station) must provide passive surveillance (through the siting of windows, balconies and pedestrian access points), contribute to the activation and vibrancy of the public realm and maximise the amenity of the centre.
- Safe and easy access for pedestrian and cycle trips must be provided through the layout and design of the surrounding street and path network.
- All streets, public spaces and car parks must be lit to Australian Standards and with pedestrian friendly (generally white) light. Lighting should be designed to avoid unnecessary spill to the side or above.
- Vehicle access to lots fronting arterial roads must be provided from a service road, internal loop road, or rear lane only, to the satisfaction of the road authority.
- Bicycle parking must be provided in a number of prominent and easily accessible locations and must be clearly visible and well lit, and preferably under cover.
- Public transport infrastructure and facilities must be located in commuter friendly and convenient locations.

Planning and Design Guidelines that *should* be met

- Retail uses along street frontages should include street level access points at regular intervals to encourage activity along the length of the street.
- All ground level shop fronts facing a street or the public realm should use clear glazing across a minimum of 70 per cent of the shop front, to allow views into the shop.
- Internalised retail developments which present a blank facade and extensive car parking areas to the street should be avoided.
- Where SoHos are provided, they should:
 - be designed to enable ground floor tenancies to be split from upper floor tenancies; and,
 - ensure entrances can be provided from the street frontage from both ground floor and upper floor tenancies.
- Pedestrian safety should be promoted through the use of stand up lanes for vehicle access.

Design Issue	Planning and Design Guidelines that <i>must</i> be met	Planning and Design Guidelines that <i>should</i> be met
Public domain	<ul style="list-style-type: none"> • A central town square or similar public space is to be: <ul style="list-style-type: none"> - provided in scale with the role of the Activity Centre; - edged with the active frontages of specialty shops and be directly accessed by shop frontages to encourage outdoor dining; - well located in an area with high levels of pedestrian activity and where multiple paths or pedestrian desire lines intersect; and, - have good solar orientation. • Façades are to be articulated to contribute to the character of the street and provide visual interest. • Wider pathways are to be provided to: <ul style="list-style-type: none"> - enable outdoor dining and shopfront trading; - accommodate informal social interaction; and - provide clear paths of movement. • Street furniture and public art are to be provided to create a sense of place and provide informal spaces for social interaction. • The extent and visibility of blank walls from any public area is to be minimised, particularly from street frontages and public spaces. • The Activity Centre (including car park areas) is to be landscaped with clean-trunked canopy trees and low-lying vegetation to provide shade and safety. • A materials and colour palette is to be utilised to create a strong urban character that complements and is sensitive to the surrounds. • Suitable lighting is to be provided to maintain a sense of safety in the Activity Centre. • Provide slow-speed environments for vehicles. 	<ul style="list-style-type: none"> • Blank walls facing streets or the public realm are to be no more than 10 metres in length or account for no more than 50 percent of any one side of a building (whichever is smaller). • Continuous awnings or verandahs are to be provided over the footpath on all streets.
Interfaces and edges to the road network	<ul style="list-style-type: none"> • The design of buildings in the Activity Centre is to respond to the scale and character of existing and planned adjoining development. • Corner sites that are located on an arterial road edge: <ul style="list-style-type: none"> - are to provide a visual anchor, with greater building mass and height; and, - are critical development sites and not suitable for single-storey fast food outlets or petrol stations. • Landscaping of any interface is to be of a high standard and is considered to be an important element to complement built form design. • Rooftop plants, telecommunications towers, etc are to be obscured from view by built form, screens or false facades. • Continuous pedestrian and bicycle links are to: <ul style="list-style-type: none"> - be provided in the Activity Centre; and, - be integrated with the network provided on local and arterial roads and open space corridors. 	

This page has been left intentionally blank

This page does not exist in 2018 version

Design Issue	Planning and Design Guidelines that <i>must</i> be met	Planning and Design Guidelines that <i>should</i> be met
Traffic & site access	<ul style="list-style-type: none"> Access to individual sites from arterial roads is subject to the approval of VicRoads. Pedestrian crossings, slow zones, pedestrian priority areas and clearly indicated shared spaces are to be used to deliver a pedestrian friendly environment. Where a 'shared space' is required to create an attractive street environment, it is to be designed to ensure pedestrian priority is given over other forms of movement. Use of slip lanes is to be avoided where significant pedestrian flows are expected and require assessment on a case-by-case basis to the satisfaction of VicRoads 	<ul style="list-style-type: none"> Provide a slow-speed environment that is self enforcing. Promote pedestrian safety through the use of stand up lanes for vehicle access. The use of roundabouts to manage traffic is to be avoided wherever possible. Where road is designed as a 'shared space', it is to be generally characterised by continuous paving treatment from frontage to frontage. Site servicing access and public car parking accesses is to be designed to be adequately separated.
Parking	<ul style="list-style-type: none"> On-street parking is to be maximised. Car parking within the Activity Centre is to be centralised to allow for shared usage between tenancies. The design of off-street car parking is to ensure that: <ul style="list-style-type: none"> it is accessible from the roads carrying higher volumes of traffic to the centre; it is screened from street frontages through the use of built form, landscaping, façade treatments, etc; it incorporates safely designed pathways to, from and within the car park; appropriate detail has been considered such as landscaping and provision of canopy trees; and, passive surveillance can be provided from adjacent development, while not adversely impacting on future development opportunities. Bicycle parking is to be provided in a number of prominent and easily accessible locations and must be clearly visible and well lit, and preferably under cover. 	<ul style="list-style-type: none"> Parking should be minimised to encourage use of other modes of travel. Multi decked or basement car parking is preferred to at-grade car parking. Any car park areas visible from streets in the short-term, are to be 'built out' in the longer term and replaced by commercial buildings and/or multi-storey or basement car parks.
Public Transport	<ul style="list-style-type: none"> The Activity Centre design is to incorporate/respond to the proposed public transport network in consultation with the Department of Transport. Public transport infrastructure and facilities are to be located in commuter friendly and convenient locations. 	
Signage	<ul style="list-style-type: none"> Signage is to be integrated within the built form. A clear visual connection is to be maintained from ground floor tenancies onto the street so as not obscure sightlines at eye-level. 	<ul style="list-style-type: none"> The transparency and visual permeability of windows at ground level is to be maintained at at least 80%, ensuring tinting, films, paint or similar treatments do not impair passive surveillance to and from premises.
Site Servicing	<ul style="list-style-type: none"> Service areas are to be internalised wherever possible. Where internalised service areas cannot be provided, they are to be secured and screened at the rear of buildings. Where service areas are accessible from car parks, a well designed and secure façade must be presented to public areas (including carparking). 	

This page has been left intentionally blank

This page does not exist in 2018 version

Figure 6: Officer Town Centre Sub Precinct Plan

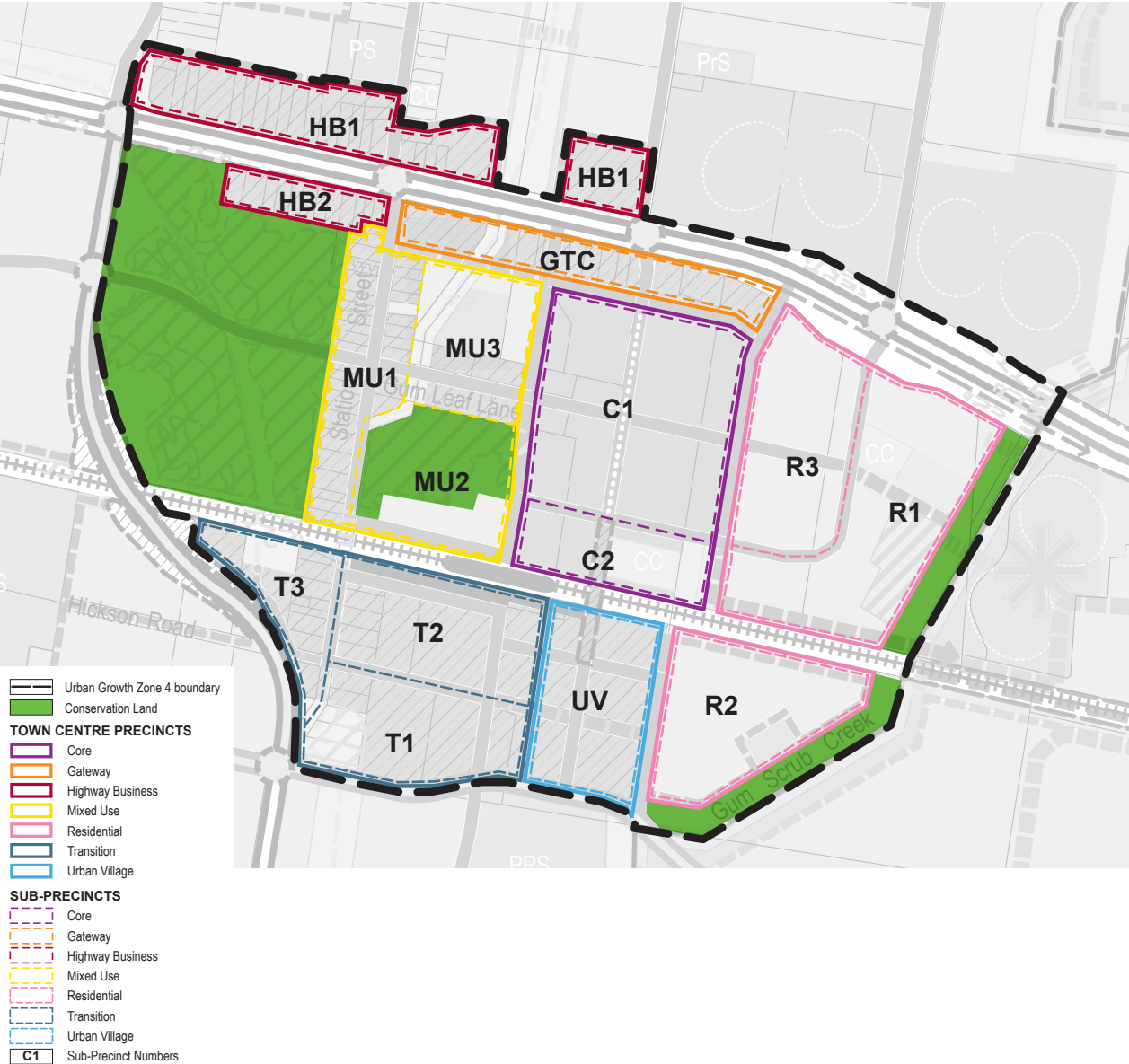


Figure 6 illustrates the planned structure for Officer Town Centre.

There are seven town centre precincts, which form the basis of the statutory controls outlined in Urban Growth Zone 4.

Within most town centre precincts there are a number of sub-precincts. Objectives are defined for each to clearly set out the intended outcome and specific planning and design guidelines apply (refer Table 11a).

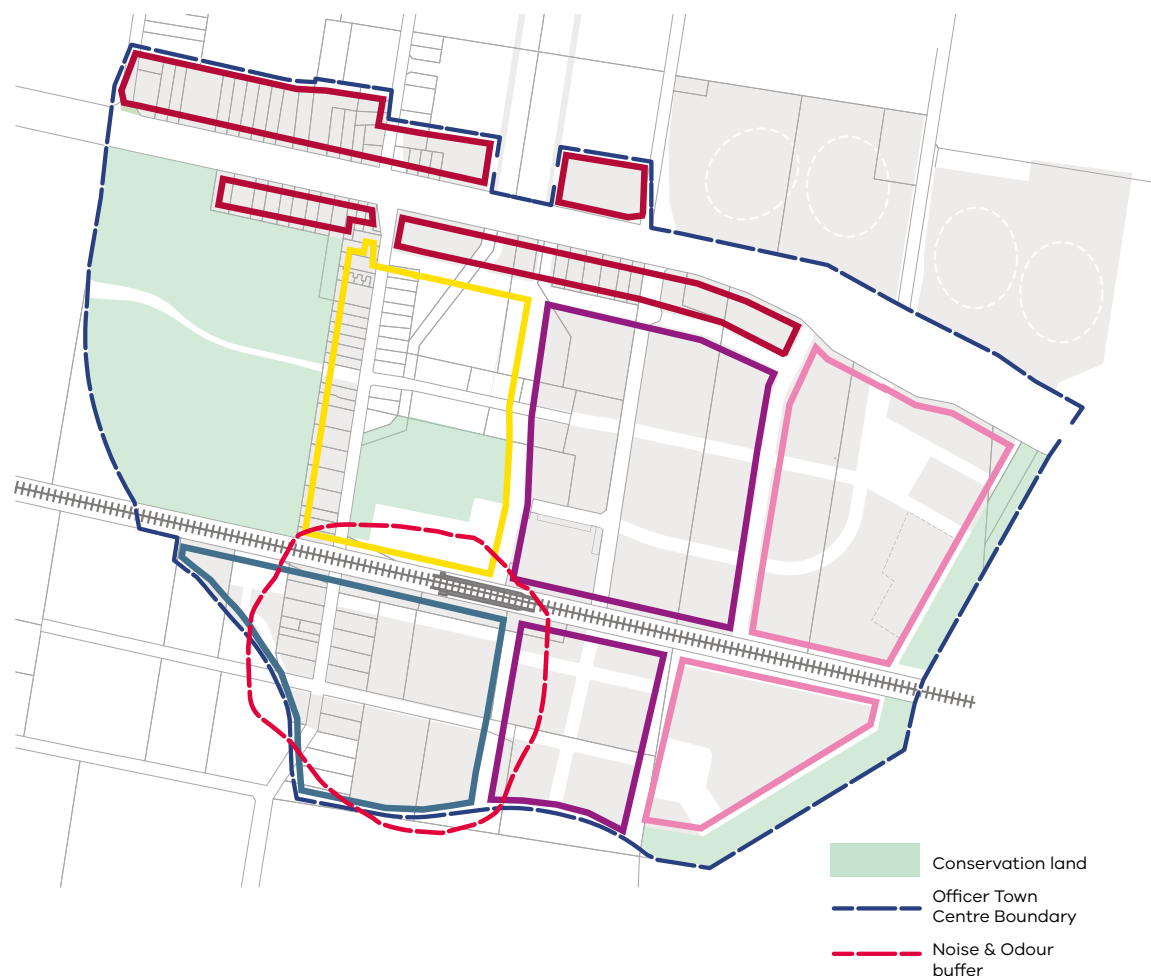
These provisions provide guidance for the role, function and character of each sub-precinct to ensure the specific context, elements and/or features are addressed through the Urban Design Framework and future development applications.

Figure 6: Officer Town Centre Sub Precinct Plan

Officer Town Centre sub-precincts

The sub-precincts within the town centre will:

- Create a diverse and vibrant town centre that accommodates a variety of uses
- Provide opportunities for retail anchors and specialty retail within a core retail area
- Provide opportunities for small local enterprises to compliment the core retail sub-precinct
- Provide medium-high density residential development in areas of high amenity and in proximity to services and public transport



Gateway

- Provides landmark entry to Officer Major Town Centre
- High quality highway-fronting businesses including bulky goods and as well as commercial development and supporting uses e.g. hotels and showrooms
- Coordinated car parking to be provided between lots with minimal parking along Princes Highway

Core

- High-amenity pedestrian 'main street' with 24-hour activity
- Diversity of uses including retail, food and beverage, entertainment, commercial/professional services, recreation and residential
- Minimum two-storey building heights and zero building set-backs along 'main street'
- Fine-grain active development at street level and residential and/or commercial uses on upper levels
- Pedestrian access to / from Officer train station

Mixed Use

- Provides appropriate interfaces to conservation reserves
- High-density mixed-use development, comprising primarily residential development
- Rear-loaded lots with 'paper road' or one-way service road
- Opportunity for SOHO development along gum leaf lane
- Development must present an active interface to public open spaces

Local Business

- Provide development opportunities for small local businesses
- Encourage uses that are compatible with existing industrial uses, but provide a transition to mixed-use in the longer term
- Active uses at street level and residential and/or commercial uses on upper levels
- Fine-grain development, especially close to train station
- Pedestrian connections to / from Officer train station
- Flexible / adaptable building design to enable transition of uses over time
- Zero building set backs / rear-loaded lots

Residential

- Provides medium- and high-density residential development incorporating a range of housing types
- Provides strong east-west connections from Core precinct to Gum Scrub Creek
- Provides appropriate interface to Gum Scrub Creek
- Minimise individual lot frontages to create fine-grain streetscape

Table 10a: Officer Major Activity Centre

TOWN CENTRE PRECINCT	Sub-Precinct	Objectives	Planning and Design Guidelines that must be met	Planning and Design Guidelines that should be met
CORE	C1 (Refer Figure 6a)	<ul style="list-style-type: none"> To establish a strong and vibrant 'heart' for Officer Town Centre as a focus for social activity To provide a fine-grain, active street environment that reinforces Main Street as the primary pedestrian spine To establish Main Street a leading example of a shared space To deliver a multi-storey built form that is in-scale and proportionate to the width of the street To create a focus for retail activity in the centre, as the location for all major retail attractors and anchor stores To encourage a diversity of uses, including hospitality, entertainment, commercial/professional/retail services, leisure and recreation activities and residential To support an active and lively street environment from the early morning to late evening, seven days a week 	<ul style="list-style-type: none"> Core retail blocks are to be designed with: <ul style="list-style-type: none"> buildings that front onto all four street frontages; the ability to accommodate additional major retail anchor stores in the long term; off street carparking at the middle of the block, consolidated into a rectilinear site for future development; and, minimal use of carriageway easements and rear access rights, except where the middle of the block is being developed at the outset. Along Main Street, breaks in the built form are to be minimised except to provide: <ul style="list-style-type: none"> a well-located town square that is integrated with and addressed by retail uses; access to retail anchor stores; or access to central car parking areas for pedestrians. Supermarkets, discount department stores and department stores of more than 1,000 square metres must: <ul style="list-style-type: none"> sit behind the fine-grained shopfront environment of Main Street; not present long façades to the public realm with all edges 'wrapped' or 'hidden from' the public realm with other tenancies or buildings; and, be directly accessed only from Main Street. <p>An alternative to the above planning and design guideline will only be considered if:</p> <ul style="list-style-type: none"> they are directly accessed from an arcade or galleria (refer Figure 6a) which has direct access from Main Street and runs parallel to the Main Street; or the edge that is not 'sleeved' by small tenancies is the east-west road along the northern edge of C1. <ul style="list-style-type: none"> Continuous active frontages are required along Main Street. Where pedestrian arcades are provided, they are to: <ul style="list-style-type: none"> provide a direct link between carparking and a significant anchor/ attractor; or link significant anchor/attractors to each other. Creation of at-grade carparks in common property is not permitted. A dense concentration of shop entries and extensive clear glazed windows are to characterise Main Street, enabling a high level of pedestrian amenity and engagement. Buildings along street frontages are to be a minimum of two storeys. Vehicle access to carparks and site servicing is not to be provided from the Main Street, with access provided from other roads abutting blocks in C1. 	<ul style="list-style-type: none"> Buildings are to be a minimum of three storeys. Creation of common property is to be avoided. Where it does not constrain opportunities for future infill development, separate tenancies with active frontages are to be provided to rear carparks as well as street frontages. A vertical scale of at least three storeys is to be achieved.

Table 10a: Officer Major Activity Centre

Planning and Design Guidelines that must be met	Planning and Design Guidelines that should be met
<ul style="list-style-type: none"> • Subdivision, land use and development must respond to the preferred land uses shown on the Officer Town Centre Sub-Precinct Plan (Figure 6) and the Officer Town Centre Concept Plan (Figure 6b).. • Potential land use conflicts in interfaces between sensitive uses and existing industrial areas that are likely to undergo transition over a number of years must be appropriately managed. • Buildings must be a minimum of two storeys in height: <ul style="list-style-type: none"> - along Main Street - along Gum Leaf Lane within the Core sub-precinct (Figure 6) - at intersections with the Princes Highway - where offices, medical centres, leisure and recreation uses are proposed. <p>Upper storeys must be sufficient to enable appropriate uses, but do not need to extend the full depth of the ground floor.</p> • Continuous active frontages must be created along key retail streets as shown in Officer Town Centre Concept Plan (Figure 6b), unless providing a pedestrian link or access to upper floor uses. • Built form in the Core sub-precinct (Figure 6) must present a nil / zero setback to any property boundary adjoining the public realm. • Built form must present a maximum setback of two metres from Gum Leaf Lane lot line to maintain strong built form edge. • Development along Rix / Bridge Road must provide a strong built form edge, comprising: <ul style="list-style-type: none"> - minimal setbacks of buildings from the road reserve; - active frontages to Rix / Bridge Road; and - a minimum or equivalent frontage height of two storeys for buildings along Rix / Bridge Road. • Roads, buildings and public spaces must be aligned to provide active interfaces and passive surveillance with the Officer Train Station and rail line. • Where properties directly abut conservation reserves: <ul style="list-style-type: none"> - development must provide for active frontages - fencing must be less than 1.5 m in height and semi-permeable to facilitate public safety and surveillance. - Subdivision designs must provide for roads, including "paper roads" separating development from Gilbert, Leber, and Gum Scrub Creek open space/conservation reserves. • The extent of native vegetation to be retained within conservation reserves must be consistent with the Officer Native Vegetation Precinct Plan. • Main Street must be designed for a low speed environment of 40km/h or less such that vehicles and cyclists share the carriageway and pedestrians can safely cross the road. • Footpath widths along the Main Street, within and around the town square must be generally in accordance with relevant street cross sections to: <ul style="list-style-type: none"> - allow universal access; - accommodate outdoor dining; and - facilitate small gathering spaces at key nodes. 	<ul style="list-style-type: none"> • Street block lengths within the Core sub-precinct (Figure 6) should not exceed 200 metres, or should be broken by through-block pedestrian links (including arcades, laneways, etc.) that are accessible to the public at all times. • Buildings within the Officer Town Centre should be a minimum of two storeys in height along street frontages to create a sense of enclosure to the public realm. Upper storeys should be sufficient to enable appropriate uses, but do not need to extend the full depth of the ground floor. • Development in the Mixed-use sub-precinct (Figure 6) should enable Small Office Home Office (SOHO) uses, especially along Gum Leaf Lane. • Development should include smaller scale individual tenancies and land ownership patterns to attract participation of local business investment and encourage opportunities for greater diversity within the Core sub-precinct (Figure 6). • Car parking areas should be designed to accommodate other uses, including multi-deck parking, in the future and allow for long term development opportunities. • Development applications for existing small lots should demonstrate how development will provide for integrated delivery of services and facilities e.g. car parking. • Development applications should minimise the number of vehicle crossovers providing direct access from the Princes Highway (or service road) through co-ordination with adjoining properties. • The design of buildings in the Town Centre should respond to the scale and character of existing and planned adjoining development. • Built form along Siding Avenue should present a continuous edge, with vehicle access to car parks avoided where practicable. • All local parks must: <ul style="list-style-type: none"> - have at least one road frontage - pedestrian and cyclist connectivity to waterway corridors and any other uncredited service open spaces as well as surrounding road network.

TOWN CENTRE PRECINCT	Sub-Precinct	Objectives	Planning and Design Guidelines that must be met	Planning and Design Guidelines that should be met
CORE	C2 (refer Figure 6e)	<ul style="list-style-type: none"> To provide a focus for civic and community activities To establish a safe and attractive pedestrian-prioritised street environment To integrate the Main Street underpass with surrounding built form To provide positive interfaces with the Officer Train Station and rail line 	<ul style="list-style-type: none"> Height and massing of buildings is to ensure passive surveillance is provided at street level, in addition to overlooking the station platform. Ensure a high level of pedestrian safety at the railway interface by: <ul style="list-style-type: none"> - avoiding creation of pedestrian routes that are not subject to passive surveillance; and - using building location and scale to direct pedestrian movement to areas of maximum activity. The grade separation of Main Street from the railway line is to ensure seamless transition from one side to the other, including: <ul style="list-style-type: none"> - provision of adequate lighting; - maximising natural light; - safe pedestrian access; - a minimal break in terms of distance between active frontages along Main Street; and, - clear viewlines through the underpass. Avoid car parking areas that are visible from Main Street and ensure openings along other street frontages are minimised. Buildings along street frontages are to be a minimum of two storeys. Vehicle access to carparks and site servicing is not to be provided from the Main Street, with access provided from other roads abutting blocks in C2. 	<ul style="list-style-type: none"> Shops and other premises may be integrated into the railway underpass in order to activate the crossing. A vertical scale of at least three storeys is to be achieved.
GATEWAY	GTC (refer Figure 6c)	<ul style="list-style-type: none"> To provide a landmark entry to Officer Town Centre To establish Princes Highway as a strong, attractive and interesting corridor that promotes a sense of arrival to Officer Town Centre To promote high density commercial development with a range of supporting uses such as hotels and showrooms To facilitate a coordinated development solution for existing small lots 	<ul style="list-style-type: none"> Buildings are to be a minimum of three storeys or equivalent height. Zero setback of buildings are to be provided from the lot line on the Princes Highway. Buildings are to be provided to the Princes Highway frontages, as well as to the corner sites of streets. Off street carparking is to be provided. Buildings are to obscure carparks from view from the Princes Highway. A coordinated carparking system is to be provided between lots. Access to carparks and site servicing is to be from the east-west street along the southern edge of GTC. 	<ul style="list-style-type: none"> Three-quarters of frontage height is to be a transparent, glazed facade. Blank walls are not to comprise more than 30% of the length of a buildings frontage. Any individual 'shop' is not to be more than 1,200 square metres. Carparking is to be consolidated into a rectilinear site for future development.

