



# Cranbourne West Precinct Structure Plan



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# Cranbourne West Precinct Structure Plan

## **Acknowledgements**

David Lock Associates

Pocock Design Environment

Applied Development Research

Bell Planning Associates

Department of Education and Early Childhood Development

Department of Planning and Community Development

Department of Innovation Investment and Regional Development

Department of Infrastructure

Department of Sustainability and Environment

Department of Transport

Ecology Australia

Ecological Engineering

EDAW

Growth Areas Authority

Greenwood Consulting

GHD

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MacroPlan

Melbourne Water

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# Cranbourne West Precinct Structure Plan

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## 1 Introduction

### 1.1 Role of the precinct structure plan

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

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

The role of the PSP is:

- To provide the framework, conditions and requirements for the consideration of planning permits that provide for urban development under the provisions of the Casey Planning Scheme, including the provisions of the Urban Growth Zone.
- To plan for the creation of an urban structure that implements the 'Neighbourhood Principles' as stated in Melbourne 2030.
- To ensure that planning occurs so that the future community within the Cranbourne West Precinct Structure Plan area can be provided with early access to infrastructure and services, such as community facilities and services, transport, employment, activity centres, open space and recreation facilities.
- To provide developers, investors and local communities with certainty regarding the nature of future development within the Cranbourne West Precinct Structure Plan area.

This PSP is:

- informed by the goals of the Casey C21 Plan;
- informed by the State Planning Policy Framework and the Victorian Government's Precinct Structure Planning Guidelines; and,
- informed by the Local Planning Policy Framework of the Casey Planning Scheme as well as other City of Casey local policies and strategies.

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

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

# Cranbourne West Precinct Structure Plan

## **1.2 How to use this precinct structure plan**

Council must take the PSP into consideration when assessing planning applications for the use and development, including subdivision, of land in the area to which it applies. A permit will only be granted for proposals which are generally in accordance with the PSP.

### **1.2.1 Document approval and revision**

The PSP was adopted by the City of Casey on 18 August 2008. Authorisation to prepare a planning scheme amendment to implement the PSP was granted by the Minister for Planning on 14 January 2008. The Minister has not approved the PSP.

### **1.2.2 Monitoring and review**

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

## **1.3 Area to which the precinct structure plan applies**

The Cranbourne West Precinct comprises approximately 783 hectares of land and is generally bounded by:

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

The precinct also includes the wedge of land west of the Merinda Park train station in Lyndhurst.

The land to which the PSP applies is shown in Plan 1.

# Cranbourne West Precinct Structure Plan

**Plan 1: Area to which the precinct structure plan applies**



 Growth area

# Cranbourne West Precinct Structure Plan

## 1.4 Metropolitan and regional context

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

- Strategic access roads including Eastlink and Thompsons Road.
- Western Port Highway and the Dandenong-Port of Hastings corridor.
- South Gippsland Highway and the Princes Freeway corridor.
- Cranbourne Railway Line.

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

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

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

### 1.4.1 Employment land

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

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

In 2007 the Department of Planning and Community Development's (DPCD) Urban Development Program confirmed the need to deliver industrial land in the precinct to meet short to medium term land supply requirements within the Southern Industrial Node comprising Dandenong, Dandenong South, Hallam and Lynbrook.

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

# Cranbourne West Precinct Structure Plan

## 1.4.2 Residential land

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

## 1.5 Local context

The precinct abuts an existing residential suburb known as Cranbourne West on its eastern side. The land to the north of the precinct is currently being developed for residential purposes which will form an extension of the suburb of Lyndhurst. To the west and south are non-urban uses. It is noted that the land to the south was earmarked by the Casey C21 Plan for large lot suburban development however is not currently within the Urban Growth Boundary (UGB).

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

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

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

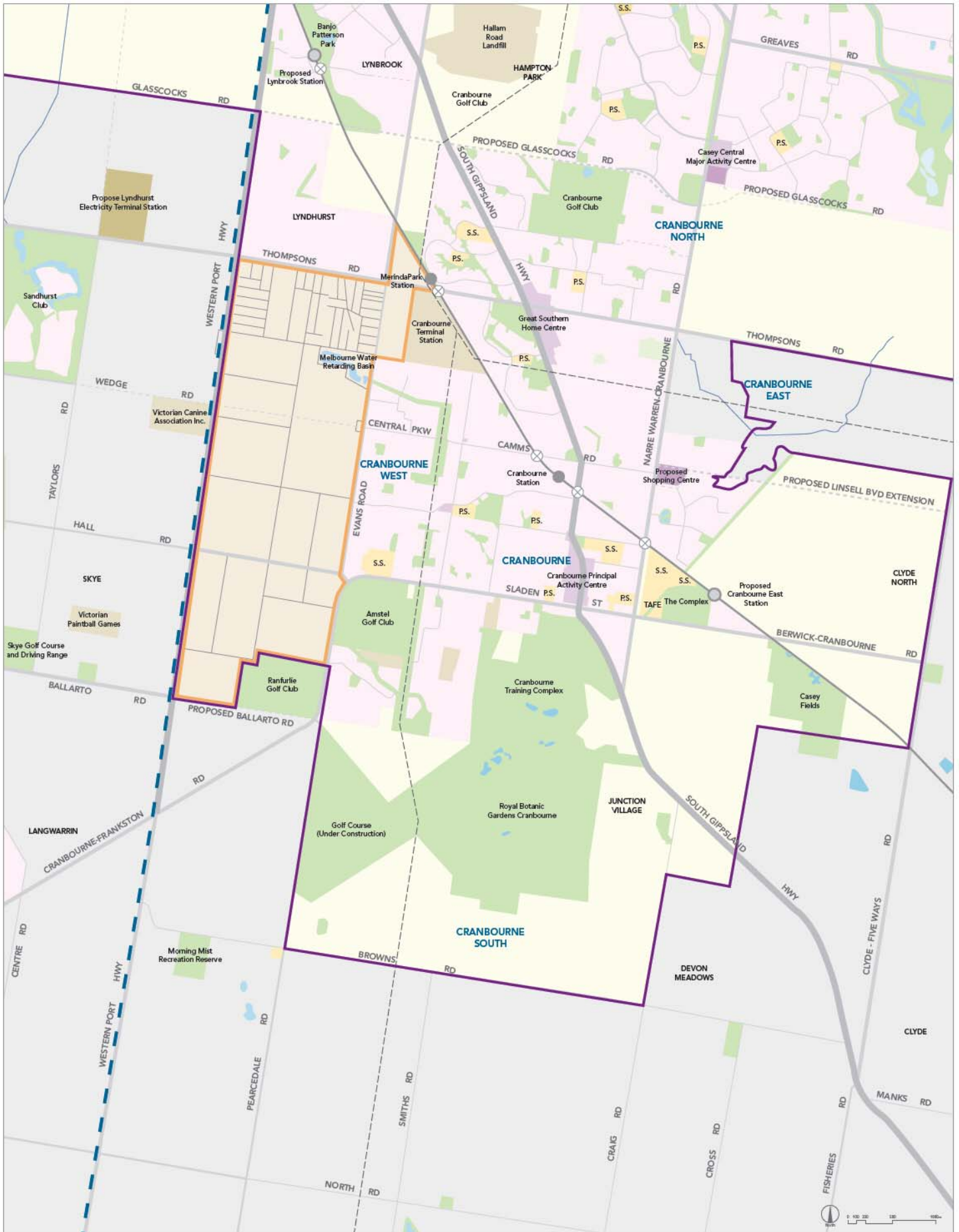
# Cranbourne West Precinct Structure Plan

## Plan 2: Metropolitan and regional context



# Cranbourne West Precinct Structure Plan

## Plan 3: Local context



# Cranbourne West Precinct Structure Plan

## 1.6 Site features

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

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

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

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

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

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

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

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

- Merinda Park Station in the northeast of the growth area with a large surface car park and high voltage transmission lines traversing the site.
- Poultry related businesses close to Thompsons Road which create amenity buffers.
- Two service stations alongside Western Port Highway.
- Rural residential dwellings.

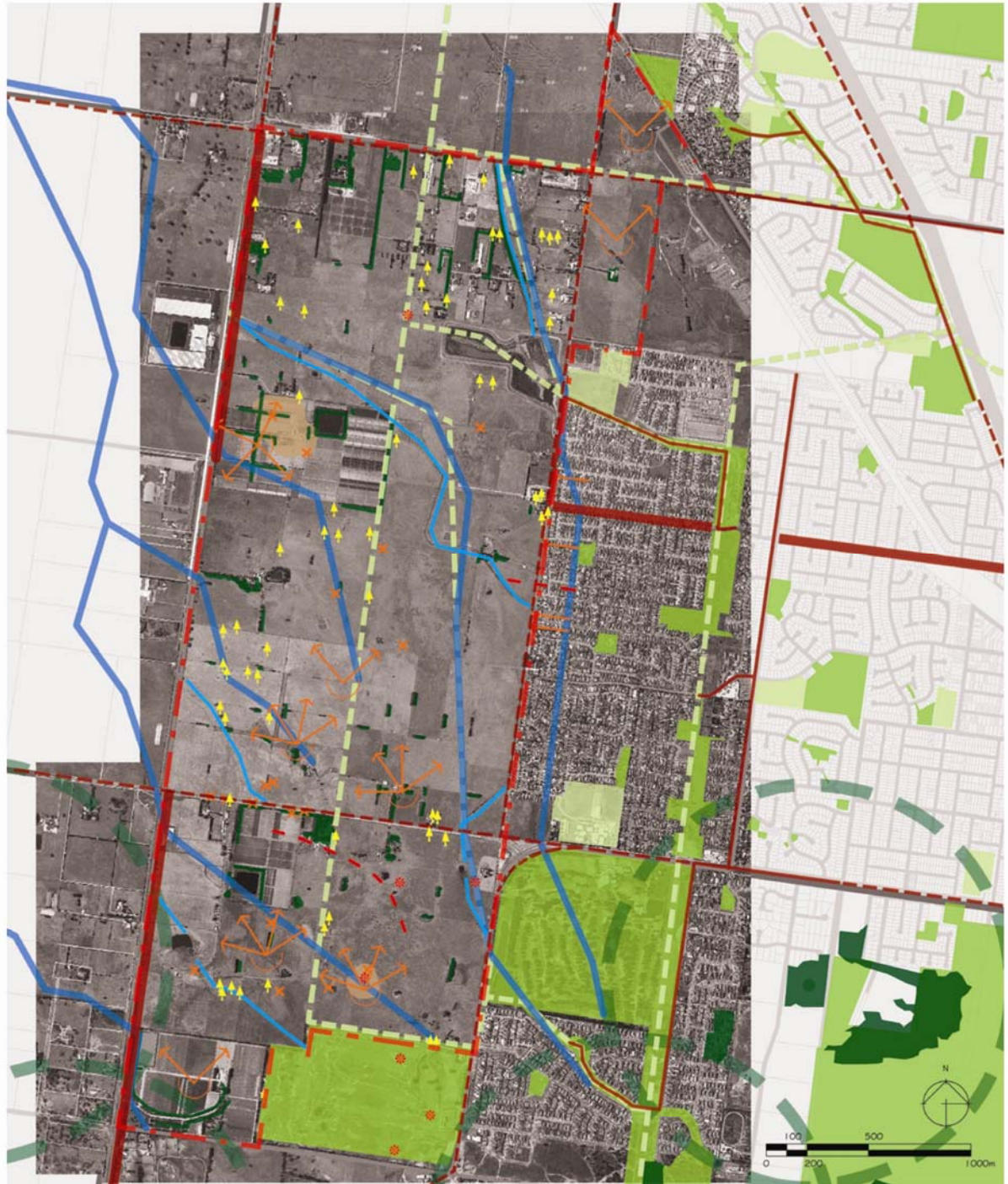
The growth area contains five recorded historic archaeological sites which have been given 'D' classifications by Heritage Victoria and one heritage site listed in the City of Casey Heritage Overlay HO163 at 2/660 Hall Road, known as Hayton Park. Site prediction models suggest that the precinct has a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


















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

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

# Cranbourne West Precinct Structure Plan

## Plan 4: Site features



- |   |  |   |   |
|---|--|---|---|
|  | Growth area                                  |  | Existing off-street pedestrian connection |
|  | Existing ecologically significant vegetation |  | Existing water ways                       |
|  | Existing local parks and reserves            |  | Existing drainage lines                   |
|  | Existing schools                             |  | Existing ridge line and high points       |
|  | Pre-historical sandhill                      |  | Existing view opportunities               |
|  | Proposed open space link                     |  | 1K ecological island effect               |
|  | Proposed on-road cycle path                  |  | Existing trees                            |
|  | Existing sealed curb cycle path              |  | Surface artefact scatter                  |
|  | Existing off-road cycle path                 |   |   |

## 2 Precinct Structure Plan

### 2.1 Vision

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

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

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

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

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

Key aspirations for the precinct are further articulated as follows:

- To provide diverse employment opportunities for Cranbourne, Casey and the wider sub region.
- To deliver in the longer term a 'smart and skilled' employment area that complements, rather than replicates, industrial development in the Southern Industrial Node.
- To provide a mix of lots sizes and environments for employment land that can accommodate variations in industry needs over the medium and longer term.
- To minimise conflict between the needs of residents and industry / commerce within the precinct.
- To develop a high amenity, high access, treed, green and landscaped employment area.
- To facilitate growth in employment densities over time as industries mature.
- To establish a sustainable community that transforms the way people live, work and travel in outer suburban areas.

# Cranbourne West Precinct Structure Plan

- To encourage a diverse demographic in Cranbourne West through a diversity in housing and jobs.
- To provide a new town centre that includes sports fields, community facilities, youth spaces, arts and sculpture, learning centres, churches, aged care, trails, trees and water features and a town square.
- To celebrate the unique natural and cultural character of the growth area through extending Cranbourne's treed image into Cranbourne West and establishing links between the suburban area and surrounding rural areas.
- To build strong links between the existing and future Cranbourne West communities and beyond into Cranbourne.
- To foster a strong sense of community.
- To promote travel by more sustainable modes.
- To provide for more environmentally-responsible infrastructure provision and resource management.

## 2.2 New community and employment structure

### 2.2.1 Broad land use configuration

The precinct consists of two principal land uses: residential and employment. The structure of the precinct is determined by the need to achieve a dwelling yield sufficient to sustain core community infrastructure (i.e. schools, kindergartens, local social and health services, local shops and parks) and meet Melbourne 2030 expectations, whilst providing maximum employment land.

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

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

- It locates residential development and other sensitive land uses away from existing poultry operations and the electricity terminal station in the north of the precinct.
- It maximises the length of new residential frontage along the Evans Road interface to the existing Cranbourne West community, and thereby facilitates integration of new residential development with the existing Cranbourne West community and shared use of supporting land uses such as activity centres, community facilities and schools.
- It preserves land with higher landscape values in the south of the precinct for 'prestige' residential development to encourage executives and senior managers to live locally.
- It encourages transit-oriented development by locating the highest trip-generating land uses (i.e. offices, mixed use) near to public transport services at Merinda Park railway station.
- It locates employment land uses which generate a high proportion of heavy vehicle trips close to access points to Western Port Highway.

# Cranbourne West Precinct Structure Plan

- It optimises the exposure for businesses to the Western Port Highway, and minimises new residential frontages to its high traffic volumes.
- It facilitates creation of a high quality business park and mixed use environment by encircling the Melbourne Water retarding basin on Evans Road with consistent land uses.
- It manages interfaces between new residential development and employment land uses by locating complementary mixed use activities and public open spaces along the precinct's central internal spine.

## 2.2.2 Integrated living and working community

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

The north south 'employment interface' will be punctuated by a series of east-west pedestrian and road connections will enable direct access into employment areas by the workforce residing in the new residential development and the existing Cranbourne West community. In addition to strong connections across the precinct, the central spine will have detailed design controls to manage built form integration, planned around a series of public open spaces along a boulevard style road, evolving into an adaptable mixed use corridor which provides transitional built form between residential neighbourhoods and larger scale industrial buildings. In this mixed use employment interface it is envisaged it could accommodate a finer-grain style of commercial and industrial buildings catering for emerging professional and business support activities that will not adversely affect residential amenity.

## 2.2.3 Green web

The precincts 'constructed' agricultural landscape means little indigenous vegetation remains and its landscape characteristics defined by mature windrows and gently undulating land dissected and shaped by drainage corridors. These landscape features form green infrastructure that provide a framework of natural assets that will shape land uses and connections within the precinct and into the surrounding urban fabric and open space network. This green web will contribute to the precinct creating a 'city living, country feel'<sup>1</sup> for residents and workers through access to high quality, well located green spaces and will echo an important reminder of the pre-contact landscape as aspired by the local Aboriginal communities.

