

March 2018 exhibition wording		CHANGE JUSTIFICATION	PROPOSED CHANGE
Table 10: Employment and Activity Centres Planning and Design Guidelines			Table 10: Employment and Activity Centres Planning and Design Guidelines
Planning and Design Guidelines that <i>must</i> be met			Planning and Design Guidelines that <i>must</i> be met
1	Building design must incorporate highly permeable, visually interesting and well-articulated street facing facades using materials, colours and design elements that are compatible with vision for the Town Centre.		Delete and replace with a guideline that should be met.
2	Active building frontages (including ground level windows, pedestrian entrances and awnings) must address, in order of priority: -- Main Street -- public open space -- roads/laneways -- other public space (e.g. car park).		None
3	The extent and visibility of blank walls and car parking fronting public areas, particularly streets and public spaces, must be minimised.	Improves flexibility of guideline in response to submissions without losing its primary purpose.	The extent and visibility of blank walls and car parking fronting public areas, particularly streets and public spaces should be minimised where practical.
4	Appropriate landscaping, including planting of canopy trees, must be provided in public areas (town square, streets and car parks). Trees must be suitable for local conditions and planted in modified and improved soil suitable to the location conditions as required, to support tree longevity and to the satisfaction of the Responsible Authority.		None
5	Mechanical plant and service structures must be concealed within roof lines or otherwise hidden from view.		None
6	Service areas must be internalised where possible to avoid visibility from the public realm. Where service areas are accessible from car parks, they must present a well-designed and secure façade to public areas and dedicated pedestrian routes.		None
7	Development adjacent to open space (including car parks and train station) must provide passive surveillance (through the siting of windows, balconies and pedestrian access points), contribute to the activation and vibrancy of the public realm and maximise the amenity of the centre.		None
8	Safe and easy access for pedestrian and cycle trips must be provided through the layout and design of the surrounding street and path network.		None
9	All streets, public spaces and car parks must be lit to Australian Standards and with pedestrian friendly (generally white) light. Lighting should be designed to avoid unnecessary spill to the side or above.		None
10	Vehicle access to lots fronting arterial roads must be provided from a service road, internal loop road, or rear lane only, to the satisfaction of the road authority.		None
11	Bicycle parking must be provided in a number of prominent and easily accessible locations and must be clearly visible and well lit, and preferably under cover.		None
12	Public transport infrastructure and facilities must be located in commuter friendly and convenient locations.		None
Planning and Design Guidelines that <i>should</i> be met			
13	Retail uses along street frontages should include street level access points at regular intervals to encourage activity along the length of the street.		None
14	All ground level shop fronts facing a street or the public realm should use clear glazing across a minimum of 70 per cent of the shop front, to allow views into the shop.		None
15	Internalised retail developments which present a blank facade and extensive car parking areas to the street should be avoided.		None
16	Where SoHos are provided, they should: -- be designed to enable ground floor tenancies to be split from upper floor tenancies; and, -- ensure entrances can be provided from the street frontage from both ground floor and upper floor tenancies.		None
17	Pedestrian safety should be promoted through the use of stand up lanes for vehicle access.		None
	NEW	Provides flexibility for interpretation of Figures 6 and 6a	Subdivision, land use and development should have regard to the proposed land uses shown in Figure 6: Officer Town Centre Sub-Precinct Plan and Figure 6a: Officer Town Centre Concept Plan.
Table 10a: Officer Major Activity Centre			
Planning and Design Guidelines that <i>must</i> be met			
18	Subdivision, land use and development must respond to the preferred land uses shown on the Officer Town Centre Sub-Precinct Plan (Figure 6) and the Officer Town Centre Concept Plan (Figure 6b).		None

19	Potential land use conflicts in interfaces between sensitive uses and existing industrial areas that are likely to undergo transition over a number of years must be appropriately managed.		None
20	Buildings must be a minimum of two storeys in height: -- along Main Street -- along Gum Leaf Lane within the Core sub-precinct (Figure 6) -- at intersections with the Princes Highway -- where offices, medical centres, leisure and recreation uses are proposed. Upper storeys must be sufficient to enable appropriate uses, but do not need to extend the full depth of the ground floor.	Improves flexibility and encourages preferred outcome without restricting development where multiple storey development is not viable in the short-term.	Replace with: "Buildings within the Officer Town Centre should be a minimum of two storeys in height along street frontages or present a minimum 7 metre street wall height to create a sense of enclosure to the public realm. Where provided, upper storeys should be sufficient to enable appropriate uses, but do not need to extend the full depth of the ground floor. Single storey buildings should be designed to be able to accommodate a future second floor."
