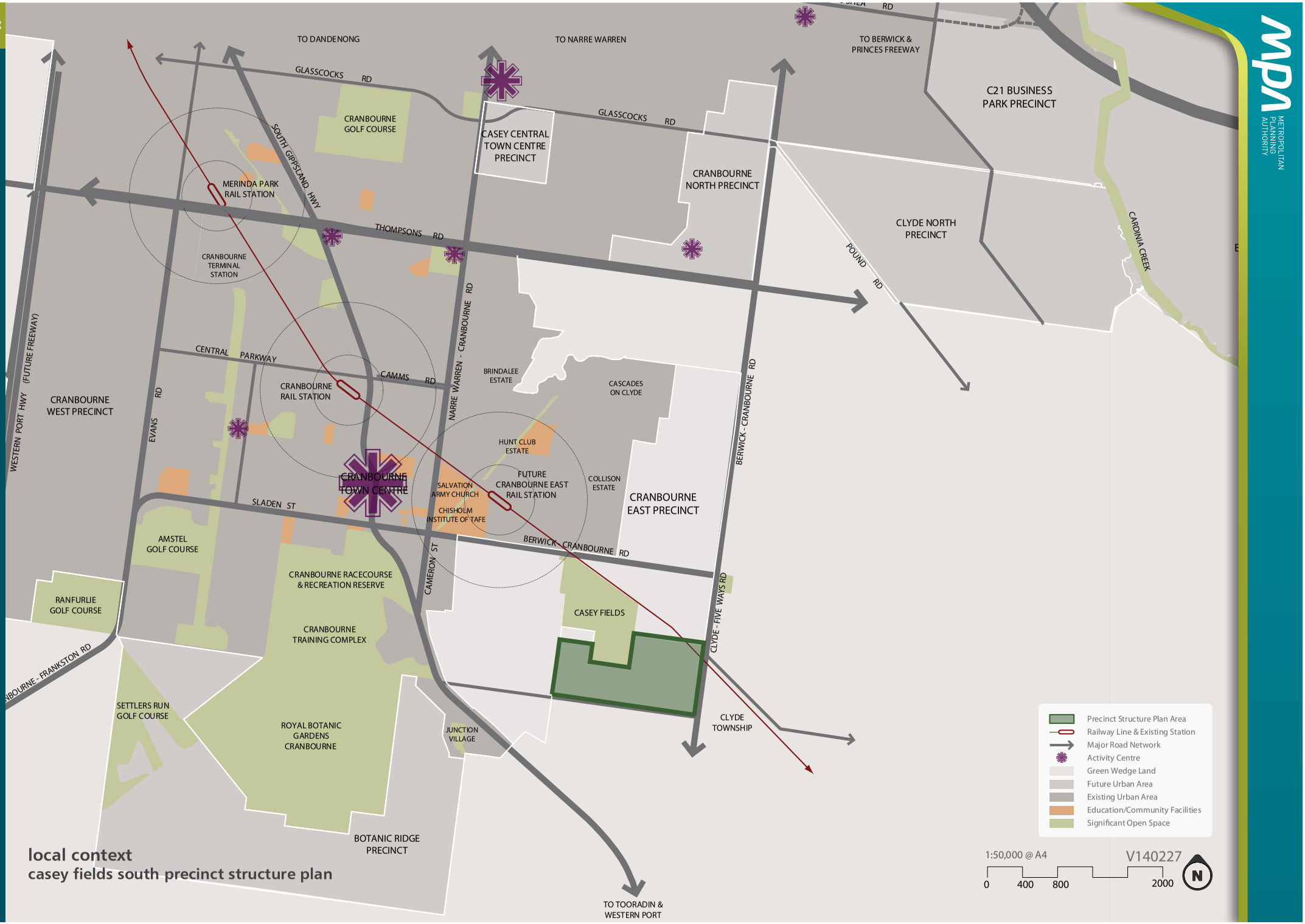
Casey Fields South Residential

Precinct Structure Plan

October 2014
(Amended October 2015)

METROPOLITAN PLANNING AUTHORITY



local context
casey fields south precinct structure plan

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

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Version	Date	Incorporated into the planning scheme by amendment	Description of changes
1	October 2014	Casey C187	N/A
2	October 2015	Casey C208	Update to land budget tables, open space delivery guide.

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1.0 INTRODUCTION

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

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

The PSP:

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

The PSP is informed by:

- State Planning Policy Framework set out in the *Casey Planning Scheme*.
- Local Planning Policy Framework of the *Casey Planning Scheme*.
- *Growth Corridor Plans: Managing Melbourne's Growth* (Growth Areas Authority, June 2012).
- *Clyde Development Contributions Plan* (the DCP) which sets out the requirements for development proponents to make a contribution toward infrastructure required to support the development of the precinct.
- The *Biodiversity Conservation Strategy and Sub-Regional Species Strategies for Melbourne's Growth Areas* (Department of Environment and Primary Industries, 2013).*

*On 11 September 2014 an approval under the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) was issued by the Commonwealth Minister for Environment, Heritage and Water. The approval applies to all actions associated with urban development in Melbourne's southeast growth corridor. The Commonwealth approval has effect until 31 December 2060. The approval is subject to conditions specified at Annexure 1 of the approval. Provided the conditions of the EPBC Act approval are satisfied individual assessment and approval under the EPBC Act is not required for development in this precinct.

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

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

- precinct boundary
- property boundaries
- existing roads
- existing urban
- future urban
- contours (0.5m)
- ridge line
- high point (AHD 29)
- low point (AHD 14.5)
- broiler farm recommended separation distance (288m)
- existing vegetation / scattered trees
- direction of slope
- existing dam

plan 1_precinct features
casey fields south precinct structure plan

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1.1 How to read this document

This structure plan guides land use and development where a planning permit is required under the Urban Growth Zone or any other provision of the Casey Planning Scheme that references this structure plan.

A planning application and a planning permit must implement the outcomes of the precinct structure plan. The outcomes are expressed as the vision and objectives.

Each element of the precinct structure plan contains requirements, guidelines and conditions as relevant.

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

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

Conditions in this precinct structure plan must be included in a planning permit.

Development that meets these requirements, guidelines and conditions will be considered to implement the outcomes of the precinct structure plan.

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

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

1.2 Land to which this PSP applies

Casey Fields South Residential PSP occupies an area of approximately 110 ha in the City of Casey, as shown on Plan 1 and on *Casey Planning Scheme* maps as schedule 8 to the Urban Growth Zone.

The PSP is generally defined by Clyde-Five Ways Road in the east and Casey Fields Boulevard in the west; and from Ballarto Road to the southern boundary of Casey Fields Sportsgrounds in the north.

1.3 Development Contributions Plan

Development proponents within the Casey Fields South Residential Precinct are bound by the *Clyde Development Contributions Plan* (the DCP), incorporated in the Casey Planning Scheme. The DCP sets out requirements for infrastructure funding across this and two other precincts (Thompsons Rd PSP1053 and Clyde Creek PSP 1054).

1.4 Background Information

Detailed background information on the precincts is available including their local and metropolitan context, history, biodiversity, landform and topography, open space and community facilities. This information is provided in the Clyde Background Reports and has informed the preparation of the PSPs.

- precinct boundary
- property boundaries
- residential
- local convenience centre
- propposed regional sports fields (Casey Fields)
- local parks (via Clause 52.01)
- wetlands/retarding basins open space
- primary arterial road (6 lane)
- secondary arterial road (4 lane)
- Casey Fields Boulevard
- connector street
- access level 2 street
- access level 2 street w/ green link
- access level 1 street
- broiler farm recommended separation distance (288m)
- future urban
- existing urban
- potential future rail line

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plan 2_future urban structure
casey fields south precinct structure plan

2.0 OUTCOMES

2.1 Vision

The Casey Fields South (Residential) is planned to be predominantly residential, with a local convenience centre located on Ballarto Road. The precinct will ultimately support a residential community of approximately 1,460 dwellings and a population of around 4,100 people.

The precinct will provide an urbanised link between existing development to the west of Casey Fields Boulevard, and proposed new residential areas to the east of Clyde-Five Ways Road.

Casey Fields South PSP will be a community well connected to regional playing fields, and in close proximity to the existing Clyde Township and the Ballarto Road major town centre, and the potential future Clyde Railway Station. The topography of the PSP area provides for attractive views and vistas.

2.2 Objectives

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

IMAGE, CHARACTER, HERITAGE AND HOUSING	
O1	Achieve a diversity of streetscape and open space outcomes to enhance local character and amenity.
O2	Establish a landscape of connecting canopies along streets, parks and waterways.
O3	Deliver a minimum of 1,460 new homes (16 dwellings net developable hectare overall precinct average).
O4	Recognise the history, heritage and character of the Clyde area in a new urban environment through identifying and retaining European and Aboriginal Cultural Heritage elements within the precinct.
O5	Create an urban landscape that integrates with the existing biodiversity, cultural heritage, drainage and landscape values within the precinct.
O6	Ensure medium and high density development is prioritised in locations proximate to high amenity and/or high activity areas.
O7	Promote housing choice through the delivery of a range of lot sizes capable of accommodating a variety of dwelling types.
TOWN CENTRES & EMPLOYMENT	
O8	Encourage the provision of local convenience retail without compromising the functions and roles of nearby town centres.
OPEN SPACE & COMMUNITY FACILITIES	
O9	Deliver an integrated and linked network of local parks, sports reserves and community infrastructure that meets the needs of the new community.
BIODIVERSITY, THREATENED SPECIES & BUSHFIRE MANAGEMENT	
O10	Plan for the long-term conservation of significant heritage, vegetation and fauna habitat areas.
O11	Ensure that bushfire protection measures are considered in the layout and development and the local street network.
TRANSPORT & MOVEMENT	
O12	Provide strong external connections to the surrounding road network to foster accessibility of the precinct.
O13	Develop a slow-speed and permeable connector road network.

- precinct boundary
- 1 property boundary & number
- residential
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- proposed regional sports fields (Casey Fields)
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- primary arterial road (6 lane)
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plan 3_land budget
casey fields south precinct structure plan

INTEGRATED WATER MANAGEMENT & UTILITIES	
O14	Deliver an integrated water management system that reduces reliance on reticulated potable water, increases the re-use of alternative water, minimises flood risk, ensures waterway health, and contributes to a liveable, sustainable and green urban environment.
PRECINCT INFRASTRUCTURE PLAN & STAGING	
O15	Ensure pre-development property structure does not impede the realisation of cohesive and integrated neighbourhoods.
O16	Ensure that development staging is co-ordinated with the delivery of key local and state infrastructure.

Amended by C208

2.3 Summary land budget

The Net Developable Area (NDA) area is established by deducting the land requirements for major roads, servicing, community facilities and open space from the overall Precinct area. The estimated NDA for the precinct is 91 hectares representing approximately 83% of the PSP area.

The land budget shows that the PSP will yield approximately 1,460 dwellings with an average density of 16 dwellings per hectare of Net Developable Hectare (residential and town centres) (NDA-R).

An average household size of 2.8 persons for conventional density housing (based on Victoria in Future 2012) is used to estimate the future population of the PSP area. On this basis the future population of the PSP is estimated to be approximately 4,100 residents.

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

Amended by C208

Table 1 Summary land use budget

DESCRIPTION	HECTARES	% OF TOTAL PRECINCT	% OF NDA
	110.06		
TRANSPORT			
PAO	0.00	0.00%	0.00%
DCP Arterial Roads / Widening	1.96	1.78%	2.14%
DCP Flaring for intersections	0.39	0.35%	0.43%
Existing Road Reserves	0.00	0.00%	0.00%
Tree Reserve	0.00	0.00%	0.00%
Railway Corridor / Easement	0.89	0.81%	0.97%
Sub-Total Transport	**3.24**	**2.94%**	**3.54%**
COMMUNITY & EDUCATION			
DCP Community facilities	0.00	0.00%	0.00%
DCP Indoor Recreation facilities	0.00	0.00%	0.00%
Potential Government Education	0.00	0.00%	0.00%
Existing Government Education	0.00	0.00%	0.00%
Non-Government Education	0.00	0.00%	0.00%
Sub-Total Community & Education	**0.00**	**0.00%**	**0.00%**

DESCRIPTION	HECTARES	% OF TOTAL PRECINCT	% OF NDA
OPEN SPACE			
SERVICE OPEN SPACE			
Power / Gas Easement	0.00	0.00%	0.00%
Waterway Corridor / Wetland / Retarding	4.60	4.18%	5.02%
Desalination Pipe Easement (+ gap between easement and road)	0.00	0.00%	0.00%
Heritage (Post Contract)	0.00	0.00%	0.00%
Heritage (Aboriginal)	0.00	0.00%	0.00%
Conservation (EPBC Category 1)	0.00	0.00%	0.00%
Sub-Total Service Open Space	**4.60**	**4.18%**	**5.02%**
CREDITED OPEN SPACE			
Local Sportsfields	0.00	0.00%	0.00%
Local parks - Residental	3.67	0.32%	4.01%
Local parks - Employment	0.00	0.00%	0.00%
Sub-Total Credited Open Space	**3.67**	**3.33%**	**4.01%**
OTHER OPEN SPACE			
Existing Local Sportfields	0.00	0.00%	0.00%
Regional Sportsfields	7.04	6.40%	7.69%
Sub-Total Other Open Space	**7.04**	**6.40%**	**7.69%**
Total All Open Space	**15.30**	**13.90%**	**16.72%**
OTHER			
Existing Clyde Township RZ1 Area	0.00	0.00%	0.00%
Substation	0.00	0.00%	0.00%
Sub-Total Other	**0.00**	**0.00%**	**0.00%**
NET DEVELOPABLE AREA (NDA) Ha	**91.52**	**83.15%**	
NET DEVELOPABLE AREA - RESIDENTIAL (NDAR) Ha	**91.52**	**83.15%**	

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- precinct boundary
- local convenience centre
- proposed regional sports fields (Casey Fields)
- local parks
- wetlands/retarding basins open space
- primary arterial road (6 lane)
- secondary arterial road (4 lane)
- Casey Fields Boulevard
- connector street
- access level 2 street
- access level 2 street w/ green link
- access level 1 street
- future urban
- existing urban
- potential future rail line
- key high point
- view lines

plan 4_image, character, heritage & housing
casey fields south precinct structure plan

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3.0 IMPLEMENTATION

3.1 Image, character, heritage and housing

3.1.1 Image, character and heritage

	REQUIREMENTS
R1	Street trees must be provided on both sides of all roads and streets (excluding laneways) at regular intervals appropriate to tree size at maturity and not exceeding the 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)
R2	Trees in parks and streets must be: • Suitable for local conditions; and • Planted in modified and improved soil as required to support tree longevity.
R3	Street tree planting must use locally appropriate species and be consistent with any guidance provided on the relevant cross section within this Precinct Structure Plan unless otherwise approved by the responsible authority.
R4	Key green streets must be provided generally where shown on Plans 2, 4 and 8 as per the relevant cross-section in Appendix 4.4.
	GUIDELINES
G1	Street networks within subdivisions should be designed to maximise the number of connections and direct views to waterways, open space, and town centres.
G2	Significant elements of the landscape and built form should be used as focal points for view lines along streets. Elements may include items such as public buildings and landmarks.
G3	Retained windrows and significant trees should be located within the public domain, including parks and road reserves, unless otherwise approved by the responsible authority.
G4	Street trees should be used consistently across neighbourhoods to reinforce movement hierarchy and local character.
G5	A consistent suite of lighting and furniture should be used across neighbourhoods, appropriate to the type and role of street or public space, unless otherwise approved by the responsible authority.
G6	Trees in streets and parks should be larger species wherever space allows (to facilitate continuous canopy cover).