Planning and Design Guidelines that must be met

Planning and Design Guidelines that should be met

- The Officer Major Town Centre must incorporate/respond to the proposed public transport network in consultation with the relevant public transport authority.
- The design of off-street car parking areas must:
 - be accessible from the roads carrying higher volumes of traffic to the centre
 - be screened from the public realm / street frontages through the use of built form, landscaping, facade treatments or similar
 - have a minimum number of access crossovers and dedicated pedestrian routes.
- On-street car parking must be maximised on all streets to encourage short stay/convenient uses.
- Street trees must be provided on both sides of all roads/streets (excluding laneways) in accordance with the cross-sections in Figures 12a-f, and at regular intervals appropriate to tree size at maturity and not exceeding the average intervals below unless otherwise agreed by the Responsible Authority:

AVERAGE INTERVAL	TREE SIZE
8 – 10 metres	Small trees (less than 10 metre canopy)
10 – 12 metres	Medium trees (10 – 15 metre canopy)
12 – 15 metres	Large trees (Canopy larger than 15 metres)

TOWN CENTRE PRECINCT	Sub-Precinct	Objectives	Planning and Design Guidelines that must be met	Planning and Design Guidelines that should be met
HIGHWAY BUSINESS	HB1	<ul style="list-style-type: none"> To provide the premier location for bulky goods and highway based sales in Officer Town Centre To establish Princes Highway as a strong, attractive and interesting corridor that promotes a sense of arrival to Officer Town Centre To achieve a cohesive built form and coordinated development solution for existing small lots To rationalise access from the Princes Highway as development occurs 	<ul style="list-style-type: none"> Provide a rear access lane for site servicing. A coordinated carparking system is to be provided between lots. Provide a consistent parking solution, including: <ul style="list-style-type: none"> minimising parking at the front of properties along Princes Highway; and achieving a consistent building setback and car park depth at the front of properties. Frontage height of buildings to be a minimum or equivalent of two storeys along Princes Highway. The total floorspace for use as a 'shop' in this sub precinct is not to exceed 1,500 square metres. 	<ul style="list-style-type: none"> Encourage consolidation of lots to provide greater development opportunities. Provide a coordinated carparking system that: <ul style="list-style-type: none"> minimises the number of access points to the Princes Highway; and sets carriageway easements through carparks, ensuring connectivity between lots. Three-quarters of frontage height is to be a transparent, glazed facade. Blank walls should not comprise more than 30% of the length of a buildings frontage. Encourage 'scaling down' of building height towards residential properties at the rear of site. Any individual 'shop' is not to be more than 250 square metres.
HIGHWAY BUSINESS	HB2	<ul style="list-style-type: none"> To provide opportunities for a range of convenience-oriented businesses, including convenience retail, food and drink premises and leisure and recreation To establish Princes Highway as a strong, attractive and interesting corridor that promotes a sense of arrival to Officer Town Centre To establish an appropriate, attractive interface with the Gilbert property to the south 	<ul style="list-style-type: none"> Buildings are to be a minimum of two storeys or equivalent height. Zero setback of buildings to be provided from the lot line on Princes Highway west of Station Street. Buildings are to overlook the Gilbert conservation reserve to provide surveillance to the space. Where properties directly abut the Gilbert conservation reserve, visually permeable fencing is to be provided to limit access to the site while maintaining site surveillance. 	<ul style="list-style-type: none"> Provide integrated access to development sites if possible, rather than individual site access. Any individual 'shop' is not to be more than 100 square metres.

This page has been left intentionally blank

This page does not exist in 2018 version

TOWN CENTRE PRECINCT	Sub-Precinct	Objectives	Planning and Design Guidelines that must be met	Planning and Design Guidelines that should be met
MIXED USE	MU1	<ul style="list-style-type: none"> To facilitate the transition of the area from residential to mixed use over time To manage more intensive development of sites in the short term in response to anticipated traffic volumes and limited parking until the North South Arterial is delivered To provide an attractive, appropriate interface with the Gilbert property to the west 	<ul style="list-style-type: none"> Avoid creation of strata titled units in Station Street to allow for conversion of properties once the North South Arterial is constructed. Redevelopment of lots is to provide a frontage to Station Street and where applicable, encumbered/unencumbered open space. Ensure 'gateway' sites at the corners of Station Street/Gum Leaf Lane and Gum Leaf Lane/edge of the Gilbert property provide high quality multi-storey landmark buildings. 	<ul style="list-style-type: none"> Redevelopment of sites prior to the delivery of the North South Arterial is to be limited to ensure traffic generation from existing lots does not substantially increase and minimise potential for movement conflicts. Encourage consolidation of lots. Enable house conversions to business uses.
MIXED USE	MU2 (Refer Figure 6d)	<ul style="list-style-type: none"> To provide a high density mixed use area, principally comprised of residential development To optimise the amenity and landscape value offered by the Leber Conservation Reserve through the design of buildings To design sensitive uses to mitigate any potential amenity impacts from industrial uses south of the rail line To provide active interfaces with Officer Train Station and the rail line 	<ul style="list-style-type: none"> Provide high density residential development in a variety of dwelling types that are no less than two storeys in height. Any buildings and works for sensitive uses must incorporate measures to protect residents from amenity impacts from nearby existing industry. Minimise street setbacks to encourage strong built form along the street edge. Provide streets abutting the Leber conservation reserve and the railway reserve. 	<ul style="list-style-type: none"> Encourage live/work opportunities. Non-residential uses are to be located on the southern and eastern edges of the site, adjacent to the railway reserve and abutting collector streets. Sensitive uses are to incorporate non-opening windows on any southern façade. Private open space areas should be located on the north side of buildings containing dwellings. Residential buildings with shared access are to incorporate an airlock where the primary pedestrian access is provided from the southern façade. Buildings are to be designed to provide surveillance over the railway line. Minimise garagescapes.

This page has been left intentionally blank

This page does not exist in 2018 version

TOWN CENTRE PRECINCT	Sub-Precinct	Objectives	Planning and Design Guidelines that must be met	Planning and Design Guidelines that should be met
MIXED USE	MU3 (refer Figure 6b)	<ul style="list-style-type: none"> To provide a high density mixed use area, principally comprised of residential development To ensure the Urban Park provides an urban open space in contrast to other parks and public spaces in Officer Town Centre To optimise the amenity and landscape values offered by the Urban Park through the design of buildings To establish a flexible built form that can adapt in use over time 	<ul style="list-style-type: none"> Buildings are to be designed to be flexible in use, enabling residential to be converted into offices and other mixed commercial buildings over time. Buildings are to be a minimum of two storeys. Ensure a maximum setback of two metres from Gum Leaf Lane lot line to maintain strong built form edge. Vehicle access is to be provided via rear access lanes, not directly onto Gum Leaf Lane. Provide active frontages to the Urban Park and provide passive surveillance. 	<ul style="list-style-type: none"> Consider mixed use properties to provide live/work options (ie. SoHo). Use of rear-accessed parking groves for visitor parking is encouraged with pedestrian access to Gum Leaf Lane. Development of properties along Gum Leaf Lane are to provide dual frontages as follows: <ul style="list-style-type: none"> buildings are to front onto Gum Leaf Lane; and studios are to be located above garages at rear; or a dwelling is to be located at the rear; or integrated developments are to be designed with buildings abutting and overlooking the rear lane.
RESIDENTIAL	R1	<ul style="list-style-type: none"> To provide a higher density residential area, offering a range of different housing types To promote a distinct urban character through built form and landscape design To establish strong east-west links to Gum Scrub Creek from the Main Street 	<ul style="list-style-type: none"> Provide higher density residential development in a variety of dwelling types that are no less than two storeys in height. Minimise street setbacks to encourage strong built form along the street edge. Provide a fine-grained, highly permeable east-west road network that optimises sightlines from the commercial areas through to Gum Scrub Creek. Stage development to ensure a substantial buffer is provided around the existing Turkey's Nest Dams on Gum Scrub Creek until such a time that they are removed or modified to be safe in an urban context (subject to approval under the EPBC Act). Maximise on-street parking for residents and encourage single-car garages. 	<ul style="list-style-type: none"> Minimise garagescapes and encourage rear lane access.
RESIDENTIAL	R2			

This page has been left intentionally blank

This page does not exist in 2018 version

TOWN CENTRE PRECINCT	Sub-Precinct	Objectives	Planning and Design Guidelines that must be met	Planning and Design Guidelines that should be met
RESIDENTIAL	R3	<ul style="list-style-type: none"> To establish a high density residential area with a strong urban character To provide a flexible built form that can adapt in use over time To encourage transition to a mixed use area in the longer term To protect future development / redevelopment opportunities for sites 	<ul style="list-style-type: none"> Street blocks are to be designed with: <ul style="list-style-type: none"> off street carparking at the middle of the block, consolidated into a rectilinear site for future development; buildings that front onto all street frontages; off street carparking; and, minimal use of carriageway easements and rear access rights. Minimise lot frontages and provide thinner, longer lots. Include shared car parking areas at the rear of street front properties. Buildings are to be designed to be flexible in use, enabling residential to be converted into offices or other mixed commercial buildings over time. Access to lots is to be provided from the local road network, not Princes Highway. 	<ul style="list-style-type: none"> Individual lot frontages are to be no more than 10 metres. Buildings are to be at least three storeys. Where it does not constrain opportunities for future infill development, separate tenancies with active frontages are to be provided to rear carparks as well as street frontages.
TRANSITION	T1	<ul style="list-style-type: none"> To develop a strong gateway to the town centre along Rix / Bridge Road To establish a flexible built form that can adapt in use over time To protect future development / redevelopment opportunities for sites To prohibit development of residential and other sensitive uses until such a time as nearby existing industry ceases operation To encourage development of uses that are compatible to sensitive uses To plan for a transition to mixed use, including higher density residential in the longer term 	<ul style="list-style-type: none"> Provide a strong built form edge along Rix / Bridge Road, comprising: <ul style="list-style-type: none"> minimal setbacks of buildings from the road reserve; active frontages to Rix / Bridge Road; and a minimum or equivalent frontage height of two storeys for buildings along Rix / Bridge Road. Minimise street setbacks to encourage strong built form along all other streets. Provide active frontages overlooking the drainage reserve. Avoid creation of common property. Ensure subdivision and development enables more intensive development of the area over time, including incorporation of higher density residential housing. Avoid locating site servicing facilities where they are visible from Rix / Bridge Road. Allow for conversion of existing industrial properties over time. The boundary of sub-precinct T1 adjoining UV must be located parallel to and at least 30 metres east of the eastern boundary of Lot 30 LP7847. 	<ul style="list-style-type: none"> Encourage land extensive uses that do not require construction of substantial buildings and works on lots abutting Hickson Road or Officer South Road. Encourage zero lot-line setbacks to Rix / Bridge Road. Provide access for site servicing from Hickson Road.

This page has been left intentionally blank

This page does not exist in 2018 version

TOWN CENTRE PRECINCT	Sub-Precinct	Objectives	Planning and Design Guidelines that must be met	Planning and Design Guidelines that should be met
TRANSITION	T2	<ul style="list-style-type: none"> • To establish a flexible built form that can adapt in use over time • To protect future development / redevelopment opportunities for sites • To prohibit development of residential and other sensitive uses until such a time as existing industry ceases operation • To encourage development of uses that are compatible to sensitive uses • To plan for a transition to mixed use, including higher density residential in the longer term • To provide active interfaces with Officer Train Station and the rail line 	<ul style="list-style-type: none"> • Ensure development: <ul style="list-style-type: none"> - creates high amenity streetscapes suitable for future residential development within the area; - has minimal amenity impacts outside the boundaries of the individual property, to protect future residential development potential of the area; and - provides passive surveillance over the station and station carpark. • Minimise street setbacks to encourage strong built form, where appropriate. • Where offices, medical centres, leisure and recreation uses are proposed, buildings are to be a minimum of two storeys or equivalent height. • Provide access for site servicing from Hickson Road, where possible. • Encourage conversion of existing industrial properties over time. • Facilitate consolidation of existing activities on Lot 1 TP602076 through development of an additional warehouse. • Strongly discourage further expansion of existing industrial premises. • Ensure existing uses do not further encroach upon adjacent areas planned for development as sensitive uses. • Avoid creation of common property. • The boundary of sub-precinct T2 adjoining UV must be located parallel to and at least 65 metres east of the eastern boundary of Lot 1 TP602076. 	<ul style="list-style-type: none"> • Encourage land extensive uses that do not require construction of substantial buildings and works on lots abutting Hickson Road. • Where offices, medical centres, leisure and recreation uses are proposed, buildings are to have a maximum setback of two metres from the street.
TRANSITION	T3	<ul style="list-style-type: none"> • To protect future development / redevelopment opportunities for sites • To manage more intensive development of sites in the short term in response to anticipated traffic volumes and limited parking until the North South Arterial is delivered • To prohibit development of residential and other sensitive uses until such a time as nearby existing industry ceases operation • To provide an active interface with the rail line • To deliver an attractive, appropriate interface with the future North South Arterial 	<ul style="list-style-type: none"> • Avoid creation of common property. • Ensure existing uses do not further encroach upon adjacent areas planned for development as sensitive uses. 	<ul style="list-style-type: none"> • Encourage consolidation of lots. • Encourage land extensive uses that do not require construction of substantial buildings and works on lots abutting Officer South Road. • Ensure the height of buildings abutting the proposed grade separated overpass of the rail line obscure the overpass from surrounding areas to minimise its visual intrusion into the public realm.

This page has been left intentionally blank

This page does not exist in 2018 version

TOWN CENTRE PRECINCT	Sub-Precinct	Objectives	Planning and Design Guidelines that must be met	Planning and Design Guidelines that should be met
URBAN VILLAGE	UV (refer Figure 6e)	<ul style="list-style-type: none"> To establish a safe and attractive pedestrian-prioritised street environment To integrate the Main Street underpass with surrounding built form To provide a high density mixed use area, with commercial development focused on Main Street To create a strong gateway to the Main Street at its intersection at Rix / Bridge Road 	<ul style="list-style-type: none"> Where any building has facades to a street and internal car parking areas: <ul style="list-style-type: none"> separate tenancies are to be provided fronting onto the street and internal car parking areas; or where single tenancies exist, active frontages are to be provided on both sides; except where rear tenancies would overlook site servicing facilities of other uses. Where pedestrian arcades are provided, they are to: <ul style="list-style-type: none"> maximise the length of active frontages within the arcade; and provide a direct link between car parking and a significant anchor/ attractor; or, link significant anchor/attractors to each other. The grade separation of Main Street from the railway line is to ensure seamless transition from one side to the other, including: <ul style="list-style-type: none"> provision of adequate lighting; maximising natural light; safe pedestrian access; a minimal break in terms of distance between active frontages along Main Street; and, clear viewlines through the underpass. In the area where rail reserve widening is to occur, temporary buildings: <ul style="list-style-type: none"> may occupy the space in the short term; are to be of a high quality design and a standard that complements surrounding permanent buildings; and, are to present active frontages to public streets and the railway station. Buildings along street frontages are to be a minimum of two storeys. Landmark buildings providing greater heights and massing than their surrounds are to be provided at the corner of Main Street and Rix / Bridge Road to mark the southern entry to Officer Town Centre. Zero lot line setbacks are required to Main Street. Minimise street setbacks elsewhere. Access to carparks and site servicing is not to be from Main Street. The boundary of sub-precinct UV adjoining T2 must be located parallel to and at least 65 metres east of the eastern boundary of Lot 1 TP602076. The boundary of sub-precinct UV adjoining T1 must be located parallel to and at least 30 metres east of the eastern boundary of Lot 30 LP7847. 	<ul style="list-style-type: none"> Large format stores (including supermarkets) may provide part of their frontage to a street, provided it is: <ul style="list-style-type: none"> the shorter edge; and, has at least 70% glazing to the wall. Minimise garagescapes and encourage rear lane access.

This page has been left intentionally blank

This page does not exist in 2018 version

Figure 6a: Indicative Design Solution - Core Town Centre Precinct

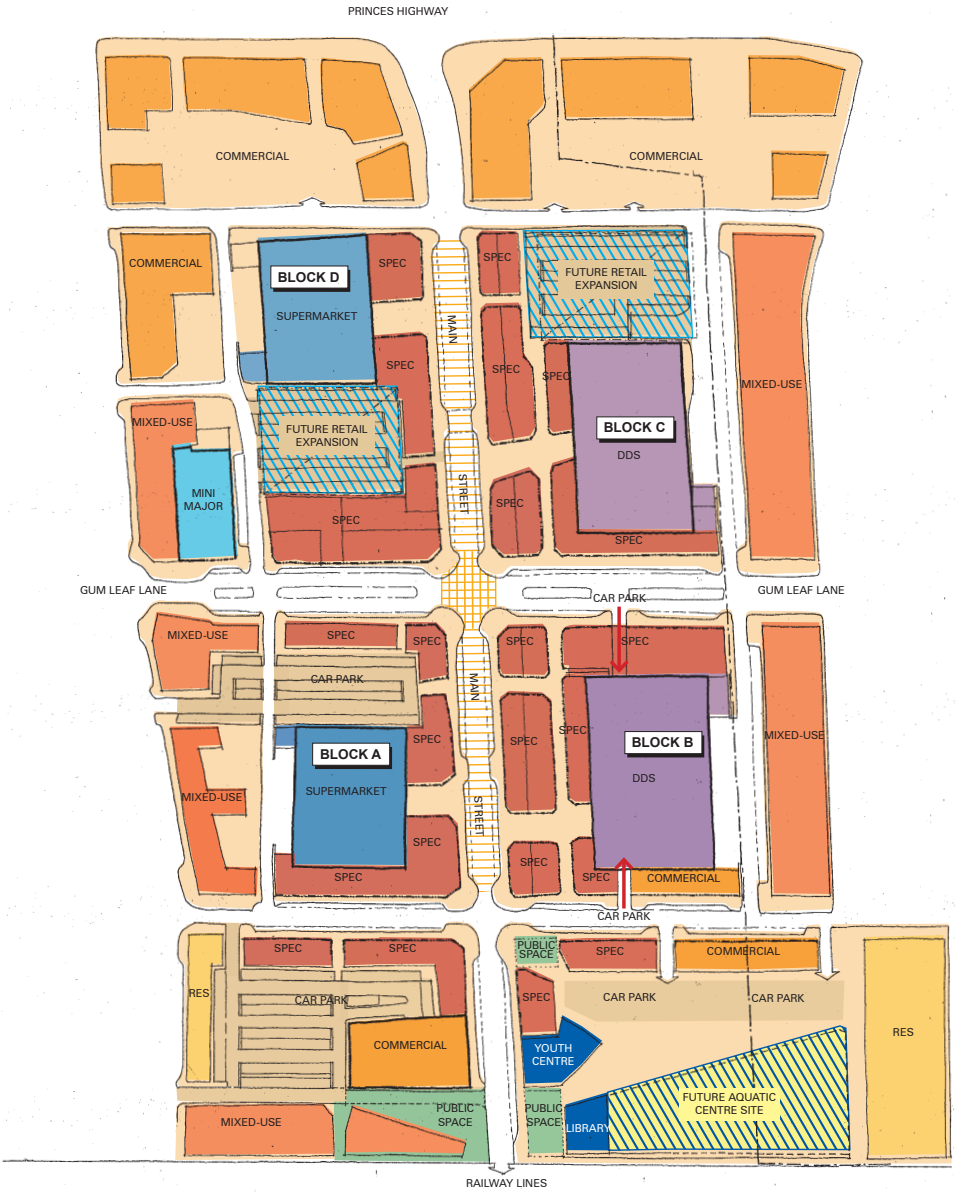


Figure 6a: Officer Town Centre Concept Plan

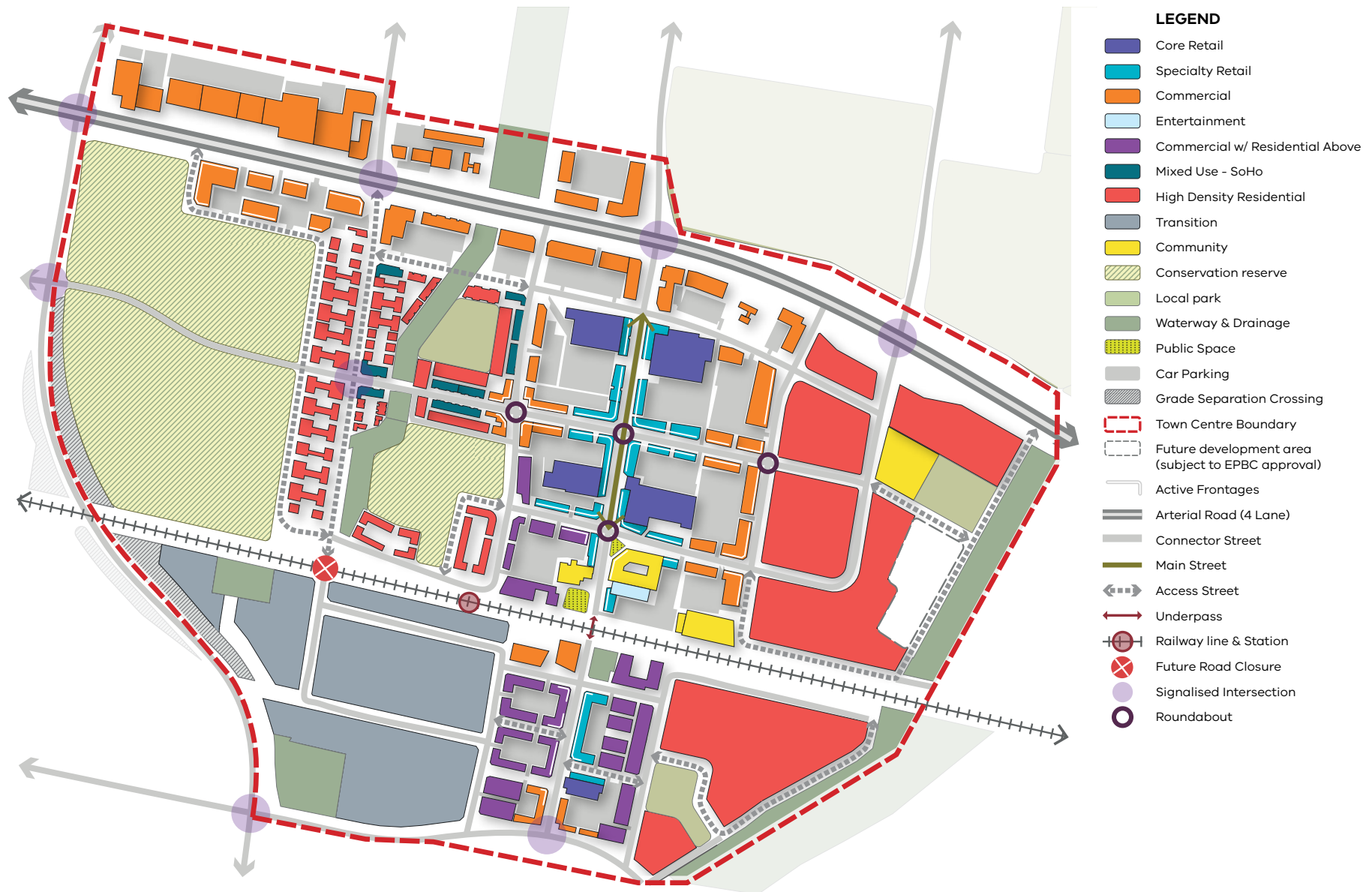


Figure 6b: Indicative Design Solution - Gum Leaf Lane SoHo

FRONT DWELLINGS TO DRAINAGE RESERVE AND PARKLAND, AS WELL AS ADDRESS GUM LEAF LANE

ALL VEHICULAR ACCESS TO BE PROVIDED FROM THE REAR - NO VEHICULAR ACCESS DIRECT TO GUM LEAF LANE DUE TO TRAFFIC VOLUMES

CONSIDER FORMS THAT ALLOW FOR BUSINESS ACCESS FROM GUM LEAF LANE AND RESIDENTIAL ACCESS FROM THE REAR ACCESS LANEWAYS (SoHo STYLE DEVELOPMENT)



PROVIDE FOR BUILDING FORMS THAT ADDRESS BOTH GUM LEAF LANE AND THE URBAN PARK THROUGH DUAL FRONTAGES WITH COMMERCIAL FRONTING ONTO GUM LEAF LANE AND RESIDENTIAL TO REAR

CONSIDER BUILT FORM OUTCOMES THAT PROVIDE FRONTAGE TO BOTH GUMLEAF LANE AND REAR ACCESSWAY

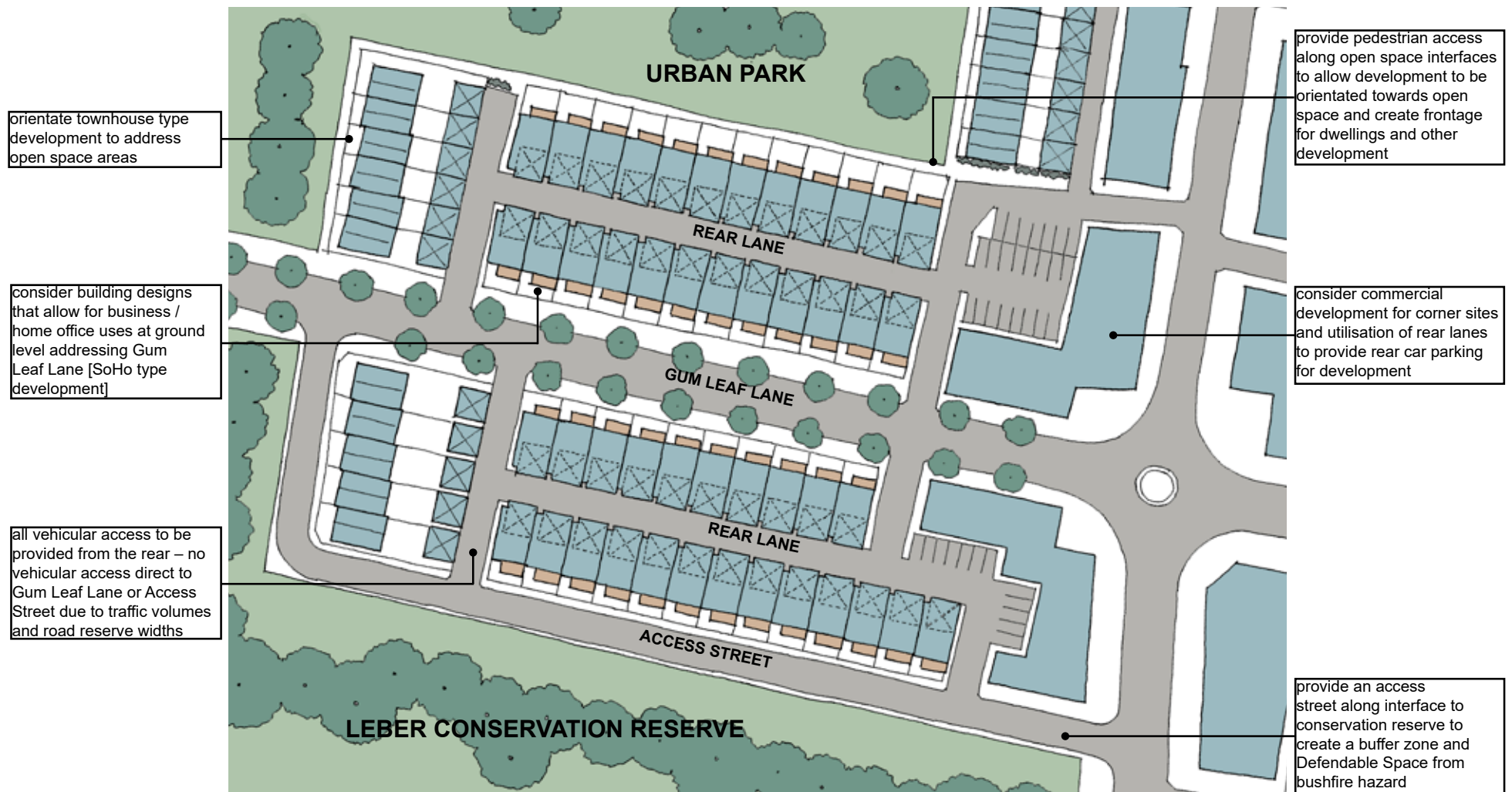


Figure 6d: Indicative Design Solution - Leber Conservation Reserve



4.3.3a Urban Design Frameworks

An Urban Design Framework (UDF) is required for the following areas:

- Officer Town Centre (MAC) in relation to all land zoned Urban Growth Zone Schedule 4; and
- Whiteside Road Neighbourhood Activity Centre (NAC) (as per the requirements of Urban Growth Zone Schedule 3).

