


Ref.	C149 - Approved September 2011			C232 - Amended March 2018															
	Page no.	Section	Original PSP wording	Assessment	Explanation	Revised wording	Revised category												
1	Throughout					Denote changes as either 'Deleted', 'Inserted' or 'Amended' by C232	N/A												
2	Front cover	Front cover	Amendment C149 to the Cardinia Planning Scheme	Delete			N/A												
3	Front cover	Front cover	September 2011	Update		September 2011 (Amended March 2018)	N/A												
4	Front cover	Front cover		Amend		Add VPA and Victoria State Government logo	N/A												
5	Inside front cover	Inside front cover	SMEC Urban and GAA logos	Delete			N/A												
6	Inside front cover	Inside front cover		Insert		Add VPA and Victoria State Government logo	N/A												
7	Inside front page	Inside front page		Insert		Revised by the Victorian Planning Authority in consultation with Cardinia Shire Council (March 2017)	N/A												
8	Contents page	Contents page		Insert		<table border="1"> <thead> <tr> <th>Version</th> <th>Date</th> <th>Incorporated into the Planning Scheme by Amendment #</th> <th>Description of Changes</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>September 2011</td> <td>Cardinia C149</td> <td>N/A</td> </tr> <tr> <td>2</td> <td>March 2018</td> <td>Cardinia C232</td> <td>Various amendments arising from the Officer Town Centre review (changes noted throughout the PSP document)</td> </tr> </tbody> </table>	Version	Date	Incorporated into the Planning Scheme by Amendment #	Description of Changes	1	September 2011	Cardinia C149	N/A	2	March 2018	Cardinia C232	Various amendments arising from the Officer Town Centre review (changes noted throughout the PSP document)	N/A
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1	September 2011	Cardinia C149	N/A																
2	March 2018	Cardinia C232	Various amendments arising from the Officer Town Centre review (changes noted throughout the PSP document)																
9	Contents page	Contents page		Amend			N/A												
10	7	1.4 Implementation	the Officer Development Contributions Plan (September 2011) to be incorporated into the Scheme at Clause 45.06 Schedule 4 (DCPO4)	Amend		the Officer Development Contributions Plan (September 2011, amended February 2018) to be incorporated into the Scheme at Clause 45.06 Schedule 4 (DCPO4)	N/A												
11	7	1.6 Monitoring and Review	The PSP may be revised and updated following review, which may trigger a review of the Officer Development Contributions Plan (September 2011).	Amend		The PSP may be revised and updated following review, which may trigger a review of the Officer Development Contributions Plan (September 2011, amended 2018).	N/A												
12	10	Plan 2: Metropolitan and regional context		Amend		Update plan to more clearly differentiate principal and major activity centres	Figure												
13	18	Plan 4: Precinct Features		Amend	Response to Heritage Victoria submission	Show the following site on plan: 	Plan												
14	18	Plan 4: Precinct Features		Amend	Response to Heritage Victoria submission	Add: 'Victorian Heritage Inventory site' to legend	Plan												
15	18	Plan 4: Precinct Features		Amend		Update heritage overlay areas shown on plan to be consistent with Planning Scheme	Plan												
16	19	Table 1: Cardinia Planning Scheme Heritage Overlay		Amend	These heritage overlays have been inserted into the Cardinia Planning Scheme.	Move HO143 and HO 144 to Table 1: Cardinia Planning Scheme Heritage Overlay sites in the Precinct	Table												
17	19	Table 1: Cardinia Planning Scheme Heritage Overlay	NEW	Insert	New heritage overlay	<table border="1"> <thead> <tr> <th>Heritage Overlay Number</th> <th>Location</th> <th>Citation / Key elements</th> <th>Significance</th> </tr> </thead> <tbody> <tr> <td>HO 262</td> <td>13-23 Tivendale Road (Hybrid Oaks)</td> <td>Significant trees</td> <td>Regional</td> </tr> </tbody> </table>	Heritage Overlay Number	Location	Citation / Key elements	Significance	HO 262	13-23 Tivendale Road (Hybrid Oaks)	Significant trees	Regional	Table				
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HO 262	13-23 Tivendale Road (Hybrid Oaks)	Significant trees	Regional																
18	19	2.3 Precinct Features	There are also several other sites within the Precinct that have been identified as having a heritage value of regional significance. These sites are identified in Table 2.	Delete	There are no proposed heritage overlays.		N/A												
19	19	Table 2: Victorian Heritage Inventory sites in the Precinct	NEW	Insert		<table border="1"> <thead> <tr> <th>Heritage Inventory Number</th> <th>Location</th> <th>Citation / Key elements</th> </tr> </thead> <tbody> <tr> <td>H7921-0028</td> <td>280 Princes Highway ( Hedgevale Farm Complex)</td> <td>Archaeological artefacts relating to a farm dwelling, garden and orchard (Consent required for any proposed works)</td> </tr> </tbody> </table>	Heritage Inventory Number	Location	Citation / Key elements	H7921-0028	280 Princes Highway ( Hedgevale Farm Complex)	Archaeological artefacts relating to a farm dwelling, garden and orchard (Consent required for any proposed works)	Table						
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20	22	2.3.6 Industrial Zoned Land (Buffers)	Clause 52.10 of the Cardinia Planning Scheme relates to uses with adverse amenity potential. Of the existing uses within the existing Industrial 1 Zone, only one use generates a buffer (HyGain Feeds Pty Ltd).	Amend	N/A	Clause 52.10 of the Cardinia Planning Scheme relates to uses with adverse amenity potential. Of the existing uses within the existing Industrial 1 Zone, only one use generates a buffer (HyGain Feeds Pty Ltd) (refer Plan 5).	N/A												