3.1.2 Housing

	REQUIREMENTS
R5	Residential subdivisions must deliver a broad range of lot sizes capable of accommodating a variety of housing types.
R6	Residential subdivision applications must demonstrate how they will contribute to the satisfaction of minimum housing yields in broad town centre catchments as described on Plan 4.
R7	Development must appropriately respond to the potential future Clyde railway station site (located in the adjoining PSP area) and the future Principal Public Transport Network through the creation of opportunities for high-density residential development.

R8	Lots must front or side: • Waterways and public open space. • Local access streets. • Connector roads. • The potential future Clyde railway line. • Arterial roads.
R9	Subdivision applications must include indicative concept layouts for any lots identified for the future development of medium density, high density , or integrated housing that suitably demonstrate: • Active interfaces with adjacent streets, open spaces and waterways. • Safe and effective vehicle and pedestrian access and internal circulation, as appropriate.

GUIDELINES

G7	Residential subdivision stages should provide across neighbourhoods a broad range of lot sizes capable of accommodating a variety of housing types as described in Table 2.
G8	Subdivision of land within a walkable distance of town centres, potential future station sites and designated public transport routes should create a range of lot sizes suitable for the delivery of medium and higher density housing types.
G9	Specialised housing forms such as retirement living or aged care should be: • Integrated into the wider urban structure. • Located in close proximity to town centres and community hubs. • Accessible by public transport.

CONDITIONS

C1	**Conditions for subdivision permits that allow for the creation of a lot of less than 300 square metres** If construction of a single dwelling on a lot is to be assessed against the Small Lot Housing Code under section 2.4 of this schedule, any permit for subdivision that allows the creation of a lot less than 300 square metres must contain the following conditions: • Prior to the certification of the plan of subdivision for the relevant stage, a plan must be submitted for approval to the satisfaction of the responsible authority. The plan must identify the lots that will include a restriction on title allowing the use of the provisions of the Small Lot Housing Code incorporated pursuant to Clause 81 of the *Casey Planning Scheme*. • The plan of subdivision submitted for certification must identify whether type A or type B of the Small Lot Housing Code applies to each lot to the satisfaction of the responsible authority. Or; If construction of a single dwelling on a lot between 250 and 300 square metres in area is to be provided via a building envelope that is not the Small Lot Housing Code, any permit for subdivision that allows the creation of a lot between 250 and 300 square metres must contain the following conditions: • Before a plan is certified for a subdivision (or a relevant stage of a subdivision) where building envelopes are proposed, each lot between 250 square metres and 300 square metres in area must contain a building envelope (in accordance with Part 4 of the Building Regulations) to the satisfaction of the responsible authority. • The approved building envelopes must be applied as a restriction on the plan of subdivision or be applied through an agreement with the responsible authority under Section 173 of the *Planning and Environment Act 1987* that is registered on the title to the land. The restriction or the agreement must provide for: » The building envelope to apply to each relevant lot. » All buildings to conform to the building envelope on the relevant lot. » The construction of a building outside of a building envelope only with the consent of the responsible authority. » A building envelope to cease to apply to any building on the lot affected by the envelope after the issue of a certificate of occupancy for the whole of a dwelling on the land. Where the building envelope is to be applied to the land through an agreement with the responsible authority under Section 173 of the *Planning and Environment Act 1987*, the building envelope plan may be approved after the plan of subdivision is certified.

Table 2 Lot size and indicative housing type

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 $300m^2$	$301\text{-}600m^2$	MORE THAN $600m^2$
Small Lot Housing including townhouses and attached, semi-detached and detached houses			
Dual occupancies, duplexes			
Detached houses			
Multi-unit housing sites including terraces, row houses and villas			
Stacked housing including apartments, shop top living and walk up flats			

3.2 Town centres and employment

3.2.1 Town Centres

Table 3 Town centre hierarchy - Casey Fields/Clyde Creek area

TOWN CENTRE	RETAIL FLOOR SPACE	COMMERCIAL FLOOR SPACE	LOCATION AND USES
Clyde Major Town Centre (in PSP 1054)	40-50,000 m2	40-50,000 m2	Located to service both Clyde Creek and the Casey Fields South Residential PSP population. Should include a full range of community uses, business, and residential.
Tuckers Road Local Town Centre (in PSP 1054)	5,000 m2	1,000 m2	Centrally located to service residents in Clyde Creek PSP, as well as residents of Casey Fields South Residential PSP.
Ballarto Road Local convenience centre (in PSP 1057.1)	1,500 m2	-	Meets the local needs of residents of Casey Fields South Residential PSP.

Table 4 Anticipated employment creation

LAND USE	MEASURE	JOBS	QTY IN PSP	EST JOBS
Local convenience centre	1 job/30 m2	50	1	50
Home based business	Jobs/dwelling	0.05	1,460	70
Community Centre	Jobs/centre	10	1	10
TOTAL ESTIMATED				**130**

3.2.2 Local Convenience Centres

	REQUIREMENTS
R10	A Local Convenience Centre may be developed proximate to the location shown on Plan 2 and must be consistent with the guidance provided in Table 3. Any Local Convenience Centre development must be located on a connector road.
R11	Provision of retail floor space within a local convenience centre must not exceed 1,500m2 (without a planning permit).
R12	Development within Local Convenience Centres must have regard to the design principles and performance criteria outlined in Appendix 4.3, as appropriate.
	GUIDELINES
G10	Development of any Local Convenience Centre should be proximate to an open space area or community hub.
G11	The design of any Local Convenience Centre must: • Provide for a mix of tenancies. • Incorporate a range of uses including retail, offices and medium and high density housing where practical. • Locate any servicing infrastructure or car parking to the rear or centre of the allotment in a manner that protects the amenity of the surrounding neighbourhood.

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precinct boundary
residential
local convenience centre
proposed regional sports fields (Casey Fields)
local parks (via Clause 52.01)
wetlands/retarding basins open space

LS # park ID
primary arterial road (6 lane)
secondary arterial road (4 lane)
Casey Fields Boulevard
connector street
access level 2 street
access level 2 street w/ green link

access level 1 street
future urban
existing urban
potential future rail line
local parks catchment (400m)

plan 5_open space & community facilities
casey fields south precinct structure plan

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3.3 Open Space, Community Facilities and Education

3.3.1 Open Space

Amended by C208

Table 5 Open Space Delivery Guide

PARK ID	AREA (HA)	TYPE	ATTRIBUTES	LOCATION	RESPONSIBILITY
LP1	0.74	Local Parks	Neighbourhood	As shown on plan 5	CCC
LP2	0.04	Local Parks	Town Square/ Urban Park	As shown on plan 5	CCC
LP3	1.03	Local Parks	District	As shown on plan 5	CCC
LP4	1.27	Local Parks	District	As shown on plan 5	CCC
LP5	0.59	Local Parks	Neighbourhood	As shown on plan 5	CCC

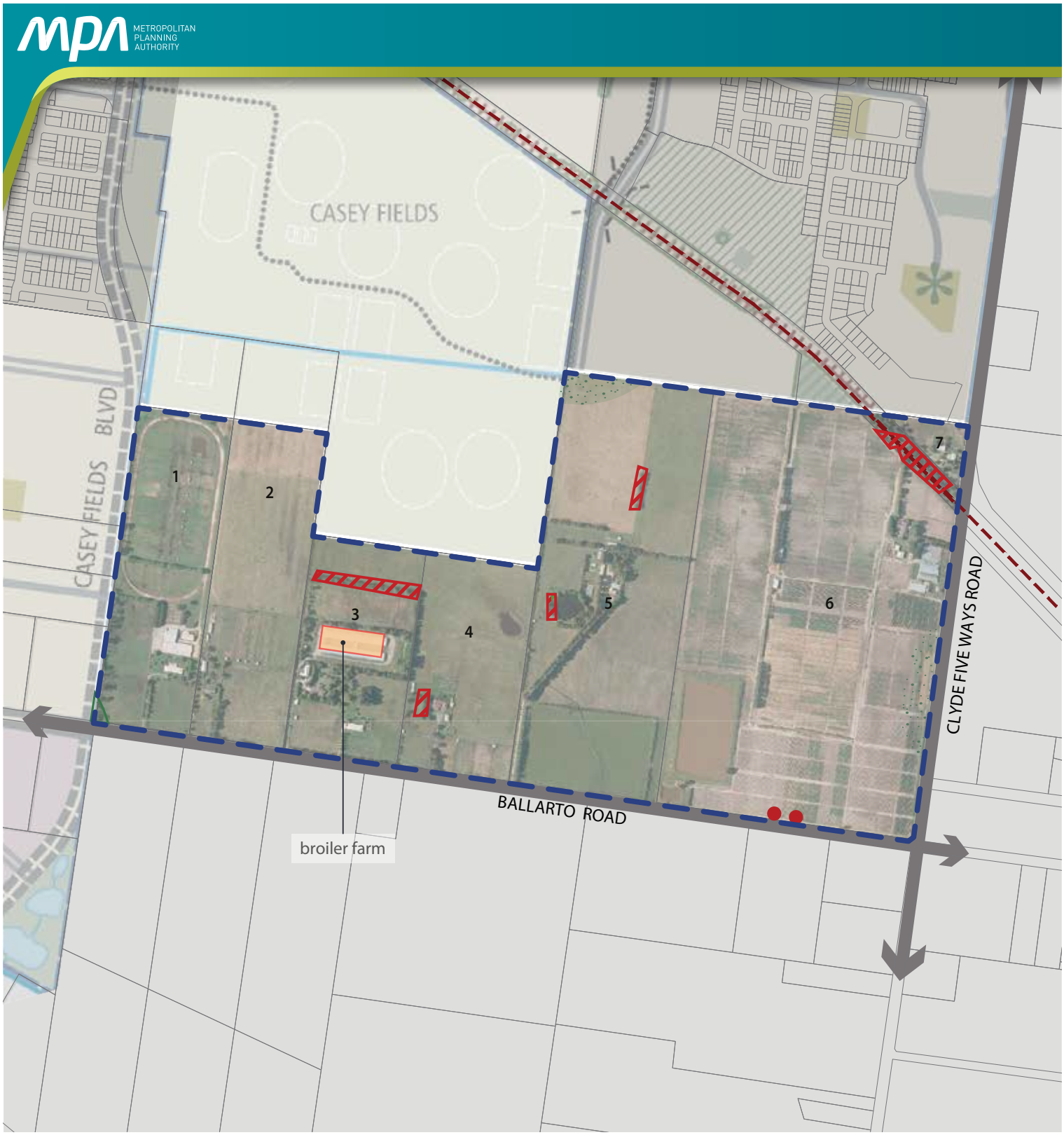
CC = City of Casey, MWC= Melbourne Water Corporation

	REQUIREMENTS
R13	All public landscaped areas must be designed and constructed to enable practical maintenance and planted with species suitable to the local climate and soil conditions.
R14	All parks must be located, designed and developed generally in accordance with the relevant description in Table 5 unless approved otherwise by the responsible authority. The area of the park may vary so long as it remains within the area range for its size category. Where a park is smaller than that outlined in the table, the land must be added to another park. Where a proposed park is larger than outlined in the table it may be accepted so long as it does not result in the removal of another park allocation.
R15	Where a local park shown on Plan 5 spans across multiple properties, the first development proponent to lodge a permit application for land containing the park must prepare an indicative concept master plan for the entire park to the satisfaction of the responsible authority unless otherwise agreed by the responsible authority.
R16	Design and layout of waterway corridors, conservation areas, and any other service open space must maximise the potential for integration of recreation uses, utility infrastructure and stormwater quality treatment assets, where this does not conflict with the primary function of the land.
R17	Any fencing of open space must be low scale and visually permeable to facilitate public safety and surveillance.

Amended by C208 **R18**	Further to the public open space contribution required by Clause 52.01 of the *Casey Planning Scheme,* this provision sets out the amount of land to be contributed by each property in the precinct and consequently where a cash contribution is required in lieu of land. For the purposes of Clause 52.01 a local park or town square in this PSP is public open space. A contribution must be made as follows: • Where public open space shown on the lot in Plan 5 and specified in Table 1 of this structure plan is equal to 4.01% of the lot's NDA that land must be transferred to Council at no cost to Council. • Where a public open space shown on the lot in Plan 5 and specified in Table 1 of this structure plan is equal to 4.01% or less than 4.01% of the lot's NDA: » the relevant land must be transferred to Council at no cost to Council. » a cash contribution is to be made to Council to bring the total public open space contribution to a value equal to 4.01% of NDA. • Where public open space shown on the land in Plan 5 and specified in Table 1 of this structure plan is greater than 4.01% of the lot's NDA, the relevant land must be transferred to Council at no cost to Council. In this case Council will compensate the landowner, at a time to be agreed, for the amount of land provided in excess of 4.01% but no greater than difference between 4.01% and the amount of land shown as local park on Plan 5. Refer to the Property Specific Land Budget (Appendix 4.2) for detailed individual property open space areas and percentages specified by this precinct structure plan. The responsible authority may alter the distribution of public open space as shown in this precinct structure plan provided the relevant vision and objectives of this precinct structure plan are met. A subdivider may provide additional public open in a subdivision to the satisfaction of the responsible authority. There is no onus on Council, the responsible authority or any other party to provide compensation for public open space provided above that required by Clause 52.01 and this precinct structure plan.
	GUIDELINES
G12	Residential lots directly abutting open space must provide for a primary point of access from footpath or shared path proximate to the lot boundary.
G13	Sports reserves should be developed consistent with the relevant plans in the Clyde Development Contributions Plan unless an alternative master plan is approved by the responsible authority.
G14	Subject to being compatible with Table 5 and Appendix 4.6 parks and open space should contain extensive tree planting.
G15	A proponent delivering a master plan for a local park that traverses multiple property ownerships should consult with the landowners of parcels covered by the park to ensure an integrated design.
	CONDITIONS
C2	**Conditions for subdivision or building and works permits where land is required for public open space** Land required for public open space as a local or district park, as set out in the Clyde Creek Precinct Structure Plan or the *Clyde Development Contributions Plan*, must be transferred to or vested in Council at no cost to Council unless the land is funded by the *Clyde Development Contributions Plan*.

3.3.2 Community Facilities and Education

	REQUIREMENTS
R19	Schools and community centres must be designed to front, and be directly accessed from a public street with car parks located away from the main entry.
R20	Any connector road or access street abutting a school must be designed to achieve slow vehicle speeds and provide designated pedestrian crossing points as required by the responsible authority.
R21	Community facilities, schools and sports fields which are co-located must be designed to maximise efficiencies through the sharing of car parking and other complementary infrastructure.
	GUIDELINES
G16	Any private childcare, medical or similar facility should be located within or proximate to any town centre or community hub, as appropriate.
G17	Community centres which are located in a town centre should be designed to maximise efficiency of land use through the sharing and overall reduction of car parking.
G18	Schools should be provided with three street frontages where practicable.
G19	The indicative layout of community facilities, schools, and open space as illustrated in Plan 5 may be altered to the satisfaction of the responsible authority.
G20	Any private childcare, medical, or similar facility, educational, community or civic infrastructure not shown on Plan 2 should be located proximate to any town centre or community hub, as appropriate.



precinct boundary
scattered trees to be removed
remnant patches to be removed
future urban
existing urban
existing roads
1 property boundary & number

plan 6_native vegetation retention and removal
casey fields south precinct structure plan

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3.4 Biodiversity, Threatened Species and Bushfire Management

3.4.1 Biodiversity and Threatened Species

	GUIDELINES
G21	Where located adjacent or nearby each other, design and construct local parks to maximise integration with conservation areas.
G22	Where appropriate co-locate public open space areas with conservation areas and waterways to assist with their buffering.
G23	Drainage of stormwater wetlands should be designed to minimise the impact of urban stormwater on the biodiversity values of the conservation area.
G24	Planting adjacent to the conservation area, waterway corridors and retained indigenous vegetation should be indigenous species.
G25	Street trees and public open space landscaping should contribute to habitat for indigenous fauna species, in particular animals and birds that use trees as habitat.
G26	In general, trees should not be planted within 10m of native grassland or wetlands.
	CONDITIONS
C3	**Salvage and translocation** *The Salvage and Translocation Protocol for Melbourne's Growth Corridors* (Melbourne Strategic Assessment) (Department of Environment and Primary Industries, 2014) must be implemented in the carrying out of development to the satisfaction of the Secretary to the Department of Environment and Primary Industries.