Components of the green web are:

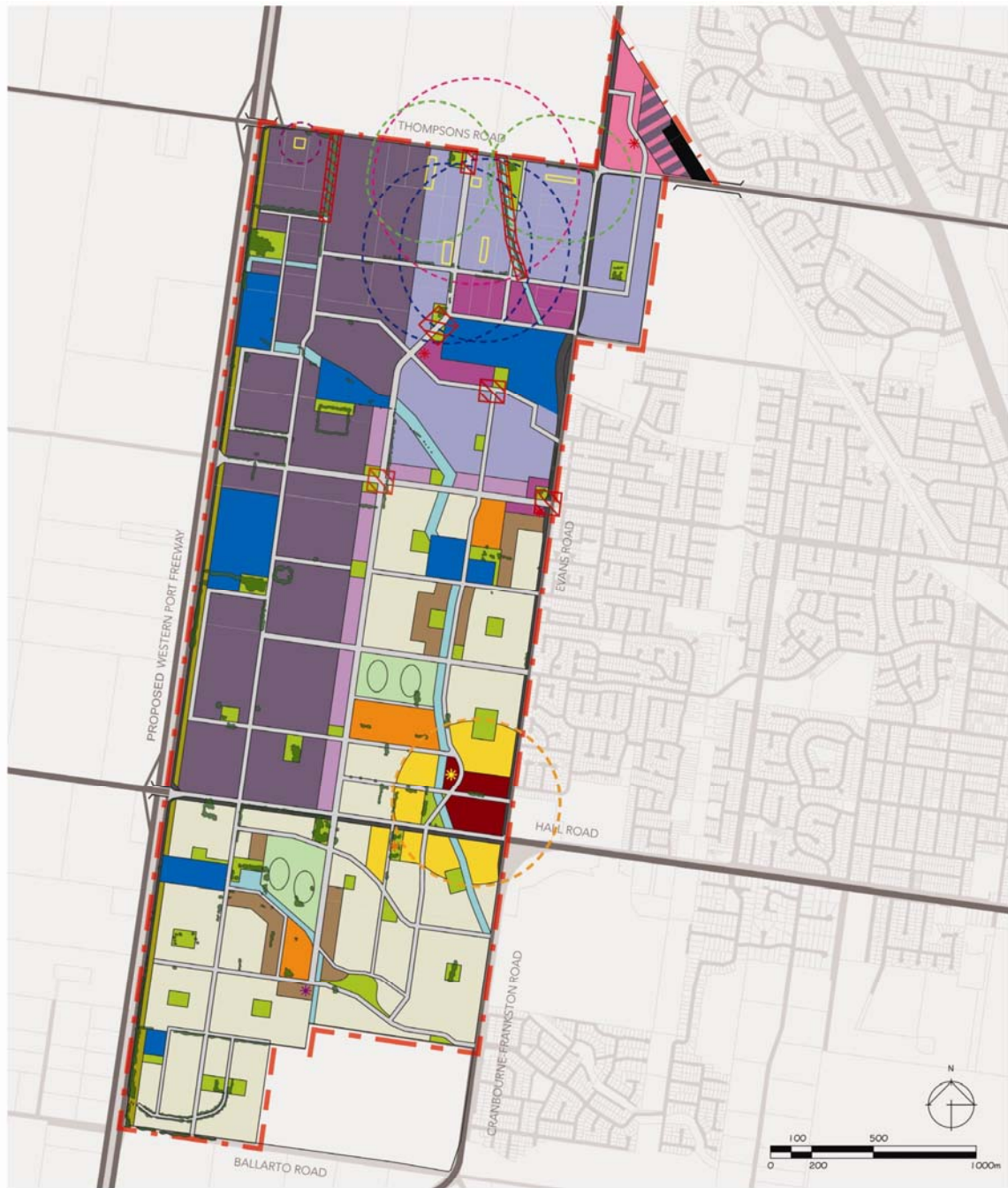
- Drainage corridors and retarding basins
- Local and linear parks framed by existing and remnant windrows and copses
- A linear Aboriginal park
- Active playing fields
- Green road verges
- Local high points and ridgelines
- View lines

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<sup>1</sup> C21 Plan, City of Casey, 2002

# Cranbourne West Precinct Structure Plan

## Plan 5: Precinct structure plan



- |                                |  |  |
|--------------------------------|--|--|
| Growth area                    | District open space                      | Small NAC  |
| Industrial                     | School                                   | Local NAC  |
| Business park                  | Large Neighbourhood activity centre      | Integrated community Centre (incl. business accelerator) |
| Employment interface           | Stormwater retarding basin               | Existing train station                                   |
| Business activity centre       | Stormwater floodway                      | Walkable catchment (400m)                                |
| Mixed use                      | Tree reserve                             | Victorian broiler code 300m buffer                       |
| Electricity easement           | Road widening                            | Default 500m EPA buffer                                  |
| Higher density residential     | Existing trees                           | Default 400m Victorian EPA buffer                        |
| Med-higher density residential | Gateway opportunities in employment area | 100m buffer around boarding kennel                       |
| Residential                    | Hayton Park heritage site                | Farm locations   |
| Local open space               |  |  |

## **2.3 Demographic projections**

### **2.3.1 Land use budget**

The PSP covers an area of approximately 783 hectares which comprises a range of different land use components. As identified in the land use budget at Table 1 the total Net Residential Developable Area is 269ha and the total Net Employment Developable Area is 373ha which includes 10ha west of Merinda Park railway station.

The new residential community with core community infrastructure requires an area of 310. In addition, a further 101 is required for primary infrastructure including floodway reserves, retarding basins, main road widening, electricity easement, railway station and a tree reserve across both residential and employment areas.

### **2.3.2 Demographic projections**

It is estimated that the residential area within precinct will provide a minimum of 4,631 new households with a population of approximately 13,893 residents. Increased population will be achieved through provision of higher housing densities around activity nodes. The estimated population is sufficient to satisfy minimum catchment thresholds required for a comprehensive range of community infrastructure and services.

## Cranbourne West Precinct Structure Plan

**Table 1: Land use budget**

Land Use	Area (ha)
<b>Precinct Structure Plan Area</b>	<b>782.95</b>
<b>Primary Infrastructure</b>	
Arterial road widening	15.50
Existing retarding basin	15.61
Proposed retarding basin	33.99
Proposed floodway reserves within 1 in 100yr ARI	16.03
Existing electricity easement	5.08
Railway station	2.27
20m tree reserve along Western Port Highway	12.15
<b>Total Primary Infrastructure</b>	<b>100.63</b>
<b>Gross Developable Area</b>	<b>682.32</b>
<b>Residential Precinct (Gross Developable Area)</b>	<b>309.79</b>
Large neighbourhood activity centre	7.88
Schools	
Secondary school (incorporating basketball stadium)	8.00
Primary schools	6.74
District open space (including 1.9ha for tennis and lawn bowls)	18.56
<b>Net Developable Residential Area</b>	<b>268.61*</b>
<b>Employment Precinct</b>	
Industrial	221.34
Employment interface	17.13
Business park	107.56
Mixed use	16.85
Business Activity Centre	9.65
<b>Net Developable Employment Area</b>	<b>372.53*</b>

\* Net Developable Area includes passive public open space and collector roads.

## Cranbourne West Precinct Structure Plan

**Table 2: Expected residential density and population**

Density (dwellings per net ha)	Area (ha)	Minimum dwellings	Population*
Standard density (minimum average 15 dwellings per net developable ha)	229.99	3,450	10,350
Medium-higher density (minimum average 25 dwellings per net developable ha)	18.44	461	1,383
Higher density (minimum average 35 dwellings per net developable ha)	20.57	720	2,160
Total	269	4,631	13,893
*Based upon an average 3.0 persons per dwelling.			

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

**Table 3: The likely population distribution in the precinct**

Age group	Proportion*	Estimated number of people
0 to 4	18%	2,501
5 to 9	14%	1,945
10 to 14	4%	556
15 to 19	5%	695
20 to 24	3%	417
25 to 29	14%	1,945
30 to 39	25%	3,473
40 to 49	9%	1,250
50 to 59	4%	556
60 to 69	2%	278
70+	2%	278
Total	100%	13,893
* Based upon resident population projections for Cranbourne West in 2031 by Ratio Consultants.		

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

# Cranbourne West Precinct Structure Plan

## **2.3.3 Net developable area and passive public open space**

Plan 6 shows the 62 individual properties within the precinct structure plan area. The net developable area (NDA) and passive public open space (POS) required to be provided on each property is shown in Table 4.

# Cranbourne West Precinct Structure Plan

## Plan 6: Property plan



**Table 4: Net developable area and passive public open space provision**

Property No.	Property Address	Land use	Site Area (ha)	Net Developable Area (Ha)	Passive POS (ha)	Passive POS (%)
1	1/910 Thompsons Rd, Cranbourne West	Industrial	1.99	1.35	0.00	0%
2	920 Thompsons Rd, Cranbourne West	Industrial	2.04	2.02	0.00	0%
3	1/930 Thompsons Rd, Cranbourne West	Industrial	3.33	3.33	0.00	0%
4	490 Western Port Hwy, Cranbourne West	Industrial	2.48	2.10	0.00	0%
5	500 Western Port Hwy, Cranbourne West	Industrial	3.77	3.39	0.00	0%
6	510 Western Port Hwy, Cranbourne West	Industrial	3.78	3.40	0.00	0%
7	520 Western Port Hwy, Cranbourne West	Industrial	3.64	3.50	1.59	45%
8	530 Western Port Hwy, Cranbourne West	Industrial	3.56	2.50	0.66	26%
9	540T Western Port Hwy, Cranbourne West	Industrial	3.54	1.99	0.00	0%
10	940 Thompsons Rd, Cranbourne West	Industrial	21.81	21.81	0.00	0%
11	30 Gwen Rd, Cranbourne West	Industrial	12.12	12.12	0.00	0%
12	970 Thompsons Rd, Cranbourne West	Industrial	2.02	2.02	0.00	0%
13	980 Thompsons Rd, Cranbourne West	Industrial	2.04	2.04	0.00	0%
14	990 Thompsons Rd, Cranbourne West	Business Park	2.05	2.05	0.00	0%
15	1000 Thompsons Rd, Cranbourne West	Business Park	2.03	2.03	0.56	43%
16	15 Gwen Rd, Cranbourne West	Business Park	2.03	2.03	0.00	0%
17	5 Gwen Rd, Cranbourne West	Business Park	2.02	2.02	0.00	0%
18	20 Gwen Rd, Cranbourne West	Business Park	2.01	2.01	0.00	0%
19	10 Gwen Rd, Cranbourne West	Business Park	2.03	2.03	0.00	0%
20	75 Missens Rd, Cranbourne West	Business Park	2.22	2.22	0.33	15%
21	1010 Thompsons Rd, Cranbourne West	Business Park	2.00	2.00	0.00	0%
22	1020 Thompsons Rd, Cranbourne West	Business Park	2.16	2.16	0.00	0%
23	1030 Thompsons Rd, Cranbourne West	Business Park	3.24	2.14	1.57	73%
24	1040 Thompsons Rd, Cranbourne West	Business Park	3.44	3.44	0.00	0%
25	30 Missens Rd, Cranbourne West	Business Park	2.02	2.02	0.00	0%
26	1060 Thompsons Rd, Cranbourne West	Business Park	2.37	2.32	0.00	0%
27	321 Evans Rd, Cranbourne West	Business Park	1.20	1.20	0.00	0%
28	315 Evans Rd, Cranbourne West	Business Park	1.20	1.20	0.00	0%
29	305 Evans Rd, Cranbourne West	Business Park	2.40	2.40	0.00	0%
30	295 Evans Rd, Cranbourne West	Business Park	2.39	2.39	0.00	0%
31	5 Volk Rd, Cranbourne West	Business Park	2.00	2.00	0.00	0%
32	15 Volk Rd, Cranbourne West	Business Park	2.04	2.04	0.00	0%

## Cranbourne West Precinct Structure Plan

33	1/25-27 Volk Rd, Cranbourne West	Business Park	2.08	1.60	0.00	0%
34	35 Volk Rd, Cranbourne West	Business Park	2.30	2.05	0.00	0%
35	285 Evans Rd, Cranbourne West	Business Park	2.03	2.03	0.00	0%
36	275 Evans Rd, Cranbourne West	Business Park	2.03	2.03	0.00	0%
37	10 Volk Rd, Cranbourne West	Mixed use	2.02	2.02	0.00	0%
38	20 Volk Rd, Cranbourne West	Mixed use	2.02	2.02	0.00	0%
39	30 Volk Rd, Cranbourne West	Mixed use	2.03	2.03	0.00	0%
40	40 Volk Rd, Cranbourne West	Mixed use	2.90	2.56	0.00	0%
41	265 Evans Rd, Cranbourne West	Mixed use	2.02	2.00	0.00	0%
42	255 Evans Rd, Cranbourne West	Mixed use	2.03	1.74	0.00	0%
43	340 Evans Rd, Lyndhurst	Business Activity Centre	15.97	9.65	0.00	0%
44	280 Evans Rd, Cranbourne West	Business Park	24.45	22.95	0.71	3%
45	590 Western Port Hwy, Cranbourne West	Industrial	39.91	28.35	0.00	0%
46	620 Western Port Hwy Cranbourne West	Industrial Employment interface	39.89	38.43	1.92	5%
47	690 Western Port Hwy, Cranbourne West	Industrial Employment interface	56.08	40.84	1.81	4%
48	635 Hall Rd, Cranbourne West	Industrial Employment interface	67.67	64.74	2.00	3%
49	195 Evans Rd, Cranbourne West	Business Park Mixed use Employment interface	48.53	45.30	2.29	5%*
50	175 Evans Rd, Cranbourne West	Public open space	0.48	0.48		
51	165 Evans Rd, Cranbourne West	Mixed use	0.49	0.41	0.00	0%
52	135 Evans Rd, Cranbourne West	Residential	66.13	54.33	3.80	7%
53	665 Hall Rd, Cranbourne West	Residential	66.60	38.03	2.68	7%
54	570 Hall Rd, Cranbourne West	Residential	40.02	31.58	2.21	7%
55	1/630 Hall Rd, Cranbourne West	Residential	54.14	37.98	2.66	7%
56	2/660 Hall Rd, Cranbourne West	Residential	18.28	17.46	1.22	7%
57	1/660 Hall Rd, Cranbourne West	Residential	14.99	12.61	0.88	7%
58	865 Cranbourne/Frankston Rd, Cranbourne West	Residential	49.65	48.64	3.41	7%
59	950 Western Port Hwy, Cranbourne West	Residential	31.50	27.99	1.96	7%
60	195W Evans Rd, Cranbourne West	Retarding basin	17.24	0.02	n/a	n/a
61	201W Evans Rd, Cranbourne West	Retarding basin	0.23	0.00	n/a	n/a
62	Merinda Park railway station, Cranbourne North	Train station	2.27	0.00	n/a	n/a
<b>Total</b>			<b>782.95</b>	<b>641.14</b>	<b>32.26</b>	<b>5%</b>

\* Provision of passive public open space is treated as a whole for these two properties.

## 3 Themes

### 3.1 Introduction

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

- Transport.
- Residential neighbourhoods.
- Activity centres and community infrastructure.
- Employment areas.
- Open space.
- Biodiversity.
- Image, character and unique features.
- Heritage
- Physical services.
- Development staging.

Each theme contains objectives that must be met. It also includes planning and design guidelines that should be met. However, alternative proposals that meet the objectives can also be considered.

## 3.2 Transport

### 3.2.1 Transport objectives

Transport (overall):

- Provide future residents, employees and visitors the opportunity to walk, cycle and use public transport.
- Reduce the reliance on the private motor vehicle and advance towards achievement of self containment in the region.

Road network

- Provide an efficient, legible and safe road network that provides good internal movement within and between neighbourhoods and good access to external destinations.
- Maximise east west connectivity between the existing Cranbourne West and future Cranbourne West community with safe and frequent pedestrian and cycle connections across Evans Road to facilitate movement. This will be further promoted through the development of local road and public transport links between these two areas.
- Minimise the through movement of heavy vehicle traffic within the residential areas.
- Minimise the opportunity for vehicles to travel at excessive speeds.

Public transport network

- Facilitate, where possible, the early provision of public transport services.
- Provide coverage to both residential and employment precincts.
- Provide connections to areas of activity including education establishments and community services.
- Promote walking, cycling and public transport for access to the station and connections to the PPTN.

Walking and cycling network

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

### 3.2.2 Implementation

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

The proposed road, walking, cycling and public transport network to support development in the PSP area is shown in Plans 7, 9, and 10.

# Cranbourne West Precinct Structure Plan

The transport objectives are met by implementation of:

- Road network in Plan 7, including the:
  - Road hierarchy provided Table 5.
  - Road and landscape construction consistent with the Casey Standard Drawings and Casey Arterial Roads Tree Strategy.
  - Employment interface road cross section in Plan 7.
- Public transport network in Plan 9.
- Walking and cycling network in Plan 10.
- Provision of transport infrastructure and services indicated in the transport plans and as set out in the Precinct Investment Plan in Chapter 4.
- Planning and design guidelines set out below.
- The following particular provisions of the Casey Planning Scheme:
  - Clause 52.34 Bicycle facilities
  - Clause 52.36 Integrated public transport planning
  - Clause 56 Residential subdivision

Implementation of the transport objectives will be assisted through:

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

### 3.2.3 Design guidelines

Road network

- All road network intersections are designed to ensure safe and efficient use by all road users.
- Where intersections are not controlled by signals, intersection controls are a roundabout or a “T” intersection. “T” intersections are staggered so as not to overlap right turning movements.
- All collector and higher order roads are designed to accommodate bus movement by a 12.5m low floor bus or other agreed design vehicle.
- All roads make provision for emergency vehicle and waste collection vehicle access.
- Roads which present the opportunity for motorists to travel at excessive speeds are designed with slow points which can include intersection treatments, deflection points, speed humps or other treatments.
- Roads abutting public open space areas may be entitled to a reduced road reserve width to an area equivalent to one nature strip width less 1m from back of curb, provided services or reserve design is not negatively impacted upon by this reduction.
- Provide for development of mid-block access from Western Port Highway into the precinct on an alignment adjacent to Wedge Road. Provision of access may be staged to provide an at-grade interim intersection for left-in and left-out movements in conjunction with initial development of industrial land. An ultimate intersection arrangement may require construction of a grade separated half-

## Cranbourne West Precinct Structure Plan

diamond intersection. The standard of interim and ultimate access and intersections should be agreed in conjunction with VicRoads.

- Provision of interim access from Western Port Highway into land shown as Property No. 47 in Plan 6, known as 690 Western Port Highway, Cranbourne West, may be considered. This access may provide an at-grade interim intersection for left-in and left-out movements. This access from Western Port Highway is interim only to facilitate initial development of industrial land. This access should be discontinued when an interim or ultimate access from Western Port Highway is available into the precinct on an alignment adjacent to Wedge Road. Subdivision and development of the subject land should enable function of the internal road network and connectivity to interim or ultimate access mid-block access from land to the north. The location and standard of interim access and intersection should be agreed in conjunction with VicRoads.
- Provide a southern access point to the residential area from Ballarto Road to ensure future connectivity with land to the south in the event that there is further residential development to the south of Ballarto Road. Construction of Ballarto Road to provide access to the southern residential area may be required earlier depending on staging of development in the southern residential precinct.
- Provide two entry / exits to the high density, mixed use precinct adjacent to Merinda Park train station. When the Thompsons Road overpass or underpass of the railway line is built provide for a new road and pedestrian link under or over Thompsons Road to promote access to the station from the northern portion of the site. Such an initiative will also improve bus-feeder access to the station.
- East – west connections across Evans Road be developed to link the growth area with the existing residential area. Signalized intersections are located at Duff Street and Central Parkway. Pedestrian signals are located at a midpoint between these two intersections adjacent to Montrose Way to provide for regular crossing points. It is possible that signalised intersections will be required at the northern boundary of the Neighbourhood Activity Centre, south of the Melbourne Water Retarding Basin and at the Volk Road extension on Evans Road. Should signalised intersections not be provided in these locations then pedestrian signals be provided to ensure east west connectivity.
- Roads that have connection between residential and employment areas contain traffic calming and specific design to prevent the through movement of heavy vehicles east into residential areas.
- The intersection at Central Parkway and Evans Road will require land acquisition on two properties shown as Property Nos. 50 and 51 on Plan 6, known as 165 and 175 Evans Road, Cranbourne West, to provide for the east - west connection into the precinct at this location.
- The extension of Duff Street into the precinct will be constructed as a non-standard residential collector road consisting of an additional 6 metre widening along its southern edge. The link provides a shared-path within a vegetated corridor and a strong off-road movement link to support existing and new residents in Cranbourne West access the central waterway corridor and associated facilities. The link extends into the industrial precinct to support integration between employment and residential precincts. Subdivision and development along the south side of the Duff Street extension should respond positively to the vegetated corridor in terms of access, cross-overs, density and building orientation.

