

# OFFICER SOUTH EMPLOYMENT PRECINCT STRUCTURE PLAN

---

## PLACE-BASED PLAN CO-DESIGN WORKSHOP SUMMARY

WORKSHOP HELD ON 26 NOVEMBER 2020 AND 4 DECEMBER 2020

FEBRUARY 2021



# CONTENTS

---

<b>1 INTRODUCTION</b>	<b>1</b>
1.1 PSP 2.0 Process	1
1.2 Purpose of the Place-Based Plan Co-Design Workshop Summary Report	2
<b>2 PLACE-BASED PLAN CO-DESIGN WORKSHOP</b>	<b>3</b>
2.1 Who was involved?	3
2.2 Place-Based Plan Co-Design Workshop Structure	4
<b>3 WHAT WE HAVE HEARD FROM YOU ALREADY</b>	<b>5</b>
3.1 Emerging Themes, Purpose Statement and Ambitions	5
3.2 Additional Ambitions + PSP Tools	7
<b>4 CO-DESIGN PLACE-BASED PLANS</b>	<b>15</b>
4.1 Introduction	15
4.2 Types and Forms of Development / Land Uses	16
4.3 Land Use Structure	18
4.2 Open Space + Drainage	25
4.3 Transport + Infrastructure	28
<b>5 NEXT STEPS</b>	<b>31</b>

Prepared by:

mesh

Level 2, 299 Clarendon Street, South Melbourne, VIC 3205  
phone. +61 3 9070 1166 [meshplanning.com.au](http://meshplanning.com.au)



© Mesh Livable Urban Communities Pty Ltd 2021

This work is copyright. Apart from any use permitted under the Copyright Act 1968, no part may be reproduced by any process without written permission from Mesh Livable Urban Communities Pty Ltd

## Disclaimer

All professional care has been taken to ensure that the content of this report is current and accurate. However, it is not purported that it is complete, and it is not guaranteed that the content of the report is free from errors. Mesh accepts no liability for error, loss, damages or other consequences arising from reliance on information contained in this report.

# INTRODUCTION

## PSP 2.0 PROCESS

The Victorian Planning Authority (VPA) is taking an innovative approach to shaping the future of Melbourne's communities, through collaborative strategic planning.

The Precinct Structure Plan (PSP) process was reviewed by the VPA in 2019 as part of a program of continuous improvement. This reform agenda created the next generation of strategic planning - 'PSP 2.0' to deliver outcomes focused on vision, purpose and place in partnership with local communities.

PSP 2.0 sets aspirational targets for PSP development including 'Co-Design', streamlining preparation, optimising the PSP product to embrace innovation and delivering government policy.

The Co-Design approach is key to achieving integrated planning outcomes through the streamlined PSP preparation process. This collaborative and iterative approach provides opportunities for a range of diverse stakeholders to participate in workshops that generate and refine new ideas, and craft, test and deliver meaningful and distinct visions for our new greenfield neighbourhoods and communities. In particular, the PSP 2.0 process aims to:

- ▶ Facilitate the Co-Design of a Place-Based Structure Plan (PSP);
- ▶ Achieve up-front, early resolution of issues;
- ▶ Gain better and earlier information on infrastructure demands to inform agency planning and budget bids;
- ▶ Update guidance on PSP content reflecting new government policy and promoting innovation; and
- ▶ Provide stronger guidance in PSPs for staging of development.

The VPA is rolling out the new PSP 2.0 process as part of our Greenfields work program, which includes the Officer South Employment PSP. Figure 1 below illustrates where we are now in the PSP 2.0 process.

## PURPOSE OF THE PLACE-BASED PLAN CO-DESIGN WORKSHOP SUMMARY REPORT

VPA would like to thank all participants for joining and contributing at the Officer South PSP Place Based Plan (PBP) Co-Design Workshops in November and December 2020.

This summary report captures the key outcomes from the Place-Based Plan Co-Design Workshop, held online on 26 November 2020 and 4 December 2020 via Zoom and MURAL.

**The MURAL outputs identify comments raised and ideas contributed for each workshop activity (from each group) to guide the development of a Conceptual Place-Based Plan and does not represent elements with any finality.**

The overarching purpose of this Summary Report will be to highlight key points of interest, preferences and views from stakeholders and landowners (from the workshop activities) to inform the Conceptual Place-Based Plan(s). The Conceptual Place-Based Plan(s) will represent the early ideas and proposed directions for the Officer South Employment PSP area. These plans will inform the testing and design and agency validation phases, prior to the preparation of the draft Place-Based Plan for public exhibition.

These plans will also inform the ICP. The VPA will undertake testing of the ICP and if a supplementary ICP is required, this will also be exhibited with the PSP.

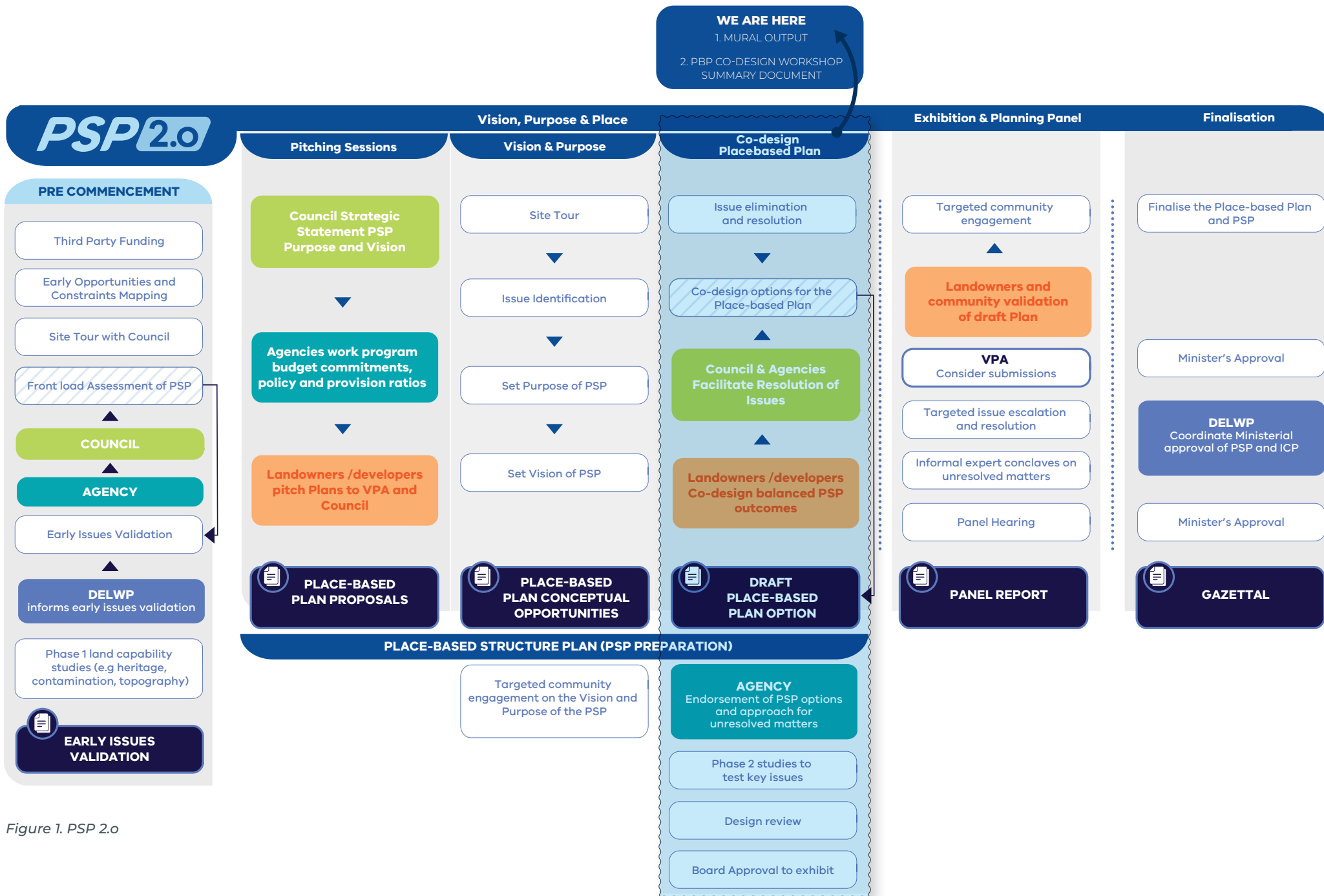


Figure 1. PSP 2.0



# PLACE BASED PLAN CO-DESIGN WORKSHOP

---

## INTRODUCTION

The Place-Based Plan Co-Design Workshop (held online on 26 November 2020 and 4 December 2020 via Zoom and MURAL) was held as a key part of the Officer South Employment PSP 2.0 process and built upon the outcomes of the Pitching Sessions (held in April 2020) and the Vision and Purpose Co-Design Webinar (held in July 2020).

The purpose of the Place-Based Plan Co-Design Workshop was:

- ▶ To update key stakeholders and landowners on the status of the project.
- ▶ To provide additional information from background technical studies (via video and documentation).
- ▶ To collaboratively develop and prepare a conceptual place-based plan for the Officer South Employment Precinct.
- ▶ To provide an opportunity for key stakeholders and landowners to visually map out key land uses, transport connections, open spaces and other infrastructure, and provide any commentary on their considerations.
- ▶ To encourage and capture innovative ideas in shaping the future urban structure for the Officer South Employment Precinct and to inform the scope of further technical studies.
- ▶ To provide a clear, transparent and inclusive consultation program and provide stakeholders with a summary of what information was captured through the workshops.
- ▶ To outline the next steps for the Officer South Employment Precinct PSP 2.0 process.

## WHO WAS INVOLVED?

A diverse range of stakeholders attended the two (2) Place-Based Plan Co-Design Workshop sessions with approximately 70 participants attended from the following organisations:

- Victorian Planning Authority and appointed consultants;
- Cardinia Shire Council;
- Traditional Owner Groups / Anthropologists;
- Landowners and landowner representatives;
- DELWP – Melbourne Strategic Assessment;
- Department of Transport;
- Department of Treasury and Finance Victoria - Invest Victoria;
- Department of Jobs, Precincts and Regions - Sport and Recreation;
- Environment Protection Authority;
- APA Group;
- Melbourne Water;
- South East Water - Sewer Infrastructure;
- South East Water - Planning;
- Ausnet;
- Parks Victoria;
- Major Road Projects Victoria; and
- + More.

## PLACE BASED PLAN CO-DESIGN WORKSHOP STRUCTURE

In preparation for the Place-Based Plan Co-Design Workshops, VPA sent out a package of information to participants prior to the Place-Based Plan Co-Design Workshops as the workshop activities were developed in consideration of this information.

The background content included (available on the Officer South VPA website):

- An *Emerging Challenges and Considerations Video* via YouTube to outline the technical input and emerging challenges and considerations influencing the Officer South Employment Precinct Structure Plan development.

[Click here](#) for the *Emerging Challenges and Considerations Video*

- Summary of Phase 1 Background Reports.

[Click here](#) for the Phase 1 Background Reports

- The Officer South ePSP Emerging Challenges & Considerations Slide Pack.

The Place-Based Plan Co-Design Workshop was run online via Zoom. While different online techniques were used at the workshops, the format was essentially the same as a face-to-face workshop, commencing with a brief presentation from the VPA to provide a summary of the current status of the project and an update on issue resolution pathways, followed by online interactive activities in small break out groups (the breakdown and structure of the day are illustrated in Figure 2).

Workshop activities were undertaken via a digital workspace tool called 'MURAL' which is an online platform similar to a format that would be used for face-to-face workshops. The workshops were facilitated by the VPA and Mesh.

Refer to the *Place-Based Plan Co-Design Workshop - MURAL Outputs, December 2020* for the output data recorded on MURAL during the workshops.

[Click here](#) for the *Place-Based Plan Co-Design Workshop - MURAL Outputs, December 2020*



Figure 2 Workshop Schedule

# WHAT WE HAVE HEARD FROM YOU ALREADY

---

## EMERGING THEMES, PURPOSE STATEMENTS AND AMBITIONS

The information gathered at the *Pitching Sessions* held in April 2020 was analysed and categorised into emerging themes and purpose statements. These were further validated, refined and consolidated at the *Vision and Purpose Co-Design Webinar* held in July 2020. In addition, key ambitions of the Officer South Employment PSP for each theme are identified below (see Figure 3 below).

These themes are objective/ placed-based that will transform throughout the PSP 2.0 process to form the basis of a vision for the Officer South Employment PSP.

### Theme 1. Providing for employment and industries of the future

(within the Regionally Significant Commercial Area or State Significant Industrial Precinct)

#### Emerging Purpose Statements

- Provide a **Regionally Significant Commercial Area** north of Lecky Road, accommodation residential, cultural, recreational and higher education and civic uses as part of a broader mix activities supporting the overall employment role.
- Deliver a **State Significant Industrial Precinct (SSIP)** south of Lecky Road that:
  - Supports major industrial development and caters for industries of the future such as high-tech advanced manufacturing, agribusiness, medical research and other economic and employment purposes; and
  - Ensures SSIP land uses are protected from incompatible land uses to allow continual growth in uses such as freight, logistics and manufacturing investment.