3.4.2 Bushfire Management

	REQUIREMENTS
R22	For the purpose of Clause 56.06-7, the requirements of the relevant fire authority are, unless otherwise approved by the CFA: • Constructed roads must be a minimum of 7.3m trafficable width where cars park on both sides, or: » A minimum of 5.4m in trafficable width where cars may park on one side only. » A minimum of 3.5m width no parking and 0.5m clearance to structures on either side, and if this width applies, there must be passing bays of at least 20m long, 6m wide and located not more than 200m apart. • Roads must be constructed so that they are capable of accommodating a vehicle of 15 tonnes for the trafficable road width. • The average grade of a road must be no more than 1 in 7 (14.4% or 8.1°). • The steepest grade on a road must be no more than 1 in 5 (20% or 11.3°) with this grade continuing for no more than 50 metres at any one point. • Dips on the road must have no more than 1 in 8 grade (12.5% or 7.1°) entry and exit angle. • Constructed dead end roads more than 60 metres in length from the nearest intersection must have a turning circle with a minimum radius of 8m (including roll over curbs if they are provided).
R23	Before the commencement of works for a stage of subdivision, a Construction Management Plan that addresses Bushfire Risk Management must be submitted to and approved by the responsible authority and the CFA. The Construction Management Plan must specify, amongst other things: • Measures to reduce the risk from fire within the surrounding rural landscape and protect residents from the threat of fire. • A separation buffer, consistent with the separation distances specified in AS3959-2009, between the edge of the development and non-urban areas. How adequate opportunities for access and egress will be provided for early residents, construction workers and emergency vehicles.

- precinct boundary
- primary arterial road
- secondary arterial road
- connector street
- access level 2
- access level 2 w/ green link
- access level 1
- signalised intersection
- left in / left out
- future urban
- existing urban

plan 7 _street network
casey fields south precinct structure plan

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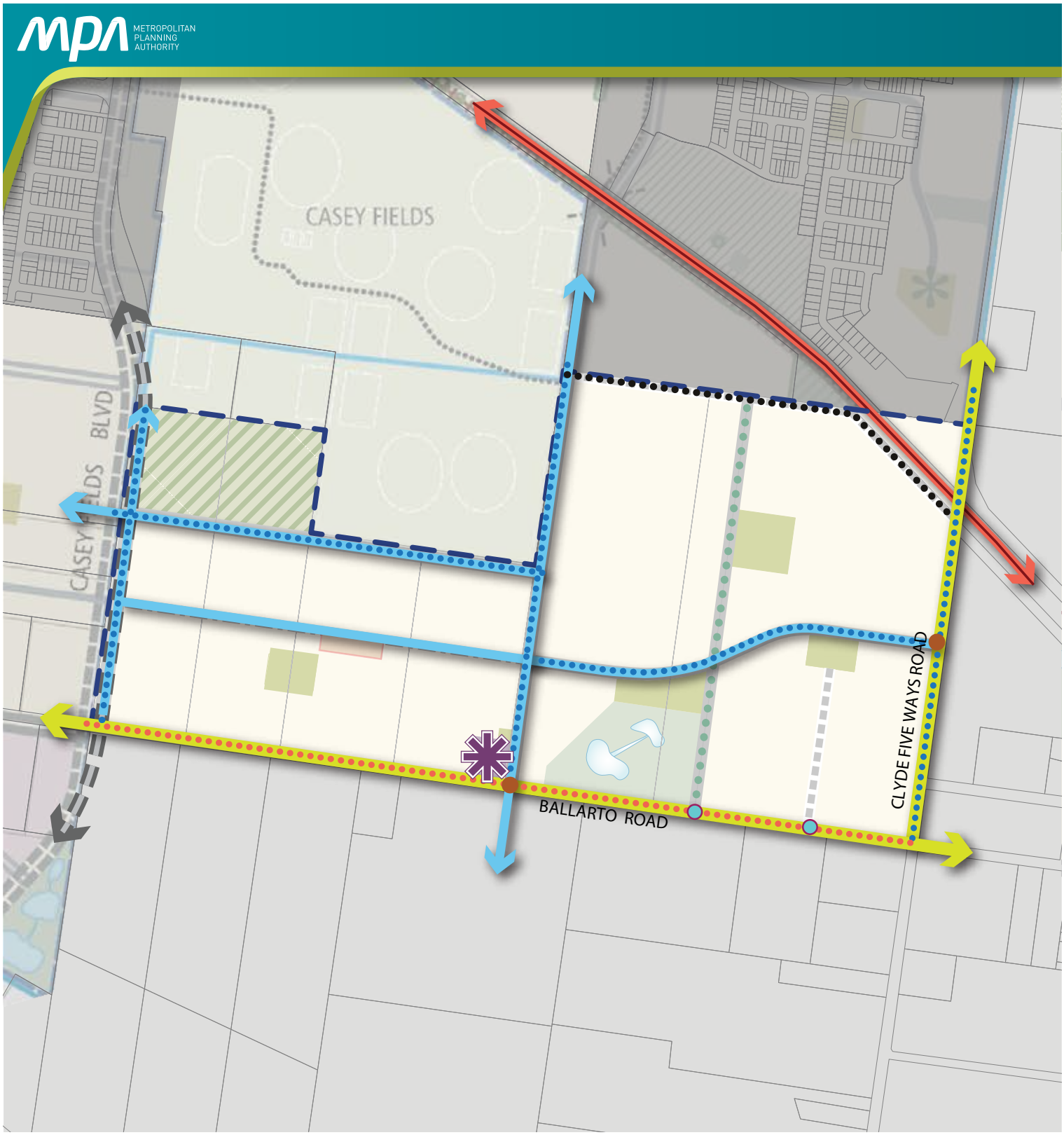
3.5 Transport and Movement

3.5.1 Public Transport

	REQUIREMENTS
R24	A road nominated on Plan 8 as a potential bus route is to be constructed (including partial construction where relevant) in accordance with the corresponding cross section in the PSP and in accordance with the P*ublic Transport Guidelines for Land Use and Development*.
R25	Any roundabouts on roads shown as 'bus capable' on Plan 8 must be constructed to accommodate ultra-low-floor buses in accordance with the *Public Transport Guidelines for Land Use and Development*.
R26	Bus stop facilities must be designed as an integral part of town centres and activity generating land uses such as schools, sports fields and employment areas.
	CONDITIONS
C4	Unless otherwise agreed by Public Transport Victoria, prior to the issue of a Statement of Compliance for any subdivision stage, bus stops must be constructed, at full cost to the permit holder, as follows: • Generally in the location identified by Public Transport Victoria; • In accordance with the Public Transport Guidelines for Land Use and Development with a concrete hard stand area, and in activity centres a shelter must also be constructed; • Be compliant with the *Disability Discrimination Act – Disability Standards for Accessible Public Transport 2002*; and • Be provided with direct and safe pedestrian access to a pedestrian path. All to the satisfaction of Public Transport Victoria and the responsible authority.

3.5.2 Walking and Cycling

	REQUIREMENTS
R27	Design of all streets and arterial roads must give priority to the requirements of pedestrians and cyclists by providing: • Footpaths of at least 1.5 metres on both sides of all streets and roads unless otherwise specified by the PSP. • Shared paths or bicycle paths where shown on Plan 8 or as shown on the relevant cross-sections in Appendix 4.4 or as specified by another requirement in the PSP. • Safe, accessible and convenient crossing points of connector roads and local streets at all intersections, key desire lines and locations of high amenity (e.g. town centre and open space). • Safe pedestrian crossings of arterial roads at all intersections, at key desire lines, and on regular intervals appropriate to the function of the road and public transport provision. • Pedestrian priority crossings on all slip lanes. • Safe and convenient transition between on and off-road bicycle networks. All to the satisfaction of the coordinating roads authority and the responsible authority.
R28	On a construction or engineering plan approved under a subdivision permit, specification of any bicycle path on a connector road must also be to the satisfaction of Public Transport Victoria.
R29	Shared and pedestrian paths along waterways must: • Be delivered by development proponents consistent with the network shown on Plan 8. • Be above 1:10 year flood level with any crossing of the waterway designed to be above the 1:100 flood level to maintain hydraulic function of the waterway. • Be constructed to a standard that satisfies the requirements of Melbourne Water. • Where a shared path is to be delivered on one side of a waterway as outlined in Plan 8, a path is also to be delivered on the other side of the waterway but may be constructed to a lesser standard such as granitic gravel or similar granular material. All to the satisfaction of the Melbourne Water and the responsible authority.



- precinct boundary
- railway line
- arterial road (bus capable)
- other road (bus capable)
- 2 way off-road bike lane & pedestrian path
- off-road shared path
- on-road bike lane
- signalised intersection
- left in / left out intersection
- future urban
- existing urban

plan 8_public transport & path network
casey fields south precinct structure plan

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R30	Bicycle parking facilities are to be provided by development proponents in convenient locations at key destinations such as parks and activity centres.
R31	The alignment of the off-road bicycle path must be designed for cyclists travelling up to 30 km/hr.
R32	Bicycle priority at intersections of minor streets and connector roads with dedicated off-road bicycle paths must be achieved through strong and consistent visual and physical cues and supportive directional and associated road signs.

GUIDELINES

G27	Lighting should be installed along shared, pedestrian, and cycle paths linking key destinations, unless otherwise approved by the responsible authority.

3.5.3 Road Network

REQUIREMENTS

R33	The connector road network must: • Provide for slow speed and permeable links. • Connect across arterial roads and traverse through the core of each square mile. • Facilitate efficient and direct pedestrian, cyclist, bus and vehicle movement. • Efficiently link pedestrians and cyclists to jobs and the public transport system.
R34	Subdivision layouts must form a permeable street network that provides convenient access to local open space and allows for the effective integration with neighbouring properties.
R35	Approximately 30% of local streets (including connector streets) within a subdivision must apply an alternative cross section to the 'standard' cross section for these streets outlined in Appendix 4.4. Examples of potential variations are provided in Appendix 4.4, however others are encouraged, including but not limited to: • Varied street tree placement; • Varied footpath or carriageway placement; • Introduction of elements to create a boulevard effect; • Varied carriageway or parking bay pavement; and • Differing tree outstand treatments. For the purposes of this requirement, changes to street tree species between or within streets do not constitute a variation. All alternative cross sections must ensure that: • Minimum required carriageway dimensions are maintained to ensure safe and efficient operation of emergency vehicles on all streets as well as buses on connector streets. • The performance characteristics of standard cross sections as they relate to pedestrian and cycle use are maintained. • Relevant minimum road reserve widths for the type of street (illustrated in Appendix 4.4) are maintained, unless otherwise approved by the responsible authority.
R36	Where a single street spans across multiple properties that street may consist of multiple cross sections so long as a suitable transition has been allowed for between each. Where that street has already been constructed or approved for construction to a property boundary, the onus is on the development connecting into that street to adopt a consistent cross-section until that suitable transition can be made.
R37	Convenient and direct access to the connector road network must be provided through neighbouring properties where a property does not otherwise have access to the connector network or signalised access to the arterial road network, as appropriate.

R38	Vehicle access to lots fronting arterial roads must be provided from a service road, local internal loop road or rear lane only, to the satisfaction of the road authority.
R39	Configuration of vehicle access to lots from a public street must ensure that there is sufficient separation between crossovers to allow for a minimum of one on-street car park for every two residential lots.
R40	Where a lot is six metres or less in width vehicle access must be via rear laneway, unless otherwise approved by the responsible authority.
R41	Development must positively address all waterways through the use of frontage roads or lots with a direct frontage to the satisfaction of Melbourne Water and the responsible authority.
R42	Any connector road or access street abutting a school must be designed to achieve slow vehicle speeds and provide designated pedestrian crossing points as required by the responsible authority.
	GUIDELINES
G28	Street layouts should provide multiple convenient routes to major destinations such as the potential future Clyde railway station site and Clyde major town centre and the arterial road network.
G29	Street block lengths should not exceed 240 metres to ensure a permeable and low speed environment for pedestrians, cyclists and vehicles is achieved.
G30	Culs-de-sac should not detract from convenient pedestrian and vehicular connections.
G31	Slip lanes should be avoided in areas of high pedestrian activity and only be provided at any other intersection between connector roads and arterial roads where they are necessitated by high traffic volumes, to the satisfaction of the roads authority.
G32	The frequency of vehicular crossovers on widened verges (a verge in excess of six metres) should be minimised through the use of a combination of: • Rear loaded lots with laneway access. • Vehicular access from the side of a lot. • Combined or grouped crossovers. • Increased lot widths.
G33	Streets should be the primary interface between development and waterways. Public open space and lots with a direct frontage may be provided as a minor component of the waterway interface. Where lots with direct frontage are provided, they should be set back up to 5.0 metres from the waterway corridor to provide pedestrian and service vehicle access to those lots, to the satisfaction of Melbourne Water and the responsible authority.
	CONDITIONS
C5	**Conditions for subdivision or building and works permits where land is required for road widening** Land required for road widening including right of way flaring for the ultimate design of any intersection within an existing or proposed local road must be transferred to or vested in Council at no cost to the acquiring agency unless funded by the *Clyde Development Contributions Plan*.

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- precinct boundary
- local park (via Clause 52.01)
- wetland/retarding basins open space
- access level 2 street w/ green link
- future urban
- existing urban
- overland flow path

Stormwater quality treatment of retardation assets shown on the plan are subject to confirmation through preparation of MWC Development Service Schemes and through detailed design, to the satisfaction of Melbourne Water.

plan 9_integrated water management
casey fields south precinct structure plan

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3.6 Integrated Water Management and Utilities

3.6.1 Integrated Water Management

	REQUIREMENTS
R43	Consistent with Clause 56.01-2 and Clause 56.07 of the *Casey Planning Scheme*, a subdivision of 60 or more lots must include an Integrated Water Management Plan.
R44	Development must meet or exceed best practice stormwater quality treatment standards prior to discharge to receiving waterways and as outlined on Plan 9, unless otherwise approved by Melbourne Water and the responsible authority.
R45	Final design and boundary of constructed waterways, waterway corridors, retarding basins, stormwater quality treatment infrastructure, and associated paths, boardwalks, bridges, and planting, must be to the satisfaction of Melbourne Water and the responsible authority.
R46	Development staging must provide for the delivery of ultimate waterway and drainage infrastructure, including stormwater quality treatment. Where this is not possible, development proposals must demonstrate how any interim solution adequately manages and treats stormwater generated from the development and how this will enable delivery of an ultimate drainage solution, all to the satisfaction of Melbourne Water and the responsible authority.
R47	Stormwater conveyance and treatment must be designed in accordance with the relevant Development Services Scheme to the satisfaction of Melbourne Water.
	GUIDELINES
G34	The design and layout of roads, road reserves, and public open space should optimise water use efficiency and long-term viability of vegetation and public uses through the use of Water Sensitive Urban Design (WSUD) initiatives.
G35	Where practical, development should include integrated water management initiatives to diversify water supply, reduce reliance on potable water and increase the utilisation of storm and waste water, contributing to a sustainable and green urban environment.
G36	Development should have regard to relevant policies and strategies being implemented by the responsible authority, Melbourne Water and South East Water, including any approved Integrated Water Management Plan.
G37	Where practical, integrated water management systems should be designed to: • Maximise habitat values for local flora and fauna species. • Enable future harvesting and/or treatment and re-use of stormwater, including those options or opportunities outlined in Plan 9.
G38	Where practical, and where primary waterway, conservation or recreation functions are not adversely affected, land required for integrated water management initiatives (such as stormwater harvesting, aquifer storage and recharge, sewer mining) should be incorporated within the precinct open space system as depicted on Plan 5, to the satisfaction of the responsible authority.