## Cranbourne West Precinct Structure Plan

- The road network along the Western Port Highway, arterial roads, retarding basins, drainage and linear parks are designed to ensure active frontages.

### Public transport

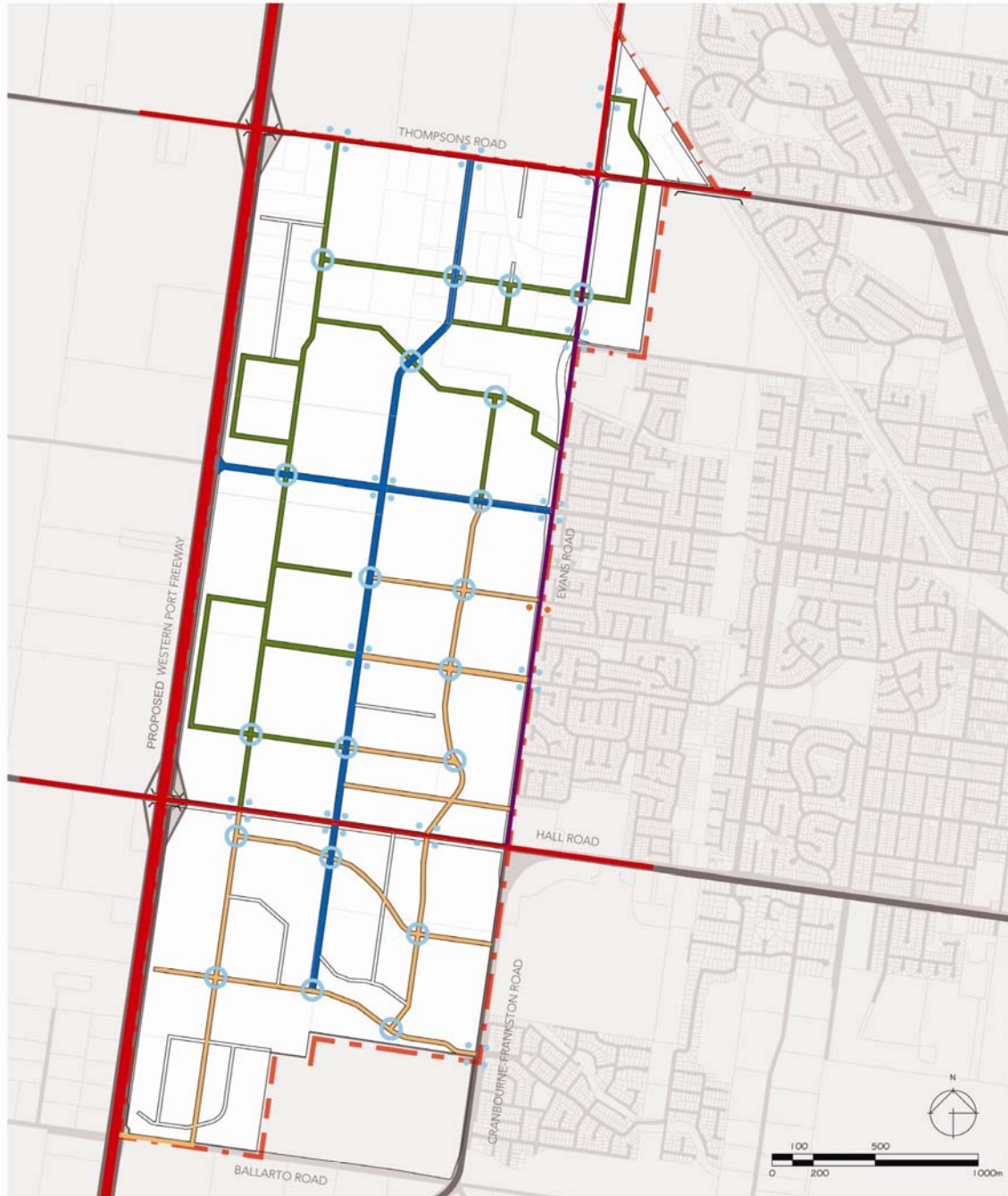
- Early provision of local public transport services are sought during the development of the site.
- Ensure transport routes provide connections between the residential areas, the business areas, the proposed activity centre, the existing residential areas, schools, key public transport nodes and Cranbourne town centre.
- Ensure 95% of all households are within 400 metres of a public transport service.
- Bus stop facilities are provided in accordance with DOI 'Public transport Guidelines for Land Use Development'.









### Walking and cycling network

- Walking and cycling networks are implemented early in the construction process to ensure that these facilities are available to all new residents, workers and visitors.
- Footpaths and cycle paths have increased width in areas expecting high foot traffic such as near schools, community centres, activity centres and public transport nodes.
- Cycle parking facilities are provided at key destinations such as schools, community centres, activity centres and public transport nodes.
- Pedestrian and cycle crossings are provided at all key street intersections and along key desire lines, particularly along the interface between the residential and employment areas.
- Shared paths are provided along open space links, along connector roads and along the arterial road network, including the Western Port Highway within the 20m wide tree reserve and along the western side of Evans Road when constructed to an urban standard, in accordance with the PSP.
- High quality linkages are provided that include crossing facilities at main streets to the following trip attractors and generators:
  - Residential areas of Cranbourne
  - Cranbourne town centre
  - Schools
  - PPTN along Evans Road and along Cranbourne-Frankston Road

# Cranbourne West Precinct Structure Plan

## Plan 7: Road network plan



-  Growth area
-  6 lane arterial road
-  4 lane arterial road
-  Trunk boulevard collector road
-  Industrial road
-  Residential collector road
-  Local access street (essential)
-  Traffic signals
-  Pedestrian signals
-  Roundabout

**Table 5: Road cross sections**

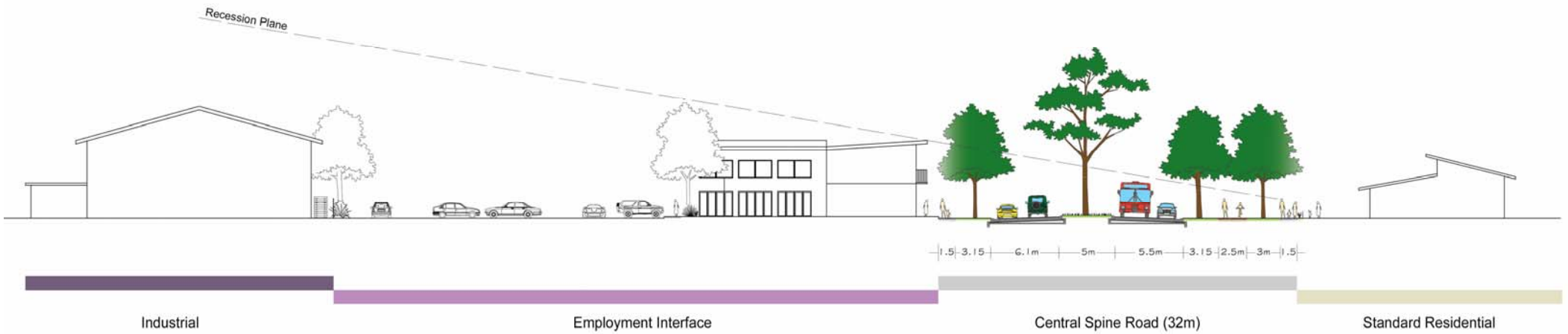
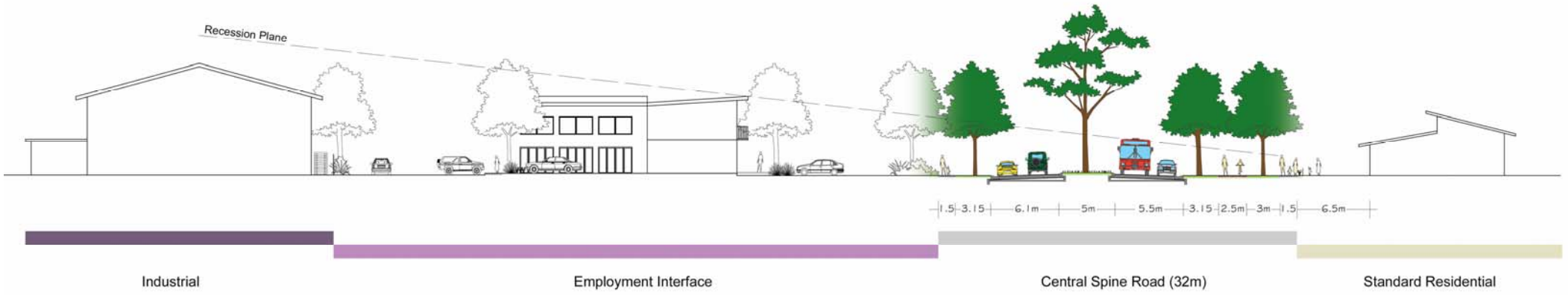
Road / street type	Indicative VPD	Road reservation	Ultimate function and configuration
Western Port Highway	To be obtained from VicRoads	60m <ul style="list-style-type: none"> <li>10m widening to the west required</li> </ul>	<ul style="list-style-type: none"> <li>Freeway</li> <li>Grade separated intersections</li> <li>No direct property access</li> </ul>
<b>6 Lane Arterial Road</b> <ul style="list-style-type: none"> <li>Thompsons Road</li> <li>Hall Road</li> <li>Cranbourne Frankston Road</li> </ul>	To be obtained from VicRoads	40m reservation <ul style="list-style-type: none"> <li>20m widening to the north required</li> <li>20m widening to the south required</li> <li>No widening required</li> </ul>	<ul style="list-style-type: none"> <li>Six lane divided road, no parking</li> <li>No direct property access - service road access only</li> <li>Grade separated (overpass / underpass) of the railway line</li> <li>PPTN bus route</li> <li>Low planting in median for visibility</li> <li>Shared path both sides</li> </ul>
<b>4 Lane Arterial Road</b> <ul style="list-style-type: none"> <li>Evans Road in accordance with Casey Standard Drawing</li> </ul>	To be inserted post traffic modelling.	40m reservation between Thompsons Road and Central Parkway 34m reservation between Central Parkway and Hall Road Widening varies in width and transitions from the east north of Thompsons Road to the west south of Central Parkway.	<ul style="list-style-type: none"> <li>Four lane divided road, no parking</li> <li>No direct property access – service road access only</li> <li>PPTN bus route</li> <li>Low planting in median for visibility</li> <li>Shared path both sides</li> </ul>
<b>Residential Boulevard Collector Road</b> in accordance with Casey Standard Drawing.	6000 VPD	31m reservation	<ul style="list-style-type: none"> <li>Two lane divided road + two parking</li> <li>Six metre median tree planting</li> <li>Potential local bus route</li> <li>Direct property access</li> <li>Shared path one side, footpath other side.</li> </ul>
<b>Residential Collector Road</b> in accordance with Casey Standard Drawing.	3000 VPD	22m reservation with shared path 20m where no shared path required	<ul style="list-style-type: none"> <li>Two lane + two parking</li> <li>Direct property access</li> <li>No median</li> <li>Potential local bus route</li> <li>Collector roads abutting the drainage corridor or school sites will need to provide for a shared path</li> <li>Allows for tall planting along roads</li> </ul>

## Cranbourne West Precinct Structure Plan

Road / street type	Indicative VPD	Road reservation	Ultimate function and configuration
<b>Residential Local Road</b> in accordance with Casey Standard Drawing.	1000 VPD	16m reservation	<ul style="list-style-type: none"> <li>• Two lanes + two parking</li> <li>• Direct property access</li> <li>• Footpath both sides</li> <li>• Allows for tall planting along roads</li> </ul>
<b>Employment Interface Boulevard Collector Road</b> in accordance with special cross section shown below.	To be inserted post traffic modelling.	32m reservation	<ul style="list-style-type: none"> <li>• Two lanes + two parking</li> <li>• Allows for tree planting in median</li> <li>• Direct property access for residential properties</li> <li>• Limited crossovers or rear lane access for employment interface properties</li> <li>• Potential local bus route</li> <li>• Shared path on residential side, footpath on employment interface side.</li> <li>• Allows for tall planting along roads</li> </ul>
<b>Industrial Road</b> in accordance with Casey Standard Drawing.	Maximum 3000VPD	23m reservation	<ul style="list-style-type: none"> <li>• Two lanes + two parking</li> <li>• Direct property access</li> <li>• Footpath on both sides</li> <li>• Potential local bus route</li> <li>• Allows for tall planting along roads</li> </ul>

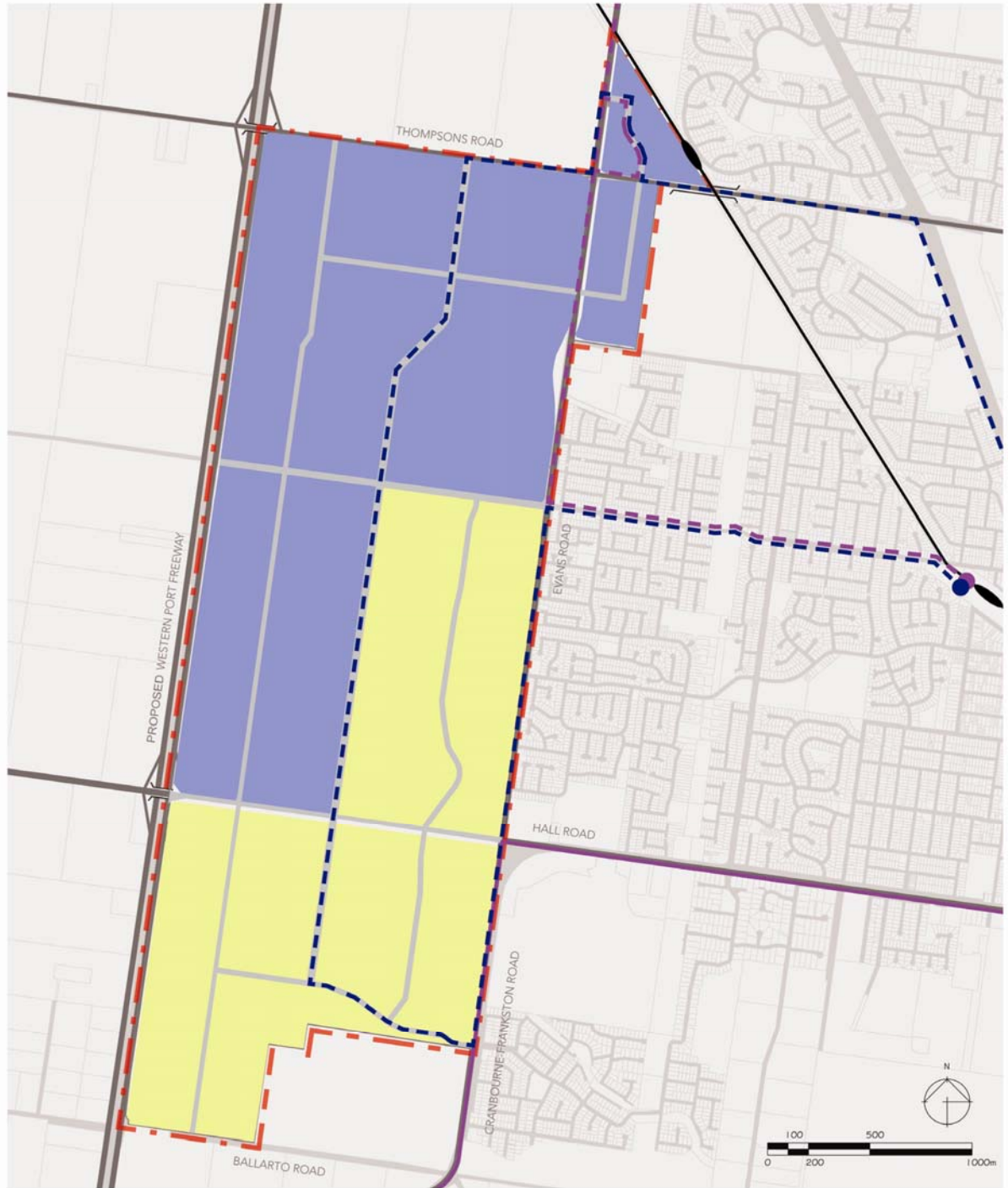
VPD = Vehicle movements per day








Plan 8: Employment interface



# Cranbourne West Precinct Structure Plan

## Plan 9: Public transport plan













-  Growth area
-  Employment
-  Residential
-  Proposed local route
-  Existing PPTN
-  Proposed PPTN
-  Rail line (PPTN)

# Cranbourne West Precinct Structure Plan

## Plan 10: Walking and cycling plan



-  Growth area
-  Pedestrian link via employment interface streetscape
-  Off-street pedestrian and cycle routes
-  Pedestrian link via streetscape
-  Local on-road cycle path
-  Proposed regional open space links
-  Existing regional sealed curb cycle path
-  Existing regional off-road cycle path
-  Proposed regional on-road cycle path
-  Pedestrian signals

## 3.3 Residential neighbourhoods

The establishment of an integrated and sustainable neighbourhood is a key element of this plan. The basis for achieving this has been the application of the concept of the walkable neighbourhood to the residential component of the precinct.

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

### 3.3.1 Residential neighbourhood objectives

Residential design

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

Interfaces

- Ensure that residential lot design along the interface between residential and employment areas minimises vehicle conflict.
- Ensure that subdivision layout and residential lot design provides a positive interface to arterial roads and Western Port Highway.

Affordable housing

- Create more opportunities for those in the 'intermediate market' to find home ownership options which will avert mortgage stress and achieve an appropriate social mix.
- Create a permanent stock of rental housing which is affordable to both very low income earners and those in the intermediate market who are saving for a move into home ownership.