21	24	3.1 Vision	A transit oriented Major Activity Centre will form the heart of the Precinct. The highly urbanised built environment will incorporate leading practice Environmentally Sustainable Design standards and provide exceptional high quality urban design and amenity. Shared spaces will prioritise pedestrian access over vehicle movement to contribute to safer and more active shopping streets.	Amend	N/A	A transit oriented Major Activity Centre will form the heart of the Precinct. The highly urbanised built environment will create a sense of place, a distinct character with high quality and engaging urban design. Shared spaces will focus activity and pedestrian movement along streets creating a sense of enclosure to the public realm and concentrate access to premises from the street to create a convenient and inviting destination to shop and meet.	Vision												
22	25	Plan 5 Future Urban Structure		Amend		<ul style="list-style-type: none"> <li>- Show access street interface between developable land and Gum Scrub Creek conservation reserves / open space corridor.- Show access street interface between developable land and Gum Scrub Creek conservation reserves / open space corridors south of railway line</li> <li>- Change 'mixed-use' sub-precinct to Residential land</li> <li>- Update open space and environment categories to be consistent with current VPA terminology used in the land use budget</li> <li>- Show access street interface between developable land and Gum Scrub Creek conservation reserves / open space corridor.</li> </ul>	Figure												

Ref.	Page no.	Section	Original PSP wording	Assessment	Explanation	Revised wording	Revised category
23	26	3.2.3 To create highly accessible and vibrant activity centres	There is an average net density of 15 dwellings per developable hectare within the Precinct.	Amend	Revised dwelling density consistent with Table 6. NB density of 15 dwellings per hectare was inconsistent with the average of 18.73 show in Table 4 in the 2011 PSP.	There is an average net density of 19 dwellings per developable hectare within residential areas.	N/A
24	26	3.2.2 To create greater housing choice and diversity and affordable houses to live	<p>The Officer Town Centre will:</p> <ul style="list-style-type: none"> <li>— have a regional retail function with regional and sub-regional core retail anchor stores, peripheral commercial and office uses with a diversity of discretionary and higher-order goods and services;</li> <li>— be a key focus of the Precinct providing residents with convenient access to office and retail developments, community facilities and jobs; and</li> <li>— be an attractive, accessible, functional MAC with an urbanised environment through the delivery of higher dwelling densities within and around the Town Centre.</li> </ul> <p>To ensure a high level of pedestrian activity in and around the Officer Railway Station, the station will be supported by a range of community facilities immediately adjacent to it, including the new regional library and potentially health services.</p> <p>A new grade separated crossing of the railway reservation and the new Main Street will form part of the Officer Town Centre contributing to safe pedestrian, bicycle and vehicle permeability to, from and within the Town Centre. It will also assist in bus circulation to/from the Officer Railway Station and future bus interchange.</p> <p>The Officer PSP envisages that Station Street will provide opportunities for a range of services, including professional/commercial, medical and personal services, in addition to service business within the Precinct. Importantly, it will complement the uses proposed for the core of the MAC and enable Station Street properties to progressively redevelop over time into more land-intensive uses</p>	Delete	Relocate revised objectives to section 4.3 Employment and Activity Centres	N/A	N/A
25	29	3.3.1 Net Developable Area	The total Net Developable Area is approximately 645 hectares.	Amend	Updated NDA following recreation of the property specific land use budget in GIS.	The total Net Developable Area is approximately 650 hectares.	N/A
26	29	3.3.2 Net Residential Area	<p>The residential yield estimates set out in Table 3c relate to the number of dwellings anticipated to be provided on land designated for residential development (refer Plans 5 and 6).</p> <p>As set out in subsequent sections of this PSP, where planning and design guidelines permit, dwellings may be provided on land identified for development of employment and activity centres in Table 3b, however the calculations set out in Table 3c do not include yields for these areas.</p>	Amend		<p>The residential yield estimates set out in Table 6 relate to the number of dwellings anticipated to be provided on land designated for residential development (refer Plans 5 and 6).</p> <p>As set out in subsequent sections of this PSP, where planning and design guidelines permit, dwellings may be provided on land identified for development of employment and activity centres. However, this area is not included in the net residential area.</p>	N/A
27	30	Plan 6: Land Use Budget		Amend	Residential densities will be shown in updated Table 6	<ul style="list-style-type: none"> <li>- Update town centre boundary</li> <li>- Recreate plan in GIS and make minor corrections as required to ensure consistency between land uses and property boundaries</li> <li>- Update land use categories to be consistent with current VPA terminology and land use budget</li> <li>- Extend Core Business south of railway line</li> <li>- Show 'mixed-use' sub-precinct as residential</li> <li>- Delete residential densities</li> <li>- Show all residential land types (including conservation living area) as 'residential land'</li> </ul>	Figure