21	Continuous active frontages must be created along key retail streets as shown in Officer Town Centre Concept Plan (Figure 6b), unless providing a pedestrian link or access to upper floor uses.	Improve flexibility of guideline in response to submissions without losing its primary purpose. Applies active frontages requirement as a <i>must</i> to Siding Avenue only, to clarify that discretion can be applied elsewhere in the town centre.	Non-residential built form along Siding Avenue must provide continuous ground floor active frontages to the public realm, unless providing: - a pedestrian link to the entrance of a use set back from the street boundary - access to upper floor uses - a vehicle access point where indicated in Figure 6a: Officer Town Centre Concept Plan.
22	Built form in the Core sub-precinct (Figure 6) must present a nil / zero setback to any property boundary adjoining the public realm.		None
23	Built form must present a maximum setback of two metres from Gum Leaf Lane lot line to maintain strong built form edge.		None
24	Development along Rix / Bridge Road must provide a strong built form edge, comprising: -- minimal setbacks of buildings from the road reserve; -- active frontages to Rix / Bridge Road; and -- a minimum or equivalent frontage height of two storeys for buildings along Rix / Bridge Road.	Provides clarity that the sub-points are not intended to be prescriptive, providing flexibility for how applicants may address the required "strong built form edge"	Development fronting Rix / Bridge Road must provide a strong built form edge, for example by: - minimising building setbacks - providing active frontages - constructing buildings with a minimum or equivalent frontage height of two storeys.
25	Roads, buildings and public spaces must be aligned to provide active interfaces and passive surveillance with the Officer Train Station and rail line.		None
26	Where properties directly abut conservation reserves: -- development must provide for active frontages -- fencing must be less than 1.5 m in height and semi-permeable to facilitate public safety and surveillance. -- Subdivision designs must provide for roads, including "paper roads" separating development from Gilbert, Leber, and Gum Scrub Creek open space/conservation reserves.		None
27	The extent of native vegetation to be retained within conservation reserves must be consistent with the Officer Native Vegetation Precinct Plan.		None
28	Main Street must be designed for a low speed environment of 40km/h or less such that vehicles and cyclists share the carriageway and pedestrians can safely cross the road.	Clarifies where this guideline is to be applied	Siding Avenue must be designed for a low speed environment of 40km/h or less such that vehicles and cyclists share the carriageway and pedestrians can safely cross the road.
29	Footpath widths along the Main Street, within and around the town square must be generally in accordance with relevant street cross sections to: -- allow universal access; -- accommodate outdoor dining; and -- facilitate small gathering spaces at key nodes.	Clarifies where this guideline is to be applied	Footpath widths along Siding Avenue within and around the town square must be generally in accordance with relevant street cross sections to: -- allow universal access; -- accommodate outdoor dining; and -- facilitate small gathering spaces at key nodes.
30	The Officer Major Town Centre must incorporate/respond to the proposed public transport network in consultation with the relevant public transport authority.		None
31	The design of off-street car parking areas must: -- be accessible from the roads carrying higher volumes of traffic to the centre -- be screened from the public realm / street frontages through the use of built form, landscaping, facade treatments or similar -- have a minimum number of access crossovers and dedicated pedestrian routes.	The requirement that car parks must be accessible from higher order roads is deleted to eliminate contradiction with the requirement for active frontages. The requirement to minimise access crossovers is deleted as it will be dealt with in re-worded #42.	Off-street car parking areas must be screened from the public realm (including streets) through the use of built form, landscaping, facade treatments or similar. Or: Treat interfaces to from the public realm / street frontages to protect the visual amenity of the area whilst facilitating public safety and surveillance. This may be through the use of built form, landscaping, facade treatments, or similar.