The Responsible Authority has the discretion to waive the requirement for the UDF to be prepared prior to issuing permits for development.

Urban Design Framework – Officer Town Centre

The purpose of the UDF is to facilitate the delivery of a well integrated urban form with building and subdivision design that responds to adjacent developments and features of the Precinct, ensuring a high quality and high amenity outcome.

The Urban Design Framework (UDF) for the Officer Town Centre must be prepared prior to undertaking any development.

The UDF must be prepared in detail for the Core, Gateway and Urban Village town centre precincts, with a broader, high-level framework being created to guide development of the balance of Officer Town Centre (ie all other land within UGZ4).

The Urban Design Framework must:

- Reflect consistency with the role and function for the Officer Town Centre set out in Table 9.
- Address the planning and design guidelines for Employment and Activity Centres set out in Table 10.
- Address the planning and design guidelines for sub-precincts within the town centre precincts, as shown in Figure 6 and set out in Table 10a.
- Address or improve upon the design solutions shown for Officer Town Centre illustrated in Figures 6a to 6d, unless otherwise agreed with Council.
- Address the Activity Centre Design Guidelines (DSE 2005), Safer Design Guidelines for Victoria (DSE 2005) and Guidelines for Higher Density Residential Development (DSE 2004).

In relation to the Core, Gateway and Urban Village town centre precincts, the UDF must:

- Set out guidelines for building design including interface with streets and other public spaces, heights and articulation to create a strong urban character.
- Demonstrate how opportunities for future expansion can be incorporated into the development of these town centre precincts, enabling more intensive development over time.
- Set out the building and paving materials to be used.
- Set out guidelines for the integrated design of 'internal' streets, including design and width of accessways, pedestrian and cyclist access and areas, car parking and where appropriate, street furniture. A framework must also be provided demonstrating how these connections should be integrated with sightlines and movement paths outside these town centre precincts.
- Outline access arrangements from roads in and adjoining these town centre precincts, including intersections with streets and property access/egress points.
- Provide a Transport Impact Assessment Report for the Activity Centre, prepared to the satisfaction of VicRoads and the Responsible Authority.
- Outline guidelines for car parking including the location and design of car parking areas, as well as setting out car parking rates for proposed uses.
- Demonstrate how the public transport interchange, as well as the Officer Railway Station, will be integrated with Officer Town Centre (to be developed in consultation with the Department of Transport).

Amended
by C232

4.3.3a Urban Design Frameworks – Officer Town Centre

An Urban Design Framework (UDF) must be prepared in consultation with the Responsible Authority, and approved by the Responsible Authority. The UDF applies to land within the boundary show in Figure 6b (Officer Town Centre Concept Plan).

The UDF must address the following:

- A response to the Officer Town Centre concept plan (Figure 6b), Officer Town Centre Sub-Precinct Plan (Figure 6) and the vision, objectives and planning and design requirements set out in this PSP
- Officer Town Centre Urban Design Framework Guide contained in Appendix B
- Any relevant design guidelines prepared by the Victorian Government and Cardinia Shire Council.

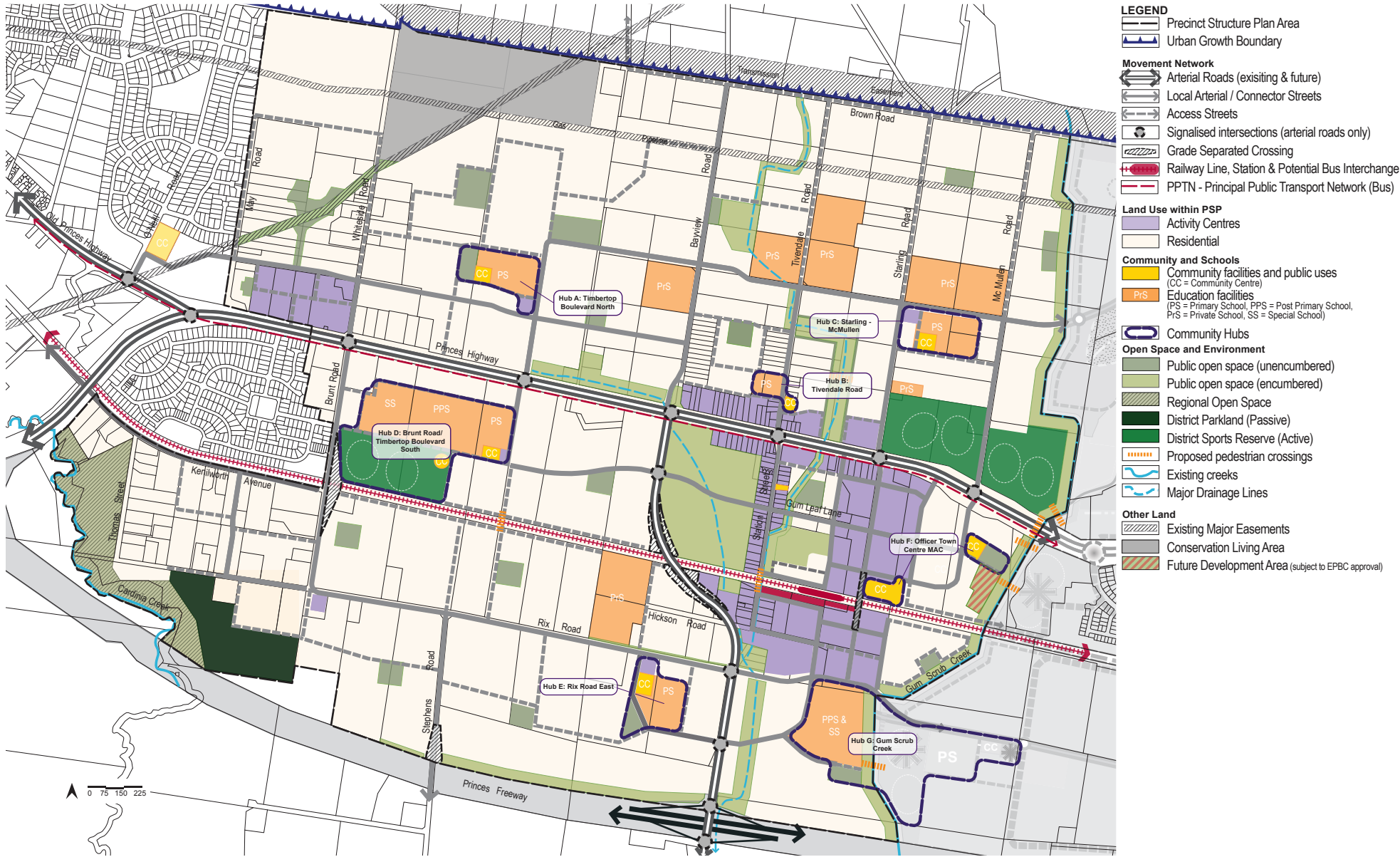
All to the satisfaction of the Victorian Planning Authority and Responsible Authority.

Deleted
by C232

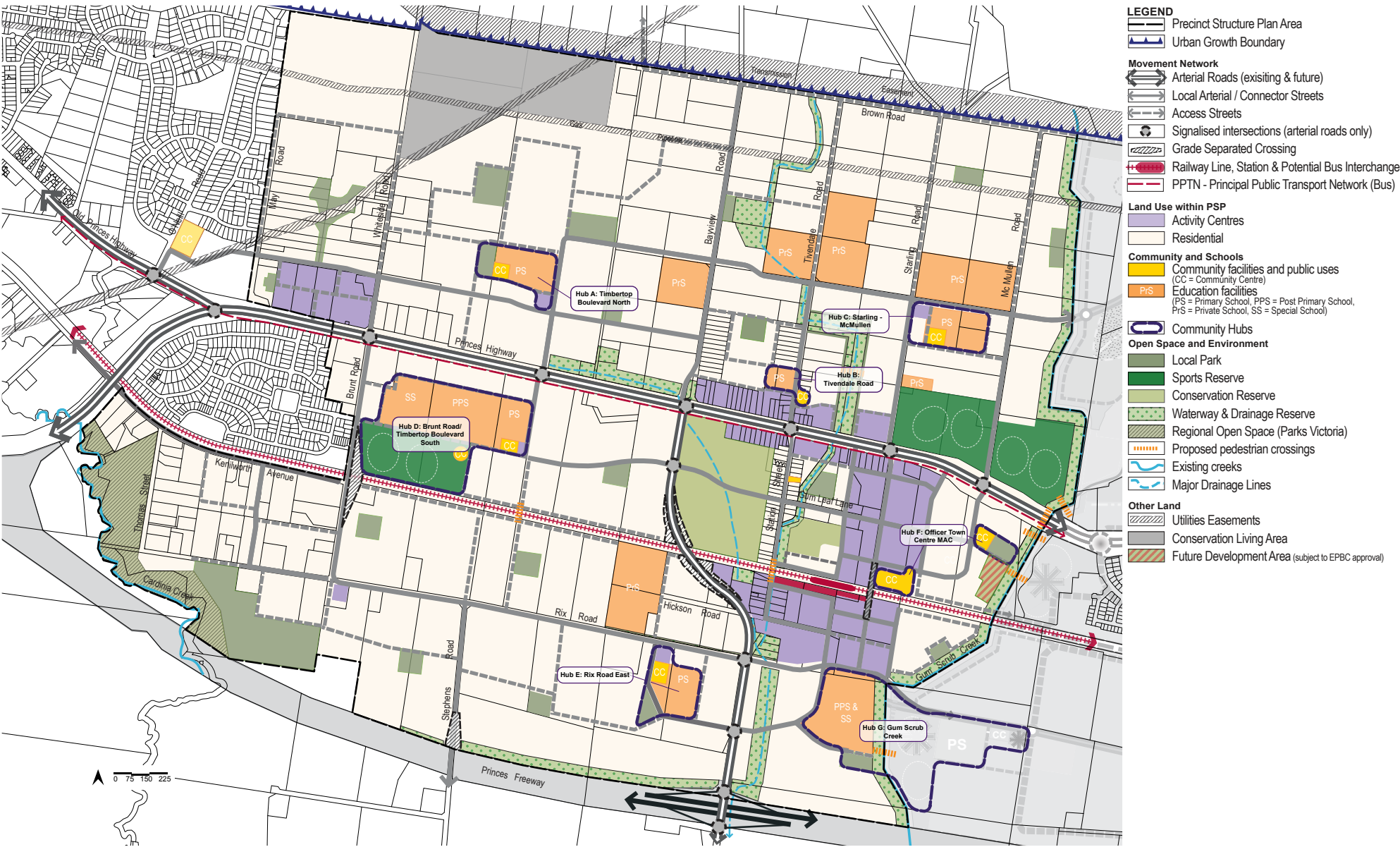
Urban Design Framework – Officer Town Centre

...

Plan 10: Community Facilities



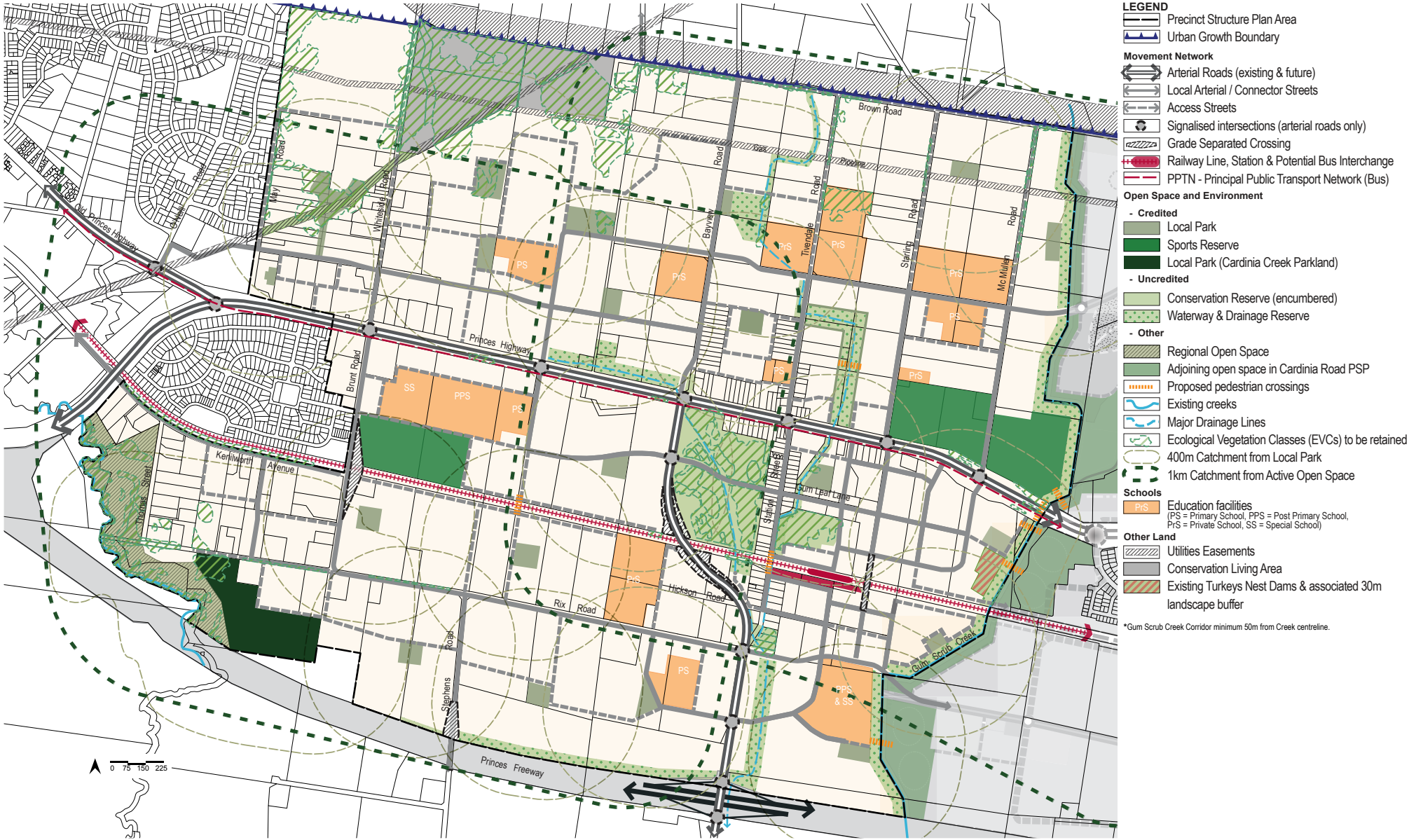
Plan 10: Community Facilities



Plan 11: Open Space Network

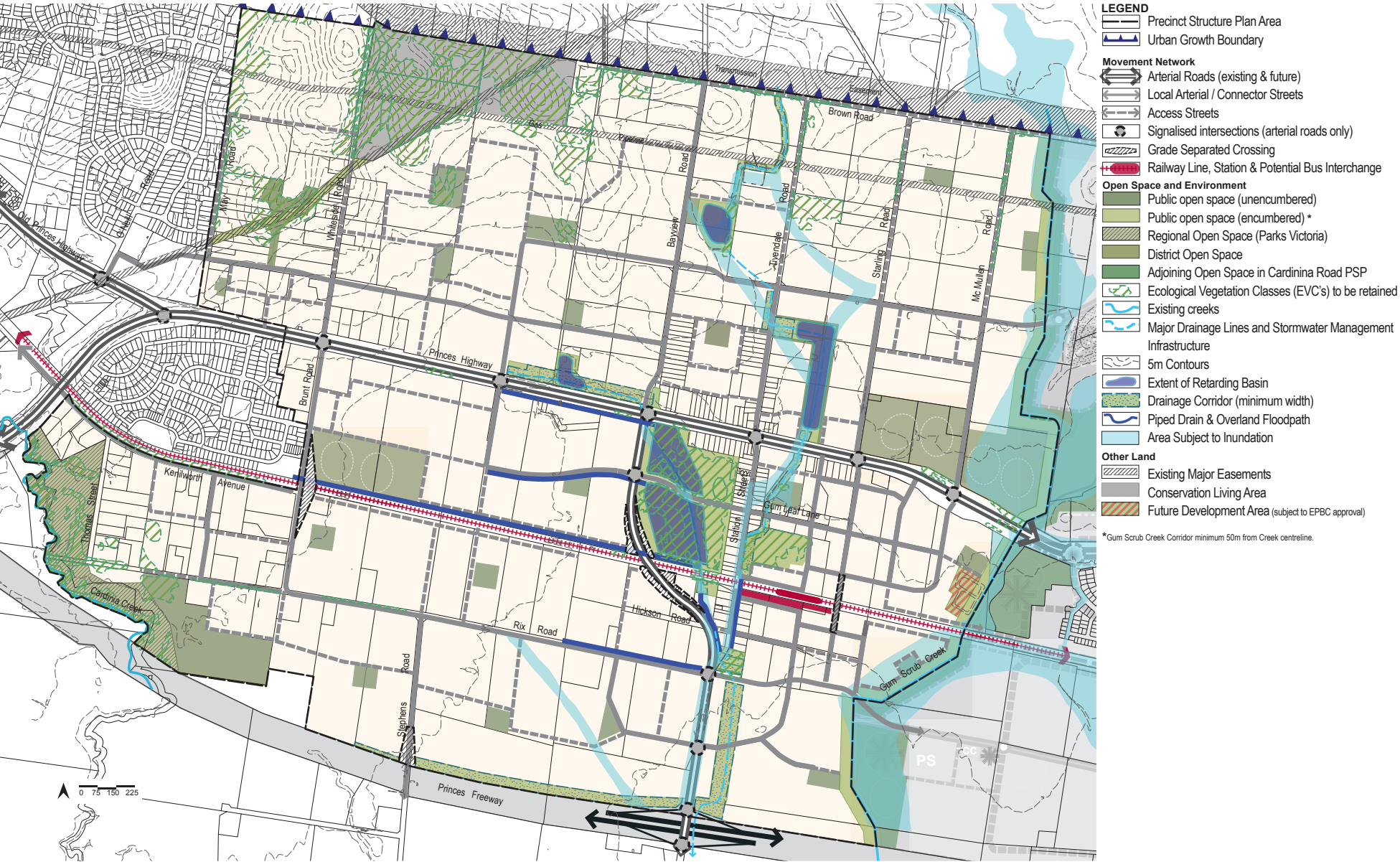


Plan 11: Open Space Network

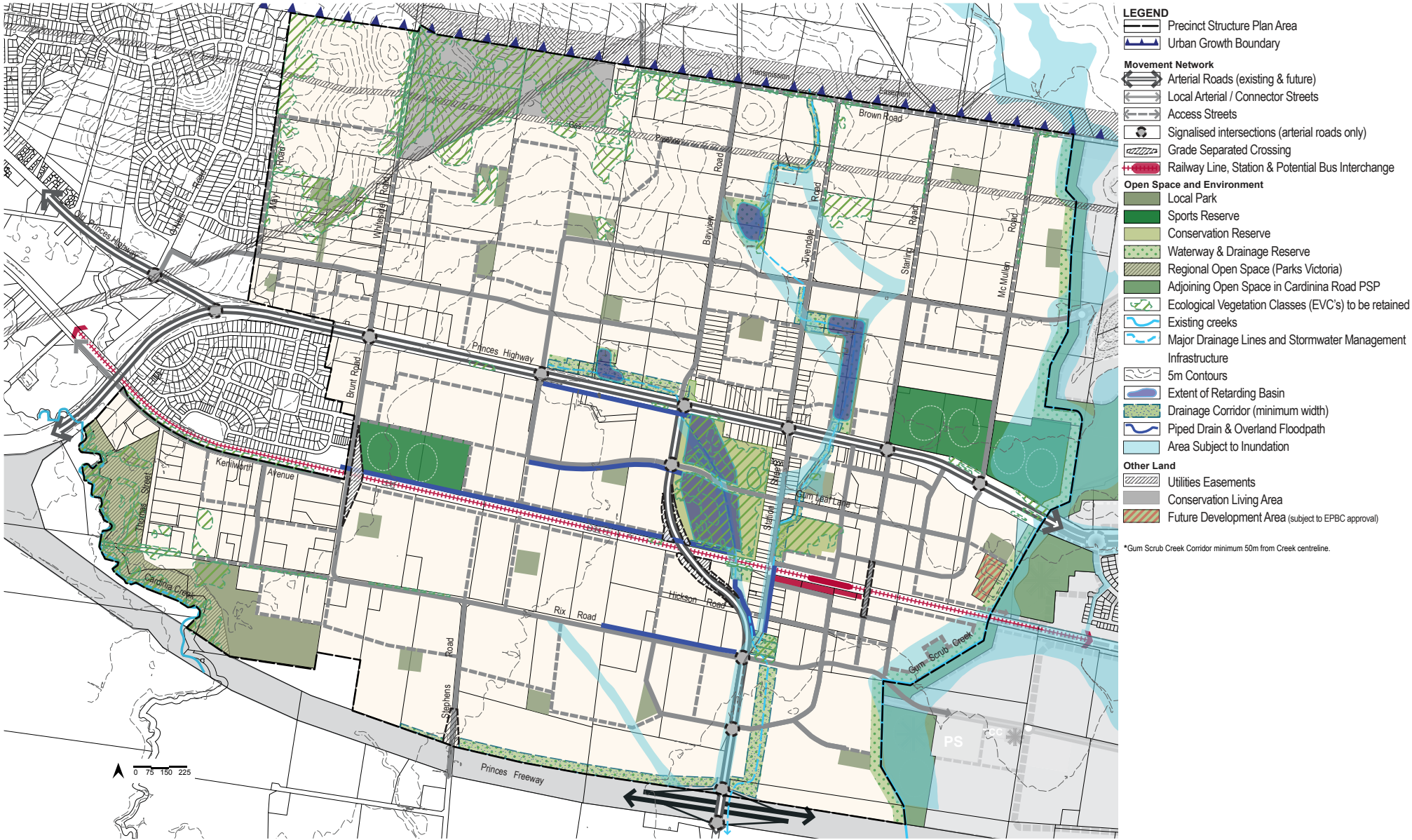


Amended by C232

Plan 12: Integrated Water Management



Plan 12: Integrated Water Management



Amended by C232

Table 13: Open Space Categories

Role	Location	Responsibility
Regional Open Space		
Cardinia Creek Parklands		
<ul style="list-style-type: none"> To serve the regional recreation needs of the community, provide a clear urban break between suburban development in Casey and Cardinia and enhance the function of the creek environs as a major waterway and biodiversity corridor. Cardinia Creek Parklands was reserved for future public open space in 1994 and will be progressively developed as a major regional park by Parks Victoria. When fully developed, the Parklands will be a series of linked parks of around 405 hectares that stretch for approximately 10 kilometres along Cardinia Creek. Some of the key values of Cardinia Creek Parklands include: <ul style="list-style-type: none"> Remnant vegetation with high conservation value for flora and fauna, and opportunities for significant wildlife corridor linkages, particularly to create habitat for Southern Brown Bandicoot. Intact Swamp Scrub and Grassy Woodland EVCs that are threatened within the Gippsland Plains bioregion and state wide. Habitats that support a diverse range of fauna species, including the nationally significant Southern Brown Bandicoot, Dwarf Galaxias and Growling Grass Frog. Archaeological significance and cultural heritage values associated with the Bunurong and Wurundjeri people. Significant landscape values that reflect the semi-rural character and pastoral history. A green open space and transition area between urban developments. A floodplain function and buffer to a regionally significant waterway. 	<ul style="list-style-type: none"> Part of Cardinia Creek Parklands is located along the south west boundary of the Precinct. 	Parks Victoria
District Parkland (Passive)		
<ul style="list-style-type: none"> To serve the regional recreation needs of the community, serving a catchment area of 15,000 to 25,000 people. This park will serve five distinct roles¹: <ul style="list-style-type: none"> Conserve biological heritage including native vegetation. The park will be important for maintaining and providing a buffer to the high biodiversity values of Cardinia Creek. Diversify recreational settings. It will provide a combination of rough natural, bushland and river based recreational settings that are in limited supply in the precinct. Buffer visual, air quality and noise effects on residents, resulting from the Princes Freeway. Provide for the most important recreation functions for adjacent residents; off road trails for walking and cycling, social /family recreation and relaxation. Access to the regional park. The park will extend the accessibility and value of the Cardinia Creek Parklands by providing a conduit for residents through the parkland. 	<ul style="list-style-type: none"> Adjacent to the Cardinia Creek Parklands, CSC in the south west section of the Precinct. 	