### 3.3.2 Implementation

These objectives are met by implementation of the:

- Housing diversity as set out in Plan 11
- Distribution of densities as set out in Table 6.
- Planning and design guidelines set out below.
- The following particular provisions of the Casey Planning Scheme:
  - Clause 54 One dwelling on a lot

# Cranbourne West Precinct Structure Plan

- Clause 55 Two or more dwellings on a lot and residential buildings
- Clause 56 Residential subdivision

## 3.3.3 Planning and design guidelines

### Residential design

- Develop a mix of housing types across the precinct ranging from standard single dwellings to medium and higher density housing (potentially 3–4 storeys) around activity centres, schools, employment nodes and high amenity public open spaces. Multi-unit development in a horizontal and vertical form is encouraged to attract a diverse mix of people – a hallmark of strong communities – and enable people to ‘age in place’.
- Ensure a variation in lot size and building envelopes to contribute to the overall mix of housing achieved across the precinct and provide for the activation of public spaces around key activity nodes and public open spaces, contributing to public safety through informal surveillance.
- A minimum net residential density of 35 dwellings per hectare within 400m of the Large Neighbourhood Activity Centre. Heights of up to 3-4 storeys are encouraged.
- A minimum net residential density of 25 dwellings per hectare on land designated in Plan 11 as medium-higher density residential adjacent to high amenity and services provision.
- A minimum net residential density of 15 dwellings per hectare in the remainder of the residential area. Except at the southern interface with the UGB where a transition to larger lots is encouraged, each design response area has residential development densities proportioned as follows:
  - Higher density (25-50 dw/ha) min 10%
  - Medium density (15-25 dw/ha) min 30%
  - Conventional density (10-15 dw/ha) max 60%
- ‘Gated communities’ which exclude the public from passing through large areas or do not present an active edge are avoided.
- Shallow groundwater in the south-west corner of the southern residential neighbourhood is managed by the adoption of passive, low-density land uses or, a combination of active intervention through residential development, groundwater extraction and integrated groundwater/stormwater systems.
- Non residential uses such as child care centres or medical centres are ideally located within or adjacent to identified activity centres. Proposals are planned as part of the Site Masterplan and proposals not planned into the development up-front, in an integrated manner, are not supported unless exceptional design responses are provided.

### Interfaces

- A local street with residential frontages facing Western Port Highway is established on the east side of Western Port Highway to avoid a ‘back and side fences’ interface.
- Along the employment interface roads, subdivision creates residential lots with no crossovers or a minimum frontage width of 16 metres or larger medium density housing sites with single crossovers, to ensure vehicles exit the lot in a forward

## Cranbourne West Precinct Structure Plan

direction. Subdivision design ensures active frontages to this roadway are maintained.

- Along Hall Road, to mitigate the adverse impact of high traffic volumes, dwellings on the south will be offset from the arterial road frontage by a service road and outer separator, both of which will require significant landscaping to assist in screening the houses from the road as well as contributing to the greening of this edge.
- Along Evans Road an opportunity exists to present an active edge from the precinct to the existing Cranbourne West community. The character of this interface is defined as a boulevard style road with houses fronting the street from behind well landscaped outer separators and a service road.
- Along Western Port Highway new dwellings will require significant landscape treatment and a sound barrier if the highway becomes a freeway. A 20 metre wide tree reserve is provided along the freeway in to facilitate tree planting in accordance with the Casey Arterial Roads Tree Strategy.

**Table 6: Residential density**

Type	Location	Density	Lot Size
Higher	Within 400m of Large Neighbourhood Activity Centre.	Minimum 35 dwellings per net hectare with higher densities encouraged up to heights of 3-4 storeys.	Average 200m <sup>2</sup>
Medium - Higher	Designated areas of high amenity and services provision.	Minimum 25 dwellings per net hectare.	Average 300m <sup>2</sup>
Standard	Remainder of residential area	Minimum 15 dwellings per net hectare.	Average 550m <sup>2</sup>

# Cranbourne West Precinct Structure Plan

## Plan 11: Housing diversity plan



# Cranbourne West Precinct Structure Plan

## 3.4 Activity centres and community infrastructure

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

The size and location of new activity centres and community hubs within the growth area have been influenced by:

- The proposed configuration of residential and employment uses within Cranbourne West.
- The location and mix of the existing and proposed Activity Centre network and retail hierarchy, including the proximity of the Cranbourne Town Centre Principal Activity Centre and retail catchments for this and other major and neighbourhood level activity centres proximate to the site.
- The current supply and future demand (and existing latent demand) for community facilities and services in the growth area and the existing area of Cranbourne West.
- The need to achieve integration with the existing Cranbourne West community to the east of Evans Road by providing facilities that are clearly accessible to these residents in terms of location, connectivity and transport.

The location of the proposed centres is shown in Plan 12.

In consideration of the existing (and future) retail hierarchy affecting the growth area, and the forecast resident and working population to be supported within the growth area, Cranbourne West will support the following Activity Centres:

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

These retail and service components are at a scale that allows for diversity in choice of centre. This results in a functional retail hierarchy that complements the existing activity centre network, minimising the downgrading or blighting of existing activity centres and the associated negative impacts; socially, economically and environmentally on both the centre and its surrounding community.

A Large Neighbourhood Activity Centre (NAC) to serve the new Cranbourne West resident population is to be located on the corner of Hall Road and Evans Road. This Large NAC will also serve a portion of the existing resident population to the east of Evans Road, as well as passing traffic.

One Small NAC and one Local NAC are proposed for the residential component of the growth area to service the day to day requirements of people living in the growth area. These centres will perform a supportive role to the higher order Large NAC at the corner of Hall and Evans Road.

# Cranbourne West Precinct Structure Plan

The northern centre, a Small NAC, is to be located on the corner of Evans Road and an extension to Central Parkway and will contain multiple retail outlets anchored by a small format supermarket given its distance to the Large NAC. Early delivery of this northern centre will assist with integration between the existing and future residential population of Cranbourne West.

The southern centre, a Local NAC, is to be located on the central trunk boulevard collector road in the southern residential precinct adjacent to the proposed primary school and will be smaller given its proximity to the full line supermarket at the nearby Large NAC.

An additional Small NAC will be located in the employment area on the central trunk boulevard collector road, within a Mixed Use precinct adjacent to the Business Park and will contain a mix of uses including cafes, business related services and retailing which may include a small format supermarket. This centre is to be limited in size to serve the surrounding worker population.

A Business Activity Centre on land adjacent to the Merinda Park Railway Station will incorporate a range of convenience retailing commensurate in size with a NAC to serve the worker population in the Business Activity Centre or the convenience needs of rail commuters. The extent of shop floorspace should initially be at the scale of a Local NAC (i.e. 500m<sup>2</sup>) which can grow to the scale of a Small NAC (i.e. 2,000-3,000m<sup>2</sup>) with strategic justification as on-site employment within the Business Activity Centre grows and a transit-oriented development emerges. It is envisaged that the centre will be broadly based and mixed use – making it unique in Casey. The centre will be mixed use, with retailing forming a small proportion of the total floor space of the centre.

The viability of more intensive development of the Business Activity Centre is expected to emerge over time. The structure and development of the centre should be planned in a way that longer term opportunities are maintained for achievement as the growth area matures over coming decades. A more substantial retail role is not supported in the short to medium term as this would weaken other priority centres including the Cranbourne Town Centre, Hampton Park Town Centre, Casey Central Town Centre and surrounding neighbourhood activity centres.

Other café / food and drink premises may be considered in locations outside of identified activity centres where they will provide a desirable community focus and provide for activity and passive surveillance of open space or other community assets. The establishment of these uses should not undermine the function of identified activity centres.

### 3.4.3 Activity centre objectives

#### General

- Provide mixed use activity centres that integrate retail, commercial, community and, residential uses to create vibrant, safe and efficient focal points for the community.
- Ensure 'street – based' centres which are more successful at integrating a range of uses, adapting to change and forming community focal points.

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

- A centre that serves the new Cranbourne West resident population, a portion of the existing resident population to the east of Evans Road, as well as passing traffic.

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- A centre that is anchored by a full line supermarket and supported by a range of other small outlets including both food and non-food retail outlets and a selection of retail and business services.
- To provide integrated community and residential uses around the NAC at sufficient density to support a range of community and retail services.
- To act as an integration point with the residential community to the east of Evans Road.
- To be offset from the Small NAC located on the corner of Evans Road and an extension to Central Parkway to minimise overlapping catchments.
- To provide for a relationship with and surveillance of the north-south open space and waterway spine.
- To provide for a community hub that integrates a range of community facilities, including an Integrated Community Centre comprising a Business Accelerator, with the retail centre.
- To provide a town square comprising a central area of public urban open space with provision for community events such as markets, fairs and permanent and temporary public art displays.
- To provide for 'shop top' housing within the centre and higher density housing areas around centre with flexible building design able to be used as dwellings or small offices.

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

- To service the day to day requirements of people working and living in the precinct.
- To perform a supportive role to the higher order activity centre at the corner of Hall and Evans Road.
- To provide a focal point for the community in these areas.

Small NAC within Mixed Use on the central trunk boulevard collector road

- To support the needs of the local working population.

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

- To provide convenience level retail and services to support the worker population within the precinct and the convenience needs of rail commuters.
- To maintain longer term opportunities for a more intensive mixed use transit orientated development at the site.

### 3.4.4 Implementation

The activity centre objectives are met by implementation of the:

- Activity centre hierarchy, network and locations shown in Plan 12.
- Maximum gross leasable floorspaces in Table 7.
- Planning and design guidelines set out below.
- Retail Centres Policy at Clause 22.07 of the Casey Planning Scheme.
- Activity Centre Design Guidelines Department of Sustainability and Environment January 2005 (as updated).

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- Casey Activity Centres Strategy (October 2006) and Draft Revised Casey Activity Centres Strategy (October 2008).

### 3.4.5 Planning and design guidelines

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

- A maximum of 8,000m<sup>2</sup> of gross leasable shop floorspace including a supermarket with a maximum of 4,000m<sup>2</sup> – 4,500m<sup>2</sup> leasable floorspace.
- A high level of permeability of the retail component with surrounding residential areas, community infrastructure and public transport through legible street networks and centre design.
- A community hub that incorporates the range of community facilities and uses and is integrated with the retail / commercial activity.
- Town square space to be connected to the linear park which passes through the centre including:
  - pedestrian and cycle links to all components of the centre;
  - a pedestrian only space with hard and soft landscaping, seating, shading, lighting and signage for safety and to facilitate a high level of activity; and,
  - provision of a children's playground.
- The Secondary School located adjacent to the proposed district sports facility on the central trunk boulevard collector road and Local Public Transport Network. This facility will incorporate an indoor space suitable for a Basketball Stadium for joint community and school use. Consultation should occur between Department of Education and Early Childhood Development and Council during planning, design, construction, management and maintenance of the secondary school and district open sports facility.
- An Integrated Community Centre that includes a Maternal and Child Health Centre and is of flexible design suitable to provide for a double kindergarten, youth information services, a Neighbourhood Learning Centre and outreach services to the community hubs in the smaller residential activity centres (as required). The Integrated Community Centre also comprises a Business Accelerator (100m<sup>2</sup>). This community building should be co-located with a proposed children's playground and the outdoor fitness station.
- A site for a private or community run child care centre adjoining the Integrated Community Centre and colocated with the waterway linear park.
- A health precinct that responds to the existing and future needs identified by Southern Health at the time of detailed activity centre design. This facility should be co-located with consulting room premises within the activity centre.
- Links to the district sports facility and playing fields located next to the Secondary College and the waterway linear park.
- An outdoor fitness station (outdoor gym) and skate park located within the Community Hub and co-located with the integrated Community Centre.
- The area surrounding the activity centre should be developed for flexible buildings able to be used as dwellings or small offices. This provides a mechanism for the centre to expand and contract with the market without leaving vacant space.

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Detailed design for the Small NAC on the corner of Evans Road and an extension to Central Parkway should provide:

- Convenient access to the existing community.
- Retail goods and services with gross leasable floorarea for shop capped at 3,000m<sup>2</sup> given the different catchment that this centre will serve (including the existing residential community to the east).
- A small format supermarket capped at 2,000m<sup>2</sup> floorspace to anchor this centre.
- The retail component designed to integrate with the other facilities contained within this small activity centre.
- A Village Green which forms a pedestrian only community focal point for this neighbourhood.
- Integration with the primary school and community meeting space which provides for outreach Maternal and Child Health services

Detailed design for the Local NAC in the southern residential precinct should provide:

- Retail goods and services with gross leasable floorarea for shop capped at 500m<sup>2</sup> and no supermarket.
- A Village Green which forms a pedestrian only community focal point for this neighbourhood.
- Integration with the primary school and community meeting space which provides for outreach Maternal and Child Health services

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

- A selection of small convenience/service outlets, with potential for a small format supermarket or large convenience store capped at 2,000m<sup>2</sup> floorspace, and gross leasable shop floorspace to serve the employment workforce, capped at 3,000m<sup>2</sup>.

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

- Retailing to be delivered as part of a broad based, mixed use centre – and not as a separate pioneer use in its own right.
- Initially, a small amount of retailing (i.e. 500m<sup>2</sup>) with potential for a maximum of 3,000m<sup>2</sup> of shop floorspace over time, staged with growth of mixed use.
- A small format supermarket capped at 2,000m<sup>2</sup> floorspace with growth of mixed use.
- Activation of the public realm in front of the station, making it a safer place for passengers at night.

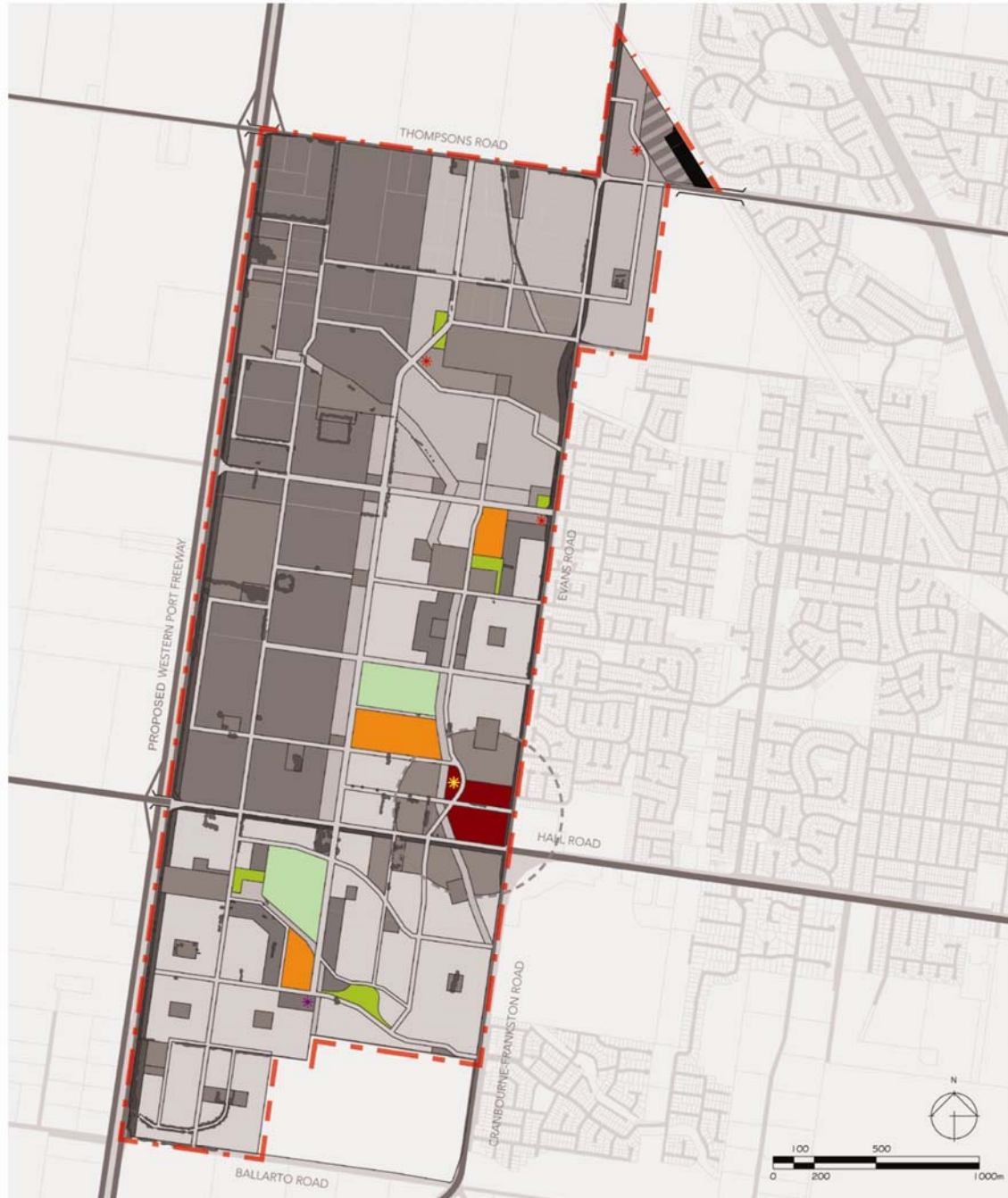
## Cranbourne West Precinct Structure Plan

**Table 7: Activity centre maximum gross leasable floorspace**

Activity centre	Maximum gross leasable shop floorspace (m <sup>2</sup> )	Maximum gross leasable floorspace for supermarket (m <sup>2</sup> )	Maximum number of supermarkets
Large NAC <i>(corner Hall and Evans Roads)</i>	8,000	4,500	2
Small NAC <i>(corner of Evans Road and Central Parkway extension)</i>	3,000	2,000	1
Local NAC <i>(southern residential precinct)</i>	500	0	0
Small NAC <i>(on central trunk boulevard collector road in Mixed Use)</i>	3,000	2,000	1
Business Activity Centre <i>(adjacent to Merinda Park railway station)</i>	3,000	2,000	1

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## Plan 12: Activity centres and community infrastructure



-  Growth area
-  Large neighbourhood activity centre
-  School
-  District open space
-  Parks with special infrastructure
-  Small neighbourhood activity centre (community infrastructure)
-  Local neighbourhood activity centre (community infrastructure)
-  Integrated community Centre (incl. business accelerator)

## 3.5 Community infrastructure

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

The facilities to be contained within the community hubs will address existing gaps in service provision in the adjoining areas and will assist in integrating the new community with the existing; especially those areas directly east of Evans Road. It is also emphasised that as a result of the population growth, some existing regional and district level facilities more centrally located in the City of Casey, will be expanded.

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

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

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

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

Three community hubs are proposed: a northern, central and southern. Components of each of the hubs are listed as follows:

### Northern Community Hub

- Primary school (in part this replaces the previously earmarked site to the east of Evans Road).
- Community meeting space.
- Village green.

### Central Community Hub

- Town square.
- Secondary school.
- Integrated Community Centre comprising Business Accelerator, Double Kindergarten, Maternal and Child Health, playground, large community rooms, NGO consulting room and space for community development worker.
- Child care centre.