- precinct boundary
- proposed gravity sewer alignment
- proposed sewer rising main alignment
- proposed pump station (sewer)

NOTES:

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

plan 10_utilities
casey fields south precinct structure plan

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3.6.2 Utilities

	REQUIREMENTS
R48	Trunk services are to be placed along the general alignments shown on Plan 10, subject to any refinements as advised by the relevant service authorities.
R49	Before development commences on a property, functional layout plans are to be submitted of the road network showing the location of all: • Underground services • Driveways/crossovers • Street lights • Street trees. A typical cross section of each street is also to be submitted showing above and below ground placement of services, street lights and trees. The plans and cross sections must demonstrate how services, driveways and street lights will be placed so as to achieve the road reserve width (consistent with the road cross sections outlined in this PSP) and accommodate the minimum level of street tree planting (as outlined in this PSP). If required, the plan and cross sections will nominate which services will be placed under footpaths or road pavement. The plans and cross sections are to be approved by the responsible authority and all relevant service authorities before development commences.
R50	Delivery of underground services must be coordinated, located, and bundled (utilising common trenching) to facilitate the planting of trees and other vegetation within road verges.
R51	All existing above ground electricity cables of less than 66kv voltage must be placed underground as part of the upgrade of existing roads.
R52	All new electricity supply infrastructure (excluding substations and cables of a voltage of 66kv or greater) must be provided underground.
R53	Above ground utilities must be identified at the subdivision design stage to ensure effective integration with the surrounding neighbourhood and to minimise amenity impacts, and be designed to the satisfaction of the relevant authority. Where that infrastructure is intended to be located in public open space, the land required to accommodate that infrastructure will not be counted as contributions to open space requirements classified under Clause 52.01 or within the *Clyde Development Contributions Plan*.
R54	Utilities must be placed outside of natural waterway corridors or on the outer edges these corridors to avoid disturbance to existing native vegetation, significant landform features (e.g. rock outcrops) and heritage sites, to the satisfaction of Melbourne Water and the responsible authority.
R55	Subject to South East Water agreeing to do so, the developer must enter into an agreement with South East Water requiring the subdivision to be reticulated with a dual pipe recycled water system to provide for the supply of recycled water from a suitable source or scheme to all lots and open space reserves within the subdivision.
R56	Irrespective of whether South East Water has entered into an agreement as contemplated any plan of subdivision must contain a restriction which provides that no dwelling or commercial building may be constructed on any lot unless the building incorporates dual plumbing for the use of recycled water in toilet flushing and garden watering should it become available.
	GUIDELINES
G39	Above-ground utilities should be located outside of key view lines and screened with vegetation, as appropriate.
G40	Design and placement of underground services in new or upgraded streets should utilise the service placement guidelines outlined in Appendix 4.5.
G41	Utility easements to the rear of lots should only be provided where there is no practical alternative.

Table 6 Stormwater Drainage and Water Quality Treatment Infrastructure

ID	DESCRIPTION	LOCATION	AREA (HA) &/OR CORRIDOR WIDTHS	RESPONSIBILITY
Outfall 4 WLRB	TBC	north of Ballarto Road	0.50	MWC

MWC= Melbourne Water Corporation

3.7 Infrastructure Delivery and Staging

3.7.1 Precinct Infrastructure Plan

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

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

3.7.2 Development Staging

	REQUIREMENTS
R57	Development staging must provide for the timely provision and delivery of: • Arterial road reservations. • Connector streets and connector street bridges. • Street links between properties, constructed to the property boundary. • Connection of the on- and off-road pedestrian and bicycle network.
R58	Streets must be constructed to property boundaries where an inter-parcel connection is intended or indicated in the structure plan, by any date or stage of development required or approved by the responsible authority.
	GUIDELINES
G42	Development staging will be determined largely by the development proposals on land within the precinct and the availability of infrastructure services. Development applications should demonstrate: • How the development, to the extent practicable, will be integrated with adjoining developments, through the timely provision of connecting roads and walking/cycling paths. • Where development does not directly adjoin the urban edge, how local open space will be provided in the early stages of the development to provide new residents with amenity. • How sealed road access will be provided to each new allotment. • How any necessary trunk service extensions will be delivered, including confirmation of the agreed approach and timing by the relevant infrastructure/service provider.
G43	The early delivery of sports fields, community facilities, local parks and playgrounds is encouraged within each neighbourhood and may be delivered in stages.

3.7.3 Subdivision Works by Developers

	REQUIREMENTS
R59	Subdivision of land within the precinct must provide and meet the total cost of delivering the following infrastructure: • Connector roads and local streets. • Local bus stop infrastructure (where locations have been agreed in writing by Public Transport Victoria). • Landscaping of all existing and future roads and local streets. • Intersection works and traffic management measures along arterial roads, connector streets, and local streets (except those included in the DCP). • Council approved fencing and landscaping (where required) along arterial roads. • Local shared, pedestrian and bicycle paths along local arterial roads, connector roads, utilities easements, local streets, waterways and within local parks including bridges, intersections, and barrier crossing points (except those included in the DCP). • Bicycle parking as required in this document. • Appropriately scaled lighting along all roads, major shared and pedestrian paths, and traversing public open space. • Basic improvements to local parks and open space (refer open space delivery below). • Local drainage system. • Local street or pedestrian path crossings of waterways unless included in the DCP or outlined as the responsibility of another agency in the Precinct Infrastructure Plan. • Infrastructure as required by utility service providers including water, sewerage, drainage (except where the item is funded through a Development Services Scheme), electricity, gas, and telecommunications.
R60	**OPEN SPACE DELIVERY** All public open space (where not otherwise provided via a Development Contributions Plan) must be finished to a standard that satisfies the requirements of the responsible authority prior to the transfer of the public open space, including but not limited to: • Removal of all existing and disused structures, foundations, pipelines, and stockpiles. • Clearing of rubbish and environmental weeds and rocks, levelled, topsoiled and grassed with warm climate grass (unless conservation reserve requirements dictate otherwise). • Provision of water tapping, potable and recycled water connection points. • Sewer, gas and electricity connection points must also be provided to land identified as a sports reserve or district level local park. • Trees and other plantings (drought tolerant unless approved by Council). • Vehicular exclusion devices (fence, bollards, or other suitable method) and • maintenance access points. • Construction of minimum 1.5m wide pedestrian paths around the perimeter of the reserve, connecting and linking into any other surrounding paths or points of interest, except where shown as a shared paths on Plan 8. • Installation of park furniture including barbeques, shelters, tables, local scale play grounds and other local scale play elements such as half basketball courts and hit-up walls, rubbish bins and appropriate paving to support these facilities, consistent with the type of public open space listed in the open space delivery guide (Table 5). • Additionally, for town squares and urban parks – paving and planters, furniture including seating, shelters and bollards, tree and other planting, lighting, waterway and water tapping.

R61	Local sports reserves identified by a Development Contributions Plan must be vested in the relevant authority in a condition that enables: • Safe mowing using standard Council machinery. • Safe public use / access. Generally this may include: • Removal of loose surface / protruding rocks and built structures. • Targeted topsoiling of holes left by rocks and / or minor grading to create a safe and reasonably regular surface. • Bare, patchy and newly graded areas being seeded, top-dressed with drought resistant grass. Consistent with the Clyde Development Contributions Plan, where these works are not considered to be temporary works, these works are eligible for a works in kind credit against a landowner / developers DCP obligation. Works associated with adjacent road construction (e.g. earthworks for a road embankment) are not eligible for works in kind credit. Any embankments as a result of abutting road construction should have a maximum 1:6 gradient.

4.0 APPENDICES

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Amended by C208

4.2 Property Specific Land Budget

PSP PROPERTY ID	TOTAL AREA (HECTARES)	TRANSPORT						COMMUNITY FACILITIES					Service Open Space						CREDITED OPEN SPACE			Other Open Space		Other		Total Net Developable Area (Hectares)	Total Net Developable Area Residential (Hectares)	Total Net Developable Area Employment(Hectares)	Net Developable Area % of Property
																				LOCAL PARKS								
		PAO Totals	Arterial Roads / Widenings Totals	DCP Flaring for intersections Totals	Existing Road Reserves	Tree Reserve	Railway Corridor / Easement	DCP Community Facilities	DCP Indoor Recreation facilities	Potential Government Education	Existing Government Education	Non-Government Education	Power / Gas Easement	Waterway Corridor/Wetland / Retarding	Desalination Pipe Easement (+ gap between easement and road)	Heritage (Post Contract)	Heritage (Aboriginal)	Conservation (EPBC Category 1)	Local Sportsfields	Local parks -Residental	Local parks -Employment	Existing Local Sportfields	Regional Sportsfields	Existing Clyde Township RZ1 Area	Substation				
PSP 57.1- Casey Fields South																												
57-1	11.96	0.00	1.96	0.13	0.00			0.00	0.00										0.00				3.17			6.70	6.70		84.76%
57-2	11.94	0.00	0.00	0.00	0.00			0.00	0.00										0.00	0.40			3.87			7.67	7.67		82.40%
57-3	9.71	0.00	0.00	0.00	0.00			0.00	0.00										0.00	0.34						9.37	9.37		77.01%
57-4	9.61	0.00	0.00	0.04	0.00			0.00	0.00										0.00	0.04						9.53	9.53		55.34%
57-5	24.39	0.00	0.00	0.03	0.00			0.00	0.00					3.28					0.00	0.53						20.55	20.55		81.47%
57-6	40.47	0.00	0.00	0.19	0.00			0.00	0.00		0.00			1.32					0.00	2.36						36.60	36.60		74.32%
57-7	1.09	0.00	0.00	0.00	0.00			0.00	0.00										0.00							1.09	1.09		95.58%
rail corridor	0.89	0.00	0.00	0.00	0.00		0.89	0.00	0.00										0.00							0.00	0.00		79.76%
TOTALS PSP 1057.1	**110.06**	**0.00**	**1.96**	**0.39**	**0.00**	**0.00**	**0.89**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**4.60**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**3.67**	**0.00**	**0.00**	**7.04**	**0.00**	**0.00**	**91.52**	**91.52**	**0.00**	**83.15%**

4.3 Town Centre Design Principles

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

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

Principle 9
 	
Create a sense of place with high quality engaging urban design.
	• Development should complement and enhance the character of the surrounding area by responding appropriately to key visual cues associated with the topography of the Local Town Centre location and its surrounds.
	• The Local Town Centre design should seek to minimise amenity and noise impacts resulting from the mix of uses by maintaining separation and transitional areas between retail and housing activities, such as open space, road networks and community facilities.
	• The design of each building should contribute to a cohesive and legible character for the Local Town Centre as a whole.
	• Sites in prominent locations (such as at key intersections, surrounding public spaces and terminating key view lines and vistas) should be identified for significant buildings or landmark structures.
	• The design of building frontages should incorporate the use of a consistent covered walkway or verandah to provide for weather protection.
	• The built form should define the main street and be aligned with the property boundary.
	• Street facades and all visible side or rear facades should be visually rich, interesting and well articulated and be finished in suitable materials and colours that contribute to the character of the Local Town Centre.
	• Corner sites, where the main street meets an intersecting and/or arterial road should:
	  • Be designed to provide built form that anchors the main street to the intersecting road. This can be achieved through increased building height, scale and articulated frontages;
	  • Incorporate either 2 storey building or 2 storey elements (such as awnings and roof lines);
	  • Be developed to have a ground floor active frontage and active floor space component to the main street frontage; and
	  • Not be developed for standard single storey fast food outcomes.
	• Materials and design elements should be compatible with the environment and landscape character of the broader precinct.
	• The supermarket and secondary anchors should have frontages that directly address the main street and/or town square so that the use integrates with and promotes activity within the main street and public spaces/thoroughfares.
	• Supermarkets or large format retail uses with a frontage to the main street should use clear glazing to allow view lines into the store from the street. (Planning permits for buildings and works should condition against the use of white washed windows, excessive window advertising and obtrusive internal shelving or 'false walls' offset from the glazing).
	• Secondary access to the supermarket from car parking areas should be considered where it facilitates convenient trolley access and does not diminish the role of the primary access from the main street and or town square.
	• The design and siting of supermarkets and other 'large format retail uses' should provide an appropriate response to the entire public domain. This includes but is not limited to car parking areas, predominantly routes and streets.
	• Retail uses along street frontages should generally include access points at regular intervals to encourage activity along the length of the street.
	• Retail and commercial buildings within the Local Town Centre should generally be built to the property line.
	• Public spaces should be oriented to capture north sun and protect from prevailing winds and weather.
	• Landscaping of all interface areas should be of a high standard as an important element to complement the built form design.
	• Urban art should be incorporated into the design of the public realm.
	• Street furniture should be located in areas that are highly visible and close to or adjoining pedestrian desire lines/gathering spaces and designed to add visual interest to the Local Town Centre.
	• Wrapping of car parking edges with built form, to improve street interface, should be maximised.
	• Car parking areas should provide for appropriate landscaping with planting of canopy trees and dedicated pedestrian thoroughfares.
	• Screening of centralised waste collection points should minimise amenity impacts with adjoining areas and users of the centre.
	• Where service areas are accessible from car parks, they should present a well designed and secure facade to public areas.
	• Mechanical plant and service structure roofs should be included within roof lines or otherwise hidden from view.

Principle 10
 	
Promote localisation, sustainability and adaptability.
	• The Local Town Centre should promote the localisation of services which will contribute to a reduction of travel distance to access local services and less dependence on the car.
	• The Local Town Centre should be designed to be sympathetic to its natural surrounds by:
	  • Investigating the use of energy efficient design and construction methods for all buildings;
	  • Including Water Sensitive Urban Design principles such as integrated stormwater retention and reuse (e.g. toilet flushing and landscape irrigation);
	  • Promoting safe and direct accessibility and mobility within and to and from the Local Town Centre;
	  • Including options for shade and shelter through a combination of landscape and built form treatments;
	  • Ensuring buildings are naturally ventilated to reduce the reliance on plant equipment for heating and cooling;
	  • Promoting passive solar orientation in the configuration and distribution of built form and public spaces;
	  • Grouping waste collection points to maximise opportunities for recycling and reuse;
	  • Promoting solar energy for water and space heating, electricity generation and internal and external lighting; and
	  • Investigating other opportunities for the built form to reduce greenhouse gas emissions associated with the occupation and the ongoing use of buildings.
	• Encourage building design which can be adapted to accommodate a variety of uses over time.
	• Ensure the Local Town Centre has an inbuilt capacity for growth and change to enable adaptation and the intensification of uses as the needs of the community evolve.