32	On-street car parking must be maximised on all streets to encourage short stay/convenient uses.		None
33	Street trees must be provided on both sides of all roads/streets (excluding laneways) in accordance with the cross-sections in Figures 12a-f, and at regular intervals appropriate to tree size at maturity and not exceeding the average intervals below unless otherwise agreed by the Responsible Authority: AVERAGE INTERVAL TREE SIZE 8 – 10 metres Small trees (less than 10 metre canopy) 10 – 12 metres Medium trees (10 – 15 metre canopy) 12 – 15 metres Large trees (Canopy larger than 15 metres)		None

34	NEW	Introduces a new guideline to allow ongoing access to Coles' site in recognition of the constrained nature of the site and lack of access to other road frontages.	The vehicle access point on Siding Avenue must be located where indicated in Figure 6a: Officer Town Centre Concept Plan.
Planning and Design Guidelines that <i>should</i> be met			
35	Street block lengths within the Core sub-precinct (Figure 6) should not exceed 200 metres, or should be broken by through-block pedestrian links (including arcades, laneways, etc.) that are accessible to the public at all times.		None
36	Buildings within the Officer Town Centre should be a minimum of two storeys in height along street frontages to create a sense of enclosure to the public realm. Upper storeys should be sufficient to enable appropriate uses, but do not need to extend the full depth of the ground floor.	This encourages the preferred built form outcome without restricting development where multiple storey development is not viable in the short-term.	Buildings within the Officer Town Centre should be a minimum of two storeys in height along street frontages or present a minimum 7 metre street wall height to create a sense of enclosure to the public realm. Where provided, upper storeys should be sufficient to enable appropriate uses, but do not need to extend the full depth of the ground floor.
37	Development in the Mixed-use sub-precinct (Figure 6) should enable Small Office Home Office (SOHO) uses, especially along Gum Leaf Lane.		None
38	Development should include smaller scale individual tenancies and land ownership patterns to attract participation of local business investment and encourage opportunities for greater diversity within the Core sub-precinct (Figure 6).		None
39	Car parking areas should be designed to accommodate other uses, including multi-deck parking, in the future and allow for long term development opportunities.		None
40	Development applications for existing small lots should demonstrate how development will provide for integrated delivery of services and facilities e.g. car parking.		None
41	Development applications should minimise the number of vehicle crossovers providing direct access from the Princes Highway (or service road) through coordination with adjoining properties.		None
42	The design of buildings in the Town Centre should respond to the scale and character of existing and planned adjoining development.		None
43	Built form along Siding Avenue should present a continuous edge, with vehicle access to car parks avoided where practicable.	Clarifies that discretion can be applied in terms of providing active frontages in areas other than Siding Avenue, where applicants can demonstrate that active frontages are not practicable.	Other than along Siding Avenue, non-residential built form in the Officer town centre should provide continuous ground floor active frontages to the public realm where practical, for the following uses shown in Figure 6a: Officer Town Centre Concept Plan: - specialty retail - commercial -commercial w/ residential above. Where continuous ground floor active frontages are not possible, applicants should demonstrate a suitable alternative design response, to the satisfaction of the Responsible Authority.
44	All local parks must: -- have at least one road frontage -- pedestrian and cyclist connectivity to waterway corridors and any other uncredited service open spaces as well as surrounding road network.		None
45	NEW	Introduces a new guideline to ensure vehicle access from Siding Avenue will be for small vehicles only, to minimise impacts on pedestrian safety / accessibility	The vehicle access point on Siding Avenue should be: i. constructed to be at grade with the footpath ii. designed to be utilised byfor customers vehicles only and to restrict use by large delivery vehicles.
45	NEW	Introduces a new guideline to clarify the interpretation of housing densities set out in Table 6	Subdivision should create lots suitable for the delivery of housing as outlined in Table 6: Housing Delivery Guide and achieve the minimum dwellings / NDA specified. Applications for subdivision that can demonstrate how target densities can be achieved over time, to the satisfaction of the responsible authority, shall be considered.