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- Health precinct providing day surgery and other procedures, general practice and community health services as provided by the Department of Human Services.
- District open space providing for a two-oval football/cricket facility and two-court netball facility, co located with a joint use pavilion.
- Basketball stadium (within the Secondary School campus).
- Outdoor fitness station.
- Skate Park and Basketball Court.
- A Nursing Home facility with a site area of 1.5 ha.

### Southern Community Hub

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

### 3.5.1 Community infrastructure objectives

- To ensure the timely provision of community infrastructure based upon population thresholds.
- The early provision of an indoor community meeting space for service delivery and community engagement and development services in the northern and southern residential neighbourhoods.

### 3.5.2 Implementation

The community infrastructure objectives are met by the implementation of the:

- Network and hierarchy of community hubs as a focus of community services and facilities as outline in Plan 12: Activity centres and community infrastructure.
- Planning and design guidelines set out below.
- Collaboration with agencies such as Southern Health which will provide community infrastructure within the precinct.

### 3.5.3 Planning and design guidelines

- Ensure the Site Masterplan for each site sets aside land as required for community infrastructure.
- Community infrastructure is integrated with council facilities and open spaces. Opportunities are provided to co-locate the community centre with a proposed children's playground, outdoor fitness station and kindergarten.
- Identify a site within the northern and southern residential neighbourhoods to provide for early service delivery and community engagement and development services on an interim basis. This may occupy a retail tenancy within the activity centres or a display home / office within the first residential estate developed.

## 3.6 Employment areas

It is forecast that the number of new jobs expected to be accommodated within the growth area will range between 8,390 in a base case scenario up to 19,690 in an advanced scenario<sup>2</sup>.

It is clear from employment analysis that the City of Casey and Cranbourne in particular have serious job deficits across most industry sectors and all broad skill categories. It is therefore important for Council to consider how land release precincts including Cranbourne West can accommodate future employment in a way that reduces trip generation to areas outside the municipality. The containment of employment inside the City of Casey achieves four key goals:

- Maximises economic development and Gross Regional Product within the municipality.
- Reduces the call on road and public transport infrastructure.
- Reduces transport costs for households.
- Supports family and community stability.

Given these goals Cranbourne West should be structured in a way that accommodates the widest mix of employment at the highest long term employment yields possible.

The candidate uses for the employment area are:

- Large lot traditional and advanced manufacturing though some will be better suited to the large and growing concentration of such activities at South Dandenong.
- Larger lot, freight, logistics and warehousing activities (particularly relating to the Port of Hastings and South East Melbourne markets).
- Local level services and light industry, and enterprise corridor activities serving local area population growth.
- Business parks to boost economic diversity, and increase high quality, higher value employment.
- Local or sub regionally focussed office activities.

The location of the core employment land within the growth area has largely been driven by the following factors:

Access:

Access is a key locational requirement for many of the categories of employment activity. The Western Port Freeway and its interchange at Thompsons Road (and Hall Road) provides an optimal opportunity for road access to these site to be contained and separated from the existing residential area, and the surrounding arterial road network. Proximity to the Merinda Park Station provides opportunities for sustainable travel patterns for high density employment activities in the growth area and also benefit the wider sub region.

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<sup>2</sup> *Cranbourne West Urban Growth Plan Peer Review and Employment Land Sizing Report by MacroPlan Australia Pty Ltd in July 2008.*

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## Buffers:

Buffers are required for existing poultry activities south of Thompsons Road as these buffers prohibit sensitive (residential) uses within a certain radius of these activities. Given the ongoing nature of these operations it was considered that employment activities were best suited in this area.

## Interfaces:

The growth areas extensive north-south interface with the future Western Port Freeway lends itself to uses that will be able to absorb off-site amenity impacts associated with the Freeway.

As a consequence of creating a precinct designed for people to integrate living and working environments there is a need provide a sensitive response to ensure the two can interact positively. A transition from traditional industrial uses through to residential could be achieved with a range of design responses. It is the intent of this plan to be flexible enough for the private sector to take the lead to ensure a creative, varied and sensitive interface is achieved.

### **3.6.1 Employment objectives**

#### Jobs

- Redress the serious job deficits across most industry sectors and all broad skill categories in the City of Casey and Cranbourne.
- Ensure that the factors that influence the uses, success in servicing the region and overall success of the development are enhanced through site design.

#### Diversity

- Provide diversity and flexibility in employment types within the precinct and Casey more broadly.
- Cater for local level services and industry which will serve the growth area more broadly.

#### Sensitive interfaces

- Facilitate integration between residential and employment areas whilst protecting the amenity and identity of the adjoining residential development.
- Limit the introduction of heavy manufacturing and industry given the proximity of residential neighbourhoods.
- Ensure that vehicle traffic associated with industrial development does not adversely impact upon the amenity of residential neighbourhoods.
- On the north side of Hall Road and on the south side of Thompsons Road employment lots address the roadway with high quality and articulated built form and a landscaped service road to respond sensitively to the residential area to the south and north respectively.

#### Environmental sustainability

- Promote development which embraces resource conservation.
- Promote walking, cycling and public transport for access to and circulation around the precinct.

# Cranbourne West Precinct Structure Plan

## Attractiveness

- Ensure that employment development is both functional and attractive in the context of its local environment through appropriate design.
- Create an attractive setting for development through a cohesive and legible character.
- Create a high quality public realm.
- Provide for open space for workers to recreate.
- Contribute to a high quality image and interfaces along arterial roads and at gateway locations as shown in Plans 5 and 15.

## 3.6.2 Employment types and location

### Industrial

Traditional and 'advanced' manufacturing will be directed towards land adjacent to the Western Port Highway and Thompsons Road interchange. These uses are preferred in these areas for the following reasons:

- These activities require separation from residential areas which can be provided by the surrounding arterial road network and by future development of industrial and employment uses in the precinct.
- These activities will gain easy access to the Western Port Highway and metropolitan freeway network, from the Thompsons Road and Hall Road interchanges, which is integral from an operational aspect but is also important in terms of minimizing industrial traffic in sensitive (residential) areas within the precinct.
- The relatively un-fragmented nature of sites particularly at the southern end allows for the provision of large lots accommodating very large footprint buildings.

In addition, some smaller footprint local level service industry which requires separation distance from residential areas may be accommodated within the Industrial area on land nearer to Thompsons Road.

### Business Park

A business park comprising large footprint office buildings and office / warehouse / manufacturing combinations. A business park would support a higher density employment activity and a greater proportion of white collar workers. These uses are preferred in these areas for the following reasons:

- Creation of high density employment activities proximate to the station is an important opportunity for the growth area in order to encourage sustainable travel patterns for workers in the region.
- The ecological and wetland area established around the retarding basin in this area will create a high amenity setting for new development and may act as an attractor for large footprint office buildings. This use and quality environment will provide an optimal interface with the residential area to the south and east.

# Cranbourne West Precinct Structure Plan

## **Mixed Use Zone**

The precinct offers an opportunity to create an area that embraces the live, work and play philosophy embedded within the Cranbourne West PSP. The amenity provided by the Melbourne Water retarding basin along with the high standard of design required of development in the surrounding business park should provide a catalyst for this more sustainable urban form. Development of integrated office, commercial and residential buildings would be supported and encouraged in this area. A Small NAC is proposed within this area to serve the surrounding worker population and may provide a mix of uses including cafes, business related services and retailing which may include a small format supermarket.

## **Business Activity Centre**

The Precinct Structure Plan provides the opportunity to develop a broad mix of uses including commercial offices adjacent to the Merinda Park Station. This will be supported by some convenience level retail and business support services. These uses are preferred in this area for the following reasons:

- The proposed uses would capitalise on the Station to provide sustainable transport options for visitors and workers. Passenger rail is principally used as a means of access for people commuting to and from work. Therefore, the area is focused on employment uses—and, in particular, those employment uses with the highest density of workers, thus providing the opportunity to get to work by train.
- The site is also convenient to potential local 'markets' from Thompson Road arterial road traffic and nearby residential areas (to the north and south west).
- The transmission towers and terminal station render this area unattractive for sensitive uses, such as residential, health or education.
- Retail uses serving a broader catchment would not be readily accessible by foot or cycle, and are unlikely to be accessed by train.
- A wide range of uses that can support the broader employment area are encouraged on the site, including hospitality, entertainment, tavern, restaurants, function centre, conference facilities. Specialised residential such as serviced apartments would support the business needs of the wider area.
- Private community support services such as child care and medical services are other potential uses that can support more intensive development of the site, a community orientated form and service the broader employment area and surrounding residential community.

Potentially the demand for offices in this location is a longer term objective. Therefore, uses that provide for the interim use of the land until such time as an intensive transit oriented development is viable may be considered including food and drink premises, large footprint retail premises such as nursery, landscape gardening supplies, trade supplies or restricted retail. Any subdivision of the site should ensure large allotments capable of re-development over time.

It is important that interim uses support the longer term outcomes being sort and do not unreasonably prejudice their achievement. Initial development should provide an effective urban structure capable of intensification over time. On this basis retailing uses are supported in that they help create an active, street based character and sense of place for the centre to support options for intensive mixed use development.

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## Employment Interface

The purpose of this area is to ensure that industrial development does not have adverse impacts on the amenity of adjoining zones. A range of uses which are sensitive to the adjoining residential area are envisaged including light industry or office/warehouse combinations for service industries, office premises and some limited retailing. These uses would:

- Provide a higher amenity interface with residential areas because they have smaller footprints, built form has a residential scale and are generally serviced by lighter vehicles.
- Support the broader Cranbourne West employment precinct by providing a location for service businesses serving the industrial businesses.
- Generally serve local markets and therefore locating them proximate to the local residential areas is important.

Industrial and Business Park precincts will generate demand for a range of support services to meet the needs of businesses and their staff. These more sensitive uses should be located within the employment interface and could include lunch facilities, printing, accounting, legal services, packaging, marketing, information technology, labour hire, equipment hire, recreation facilities, fitness and leisure facilities. Ideally these support facilities would be clustered around a community focal park such as an open space reserve and have sufficient shared car parking to meet the needs of customers.

The sensitive site and building design response along the employment interface with residential uses is particularly important. As such a specially designed road cross section has been developed and building and landscape design controls will be implemented to ensure a quality design outcome, minimal visual bulk and reduce the number of driveway crossovers and heavy traffic.

### 3.6.3 Implementation

The employment area objectives are met by implementation of the:

- Provision of different types of employment activities in the locations shown on Plan 13.
- Employment Interface consistent with principles in Plans 8 and 13.1.
- The following particular provisions of the Casey Planning Scheme:
  - Clause 52.01 Public open space
  - Clause 52.05 Advertising signs
  - Clause 52.06 Car parking
  - Clause 52.07 Loading and unloading of vehicles
  - Clause 52.10 Uses with adverse amenity potential
  - Clause 52.34 Bicycle facilities
- Ensuring that local educational institutions are providing a link between skills and employment opportunities within Cranbourne West.
- Planning and design guidelines set out below.
- Encourage the development of a business incubator to support the establishment of and strengthen existing businesses.

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## 3.6.4 Planning and design guidelines

### General planning and design guidelines

- Concentrate job intensive uses including office development in areas closer to Merinda Park Railway Station.
- Use a 'clean and green' approach to design. Well developed and environmentally designed business parks attract higher end (technology and white collar) industries. The integration of buildings with natural landscape is an attribute that is highly regarded amongst both residents and workers.
- Maximise both arterial road and public transport access.
- Ensure master planned outcomes for large areas to facilitate a coordinated and cohesive approach.
- Seek to achieve integrated development to provide for employment, residential, retail, entertainment, leisure, cultural and educational activity in the one precinct, adding to the quality of life of people coming into the area and providing a suite of opportunities to fulfil the majority of the daily requirements (for shopping, learning, exercise, leisure etc).
- Ensure the highest possible amenity in the precinct (with the introduction of open space, water, leisure opportunities etc) creates a place where people feel proud to live and work.
- Ensure state of the art technology and communications. This includes incorporation of a variety of high speed technologies that are considered as standard in employment areas including WiFi, high speed broad band and mobile connection and coverage etc. Infrastructure is adaptable to dynamic changes in technology requirements.
- Facilitate the highest standards in environmentally sustainable design, to ensure protection of values the community holds and to foster a positive place to work.
- Encourage the development of tourist and conferencing facilities to service regional and national businesses. Ideally this facility would be located near the high amenity business park and proximate to Merinda Park Railway Station.
- Development presents an active frontage to the Western Port Highway, arterial roads, connector roads, retarding basins, linear parks and vegetated waterways.
- Development presents an attractive façade to and overlooks all adjoining public streets and public open spaces, including retarding basins, vegetated waterways and linear parks.

### Subdivision design

- A range of lot sizes are provided throughout the employment areas to ensure that land fragmentation does not limit redevelopment to more intensive uses over time.
- Parks and open space corridors are bounded by public streets and fronted by buildings. Back fences onto parks and roads are to be avoided unless a specific design response providing for passive surveillance is achieved.
- All streets incorporate footpaths on both sides.
- Streetscape and other public realm treatments are of a high quality, robust, easy to maintain and repair, and conform to a consistent theme, to Council's satisfaction.

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- Provide a coordinated suite of streetscape elements, including semi-advanced canopy trees and street lighting.
- Streets, public spaces and car parks are well lit with pedestrian-friendly lighting.
- On-street car parking is maximised through the provision of kerbside parallel parking along both sides of each street.
- A distinctive entry feature or element (as a point/landmark or an edge) is constructed to create a unique sense of place and to distinguish the precinct from other surrounding areas i.e. residential.

### Site design

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

### Building design

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

### Landscaping

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- Develop common landscaping themes for each precinct in terms of streetscapes, fencing and front setback landscaping.
- Ensure front setbacks are attractively landscaped in a consistent theme.
- Off-street car parks are pedestrian-friendly and have convenient and safe pedestrian links to their associated uses including the incorporation of well-lit footpaths within car parks.
- Off-street car parks are well landscaped with shade trees.

### Advertising Signage

- Advertising signage complies with the policy direction contained within the Casey Planning Scheme. Signage proposed along the employment interface has an additional level of scrutiny to ensure a sensitive response to the adjoining residential area.

### Resource conservation

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

### Development along arterial road interfaces

- High quality interface treatment through site and building design, landscaping and access arrangements is required by development on industrial land along the south side of Thompsons Road and the north side of Hall Road. Council's Urban Design Team is to be consulted during preparation of Design Response Plans and permit applications to ensure development at key entries into Casey from the west create a positive appearance of employment precincts.
- Provide a service road to enable development to front the arterial road.
- Industrial development incorporates an office component at the edge of the site abutting the main road.
- Development addresses the main road with an attractive façade.
- The main road frontage is visually defined by building(s) and landscaping, rather than fencing, car parking, open storage and/or service areas.
- Development is set close to the main road or service road boundary.
- Any front fencing is integrated with the design of the building and/or screened with landscaping.
- Front setbacks are generously landscaped, including at least semi-advanced trees.

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- Main road facades are articulated with features such as doors, windows, sunshades, a varying skyline, recesses and projections, and changes of material and colour.
- Restricted Retail (other than, equestrian supplies, lighting shop and party supplies) may be located along the Thompsons Rd frontage between Evans Road and Missens Road. It is in one occupation with a leasable floorspace of at least 1,000sqm.

### Gateway opportunities in employment area

- Gateway opportunities identified within the precinct and at key entries into the precinct as shown in Plans 5 and 15 should be carefully designed to ensure high quality and co-ordinated development at significant intersections, termination points and high amenity locations.

### North south industrial collector road

- Provide an 8 metre wide roadside eco-swale along the western edge of the north south industrial collector road between Thompsons and Hall Roads. The eco-swale provides cleansing and passage of stormwater to retarding areas. Land required for the eco-swale is treated as an offset for provision of on-site stormwater cleansing. Land required for the eco-swale is vested in the relevant drainage authority. Land within eco-swale is landscaped in conjunction with the adjoining industrial collector road.
- Lots with frontage or sideage to the north south industrial collector road provide a 5 metre wide rain garden adjacent to the road reserve for collection and cleansing of stormwater run-off from hard surface areas. Land required for the rain garden is treated as an offset for provision of on-site stormwater cleansing. The rain garden is landscaped in accordance with an approved landscape masterplan for the site.

### ***Land use specific guidelines***

#### Industrial

- Subdivision – 50% of the area should contain lots of an average size of 1.5-2ha; 25% of the area should contain lots of an average size of 3ha; and the remaining 25% of the area should contain lots of an average size of 5ha. The minimum lot size in this area is 4,000sqm. Sites less than 4,000sqm in size are exempt from these requirements.
- A distinctly “industrial” visual environment with provision to enhance street character with frontage and streetscape landscaping to mitigate building scale and storage areas.
- Reduce the visual impact of industrial development on the streetscape and surrounding areas.
- Subdivision and site design should respond to green breaks provided by passive public open space and stormwater retarding areas abutting the Western Port Highway as opportunities for relief in the continuous built form along the precinct’s western boundary.

#### Business Park

- Create a competitive advantage by marketing the area as a ‘skilled’ precinct to attract highly technical and diverse businesses

## Cranbourne West Precinct Structure Plan

- Buildings – high density-medium rise, landscaped setbacks including, shared car parking plus some self-contained underground/under building parking
- Development provides direct access to the business park from Evans Road and the extension of Missens Road.
- Development provides for convenience shops and services in a location that is central to the wider employment precinct and adjacent to or abutting public open space.
- Office component of development is located at the front of the site.
- A sensitive design response is required on the northern side of Breens Road to protect the residential amenity of properties to the south.

### Mixed Use

- A high density-medium rise building form is encouraged with an average site cover of at least 50%, minimum setbacks from frontage, active street frontages, shared car parking and where relevant self-contained underground/under building parking.

### Employment Interface

- The roadway along the employment interface delivers the 32m Central Boulevard Collector Road cross section detailed in Plan 8.
- The subdivision design response ensures a diverse range of light industrial activities, some office and commercial service activities.
- Lots have a minimum frontage width of 22m, unless vehicular access is provided from the rear and an active frontage is maintained to the Central Boulevard Collector Road.
- Building height does not exceed 8 metres excluding the roof or parapet.
- A diverse range of layouts and building setbacks are required to ensure visual interest and cater for a range of businesses.
- Dual frontages are provided for buildings fronting any public open space or for sites with more than one road boundary.
- Noise emissions are limited to levels compatible with adjacent residential areas and standards of amenity.
- Hours of operation are implemented to limit disturbance to adjacent residential areas. Uses which generate truck movements, before 7.00 am and after 9.00 pm within 100 metres of a residential zone or on a site on a local street which is shared by dwellings are not supported.
- A concentration of office on site frontages to enhance the visual impact of industrial and other activity.
- Car parking areas are extensively landscaped.
- External and security lighting is positioned to avoid light spillage to adjacent residential development.
- Loading areas are designed such that loading does not occur on the street.
- Laneways or rear loading arrangements ensure heavy vehicle movements are set back from the residential interface.