Table 13: Open Space Categories

Role	Location	Responsibility
Regional Open Space (Cardinia Creek Parklands)		
<ul style="list-style-type: none"> To serve the regional recreation needs of the community, provide a clear urban break between suburban development in Casey and Cardinia and enhance the function of the creek environs as a major waterway and biodiversity corridor. Cardinia Creek Parklands was reserved for future public open space in 1994 and will be progressively developed as a major regional park by Parks Victoria. When fully developed, the Parklands will be a series of linked parks of around 405 hectares that stretch for approximately 10 kilometres along Cardinia Creek. Some of the key values of Cardinia Creek Parklands include: <ul style="list-style-type: none"> Remnant vegetation with high conservation value for flora and fauna, and opportunities for significant wildlife corridor linkages, particularly to create habitat for Southern Brown Bandicoot. Intact Swamp Scrub and Grassy Woodland EVCs that are threatened within the Gippsland Plains bioregion and state wide. Habitats that support a diverse range of fauna species, including the nationally significant Southern Brown Bandicoot, Dwarf Galaxias and Growling Grass Frog. Archaeological significance and cultural heritage values associated with the Bunurong and Wurundjeri people. Significant landscape values that reflect the semi-rural character and pastoral history. A green open space and transition area between urban developments. A floodplain function and buffer to a regionally significant waterway. 	<ul style="list-style-type: none"> Part of Cardinia Creek Parklands is located along the south west boundary of the Precinct. 	Parks Victoria
Local Park (Cardinia Creek Parklands)		
<ul style="list-style-type: none"> To serve the regional recreation needs of the community, serving a catchment area of 15,000 to 25,000 people. This park will serve five distinct roles¹: <ul style="list-style-type: none"> Conserve biological heritage including native vegetation. The park will be important for maintaining and providing a buffer to the high biodiversity values of Cardinia Creek. Diversify recreational settings. It will provide a combination of rough natural, bushland and river based recreational settings that are in limited supply in the precinct. Buffer visual, air quality and noise effects on residents, resulting from the Princes Freeway. Provide for the most important recreation functions for adjacent residents; off road trails for walking and cycling, social /family recreation and relaxation. Access to the regional park. The park will extend the accessibility and value of the Cardinia Creek Parklands by providing a conduit for residents through the parkland. 	<ul style="list-style-type: none"> Adjacent to the Cardinia Creek Parklands, CSC in the south west section of the Precinct. 	

Role	Location	Responsibility
District Sports Reserve (Active)		
<ul style="list-style-type: none"> To provide for junior/senior training and competition. To maximise the number of dwellings within 1 kilometre of active open space. 	<ul style="list-style-type: none"> Princes Highway & Starling Road (existing) (north of Princes Highway); Princes Highway & McMullen Road (north of Princes Highway); and, Brunt Road & railway reservation (south of Princes Highway). 	CSC
Conservation Reserve (Encumbered Land)		
<ul style="list-style-type: none"> To provide for the protection of important native vegetation and habitats for fauna, including: <ul style="list-style-type: none"> endangered EVCs; floristic communities listed for protection under the FFG Act; nationally endangered Matted Flax Lily; state significant Veined Spear Grass; habitat for Swamp Skink, Glossy Grass Skink and Southern Toadlet. 	<ul style="list-style-type: none"> The Gilbert property located west of Station Street, located between Princes Highway & the railway reservation. Part of the site also acts as a retarding basin for drainage as part of Melbourne Water's Development Services Scheme; The Leber property located east of Station Street, located between Gum Leaf Lane and the railway reservation, also accommodates some overland stormwater flows; Between May Road and Whiteside Road, north of the water easement; and, The 'Conservation Living Area' as shown on Plan 5, which includes three sites north of Princes Highway between Whiteside Road and Bayview Road. 	CSC, Melbourne Water or Private
Other Encumbered Land (including Drainage & Cultural Heritage Reserves, Electricity & Gas Easements)		
<ul style="list-style-type: none"> To provide for overland flows and stormwater retention. To maintain access to services, particularly those underground. To protect and conserve sites of cultural heritage significance (where known). 	<ul style="list-style-type: none"> Throughout the PSP area. 	CSC, Melbourne Water or Private
Local Park		
<ul style="list-style-type: none"> To meet the local recreation needs of residents and provide usable and functional local open spaces. Where located within activity centres, be a formal park managed to a high standard, usually with mown and irrigated lawns, paving, sculpture, shrubs or flower beds. At least 95% of all dwellings are to be within 400 metres of a local park. 	<ul style="list-style-type: none"> Throughout the PSP area. 	CSC

Role	Location	Responsibility
Sports Reserve		
<ul style="list-style-type: none"> To provide for junior/senior training and competition. To maximise the number of dwellings within 1 kilometre of active open space. 	<ul style="list-style-type: none"> Princes Highway & Starling Road (existing) (north of Princes Highway); Princes Highway & McMullen Road (north of Princes Highway); and, Brunt Road & railway reservation (south of Princes Highway). 	CSC
Conservation Reserve		
<ul style="list-style-type: none"> To provide for the protection of important native vegetation and habitats for fauna, including: <ul style="list-style-type: none"> endangered EVCs; floristic communities listed for protection under the FFG Act; nationally endangered Matted Flax Lily; state significant Veined Spear Grass; habitat for Swamp Skink, Glossy Grass Skink and Southern Toadlet. 	<ul style="list-style-type: none"> The Gilbert property located west of Station Street, located between Princes Highway & the railway reservation. Part of the site also acts as a retarding basin for drainage as part of Melbourne Water's Development Services Scheme; The Leber property located east of Station Street, located between Gum Leaf Lane and the railway reservation, also accommodates some overland stormwater flows; Between May Road and Whiteside Road, north of the water easement; and, The 'Conservation Living Area' as shown on Plan 5, which includes three sites north of Princes Highway between Whiteside Road and Bayview Road. 	CSC, Melbourne Water or Private
Waterway & Drainage		
<ul style="list-style-type: none"> To provide for overland flows and stormwater retention. To maintain access to services, particularly those underground. To protect and conserve sites of cultural heritage significance (where known). To serve a variety of purposes including: <ul style="list-style-type: none"> drainage and/or water management; wildlife corridors; visual buffers; and, movement corridors (for pedestrians, cyclists, and potentially horses where appropriate). Includes both encumbered and unencumbered land. At least 95% of all dwellings are to be within 1 kilometre of linear parks and trails (either along waterways, vegetation corridors and/or road reserves). 	<ul style="list-style-type: none"> Throughout the PSP area. Gum Scrub Creek Along drainage network 	CSC, Melbourne Water or Private part Melbourne Water (encumbered), part CSC (unencumbered)

Role	Location	Responsibility
Linear Open Space (Encumbered and Unencumbered)		
<ul style="list-style-type: none"> To serve a variety of purposes including: <ul style="list-style-type: none"> drainage and/or water management; wildlife corridors; visual buffers; and, movement corridors (for pedestrians, cyclists, and potentially horses where appropriate). Includes both encumbered and unencumbered land. At least 95% of all dwellings are to be within 1 kilometre of linear parks and trails (either along waterways, vegetation corridors and/or road reserves). 	<ul style="list-style-type: none"> Gum Scrub Creek Along drainage network 	<ul style="list-style-type: none"> part Melbourne Water (encumbered), part CSC (unencumbered)

(Footnotes)

1 Jeavons & Jeavons Pty Ltd trading as @leisure, Assessment of the OPSP, September 2008.

Role	Location	Responsibility
Local Park		
<ul style="list-style-type: none"> To meet the local recreation needs of residents and provide usable and functional local open spaces. Where located within activity centres, be a formal park managed to a high standard, usually with mown and irrigated lawns, paving, sculpture, shrubs or flower beds. At least 95% of all dwellings are to be within 400 metres of a local park. 	<ul style="list-style-type: none"> Throughout the PSP area. 	CSC

(Footnotes)

1 Jeavons & Jeavons Pty Ltd trading as @leisure, Assessment of the OPSP September 2008.

4.5.3 Planning and Design Guidelines

Table 14: Open Space Planning and Design Guidelines

Design Issue	Planning and Design Guidelines that must be met	Planning and Design Guidelines that should be met
Regional District Park Cardinia Creek Parklands	<ul style="list-style-type: none"> Cardinia Creek is to be protected by a substantial buffer typically 400 metres each side, in recognition of its environmental, landscape and heritage values. All works must be in accordance with the Officer Precinct Structure Plan Cardinia Creek Conservation Management Plan (Ecology Australia, September 2011). Provide for pedestrian and cyclist movement along the creek, south of the Princes Freeway and north of Kenilworth Avenue. 	
District Parkland (Passive)	<ul style="list-style-type: none"> Conserve the vegetation and landscape character along Cardinia Creek. Provide a landscape treatment along the boundary of the Cardinia Creek Parklands to demarcate the conservation zone from the recreation zone identified in the Officer Precinct Structure Plan Cardinia Creek Conservation Management Plan (Ecology Australia, September 2011). Ensure lighting of the park does not impact on the Cardinia Creek conservation zone. Provide vegetation as a screen where necessary. Ensure the design of the park boundary considers the relationship between residential areas and the park interface. 	
District Sports Reserve (Active)	<ul style="list-style-type: none"> Be located within or adjacent to a community hub or activity centre. Designed to maximise co-location and sharing opportunities between complementary sports and adjoining school facilities. Linked to pedestrian and bicycle paths. Be accessible from a connector street or arterial road and be accessible by public transport. Provide recycled water, or other sustainable water supply for irrigated grass sports grounds. 	<ul style="list-style-type: none"> Officer Recreation Reserve (McMullen Road) is to be at least 11 hectares. The Starling Road Reserve is to be at least 10 hectares. The Brunt Road Reserve is to be at least 10 hectares. The reserves are to be appropriate for its intended open space use in terms of quality and orientation and are to be located on flat land.
Conservation Reserve (Encumbered Land)	<ul style="list-style-type: none"> Be in accordance with the relevant: <ul style="list-style-type: none"> Conservation Management Plan; Cultural Heritage Management Plan; and/or, Native Vegetation Precinct Plan. 	<ul style="list-style-type: none"> Limit formal recreation use.

4.5.3 Planning and Design Guidelines

Amended
by C232

Table 14: Open Space Planning and Design Guidelines

Design Issue	Planning and Design Guidelines that must be met	Planning and Design Guidelines that should be met
Open Space (Cardinia Creek Parklands)	<ul style="list-style-type: none"> Cardinia Creek is to be protected by a substantial buffer typically 400 metres each side, in recognition of its environmental, landscape and heritage values. All works must be in accordance with the Officer Precinct Structure Plan Cardinia Creek Conservation Management Plan (Ecology Australia, September 2011). Provide for pedestrian and cyclist movement along the creek, south of the Princes Freeway and north of Kenilworth Avenue. 	
Local Park (Cardinia Creek Parklands)	<ul style="list-style-type: none"> Conserve the vegetation and landscape character along Cardinia Creek. Provide a landscape treatment along the boundary of the Cardinia Creek Parklands to demarcate the conservation zone from the recreation zone identified in the Officer Precinct Structure Plan Cardinia Creek Conservation Management Plan (Ecology Australia, September 2011). Ensure lighting of the park does not impact on the Cardinia Creek conservation zone. Provide vegetation as a screen where necessary. Ensure the design of the park boundary considers the relationship between residential areas and the park interface. 	
Sports Reserve	<ul style="list-style-type: none"> Be located within or adjacent to a community hub or activity centre. Designed to maximise co-location and sharing opportunities between complementary sports and adjoining school facilities. Linked to pedestrian and bicycle paths. Be accessible from a connector street or arterial road and be accessible by public transport. Provide recycled water, or other sustainable water supply for irrigated grass sports grounds. 	<ul style="list-style-type: none"> Officer Recreation Reserve (McMullen Road) is to be at least 11 hectares. The Starling Road Reserve is to be at least 10 hectares. The Brunt Road Reserve is to be at least 10 hectares. The reserves are to be appropriate for its intended open space use in terms of quality and orientation and are to be located on flat land.
Conservation Reserve	<ul style="list-style-type: none"> Be in accordance with the relevant: <ul style="list-style-type: none"> Conservation Management Plan; Cultural Heritage Management Plan; and/or, Native Vegetation Precinct Plan. 	<ul style="list-style-type: none"> Limit formal recreation use.

Design Issue Other Encumbered Land (including Drainage and Cultural Heritage Reserves, Electricity & Gas Easements)	Planning and Design Guidelines that must be met	Planning and Design Guidelines that should be met
Gum Scrub Creek Open Space Corridor	<ul style="list-style-type: none"> Publicly accessible encumbered land will only be considered as productive open space where the land is suitable for the intended open space function/s including maintenance. Ensure pedestrian and cycle paths on land encumbered by native vegetation is limited to the periphery of habitat zones identified to be retained in the Officer NVPP, unless otherwise agreed with the Department of Sustainability and Environment. Provide appropriate signage and fencing to manage access to the Leber and Gilbert properties, encouraging use of defined paths or boardwalks. A road is to be provided along the edge of all drainage reserves as the interface to development, unless a maintenance track is otherwise provided to the satisfaction of Melbourne Water or the responsible authority. Provide a minimum width of 50 metres of open space (measured from centre line of creek) to provide habitat for significant flora and fauna species, as well as catering for drainage requirements. Create significantly wider nodes for passive recreation by locating unencumbered local open space abutting the encumbered open space. Part of the land set aside for the creek corridor may be creditable towards the landowner's public open space contribution under Clause 52.01 subject to the detailed design of the creek corridor north of the Princes Highway and agreement of the responsible authority. Ensure dedicated Growling Grass Frog Ponds are created along the creek line between the Princes Highway and the Princes Freeway. Provide vegetation that is a suitable species and density to create habitat for Southern Brown Bandicoot. Accommodate shared pathways outside the 30 metre buffer zone to any dedicated Growling Grass Frog habitat. 	

Design Issue Other Encumbered Land (including Waterway & Drainage and Utilities Easement)	Planning and Design Guidelines that must be met	Planning and Design Guidelines that should be met
Gum Scrub Creek Open Space Corridor	<ul style="list-style-type: none"> Publicly accessible encumbered land will only be considered as productive open space where the land is suitable for the intended open space function/s including maintenance. Ensure pedestrian and cycle paths on land encumbered by native vegetation is limited to the periphery of habitat zones identified to be retained in the Officer NVPP, unless otherwise agreed with the Department of Sustainability and Environment. Provide appropriate signage and fencing to manage access to the Leber and Gilbert properties, encouraging use of defined paths or boardwalks. A road is to be provided along the edge of all drainage reserves as the interface to development, unless a maintenance track is otherwise provided to the satisfaction of Melbourne Water or the responsible authority. Provide a minimum width of 50 metres of open space (measured from centre line of creek) to provide habitat for significant flora and fauna species, as well as catering for drainage requirements. Create significantly wider nodes for passive recreation by locating unencumbered local open space abutting the encumbered open space. Part of the land set aside for the creek corridor may be creditable towards the landowner's public open space contribution under Clause 52.01 subject to the detailed design of the creek corridor north of the Princes Highway and agreement of the responsible authority. Ensure dedicated Growling Grass Frog Ponds are created along the creek line between the Princes Highway and the Princes Freeway. Provide vegetation that is a suitable species and density to create habitat for Southern Brown Bandicoot. Accommodate shared pathways outside the 30 metre buffer zone to any dedicated Growling Grass Frog habitat. All artificial lighting must be baffled away from the Gum Scrub Creek open space corridor to prevent light spill and glare impacting fauna. 	

Design Issue Water Sensitive Urban Design (WSUD)	Planning and Design Guidelines that must be met	Planning and Design Guidelines that should be met
	<ul style="list-style-type: none"> Design and layout of open space areas is to maximise efficient water use, stormwater quality and the viability of vegetation through use of Water Sensitive Urban Design (WSUD) initiatives. Use WSUD principles so that excess run-off water from within, or where appropriate, external to the park, is directed to support park planting and / or rain gardens rather than being diverted to drains. Where Growing Grass Frog Ponds are provided, WSUD is to be incorporated into unencumbered open space abutting waterways – drainage corridors to provide an offline natural water replenishment source. Incorporate stormwater management and techniques to improve stormwater quality, particularly along drainage lines. 	<ul style="list-style-type: none"> Explore opportunities to incorporate WSUD, including using: <ul style="list-style-type: none"> central medians of roads, including arterials and connector streets; and landscape trails associated with road cross sections.
Integrated Open Space Network	<ul style="list-style-type: none"> Consider significant view lines to and within the Precinct to enhance open space opportunities within the urban area. Ensure open space has a road frontage to all edges except where they are otherwise addressed by an active frontage from residential, commercial or a community facility development. Ensure pedestrian and bicycle routes are provided with good surveillance. Design streetscape planting, pedestrian / bicycle paths and landscaping of adjoining development to compliment and integrate with the adjoining parkland design. Ensure residential, commercial and/or community facility adjacent to open space is designed to enhance the open space area. Ensure the design of drainage reserves, retarding basins and wetlands are integrated with the open space network. 	<ul style="list-style-type: none"> Plant species are to be indigenous (preferred) or Australian native species which will characterise the open space network. All species chosen must be appropriately robust to perform adequately in the local urban environment. Have regard the parks and open space objectives set out in the Safer Design Guidelines for Victoria (2005). Ensure development abutting open space: <ul style="list-style-type: none"> is well articulated and facilitates passive surveillance with windows, balconies, and pedestrian access points; avoids the rear of properties or blank walls abutting parklands; and, where fencing is required it be low scale and permeable to facilitate public safety and surveillance.
Local Parks	<ul style="list-style-type: none"> Have an average size of 1 hectare across the PSP area. Local parks of less than 1 hectare will be considered on a case-by-case basis. Provide grassed areas and simple play facilities. Be generally located in accordance with Plan 11, subject to development staging and accessibility considerations, to the satisfaction of the responsible authority. 	

Design Issue Water Sensitive Urban Design (WSUD)	Planning and Design Guidelines that must be met	Planning and Design Guidelines that should be met
	<ul style="list-style-type: none"> Design and layout of open space areas is to maximise efficient water use, stormwater quality and the viability of vegetation through use of Water Sensitive Urban Design (WSUD) initiatives. Use WSUD principles so that excess run-off water from within, or where appropriate, external to the park, is directed to support park planting and / or rain gardens rather than being diverted to drains. Where Growing Grass Frog Ponds are provided, WSUD is to be incorporated into unencumbered open space abutting waterways – drainage corridors to provide an offline natural water replenishment source. Incorporate stormwater management and techniques to improve stormwater quality, particularly along drainage lines. 	<ul style="list-style-type: none"> Explore opportunities to incorporate WSUD, including using: <ul style="list-style-type: none"> central medians of roads, including arterials and connector streets; and landscape trails associated with road cross sections.
Integrated Open Space Network	<ul style="list-style-type: none"> Consider significant view lines to and within the Precinct to enhance open space opportunities within the urban area. Ensure open space has a road frontage to all edges except where they are otherwise addressed by an active frontage from residential, commercial or a community facility development. Ensure pedestrian and bicycle routes are provided with good surveillance. Design streetscape planting, pedestrian / bicycle paths and landscaping of adjoining development to compliment and integrate with the adjoining parkland design. Ensure residential, commercial and/or community facility adjacent to open space is designed to enhance the open space area. Ensure the design of drainage reserves, retarding basins and wetlands are integrated with the open space network. 	<ul style="list-style-type: none"> Plant species are to be indigenous (preferred) or Australian native species which will characterise the open space network. All species chosen must be appropriately robust to perform adequately in the local urban environment. Have regard the parks and open space objectives set out in the Safer Design Guidelines for Victoria (2005). Ensure development abutting open space: <ul style="list-style-type: none"> is well articulated and facilitates passive surveillance with windows, balconies, and pedestrian access points; avoids the rear of properties or blank walls abutting parklands; and, where fencing is required it be low scale and permeable to facilitate public safety and surveillance.
Local Parks	<ul style="list-style-type: none"> Have an average size of 1 hectare across the PSP area. Local parks of less than 1 hectare will be considered on a case-by-case basis. Provide grassed areas and simple play facilities. Be generally located in accordance with Plan 11, subject to development staging and accessibility considerations, to the satisfaction of the responsible authority. 	