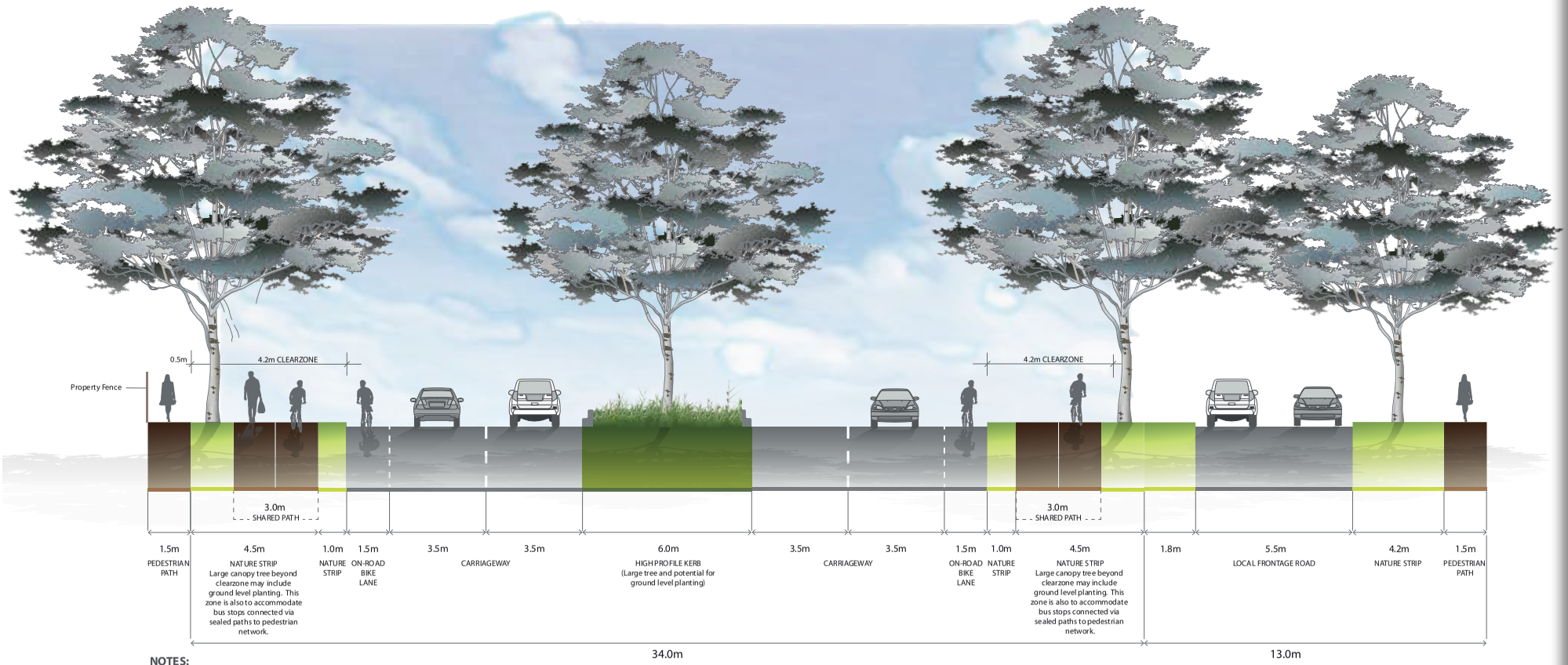
Principle 11 Promote public transport use..	• Facilitate safe and efficient operation of public transport and bus services. • Encourage use of public transport by locating bus stops in locations which are accessible, safe and convenient.

4.4 Street Cross Sections

NOTES:

- Includes typical residential interface east side
- Minimum street tree mature height 15 metres
- All kerbs on arterial road to be semi-mountable type.
- 6.5m *Clearzones assumes 80km/hr speed limit > 5,000 VPD

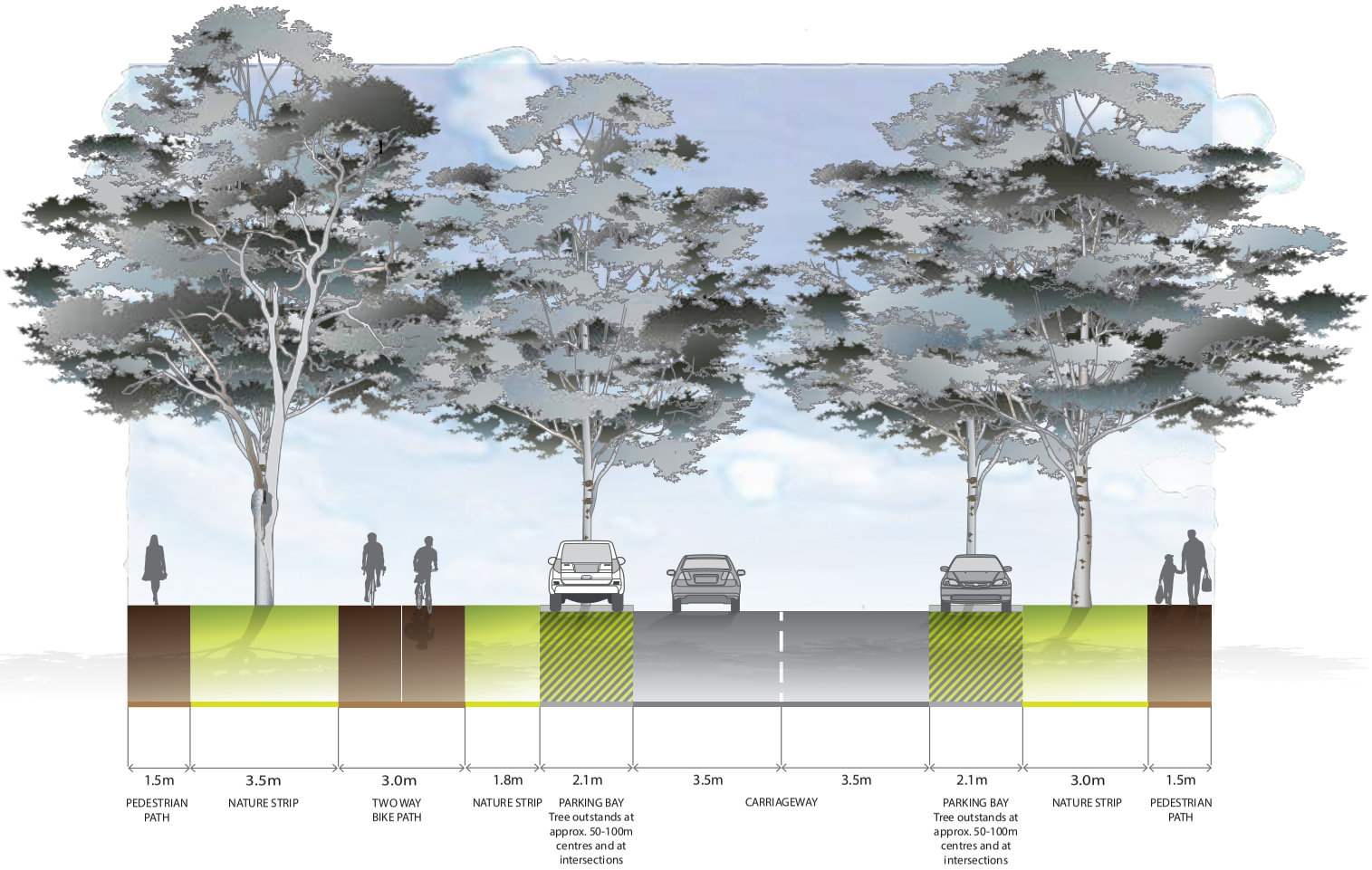
Cross Section
Primary Arterial Road 6 Lane (41m)
Thompsons Road / Berwick-Cranbourne Road / Bells Road / Pattersons Road



NOTES:

- 60km/hr – enables large canopy trees to median and increased tree planting to verge if no frontage road
- Cross section treatment subject to detailed design approval by the Responsible Authority
- On-road bicycle lane provision will be determined at the time of road duplication
- Shared path shall always be provided

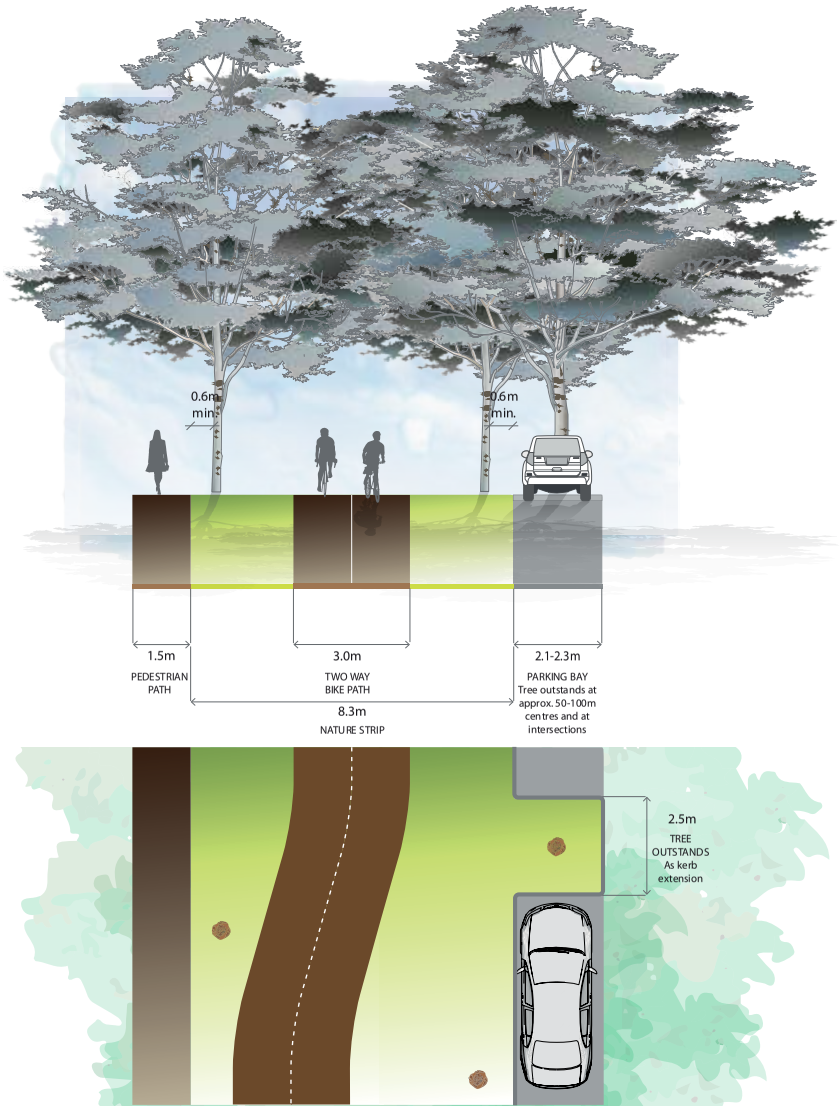
Cross Section
Secondary Arterial Road 4 Lane (34m) High Profile Kerb to Median
Tuckers Road / Hardys Road / Ballarto Road



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

NOTES:

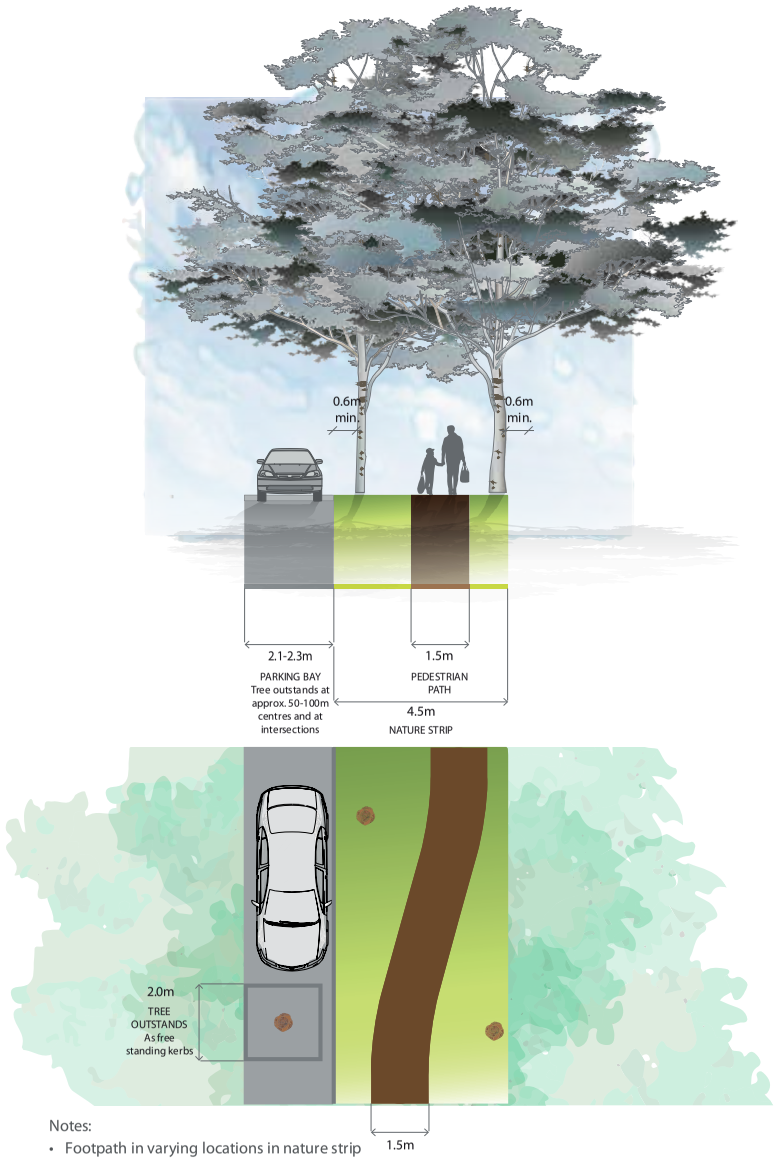
- Minimum street tree mature height 15 metres
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in *Engineering Design and Construction Manual for Subdivision in Growth Areas* (April 2011)



NOTES:

- Tree planting in varying locations in nature strip, in groups or clusters
- Minimum offset of tree trunks 0.6m from back of kerb and footpath edge
- Tree outstand with continuous extension of kerb shown
- Design of meandering cycle path is to consider interface with driveways, accommodation of bus stops and interaction with side roads.