28	31	Table 3a: Summary Land Use Budget - Net Developable Area Calculation		Amend		<ul style="list-style-type: none"> <li>- Update land use categories to be consistent with current VPA terminology</li> <li>- Show total residential net developable area</li> <li>- Delete core business and peripheral business totals</li> </ul>	Table
29	32	Table 3b: Summary Land Use Budget - Employment & Activity Centres Land Areas		Delete	Relevant details incorporated in Table 3a		N/A
30	32	Table 3c: Summary Land Use Budget - Residential Yield Estimates		Delete	Relevant details incorporated in Table 6	N/A	N/A
31	34	Table 4: Population Estimates by Dwelling Type		Delete		N/A	N/A
32	36	Plan 7: Image and Character		Amend	Relevant image and character objectives and design guidelines to be provided in Employment and Activity Centres section	<ul style="list-style-type: none"> <li>- Delete Character Area 8 (CA8) - Officer Town Centre</li> <li>- Add 'Character Area 8 (CA8) Cardinia Creek' to legend</li> </ul>	Figure

Ref.	Page no.	Section	Original PSP wording	Assessment	Explanation	Revised wording	Revised category
33	37	4.1.1 Image and Character Objectives	<p><b>Officer Town Centre</b>                      The objectives for image and character for the Officer Town Centre are to:                      Create a high profile image, in particular to be seen as a leading example of:                      — Environmentally Sustainable Development (refer Element 7: Utilities, Energy &amp; Sustainability); and,                      — a centre of innovative mixed use urban development in Melbourne’s South East.                      Provide for a distinctive character through:                      — the provision of a highly urbanised, intensively developed, built form;                      — creating a contrast between the character of Officer Town Centre and surrounding neighbourhoods; and,                      — establishing streets with a strong urban feel.</p>	Delete	Revised objective moved to revised objective in Section 4.3	N/A	N/A
34	41	Table 5: Image and Character Planning and Design Guidelines	<p><b>CA - Officer Town Centre</b>                      Planning and design guideline - must be met:                      - Encourage innovative urban design and architecture that complements the character of the Precinct                      - Provide streetscape treatments that include the use of hard surfaces and innovative urban landscape treatments.                      - Provide a streetscape palette to ensure:                      - a continuous sense of place; and,                      - distinctive and comprehensive street furniture design.                      - Use hardstand landscape treatments for nature strips with tree pits or outstands.                      - Create a well integrated permeable environment through delivery of a fine grained urban street network                      - Provide a traffic circulation loop within the Officer Town Centre to protect the integrity of Main Street as a primary pedestrian environment                      - Consolidate parking in off-street at-grade sites at the rear of developments to preserve opportunities for higher density development in the future.                      -</p>	Delete	Revised design guidelines moved to revised objective in Section 4.3	N/A	N/A
35	42	4.2 Housing	NEW dot point	Insert		Maximise housing diversity and density within the Officer Town Centre to take advantage of proximity to the Officer train station.	Objective
36	42	4.2 Housing	NEW dot point	Insert		Provide a high amenity urban environment within the Officer Town Centre, including active frontages to streets, as well as public access and permeability between buildings where appropriate.	Objective
37	42	4.2.1 Housing Objectives	<p><b>Officer Town Centre</b>                      The objectives for housing for the Officer Town Centre are to:                      - Maximise housing density within the Officer Town Centre and within proximity of the public transport hub at Officer Railway Station.                      - Deliver an urban, multi level residential area.                      - Provide housing choice, in particular encourage:                      — shop top dwellings;                      — multi storey apartments;                      — multi storey retirement options;                      — housing that accommodates a working and living environment; and,                      — higher density town houses.                      - Provide for a full range of urban density housing across all price ranges within the Officer Town Centre area from more affordable housing such as small scale apartment living to larger townhouses with superior amenity.                      - Provide a high amenity urban environment, including active frontages to streets, as well as public access and permeability between buildings where appropriate.                      - Promote buildings of high architectural quality and visual interest.</p>	Delete	Relevant details to be retained as dot points under 4.2.1 Housing Objectives	N/A	N/A
38	43	Plan 8: Housing		Amend		- Change gateway sub-precinct to 'Commercial (Commercial not Permitted)' - Change mixed-use sub-precinct to 'High Density Residential A' - Show noise and odour buffer	Figure
39	44	Table 6: Distribution of Housing Densities		Replace	Consolidates Tables 4 and 6	- Consolidate information from Tables 4 and 6 - Show 'Commercial (residential permitted) as a separate line item and apply medium density rate of 25 dwellings / NDA - Apply uniform dwelling density of 2.8 persons per dwelling across residential areas	Table