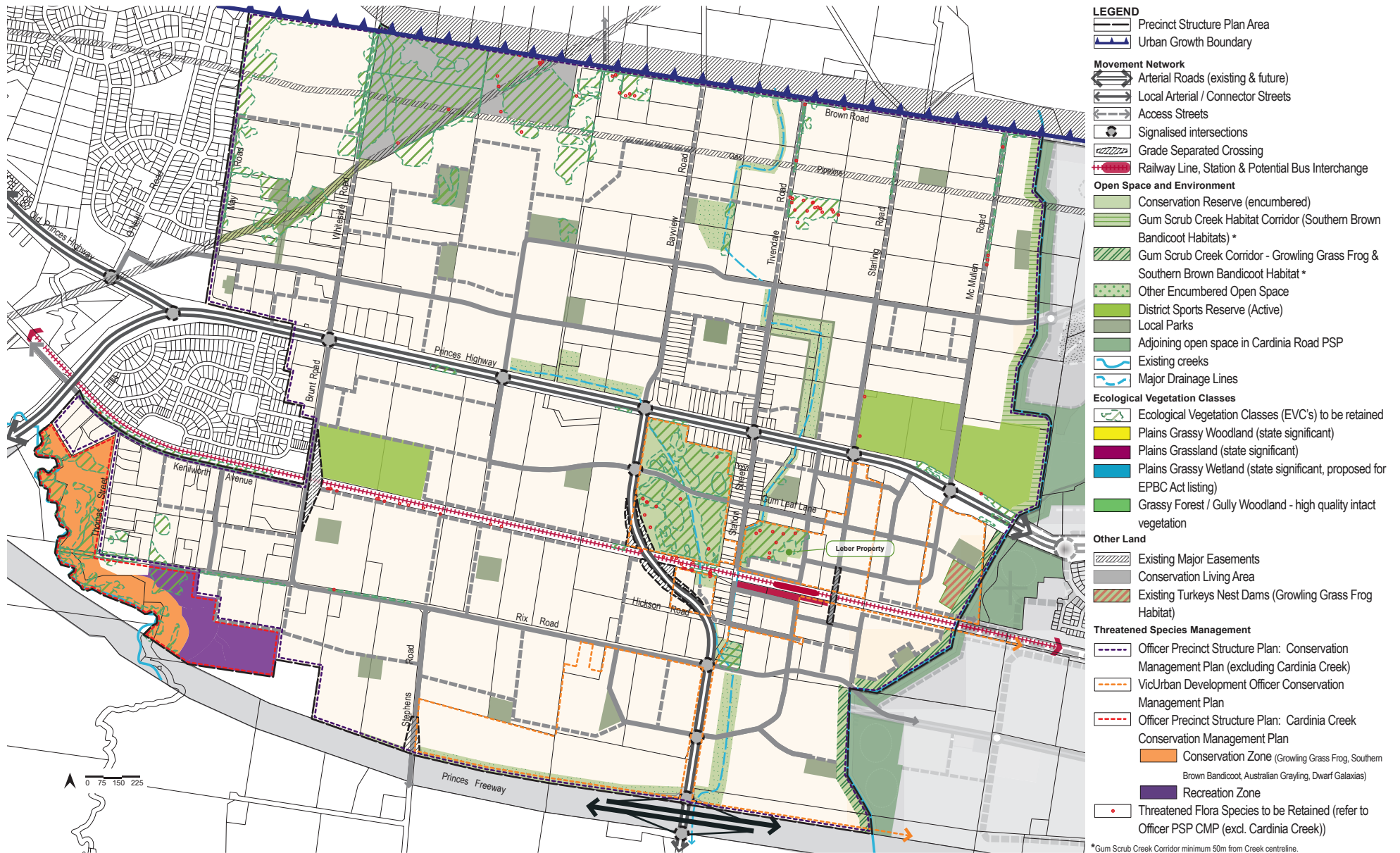
Design Issue Other park landscape elements and infrastructure	Planning and Design Guidelines that must be met	Planning and Design Guidelines that should be met
	<ul style="list-style-type: none"> • Ensure open space areas are designed to be safe and comfortable places that encourage use by a wide range of people. • Use Crime Prevention Through Environmental Design design principles to guide the design of open space and the park infrastructure (refer Safety By Design Guidelines, DSE 2001). • Ensure open space path systems facilitate clear, direct and easy movement to and from key destinations. • Parks and sports fields are to be clearly signed. • Pedestrian / bicycle paths, bridges and boardwalks are to be designed to be above a minimum of the 1:10 year flood line to the satisfaction of the relevant authority. 	<ul style="list-style-type: none"> • Ensure the design and siting of landscape elements and infrastructure complements the urban area. • Park infrastructure is to be: <ul style="list-style-type: none"> - be clustered in nodes; and, - contemporary in design with materials and design complementing the planting character. • Park seating is to be provided with access by pathways at least every 400 metres along any open space path network, including open space corridors adjoining roads. • Bollards and fencing is to be generally kept to a minimum, but where required is to be designed to maximise transparency. • Ensure the location of car parking (where required within open space) is: <ul style="list-style-type: none"> - sensitively designed to minimise large areas of hard surfaces; - maximises tree and ground level planting; and, - integrates safe pedestrian access within the car park design. • Park buildings are to be: <ul style="list-style-type: none"> - contemporary in design with orientation, materials choices and design detailing to minimise resource use and maximise sustainability performance; - designed to make use of sustainable construction techniques (for example solar power lighting); - sited and designed to integrate with and complement landscaping and should not dominate the parkland; and, - sited to frame park spaces and avoid splitting up otherwise usable and effective spaces. • Signs within parks are to be: <ul style="list-style-type: none"> - kept to a minimum with locations focussed on key access points and major pedestrian / bicycle routes; and, - designed and include materials choice that are contemporary and complement other park design elements. • Lighting in open spaces is to be: <ul style="list-style-type: none"> - restricted to key pedestrian thoroughfares to encourage safe pedestrian movement throughout the network, but discourage inappropriate use of main parkland areas after dark; and - incorporate light fittings that are energy efficient and avoid unnecessary light spill. • Pedestrian / bicycle paths, bridges and boardwalks are to be designed to be above a minimum of the 1:100 year flood line.

Design Issue Other park landscape elements and infrastructure	Planning and Design Guidelines that must be met	Planning and Design Guidelines that should be met
	<ul style="list-style-type: none"> • Ensure open space areas are designed to be safe and comfortable places that encourage use by a wide range of people. • Use Crime Prevention Through Environmental Design design principles to guide the design of open space and the park infrastructure (refer Safety By Design Guidelines, DSE 2001). • Ensure open space path systems facilitate clear, direct and easy movement to and from key destinations. • Parks and sports fields are to be clearly signed. • Pedestrian / bicycle paths, bridges and boardwalks are to be designed to be above a minimum of the 1:10 year flood line to the satisfaction of the relevant authority. 	<ul style="list-style-type: none"> • Ensure the design and siting of landscape elements and infrastructure complements the urban area. • Park infrastructure is to be: <ul style="list-style-type: none"> - be clustered in nodes; and, - contemporary in design with materials and design complementing the planting character. • Park seating is to be provided with access by pathways at least every 400 metres along any open space path network, including open space corridors adjoining roads. • Bollards and fencing is to be generally kept to a minimum, but where required is to be designed to maximise transparency. • Ensure the location of car parking (where required within open space) is: <ul style="list-style-type: none"> - sensitively designed to minimise large areas of hard surfaces; - maximises tree and ground level planting; and, - integrates safe pedestrian access within the car park design. • Park buildings are to be: <ul style="list-style-type: none"> - contemporary in design with orientation, materials choices and design detailing to minimise resource use and maximise sustainability performance; - designed to make use of sustainable construction techniques (for example solar power lighting); - sited and designed to integrate with and complement landscaping and should not dominate the parkland; and, - sited to frame park spaces and avoid splitting up otherwise usable and effective spaces. • Signs within parks are to be: <ul style="list-style-type: none"> - kept to a minimum with locations focussed on key access points and major pedestrian / bicycle routes; and, - designed and include materials choice that are contemporary and complement other park design elements. • Lighting in open spaces is to be: <ul style="list-style-type: none"> - restricted to key pedestrian thoroughfares to encourage safe pedestrian movement throughout the network, but discourage inappropriate use of main parkland areas after dark; and - incorporate light fittings that are energy efficient and avoid unnecessary light spill. • Pedestrian / bicycle paths, bridges and boardwalks are to be designed to be above a minimum of the 1:100 year flood line.

Design Issue	Planning and Design Guidelines that must be met	Planning and Design Guidelines that should be met
Requirements for transfer of land	<ul style="list-style-type: none"> • All open space is to be finished to the satisfaction of the responsible authority prior to the transfer of land, including: <ul style="list-style-type: none"> - cleared of all existing disused structures, foundations, pipelines or stockpiles; - cleared of all rubbish and environmental weeds; and - provision of bollards or other means of restricting vehicle access to open space areas. • In the case of unencumbered open space, the following 'base requirements' must also be finished: <ul style="list-style-type: none"> - site must be levelled, top soiled and grassed with warm climate grass; - planting of trees and scrubs in accordance with a planting schedule approved by Council in advance of the works; - construction of shared and local paths; and - provided with a water source suitable for the management of the open space. 	<ul style="list-style-type: none"> • Where 'community improvements' such as parkland embellishment, playgrounds, sports facilities and infrastructure (such as car parking, BBQs or other structure) are funded through the Officer DCP, these are to be delivered concurrently to the 'base requirements' for the site. • Where additional feature landscaping is proposed by a developer, the works must be fully funded by the developer and agreed with Council with respect to the future maintenance requirements generated by the works.

Design Issue	Planning and Design Guidelines that must be met	Planning and Design Guidelines that should be met
Requirements for transfer of land	<ul style="list-style-type: none"> • All open space is to be finished to the satisfaction of the responsible authority prior to the transfer of land, including: <ul style="list-style-type: none"> - cleared of all existing disused structures, foundations, pipelines or stockpiles; - cleared of all rubbish and environmental weeds; and - provision of bollards or other means of restricting vehicle access to open space areas. • In the case of unencumbered open space, the following 'base requirements' must also be finished: <ul style="list-style-type: none"> - site must be levelled, top soiled and grassed with warm climate grass; - planting of trees and scrubs in accordance with a planting schedule approved by Council in advance of the works; - construction of shared and local paths; and - provided with a water source suitable for the management of the open space. 	<ul style="list-style-type: none"> • Where 'community improvements' such as parkland embellishment, playgrounds, sports facilities and infrastructure (such as car parking, BBQs or other structure) are funded through the Officer DCP, these are to be delivered concurrently to the 'base requirements' for the site. • Where additional feature landscaping is proposed by a developer, the works must be fully funded by the developer and agreed with Council with respect to the future maintenance requirements generated by the works.

Plan 13: Biodiversity Management



Plan 13: Biodiversity Management



4.5.7 Planning and Design Guidelines

Table 15: Biodiversity Planning and Design Guidelines

Design Issue	Planning and Design Guidelines that must be met	Planning and Design Guidelines that should be met
General	<ul style="list-style-type: none"> Be in accordance with the relevant: <ul style="list-style-type: none"> Native Vegetation Precinct Plan; and/or Conservation Management Plan. 	
Biodiversity	<ul style="list-style-type: none"> Ensure building envelopes and development proposals provide setbacks from patches of native vegetation identified to be protected in the Officer NVPP to allow management access and fire buffers. Ensure proposals enhance biodiversity in the region and enhance planting opportunities within urban areas by: <ul style="list-style-type: none"> utilising Gum Scrub Creek to provide for vegetation buffers as well as the protection and enhancement of the creek system; protecting and retaining significant vegetation, including remnant vegetation within open space areas; and. maximising opportunities for revegetation in urban areas, particularly on ridgelines. Design open space to enhance and preserve areas of conservation significance and protect sensitive areas from vehicle or pedestrian traffic by: <ul style="list-style-type: none"> providing appropriate buffer zones between native vegetation conservation areas and 'hard' infrastructure such as paths, furniture, picnic shelters; and, ensuring passive or low impact activities are provided closest to offset / conservation areas, with more high impact or formal activities to be located further away. Ensure indigenous species are used exclusively in open spaces adjoining conservation areas. Provide 40 metre wide patches of continuous native vegetation along Cardinia Creek and Gum Scrub Creek to create habitat for Southern Brown Bandicoot, spaced 20 to 30 metres apart. Provide terrestrial grassed areas and dedicated Growling Grass Frog ponds spaced 200 to 300 metres apart along Cardinia Creek and Gum Scrub Creek corridors. Ensure a 30 metre buffer zone is provided around all Growling Grass Frog ponds, with lights, paths and other activities causing direct impacts located outside this buffer. 	<ul style="list-style-type: none"> Retain mature isolated trees through incorporation into open space, road reserves and larger lots. Rehabilitation and conservation works on encumbered land is to be undertaken in accordance with the Officer Precinct Structure Plan Cardinia Creek Conservation Management Plan (Ecology Australia, September 2011) and the Officer Precinct Structure Plan Conservation Management Plan (excluding Cardinia Creek) (Ecology Partners, September 2011). Design vegetation for drainage reserves to ensure habitat appropriate for Swamp Skink, Glossy Grass Skink and the Southern Toadlet is provided, in accordance with the Officer Precinct Structure Plan Conservation Management Plan (excluding Cardinia Creek) (Ecology Partners, September 2011).

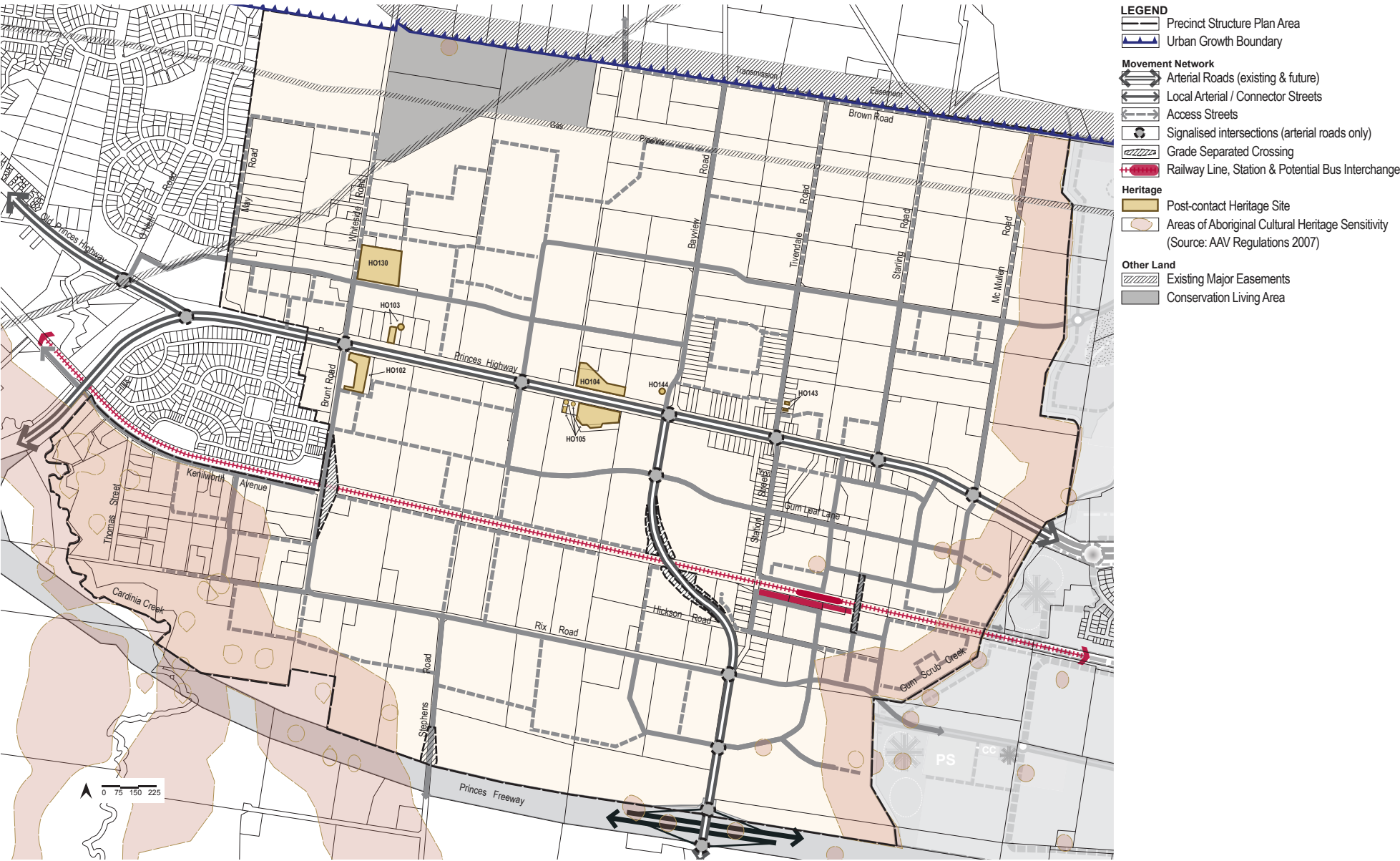
4.5.7 Planning and Design Guidelines

Amended
by C232

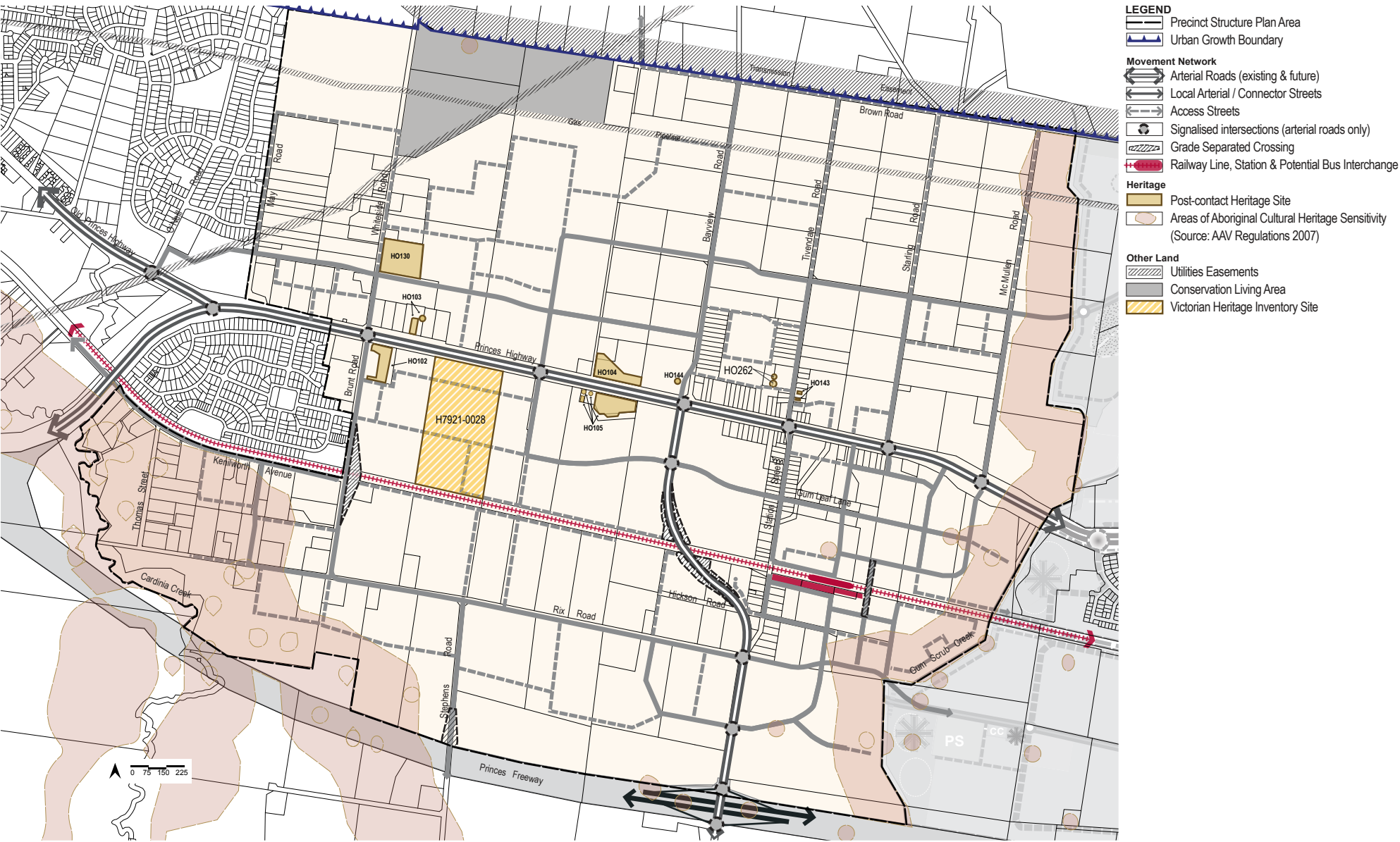
Table 15: Biodiversity Planning and Design Guidelines

Design Issue	Planning and Design Guidelines that must be met	Planning and Design Guidelines that should be met
General	<ul style="list-style-type: none"> Be in accordance with the relevant: <ul style="list-style-type: none"> Native Vegetation Precinct Plan; and/or Conservation Management Plan. 	
Biodiversity	<ul style="list-style-type: none"> Subdivision designs must allow for adequate setback from Gilbert, Leber and Gum Scrub Creek open space / conservation reserves to separate development from areas of bushfire risk, to the satisfaction of the Country Fire Authority and the Department of Environment, Land, Water and Planning. Development adjoining Gilbert, Leber and Gum Scrub Creek open space / conservation reserves must have as their primary address an interface road (which may include a 'paper' road) that allows adequate emergency service vehicle access, to the satisfaction of the Country Fire Authority and the Department of Environment, Land, Water and Planning. Ensure proposals enhance biodiversity in the region and enhance planting opportunities within urban areas by: <ul style="list-style-type: none"> utilising Gum Scrub Creek to provide for vegetation buffers as well as the protection and enhancement of the creek system; protecting and retaining significant vegetation, including remnant vegetation within open space areas; and, maximising opportunities for revegetation in urban areas, particularly on ridgelines. Design open space to enhance and preserve areas of conservation significance and protect sensitive areas from vehicle or pedestrian traffic by: <ul style="list-style-type: none"> providing appropriate buffer zones between native vegetation conservation areas and 'hard' infrastructure such as paths, furniture, picnic shelters; and, ensuring passive or low impact activities are provided closest to offset / conservation areas, with more high impact or formal activities to be located further away. Trees planted in open spaces adjoining Gilbert, Leber and Gum Scrub Creek open space / conservation reserves must be of local provenance. Provide 40 metre wide patches of continuous native vegetation along Cardinia Creek and Gum Scrub Creek to create habitat for Southern Brown Bandicoot, spaced 20 to 30 metres apart. Provide terrestrial grassed areas and dedicated Growling Grass Frog ponds spaced 200 to 300 metres apart along Cardinia Creek and Gum Scrub Creek corridors. Ensure a 30 metre buffer zone is provided around all Growling Grass Frog ponds, with lights, paths and other activities causing direct impacts located outside this buffer. 	<ul style="list-style-type: none"> Retain mature isolated trees through incorporation into open space, road reserves and larger lots. Rehabilitation and conservation works on encumbered land is to be undertaken in accordance with the Officer Precinct Structure Plan Cardinia Creek Conservation Management Plan (Ecology Australia, September 2011) and the Officer Precinct Structure Plan Conservation Management Plan (excluding Cardinia Creek) (Ecology Partners, September 2011). Design vegetation for drainage reserves to ensure habitat appropriate for Swamp Skink, Glossy Grass Skink and the Southern Toadlet is provided, in accordance with the Officer Precinct Structure Plan Conservation Management Plan (excluding Cardinia Creek) (Ecology Partners, September 2011).