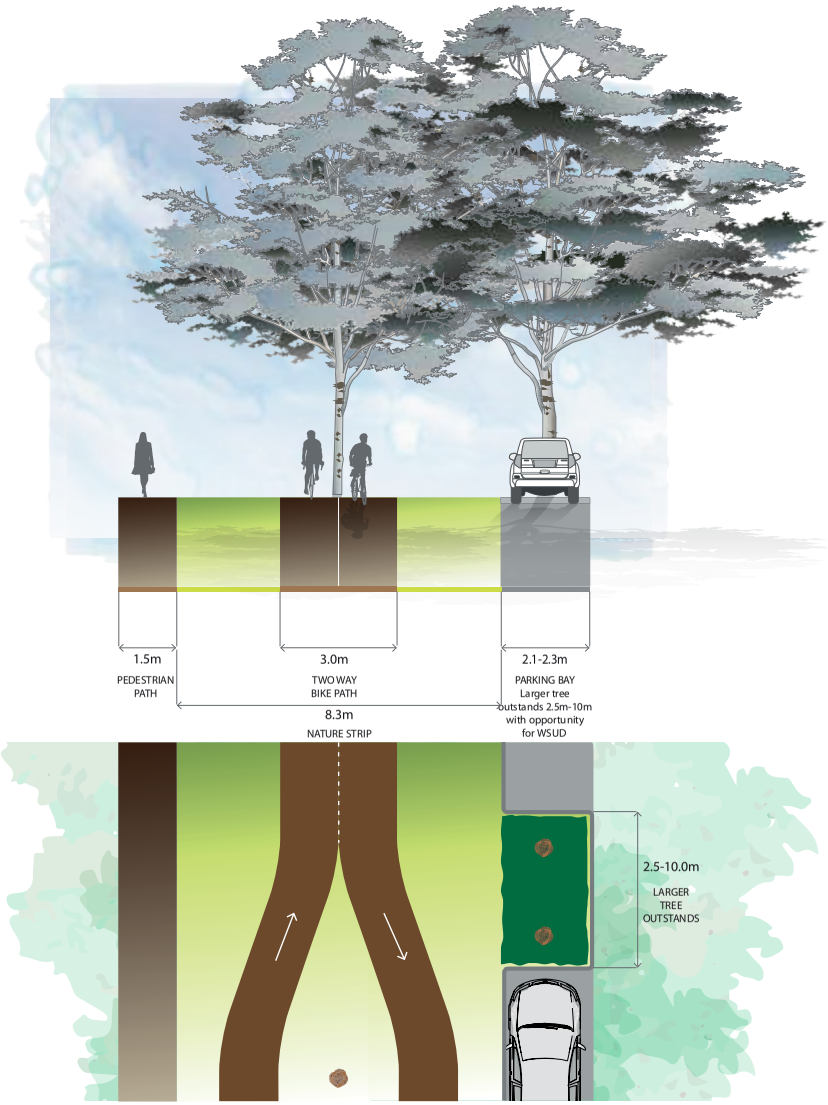
Cross Section A
Connector Street Standard (25.5m)
Variation Example 1 - Varying tree placement in nature strip
Possible Options include



Notes:

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

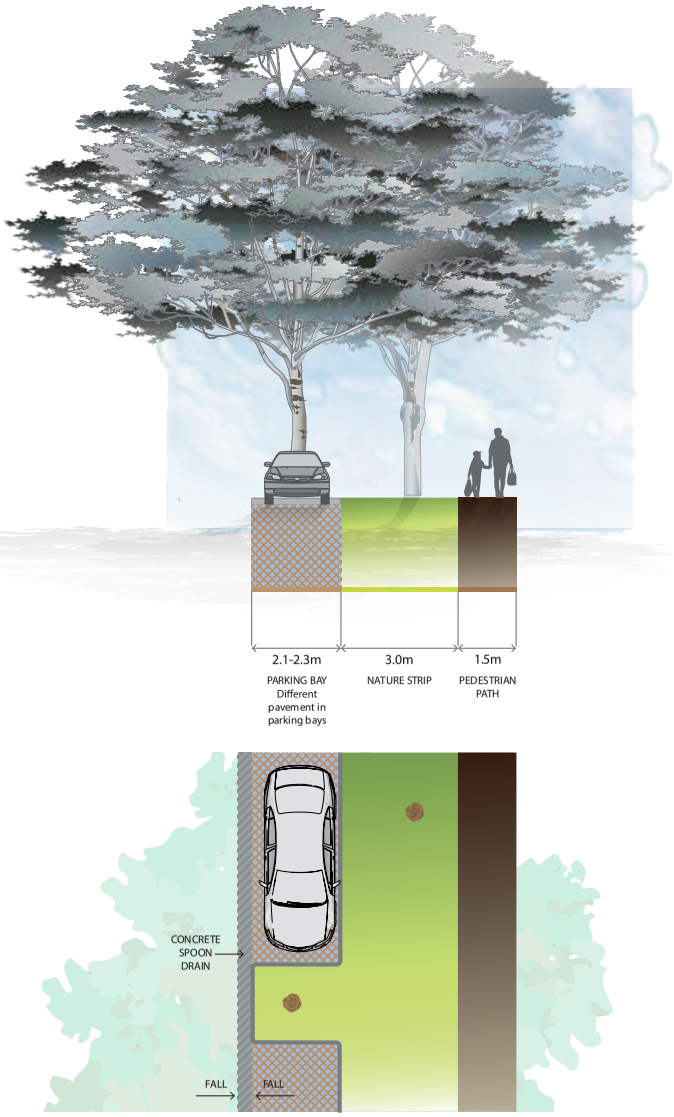
Cross Section B
Connector Street Standard (25.5m)
Variation Example 2 - Meandering footpath in nature strip



Notes:

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

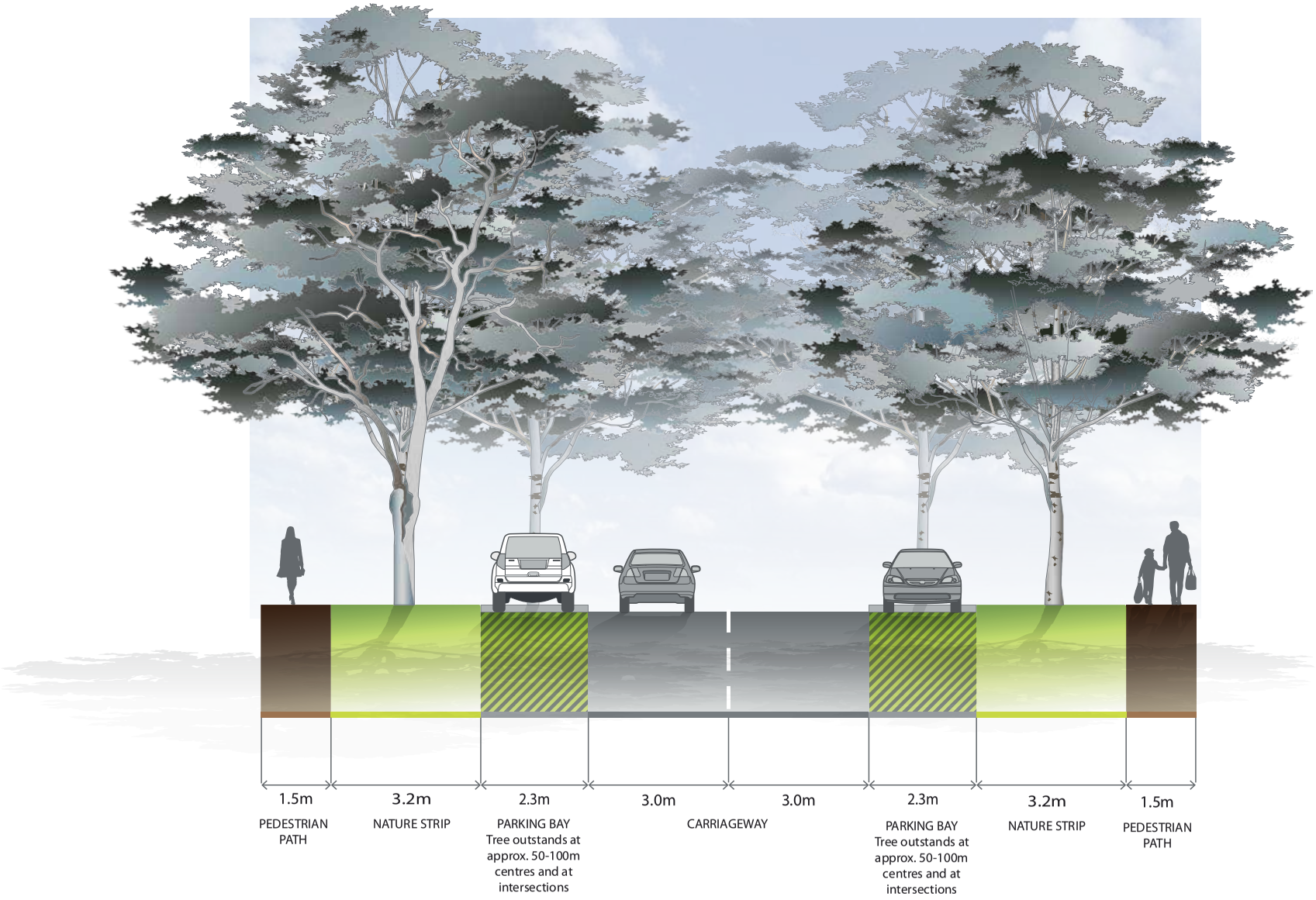
Cross Section C
Connector Street Standard (25.5m)
Variation Example 3 - Larger tree outstands
Possible Options include



Notes:

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

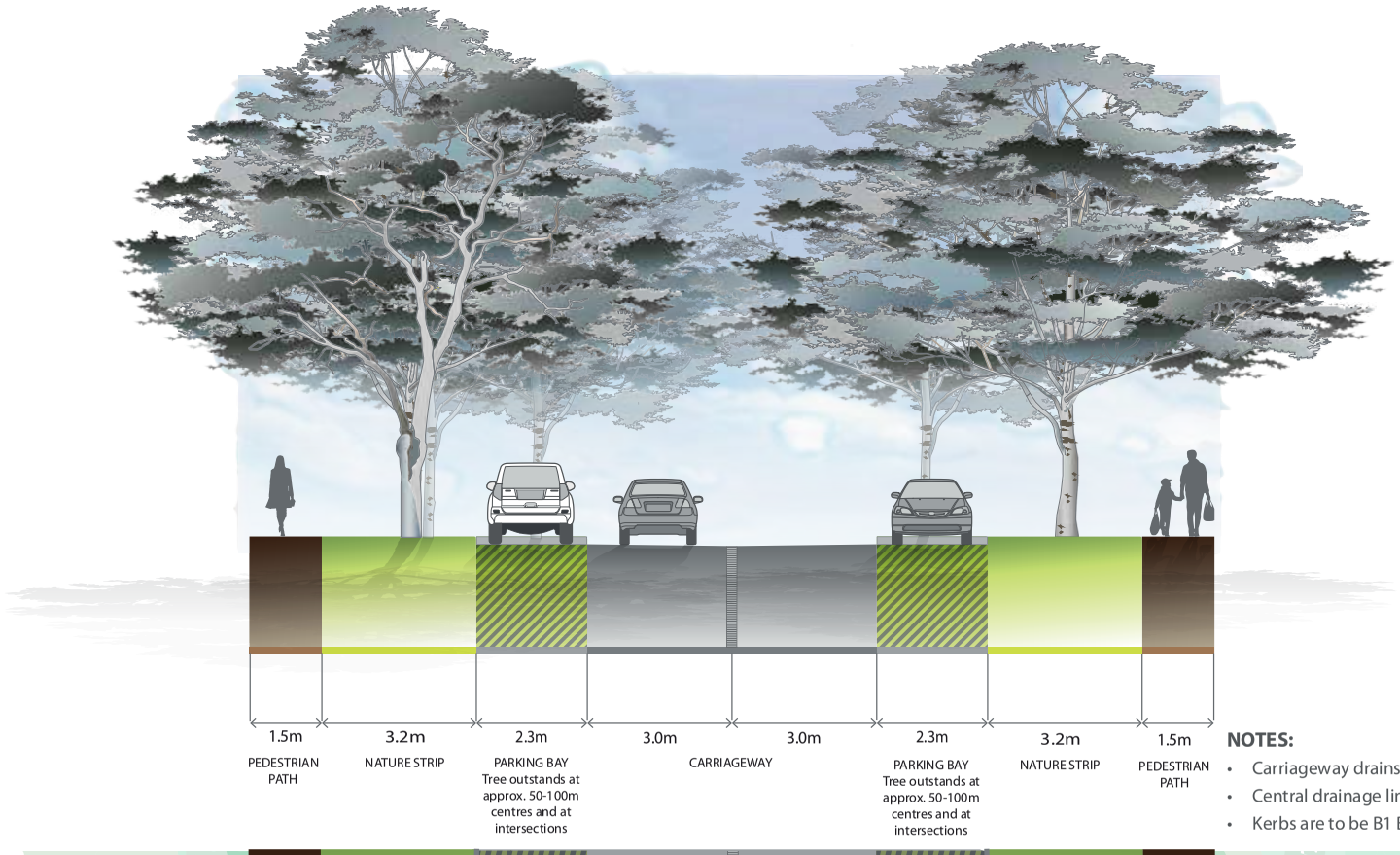
Cross Section D
Connector Street Standard (25.5m)
Variation Example 4 - Different pavement in parking bays



NOTES:

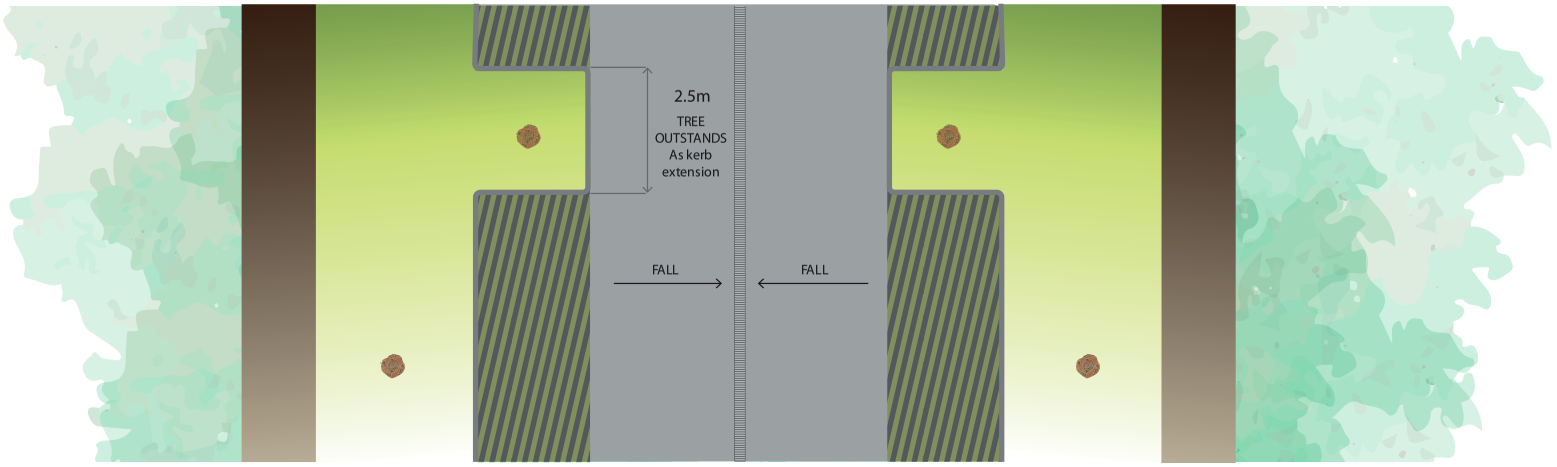
- Minimum street tree mature height 12 metres
- All kerbs are to be B2 Barrier Kerb

Cross Section
Local Access Level 2 Standard (20m)