## Cranbourne West Precinct Structure Plan

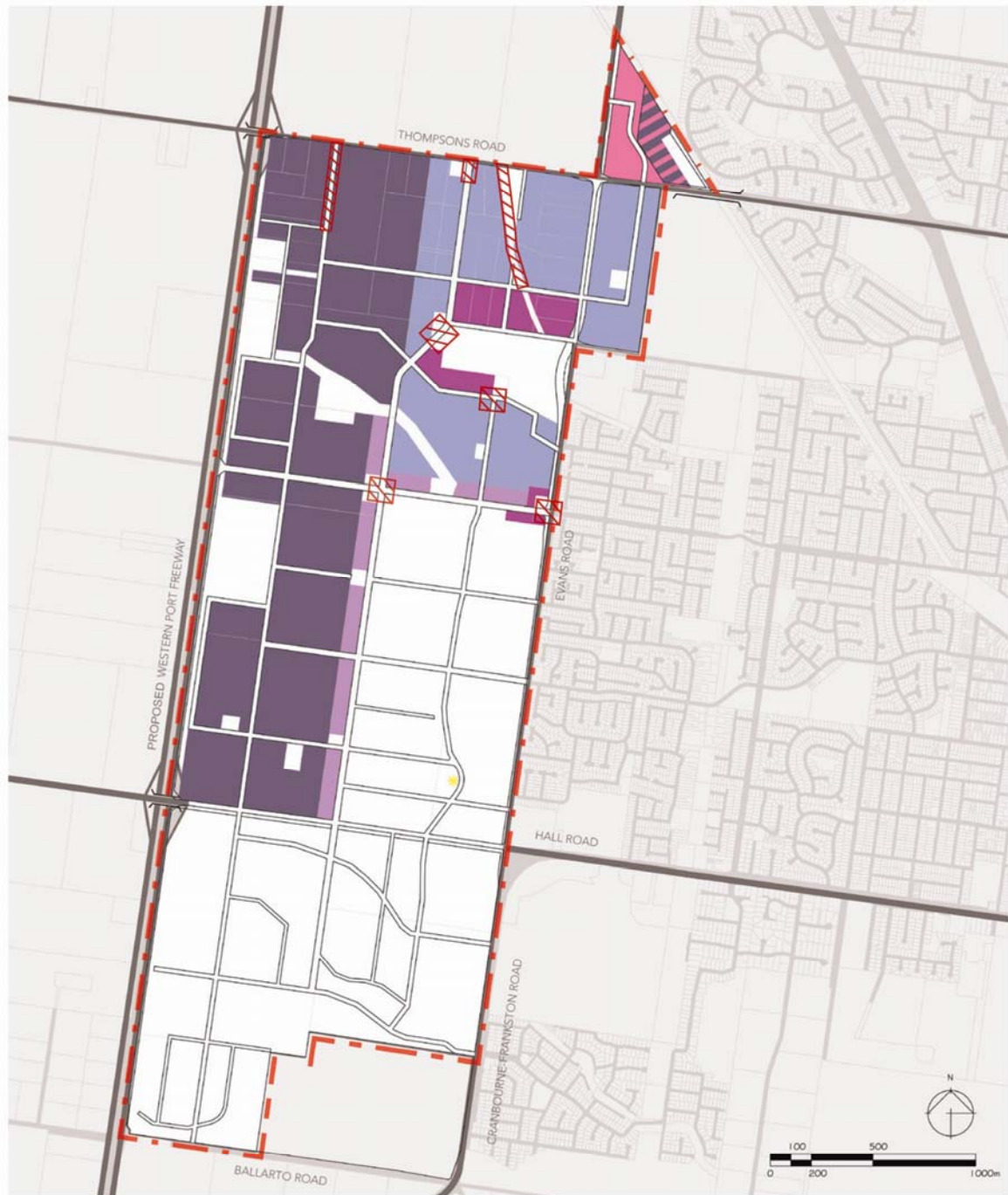
- Advertising signage along the employment interface is not illuminated by external or internal light.
- Advertising signage is limited to business identification and directional signage that is architecturally integrated with and compliments the style and character of the host building.

### Business Activity Centre

- Design of the precinct provides a safe, legible and activated pedestrian network between the Railway Station and into Cranbourne West.
- Except for interim uses, building design is high density-medium rise with an average site cover of at least 50% where possible and street based with zero setbacks from the street. They include active street frontages and shared parking.
- Development provides direct access to the station from precincts south of Thompsons Road and west of Evans Road through creation of an internal street linking Evans Road and Thompsons Road via the station.
- Signalised intersections with pedestrian phases are provided where the primary internal street meets the arterial roads.
- Development provides an inviting pedestrian link from the intersection of Thompsons Road and Evans Road to the station.
- Convenience retail uses are provided near the station, and as part of a key mixed use street forming the heart of the longer term transit orientated development of the site.
- Clear-glazed windows are provided on all facades facing streets and public spaces.
- Development provides an attractive edge to Thompsons Road and Evans Road.
- Emphasise building elements in landmark locations, through distinctive height, roof form and/or detailed design.
- Development provides for bus stops and taxis near the front of the station.
- Subdivision of the site maintains large allotments capable of re-development over time.

# Cranbourne West Precinct Structure Plan

## Plan 13: Employment areas



-  Growth area
-  Industrial
-  Business park
-  Employment interface
-  Business activity centre
-  Mixed use
-  Electricity easement
-  Gateway opportunities in employment area
-  Integrated community Centre (incl. business accelerator)

Plan 13.1: Employment interface



# Cranbourne West Precinct Structure Plan

## 3.7 Open space

The Precinct Structure Plan for Cranbourne West has been framed by the natural environment – open spaces and terrestrial and waterway links, and green infrastructure within the growth area. The green infrastructure within Cranbourne West falls into the following categories:

### Drainage Corridors and Retarding Basins

The drainage corridors and retarding basins are dedicated to providing an area of adequate stormwater storage capacity to ensure that the runoff from development does not have any adverse effects downstream. It is envisaged that they will be developed and managed to enhance their ecological function as well as their hydrological function.

### Passive Open Space

The placement of local parks and passive open space within the precinct has deliberately sought to:

- Provide for an even distribution of space across the residential and employment areas.
- Encompass elevated topography to preserve views and vistas, provide for visual relief or preserve a landform significant to the Aboriginal community.
- Encompass significant vegetation because the long term health of these features (and to a large extent their contribution to people's wellbeing) depends on them being incorporated into appropriately designed public areas.
- Augment drainage corridors or retarding basins such that they provide usable open space.
- Link elements with linear green spaces to connect key origins and destinations, such as schools, shops or areas of higher density housing; in order to allow most people within the community to experience them on their day to day business.
- Provide a strong central green spine to the northern residential community with key community, recreational, environmental and educational infrastructure reinforcing its role.
- Equalise the contribution of passive open space across landowners within the residential area.

### Active Spaces

Two formal recreation reserves (regional parks) are required to serve the southern and northern residential areas. Each will provide a pair of ovals and associated facilities. The southern facility will incorporate tennis courts and bowling greens. They have been located on relatively flat ground, abutting or adjacent to schools and where they can be easily and safely be accessed by walking or cycling.

### Hub Spaces

The hub spaces are spaces that provide focal points for the surrounding community and offer an accessible forum for social engagement. They are the aesthetic "set pieces" of the green network and will contribute greatly to creating a marketable identity for the emerging neighbourhood. These hub spaces will be distributed throughout the local and district parks. They will offer opportunities for passive and some active recreation. They need to be relevant to all potential users and may incorporate a wide range of improvements to cater for a wide range of needs,

# Cranbourne West Precinct Structure Plan

including bbq/picnic areas, performance spaces, play areas, formal gardens, tennis courts, bowls green, volleyball and/or basketball courts, in various combinations in various places.

## Edge Spaces

The edge spaces are elements that provide both an edge and a buffer, minimising conflicts between land uses and providing definition to different components of the plan.

Each of these categories of green infrastructure is incorporated in the key elements of the Precinct Structure Plan which are discussed below.

### 3.7.1 Open space objectives

- To provide and develop a range of open space types to meet the active and passive needs of residents, visitors and workers.
- To provide open space to protect and enhance environmental values and features.
- To create an attractive urban environment with a strong sense of place through the provision and landscaping of open space.
- To establish an equitable distribution of open spaces that are accessible to the community.
- To encourage and promote the early development of open space through subdivisional works, development contributions and Council's Capital Works Programs.
- To deliver high quality public open space in a land efficient manner.

### 3.7.2 Open space implementation

The open space objectives are met by implementation of the:

- Provision of open space in the locations shown on Plan 14.
- Provision of open space in accordance with the requirement in Table 4 and 8.
- Open space in a manner that addresses their identified values at Table 9.
- Provisions of Clause 56 and Clause 52.01 of the Casey Planning Scheme.
- Open space concepts generally in accordance with Plan 14.1, 14.2 and 14.3.
- Planning and design guidelines set out below.

### 3.7.3 Planning and design guidelines

- A minimum passive public open space contribution of 7% for residential areas and 5% for employment areas in accordance with Plan 5 and 13.
- Public open space is not required for land for government schools and should not be satisfied as part of any subdivision to create the lot. Should the land set aside for education not be required long term then this land will need to provide open space in accordance with the alternative use.
- Where the size and location of a parcel of land being subdivided is unable to provide open space within the framework set out in the precinct structure plan, a cash contribution in lieu of the provision of land for open space must be provided.

## Cranbourne West Precinct Structure Plan

- Detailed landscape plans are prepared for all local open space as part of the subdivision and development of the land and form part of a wider landscape Site Masterplan for the development of the land.
- Local open space reserves contain a range of facilities including picnic tables, rotundas, barbeques, barbeque shelters, basketball half courts, playgrounds, tennis hit up walls, BMX tracks, golf hit up cages, informal cricket pitches and multi-sport fun goalposts which should be planned and delivered in consultation with Council’s Recreation Planning Team.
- All open space reserves including drainage corridors are fronted by development.
- Open space should be vegetated with appropriate indigenous species.

**Table 8: Open space contribution**

Land	Open Space Contribution Required
Residential	7%*
Government School	Not Required
Non-Government School	7%
Neighbourhood activity centre	5%
Industrial	5%
Business park	5%
Employment interface	5%
Mixed use	5%
Business Activity Centre	5%
Road widening	Not required
Electricity easement	Not Required
Community facility sites	Not Required
District open space	Not Required
Western Port Highway tree reserve	Not Required
Stormwater retarding and floodway land	Not Required

\* Residential land includes connector roads.

# Cranbourne West Precinct Structure Plan

## Plan 14: Open space



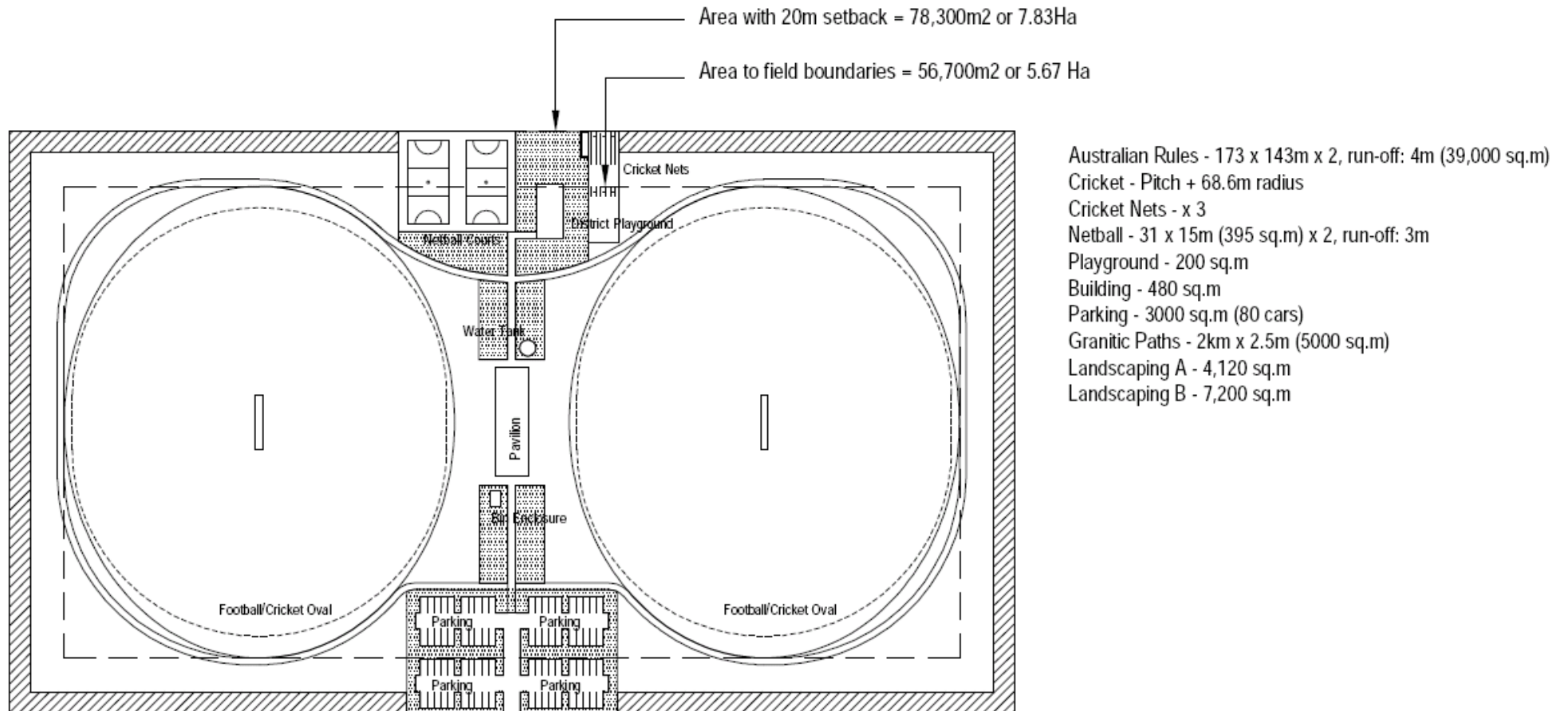
- Growth area
- Urban parks
- Employment pocket parks
- Neighbourhood parks
- Ecologically focused parks
- Stormwater retarding basins
- Stormwater floodway reserves
- Schools
- Tree reserves
- Historically focused parks
- Potential location for "Teen Parks"

# Cranbourne West Precinct Structure Plan

**Table 9: Open space values matrix**

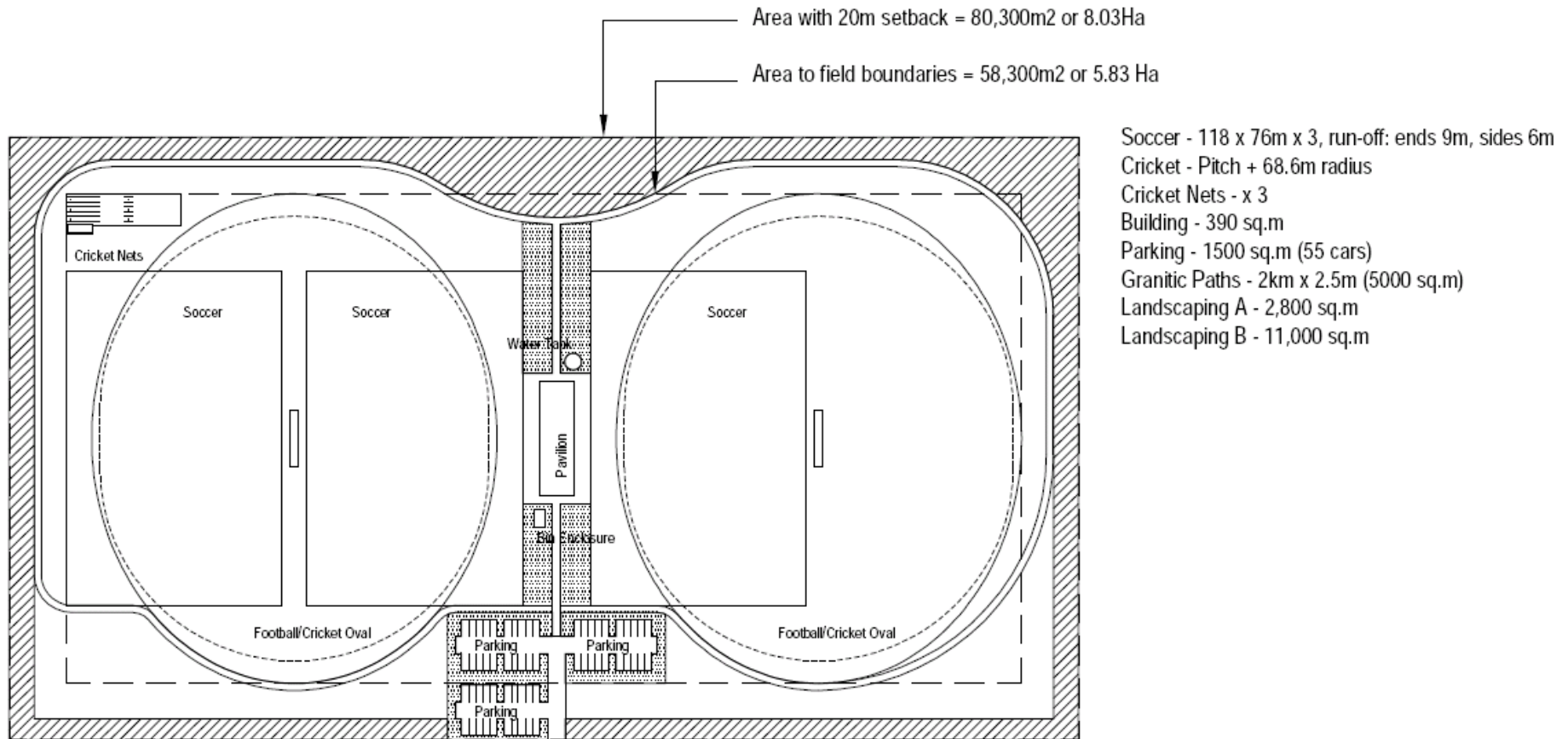
	Amenity and view into	Associated with storm-water	Ecological value	Educational value	Existing tree	Expansive views out	Gateway	Historical value	Landscape buffer	Important circulation link to the greater land-scape	Productive soils
R01					Green				Green		
R02					Green		Purple				
R03		Blue	Olive		Green					Purple	
R04					Green	Yellow			Green		
R05		Blue			Green		Purple				
R06		Blue			Green	Yellow	Purple				
R07		Blue				Yellow	Purple			Purple	
R08	Red	Blue			Green	Yellow	Purple			Purple	
R09					Green				Green		
R10		Blue	Olive		Green	Yellow					Olive
R11	Red										
R12	Red				Green		Purple		Green		
R13		Blue			Green		Purple				
R14					Green						
R15	Red	Blue									
R16		Blue	Olive	Orange	Green					Purple	
R17		Blue	Olive		Green	Yellow	Purple				
R18		Blue	Olive		Green				Green		
R19	Red					Yellow			Green		
R20	Red	Blue									
R21	Red										
R22	Red						Purple				
R23	Red										
R24			Olive		Green						
R25	Red		Olive		Green				Green		
R26			Olive		Green						
R27	Red	Blue					Purple				
R28	Red	Blue									
R29	Red	Blue					Purple				
R30									Green		
R31			Olive		Green	Yellow			Green		Olive
R32					Green	Yellow		Grey			
R33	Red	Blue									
R34		Blue			Green	Yellow				Purple	Olive
R35		Blue									
R36						Yellow					
R37			Olive		Green						
R38		Blue				Yellow		Grey		Purple	
R39			Olive		Green						
R40		Blue							Green		
R41	Red										
R42	Red										
R43					Green						
R44	Red	Blue									
R45			Olive		Green	Yellow	Purple				Olive