Plan 14: Heritage

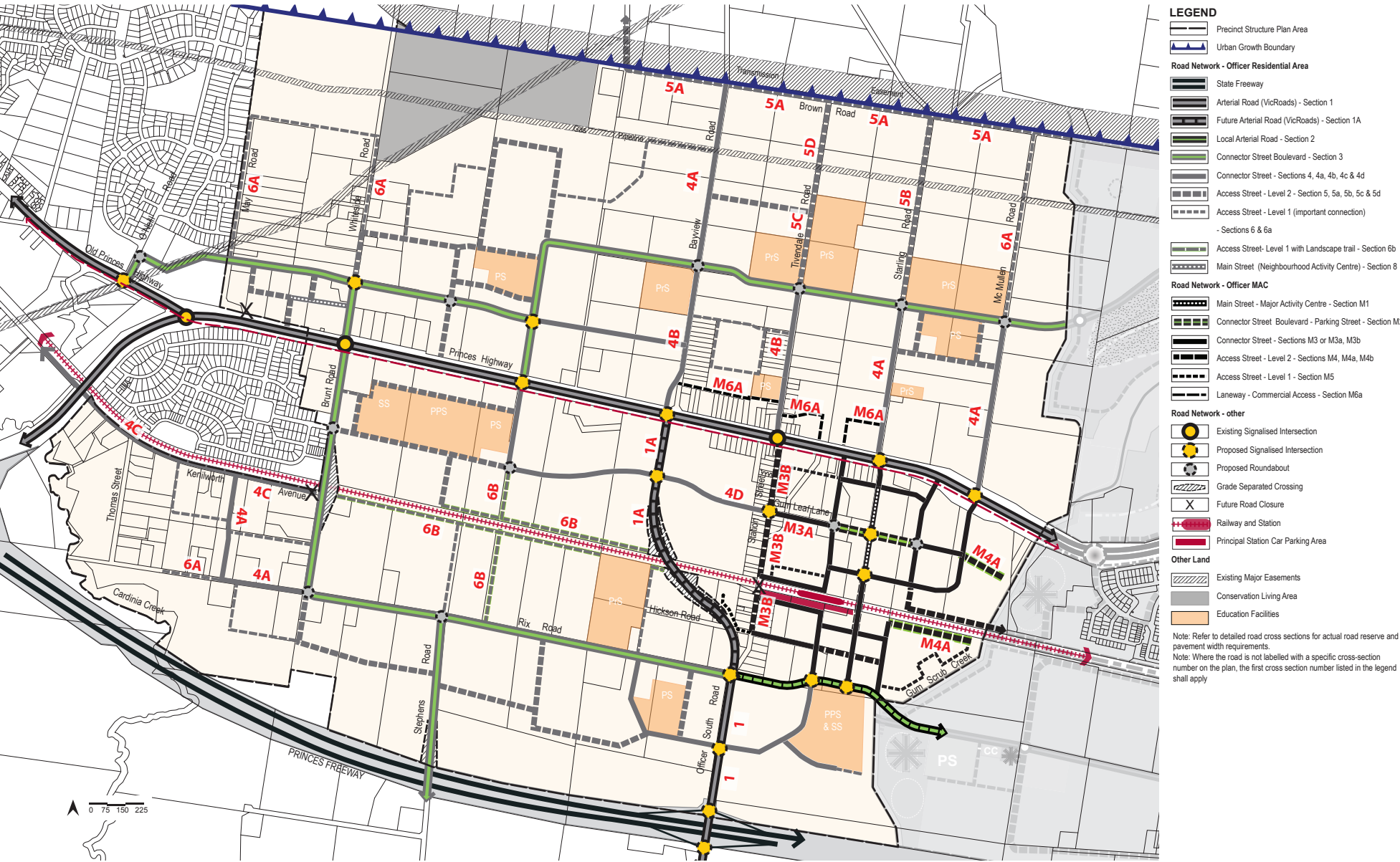


Plan 14: Heritage

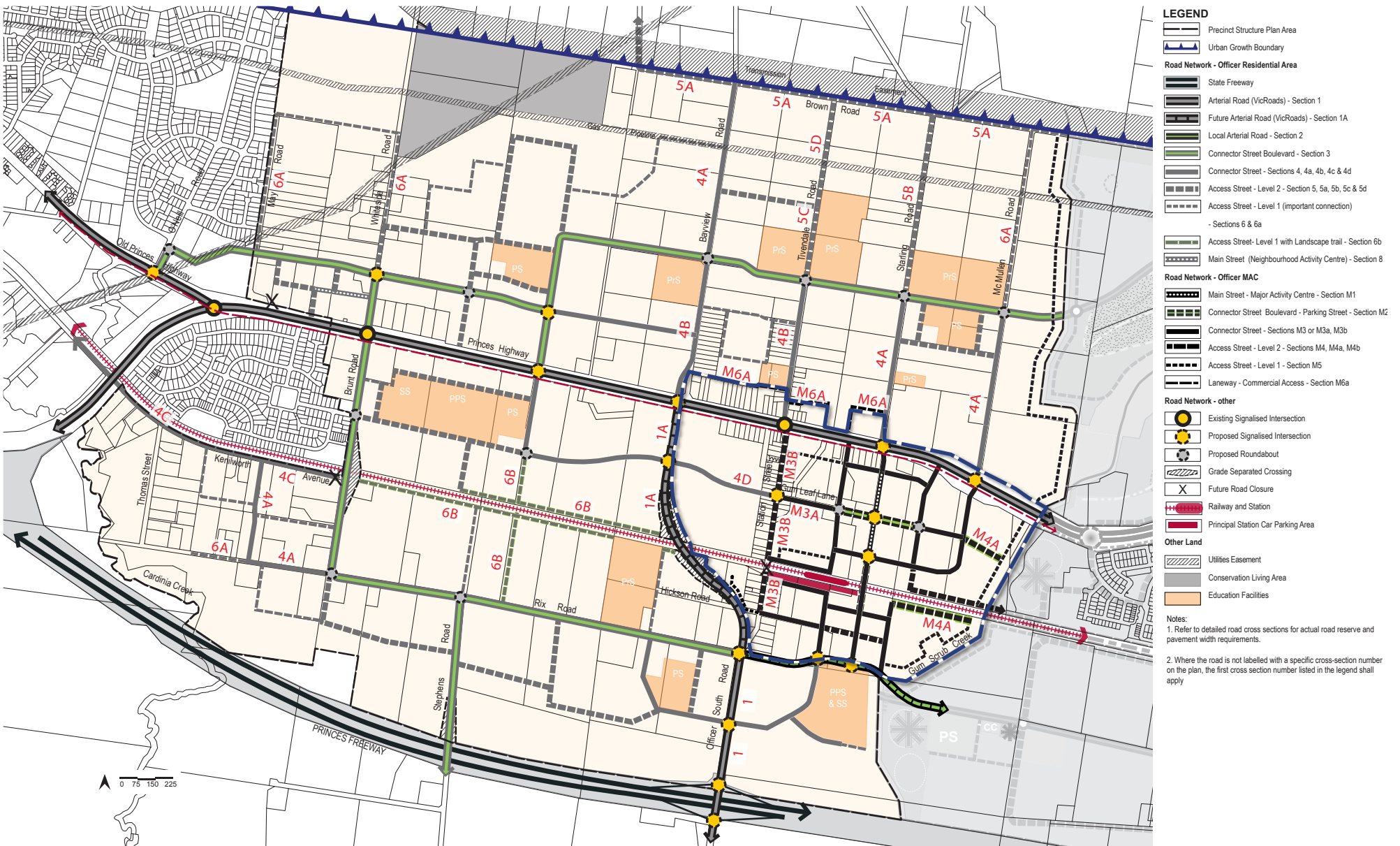


Amended by C232

Plan 15: Road Network

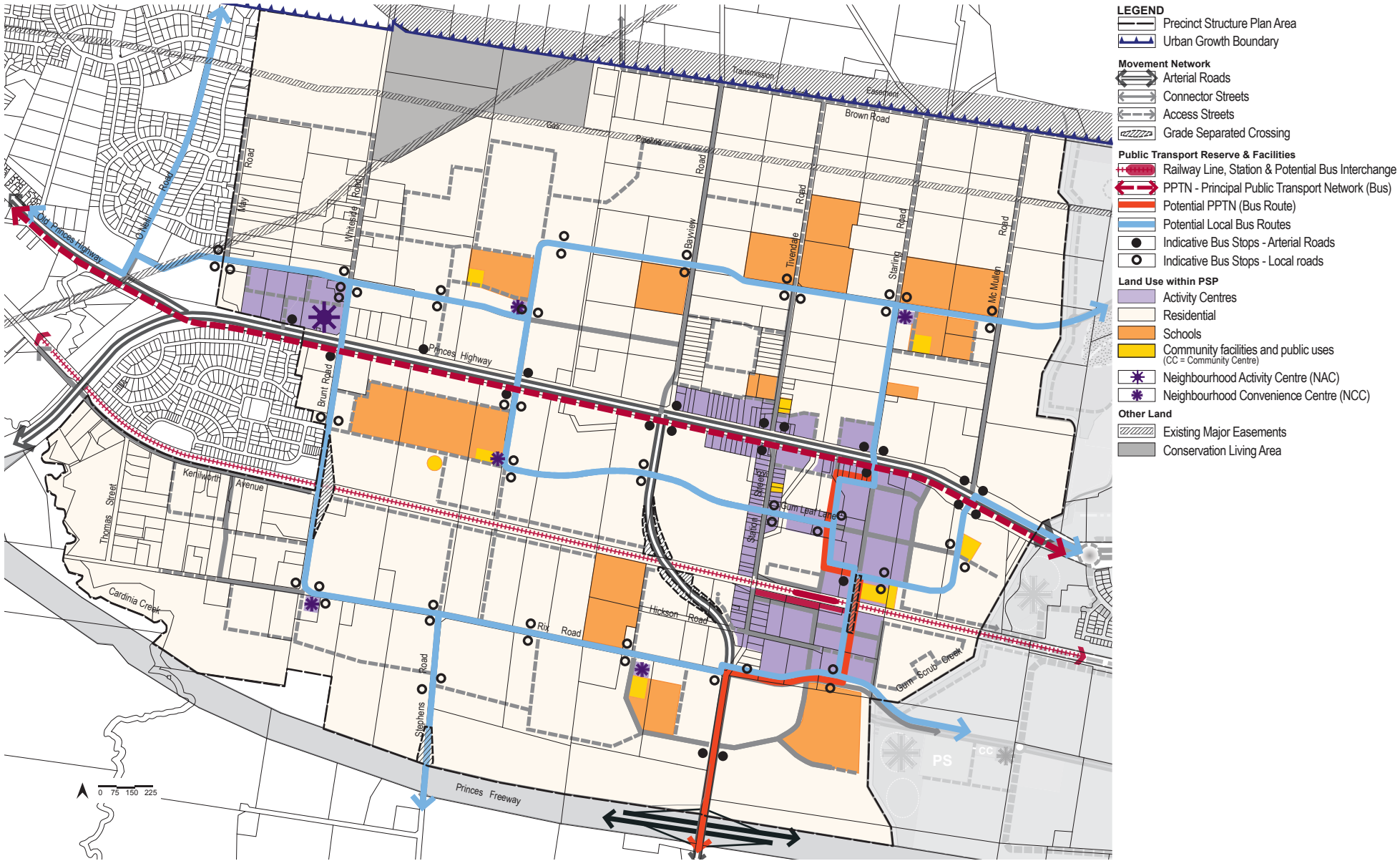


Plan 15: Road Network

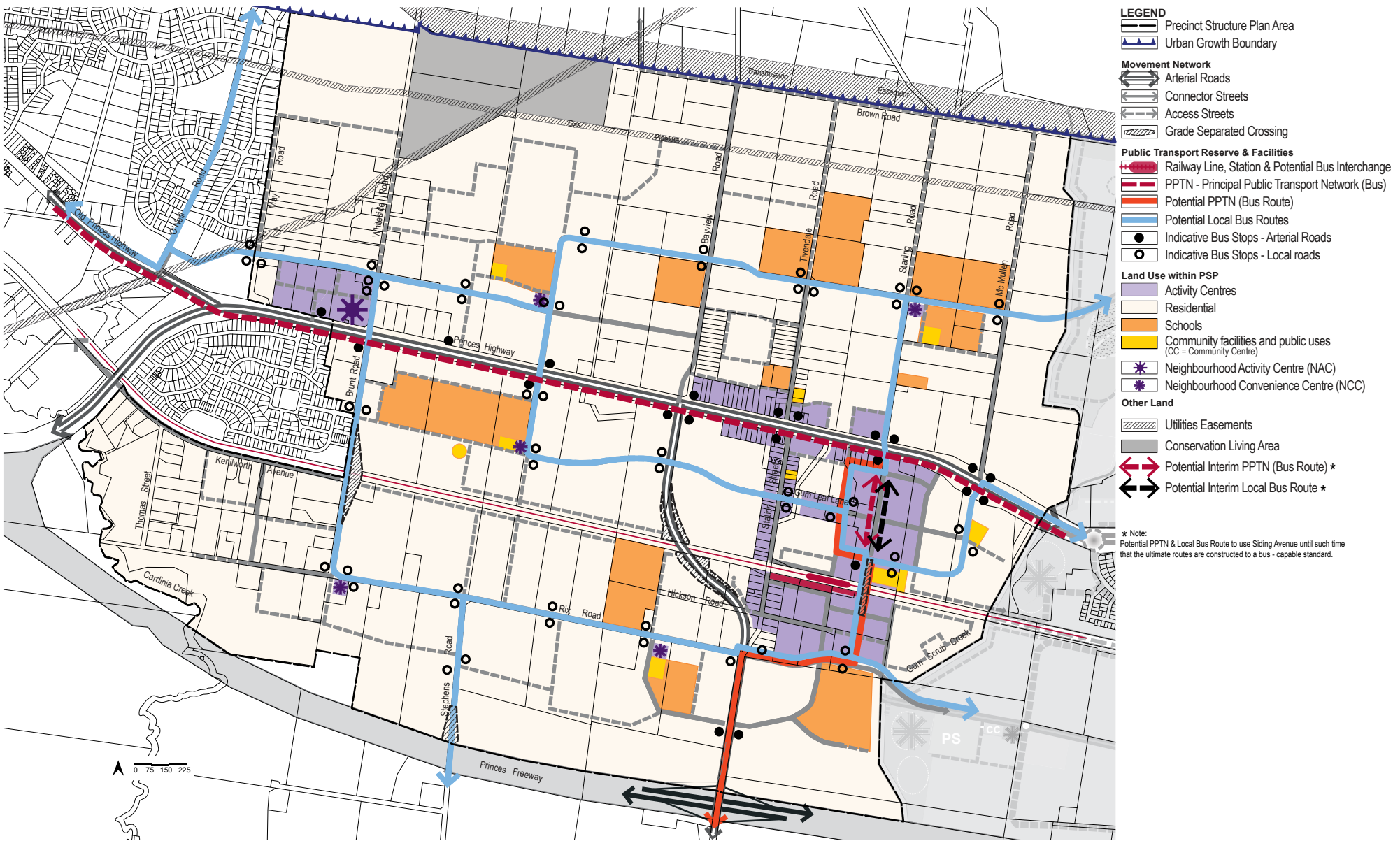


Amended by C232

Plan 16: Public Transport

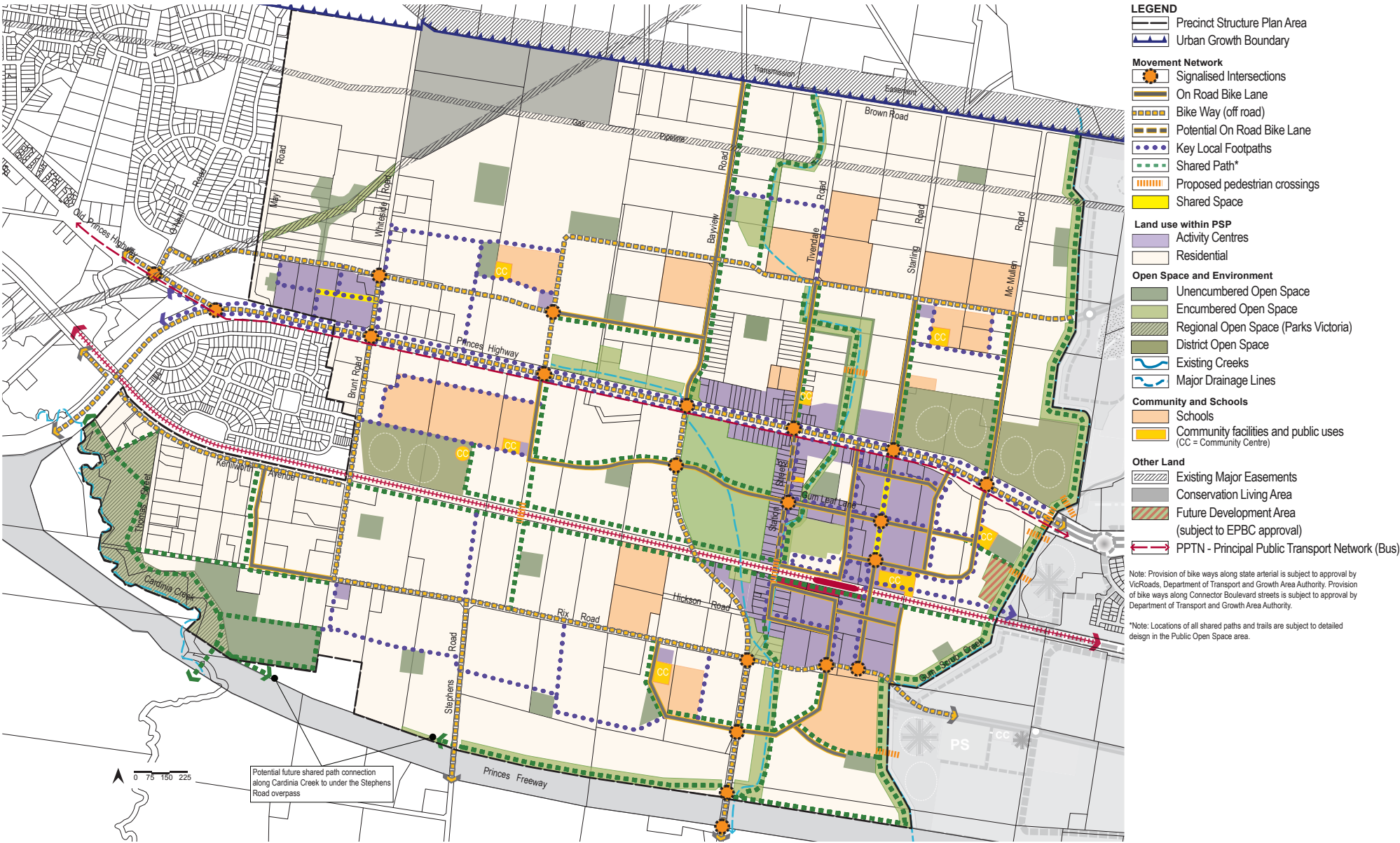


Plan 16: Public Transport

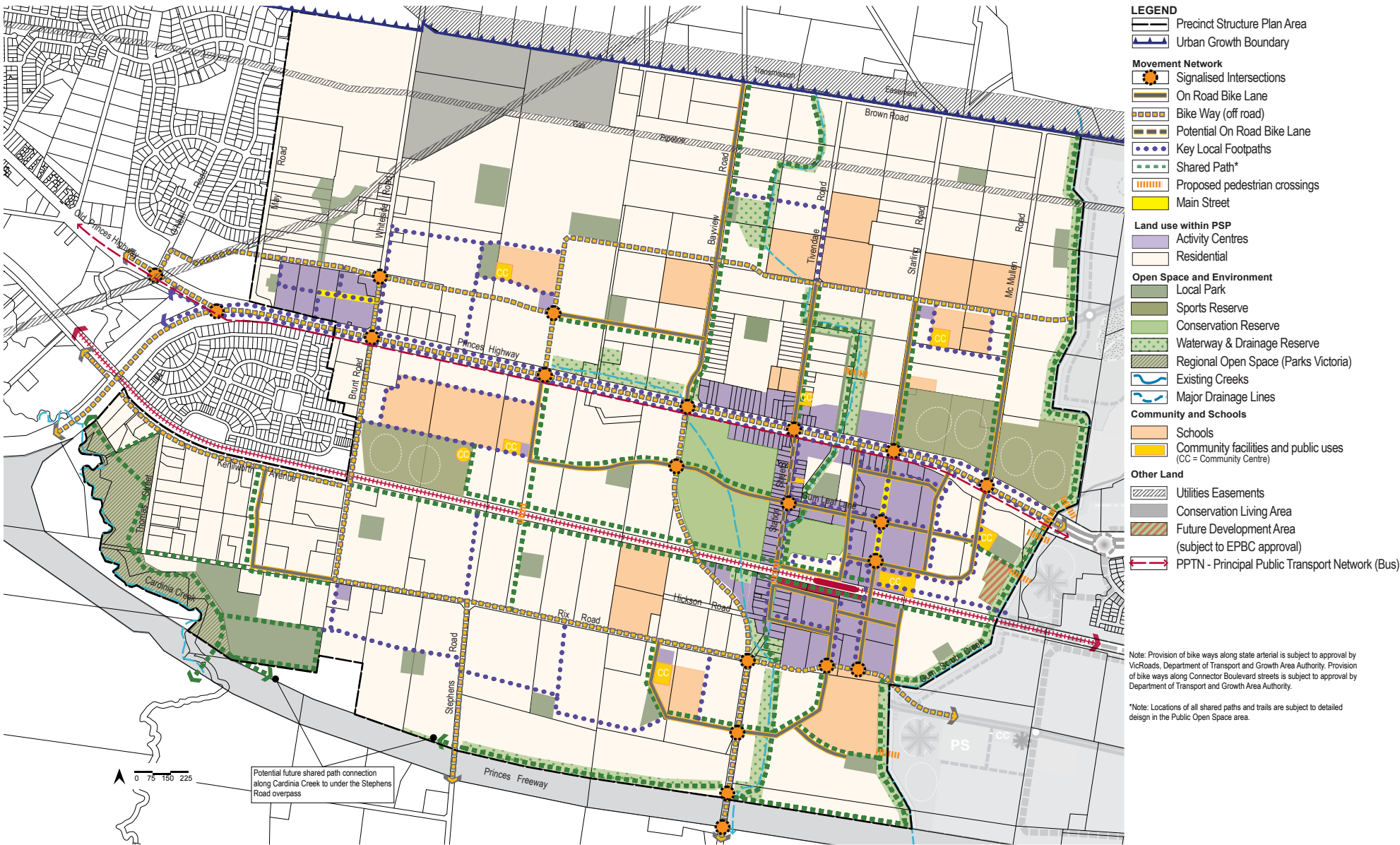


Amended by C232

Plan 17: Walking and Trails



Plan 17: Walking and Trails



Amended by C232

This page has been left intentionally blank

This page does not exist in 2011 version

Appendix B: OFFICER TOWN CENTRE URBAN DESIGN FRAMEWORK GUIDE

1.1 Background

This document identifies the form and function Urban Design Frameworks (UDFs) should take when planning for greenfield sites. It builds upon guidance for the preparation and use of UDFs provided in Planning Practice Note 17, but tailors this advice to the specific requirements of greenfields planning.

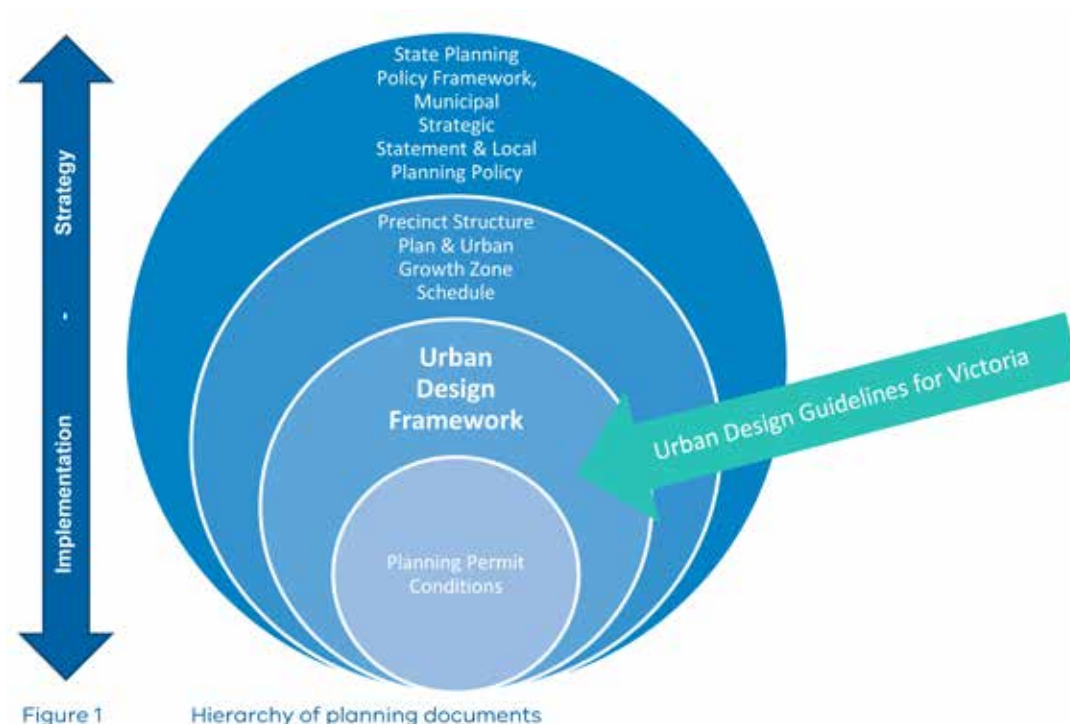
UDFs are important in greenfields situations where there is little existing urban infrastructure to guide the desired outcomes for new communities.

This document adapts the processes and outputs identified in Planning Practice Note 17 and is cognisant of the existence of Precinct Structure Plans (PSPs) and the need to identify clear roles for UDFs in relation to PSPs.

PSPs include extensive analysis of existing conditions, provide a high-level plan for the desired land use and built form outcomes, so UDFs should build on this as needed to provide more detailed direction for planners and developers.

1.2 Defining the UDF

The purpose of a UDF is to provide a link between the PSP and development proposals in town and / or commercial centres (see Figure 1). A UDF should support and build on the strategic vision established by the PSP thereby providing further guidance and certainty to the Council, landowners, developers and other stakeholders on the requirements and standards expected to be met by development proposals. In particular a UDF should establish a subdivision layout that ensures a fine-grain, permeable street network that provides a pedestrian-friendly ground level experience.



This page has been left intentionally blank

This page does not exist in 2011 version

1.4 Role of PSPs with regard to town centres

The PSP provides guidance for town centre development generally, as follows:

- establish the location and footprint, vision and anticipated scale (e.g. retail / commercial floor space) of town centres
- provide a response to the topography and existing urban context
- include a Town Centre Concept Plan that suggests key spatial and physical elements that will make up the town centre, while allowing for flexibility and innovation. These elements include
 - major retail, specialty retail, commercial, mixed use, higher density residential and community facilities
 - key public spaces, streets (including the 'Main Street') and a key gathering place (e.g. town square)
 - pedestrian / cycle and transport connections
 - gateway and landmark sites for multi-storey development
 - key active frontages
 - at-grade car parking areas.
- for larger or more complex town centres, include 'organising elements' sketches that demonstrate how the layering of key spatial elements contribute to town centre design

- include a small number of high level requirements and guidelines that:
 - relate to the elements shown in the town centre concept plan
 - refer to the Town Centre Design Guidelines included as an appendix within the PSP
 - relate to any specific / local issues that will need to be addressed in the UDF
- specify the ICP, developer works and state infrastructure to be delivered as part of (or that will support) the town centre..

1.5 UDF role and structure

UDFs should support, and where necessary build on, the Vision, Objectives, Requirements and Guidelines of the PSP to ensure coordinated development outcomes. It should do this by providing direction regarding:

- context
- vision and character
- layout and circulation
- built form and massing
- public realm
- staging.

A UDF should be clear, concise and easily navigable by the intended users and should generally preference plans, drawings and images over text. It should provide sufficient detail so that together with the PSP and associated ordinances, it provides planners, proponents and other stakeholders clear direction about the development of the town centre, without duplicating the role of other planning documents, in particular the PSP. Some flexibility should be retained however, in terms of how outcomes are ultimately delivered.

1.6 Urban Design Guidelines for Victoria

The Victorian State Government developed the Urban Design Guidelines (Guidelines) for Victoria to support state agencies, local government and the urban development sector to deliver, functional and enjoyable places for people to live, work, and spend leisure time.

The Guidelines share a common goal with this Guide of creating quality, engaging, accessible places for people by guiding decision making that affects the public realm. Therefore, those preparing UDFs should look to the Guidelines to provide guidance on meeting the objectives that contribute to quality town centres.