40		4.2 Housing		Insert	Provides more clarity regarding range of housing types; improves consistency with other VPA PSPs	Insert new Table - Housing Type by Lot Size	Table
41	45	Table 7: Housing Planning and Design Guidelines	High Density Residential A & B	Amend	Applies planning and design guidelines to all residential types within the Town Centre.	High Density Residential A & B, Mixed Use and Commercial (Residential Permitted)	Table

Ref.	Page no.	Section	Original PSP wording	Assessment	Explanation	Revised wording	Revised category
42	45	Table 7: Housing Planning and Design Guidelines	<ul style="list-style-type: none"> <li>- High Density Residential is to be provided in the Officer Town Centre.</li> <li>- Deliver a higher density urban environment, comprising:                             <ul style="list-style-type: none"> <li>- shop-top dwellings and multi storey apartments, especially within the retail core and within 400 metres of the Officer Railway Station;</li> <li>- a minimum two storey built form, with higher density residential in buildings over two storeys that are in locations close to the retail core and the Officer Railway Station, unless otherwise specified in Table 10: Employment and Activity Centre Planning and Design Guidelines in Section 4.3 Employment and Activity Centres;</li> <li>- a range of high density dwelling types from affordable apartments to substantial townhouses; and,</li> <li>- mixed use buildings that co-locate residential with other uses, while ensuring co-location with uses likely to have amenity impacts is avoided (such as shop top dwellings above late night uses).</li> </ul> </li> <li>- Building design is to:                             <ul style="list-style-type: none"> <li>- maximise ground level windows, pedestrian entrances and verandas to promote active frontages to ensure informal or passive surveillance of streets and other public open spaces;</li> <li>- provide high architectural quality and visual interest;</li> <li>- provide safe and convenient access between car parking and bicycle areas and the pedestrian entry to buildings;</li> <li>- provide integrated parking solutions which will minimise private garage access points and ensure private garage access will only be via rear or side lane;</li> <li>- ensure passive surveillance is provided from buildings overlooking laneways to provide a safe environment.</li> </ul> </li> <li>- Subdivision design is to:                             <ul style="list-style-type: none"> <li>- ensure lanes are well lit and provide a safe environment;</li> <li>- locations of single title townhouses do not compromise opportunities for higher density living in integrated housing sites adjacent to the Core Business Area and Officer Railway Station; and,</li> <li>- support and/or create a finer grain of streets that encourages higher levels of local pedestrian and cycle use.</li> </ul> </li> <li>- The subdivision of land for housing that creates a lot less than 300 square metres must contain a building envelope that is in accordance with the Small Lot Housing Code forming part of this Precinct Structure Plan.</li> </ul>	Amend	N/A	<ul style="list-style-type: none"> <li>- Safe and convenient access must be provided between car parking and bicycle areas and the pedestrian entry to residential buildings.</li> <li>- Integrated parking solutions must be provided for residential buildings to minimise private garage access points and ensure private garage access is only via rear or side lane.</li> <li>- The subdivision of land for housing that creates a lot less than 300 square metres must contain a building envelope that is in accordance with Appendix A Small Lot Housing Code.</li> <li>- Shop-top residential developments must provide entrances accessed from the street.</li> </ul>	Planning and design guideline - must be met
43	45	Table 7: Housing Planning and Design Guidelines - High Density Residential	<ul style="list-style-type: none"> <li>- Incorporate retail space, cafes, restaurants or home offices in the ground floor street edges of new residential development to increase visual and physical connections between the interiors of new buildings and adjacent streets.</li> <li>- Lots are to be no more than 230 square metres</li> </ul>	Amend	N/A	<ul style="list-style-type: none"> <li>- The Officer Town Centre should deliver a higher density urban environment, including shop-top dwellings and multi storey apartments, especially within the retail core and mixed-use sub-precincts and within 400 metres of the Officer train station, as per the Officer Town Centre Sub-precinct Plan.</li> <li>- Residential buildings should incorporate retail spaces, cafes, restaurants or home offices in the ground floor to increase visual and physical connections between the interiors of new buildings and adjacent streets.</li> <li>- Subdivision design should provide for flexible floor plates and built form (including floor to ceiling heights) that can be adapted to accommodate additional storeys and a variety of uses over time.</li> </ul>	Planning and design guideline - should be met
44	54	Figure 2: Indicative High Density Residential Typologies		Amend	Some designs shown are inconsistent with PSP	Replace with mixed use precinct development scenarios prepared by Council	Figure