#### Ambitions we heard

- 24 hour business hubs to be located away from existing and future residential areas
- Vertically mixed use developments
- Advanced manufacturing, Food and fibre and pharmaceutical precinct
- Logistic and warehouse precinct
- Hybrid TAFE/ University
- Target industries with high water usage
- Access to major transport infrastructure

### Theme 2. Value add to existing communities.

#### Emerging Purpose Statements

- Support affordable housing development opportunities within the Business with Residential area.
- Connect future employment, community and civic uses, and education to the emerging community of CREP through the movement network.
- Support densities in the business with residential precinct that enable a complete neighbourhood i.e. schools, town centre and the delivery of the 20-minute neighbourhood principles.

#### Ambitions we heard

- Minimum of 1 job per household to meet Cardinia's sustainability and liveability of residents
- Social and affordable housing
- Environmental sustainable design for residential and employment areas
- Diverse and integrated housing located close to existing and/or proposed services, transport and jobs.

### Theme 3. Releasing key transport/economic links.

#### Emerging Purpose Statements

- Provide active and public transport links through to Officer, Minta Farm, CREP and Cardinia Creek South PSPs.
- Inform alignment of Thompsons Road as a key sub regional east-west freight route.

#### Ambitions we heard

- Connection to a future south east airport
- Cross Councils Service to train stations with public transport modes (road, rail and bus or alternative)
- Trackless tram
- Early delivery of Thompsons Road
- Electric charging stations
- Green main street

### Theme 4. Integrating complementary community and open space assets.

#### Emerging Purpose Statements

- Guide the appropriate location of education and community facilities/uses within the Regionally Significant Commercial area and Business with Residential area.
- Capitalise on the amenity and recreational values of green spaces within utility easement, Cardinia Creek and Gum Scrub Creek, and drainage assets.

#### Ambitions we heard

- Regional trail network to link and connect Cardinia Parklands
- Urban farming
- Wellness Hub (swim school, gym, medical, a pharmacy and child care)
- Incorporation of Aboriginal values into PSP plan (street names, park names etc.)
- Kindergartens and maternal health linked with school

### Theme 5. Understand sustainable environmental and drainage needs.

#### Emerging Purpose Statement

- Foster the coordinated delivery of servicing and integrated water management opportunities on site.

#### Ambitions we heard

- Closed loop water system
- Passive irrigation
- Stormwater harvesting and reuse on open space

### Theme 6. Industry ready services and infrastructure.

#### Emerging Purpose Statement

- Implement appropriate planning mechanisms to facilitate innovative utility service systems and infrastructure.

#### Ambitions we heard

- Innovative and carbon positive precinct
- Clean energy generation technology (solar, water or water to energy)
- Smart City Technology (free high speed public wi-fi, environmental sensors, water management, smart lighting)
- Leverage off drainage assets, electricity transmission easement, APA gas main
- Require 100 gigabyte (super fast internet) to support innovation
- Solar panels with battery storage

Figure 3 Emerging Themes, Purpose Statements and Ambitions

## ADDITIONAL AMBITIONS + PSP TOOLS

The aim of Workshop #1 - *Activity #1 – Ambitions and PSP Tools* was to identify what the PSP tool(s) is to achieve the purposes statements and ambitions for each theme.

In small Zoom breakout groups (eight (8) groups of approximately 5-7 people), workshop participants were required to review the existing ambitions that were raised at the *Pitching Sessions* and *Vision and Purpose Co-Design Webinar* and to add any additional ambitions for individual sites and/or the overall Officer South Employment PSP. This was completed by participants placing a comment (via a sticky note) under each of the six (6) themes. Key questions that participants considered (but not limited to) were:

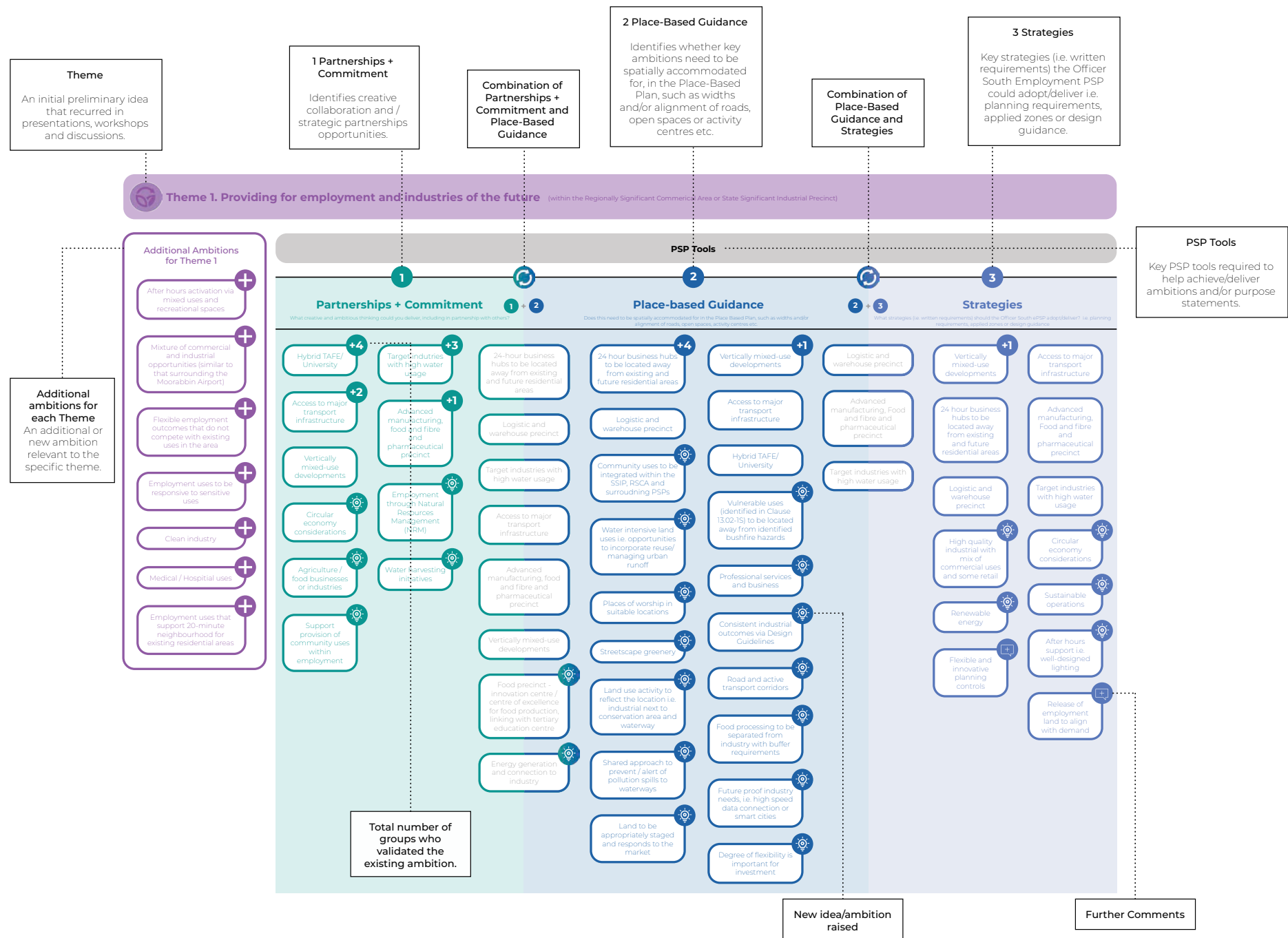
- ▶ What are some key successful features of other employment precincts that we can bring to Officer South?
- ▶ What opportunities, such as innovations, partnerships and state and local infrastructure may act as a catalyst for the precinct?
- ▶ **Theme 1** – What are some key successful features of other employment precincts that we can bring to Officer South?
- ▶ **Theme 2** – What are some opportunities to enhance and strengthen surrounding communities?
- ▶ **Theme 3** – What are some alternative transport opportunities and/or innovations for Officer South ePSP?
- ▶ **Theme 4** – What are some amenity or recreational opportunities within or surrounding Cardinia Creek, Gum Scrub Creek and future Drainage assets? What are some community infrastructure opportunities, activities and services within the Business with Residential area?
- ▶ **Theme 5** – What are some opportunities or innovations to better utilise/manage water within Officer South ePSP? What are some innovative practices in relation to stormwater harvesting?
- ▶ **Theme 6** – What are some innovative technologies/infrastructure that we can bring to Officer South ePSP?

Participants were then asked to categorise each ambition by dragging and dropping each ambition (i.e. each sticky note) into the three (3) key PSP tools – Partnerships and Commitment, Place-Based Guidance and Strategies. A key question to consider was - What are the PSP tools to help achieve/deliver these ambitions or purpose statements?

New and existing ambitions and comments for each group were reviewed, consolidated, and summarised for each theme as shown below. Further details and other information have been noted and taken into consideration (see *Place-Based Plan Co-Design Workshop - MURAL Outputs, December 2020* for the output data - available on the Officer South VPA website).



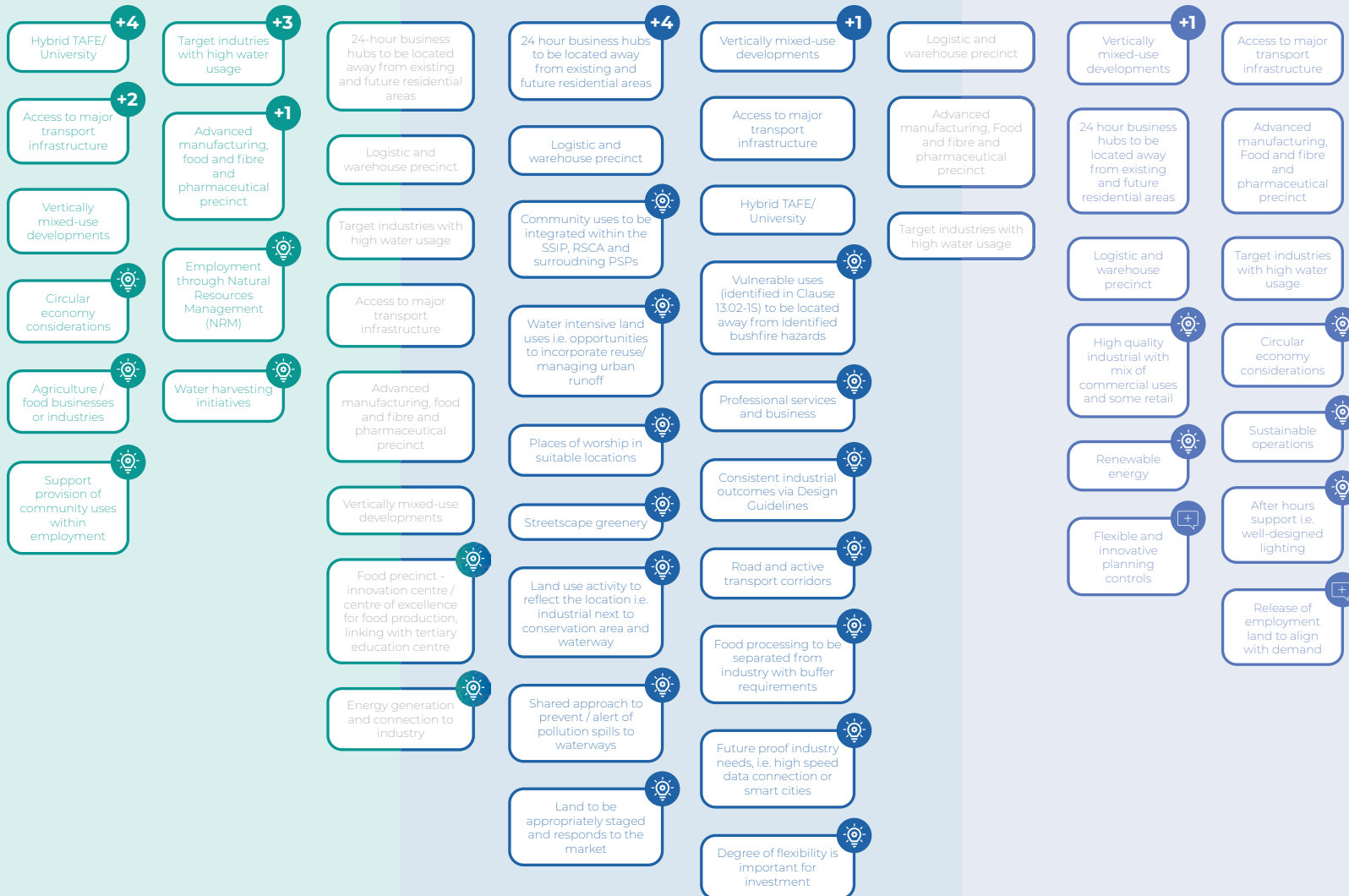
AMBITIONS + PSP TOOLS METHODOLOGY







Employment uses that support 20-minute neighbourhood for existing residential areas