**Plan 14.1: Open space concept for northern district park**



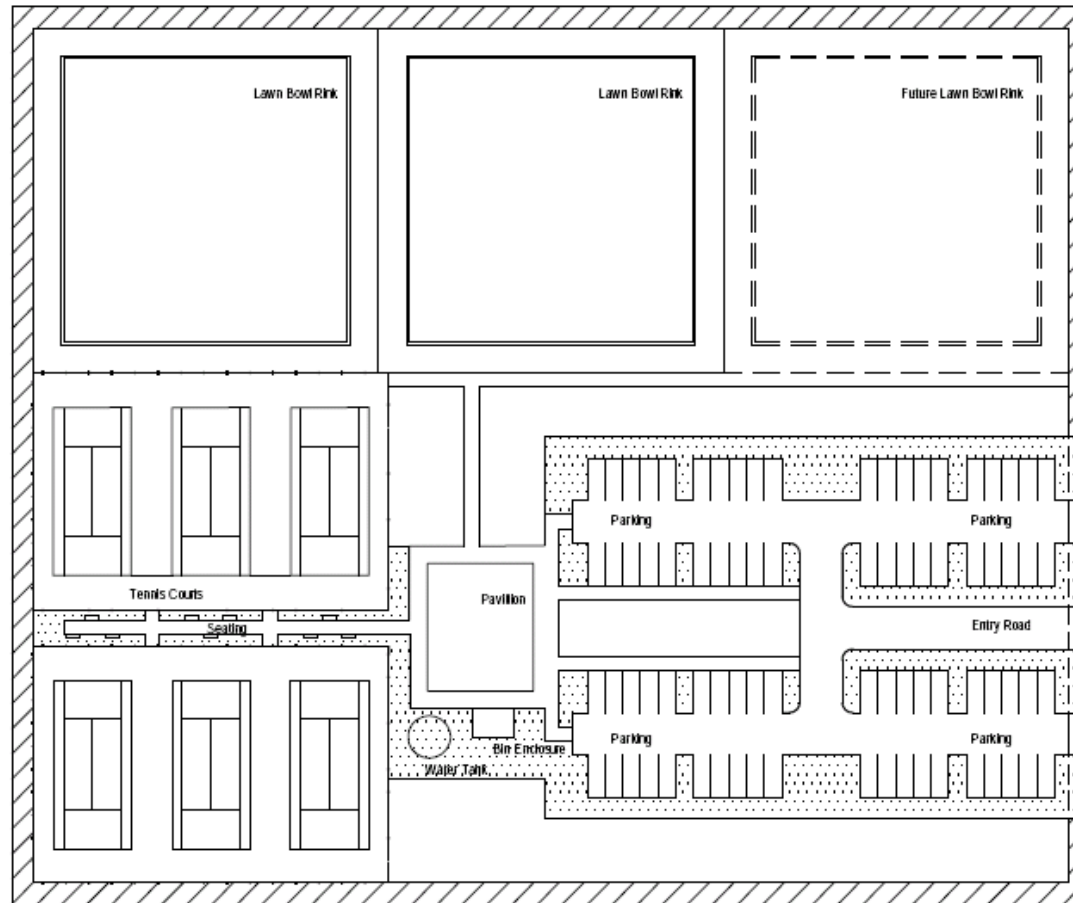
Note: The concept is indicative only and has been prepared for the purpose of confirming land area and infrastructure requirements. Detailed design based upon site survey and subdivision context will confirm final layout.

**Plan 14.2: Open space concept for southern district park**



Note: The concept is indicative only and has been prepared for the purpose of confirming land area and infrastructure requirements. Detailed design based upon site survey and subdivision context will confirm final layout.

**Plan 14.3: Open space concept for southern lawn bowls and tennis facility**



Tennis Court - 24 x 11m (560 sq.m) x 6, run-off: ends 5m, sides 3m  
Lawn Bowls Rink - 40 x 40m (1600 sq.m) x 3, run-off/clearance: 4m  
Building - 270 sq.m  
Parking - 1980 sq.m (80 cars)  
Landscaping A - 1,800 sq.m  
Landscaping B - 1,500 sq.m

Total Area with 3m boundary buffer: Approx 1.95Ha or 19,500 sq.m

Note: The concept is indicative only and has been prepared for the purpose of confirming land area and infrastructure requirements. Detailed design based upon site survey and subdivision context will confirm final layout.

## 3.8 Biodiversity

There is an opportunity for development within the precinct to take advantage of remnant vegetation along roadside corridors, existing drains and the constructed wetland to protect existing habitat values and develop linkages that provide movement corridors for fauna.

It is proposed to retain the major drainage channels and dams currently within the precinct as they are likely to provide suitable habitat for Dwarf Galaxias and Growling Grass Frog under normal or near-normal rainfall conditions.

### 3.8.1 Biodiversity objectives

- Preserve areas of environmental value.
- Enhance the environmental values of the site.

### 3.8.2 Implementation

The biodiversity objectives are met by implementation of the:

- Public open space identified in Plan 14.
- Waterway management identified in Plan 16.
- Native vegetation provisions at Clause 52.17 of the Casey Planning Scheme and *Victoria's Native Vegetation Management – A Framework for Action (Department of Natural Resources and Environment 2002)*.

### 3.8.3 Planning and design guidelines

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

## 3.9 Image, character and unique features

As described previously, the site lacks significant natural features given its agricultural history. Prior to 1750 the site is thought to have been predominantly Riverina Plains Grassy Woodland / Plains Grassland with smaller patches of swamp scrub and a tiny patch of Heathy Woodland in the southwest corner. However, the indigenous vegetation of this type has been largely cleared and remnant indigenous vegetation occurs as small, fragmented roadside patches of trees and shrubs with isolated grasses and herbs, or as scattered mature trees in pastures and roadsides.

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

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

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

Placement of open space, community infrastructure and roads has been cognisant these features to ensure preservation within public land, so that Council can build on the image and character of the new community over time.

A 20m wide tree reserve is required along the eastern side of Western Port Highway to ensure the implementation of the Casey Arterial Roads Tree Strategy (CARTS) for which no compensation is payable to land owners. The purpose of this reservation is to facilitate a double row of tree planting along the Highway which assists with creating a legible and unified landscape character in Casey. This reserve has been implemented to the north of Thompsons Road in Lyndhurst and carrying it along the length of Western Port Highway is highly desirable. Similarly, the implementation of CARTS on the other arterial roads will ensure a consistent landscape theme with existing residential areas.

### 3.9.1 Image, character and unique features objectives

- Retain identified vegetation within the precinct for visual interest and identity.
- Preserve significant view lines and vistas.
- Provide an attractive treed landscape that extends Cranbourne's treed image into Cranbourne West.
- Build upon the image and character of the place.
- To implement the Casey Arterial Roads Tree Strategy.
- To implement the Casey Collector Roads Tree Strategy – Trunk, Major & Minor.
- To implement the Casey Local Roads Tree Strategy.
- To implement the Draft Casey Landscape Policy (August 2008).

# Cranbourne West Precinct Structure Plan

## 3.9.2 Implementation

The image, character and unique features objectives are met by implementation of the:

- Preservation of image, character and unique features identified in Plan 15.
- Public open space identified in Plan 14 and Table 4, 7 and 8.
- Road network identified in Plan 7.
- Casey Arterial Roads Tree Strategy.
- Casey Collector Roads Tree Strategy – Trunk, Major & Minor.
- Casey Local Roads Tree Strategy.
- Draft Casey Landscape Policy (August 2008).

## 3.9.3 Planning and design guidelines

- Acknowledge that vegetation to be retained is “transitional” and its retention is relevant for the immediate image, character and place making of the area even though it may have a limited lifespan or ecological value.
- Where a local road has been placed to ensure preservation of existing vegetation the road cross section may need to be widened to facilitate preservation within the road reservation.
- Ensure placement of roadways to achieve identified views, vistas and respond to contouring.
- Encourage public art at key locations and meeting / gathering places.
- A 20m wide tree reserve must be implemented along Western Port Highway. This land must also operate to provide for stormwater cleansing and passage to retarding areas provided the proposed floodway does not compromise the tree planting required. No compensation is payable for land required in the tree reserve.

# Cranbourne West Precinct Structure Plan

## Plan 15: Image, character, unique features and heritage



- Growth area
- Local reserve areas protecting existing significant vegetation
- Areas integrating existing detention into new stormwater design
- Low areas developed for stormwater management
- Area protected due to significant historical value
- Stormwater detention area of ecological and educational value
- Reserve areas with significant views out
- Significant views associated with existing ridgeline
- Landscape gateways framed by proposed local parks and stormwater reserves
- ✱ Hayton Park heritage site

## 3.10 Heritage

Responding to Aboriginal cultural heritage issues within the site in collaboration with the local aboriginal communities was a key component of the preparation of the PSP. The Aboriginal communities determined that the open space corridors which run through the growth area are evocative of the past Boon wurrung pathways. They link a number of different landforms, provide associations with water resources, link one significant archaeological site and provide a near-continuous pathway across the entire site. The effectiveness of these corridors for the interpretation of Aboriginal cultural heritage will depend on their landscape treatment and the retention of different landform elements. There is considerable opportunity to enhance a significantly degraded landscape within these corridors.

The archaeological evidence suggests that Boon wurrung people utilised most of the land within the growth area, establishing smaller campsites near ephemeral drainage lines, and at least two larger campsites near former swampland. The proposed open space corridors do not reconstruct Boon wurrung pathways, however, they do express some of the principles behind the use of, and relationship with the land by Aboriginal people.

A park for Aboriginal cultural heritage interpretation has been located in the southern residential area, representing a significant land form for the Boon wurrung community. This area is on a high point and contains a sand dune adjoining a drainage line that will become a vegetated waterway. The local Aboriginal communities value this area highly in terms of the opportunities to create an informal open green space for interpreting the past use of the land by their people. This location is significant in that it provides an opportunity to interpret a land form not yet preserved in Casey.

The linkage between the sand dune containing a recorded site and the proposed retarding basin in the south-west corner, provides an important opportunity for the conservation of a significant archaeological site. It also provides an opportunity to emphasise the relationship between wetlands and past Aboriginal settlement of the area.

There are very few notable sites of post contact heritage significance within the precinct with some potential for further low significance historic sites to be identified once development commences.

The former agricultural use of the land in a developed context can be recognised through the preservation of planted vegetation. This vegetation will provide the only visual relief within the precinct for a significant period of time and provides a linkage to this past usage.

The homestead at 'Hayton Park' constructed c. 1888 at 660 Hall Road, Cranbourne is of local historic and aesthetic significance to the City of Casey. Historically, it is significant as one of a small number of surviving late nineteenth century farmhouses that has associations with the locally important Hall Family who established a model dairy farm here. It demonstrates the dairying industry in the Cranbourne area during the late nineteenth century. The listing extends to the house and surrounding land to a maximum of 5m except at the front which includes all the land between the house and Hall Road.

# Cranbourne West Precinct Structure Plan

## 3.10.1 Heritage objectives

### Aboriginal cultural heritage

- Ensure that places of Aboriginal cultural heritage significance are incorporated into the precinct design from the outset.
- Provide space within the growth area specifically for Aboriginal cultural heritage interpretation.
- Respond appropriately to any further aboriginal cultural heritage sites identified during development.

### Post contact heritage

- Preserve the identified heritage property 'Hayton Park' within open space.
- Respond appropriately to any further historic sites uncovered during development.
- Recognise the post contact heritage of Cranbourne West through retention of planted vegetation.

## 3.10.2 Implementation

The heritage objectives are met by implementation of:

- The Aboriginal Park in the location shown on Plan 13.
- Aboriginal cultural heritage interpretation and activities within open space areas.
- The Aboriginal Cultural Heritage Policy at Clause 22.18 of the Casey Planning Scheme and the *Aboriginal Heritage Act 2006*.
- Retention of planted vegetation within public parks in accordance with Plan 14: Open space.
- Planning and design guidelines set out below.

## 3.10.3 Planning and design guidelines

- Provide an Aboriginal cultural heritage interpretation area within the Aboriginal Park in the southern residential area, which represents a land form significant to the Boon wurrung community.
- Involve Boon wurrung people in the development of detailed design and landscape plans for the Aboriginal Park and linear park networks.
- Investigate opportunities to provide Aboriginal cultural heritage interpretation, within open space corridors.
- Retain Hayton Park building and vegetation within open space. The building should be restored and converted such that it was appropriate for a community use prior to land transfer.

## 3.11 Physical services

Key elements under this theme relate to the provision of key services and infrastructure across the site to support development.

At a minimum the following services will be required to service precinct:

- Potable and recycled water.
- Sewerage.
- Gas.
- Telecommunications including fibre optic reticulation.
- Electricity.
- Drainage including flood storage.

Investigations reveal that there are no servicing constraints for the development of Cranbourne West however to ensure that the precinct is leading edge in terms of sustainability, features should be implemented to reduce the demands on reticulated services.

### 3.11.1 Physical services objectives

General

- Provide physical services at the time of development.

Resource conservation

- Implement sustainable technologies to reduce resource consumption.

Telecommunications

- Ensure access to leading edge telecommunications technology.

Gas supply

- Ensure that reticulated gas is provided for both the residential and employment areas at the time of development.

Drainage

- Provide stormwater quality treatment for both residential and employment areas to best practise or 45% nitrogen, 45% phosphorus and 80% suspended solids reduction across Melbourne Water and Council managed assets.
- Provide equitable and sustainable asset management outcomes for both Council and Melbourne Water as drainage authorities.
- Provide retarding required for the control of peak flow for 100 year ARI events and 1.5 year ARI events prior to discharging to a waterway downstream of the PSP area (i.e. upstream of Western Port Highway).
- Provide land use efficiencies through the co-location of stormwater retarding and stormwater quality treatment within the precinct.
- Implement best practice in water sensitive urban design such that potable water use is minimised, water reuse is maximised and aquatic ecosystem health is protected and enhanced through improved stormwater quality and flow management.
- Stormwater drainage and storage areas contribute to the urban structure and amenity of the residential suburb and employment areas.

# Cranbourne West Precinct Structure Plan

## 3.11.2 Implementation

The physical services objectives will be implemented through:

- Ensuring residential subdivisions comply with Clause 56 in regards to the management of urban stormwater.
- Prepare a Code of Practice for stormwater management in employment areas equivalent to Clause 56 requirements including best practice targets for stormwater management.
- Adoption by Council and implementation of Council's *Draft Stormwater Management at Casey*.
- Stormwater drainage and retarding basins being provided in accordance with Plan 16.
- Rain gardens and an eco-swale along the North South Industrial Collector Road being provided in accordance with Plan 17.
- Provision of conduit for fibre optic.
- The industrial land developer establishing a contribution scheme amongst future tenants to facilitate the pre-installation of reticulated gas.
- Responding to the features and values identified in Table 9 Open Space Values Matrix.
- Planning and design guidelines set out below.

## 3.11.3 Planning and design guidelines

Resource conservation

- Reticulated recycled water is provided within residential development areas, and where feasible within employment precincts.
- Harvesting of solar energy (e.g. solar hot water) is encouraged in new buildings and public lighting.
- New development incorporates leading edge sustainable energy supply strategies, and alternative energy sources such as combined heat and power and energy from waste is explored.

Telecommunications

- New development provides for leading edge telecommunications technology, while remaining sufficiently flexible to facilitate its upgrade as new innovations emerge.

Gas supply

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

Drainage

- Retarding basins and floodway reserves are provided generally in the location shown on the PSP.

## Cranbourne West Precinct Structure Plan

- Retarding required for the control of peak flow for 100 year ARI events and 1.5 year ARI events to be constructed within the main waterway reserve prior to discharging to a waterway downstream of the PSP area.
- End-of-pipe retardation for 1.5 year ARI events located outside the main waterway reserve is not acceptable.
- Proposed retarding basins for the control of peak flow for 100 year ARI events are developed to accommodate the following volumes:

Retarding basin	Volume capacity m <sup>3</sup>	Retarding basin	Volume capacity m <sup>3</sup>
RB 1	62,000	RB 5	10,000
RB 2	44,000	RB 6	Existing
RB 3	119,000	RB 7	32,000
RB 4	41,000	RB 8	13,000

- Proposed floodway reserves are developed with the following widths:

Section	Width
1. Between RB 1 and RB 2	50m
2. Between RB 2 and Central Parkway extension	55m
3. Between Central Parkway extension and RB 7 / 8	50m
4. Along eastern edge of RB 7	15m
5. Between RB 7 / 8 and Hall Road	45m down to 40m
7. Between Hall Road and Cranbourne Frankston Road	35m
8. Between Ranfurly Gold Course and RB 4	30m

- Floodway reserves accommodating overland flow paths may be subject to minor realignment following engineering analysis of the catchment during preparation of a drainage scheme by Melbourne Water.
- Refinement of land required for retarding basins and floodway reserves is undertaken in consultation with the relevant drainage authorities.
- Wetlands will be constructed within the Melbourne Water Development Service Scheme retarding basins to provide stormwater quality treatment.
- Stormwater quality treatment is provided within Council managed areas in new residential and industrial subdivisions including road reserves and public open spaces. The minimum stormwater quality treatment within Council managed areas is to be half best practice or 22.5% nitrogen, 22.5% phosphorus and 40% suspended solids reduction.
- Melbourne Water will maintain all assets where drainage serves a catchment greater than 60 hectares and Council will maintain all assets that serve a catchment less than 60 hectares.