45	59	4.3.1 Employment and Activity Centres Objectives - Officer Town Centre	<ul style="list-style-type: none"> <li>- In addition to the objectives for activity centres, objectives specific to the Officer Town Centre (MAC) are to:                             <ul style="list-style-type: none"> <li>Provide a clear structure and layout, including:                                     <ul style="list-style-type: none"> <li>- a grid that is well integrated with surrounding development;</li> <li>- a block size that is capable of accommodating additional development;</li> <li>- a central north-south Main Street from Princes Highway to Rix Road, that provides the primary activity spine;</li> <li>- supporting east-west streets, that provide secondary spines;</li> <li>- a 'multiple-loop' circulation system, with several roads providing access to the retail core and its edges;</li> </ul> </li> <li>- a road hierarchy and reservation widths that cater for all modes of transport; and</li> <li>- a structure that allows for flexibility and change over time.</li> </ul> </li> <li>- Establish sub-precincts to provide a clear framework for land use and development, including:                             <ul style="list-style-type: none"> <li>- a defined retail core area north of the railway line as the primary location for major retail anchor stores;</li> <li>- civic and entertainment precincts, located in proximity to the Officer Railway Station;</li> <li>- a mixed use urban village south of the railway line; and,</li> <li>- dedicated high density residential areas in proximity to high amenity open space, creek corridors and public transport.</li> </ul> </li> <li>- Respond to existing uses and manage change in use over time.</li> </ul>	Amend	Relocated from section 3.2 Future Urban Structure	<p>The Officer Town Centre will:</p> <ul style="list-style-type: none"> <li>— perform a sub-regional retail function with regional and sub-regional core retail anchor stores, supporting commercial and office uses with a diversity of discretionary and higher-order goods and services;</li> <li>— be a key focus of the Precinct providing residents with local access to jobs, community facilities and services;</li> <li>— create a sense of place with a distinct character, high quality and engaging urban design;</li> <li>— be an attractive, pedestrian-focused, urbanised town centre that incorporates higher dwelling densities;</li> <li>— support an active and lively street environment from the early morning to late evening, seven days a week;</li> <li>— encourage sustainable transport options by maximising housing density within walking the walkable catchment of the Officer train station and integrating the station into the broader town centre; and</li> <li>— promote adaptable land use and built form outcomes so that it can evolve with changing community needs.</li> </ul>	Objective
46	60	Plan 9 - Employment and Activity Centres		Amend	N/A	- Show mixed use, core, gateway and local business sub-precincts	Figure
47	62	Table 9: Hierarchy of Activity Centres in the Precinct	Indicative Floor areas (*): Retail 'shop': minimum 30,000 square metres^	Amend	Indicative floor areas only - can't specify a minimum	Indicative Floor areas (*): Retail 'shop': 30,000 square metres^	Table
48	62	Table 9: Hierarchy of Activity Centres in the Precinct	Regional and sub regional retail role comprising Department Store and multiple Discount Department Stores.	Amend	Metropolitan activity centres have a regional role, with major activity centres playing a sub-regional role	Sub-regional retail role comprising Department Store and multiple Discount Department Stores.	Table
49	63	Table 10: Hierarchy of Activity Centres in the Precinct	Table 10: Hierarchy of Activity Centres in the Precinct	Delete	Replace with following Planning and Design Guidelines	N/A	Table
50	NEW	Table 10: Hierarchy of Activity Centres in the Precinct	NEW Planning and Design Guideline that <i>must</i> be met	Insert	From Table 5	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.	Planning and design guideline - must be met
51	NEW	Table 10a: Officer Major Activity Centre	NEW Planning and Design Guideline that <i>must</i> be met	Insert	Revised guideline from Section 4.2.3	Active building frontages (including ground level windows, pedestrian entrances and awnings) must address, in order of priority: <ul style="list-style-type: none"> <li>- Main Street</li> <li>- public open space</li> <li>- roads/laneways</li> <li>- other public space (e.g. car park).</li> </ul>	Planning and design guideline - must be met

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52	NEW	Table 10: Hierarchy of Activity Centres in the Precinct	NEW Planning and Design Guideline that <i>must</i> be met	Insert	From Table 10	The extent and visibility of blank walls and car parking fronting public areas, particularly streets and public spaces, must be minimised	Planning and design guideline - must be met
53	NEW	Table 10: Hierarchy of Activity Centres in the Precinct	NEW Planning and Design Guideline that <i>must</i> be met	Insert	From Table 10	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.	Planning and design guideline - must be met
54	NEW	Table 10: Hierarchy of Activity Centres in the Precinct	NEW Planning and Design Guideline that <i>must</i> be met	Insert	From Table 10	Mechanical plant and service structures must be concealed within roof lines or otherwise hidden from view.	Planning and design guideline - must be met
55	NEW	Table 10: Hierarchy of Activity Centres in the Precinct	NEW Planning and Design Guideline that <i>must</i> be met	Insert	From Table 10	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.	Planning and design guideline - must be met
56	NEW	Table 10: Hierarchy of Activity Centres in the Precinct	NEW Planning and Design Guideline that <i>must</i> be met	Insert	Revised guideline from Section 4.2.3	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.	Planning and design guideline - must be met