## Theme 2. Value add to existing communities

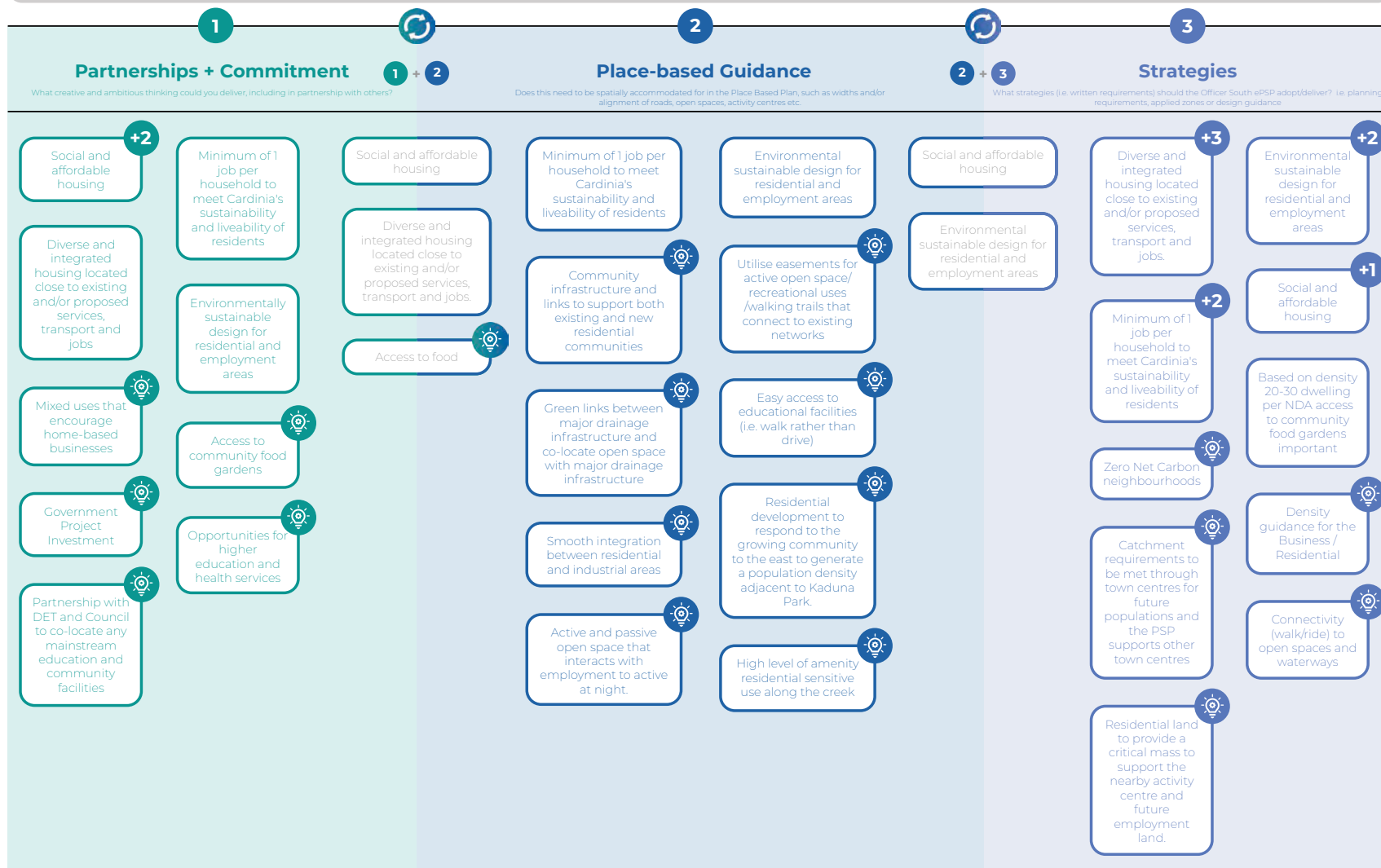
### Additional Ambitions for Theme 2

Integrate 20-minute neighbourhood principles

Locate residential within close proximity to existing communities to support community infrastructure e.g. schools

Social and affordable housing to be located in areas with high levels of amenity, services and infrastructure.

### PSP Tools





## Theme 3. Releasing key transport/economic links

### Additional Ambitions for Theme 3

Thompsons Road corridor delivery essential to enable infrastructure

Adequate local connector roads

Active transport links to community infrastructure (school, open space)

### PSP Tools

#### 1 Partnerships + Commitment

What creative and ambitious thinking could you deliver, including in partnership with others?



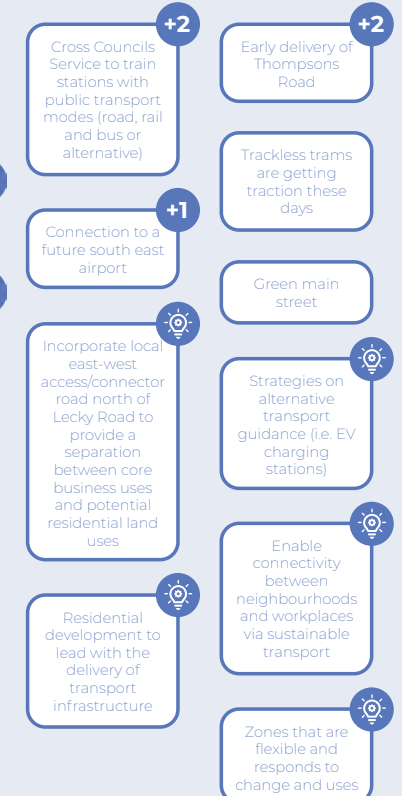
#### 2 Place-based Guidance

Does this need to be spatially accommodated for in the Place Based Plan, such as widths and/or alignment of roads, open spaces, activity centres etc.



#### 3 Strategies

What strategies (i.e. written requirements) should the Officer South ePSP adopt/deliver? i.e. planning requirements, applied zones or design guidance





## Theme 4. Integrating complementary community and open

### Additional Ambitions for Theme 1

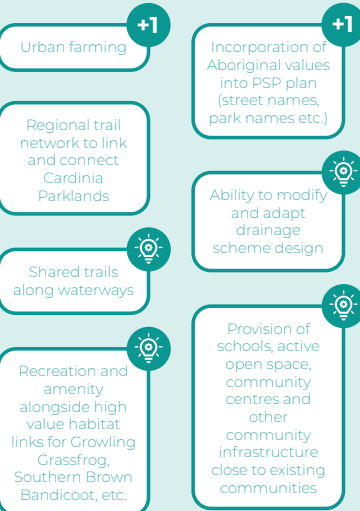
Employment land uses to interface open space/drainage corridors to enhance/ protect environmental values

Community facilities or open spaces to not reduce areas dedicated to residential (i.e. 50/50 split)

### PSP Tools

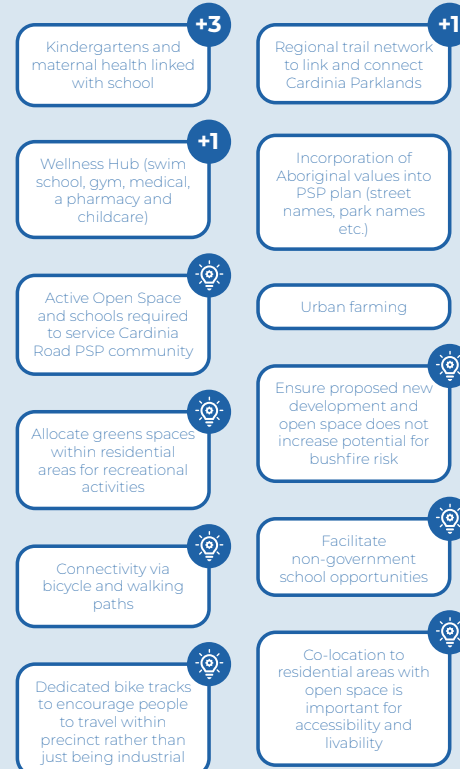
#### 1 Partnerships + Commitment

What creative and ambitious thinking could you deliver, including in partnership with others?



#### 2 Place-based Guidance

Does this need to be spatially accommodated for in the Place Based Plan, such as widths and/or alignment of roads, open spaces, activity centres etc.



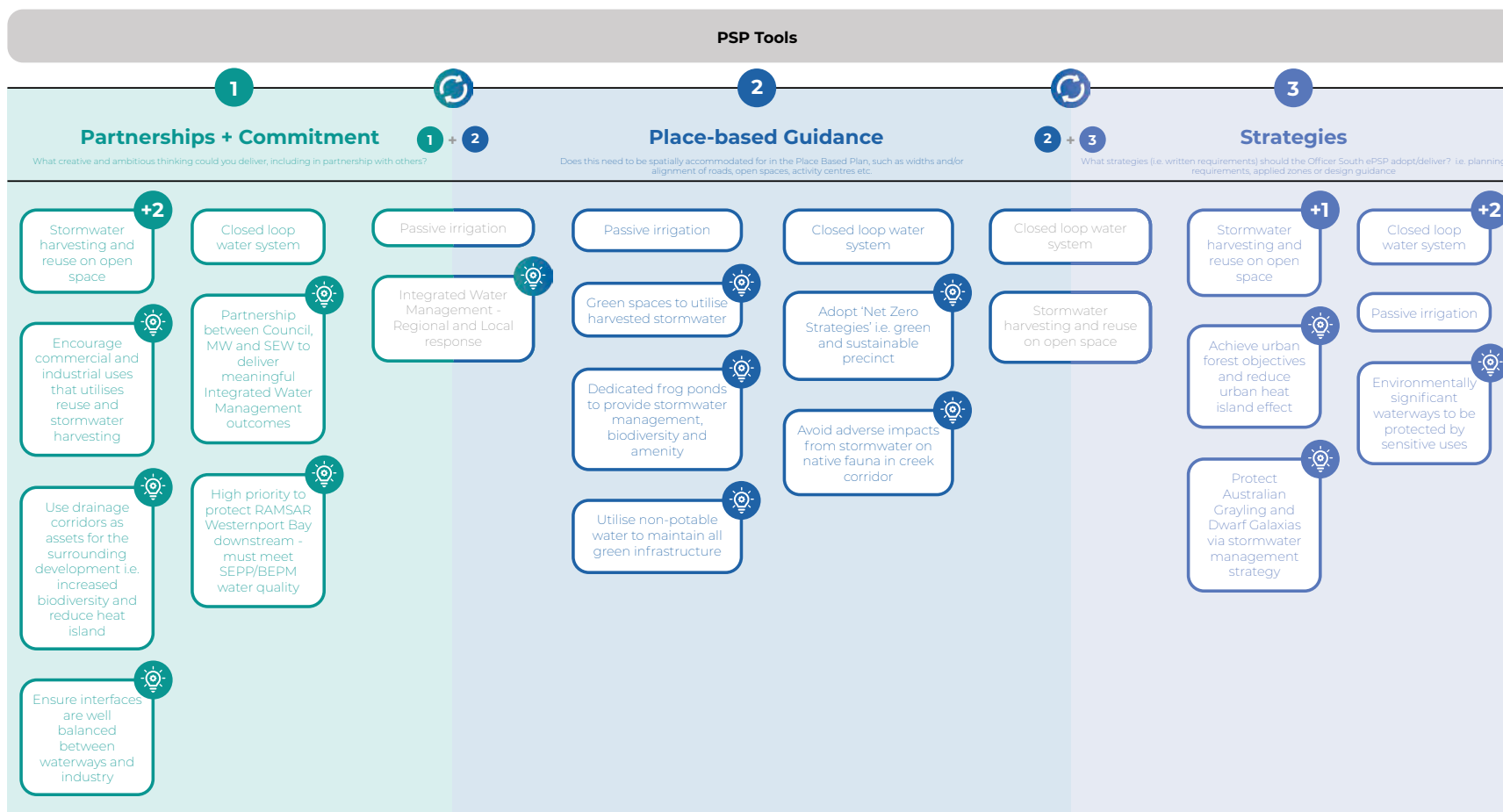
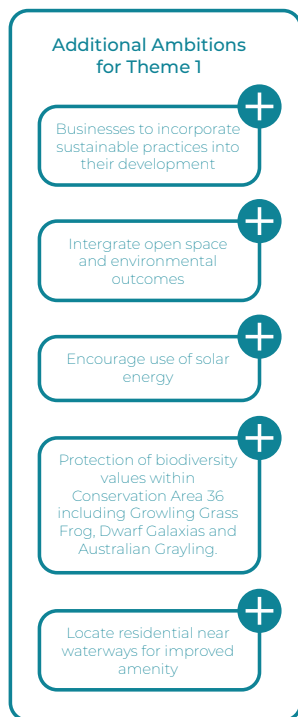
#### 3 Strategies

What strategies (i.e. written requirements) should the Officer South ePSP adopt/deliver? i.e. planning requirements, applied zones or design guidance





## Theme 5. Understand sustainable environmental and drainage needs





## Theme 6. Industry ready services and infrastructure

### Additional Ambitions for Theme 1

After hours activation via mixed uses and recreational spaces

Mixture of commercial and industrial opportunities (similar to that surrounding the Moorabbin Airport)

Flexible employment outcomes that do not compete with existing uses in the area

Employment uses to be responsive to sensitive uses

Clean industry

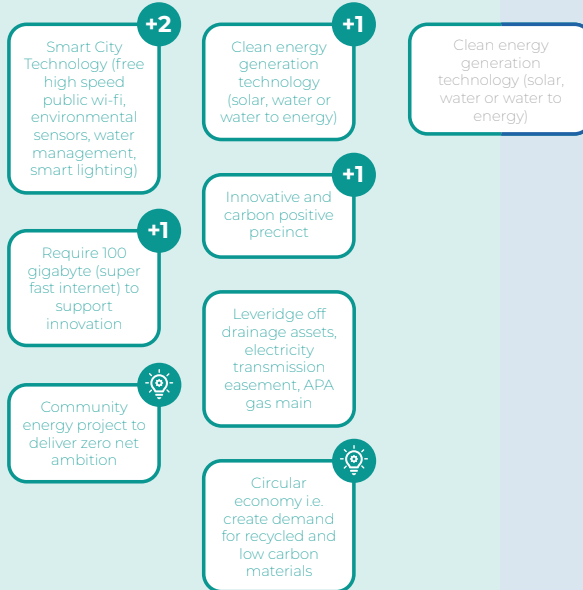
Medical / Hospital uses

Employment uses that support 20-minute neighbourhood for existing residential areas

### PSP Tools

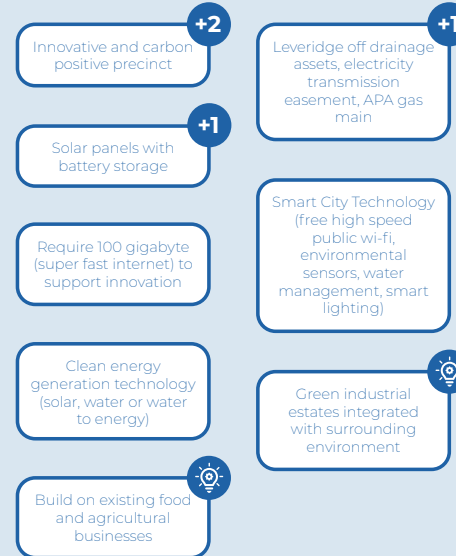
#### 1 Partnerships + Commitment

What creative and ambitious thinking could you deliver, including in partnership with others?