## Cranbourne West Precinct Structure Plan

- Each residential dwelling is encouraged to install a stormwater tank to be plumbed into the toilet system in order to save potable water, improve the waterway flow regime in main waterways by reducing stormwater in the drainage system and best approximate natural flow regime conditions.
- Preparation of Site Masterplans for land including parks and district playing fields should demonstrate how connection to recycled water for irrigation of Council reserves is provided from third pipe infrastructure or stormwater retarding basins.
- Designing the landscaping of drainage areas to respond to amenity and microclimate influence.
- Rain gardens are provided for on-site stormwater cleansing along the front boundary of sites with frontages and sideages abutting the north south industrial collector road.
- A roadside eco-swale is provided for cleansing and passage of stormwater to retarding areas along the western edge of the north south industrial collector road in accordance with Plan 17.
- A floodway reserve providing stormwater cleansing and passage to retarding areas is provided within a 20m wide tree reserve along Western Port Highway. Implementation of the proposed floodway must not compromise the tree planting required within the reserve.
- Implement Council's *Draft Stormwater Management at Casey*.

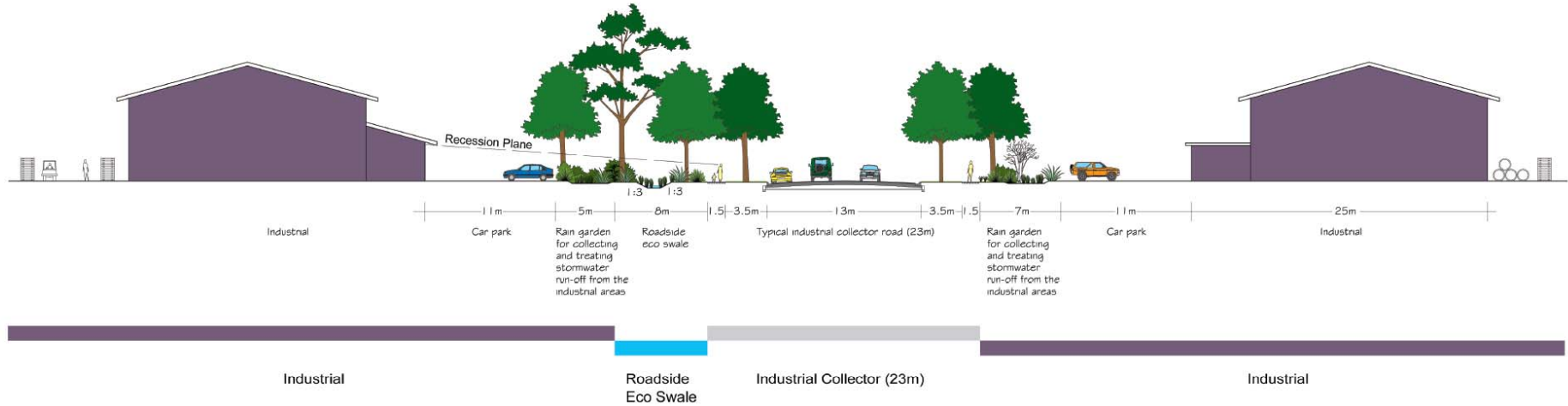
# Cranbourne West Precinct Structure Plan

## Plan 16: Water management plan



-  Growth area
-  Proposed major stormwater floodways
-  Proposed major stormwater retarding basins
-  Proposed stormwater catchment boundary
-  Proposed roadside eco-swale
-  Proposed minor stormwater floodways inside tree reserve
-  Existing major stormwater outlets

Plan 17: Industrial collector road cross section



## 3.12 Development staging

### 3.12.1 Development staging objectives

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

### 3.12.2 Implementation

The development staging objectives are met by implementation of the:

- Development contributions plan.
- Property specific road infrastructure development conditions contained in Section 5.
- Establishment of infrastructure agreements with developers as part of development approvals.
- Planning and design guidelines set out below.

### 3.12.3 Planning and design guidelines

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

## **4 Precinct Investment Plan**

## Cranbourne West Precinct Structure Plan

	Infrastructure Category	Project Title	Project Description	Justification	Lead Agency	Timing S = 2009 -2013 M = 2014 -2018 L = 2019+	Indicative Cost (2008\$)
<b>A</b>	<b>PUBLIC TRANSPORT</b>						
A1	Merinda Park Station	Merinda Park Station upgrade	Upgrade of existing station including bus interchange	To attract new population to use public transport	VicTrack, DoT	M	TBC
A2	Local Public Transport Network	Local Public Transport Network	One proposed local routes through precinct	To provide options for alternative mode of transport for local trips	DoT, City of Casey	S	TBC
A3	Regional Public Transport Network	Regional Public Transport Network	Upgrade of PPTN on Evans Road	To provide a regional service that responds to the travel patterns and distribution of the new community  To provide alternative mode of transport for regional trips	DoT	S	TBC
<b>B</b>	<b>ROADS</b>						
B1	Roads	Industrial Connector Streets	Industrial component of growth area	To serve primary access and circulation requirements	Developer to construct, City of Casey to maintain	S	TBC
B2	Roads	Residential Connector Streets	Residential component of growth area	To serve access and circulation requirements To create direct connections to key activity nodes	Developer to construct, City of Casey to maintain	S	TBC
B3	Roads	Local Streets	Throughout whole growth area	To serve access and circulation requirements	Developer to construct, City of Casey to maintain	S	TBC

## Cranbourne West Precinct Structure Plan

B4a	Intersections with arterial and future arterial roads	Signalised Intersection - Intersection of Thompsons Road and Evans Road	Signals and turn lanes (for six lane treatment on Thompsons Rd) plus a through carriageway	To serve access and circulation requirements	VicRoads	M	\$4,656,328
B4b	Intersections with arterial and future arterial roads	Signalised Intersection - Intersection of Cranbourne-Frankston Road, Hall Road and Evans Road	Signals and turn lanes (for six lane treatment on Thompsons Rd) plus a through carriageway	To serve access and circulation requirements	VicRoads	M	\$5,342,875
B4c	Intersections with arterial and collector roads	14 signalised intersections of collector roads with surrounding arterial road network	Generally cross intersections	To serve access and circulation requirements	Developers	S	TBC
B5	Arterial road widening	Thompsons Rd	Widening to 6 lanes divided	To serve primary access and circulation requirements	Vic Roads	S	TBC
B6a	Arterial road widening	Hall Rd widening	Widening to 6 lanes divided	To serve primary access and circulation requirements	City of Casey	M	\$3,360,000
B6b	Arterial road urbanisation	Hall Rd urbanisation	Widening to 6 lanes divided	Upgrade to an urban standard suitable for development in Cranbourne West in the short term	City of Casey	S	\$2,110,337
B7	Arterial road widening	Evans Rd widening	Widening to 6 lanes (in part) & 4 lanes (in part) divided	To serve primary access and circulation requirements	City of Casey	M	\$7,623,000
B6b	Arterial road urbanisation	Evans Rd urbanisation	Widening to 6 lanes divided	Upgrade to an urban standard suitable for development in Cranbourne West in the short term	City of Casey	S	\$3,134,876
B8	Arterial road	Ballarto Road construction	Upgrade and widening	To serve primary access and circulation requirements	City of Casey VicRoads	L	TBC

## Cranbourne West Precinct Structure Plan

B9	Westernport Highway	Westernport Highway upgrade	Upgrade to freeway and new interchanges	To improve regional access	Vic Roads	L	TBC
B10	Collector road	Missen Road in industrial area	Widening to connector streets	To serve primary access and circulation requirements	Developer to construct, City of Casey to maintain	S	TBC
B11	Shared path	Westernport Highway shared pathway	North-south pathway along western side of Westernport Highway, along growth area boundary	To provide walking and cycling access for people living and working in the growth area	Developer to construct, City of Casey to maintain	S	TBC
B12	Shared path	Evans Road shared pathway	Eastern side of Evans Road	To provide walking and cycling access for people living and working in the growth area	City of Casey	S	TBC
B13	Shared path	Evans Road shared pathway	Western side of Evans Road	To provide walking and cycling access for people living and working in the growth area	Developer to construct, City of Casey to maintain	S	TBC
B14	Shared path	Hall Road shared pathway	North and south sides of Hall Road	To provide walking and cycling access for people living and working in the growth area	Developer to construct, City of Casey to maintain	S	TBC
B15	Shared path	Thompsons Road shared pathway	Southern side of Thompsons Road	To provide walking and cycling access for people living and working in the growth area	Developer to construct, City of Casey to maintain	S	TBC
B16	Shared path	Ballarto Road shared pathway	North side of Ballarto Road	To provide walking and cycling access for people living and working in the growth area	Developer to construct, City of Casey to maintain	S	TBC

## Cranbourne West Precinct Structure Plan

B17	Shared path	NAC shared pathway	Shared path along access road into NAC from Hall Road and Evans Road	To provide walking and cycling access for people living and working in the growth area	Developer to construct, City of Casey to maintain	S	TBC
<b>C</b>	<b>UTILITY SERVICES</b>						
C1	Water	Water	Provision of reticulated water to site	To meet essential servicing requirements of new development	Relevant Service Authority	S	TBC
C2	Sewerage	Sewerage	Provision of reticulated sewerage to site	To meet essential servicing requirements of new development	Relevant Service Authority	S	TBC
C3	Gas	Gas	Provision of reticulated gas to residential area	To meet essential servicing requirements of new development	Relevant Service Authority	S	TBC
C4	Gas	Gas	Provision of reticulated gas to industrial area	To attract investment	Relevant Service Authority	S	TBC
C5	Telecommunications	Telecommunications	Provision of high band width reticulated services to site	To meet essential servicing requirements of new development and support business	Relevant Service Authority	S	TBC
C6	Electricity	Electricity	Provision of reticulated electricity to site	To meet essential servicing requirements of new development	Relevant Service Authority	S	TBC
C7	Recycled Water Service	Recycled Water Service	Provision of third pipe to residential area	To meet state government mandate regarding third pipe	Relevant Service Authority	S	TBC
C8	Recycle Water Service	Recycle Water Service	Provision of third pipe to industrial area	To attract investment	Relevant Service Authority	S	TBC

## Cranbourne West Precinct Structure Plan

C9	Cranbourne West Pumping Station	Cranbourne West Pumping Station	Upgrade to existing infrastructure	To address to existing capacity constraints	Relevant Service Authority	S	TBC
<b>D</b>	<b>DRAINAGE</b>						
D1	Retarding Basins	Industrial Area	Retarding basins	To retard peak stormwater flows	Developer to construct, Melbourne Water to maintain	S	TBC
D2	Retarding Basins	Residential Area	Retarding basins	To retard peak stormwater flows	Developer to construct, Melbourne Water to maintain	S	TBC
D3	Waterways	Vegetated waterways in residential and industrial area		To provide flora and fauna habitat and links To provide for sustainable stormwater drainage and cleansing	Developer to construct, Melbourne Water / City of Casey to maintain	S	TBC
<b>E</b>	<b>SCHOOLS</b>						
E1	Secondary College	Secondary College	Central trunk boulevard collector road adjacent to district playing fields & NAC	Existing and new residential catchment meets threshold for new Secondary School	DET	M	\$28,000,000
E2	Primary School	Primary School	West of Evans Road, in the northern residential area	Existing and new residential catchment meets threshold for (2) new Primary School/s	DET	S	\$11,500,000
E3	Primary School	Primary School	East of playing fields in the southern residential area	Existing and new residential catchment meets threshold for (2) new Primary School/s	DET	M	\$11,500,000
<b>F</b>	<b>COMMUNITY FACILITIES</b>						
F1	Double Kindergarten	Double Kindergarten	Neighbourhood Activity Centre	To provide kindergarten services for the new resident population	City of Casey	M	\$2,500,000

## Cranbourne West Precinct Structure Plan

F2	Child Care Centre	Child Care Centre	Convenience Activity Centre (southern residential area)	To provide localised services for the new resident and worker populations	City of Casey, Private Providers	M	\$3,000,000
F3	Health Precinct	Health Precinct	Neighbourhood Activity Centre	To respond to the existing and future needs identified by Southern Health	DHS	L	TBC
F4	Community Meeting Space	Within the northern precinct	Interim community meeting space in early stages of development on adjacent land	To provide early service delivery and community engagement and development services until the integrated community centre is established in the large neighbourhood activity centre.	Developer / City of Casey to construct, City of Casey to maintain	S	TBC
F5	Community Meeting Space	Within the southern precinct	Interim community meeting space in early stages of development on adjacent land	To provide early service delivery and community engagement and development services until the integrated community centre is established in the large neighbourhood activity centre.	Developer / City of Casey to construct, City of Casey to maintain	S	TBC
F6	Community Centre / Family Resource Centre	Community Centre / Family Resource Centre	Neighbourhood Activity Centre	To provide a maternal and child health centre in a flexible building for the new resident population	Developer / City of Casey to construct, City of Casey to maintain	S-M	\$4,000,735

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F8	Aged Housing Groups	Aged Housing Groups	Group of 20 dwellings adjacent the NAC in small groups of Adaptable Housing compliant with AS 4299-1995 and close to local public transport route	To provide low care residential aged care with operation costs funded through CAP package and constructed by private sector provider	Private Developer	M	TBC
F9	Access for Transport Disadvantaged	Community Bus	Community Bus	To provide a funded on demand community transport program for disadvantaged to access the NAC, Rail stations and major bus stops	City of Casey to run with funding	S	\$149,341
F10	Community Development Worker	Community Development Worker	Based initially in the City offices and commencing 3 months prior to the completion of new residential development and for a period of 3 years	To provide community development activities and programs for new residents	City of Casey with possible funding	S	TBC
F11	Infrastructure Coordination Staff	Infrastructure Coordination Staff	Based in the Council offices	To coordinate the implementation of integrated Community and Recreation Facilities and service the Human Services Implementation Group	City of Casey	S	TBC
<b>G</b>	<b>ACTIVE OPEN SPACE</b>						
G1	Playing fields 1	Northern residential precinct.	Establishment and infrastructure for Active Playing Fields 1 (Football/Cricket/Netball)	To provide a training and playing space for formal sports such as cricket and football with club facilities and	Developer / City of Casey to construct, City of Casey to maintain	S-M	\$2,672,967

## Cranbourne West Precinct Structure Plan

				a pavilion			
G2	Playing fields 2	Southern residential precinct	Establishment and infrastructure for Active Playing Fields 2 (Soccer/Cricket)	To provide a training and playing space for formal sports such as cricket and football with club facilities and a pavilion	Developer / City of Casey to construct, City of Casey to maintain	S-M	\$2,082,136
G3	Basketball Stadium	Basketball Stadium	Secondary College	Shared facility for community and school use	City of Casey to maintain	M	TBC
G4	Tennis Courts	Tennis Courts	Southern residential precinct	To provide variety in the provision of formal sports opportunities  To create an integrated sports node	Developer / City of Casey to construct, City of Casey to maintain	M	\$1,068,213
G5	Lawn Bowls	Lawn Bowls	Southern residential precinct	To provide variety in the provision of formal sports opportunities  To create an integrated sports node	Developer / City of Casey to construct, City of Casey to maintain	M	\$636,428
G6	Club rooms / Sport Pavilions	At the playing fields	Club rooms / Sport Pavilions	To provide support to the formal sport activities occurring at the playing fields	Developer / City of Casey to construct, City of Casey to maintain	S	\$4,199,824
<b>H</b>	<b>PASSIVE OPEN SPACE</b>						
H1	Shared pedestrian/ bike paths	Through all linear parks, vegetated waterways, retarding basins		To support recreational activity  To promote walking and cycling  To activate the open space network	Developer to construct, City of Casey to maintain	S	TBC

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H2	Aboriginal Park	In the south eastern portion of the residential area.		To provide interpretation of the past use of land by indigenous communities To respond to the Casey policy	City of Casey	S	TBC
H3	Local / Neighbourhood Parks	Throughout the growth area		To provide passive open space for new residents and workers in the growth area.	Developer to construct, City of Casey to maintain	S	TBC
<b>I</b>	<b>BUFFERS</b>						
I1	Tree Reserve	Along Westernport Highway	20m tree reserve along WP Hwy to be planted with double row river red gums	To manage interface between highway urban area	Developer to construct, City of Casey to maintain	S-M	TBC
<b>J</b>	<b>OTHER</b>						
J1	Town Square 1	Large Neighbourhood Activity Centre		To provide community focus and informal meeting space for residents and visitors	Developer to construct, City of Casey to maintain	S-M	TBC
J2	Village Green 1	Northern Small Neighbourhood Activity Centre		To provide a community focal point for new neighbourhood	Developer to construct, City of Casey to maintain	S	TBC
J3	Village Green 2	Southern Small Neighbourhood Activity Centre		To provide a community focal point for new neighbourhood	Developer to construct, City of Casey to maintain	S	TBC

## 5 Other information

### 5.1 Glossary

The following terms are not defined elsewhere in this PSP document or the Casey Planning Scheme:

#### **Gross developable land**

Total area less arterial roads and arterial road widening, existing retarding basins and land affected by electricity easements.

#### **Local park**

Open space areas set aside for active and passive use.

#### **Net developable land**

Gross developable area less regional open space, stormwater reserves and community facilities.

#### **Residential density**

Net residential densities include collector roads, local streets and parks, but exclude arterial roads, activity centres, community facility sites, employment areas, schools, arterial road widening, tree reserves and district open space.

#### **District open space**

Open space areas specifically set aside specifically for active use including sporting ovals.

#### **Walkable**

Walkable communities, or locations, make footpath-based travel as easy as possible for all members of the community including children, people with prams/shopping carts and people using mobility aids. Walkability encompasses issues of safety (traffic and personal), attractive surroundings, distance between destinations, gradients, appropriate surfaces and physical barriers to access such as steps and gutters.

### 5.2 Supporting information

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

- C21 A vision for the future, City of Casey, 2002.
- Casey – Cardinia Growth Area Framework Plan, Department of Sustainability and Environment, 2006.
- Cranbourne West Urban Growth Plan – Key Issues Paper, David Lock Associates, April 2007.
- Cranbourne West Urban Growth Plan – Final Precinct Structure Plan, David Lock Associates, September 2007.
- Activity Centres Strategy, City of Casey in association with Ratio Consultants Pty Ltd, October 2006