57	NEW	Table 10: Hierarchy of Activity Centres in the Precinct	NEW Planning and Design Guideline that <i>must</i> be met	Insert	From Table 5	Safe and easy access for pedestrian and cycle trips must be provided through the layout and design of the surrounding street and path network.	Planning and design guideline - must be met
58	NEW	Table 10: Hierarchy of Activity Centres in the Precinct	NEW Planning and Design Guideline that <i>must</i> be met	Insert	Revised guideline from Section 4.2.3	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.	Planning and design guideline - must be met
59	NEW	Table 10: Hierarchy of Activity Centres in the Precinct	NEW Planning and Design Guideline that <i>must</i> be met	Insert	From Table 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	Planning and design guideline - must be met
60	NEW	Table 10: Hierarchy of Activity Centres in the Precinct	NEW Planning and Design Guideline that <i>must</i> be met	Insert	From Table 10	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.	Planning and design guideline - must be met
61	NEW	Table 10: Hierarchy of Activity Centres in the Precinct	NEW Planning and Design Guideline that <i>must</i> be met	Insert	From Table 10	Public transport infrastructure and facilities must be located in commuter friendly and convenient locations.	Planning and design guideline - must be met
62	NEW	Table 10: Hierarchy of Activity Centres in the Precinct	NEW Planning and Design Guideline that <i>should</i> be met	Insert	Revised guideline from Section 4.2.3	Retail uses along street frontages should include street level access points at regular intervals to encourage activity along the length of the street.	Planning and design guideline - should be met
63	NEW	Table 10: Hierarchy of Activity Centres in the Precinct	NEW Planning and Design Guideline that <i>should</i> be met	Insert	From Table 10	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.	Planning and design guideline - should be met
64	NEW	Table 10: Hierarchy of Activity Centres in the Precinct	NEW Planning and Design Guideline that <i>should</i> be met	Insert	From Table 10	Internalised retail developments which present a blank facade and extensive car parking areas to the street should be avoided.	Planning and design guideline - should be met
65	NEW	Table 10: Hierarchy of Activity Centres in the Precinct	NEW Planning and Design Guideline that <i>should</i> be met	Insert	From Table 10	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.	Planning and design guideline - should be met
66	NEW	Table 10: Hierarchy of Activity Centres in the Precinct	NEW Planning and Design Guideline that <i>should</i> be met	Insert	From Table 10	Pedestrian safety should be promoted through the use of stand up lanes for vehicle access.	Planning and design guideline - should be met
67	66	Figure 6: Officer Town Centre Sub Precinct Plan		Amend	N/A	<ul style="list-style-type: none"> <li>- Consolidate sub-precincts into gateway, core, mixed use, local business and residential</li> <li>- Update town centre boundary</li> <li>- Show noise and odour buffer</li> <li>- realign local business and core sub-precinct boundaries with north-south connector road</li> <li>- Add descriptions for each sub-precinct</li> </ul>	Figure
68	67	Table 10a: Officer Major Activity Centre		Delete	Replace with following Planning and Design Guidelines	N/A	Table
69	NEW	Table 10a: Officer Major Activity Centre	NEW Planning and Design Guideline that <i>must</i> be met	Insert	Gives weight to plans.	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).	Planning and design guideline - must be met
70	NEW	Table 10a: Officer Major Activity Centre	NEW Planning and Design Guideline that <i>must</i> be met	Insert	Consistent with legal advice provided to CSC in relation to amenity impacts of existing HyGain site.	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.	Planning and design guideline - must be met
71	NEW	Table 10a: Officer Major Activity Centre	NEW Planning and Design Guideline that <i>must</i> be met	Insert	From Table 10a	Buildings must be a minimum of two storeys in height: - along Main Street - along Gum Leaf Lane within the Core sub-precinct - at intersections with the Princes Highway - where offices, medical centres, leisure and recreation uses are proposed. Upper storeys should be sufficient to enable appropriate uses, but do not need to extend the full depth of the ground floor.	Planning and design guideline - must be met
72	NEW	Table 10a: Officer Major Activity Centre	NEW Planning and Design Guideline that <i>must</i> be met	Insert	From Table 10a	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.	Planning and design guideline - must be met
73	NEW	Table 10a: Officer Major Activity Centre	NEW Planning and Design Guideline that <i>must</i> be met	Insert		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.	Planning and design guideline - must be met



Ref.	Page no.	Section	Original PSP wording	Assessment	Explanation	Revised wording	Revised category								
74	NEW	Table 10a: Officer Major Activity Centre	NEW Planning and Design Guideline that <i>must</i> be met	Insert	From Table 10a	Roads, buildings and public spaces must be aligned to provide active interfaces and passive surveillance with the Officer Train Station and rail line.	Planning and design guideline - <i>must</i> be met								
75	NEW	Table 10a: Officer Major Activity Centre	NEW Planning and Design Guideline that <i>must</i> be met	Insert	From Table 10a	Built form in the Core Retail Precinct must present a nil / zero setback to any property boundary adjoining the public realm.	Planning and design guideline - <i>must</i> be met								