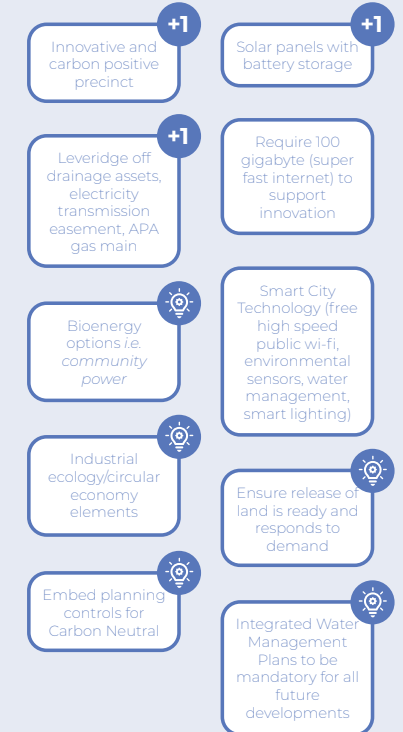
#### 2 Place-based Guidance

Does this need to be spatially accommodated for in the Place Based Plan, such as widths and/or alignment of roads, open spaces, activity centres etc.



#### 3 Strategies

What strategies (i.e. written requirements) should the Officer South ePSP adopt/deliver? i.e. planning requirements, applied zones or design guidance





# CO-DESIGN PLACE BASED PLANS

## INTRODUCTION

This section of the report summarises key findings from feedback collated from the following workshop activities:

### ► Workshop #1

- Activity #2 – Types and Form of Development/ Land Uses (refer to Section 4.2)
- Activity #3 – Land Use Structure Exercise (refer to Section 4.3)

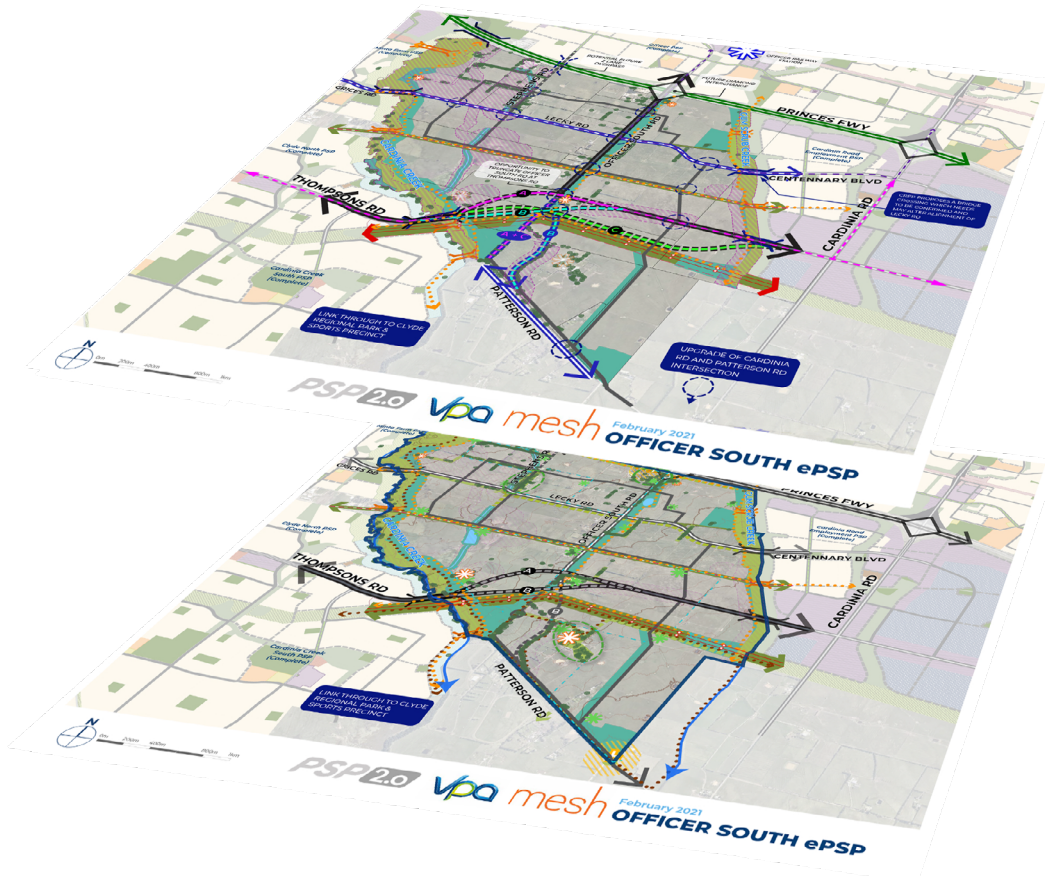
### ► Workshop #2

- Activity #1 – Open Space + Drainage Mapping (refer to Section 4.4)
- Activity #2 – Transport + Infrastructure Mapping (refer to Section 4.5)

In small Zoom breakout groups (eight (8) groups were formed consisting of approximately 5-7 people), participants undertook a series of interactive activities via MURAL aimed to:

- Determine the spatial and physical needs of each land use, identify the opportunities each land use could deliver and to illustrate what that may look like;
- Locate key land uses and key facilities for the Officer South Employment PSP; and
- Review and validate key open space, drainage, transport and infrastructure connections for the Officer South Employment PSP.

Ultimately, a combination of these plans will form the basis of the Conceptual Place-Based Plan for Officer South Employment PSP. Each sub-section below describes the purpose of each activity and summarises comments received for particular elements of the plan.



### ► Workshop #2 Plans

- Activity #1 – Open Space + Drainage Mapping
- Activity #2 – Transport + Infrastructure Mapping

## TYPES AND FORM OF DEVELOPMENT / LAND USES

The key objective of this activity was to determine the spatial and physical needs of various land uses as well as the requirements and opportunities. The table below summarises key spatial and physical needs that participants identified of each land use and key performance criteria (i.e. benefits/opportunities) each land use could deliver. The types of land uses that were workshopped include large and heavy, light industry, high intensity/finer grain, mixed use, activity centre and residential.

SPATIAL AND PHYSICAL NEEDS	PERFORMANCE CRITERIA (OPPORTUNITIES AND BENEFITS)
<b>LARGER / HEAVIER EMPLOYMENT USES</b>	
<ul style="list-style-type: none"> <li>▶ Locate along key freight routes</li> <li>▶ Locate food production to east and south-east</li> <li>▶ Low-rise development and clean industrial uses adjacent southern Green Wedge interface</li> <li>▶ Requires buffers to existing sensitive uses (such as residential areas)</li> <li>▶ Consideration of conservation areas and sensitive uses (i.e. residential, heritage, noise/pollution, interface, buffers and setbacks etc)</li> <li>▶ Utilise existing constraints i.e. transmission easement - opportunities of uses</li> <li>▶ Allowance for larger lot sizes</li> <li>▶ Ensure emergency vehicles access, sufficient parking, and delivery facilities.</li> <li>▶ Consider fire risks associated with dangerous goods industry and/or manufacturing</li> <li>▶ Ensure appropriate setbacks from identified bushfire hazards</li> </ul>	<ul style="list-style-type: none"> <li>▶ Opportunities for landscaping between the street and built form</li> <li>▶ Environmentally sustainable buildings and operations <i>i.e. renewable energy generation within heavy industry</i></li> <li>▶ Rainwater harvesting, Water Sensitive Urban Design (WSUD) and on-site water treatments</li> <li>▶ Allow for innovation, partnerships and flexibility <i>i.e. industrial robotics and automation</i></li> <li>▶ Co-location of agricultural business</li> <li>▶ Opportunity for emerging resource recovery industry, business innovation hub, research and development (R&amp;D), supporting skills development and symbiotic industry</li> </ul>
<b>LIGHT INDUSTRY</b>	
<ul style="list-style-type: none"> <li>▶ Street-orientated development</li> <li>▶ Located close to Neighbourhood Activity Centre and amenities</li> <li>▶ Located on periphery of creeks, with potential for uses to activate main roads</li> <li>▶ Used as buffer to more sensitive areas and between heavy industry and residential areas</li> <li>▶ Range of lot sizes to encourage new industries and start-ups</li> <li>▶ Access to infrastructure <i>i.e. recycled water and 100 gigabyte</i></li> <li>▶ Consider truck movement and on-street parking for visitors</li> <li>▶ Access to public transport and Officer Train Station</li> <li>▶ Ensure appropriate setbacks from identified bushfire hazards and major arterial roads</li> <li>▶ Vehicle access from main connector roads</li> </ul>	<ul style="list-style-type: none"> <li>▶ Clean emissions technologies and ESD</li> <li>▶ Ability to allow for suitable non-industrial uses</li> <li>▶ Reusable and adaptable building typologies</li> <li>▶ Sustainable buildings and integrated renewable energy</li> <li>▶ Co-sharing spaces</li> <li>▶ Connection to food <i>i.e. production and distribution, food technology and automation and vertical uses/farming.</i></li> <li>▶ Opportunity for warehousing with residential above</li> <li>▶ Complement bigger industries <i>i.e. ancillary uses</i></li> <li>▶ Include amenity outcomes <i>i.e. Integrated Water Management (IWM) bushfire hazards and major arterial roads</i></li> <li>▶ Include mixed agricultural industry and research centre to take advantage of the PSP's position adjacent to one of Australia's largest food bowls</li> </ul>

SPATIAL AND PHYSICAL NEEDS		PERFORMANCE CRITERIA (OPPORTUNITIES AND BENEFITS)
<b>HIGH INTENSITY / FINER GRAIN</b>		
<ul style="list-style-type: none"> <li>▶ Smaller lots sizes</li> <li>▶ Multi-level</li> <li>▶ Access to local parks and Neighbourhood Activity Centre</li> <li>▶ Ensure appropriate setbacks from identified bushfire hazards</li> <li>▶ Mechanism to provide a 'transitional' area / function as a buffer to sensitive uses <i>i.e. residential</i></li> <li>▶ Activation and street level activity</li> <li>▶ Access to main roads</li> </ul>		<ul style="list-style-type: none"> <li>▶ Co-sharing spaces</li> <li>▶ Integrate Environmentally Sustainable Design (ESD)</li> <li>▶ Include higher education and health service opportunities that responds to the market and complements broader areas</li> <li>▶ SoHo Living <i>i.e. people living and working</i></li> </ul>
<b>MIXED USE</b>		
<ul style="list-style-type: none"> <li>▶ 4-6 storeys</li> <li>▶ Adjacent to areas of high amenity</li> <li>▶ After hours activation <i>i.e. include recreational spaces</i></li> <li>▶ Connections to main employment activities such as schools, hospitals and universities</li> <li>▶ Shop-top housing/ SOHO</li> <li>▶ Include pocket parks and co-locate with residential.</li> <li>▶ Close to Neighbourhood Activity Centre and community facilities.</li> <li>▶ Height of the development to consider appropriate road width to ensure larger fire fighting vehicles can access the area</li> <li>▶ Ensure appropriate setbacks from identified bushfire hazards</li> <li>▶ Access to public transport and Officer Train Station</li> <li>▶ Along Pakenham bypass interface</li> </ul>		<ul style="list-style-type: none"> <li>▶ "live-work-play" lifestyle</li> <li>▶ Integrate Environmentally Sustainable Design (ESD)</li> <li>▶ Medical centre</li> <li>▶ Flexible land uses that are responsive to the market</li> <li>▶ Housing diversity <i>i.e. smaller town houses and apartments and affordable housing opportunities</i></li> <li>▶ Reusable and adaptable building typologies</li> <li>▶ Micro-brewery</li> <li>▶ Less car reliance</li> <li>▶ Tech focused industry - urban farming- food - integrated uses</li> <li>▶ Promote 20-minute neighbourhood</li> </ul>
<b>NEIGHBOURHOOD ACTIVITY CENTRE</b>		
<ul style="list-style-type: none"> <li>▶ Mixed uses vertically (shop-top housing) and horizontally</li> <li>▶ Fine grained street patterns</li> <li>▶ Located centrally with residential and aligned with development size <i>i.e. neighbourhood vs local convenience</i></li> <li>▶ Height of the development to consider appropriate road width to ensure access of emergency vehicles</li> <li>▶ Ensure appropriate setbacks from identified bushfire hazards</li> <li>▶ Arterial Road frontage</li> </ul>		<ul style="list-style-type: none"> <li>▶ Mixture of shops and services that extend the hours of activity</li> <li>▶ To support two centres between CREP and OS PSP and service residential, employment uses and high exposure sites</li> <li>▶ Office spaces and flexible working spaces <i>i.e. office hubs</i></li> <li>▶ Solar, recycled water, circular waste</li> <li>▶ Utilise roof tops</li> <li>▶ Opportunity to co-locate with school, retirement living, wellness hub and swim school</li> </ul>