This page has been left intentionally blank

This page does not exist in 2011 version

1.7 UDF key tasks and outputs

The following table describes the tasks and outputs generated as part of the preparation of a UDF in order to build on the direction provided by the PSP.

	Task	Output
1. Context	<ul style="list-style-type: none"> • prepare a brief analysis of the local context • describe existing opportunities and constraints • consider new strategies / studies not available at the time of PSP preparation 	<ul style="list-style-type: none"> • brief context statement and or plans describing: <ul style="list-style-type: none"> – local use and activities; movement; and built form and environment interfaces – major project opportunities, constraints and linkages – areas for strategic action – relationship of the UDF to the PSP
2. Vision & Character	<ul style="list-style-type: none"> • Refine the vision and preferred character outcomes for the town centre. 	<ul style="list-style-type: none"> • brief vision and character statement as necessary.
3. Layout & Circulation	<ul style="list-style-type: none"> • beginning with broad contextual and working down to smaller scale elements, prepare a layered design response taking into consideration: <ul style="list-style-type: none"> – co-location of compatible and separation of incompatible land uses – street and block structure – movement hierarchy including cycle, and vehicle circulation as well as public transport integration – response to fragmented parcels / land ownership (as relevant) 	<ul style="list-style-type: none"> • concept plans depicting local organising elements: <ul style="list-style-type: none"> – location and footprint of specific elements, uses and / or facilities such as commercial, retail, community facilities, open space and residential – location of activated frontages and interface treatments • where the following elements are not detailed in the PSP, a brief written and/or visual description should be provided: <ul style="list-style-type: none"> – core / anchor retail – specialty retail – mixed use – commercial / office – SOHO – main street – civic spaces [open space / town square] – higher density residential – highway business – bulky goods – car parks, access and servicing

This page has been left intentionally blank

This page does not exist in 2011 version

	Task	Output
4. Built Form	<ul style="list-style-type: none"> Implement the requirements and guidelines set out in the PSP in relation to the town centre built form provide associated illustrative materials that represent the preferred built form outcomes that achieve the desired 'look' and 'feel' of the place 	<ul style="list-style-type: none"> In relation to the above elements, briefly illustrate the following: <ul style="list-style-type: none"> building envelope orientation or location activated frontages and / or entrances overlooking and passive surveillance awnings / weather protection adaptability screening / sleeving access [footpath width / lanes / loading etc.] present concise representations, preferably in visual format, e.g. 3D renders, models, cross sections, vignettes, photographic examples, etc. prioritise built form activation in areas of high foot traffic, while ensuring amenity and safety of less frequented areas
5. Public Realm	<ul style="list-style-type: none"> Implement the requirements and guidelines set out in the PSP in relation to the town centre public realm illustrate the street, landscape and public realm elements that will contribute to the preferred character of the town centre. 	<ul style="list-style-type: none"> provide concise representations through plan, cross sections and / or 3D renders to guide the hierarchy of planting, street furniture and hard landscaping. guidance should be consistent with the extent and type of infrastructure and works outlined by the PSP. Should cross reference any existing Council urban design manual or similar.
6. Staging	<ul style="list-style-type: none"> identify priorities for the development of the public realm / infrastructure (i.e. not a development schedule) 	<ul style="list-style-type: none"> provide a plan and / or table that outlines key elements of the town centre that are essential to the public realm e.g. activation of the main street identify potential short, medium and long term governance arrangements for public spaces.

This page has been left intentionally blank

This page does not exist in 2011 version

1.7 When to prepare a UDF

A UDF is typically required to guide the development of large town centres, commercial and other developments where further design and development coordination is required. PSPs often require a UDF to be prepared for major town centres, and less often, local or specialty town centres.

A UDF is generally produced following the completion of a PSP and before development commences, but could be created as part of a process parallel to the PSP.

1.8 UDF proponent

There is no limitation on who may prepare a UDF. In most cases it will be Council or the landowner/developer.

1.9 Consultation

Where a town centre includes multiple land parcels and / or landowners the proponent should consult with all landowners within the designated town centre area and other impacted stakeholders as appropriate.

Landowner consultation on the UDF is not a requirement of the Planning and Environment Act 1987. However, any authority deciding on a UDF should take into consideration relevant matters which may include the effect of the UDF on other landowners.

Consultation with transport agencies and other relevant public authorities is critical to producing a well-resolved UDF. As transport authorities will more often than not be referral authorities for subsequent permits, their involvement should assist in facilitating certainty at the permit stage.

1.10 Role of the VPA in UDF preparation

The VPA has an ongoing interest and expertise in the planning, design and development of successful and vibrant town centres as the core of new communities.

The involvement of the VPA in the preparation of UDFs will vary, depending on the requirements of the PSP and likely complexity of the UDF. Where the VPA is not the proponent or an approving authority it should be notified at project commencement so that its role can be confirmed. Examples of involvement may include:

- membership of a working group
- attendance at meetings as required with Council and / or the proponent
- co-ordination of state authorities
- mediation of different interests.

1.11 Status of the UDF in the Planning Scheme

Planning schemes typically require preparation and approval of a UDF before a permit can issue for a town centre development, so that it can effectively guide the development of the town centre. In growth areas, the requirement is ordinarily located in the relevant Schedule to the Urban Growth Zone.

The requirement will usually also provide for:

- staging of a UDF
- permits to issue before approval of UDF where they are unlikely to prejudice achievement of town centre objectives
- amendment of a UDF, and
- subsequent permits to be generally in accordance with the UDF.

Reference is also often made in the UGZ schedule to the PSP which may contain guidance on what a UDF should contain or address.

This page has been left intentionally blank

This page does not exist in 2011 version

Appendix C: Property Specific Land Use Budget

PSP PROPERTY ID	TOTAL AREA (HECTARES)	TRANSPORT					COMMUNITY & EDUCATION			OPEN SPACE						OTHER	TOTAL NET DEVELOPABLE AREA (HECTARES)	NET DEVELOPABLE AREA % OF PROPERTY	
		ARTERIAL ROAD				OTHER TRANSPORT				UNCREDITED OPEN SPACE				CREDITED OPEN SPACE					REGIONAL OPEN SPACE
		ARTERIAL ROAD - EXISTING ROAD RESERVE	ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING	NON-ARTERIAL ROAD - RETAINED EXISTING ROAD RESERVE	PUBLIC TRANSPORT FACILITIES / RESERVE		NON-ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING	STATE GOVERNMENT COMMUNITY FACILITY	GOVERNMENT SCHOOL	POTENTIAL NON-GOVERNMENT SCHOOL	CONSERVATION RESERVE	WATERWAY AND DRAINAGE RESERVE	UTILITIES EASEMENTS	HERITAGE RESERVE	LOCAL SPORTS RESERVE	LOCAL NETWORK PARK			REGIONAL OPEN SPACE (CARDINIA CREEK PARKLANDS)
RESIDENTIAL AREA																			
1	4.02	-	-	-	-	0.32	-	-	-	-	0.96	-	0.01	-	-	-	-	2.73	67.90%
2	4.04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.04	100.00%
3	4.05	-	-	-	-	-	-	-	-	-	-	-	-	-	0.78	-	-	3.28	80.85%
4	4.04	-	-	-	-	-	-	-	4.04	-	-	-	-	-	-	-	-	0.00	0.00%
5	4.06	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	-	-	4.06	100.00%
6	4.05	-	-	-	-	0.71	-	-	-	-	-	-	-	-	-	-	-	3.34	82.45%
7	4.06	-	-	-	-	0.71	-	-	-	-	-	-	-	-	-	-	-	3.35	82.55%
8	8.30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8.30	100.00%
9	8.33	-	-	-	-	-	-	-	-	-	-	1.12	-	-	-	-	-	7.21	86.56%
10	2.03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.03	100.00%
12	0.37	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.37	100.00%
13	0.19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.19	100.00%
14	0.21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.21	100.00%
15	0.20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.20	100.00%
16	0.20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.20	100.00%
17	0.20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.20	100.00%
18	0.21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.21	100.00%
19	0.20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.20	100.00%
20	0.20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.20	100.00%
21	0.20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.20	100.00%

This page has been left intentionally blank

This page does not exist in 2011 version

PSP PROPERTY ID	TOTAL AREA (HECTARES)	TRANSPORT					COMMUNITY & EDUCATION			OPEN SPACE							OTHER	TOTAL NET DEVELOPABLE AREA (HECTARES)	NET DEVELOPABLE AREA % OF PROPERTY
		ARTERIAL ROAD				OTHER TRANSPORT				UNCREDITED OPEN SPACE				CREDITED OPEN SPACE		REGIONAL OPEN SPACE			
		ARTERIAL ROAD - EXISTING ROAD RESERVE	ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING	NON-ARTERIAL ROAD - RETAINED EXISTING ROAD RESERVE	PUBLIC TRANSPORT FACILITIES / RESERVE		NON-ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING	STATE GOVERNMENT COMMUNITY FACILITY	GOVERNMENT SCHOOL	POTENTIAL NON-GOVERNMENT SCHOOL	CONSERVATION RESERVE	WATERWAY AND DRAINAGE RESERVE	UTILITIES EASEMENTS	HERITAGE RESERVE	LOCAL SPORTS RESERVE	LOCAL NETWORK PARK	REGIONAL OPEN SPACE (CARDINIA CREEK PARKLANDS)		
22	0.19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.19	100.00%
23	0.22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.22	100.00%
24	0.20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.20	100.00%
25	0.22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.22	100.00%
26	2.69	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.69	100.00%
27	4.36	-	-	-	-	0.81	-	-	-	-	0.23	-	-	-	-	-	-	3.32	76.17%
28	4.02	-	-	-	-	0.58	-	-	-	-	1.15	-	-	-	0.00	-	-	2.29	57.00%
29	4.02	-	-	-	-	-	-	-	-	-	2.04	-	-	-	0.47	-	-	1.51	37.47%
30	4.05	-	-	0.00	-	-	-	-	-	-	0.30	0.54	-	-	-	-	-	3.21	79.27%
31	4.05	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.05	100.00%
32	4.06	-	-	-	-	-	-	-	-	-	0.70	0.54	-	-	-	-	-	2.82	69.46%
33	4.07	-	-	-	-	-	-	-	-	-	0.63	-	-	-	-	-	-	3.43	84.41%
34	4.18	-	-	-	-	-	-	-	-	-	1.39	-	-	-	-	-	-	2.78	66.62%
35	4.05	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	-	-	4.05	100.00%
36	4.07	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.07	100.00%
37	2.03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.03	100.00%
38	2.43	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.43	100.00%
39	1.65	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.65	100.00%
40	1.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.00	100.00%
41	2.05	-	-	-	-	-	-	-	-	-	-	0.02	-	-	-	-	-	2.03	98.87%
42	14.39	-	-	-	-	1.16	-	3.87	-	-	-	-	-	5.24	-	-	-	4.12	28.65%
43	1.01	-	-	-	-	0.53	-	-	-	-	-	-	-	-	-	-	-	0.47	47.02%
44	11.24	-	-	-	-	0.65	-	-	-	-	-	-	-	-	1.00	-	-	9.59	85.32%
45	1.26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.26	100.00%
46	2.17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.17	100.00%

This page has been left intentionally blank

This page does not exist in 2011 version

PSP PROPERTY ID	TOTAL AREA (HECTARES)	TRANSPORT					COMMUNITY & EDUCATION			OPEN SPACE							OTHER	TOTAL NET DEVELOPABLE AREA (HECTARES)	NET DEVELOPABLE AREA % OF PROPERTY
		ARTERIAL ROAD				OTHER TRANSPORT				UNCREDITED OPEN SPACE				CREDITED OPEN SPACE		REGIONAL OPEN SPACE			
		ARTERIAL ROAD - EXISTING ROAD RESERVE	ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING	NON-ARTERIAL ROAD - RETAINED EXISTING ROAD RESERVE	PUBLIC TRANSPORT FACILITIES / RESERVE	NON-ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING	STATE GOVERNMENT COMMUNITY FACILITY	GOVERNMENT SCHOOL	POTENTIAL NON-GOVERNMENT SCHOOL	CONSERVATION RESERVE	WATERWAY AND DRAINAGE RESERVE	UTILITIES EASEMENTS	HERITAGE RESERVE	LOCAL SPORTS RESERVE	LOCAL NETWORK PARK	REGIONAL OPEN SPACE (CARDINIA CREEK PARKLANDS)	EXISTING DEVELOPED LAND		
46A	0.30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.30	100.00%
47	2.14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.14	100.00%
48	1.50	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.50	100.00%
49	0.53	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.53	100.00%
50	3.58	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.58	100.00%
51	0.42	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.42	100.00%
52	1.08	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.08	100.00%
53	0.41	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.41	100.00%
62B	2.40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.40	100.00%
63B	0.06	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.06	100.00%
67	1.08	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.08	-	0.00	0.00%
68	0.76	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.76	100.00%
69	0.94	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.94	100.00%
70	0.48	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.48	100.00%
70A	0.06	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.06	100.00%
71	0.44	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.44	100.00%
72	0.40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.40	100.00%
73	0.57	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.57	100.00%
74	0.40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.40	100.00%
75	1.56	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.56	100.00%
76	2.40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.40	100.00%
77	0.40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.40	100.00%
78	1.43	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.43	100.00%
79	0.48	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.48	100.00%
80	0.94	-	-	-	-	0.22	-	-	-	-	-	-	-	-	-	-	-	0.72	76.89%

This page has been left intentionally blank

This page does not exist in 2011 version

PSP PROPERTY ID	TOTAL AREA (HECTARES)	TRANSPORT					COMMUNITY & EDUCATION			OPEN SPACE							OTHER	TOTAL NET DEVELOPABLE AREA (HECTARES)	NET DEVELOPABLE AREA % OF PROPERTY	
		ARTERIAL ROAD				OTHER TRANSPORT				UNCREDITED OPEN SPACE				CREDITED OPEN SPACE		REGIONAL OPEN SPACE				
		ARTERIAL ROAD - EXISTING ROAD RESERVE	ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING	NON-ARTERIAL ROAD - RETAINED EXISTING ROAD RESERVE	PUBLIC TRANSPORT FACILITIES / RESERVE		NON-ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING	STATE GOVERNMENT COMMUNITY FACILITY	GOVERNMENT SCHOOL	POTENTIAL NON-GOVERNMENT SCHOOL	CONSERVATION RESERVE	WATERWAY AND DRAINAGE RESERVE	UTILITIES EASEMENTS	HERITAGE RESERVE	LOCAL SPORTS RESERVE	LOCAL NETWORK PARK	REGIONAL OPEN SPACE (CARDINIA CREEK PARKLANDS)			EXISTING DEVELOPED LAND
81	0.58	-	-	-	-	0.21	-	-	-	-	-	-	-	-	-	-	-	-	0.37	63.21%
82	0.72	-	-	-	-	0.03	-	-	-	-	-	-	-	-	-	-	-	-	0.70	96.51%
83	2.19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.19	100.00%
84	1.72	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.72	100.00%
85	1.20	-	-	-	-	-	-	-	-	-	-	-	-	-	0.32	-	-	-	0.88	73.26%
86	0.26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.26	100.00%
87	1.42	-	-	-	-	0.74	-	-	-	-	-	-	-	-	0.05	-	-	-	0.63	44.34%
88	0.22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.22	100.00%
89	0.81	-	-	-	-	-	-	-	-	-	-	0.08	-	-	0.05	-	-	-	0.69	84.78%
90	0.81	-	-	-	-	-	-	-	-	-	-	0.22	-	-	0.05	-	-	-	0.55	67.11%
91	1.60	-	-	-	-	-	-	-	-	-	-	0.46	-	-	0.14	-	-	-	1.00	62.34%
92	0.95	-	-	-	-	-	-	-	-	-	-	0.23	-	-	0.02	-	-	-	0.70	73.48%
93	0.67	-	-	-	-	-	-	-	-	-	-	0.03	-	-	0.06	-	-	-	0.58	87.13%
94	0.95	-	-	-	-	-	-	-	-	-	-	-	-	-	0.19	-	-	-	0.76	79.74%
95	1.15	-	-	-	-	-	-	-	-	-	-	-	-	-	0.35	-	-	-	0.80	69.33%
96	1.14	-	-	-	-	-	-	-	-	-	-	-	-	-	0.28	-	-	-	0.86	75.54%
97	6.00	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	-	-	-	6.00	100.00%
98	0.81	-	-	-	-	0.04	-	-	-	-	-	-	-	0.77	-	-	-	-	0.00	0.00%
99	4.04	-	-	-	-	0.67	-	2.05	0.00	-	-	-	-	-	-	-	-	-	1.33	32.81%
100	4.03	-	-	-	-	0.03	-	-	3.99	-	-	-	-	-	-	-	-	-	0.00	0.00%
101	4.03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.03	100.00%
102	4.03	-	-	-	-	-	-	-	-	-	-	0.53	-	-	0.00	-	-	-	3.50	86.76%
103	12.63	-	-	-	-	-	-	-	-	-	2.16	-	-	9.99	-	-	-	-	0.48	3.79%
104	7.27	-	-	-	-	-	-	-	-	-	2.34	-	-	0.14	-	-	-	-	4.78	65.79%
105	5.82	-	-	-	-	0.85	-	-	-	-	1.04	-	-	-	-	-	-	-	3.93	67.64%

This page has been left intentionally blank

This page does not exist in 2011 version

PSP PROPERTY ID	TOTAL AREA (HECTARES)	TRANSPORT					COMMUNITY & EDUCATION			OPEN SPACE							OTHER	TOTAL NET DEVELOPABLE AREA (HECTARES)	NET DEVELOPABLE AREA % OF PROPERTY
		ARTERIAL ROAD				OTHER TRANSPORT				UNCREDITED OPEN SPACE				CREDITED OPEN SPACE		REGIONAL OPEN SPACE			
		ARTERIAL ROAD - EXISTING ROAD RESERVE	ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING	NON-ARTERIAL ROAD - RETAINED EXISTING ROAD RESERVE	PUBLIC TRANSPORT FACILITIES / RESERVE	NON-ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING	STATE GOVERNMENT COMMUNITY FACILITY	GOVERNMENT SCHOOL	POTENTIAL NON-GOVERNMENT SCHOOL	CONSERVATION RESERVE	WATERWAY AND DRAINAGE RESERVE	UTILITIES EASEMENTS	HERITAGE RESERVE	LOCAL SPORTS RESERVE	LOCAL NETWORK PARK	REGIONAL OPEN SPACE (CARDINIA CREEK PARKLANDS)	EXISTING DEVELOPED LAND		
106	4.90	-	-	-	-	-	-	-	-	-	1.06	-	-	-	0.53	-	-	3.30	67.43%
107	4.53	-	-	-	-	-	-	-	-	-	0.94	0.54	-	-	0.55	-	-	2.50	55.25%
118B	0.62	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.62	100.00%
119	11.70	-	0.67	-	-	-	-	-	-	-	2.30	-	-	-	-	-	-	8.73	74.60%
132	0.28	-	-	0.04	-	-	-	0.24	-	-	-	-	-	-	-	-	-	0.00	0.00%
133	0.07	-	-	-	-	-	-	0.06	-	-	-	-	-	-	-	-	-	0.01	9.82%
139	33.45	-	0.62	-	-	-	-	8.31	-	-	6.53	-	-	-	1.08	-	-	16.91	50.55%
140	5.52	-	0.29	-	-	-	-	-	-	-	1.03	-	-	-	-	-	-	4.19	75.96%
141	1.79	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.79	100.00%
142	1.84	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.84	100.00%
143	3.31	-	-	-	-	0.18	-	-	-	-	-	-	-	-	-	-	-	3.13	94.68%
144	0.02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.02	100.00%
145	0.55	-	-	-	-	0.08	-	-	-	-	-	-	-	-	-	-	-	0.47	85.23%
146	0.56	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.56	100.00%
147	0.54	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.54	100.00%
148	0.98	-	-	-	-	-	-	-	-	-	-	-	0.25	-	-	-	-	0.72	73.95%
149	0.62	-	-	-	-	-	-	-	-	-	-	-	0.00	-	-	-	-	0.62	100.00%
150	0.78	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.78	100.00%
151	12.28	-	-	-	-	0.66	-	0.00	-	-	-	-	-	-	0.84	-	-	10.78	87.76%
152	63.21	-	-	-	-	3.41	0.50	3.50	-	-	0.89	2.39	-	-	1.97	-	9.53	41.04	64.93%
153	0.38	-	-	-	-	-	-	-	-	-	0.38	-	-	-	-	-	-	0.00	0.00%
154	0.78	-	-	-	-	-	-	-	-	-	0.37	-	0.14	-	-	-	-	0.27	35.01%
155	2.98	-	-	-	-	-	-	-	-	-	0.18	-	1.26	-	-	-	-	1.54	51.72%
166B	6.33	-	-	-	-	-	-	-	-	-	-	-	-	-	1.00	-	-	5.33	84.20%
175B	2.16	-	-	-	-	-	-	-	-	-	0.44	-	-	-	-	-	-	1.71	79.41%

This page has been left intentionally blank

This page does not exist in 2011 version

PSP PROPERTY ID	TOTAL AREA (HECTARES)	TRANSPORT					COMMUNITY & EDUCATION			OPEN SPACE							OTHER	TOTAL NET DEVELOPABLE AREA (HECTARES)	NET DEVELOPABLE AREA % OF PROPERTY	
		ARTERIAL ROAD				OTHER TRANSPORT				UNCREDITED OPEN SPACE				CREDITED OPEN SPACE		REGIONAL OPEN SPACE				
		ARTERIAL ROAD - EXISTING ROAD RESERVE	ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING	NON-ARTERIAL ROAD - RETAINED EXISTING ROAD RESERVE	PUBLIC TRANSPORT FACILITIES / RESERVE		NON-ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING	STATE GOVERNMENT COMMUNITY FACILITY	GOVERNMENT SCHOOL	POTENTIAL NON-GOVERNMENT SCHOOL	CONSERVATION RESERVE	WATERWAY AND DRAINAGE RESERVE	UTILITIES EASEMENTS	HERITAGE RESERVE	LOCAL SPORTS RESERVE	LOCAL NETWORK PARK	REGIONAL OPEN SPACE (CARDINIA CREEK PARKLANDS)			EXISTING DEVELOPED LAND
176B	2.61	-	-	-	-	-	-	-	-	-	0.76	-	-	-	-	-	-	-	1.86	71.11%
177	5.22	-	-	-	-	-	-	-	-	-	-	-	-	5.22	-	-	-	-	0.00	0.00%
178	4.97	-	-	-	-	0.06	-	-	-	-	-	-	-	4.91	-	-	-	-	0.00	0.00%
179	1.99	-	-	-	-	0.19	-	-	-	-	-	-	0.99	-	-	-	-	-	0.81	40.68%
180	16.50	-	-	-	-	-	-	6.37	-	-	-	-	-	4.00	-	-	-	-	6.12	37.13%
181	8.11	-	-	-	-	-	0.37	2.57	-	-	-	-	-	-	-	-	-	-	5.18	63.83%
182	8.66	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8.66	100.00%
183	14.12	-	-	-	-	-	-	-	-	-	-	-	-	-	0.88	-	-	-	13.23	93.74%
184	0.12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.12	100.00%
185	1.62	-	-	-	-	-	-	-	-	-	-	-	1.33	-	-	-	-	-	0.29	17.87%
186	0.55	-	-	-	-	-	-	-	-	-	-	-	0.09	-	-	-	-	-	0.46	83.09%
187	11.05	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11.05	100.00%
221	11.86	-	0.53	-	-	0.36	-	2.79	-	-	-	-	-	-	-	-	-	-	8.18	68.98%
222	9.72	-	-	-	-	0.18	0.60	0.71	-	-	-	-	-	-	0.82	-	-	-	7.41	76.22%
223	2.41	-	-	-	-	0.22	-	-	-	-	-	-	-	-	-	-	-	-	2.19	90.87%
224	12.21	-	-	-	-	0.39	-	-	-	-	-	-	-	-	0.90	-	-	-	10.92	89.44%
225	12.23	-	-	-	-	0.39	-	-	-	-	-	-	-	-	-	-	-	-	11.84	96.85%
226	11.32	-	-	-	-	0.19	-	-	-	-	-	-	-	-	0.51	-	-	-	10.63	93.83%
227	0.51	-	-	-	-	0.06	-	-	-	-	-	-	-	-	-	-	-	-	0.45	88.13%
228	4.99	-	-	-	-	0.11	-	-	-	-	-	-	-	-	-	-	-	-	4.88	97.88%
229	1.02	-	-	-	-	0.31	-	-	-	-	-	-	-	-	-	-	-	-	0.71	69.82%
230	1.99	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.99	100.00%
231	20.02	-	-	-	-	-	-	-	-	-	-	-	-	-	11.39	3.56	-	-	5.07	25.33%
232	1.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.00	100.00%
233B	1.62	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.62	100.00%