76	NEW	Table 10a: Officer Major Activity Centre	NEW Planning and Design Guideline that <i>must</i> be met	Insert	From Table 10a	Built form must present a maximum setback of two metres from Gum Leaf Lane lot line to maintain strong built form edge.	Planning and design guideline - <i>must</i> be met								
77	NEW	Table 10a: Officer Major Activity Centre	NEW Planning and Design Guideline that <i>must</i> be met	Insert	From Table 10a	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.	Planning and design guideline - <i>must</i> be met								
78	NEW	Table 10a: Officer Major Activity Centre	NEW Planning and Design Guideline that <i>must</i> be met	Insert	From Table 10a	The extent of native vegetation to be retained within conservation reserves must be consistent with the Officer Native Vegetation Precinct Plan.	Planning and design guideline - <i>must</i> be met								
79	NEW	Table 10a: Officer Major Activity Centre	NEW Planning and Design Guideline that <i>must</i> be met	Insert	From Table 10a	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.	Planning and design guideline - <i>must</i> be met								
80	NEW	Table 10a: Officer Major Activity Centre	NEW Planning and Design Guideline that <i>must</i> be met	Insert	From Table 10	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.	Planning and design guideline - <i>must</i> be met								
81	NEW	Table 10a: Officer Major Activity Centre	NEW Planning and Design Guideline that <i>must</i> be met	Insert	From Table 10	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.	Planning and design guideline - <i>must</i> be met								
82	NEW	Table 10a: Officer Major Activity Centre	NEW Planning and Design Guideline that <i>must</i> be met	Insert	From Table 10	The Officer Major Town Centre must incorporate/respond to the proposed public transport network in consultation with the relevant public transport authority.	Planning and design guideline - <i>must</i> be met								
83	NEW	Table 10a: Officer Major Activity Centre	NEW Planning and Design Guideline that <i>must</i> be met	Insert	From Table 10	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.	Planning and design guideline - <i>must</i> be met								
84	NEW	Table 10a: Officer Major Activity Centre	NEW Planning and Design Guideline that <i>must</i> be met	Insert	From Table 10	On-street car parking must be maximised on all streets to encourage short stay/convenient uses.	Planning and design guideline - <i>must</i> be met								
85	NEW	Table 10a: Officer Major Activity Centre	NEW Planning and Design Guideline that <i>must</i> be met	Insert	From Table 10	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:  <table border="1"> <thead> <tr> <th>AVERAGE INTERVAL</th> <th>TREE SIZE</th> </tr> </thead> <tbody> <tr> <td>8 – 10 metres</td> <td>Small trees (less than 10 metre canopy)</td> </tr> <tr> <td>10 – 12 metres</td> <td>Medium trees (10 – 15 metre canopy)</td> </tr> <tr> <td>12 – 15 metres</td> <td>Large trees (Canopy larger than 15 metres)</td> </tr> </tbody> </table>	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)	Planning and design guideline - <i>must</i> be met
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86	NEW	Table 10a: Officer Major Activity Centre	NEW Planning and Design Guideline that <i>must</i> be met	Insert	From Table 5	Street block lengths within the core sub-precinct 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.	Planning and design guideline - <i>should</i> be met								
87	NEW	Table 10a: Officer Major Activity Centre	NEW Planning and Design Guideline that <i>must</i> be met	Insert	From Table 10a	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.	Planning and design guideline - <i>should</i> be met								
88	NEW	Table 10a: Officer Major Activity Centre	NEW Planning and Design Guideline that <i>must</i> be met	Insert	From Table 10a	Development in the mixed-use sub-precinct should enable Small Office Home Office (SOHO) uses, especially along Gum Leaf Lane.	Planning and design guideline - <i>should</i> be met								
89	NEW	Table 10a: Officer Major Activity Centre	NEW Planning and Design Guideline that <i>must</i> be met	Insert	From Table 10a	Development should include smaller grain 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.	Planning and design guideline - <i>should</i> be met								
90	NEW	Table 10a: Officer Major Activity Centre	NEW Planning and Design Guideline that <i>should</i> be met	Insert	From Table 10	Car parking areas should be designed to accommodate other uses, including multi-deck parking, in the future and allow for long term development opportunities.	Planning and design guideline - <i>should</i> be met								
91	NEW	Table 10a: Officer Major Activity Centre	NEW Planning and Design Guideline that <i>must</i> be met	Insert	From Table 10a	Development applications for existing small lots should demonstrate how development will provide for integrated delivery of services and facilities e.g. car parking.	Planning and design guideline - <i>should</i> be met								
92	NEW	Table 10a: Officer Major Activity Centre	NEW Planning and Design Guideline that <i>must</i> be met	Insert	From Table 10a	Development applications should minimise the number of vehicle crossovers providing direct access from the Princes Highway (or service road) through co-ordination with adjoining properties.	Planning and design guideline - <i>should</i> be met								
93	NEW	Table 10a: Officer Major Activity Centre	NEW Planning and Design Guideline that <i>must</i> be met	Insert	From Table 10a	The design of buildings in the Activity Centre should respond to the scale and character of existing and planned adjoining development.	Planning and design guideline - <i>should</i> be met								