SPATIAL AND PHYSICAL NEEDS	PERFORMANCE CRITERIA (OPPORTUNITIES AND BENEFITS)
RESIDENTIAL	
<ul style="list-style-type: none"> <li>▶ Public and active transport networks.</li> <li>▶ Access to parks and open spaces.</li> <li>▶ Proximity to amenities, community services, schools and employment opportunities.</li> <li>▶ Service vehicle access <i>i.e. waste vehicles and emergency services.</i></li> <li>▶ Located along freeway with sound attenuation.</li> <li>▶ Close to natural environment and access to other neighbourhoods <i>i.e. interface with conservation areas.</i></li> <li>▶ Prevent commercial / industrial traffic through residential areas.</li> <li>▶ Interface and complement with existing residential areas.</li> <li>▶ Buffer from industrial uses and provide a transition between the employment uses.</li> <li>▶ Location should be as close to the existing Officer Town Centre as possible (<i>i.e. north of Lecky Road</i>) to avoid fragmented communities.</li> <li>▶ Ensure appropriate setbacks from identified bushfire hazards.</li> <li>▶ Deliver attractive affordable residential precinct for workers in Jesmond Dene.</li> </ul>	<ul style="list-style-type: none"> <li>▶ Opportunity to complete existing isolated residential communities.</li> <li>▶ Opportunity to capitalise on higher amenity along creeks.</li> <li>▶ Walking and bike tracks along the creek.</li> <li>▶ Include affordable / social housing.</li> <li>▶ Deliver innovative home office arrangements.</li> <li>▶ Opportunity for more than 2,000 dwellings.</li> <li>▶ Separate residential areas in PSP to enjoy various high amenity areas.</li> <li>▶ Support small businesses, home businesses and tradesmen when planning for residential mix.</li> </ul>

## LAND USE STRUCTURE

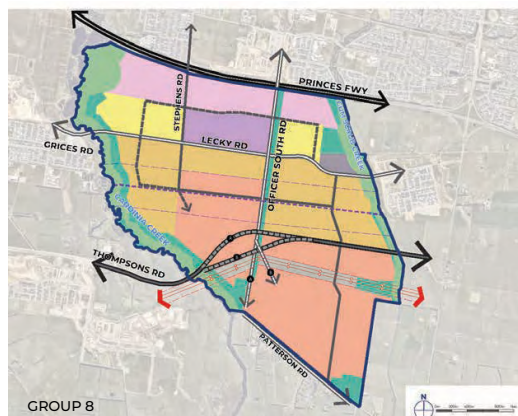
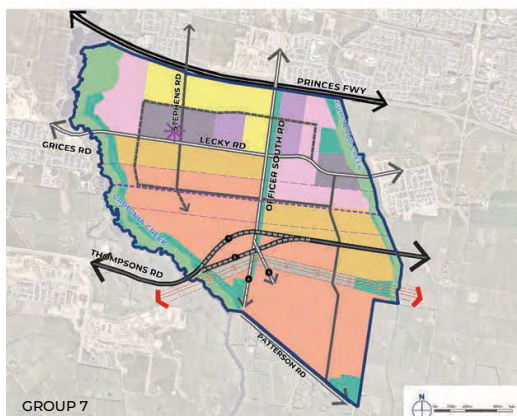
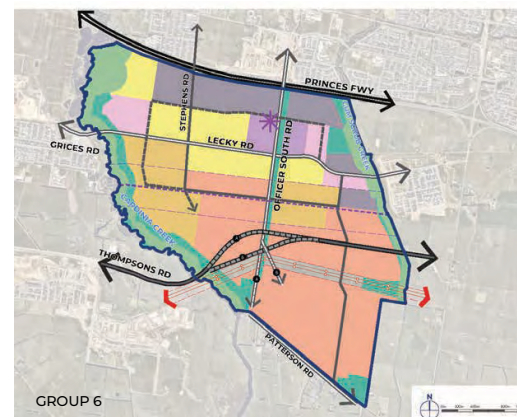
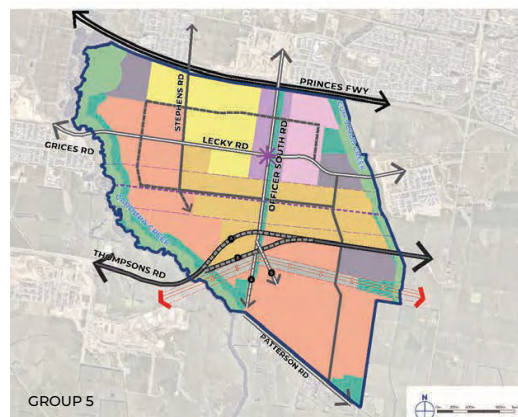
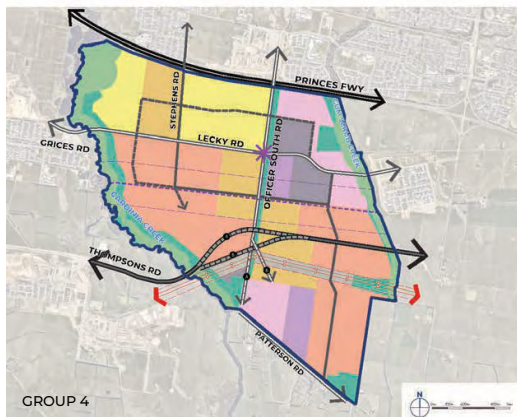
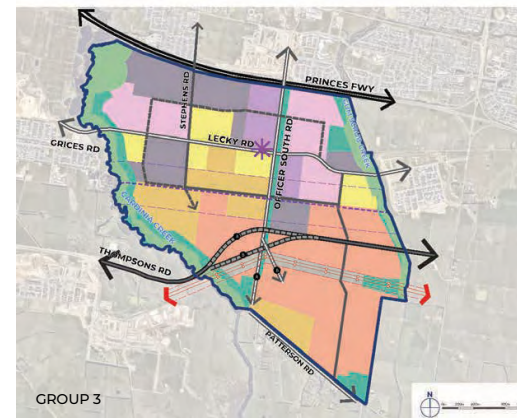
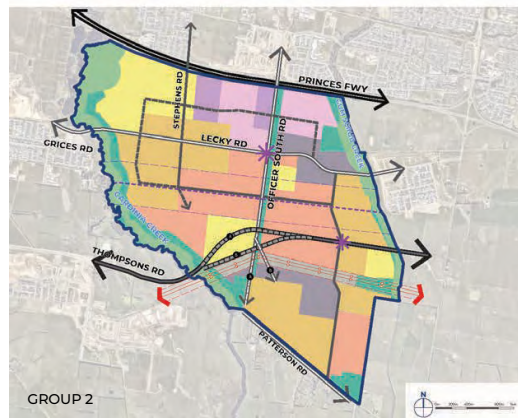
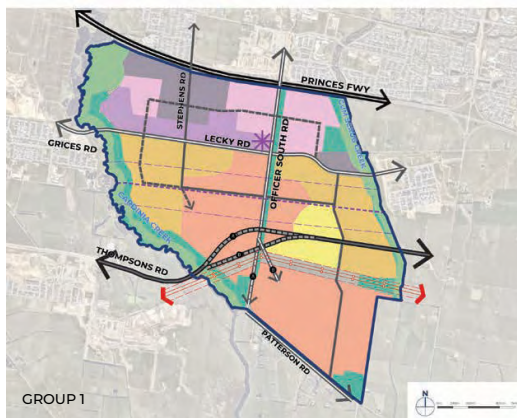
The aim of *Activity #3 – Land Use Structure Exercises* was to spatially locate **key land uses** including industry/business, neighbourhood activity centre, mixed uses and residential.

**Key facilities** were also mapped including Government Primary (P-6) and Non-Government Schools, Level 1 Multipurpose Community Centre, Local Active Recreation Reserve, Indoor Recreation and Passive Open Spaces on the Officer South Employment PSP plan.

The activity was organised into four steps as follows:

- ▶ **Step 1** – To review each land use and key facilities as listed on the MURAL. Participants also had the option to locate 'other land uses' if a particular use was not available and was considered to be required. General design principles were noted on the MURAL to provide guidance to participants on where key land uses must not be located due to a constraint (*i.e. gas pipeline buffer*). Participants were also invited to provide additional design principles for each of the land uses.
- ▶ **Step 2** – To locate each land use and key facilities by dragging and dropping selected scaled shapes on the corresponding Officer South Employment PSP plan.
- ▶ **Step 3** – To add a comment using a sticky note to explain the choice of location and/ or give reasons for the answer (*i.e. whether you agree or disagree*).
- ▶ **Step 4** – To provide written comments/ short justification if you consider an alternative that is not consistent with emerging directions and/or state policy.





### DRAWING KEY

- |                                 |   |
|---------------------------------|---|
| PRECINCT BOUNDARY               | POTENTIAL CONSERVATION AREA             |
| LARGER/HEAVIER EMPLOYMENT USERS | POTENTIAL DRAINAGE AREA                 |
| OTHER EMPLOYMENT                | PRINCES FREEWAY                         |
| LIGHT INDUSTRIAL                | FREEWAY DIAMOND INTERCHANGE             |
| HIGH INTENSITY/FINER GRAIN      | MAJOR ARTERIAL (THOMPSONS RD) - 6 LANES |
| MIXED USE                       | ARTERIAL ROAD - 2 to 4 LANES            |
| RESIDENTIAL                     | CONNECTOR - 2 LANES                     |
| NEIGHBOURHOOD ACTIVITY CENTRE   | POTENTIAL CONNECTOR - 2 LANES           |
|                                 | GAS PIPELINE                            |
|                                 | GAS PIPELINE BUFFER                     |
|                                 | POWER - TRANSMISSION LINE / TOWER       |
|                                 | POWER - TRANSMISSION EASEMENT           |

Figure 4 Land Use Structure Exercises - All Groups (Groups 1 to 8)

## LAND USE - COMMONALITIES + VARIATIONS

- ▶ There was general preference for **high intensity/finer grain** land uses in proximity to Minta Farm PSP and Cardinia Creek, and north of, and adjacent to, Lecky Road. The locational preference of this land use was to provide a 'transitional' area/ buffer to the residential areas and to ensure proximity to the proposed Neighbourhood Activity Centre.
- ▶ Majority of groups have placed **light industrial** land uses east of Cardinia Creek and/or west of Gum Scrub Creek. Participants noted that this would provide a buffer to sensitive areas (i.e. residential land uses, Cardinia Creek and Gum Scrub Creek) and between the larger/heavier employment users. In addition, the preference for these locations would also provide workers easy access to the Neighbourhood Activity Centre and other amenities, Officer Train Station and vehicular access from main connector roads.
- ▶ There was general preference (i.e. approximately more than 50% of groups) for **larger/heavier employment users** to be located within the southern part of the Officer South Employment PSP area. This was to ensure that these land uses are located away from conservation areas and sensitive uses and to provide medium to large lots sizes.
- ▶ Six groups (Groups 1 to 6) have placed the **Neighbourhood Activity Centre** near the intersection of Officer South Road and Lecky Road. This was to ensure arterial road frontage, provide service to residential, employment uses and high exposure sites within Officer South Employment PSP and to support the Cardinia Road Employment Precinct population (east of the Officer South Employment PSP).
- ▶ There was preference to locate **mixed uses** north of Lecky Road and either side of Officer South Road to ensure connection to employment, the Neighbourhood Activity Centre, community facilities and access to Officer Train Station.
- ▶ All groups have placed portions of **residential** land uses north of Lecky Road however the locations are still sporadic with some groups placing portions of residential south of Lecky Road. It is also apparent that residential land uses have been placed in proximity to Cardinia Creek and Gum Scrub Creek to support both the Minta Farm and Cardinia Road Employment Precinct residential population respectively.