This page has been left intentionally blank

This page does not exist in 2011 version

PSP PROPERTY ID	TOTAL AREA (HECTARES)	TRANSPORT					COMMUNITY & EDUCATION			OPEN SPACE							OTHER	TOTAL NET DEVELOPABLE AREA (HECTARES)	NET DEVELOPABLE AREA % OF PROPERTY
		ARTERIAL ROAD				OTHER TRANSPORT				UNCREDITED OPEN SPACE				CREDITED OPEN SPACE		REGIONAL OPEN SPACE			
		ARTERIAL ROAD - EXISTING ROAD RESERVE	ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING	NON-ARTERIAL ROAD - RETAINED EXISTING ROAD RESERVE	PUBLIC TRANSPORT FACILITIES / RESERVE	NON-ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING	STATE GOVERNMENT COMMUNITY FACILITY	GOVERNMENT SCHOOL	POTENTIAL NON-GOVERNMENT SCHOOL	CONSERVATION RESERVE	WATERWAY AND DRAINAGE RESERVE	UTILITIES EASEMENTS	HERITAGE RESERVE	LOCAL SPORTS RESERVE	LOCAL NETWORK PARK	REGIONAL OPEN SPACE (CARDINIA CREEK PARKLANDS)	EXISTING DEVELOPED LAND		
234	3.47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.47	100.00%
235	0.40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.40	100.00%
236	3.59	-	-	-	-	-	-	-	3.59	-	-	-	-	-	-	-	-	0.00	0.00%
237	4.04	-	-	-	-	-	-	-	4.04	-	-	-	-	-	-	-	-	0.00	0.00%
238	5.72	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5.72	100.00%
239	5.62	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5.62	100.00%
240	5.71	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.00	-	4.71	82.47%
241	5.59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5.59	100.00%
242	10.80	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10.80	100.00%
243	0.98	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.98	100.00%
244	1.03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.03	100.00%
245	2.05	-	-	-	-	0.41	-	-	-	-	-	-	-	-	-	-	-	1.64	80.00%
246	0.39	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.39	100.00%
247	0.62	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.62	100.00%
248	0.98	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.98	100.00%
249	2.09	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.09	100.00%
250	0.58	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.58	100.00%
251	0.51	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.51	100.00%
252	4.04	-	-	-	-	-	-	-	-	-	1.18	-	-	-	-	-	-	2.86	70.79%
253	4.04	-	-	-	-	0.69	-	-	-	-	0.43	-	-	-	-	-	-	2.93	72.40%
254	3.95	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.95	100.00%
255	2.30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.30	100.00%
256	1.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.00	100.00%
257	1.02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.02	100.00%
258	4.03	-	-	-	-	-	-	-	-	-	-	0.54	-	-	-	-	-	3.50	86.67%

This page has been left intentionally blank

This page does not exist in 2011 version

PSP PROPERTY ID	TOTAL AREA (HECTARES)	TRANSPORT					COMMUNITY & EDUCATION			OPEN SPACE							OTHER	TOTAL NET DEVELOPABLE AREA (HECTARES)	NET DEVELOPABLE AREA % OF PROPERTY	
		ARTERIAL ROAD				OTHER TRANSPORT				UNCREDITED OPEN SPACE				CREDITED OPEN SPACE		REGIONAL OPEN SPACE				
		ARTERIAL ROAD - EXISTING ROAD RESERVE	ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING	NON-ARTERIAL ROAD - RETAINED EXISTING ROAD RESERVE	PUBLIC TRANSPORT FACILITIES / RESERVE		NON-ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING	STATE GOVERNMENT COMMUNITY FACILITY	GOVERNMENT SCHOOL	POTENTIAL NON-GOVERNMENT SCHOOL	CONSERVATION RESERVE	WATERWAY AND DRAINAGE RESERVE	UTILITIES EASEMENTS	HERITAGE RESERVE	LOCAL SPORTS RESERVE	LOCAL NETWORK PARK	REGIONAL OPEN SPACE (CARDINIA CREEK PARKLANDS)			EXISTING DEVELOPED LAND
259	0.14	-	-	-	-	-	-	-	-	-	-	-	-	0.14	-	-	-	-	0.00	0.00%
260	4.59	-	-	-	-	-	-	-	0.68	-	-	-	-	-	-	-	-	-	3.90	85.07%
261	3.54	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.54	100.00%
262	4.06	-	-	-	-	0.64	0.54	1.52	-	-	-	-	-	-	-	-	-	-	1.36	33.53%
263	4.07	-	-	-	-	0.04	-	-	4.04	-	-	-	-	-	-	-	-	-	0.00	0.00%
264	4.07	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.07	100.00%
265	4.03	-	-	-	-	-	-	-	-	-	-	0.54	-	-	0.83	-	-	-	2.67	66.17%
266	4.07	-	-	-	-	-	-	-	-	-	-	-	-	-	0.02	-	-	-	4.05	99.44%
308	12.71	-	-	-	-	0.13	-	-	-	-	2.48	-	-	-	-	-	-	-	10.10	79.44%
309	12.24	-	-	-	-	1.18	-	-	-	-	0.33	-	-	-	0.49	-	-	-	10.23	83.62%
310	0.41	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.41	100.00%
311	0.41	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.41	100.00%
312	0.64	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.64	100.00%
313	1.02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.02	100.00%
314	1.07	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.07	100.00%
315	0.61	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.61	100.00%
316	0.49	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.49	100.00%
317	0.41	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.41	100.00%
318	0.44	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.44	100.00%
319	0.10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.10	100.00%
320	0.40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.40	100.00%
321	0.67	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.67	100.00%
322	8.11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8.11	-	-	0.00	0.00%
327	1.22	-	-	-	-	-	-	1.22	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
328	0.34	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.34	100.00%

This page has been left intentionally blank

This page does not exist in 2011 version

PSP PROPERTY ID	TOTAL AREA (HECTARES)	TRANSPORT					COMMUNITY & EDUCATION			OPEN SPACE							OTHER	TOTAL NET DEVELOPABLE AREA (HECTARES)	NET DEVELOPABLE AREA % OF PROPERTY
		ARTERIAL ROAD				OTHER TRANSPORT				UNCREDITED OPEN SPACE				CREDITED OPEN SPACE		REGIONAL OPEN SPACE			
		ARTERIAL ROAD - EXISTING ROAD RESERVE	ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING	NON-ARTERIAL ROAD - RETAINED EXISTING ROAD RESERVE	PUBLIC TRANSPORT FACILITIES / RESERVE		NON-ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING	STATE GOVERNMENT COMMUNITY FACILITY	GOVERNMENT SCHOOL	POTENTIAL NON-GOVERNMENT SCHOOL	CONSERVATION RESERVE	WATERWAY AND DRAINAGE RESERVE	UTILITIES EASEMENTS	HERITAGE RESERVE	LOCAL SPORTS RESERVE	LOCAL NETWORK PARK	REGIONAL OPEN SPACE (CARDINIA CREEK PARKLANDS)		
329	0.20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.20	100.00%
330	0.20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.20	100.00%
331	0.20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.20	100.00%
332	0.20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.20	100.00%
333	0.21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.21	100.00%
334	0.20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.20	100.00%
335	0.20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.20	100.00%
336	0.22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.22	100.00%
337	1.02	-	-	-	-	-	-	-	-	-	0.28	-	-	-	-	-	-	0.73	72.25%
338	4.07	-	-	-	-	-	-	-	4.07	-	-	-	-	-	-	-	-	0.00	0.00%
339	4.04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.04	100.00%
341	0.10	-	-	-	-	-	0.10	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
342	0.21	-	-	-	-	-	0.21	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
343	0.11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.11	100.00%
344	0.11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.11	100.00%
345	0.11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.11	100.00%
346	1.01	-	-	-	-	-	-	-	-	-	0.17	-	-	-	-	-	-	0.84	83.11%
347	1.01	-	-	-	-	-	-	-	-	-	0.17	-	-	-	-	-	-	0.84	82.86%
348	2.01	-	-	-	-	-	-	-	-	-	0.85	-	-	-	-	-	-	1.16	57.61%
349	4.02	-	-	-	-	0.69	-	-	-	-	1.44	-	-	-	-	-	-	1.89	47.08%
350	7.84	-	-	-	-	0.00	-	-	7.84	-	-	-	-	-	-	-	-	0.00	0.00%
351	4.02	-	-	-	-	-	-	-	-	-	-	0.54	-	-	-	-	-	3.48	86.66%
352	4.02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.02	100.00%
353	0.50	-	-	-	-	0.11	-	-	-	-	-	-	-	-	-	-	-	0.39	77.76%
354	1.65	-	-	-	-	0.69	-	-	-	-	-	-	-	-	0.05	-	-	0.91	55.30%

This page has been left intentionally blank

This page does not exist in 2011 version

PSP PROPERTY ID	TOTAL AREA (HECTARES)	TRANSPORT					COMMUNITY & EDUCATION			OPEN SPACE							OTHER	TOTAL NET DEVELOPABLE AREA (HECTARES)	NET DEVELOPABLE AREA % OF PROPERTY
		ARTERIAL ROAD				OTHER TRANSPORT				UNCREDITED OPEN SPACE				CREDITED OPEN SPACE		REGIONAL OPEN SPACE			
		ARTERIAL ROAD - EXISTING ROAD RESERVE	ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING	NON-ARTERIAL ROAD - RETAINED EXISTING ROAD RESERVE	PUBLIC TRANSPORT FACILITIES / RESERVE		NON-ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING	STATE GOVERNMENT COMMUNITY FACILITY	GOVERNMENT SCHOOL	POTENTIAL NON-GOVERNMENT SCHOOL	CONSERVATION RESERVE	WATERWAY AND DRAINAGE RESERVE	UTILITIES EASEMENTS	HERITAGE RESERVE	LOCAL SPORTS RESERVE	LOCAL NETWORK PARK	REGIONAL OPEN SPACE (CARDINIA CREEK PARKLANDS)		
355	1.61	-	-	-	-	-	-	-	-	-	-	-	-	-	0.10	-	-	1.52	94.09%
356	0.84	-	-	-	-	-	-	-	-	-	-	-	-	-	0.11	-	-	0.73	86.92%
357	0.75	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.75	100.00%
358	0.84	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.84	100.00%
359	0.97	-	-	-	-	-	-	-	-	-	-	0.24	-	-	0.19	-	-	0.54	55.59%
360	0.19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.19	100.00%
361	0.40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.40	100.00%
362	0.09	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.09	100.00%
363	0.09	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.09	100.00%
364	0.24	-	-	-	-	-	-	-	-	-	-	0.02	-	-	-	-	-	0.22	89.67%
365	4.45	-	-	-	-	-	-	-	-	-	-	0.80	-	-	0.65	-	-	3.00	67.35%
366	0.50	-	-	-	-	-	-	-	-	-	-	0.09	-	-	-	-	-	0.42	82.45%
366A	0.07	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.07	100.00%
367	27.29	-	-	0.00	-	-	-	-	-	-	-	1.30	-	-	-	-	0.00	25.98	95.23%
368	3.28	-	-	-	-	0.95	-	-	-	-	-	-	-	-	-	-	-	2.34	71.11%
369	2.50	-	-	-	-	-	-	-	-	-	-	-	2.50	-	-	-	-	0.00	0.00%
370	0.24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.24	100.00%
371	1.50	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.50	100.00%
372	1.06	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.06	100.00%
373	0.41	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.41	100.00%
374	1.27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.27	100.00%
375	15.13	-	-	-	-	-	-	-	-	-	-	0.19	-	-	2.08	-	0.00	12.86	85.03%
376	11.98	-	-	-	-	-	-	-	-	-	-	2.81	-	-	-	-	9.17	0.00	0.00%
377	8.41	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8.41	0.00	0.00%

This page has been left intentionally blank

This page does not exist in 2011 version

PSP PROPERTY ID	TOTAL AREA (HECTARES)	TRANSPORT					COMMUNITY & EDUCATION			OPEN SPACE							OTHER	TOTAL NET DEVELOPABLE AREA (HECTARES)	NET DEVELOPABLE AREA % OF PROPERTY
		ARTERIAL ROAD				OTHER TRANSPORT				UNCREDITED OPEN SPACE				CREDITED OPEN SPACE		REGIONAL OPEN SPACE			
		ARTERIAL ROAD - EXISTING ROAD RESERVE	ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING	NON-ARTERIAL ROAD - RETAINED EXISTING ROAD RESERVE	PUBLIC TRANSPORT FACILITIES / RESERVE	NON-ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING	STATE GOVERNMENT COMMUNITY FACILITY	GOVERNMENT SCHOOL	POTENTIAL NON-GOVERNMENT SCHOOL	CONSERVATION RESERVE	WATERWAY AND DRAINAGE RESERVE	UTILITIES EASEMENTS	HERITAGE RESERVE	LOCAL SPORTS RESERVE	LOCAL NETWORK PARK	REGIONAL OPEN SPACE (CARDINIA CREEK PARKLANDS)	EXISTING DEVELOPED LAND		
378	1.72	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.72	-	0.00	0.00%
379	3.12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.12	-	0.00	0.00%
380	0.73	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.73	-	0.00	0.00%
ROAD / RAIL RESERVE																			
R1	1.97	-	-	1.26	-	0.00	-	-	-	-	-	0.08	-	-	-	-	-	0.63	32.04%
R2	2.72	0.02	-	1.31	-	-	-	-	-	-	-	0.17	-	-	-	-	1.05	0.17	6.09%
R3	0.77	-	-	-	-	0.03	-	-	-	-	0.14	-	0.00	-	0.11	-	-	0.48	62.53%
R4	0.20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.20	100.00%
R5	3.94	-	-	3.94	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
R6B	2.71	-	-	2.71	-	0.00	-	-	-	-	-	0.00	-	-	0.00	-	-	0.00	0.00%
R7B	2.65	-	-	2.65	-	0.00	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
R8B	2.63	-	-	2.63	-	-	-	-	-	-	-	0.00	-	-	-	-	-	0.00	0.00%
R9	3.08	-	-	3.08	-	0.00	-	-	-	-	-	0.00	-	-	-	-	-	0.00	0.00%
R10B	9.90	9.90	-	-	-	0.00	-	-	-	-	-	-	0.00	-	-	-	-	0.00	0.00%
R11	2.12	-	-	2.03	0.08	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
R14B	5.62	-	-	-	5.62	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
R15	2.19	-	-	2.19	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
R16	0.05	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.05	-	0.00	0.00%
R17	0.98	-	-	0.98	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
R18B	0.52	-	-	0.52	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
R19B	5.93	-	-	5.93	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
R20	1.25	-	-	1.25	-	0.00	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
R21	1.68	-	0.00	1.68	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
SUB-TOTAL	871.71	9.93	2.11	32.20	5.70	20.59	2.31	33.21	32.31	0.00	35.32	14.02	6.57	30.41	29.86	18.36	28.16	570.66	65.46%

This page has been left intentionally blank

This page does not exist in 2011 version

PSP PROPERTY ID	TOTAL AREA (HECTARES)	TRANSPORT					COMMUNITY & EDUCATION			OPEN SPACE							OTHER	TOTAL NET DEVELOPABLE AREA (HECTARES)	NET DEVELOPABLE AREA % OF PROPERTY
		ARTERIAL ROAD				OTHER TRANSPORT				UNCREDITED OPEN SPACE				CREDITED OPEN SPACE		REGIONAL OPEN SPACE			
		ARTERIAL ROAD - EXISTING ROAD RESERVE	ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING	NON-ARTERIAL ROAD - RETAINED EXISTING ROAD RESERVE	PUBLIC TRANSPORT FACILITIES / RESERVE		NON-ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING	STATE GOVERNMENT COMMUNITY FACILITY	GOVERNMENT SCHOOL	POTENTIAL NON-GOVERNMENT SCHOOL	CONSERVATION RESERVE	WATERWAY AND DRAINAGE RESERVE	UTILITIES EASEMENTS	HERITAGE RESERVE	LOCAL SPORTS RESERVE	LOCAL NETWORK PARK	REGIONAL OPEN SPACE (CARDINIA CREEK PARKLANDS)		
OFFICER TOWN CENTRE																			
11	0.11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.11	100.00%
54	0.07	-	-	-	-	-	-	-	-	-	0.07	-	-	-	-	-	-	0.00	0.00%
55	0.35	-	-	-	-	-	-	-	-	-	0.07	-	-	-	-	-	-	0.29	81.23%
56	0.35	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.35	100.00%
57	0.35	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.35	100.00%
58	2.33	-	-	0.11	-	-	-	-	-	-	-	-	-	-	-	-	-	2.21	95.22%
59	0.60	-	-	-	-	-	-	-	-	-	0.08	-	-	-	-	-	-	0.52	86.77%
60	0.63	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.63	100.00%
61	0.08	-	-	-	-	-	-	-	-	-	0.08	-	-	-	-	-	-	0.00	0.00%
62	1.20	-	1.18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.02	1.84%
63	1.54	-	0.94	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.60	39.06%
64	1.64	-	0.38	0.00	-	-	-	-	-	-	0.52	-	-	-	-	-	-	0.75	45.45%
65	0.90	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.90	100.00%
66	2.16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.16	100.00%
108	0.08	-	-	-	0.08	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
109	0.11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.11	100.00%
110	0.20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.20	100.00%
111	0.20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.20	100.00%
112	0.07	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.07	100.00%
113	0.05	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.05	100.00%
114	0.08	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.08	100.00%
115	0.21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.21	100.00%
116	0.18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.18	100.00%
117	0.22	-	0.01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.21	96.23%

This page has been left intentionally blank

This page does not exist in 2011 version

PSP PROPERTY ID	TOTAL AREA (HECTARES)	TRANSPORT					COMMUNITY & EDUCATION			OPEN SPACE							OTHER	TOTAL NET DEVELOPABLE AREA (HECTARES)	NET DEVELOPABLE AREA % OF PROPERTY
		ARTERIAL ROAD				OTHER TRANSPORT				UNCREDITED OPEN SPACE				CREDITED OPEN SPACE		REGIONAL OPEN SPACE			
		ARTERIAL ROAD - EXISTING ROAD RESERVE	ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING	NON-ARTERIAL ROAD - RETAINED EXISTING ROAD RESERVE	PUBLIC TRANSPORT FACILITIES / RESERVE		NON-ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING	STATE GOVERNMENT COMMUNITY FACILITY	GOVERNMENT SCHOOL	POTENTIAL NON-GOVERNMENT SCHOOL	CONSERVATION RESERVE	WATERWAY AND DRAINAGE RESERVE	UTILITIES EASEMENTS	HERITAGE RESERVE	LOCAL SPORTS RESERVE	LOCAL NETWORK PARK	REGIONAL OPEN SPACE (CARDINIA CREEK PARKLANDS)		
118	1.40	-	1.33	-	-	-	-	-	-	-	0.06	-	-	-	-	-	-	0.01	0.40%
120	0.41	-	-	-	0.41	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
121	0.44	-	-	-	0.44	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
122	0.31	-	-	-	0.31	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
123	0.20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.20	100.00%
124	0.21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.21	100.00%
125	0.21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.21	100.00%
126	0.20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.20	100.00%
127	0.20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.20	100.00%
128	0.20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.20	100.00%
129	0.21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.21	100.00%
130	4.64	-	-	0.11	0.08	-	-	-	-	-	-	-	-	-	-	-	-	4.45	95.88%
131	9.96	-	-	0.05	-	-	-	-	-	-	2.56	-	-	-	0.43	-	-	6.91	69.45%
132B	3.76	-	-	0.85	-	-	-	0.01	-	0.04	0.00	-	-	-	-	-	-	2.86	76.07%
133B	2.23	-	-	0.58	-	-	-	0.03	-	-	-	-	-	-	-	-	-	1.62	72.67%
134	1.86	-	-	0.37	-	-	-	-	-	-	-	-	-	-	-	-	-	1.49	80.21%
134B	0.03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.03	100.00%
135	0.22	-	-	-	-	-	-	-	-	-	0.22	-	-	-	-	-	-	0.00	0.00%
136	0.27	-	-	-	-	-	-	-	-	-	0.27	-	-	-	-	-	-	0.00	0.00%
137	0.31	-	-	-	-	-	-	-	-	-	0.31	-	-	-	-	-	-	0.00	0.00%
138	0.34	-	-	0.22	-	-	-	-	-	-	0.11	-	-	-	-	-	-	0.00	0.00%
139B	0.65	-	0.00	0.28	-	-	-	0.00	-	-	0.09	-	-	-	-	-	-	0.27	41.78%
156	0.27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.27	100.00%
157	0.21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.21	100.00%
158	0.19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.19	100.00%

This page has been left intentionally blank

This page does not exist in 2011 version

PSP PROPERTY ID	TOTAL AREA (HECTARES)	TRANSPORT					COMMUNITY & EDUCATION			OPEN SPACE							OTHER	TOTAL NET DEVELOPABLE AREA (HECTARES)	NET DEVELOPABLE AREA % OF PROPERTY
		ARTERIAL ROAD				OTHER TRANSPORT				UNCREDITED OPEN SPACE				CREDITED OPEN SPACE		REGIONAL OPEN SPACE			
		ARTERIAL ROAD - EXISTING ROAD RESERVE	ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING	NON-ARTERIAL ROAD - RETAINED EXISTING ROAD RESERVE	PUBLIC TRANSPORT FACILITIES / RESERVE	NON-ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING	STATE GOVERNMENT COMMUNITY FACILITY	GOVERNMENT SCHOOL	POTENTIAL NON-GOVERNMENT SCHOOL	CONSERVATION RESERVE	WATERWAY AND DRAINAGE RESERVE	UTILITIES EASEMENTS	HERITAGE RESERVE	LOCAL SPORTS RESERVE	LOCAL NETWORK PARK	REGIONAL OPEN SPACE (CARDINIA CREEK PARKLANDS)	EXISTING DEVELOPED LAND		
159	0.61	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.61	100.00%
160	0.20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.20	100.00%
161	0.21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.21	100.00%
162	0.20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.20	100.00%
163	0.21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.21	100.00%
164	0.20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.20	100.00%
165	0.27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.27	100.00%
166	0.27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.27	100.00%
167	0.57	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.57	100.00%
168	0.17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.17	100.00%
169	0.16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.16	100.00%
170	0.10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.10	100.00%
171	0.07	-	-	0.07	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
172	0.11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.11	100.00%
173	0.08	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.08	100.00%
174	0.08	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.08	100.00%
175	1.53	-	-	-	-	-	-	-	-	-	0.39	-	-	-	-	-	-	1.14	74.23%
176	2.51	-	-	-	-	-	-	-	-	-	0.70	-	-	-	-	-	-	1.81	72.22%
188	20.92	-	1.36	-	0.00	-	-	-	-	19.56	-	-	-	-	-	-	-	0.00	0.00%
189	0.20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.20	100.00%
190	0.24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.24	100.00%
191	0.13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.13	100.00%
192	0.16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.16	100.00%
193	0.13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.13	100.00%
194	0.16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.16	100.00%

This page has been left intentionally blank

This page does not exist in 2011 version

PSP PROPERTY ID	TOTAL AREA (HECTARES)	TRANSPORT					COMMUNITY & EDUCATION			OPEN SPACE							OTHER	TOTAL NET DEVELOPABLE AREA (HECTARES)	NET DEVELOPABLE AREA % OF PROPERTY
		ARTERIAL ROAD				OTHER TRANSPORT				UNCREDITED OPEN SPACE				CREDITED OPEN SPACE		REGIONAL OPEN SPACE			
		ARTERIAL ROAD - EXISTING ROAD RESERVE	ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING	NON-ARTERIAL ROAD - RETAINED EXISTING ROAD RESERVE	PUBLIC TRANSPORT FACILITIES / RESERVE	NON-ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING	STATE GOVERNMENT COMMUNITY FACILITY	GOVERNMENT SCHOOL	POTENTIAL NON-GOVERNMENT SCHOOL	CONSERVATION RESERVE	WATERWAY AND DRAINAGE RESERVE	UTILITIES EASEMENTS	HERITAGE RESERVE	LOCAL SPORTS RESERVE	LOCAL NETWORK PARK	REGIONAL OPEN SPACE (CARDINIA CREEK PARKLANDS)	EXISTING DEVELOPED LAND		
195	0.13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.13	100.00%
196	0.16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.16	100.00%
197	0.41	-	-	-	-	-	-	-	-	0.25	-	-	-	-	-	-	-	0.16	39.49%
198	0.10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.10	100.00%
199	0.07	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.07	100.00%
200	0.08	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.08	100.00%
201	0.03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.03	100.00%
202	1.55	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.55	100.00%
203	0.45	-	-	-	-	-	-	-	-	-	0.45	-	-	-	-	-	-	0.00	0.00%
204	1.88	0.00	-	-	-	-	-	-	-	-	0.39	-	-	-	1.02	-	-	0.47	24.89%
205	0.21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.21	100.00%
206	1.57	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.57	100.00%
207	2.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.00	100.00%
208	0.15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.15	100.00%
209	0.19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.19	100.00%
210	0.19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.19	100.00%
211	0.20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.20	100.00%
212	0.14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.14	100.00%
213	0.14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.14	100.00%
214	7.72	-	-	1.49	-	-	0.79	-	-	-	-	-	-	-	-	-	-	5.44	70.54%
215	0.40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.40	100.00%
216	11.47	-	-	-	-	-	0.37	-	-	-	-	-	-	-	-	-	-	11.11	96.82%
217	10.99	-	-	-	0.00	-	0.55	-	-	-	-	1.37	-	-	-	0.82	-	8.26	75.12%
218	0.30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.30	100.00%
219	0.43	-	-	-	-	-	-	-	-	-	0.43	-	-	-	-	-	-	0.00	0.00%