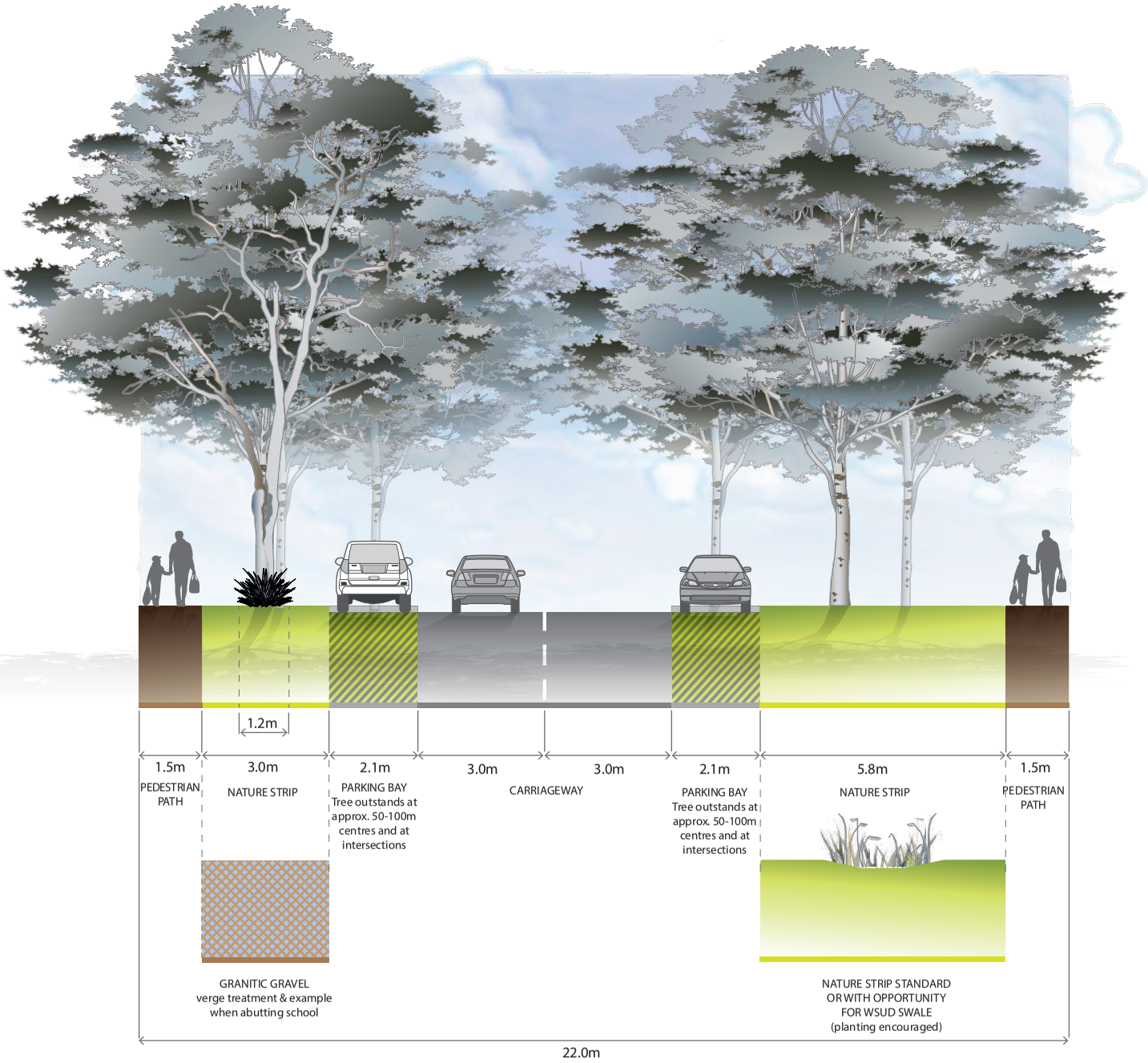


NOTES:

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

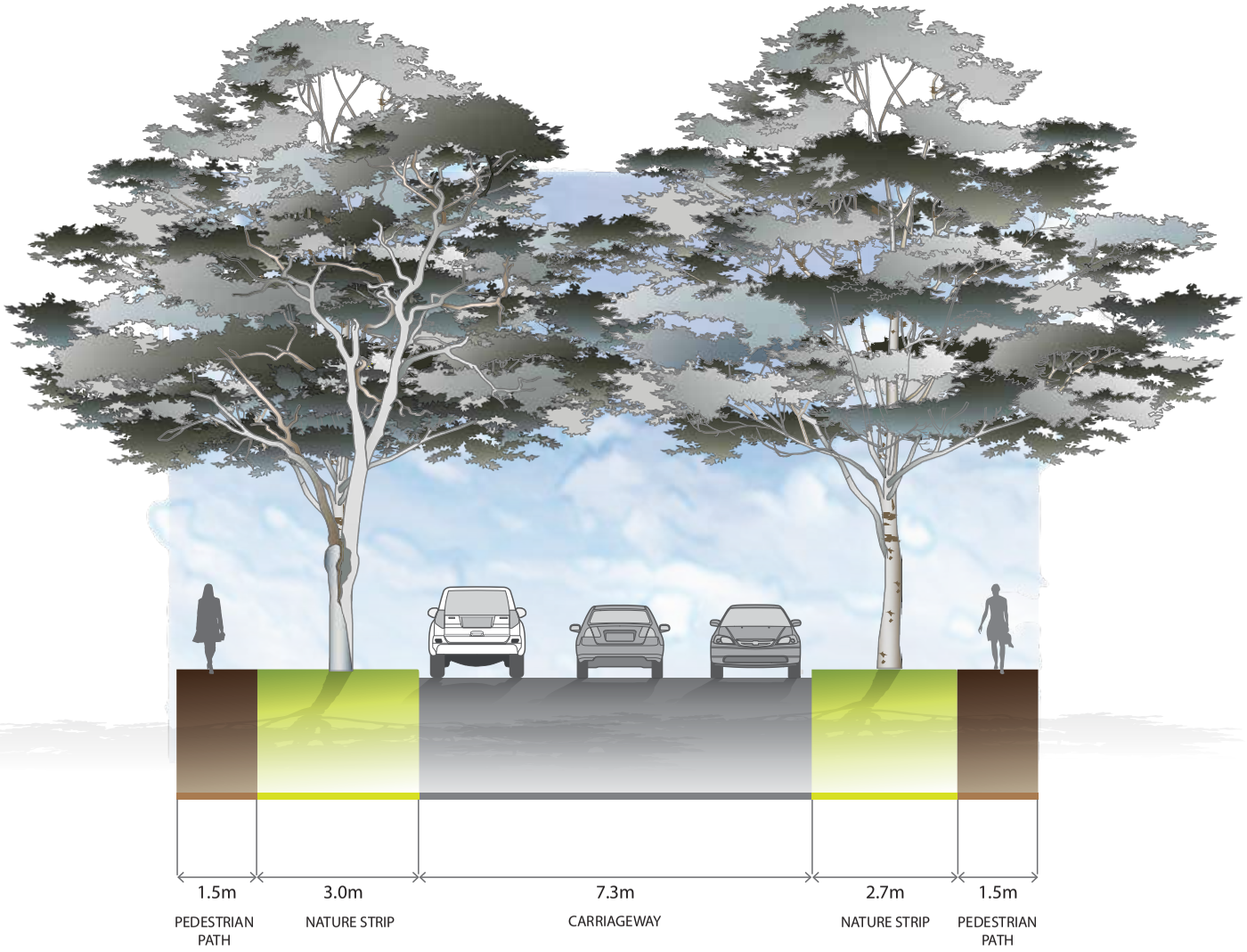


Local Access Level 2 Standard (20m)
Variation - Central Drainage



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

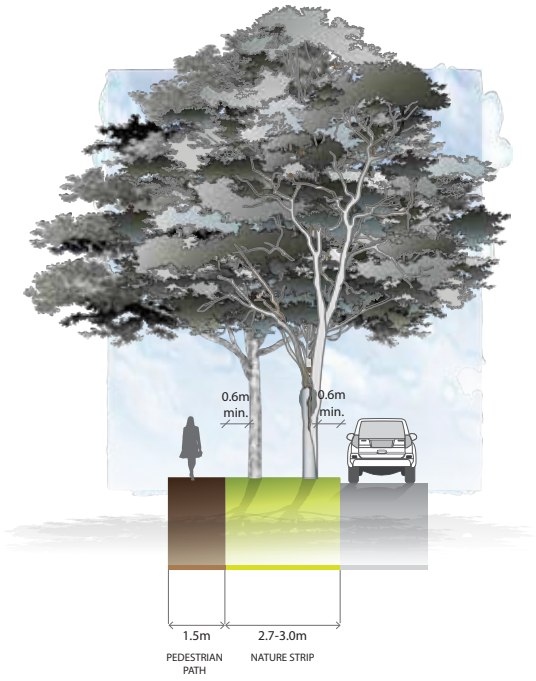
Notes:
- Road reserve on park frontages reduced to 19m minimum.
- Design and location of street lights to be co-ordinated with design and location of street trees to ensure maximum street lighting effectiveness.
- Street trees may be arranged in groups or single specimens or combination of both.

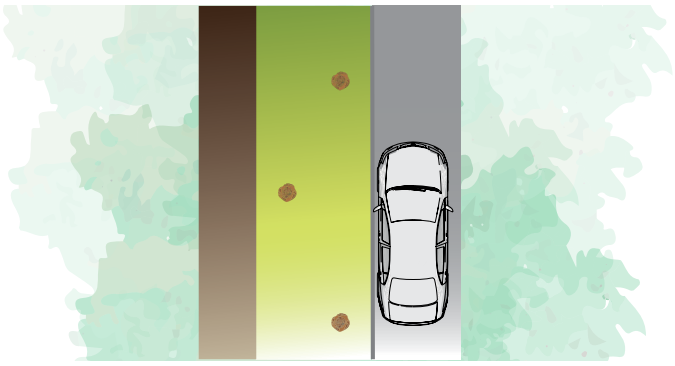


Cross Section 10
Local Access Level 1 (16m)
Standard

NOTES:

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

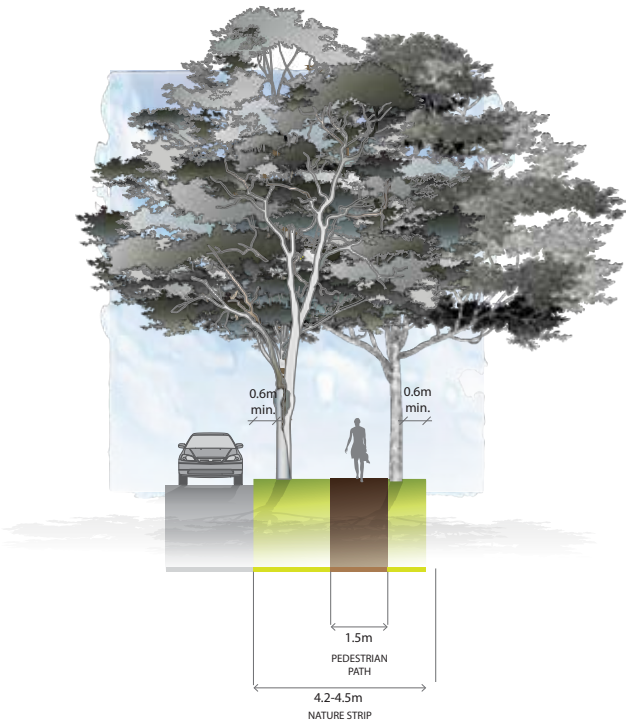


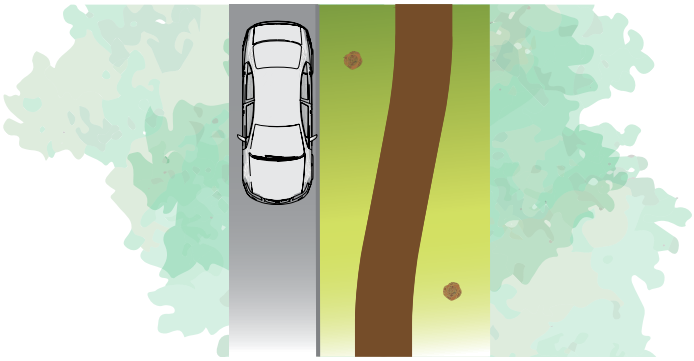


NOTES:

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

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

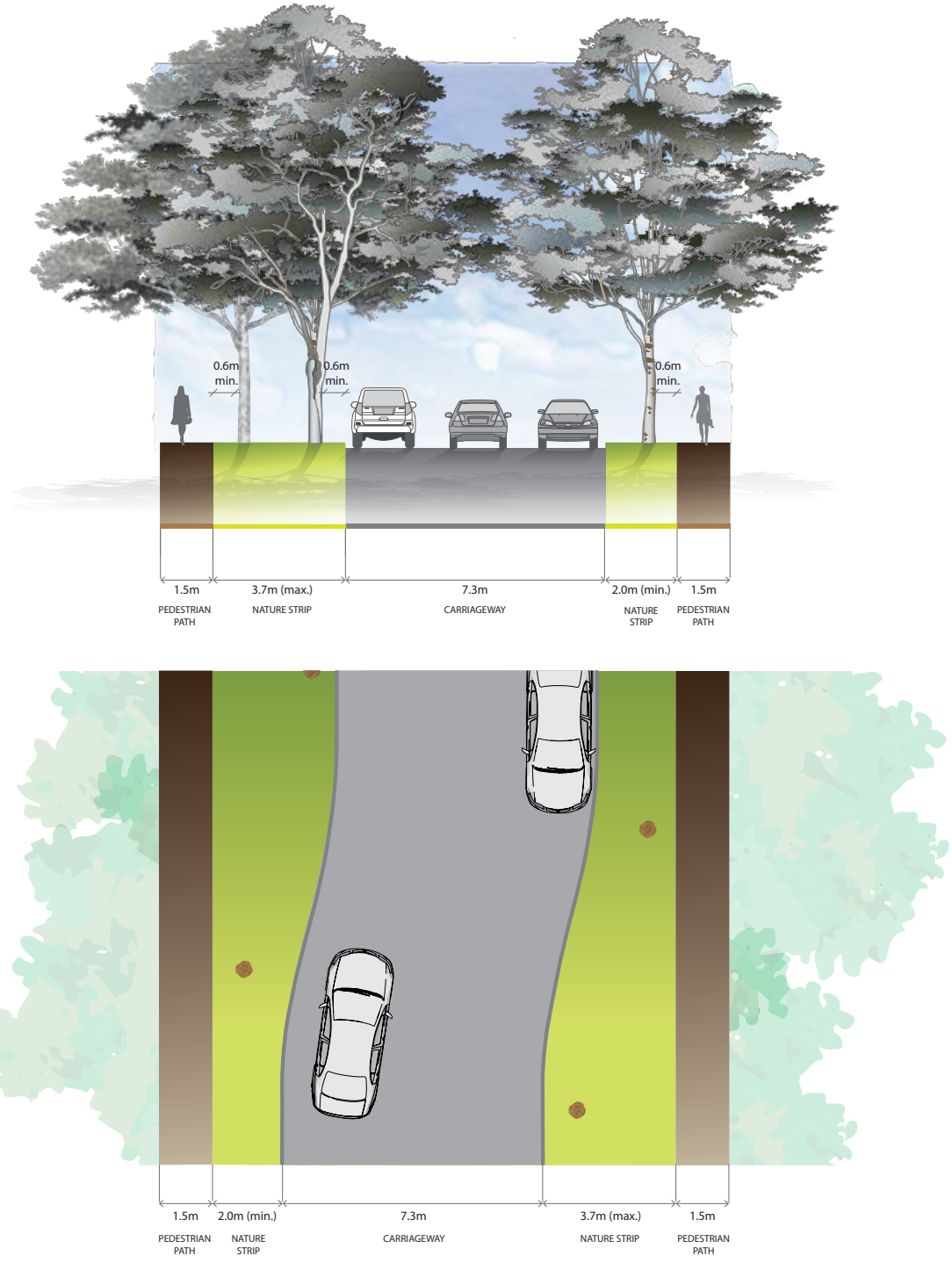




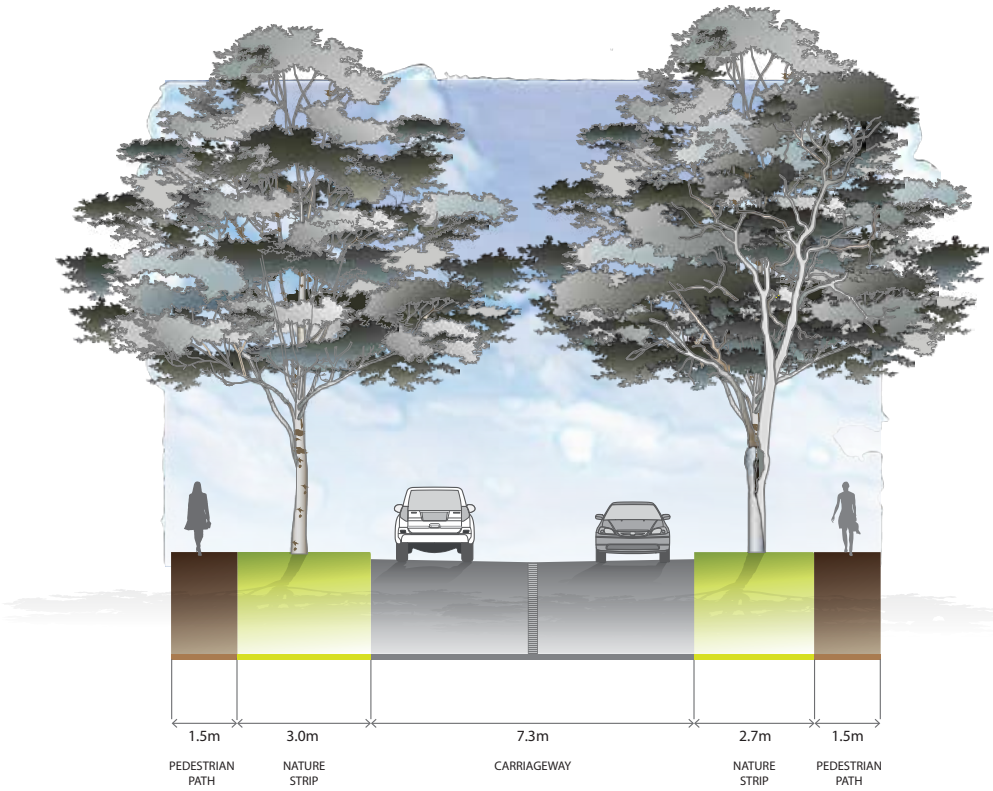
NOTES:

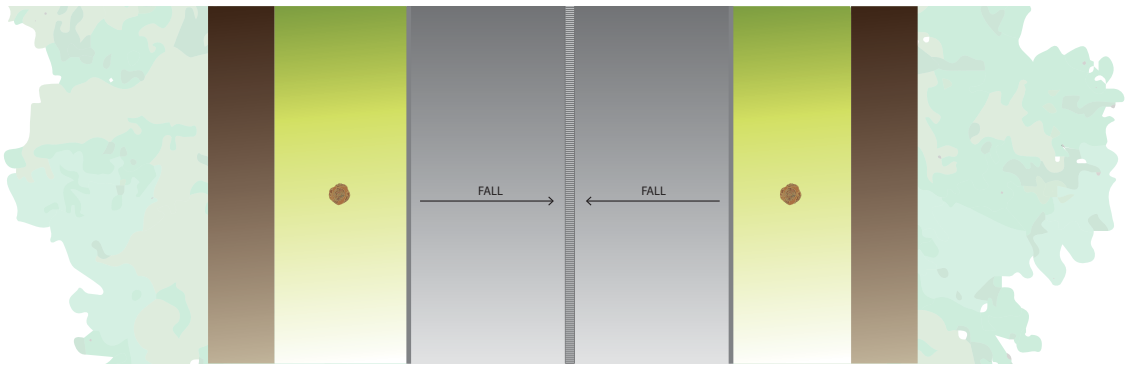
- Footpath in varying locations in nature strip
- Tree placement adjusts in response to footpath location
- Minimum offset of footpath 1.0m from back of kerb and 0.6m from tree trunks
- Design of meandering footpath is to consider bin placement on nature strips, access to letter boxes for mail

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



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

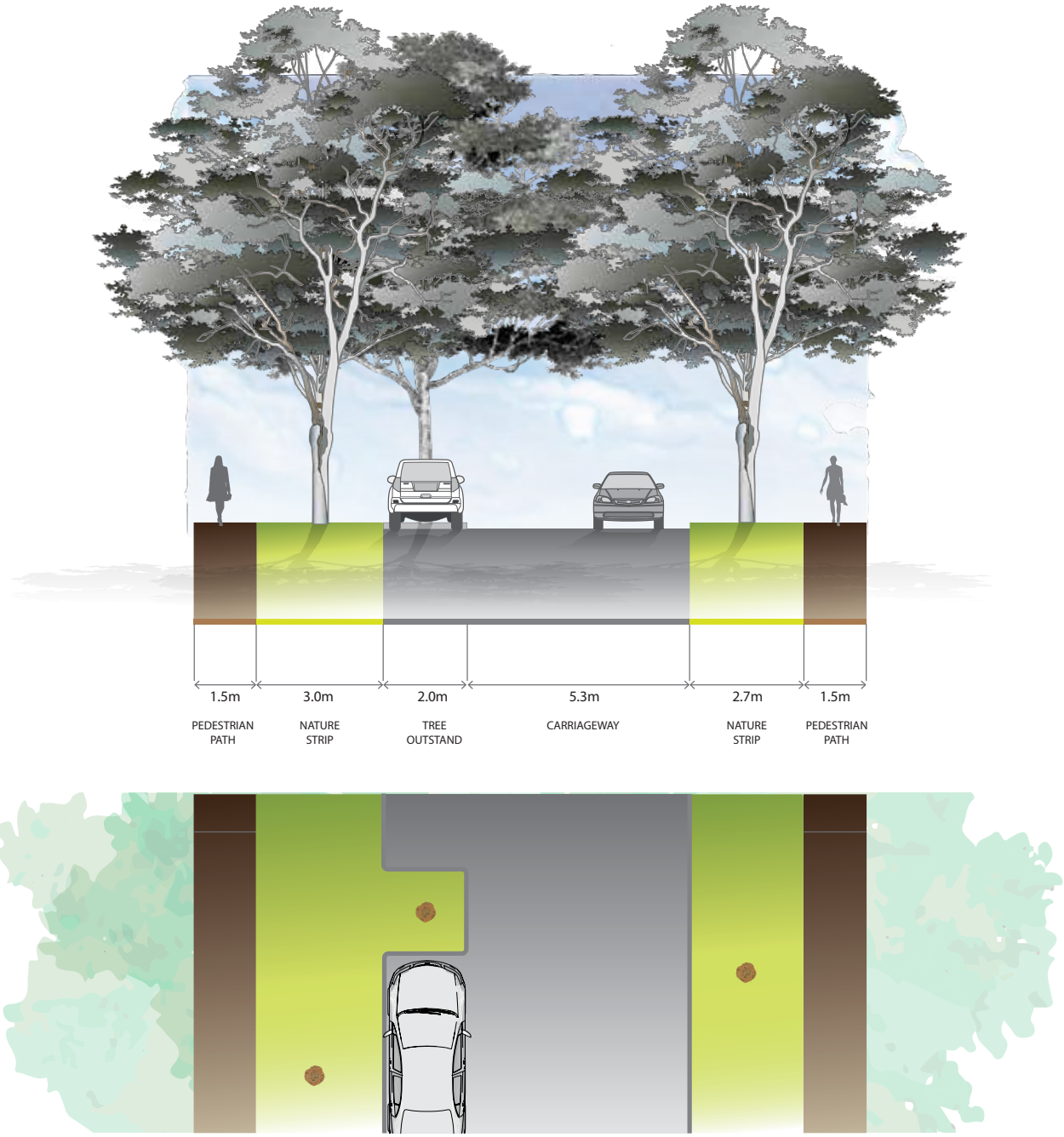




NOTES:

- Carriageway drains to central drainage line rather than sides
- Central drainage line to include pavement treatment other than asphalt
- Kerbs are to be B1 Barrier Kerb
- Appropriate for short streets (less than 60m) with minimal through traffic or for frontage roads

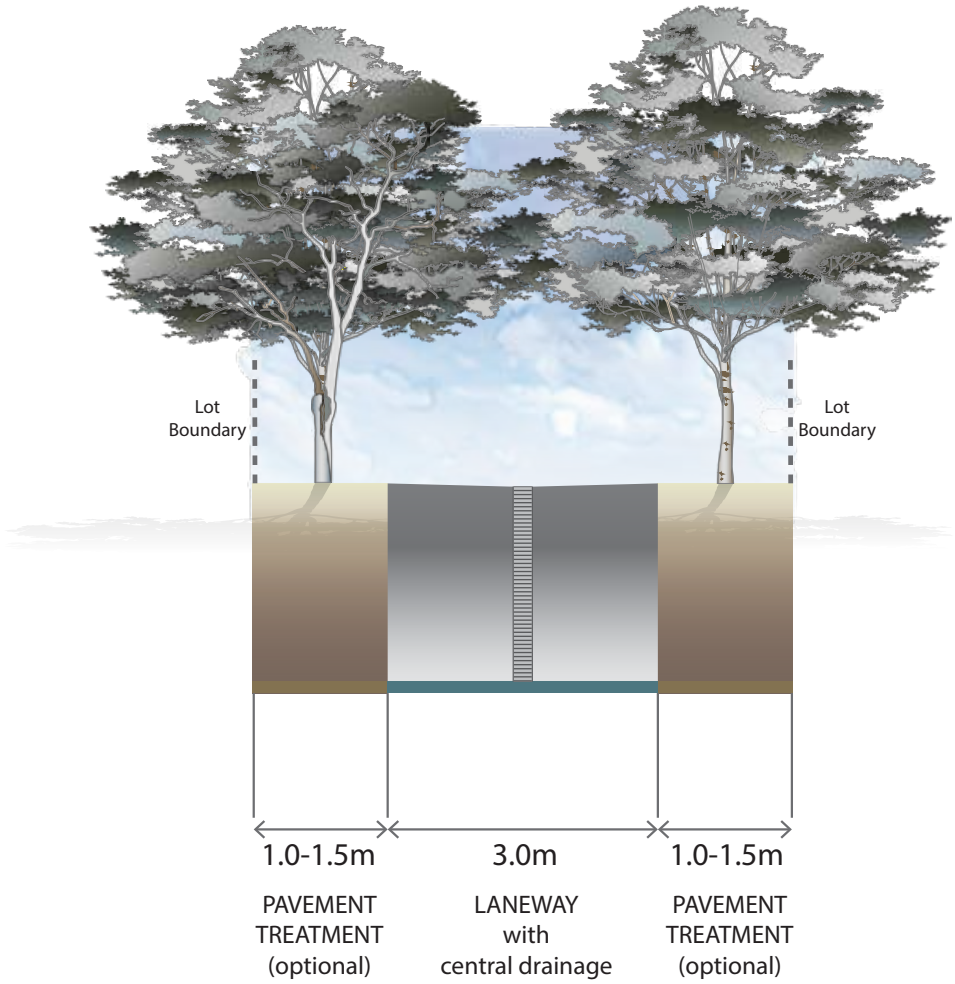
Cross Section D
Local Access Level 1 Standard (16m)
Variation 4 - Central drainage



NOTES:

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

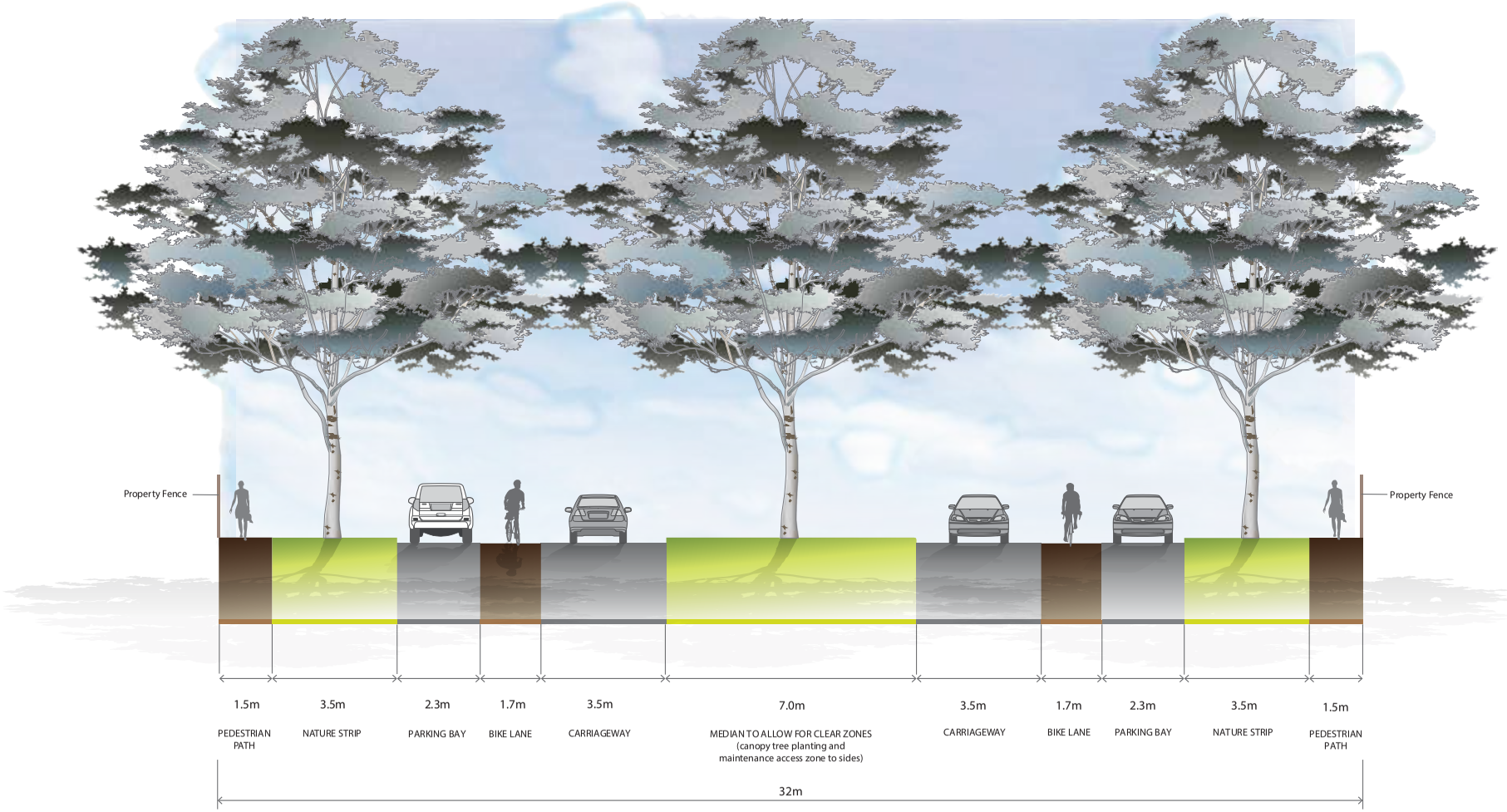
Cross Section E
Local Access Level 1 Standard (16m)
Variation 5 - Tree Outstands



NOTES:

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

Cross Section
Laneway (5.0 - 6.0m) Standard



NOTES:

- Targeted to key intersections with arterials, with the extent generally limited to the 1st 100-200m of road.

Cross Section
Boulevard Connector Street (32m)
Casey Fields Boulevard

4.5 Service Placement Guidelines

STANDARD ROAD CROSS SECTIONS

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

NON-STANDARD ROAD CROSS SECTIONS

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

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

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

NOTES

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

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

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

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

GENERAL PRINCIPLES FOR SERVICE PLACEMENT

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

4.6 Open Space Category Guide

CITY OF CASEY CITY DRAFT PARK CLASSIFICATIONS & EMBELLISHMENT LIST

PASSIVE RECREATION PARK

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

NEIGHBOURHOOD

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

DISTRICT (1HA OR GREATER)

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

MUNICIPAL (5HA OR GREATER)

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

REGIONAL

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

LINEAR PARK

To provide pedestrian/cyclist links in a parkland setting.

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

NEIGHBOURHOOD

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

DISTRICT

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

MUNICIPAL

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

REGIONAL

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

TOWN SQUARE/URBAN PARK

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

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

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