## OTHER KEY FACILITIES

The plans below illustrate the placement of key facilities for the eight (8) workshop groups. Each plan consists of a corresponding summary of comments, commonalities discussion and design principles. Key facilities include:

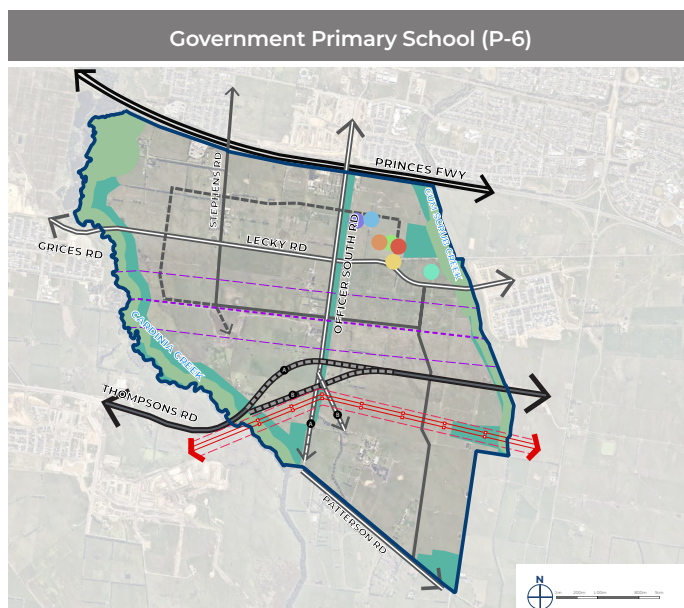
- ▶ Government Primary (P-6) School;
- ▶ Non-Government School;
- ▶ Level 1 Multipurpose Community Centre;
- ▶ Local Active Recreation Reserve;
- ▶ Indoor Recreation; and
- ▶ Passive Open Spaces.

These commonalities will be used as a starting point to locate key facilities for the future **Conceptual Place-Based Plan**.



## Government Primary School (P-6)

There was preference among workshop groups to locate the Government Primary School (P-6) north-east of the Officer South Employment PSP (i.e. north of Lecky Road and east of Officer South Road). Participants noted that this was to ensure the Government Primary School (P-6) would be in close proximity to the future Neighbourhood Activity Centre, residential area and to support the population of the Cardinia Road Employment Precinct.



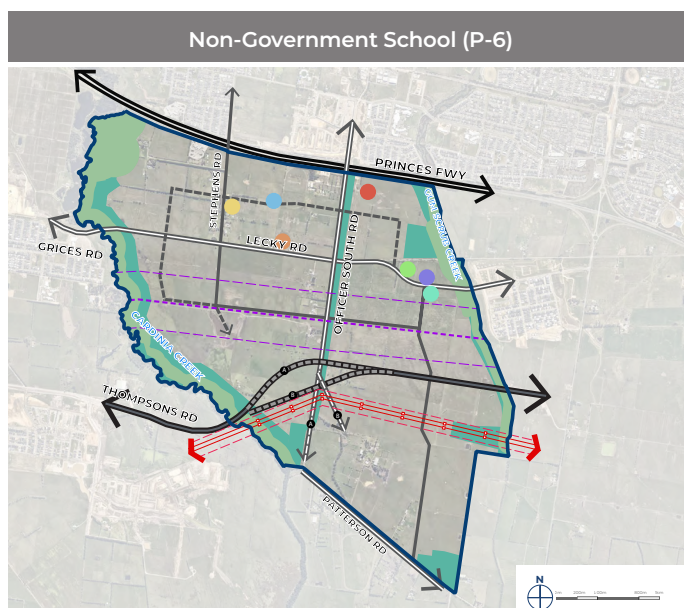
### WORKSHOP GROUPS:



Drawing Key Symbol	Type	Potential Amount	
		Number	Size
	<b>Government Primary School (P-6)</b>	1	3.5ha
Design Element	Key Design Principles - Comments Received		
Road Access	▶ Not located on Arterial Roads		
Co-located with other uses	<ul style="list-style-type: none"> <li>▶ Preferred located with sports reserves</li> <li>▶ Co-located with a Community Centre</li> </ul>		
Other	<ul style="list-style-type: none"> <li>▶ Must be located within the Regionally Significant Commercial Area</li> <li>▶ Must be located outside the gas buffer</li> </ul>		

## Non-Government School (P-6)

There was consensus among groups to locate Non-Government Schools north of Lecky Road. Although the placements were generally scattered across the precinct, it was apparent that the placement of Non-Government Schools must be within close proximity to the Neighbourhood Activity Centre, key amenities and community facilities.



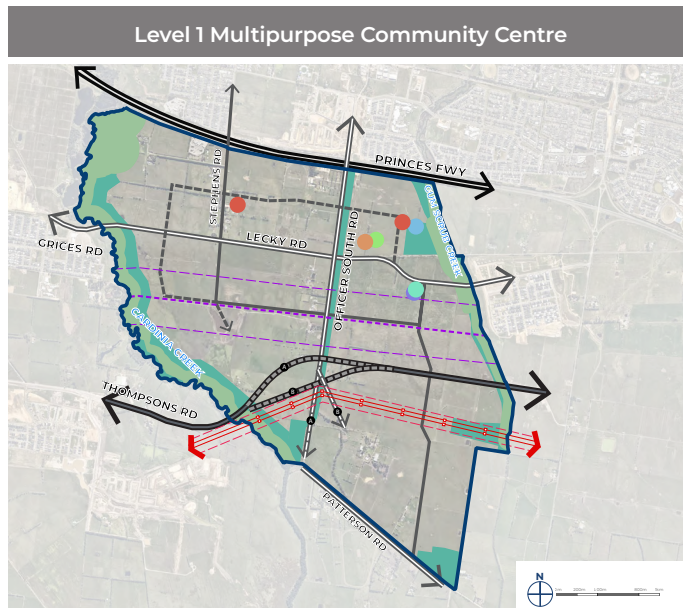
### WORKSHOP GROUPS:



Drawing Key Symbol	Type	Potential Amount	
		Number	Size
	<b>Non-Government School (P-6)</b>	1	2.0ha
Design Element	Key Design Principles - Comments Received		
Road Access	▶ Located on Connector Roads		
Co-located with other uses	▶ Located near Neighbourhood Activity Centre		
Other	<ul style="list-style-type: none"> <li>▶ Must be located within the Regionally Significant Commercial Area</li> <li>▶ Within walkable catchment to community facilities</li> </ul>		

## Level 1 Multipurpose Community Centre

There was preference among workshop groups to co-locate the Level 1 Multipurpose Community Centre with the Government Primary School (P-6) and within proximity to the Neighbourhood Activity Centre. One group (Group 1) noted that there is potential for another Level 1 Multipurpose Community Centre in proximity to Stephens Road and the future connector road.



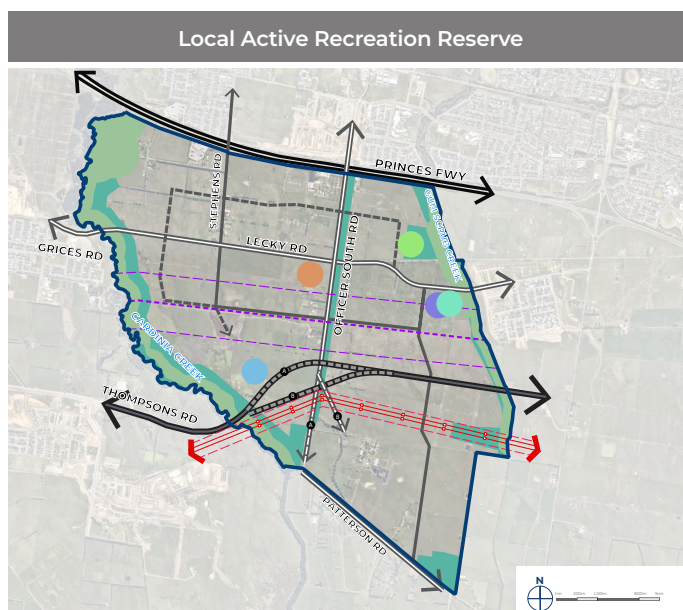
Drawing Key Symbol	Type	Potential Amount	
		Number	Size
	Level 1 Multipurpose Community Centre	1	1.2ha
Design Element	Key Design Principles - Comments Received		
Road Access	▶ Not located on Arterial Roads		
Co-located with other uses	▶ Within a walkable catchment from activity centre uses		
Other	▶ Must be located within the Regionally Significant Commercial Area ▶ Must be located outside the gas buffer		

### WORKSHOP GROUPS:



## Local Active Recreation Reserve

There was general agreement among groups to locate the Local Active Recreation Reserve in the north-east portion of the Officer South Employment PSP. This correlates with the need to co-locate the Local Active Recreation Reserve with the Government Primary School (P-6) and Neighbourhood Activity Centre.



Drawing Key Symbol	Type	Potential Amount	
		Number	Size
	Local Active Recreation Reserve	1	6.66ha
Design Element	Key Design Principles - Comments Received		
Co-located with other uses	▶ Must be co-located with Government Primary School (P-6) ▶ Within proximity to Public Transport		
Other	▶ Must be located within the Regionally Significant Commercial Area ▶ Must be located outside the gas buffer		

### WORKSHOP GROUPS:

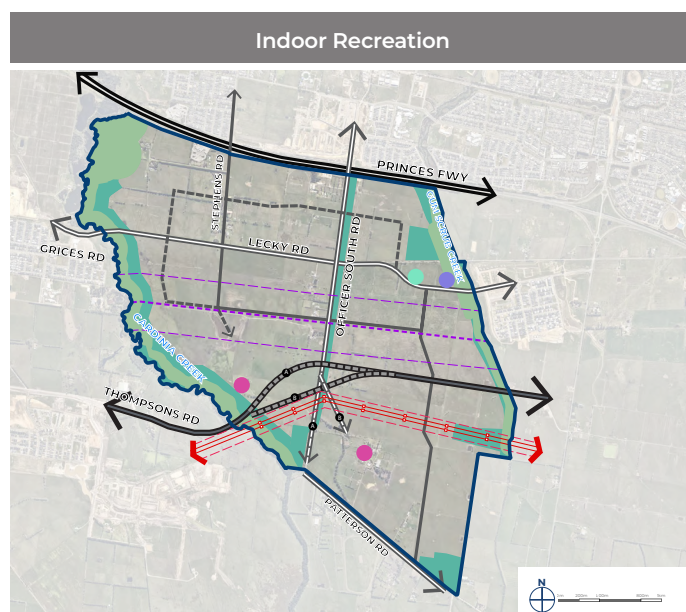


## Indoor Recreation

There were two (2) key clusters identified for the placement of the Indoor Recreation:

- **Cluster 1** - Co-located with the cluster of high, very high and potential high retention value tree area in the south of the Officer South Employment Precinct; and
- **Cluster 2** – Co-located with the Government Primary School (P-6)

Note that the 'all' represents double placements i.e. two groups placing Indoor Recreation at the same location.



Drawing Key Symbol	Type	Potential Amount	
		Number	Size
	Indoor Recreation	1	0.8ha

Design Element	Key Design Principles - Comments Received
Co-located with other uses	<ul style="list-style-type: none"> <li>► Must be co-located with Government Primary School (P-6)</li> <li>► Within proximity to Public Transport</li> </ul>
Other	<ul style="list-style-type: none"> <li>► Must be located within the Regionally Significant Commercial Area</li> <li>► Must be located outside the gas buffer</li> </ul>

### WORKSHOP GROUPS:

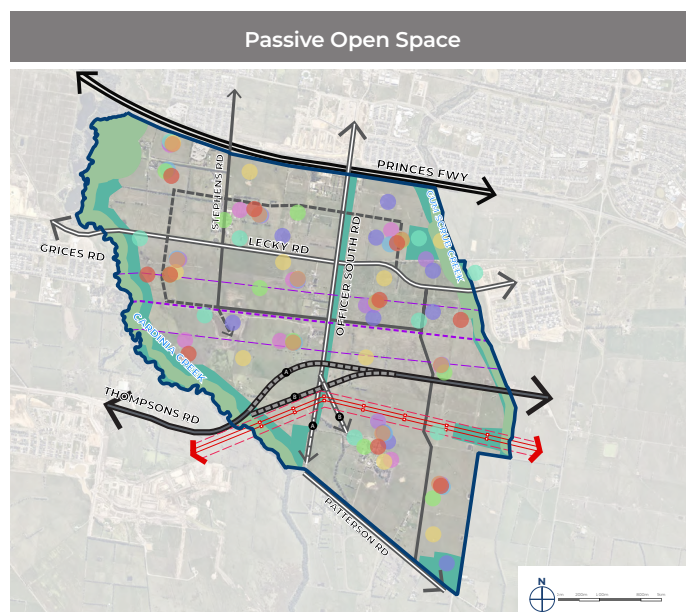




## Passive Open Space

Passive open space was generally scattered across the Officer South Employment PSP. Notably, six (6) clusters were identified as follows:

- ▶ **Cluster 1** – Around the cluster of high, very high and potential high retention value tree area in the south of the Officer South Employment Precinct.
- ▶ **Cluster 2** – Along Cardinia Creek
- ▶ **Cluster 3** – Along Gum Scrub Creek
- ▶ **Cluster 4** – Around the potential Government Primary School (P-6)
- ▶ **Cluster 5** – Around the intersection of Lecky Road and Stephens Road.
- ▶ **Cluster 6** – Along the future north-south connector road, south of the Officer South Employment Precinct.