94	NEW	Table 10a: Officer Major Activity Centre	NEW Planning and Design Guideline that <i>must</i> be met	Insert		Built form along Siding Avenue should present a continuous edge, with vehicle access to car parks avoided where practicable.	Planning and design guideline - <i>should</i> be met								
95	75	Figure 6a: Indicative Design Solution - Core Town Centre Precinct:		Amend		- Extend indicative design solution for core sub-precinct to show whole town centre - Rename 'Officer Town Centre Concept Plan'	<b>Figure</b>								

Ref.	Page no.	Section	Original PSP wording	Assessment	Explanation	Revised wording	Revised category
96	76	Figure 6b: Indicative Design Solution - Gum Leaf Lane SoHo		Amend		Show access road between development and Leber Conservation Reserve	Figure
97	78	Figure 6d: Indicative Design Solution - Leber Conservation Reserve		Delete	To be dealt with by Planning and Design Guidelines		Figure
98	84	4.3.3a Urban Design Frameworks	Urban Design framework: Officer Town Centre	Amend	Form and content of UDF is specified in UDF Guide.	<p>An Urban Design Framework (UDF) must be prepared in consultation with the Responsible Authority, and approved by the Responsible Authority. The UDF applies to land within the boundary show in Figure x (Officer Town Centre Concept Plan).</p> <p>The UDF must address the following:</p> <ul style="list-style-type: none"> <li>- A response to the Major Town Centre concept plan (Figure x), Officer Town Centre Sub-Precinct Plan (Figure y) and the vision, objectives and planning and design requirements set out in this PSP</li> <li>- Guide to UDFs in Greenfield Growth Areas contained in Appendix B</li> <li>- Any relevant design guidelines prepared by the Victorian Government and Cardinia Shire Council.</li> </ul> <p>All to the satisfaction of the Victorian Planning Authority and Responsible Authority.</p>	Planning and design guideline - must be met
99	89	Plan 10: Community Facilities		Amend		Show land abutting Station Street as residential	Plan
100	97	Plan 11: Open Space Network		Amend		Update open space and environment categories to be consistent with current VPA terminology and land use budget	Plan
101	98	Plan 12: Integrated Water Management		Amend		Update open space and environment categories to be consistent with current VPA terminology and land use budget	Plan
102	99	Table 13: Open Space Categories		Amend		Update open space and environment categories to be consistent with current VPA terminology and land use budget	Table
103	102	Table 14: Open Space Planning and Design Guidelines		Amend		Update open space and environment categories to be consistent with current VPA terminology and land use budget	Table
104	103	Table 14: Open Space Planning and Design Guidelines	Gum Scrub Creek Open Space Corridor - NEW Planning and Design Guideline that must be met	Insert		All artificial lighting must be baffled away from the Gum Scrub Creek open space corridor to prevent light spill and glare impacting fauna.	Planning and design guideline - must be met
105	109	Table 15: Biodiversity Planning and Design Guidelines	Ensure indigenous species are used exclusively in open spaces adjoining conservation areas.	Amend		Trees planted in open spaces adjoining Gilbert, Leber and Gum Scrub Creek open space / conservation reserves must be of local provenance.	Planning and design guideline - must be met
106	109	Table 15: Biodiversity Planning and Design Guidelines	Ensure building envelopes and development proposals provide setbacks from patches of native vegetation identified to be protected in the Officer NVPP to allow management access and fire buffers.	Amend		Subdivision designs must allow for adequate setback from Gilbert, Leber and Gum Scrub Creek open space / conservation reserves to separate development from areas of bushfire risk, to the satisfaction of the Country Fire Authority and the Department of Environment, Land, Water and Planning.	Planning and design guideline - must be met
107	109	Table 15: Biodiversity Planning and Design Guidelines	Ensure building envelopes and development proposals provide setbacks from patches of native vegetation identified to be protected in the Officer NVPP to allow management access and fire buffers.	Insert		Development adjoining Gilbert, Leber and Gum Scrub Creek open space / conservation reserves must have as their primary address an interface road (which may include a 'paper' road) that allows adequate emergency service vehicle access, to the satisfaction of the Country Fire Authority and the Department of Environment, Land, Water and Planning.	Planning and design guideline - must be met
108	111	Plan 14: Heritage		Amend		Add Victorian Heritage Inventory Site H7921-0028 and Heritage Overlay (HO) 262 to plan.	N/A
109	116	Plan 15: Road Network		Amend		Show access street interface between developable land and Gum Scrub Creek conservation reserves / open space corridor.	
110	117	Plan 16: Public Transport		Amend		Show 'Potential Interim PPTN (Bus Route)' and 'Potential Interim Local Bus Route' along Siding Avenue between Orchard Street and connector street north of the railway line. Include the following accompanying note on the plan: <i>Potential PPTN and Local Bus Route to use Siding Avenue until such time that the ultimate routes are constructed to a bus-capable standard.</i>	Plan
111	118	Plan 17: Walking and Trails		Amend		Change the key local footpaths north of the rail corridor between Station Street and Gum Scrub Creek and along the section of Station Street south of the rail corridor to shared paths.	TfV
112	NEW			Insert		Insert new Appendix B: Officer Guide to Urban Design Frameworks	N/A