### WORKSHOP GROUPS:



Drawing Key Symbol	Type	Size
	Northern Residential Area - Passive Open Space	4.44ha
	Northern Employment Area - Passive Open Space	2.22ha
	Southern Area - Passive Open Space	10.5ha

Design Element	Key Design Principles - Comments Received
Co-located with other uses	<ul style="list-style-type: none"> <li>▶ Located within 300-400m of all residents</li> </ul>
Other	<ul style="list-style-type: none"> <li>▶ Links with open space network and paths</li> <li>▶ Incorporate into prominent views and vistas</li> </ul>

## OPEN SPACE + DRAINAGE

The aim of Workshop 2 – Activity #1 – *Open Space and Drainage* was to review and workshop (via sticky notes and tools via MURAL) key open space and drainage connections within the Officer South Employment PSP as shown in the drawing key (refer to Table 1 below).

### KEY QUESTIONS

participants were asked to consider (but not limited to):

- ▶ How should each element/layer look like?
- ▶ How can these elements be captured in the PSP document?
- ▶ How can its alignment and/or location be improved

### Existing workshop plan

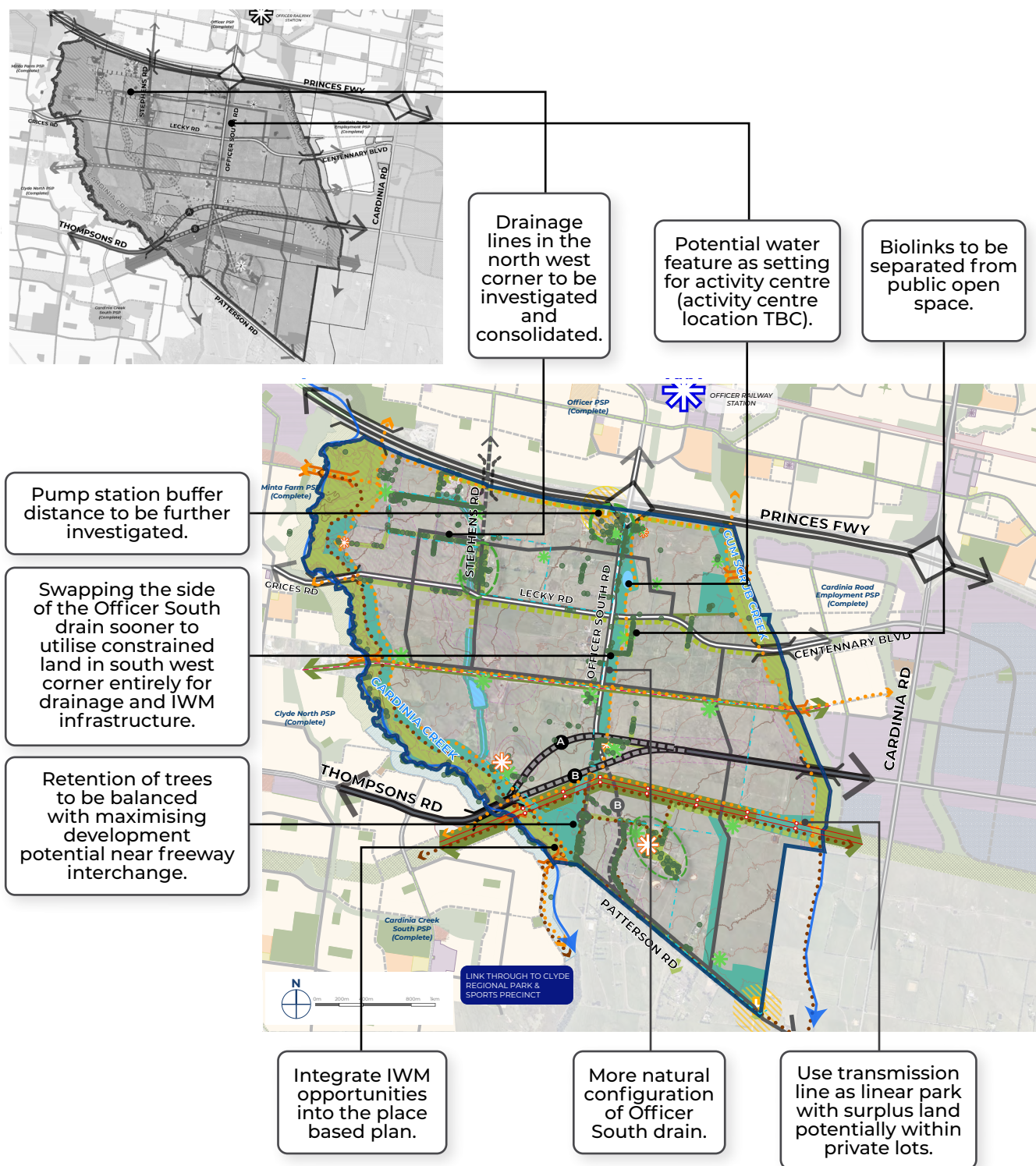


Figure 5 Revised Open Space and Drainage Plan

Table 1 Open Space + Drainage Mapping Drawing Key + Summary of Comments Received

Drawing Key	Comments / Description	Drawing Key	Comments / Description
 <b>Potential Waterway/Drainage</b>	<ul style="list-style-type: none"> <li>Width and alignment to be confirmed but will contain biodiversity, landscape values and flood areas.</li> <li>Opportunities in the industrial and commercial areas to capture stormwater and treat water onsite.</li> <li>Enhance significant creeks and drainage lines through PSP development.</li> <li>Consider meaningful opportunities for IWM concepts at various scales with a clear funding strategy.</li> <li>Consider a closed loop water cycle for water cycle management.</li> <li>Opportunity for food precinct irrigation.</li> <li>Concerns regarding drainage as flood impacts the precinct and will require significant outfall works.</li> <li>Consider Western Port Strategic Directions Statement from DELWP IWM Forum.</li> <li>Officer South Road drainage corridor to act as a "natural" buffer to sensitive and employment land uses.</li> <li>Ensure an 80-100m drainage corridor width for movement and treatment (to be tested through the Development Services Scheme (DSS)).</li> <li>Consider impact of drainage corridor on land uses east of Officer South Road (potential width of 150-200m).</li> <li>Consider a more 'natural' waterway i.e. constructed less linear</li> <li>Potential significant vegetation in current drainage alignment.</li> <li>Potential waterway along Lecky road has implications for crossings.</li> </ul>	 <b>Potential Biolinks</b>	<ul style="list-style-type: none"> <li>Open space reserves protecting and enhancing continuous and connected habitat.</li> <li>Strong support regarding the use of gas/electricity easements for fauna and linear spaces.</li> <li>Consider utilising connections with drainage waterways.</li> <li>Conflicting views on the location of biolinks. Opportunities to relocate biolinks to align with open spaces and along Officer South Road and locate east-west biolinks in close proximity to the east-west major road links.</li> <li>Consider utilising road reserves to provide north-south biolinks.</li> </ul>
		 <b>High, very high and potential high retention value tree</b>	<ul style="list-style-type: none"> <li>Integrate and protect existing high value trees through new/existing open space.</li> <li>Consider appropriate design in private properties with planning controls to protect and manage trees and biolinks.</li> <li>Potential retention of high quality 'hedgerows' in widened road reserves.</li> <li>Consider pocket parks in industrial/commercial areas where vegetation is required to be retained.</li> <li>Important to conserve trees along Cardinia Creek.</li> </ul>
 <b>Wetland or Retarding Basin</b>	<ul style="list-style-type: none"> <li>Areas for potential use for drainage infrastructure.</li> <li>Additional land for drainage will be required to follow more detailed investigations.</li> <li>Opportunities to co-locate open space with waterway corridors and drainage reserves.</li> <li>Provide indirect amenity benefits.</li> <li>Potential to locate an additional retarding basin west of Officer South Road to provide high value developable land within the precinct.</li> <li>Questions regarding the role of retarding basins i.e. can they act as passive/active open spaces.</li> <li>Locate wetlands within farming zone.</li> <li>Use stormwater wetlands to fill Growling Grass Frog ponds.</li> <li>Opportunity to connect retarding basin to open space under the transmission lines (encumbered space) to maximise amenity interface to Cardinia Creek and focus development on Officer South Road.</li> </ul>	 <b>Potential Conservation Area</b>	<ul style="list-style-type: none"> <li>Areas adjacent to Cardinia Creek and Gum Scrub Creek containing native habitat and vegetation.</li> <li>Opportunities for passive recreation and interaction with Cardinia Creek and Gum Scrub Creek.</li> <li>Consider walking and cycling trails and after-hours activation.</li> <li>Questions regarding the conservation limit for active open spaces.</li> <li>Gum Scrub Creek to protect and enhance biodiversity values.</li> <li>Protect Australian Grayling downstream.</li> <li>Gum Scrub Creek to provide overlapping opportunities that should be balanced including supporting biodiversity (i.e. Growling Grass Frog Conservation), open space, community infrastructure and water quality management/treatment.</li> </ul>
		 <b>Potential encumbered open space/currently transmission and Gas Easement</b>	<ul style="list-style-type: none"> <li>Opportunity to use land for passive open space and drainage purposes.</li> <li>Easements to act as buffers between land uses.</li> <li>Consider linear open space links, car parking and afterhours activation (i.e. soccer fields).</li> <li>Integrate walking trails or linkages between spaces that connects to an on-road system.</li> <li>Ensure adequate lot size capabilities around Thompsons Road in vicinity of easement.</li> <li>Opportunity for pedestrian bridge crossing to connect to the transmission easement.</li> <li>Utilise space under the transmission easement for wetland / retarding basin opportunities.</li> <li>Utilise the APA National Landscape guidelines for options to enhance the easement.</li> </ul>



Table 1 Open Space + Drainage Mapping Drawing Key + Summary of Comments Received

Drawing Key	Comments / Description	Drawing Key	Comments / Description
 <b>Potential conservation reserve / open space</b>	<ul style="list-style-type: none"> <li>▶ Conserve reserve/open space through restoration opportunities to protect Growling Grass Frog habitat.</li> <li>▶ Consider movement network for Bandicoots.</li> <li>▶ Consider Dwarf Galaxias anabranches and pools on floodplain.</li> <li>▶ Opportunities for shared trails along Cardinia Creek.</li> <li>▶ Consider high amenity open spaces such Velodrome in Coburg, an active dog park in Braeside or a Casey Fields type active public open space that could provide for the CREP.</li> </ul>	 <b>Equestrian Trial</b>	<ul style="list-style-type: none"> <li>▶ Integrate and protect existing high value trees through new/existing open space.</li> <li>▶ Consider appropriate design in private properties with planning controls to protect and manage trees and biolinks.</li> <li>▶ Potential retention of high quality 'hedgerows' in widened road reserves.</li> <li>▶ Consider pocket parks in industrial/commercial areas where vegetation is required to be retained.</li> <li>▶ Important to conserve trees along Cardinia Creek.</li> </ul>
 <b>Heritage sites and potential heritage sites</b>	<ul style="list-style-type: none"> <li>▶ Opportunities for adaptive reuse for community activities, with open space or private business (i.e. pub/cafe/restaurant) to support local workers.</li> <li>▶ Consider shared cultural values (i.e. Gin Gin Bean) and former Kooweerup Swamp</li> <li>▶ Opportunity for heritage reuse co-located with open space (similar to Farm Vigano or Third Place in City of Whittlesea).</li> <li>▶ Leverage off heritage assets for open space.</li> <li>▶ Opportunities for open space centred around trees in Jesmond Dene as a key place making opportunity.</li> <li>▶ Consider relocating areas of open space to correlate with areas of high cultural heritage sensitivity.</li> </ul>	<b>Passive Open Space (POS)</b>	<ul style="list-style-type: none"> <li>▶ Active and passive reserves should be concentrated to the residential / commercial areas (i.e. northern area).</li> <li>▶ POS adjacent to the NAC provides a "green" buffer between the industrial and shops.</li> <li>▶ Locations of future active and passive open spaces should be central to both the new residential communities but also the CREPSP.</li> <li>▶ Locate passive open space along the waterways, Gum Scrub Creek and Cardinia Creek in the southern area not central of industrial areas.</li> <li>▶ Ensure POS does not overlap biolinks with a 1ha size.</li> <li>▶ Council standards require POS within 400m of each household where possible.</li> </ul>
 <b>Preliminary areas of high/moderate aboriginal archaeological potential</b>	<ul style="list-style-type: none"> <li>▶ Combined surveyed and desktop data (not surveyed) for simplicity.</li> <li>▶ Further detail is available. Work is still preliminary and further work will be required to clarify potential areas.</li> <li>▶ Maintain suggested buffers along waterways and high point.</li> <li>▶ Integrate gathering spaces as seen in Dandenong.</li> <li>▶ Include wayfinding signage and cultural interpretive strategies.</li> <li>▶ Further archaeological assessment is needed to determine other areas of cultural heritage sensitivity.</li> </ul>	<b>Others</b>	<ul style="list-style-type: none"> <li>▶ Include underground/piped overland flow paths in the northern areas of the precinct, where more high intensity/higher density land use and development is proposed to occur.</li> <li>▶ Potential for wider road reserves and/or nature strips to retain existing vegetation.</li> <li>▶ Potential to include ecohydrology to support local values.</li> <li>▶ Opportunity for water reuse from large roofs of industrial buildings.</li> <li>▶ Consider a heritage trail to the bay</li> </ul>
 <b>Existing sewer pump</b>	<ul style="list-style-type: none"> <li>▶ Sewer pipeline alignments to be finalised in consultation with developers.</li> </ul>		
 <b>Proposed sewer pump</b>	<ul style="list-style-type: none"> <li>▶ Important to understand the location of the Emergency Relief Structure (ERS) for the Sewer Pump Station.</li> </ul>		
 <b>Sewer Pump Station Buffer – 200m</b>	<ul style="list-style-type: none"> <li>▶ Location of the proposed Sewer Pump Station is being revised by South East Water.</li> <li>▶ Question regarding what land uses can be co-located with the pump stations.</li> <li>▶ Ensure pump station has access for maintenance purposes.</li> <li>▶ Located away from land uses sensitive to odour.</li> <li>▶ Concerns regarding the size of the sewer pump station buffer.</li> <li>▶ Opportunity to liaise with South East Water (SEW) upgrade pump station to reduce buffer area.</li> </ul>		

## TRANSPORT + INFRASTRUCTURE

The aim of Workshop 2 – Activity #2 – Transport and Infrastructure was to review and workshop (via sticky notes and tools via MURAL) key transport and infrastructure connections within Officer South Employment PSP as shown in the drawing key (refer to Table 2 below).

### KEY QUESTIONS

participants were asked to consider (but not limited to):

- ▶ How should each element/layer look like?
- ▶ How can these elements be captured in the PSP document?
- ▶ How can its alignment and/or location be improved

### Existing workshop plan

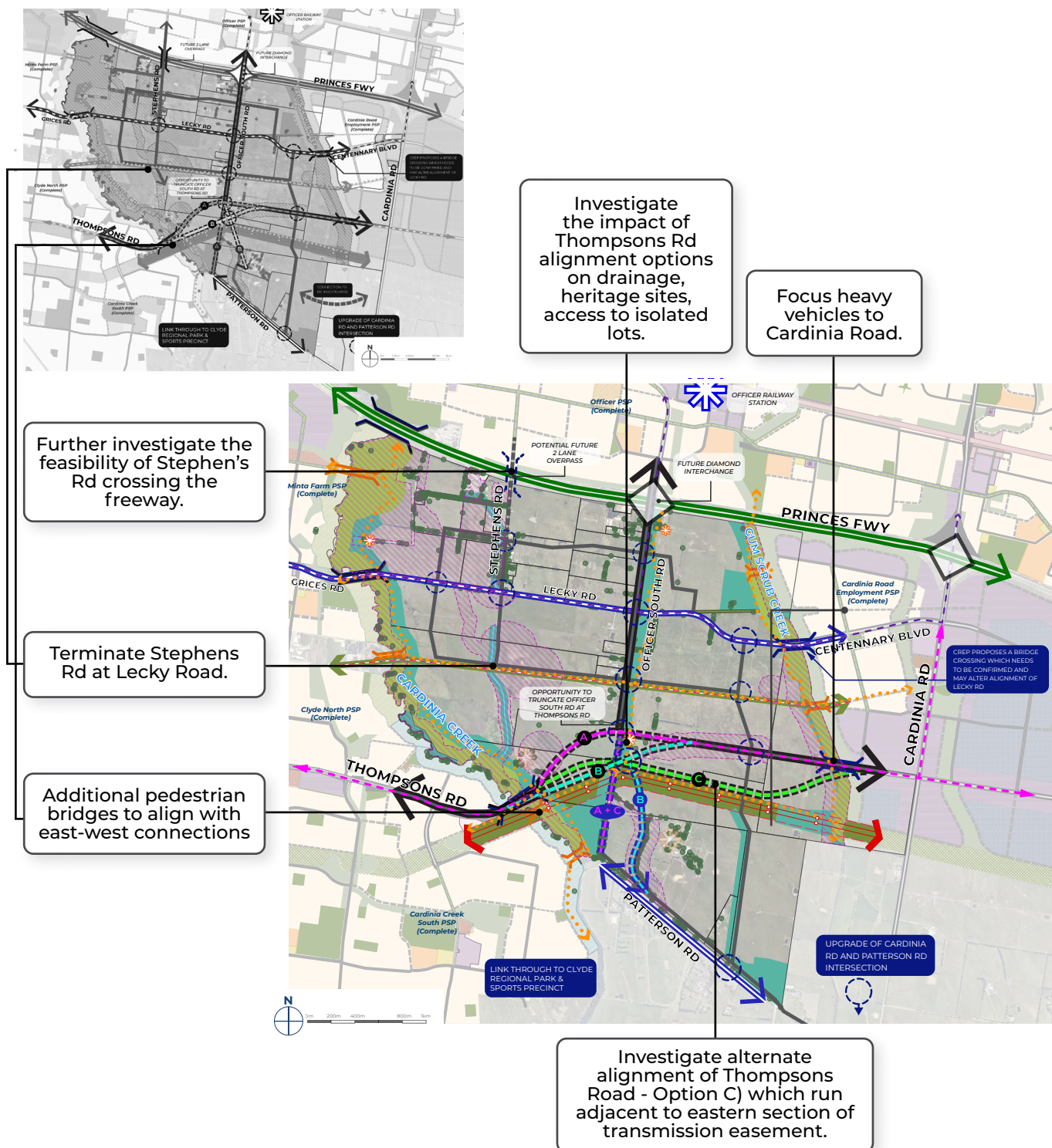



Figure 6 Revised Transport and Infrastructure Plan

Table 2 Transport + Infrastructure Mapping Drawing Key + Summary of Comments Received

Drawing Key	Comments / Description	Drawing Key	Comments / Description
 <b>Princes Freeway</b>	<ul style="list-style-type: none"> <li>▶ A key connection and high-volume site.</li> </ul>		<ul style="list-style-type: none"> <li>▶ Grices Road and Centenary Boulevard is critical for access.</li> <li>▶ Opportunity to match roads at the boundaries of development.</li> <li>▶ Avoid trucks along Lecky Road given its pathway through residential.</li> </ul>
 <b>Future freeway Interchange</b>	<ul style="list-style-type: none"> <li>▶ Questions regarding how the Freeway interchange will be delivered and who will fund it.</li> <li>▶ Ensure early provision/delivery of freeway interchange.</li> <li>▶ Consider a slip lane at Stephens Road onto Freeway interchange.</li> <li>▶ Provide safe pedestrian crossing points.</li> <li>▶ Ensure road layout considers a perimeter road between bushfire hazards and future development.</li> <li>▶ Potential to provide three bridges and a diamond interchange.</li> </ul>		
 <b>Major Arterial - 6 Lanes</b>	<ul style="list-style-type: none"> <li>▶ High volume of north-south traffic impacts-built form and place.</li> <li>▶ Ensure early delivery of Thompsons Road and Lecky Road to unlock industry.</li> <li>▶ Ensure road layout considers a perimeter road between bushfire hazard and future development.</li> <li>▶ Integrate drainage requirements and future traffic technology within infrastructure i.e. driverless buses etc.</li> <li>▶ Ensure heavy freight traffic along Thompsons Rd and Cardinia Road not on Officer South Road</li> </ul>	 <b>Connector - 2 to 4 lanes</b>	<ul style="list-style-type: none"> <li>▶ Concerns regarding traffic into Officer PSP via Stephens Road.</li> <li>▶ Separate local traffic from industrial traffic.</li> <li>▶ Potential to connect to active transport links i.e. bike paths, shared use paths etc.</li> <li>▶ Potential for 2 lanes with widened verges</li> <li>▶ Road running parallel with gas easement works well to manage constraints</li> <li>▶ Connector roads to play an important role in delineating future residential and employment land uses.</li> <li>▶ Provide an intersection in this location (local connector road between Lecky Road and Princes Freeway along Officer South Road) to improve accessibility for residential and employment land north of Lecky Rd.</li> <li>▶ Consider an east-west connector street south of Lecky Road to ensure a loop system.</li> <li>▶ Utilise connector network to define business area to the south and residential to the north</li> </ul>
 <b>Thompsons Road Alignment Options</b>	<ul style="list-style-type: none"> <li>▶ Consider testing access restrictions, implementation, road frontage benefits and different landownership.</li> <li>▶ Option A retains the existing alignment of Officer South Road and is more "buildable" with less properties affected. May result in unusual lot configuration and may impact heritage and landscape values.</li> <li>▶ Modify Option A to avoid heritage areas.</li> <li>▶ Option B avoids potential impact to Aboriginal Cultural Heritage, optimises use of transmission easement alignment and land fragmentation. May provide redundant existing road reservations, development challenges (i.e. involves more landowners) and implications on the delivery of Officer South Road Drain.</li> <li>▶ Option B to curve east to avoid heritage precinct and vegetation.</li> <li>▶ Early delivery to activate the employment precinct.</li> <li>▶ Minimise small pockets of developable land in alignment outcome.</li> <li>▶ Collaborate with Parklea to find best alignment and delivery.</li> <li>▶ Consider alignment along high-power easement and turns up at the end as Option C.</li> </ul>	 <b>Principal Bicycle Network</b>	<ul style="list-style-type: none"> <li>▶ Ensure dedicated bicycle network to provide regional connectivity.</li> <li>▶ Consider fine grain shared path network once high-level connections have been established.</li> <li>▶ Opportunities for passive recreation and interaction with Cardinia Creek and Gum Scrub Creek.</li> <li>▶ Stephens Road overpass more suitable for cycle connection to Officer Train Station.</li> <li>▶ Ensure link to community facilities north of freeway or maximise community infrastructure south of freeway.</li> <li>▶ Utilise easements and consider shared paths along creeks/ drainage reserves.</li> <li>▶ Consider connecting to Princes Freeway and Princes Highway (and to the City).</li> <li>▶ Potential north-south bike path along the linear wetland next to Officer South Road.</li> <li>▶ Ensure link to public transport hubs (stations etc.) and key employment areas.</li> <li>▶ Ensure a clear 3m area around tower bases to allow for future replacement of towers.</li> <li>▶ Opportunity for bike paths along Centenary Boulevard to link the CREPSP town centre.</li> <li>▶ Consider end of trip facilities within the precinct.</li> </ul>
 <b>Arterial Road - 2 to 4 lanes</b>	<ul style="list-style-type: none"> <li>▶ Consider 4 lanes for major freight routes.</li> <li>▶ Concern as to whether Lecky Road east of Officer South Road needs to be an arterial as it goes straight through a residential area (CREPSP).</li> <li>▶ Concern regarding Lecky Road being an arterial road. Preference for local traffic to include avenue style street, central median, on-road bike lanes and active interfaces.</li> </ul>		

Table 2 Transport + Infrastructure Mapping Drawing Key + Summary of Comments Received

Drawing Key	Comments / Description	Drawing Key	Comments / Description
 <b>Equestrian Trail Network</b>	<ul style="list-style-type: none"> <li>▶ Unsealed trail appropriate for horse riding and connecting into the established equestrian schools in Clyde North.</li> <li>▶ Consider conservation values of Cardinia Creek.</li> <li>▶ Ensure wetlands do not block the access track for AusNet to patrol along the easement.</li> <li>▶ Opportunity to utilise area under the power lines. Ensure CFA is consulted.</li> <li>▶ Connect to existing path networks across the precinct.</li> <li>▶ Consider potential equestrian trail on higher ground to avoid disturbances.</li> <li>▶ Equestrian trail east-west to connect from Casey to Cardinia and possible to the north along Cardinia Creek to Upper Beaconsfield.</li> </ul>	 <b>Major Intersections</b>	<ul style="list-style-type: none"> <li>▶ Consider signalised intersection along Lecky Road east of Officer South Road.</li> <li>▶ Consider re-alignment of Officer South Road turning into Patterson Road "intersection" and local crossing to Banjo Place Bridge.</li> <li>▶ Ensure intersection is at 90 degrees.</li> <li>▶ Intersection infrastructure should be kept off easement if possible (e.g. traffic lights etc).</li> </ul>
 <b>Principal Public Transport Network (PPTN)</b>	<ul style="list-style-type: none"> <li>▶ The PPTN is a high-quality public transport network however all roads shown on the plan will also be bus capable roads.</li> <li>▶ Provide arterial and connector roads throughout the precinct and connect with existing residential areas.</li> <li>▶ Opportunity for a bus loop between Officer Train Station, Officer Town Centre, CREPPSP activity centre, Lecky Road (east of OS Rd) and Cardinia Road north of freeway.</li> <li>▶ Consider different modes of transportation/ innovative network solutions i.e. driverless buses - see SA example Tonsley Park.</li> </ul>	 <b>Transmission Line</b>	<ul style="list-style-type: none"> <li>▶ Opportunity for commercial uses, open space, bike path, car parks or storage.</li> <li>▶ Ensure all hours activation.</li> <li>▶ Questions regarding how land between Thompsons Road and the transmission easement will be effectively and efficiently developed.</li> <li>▶ Ensure perpendicular crossings to the easement and lines.</li> <li>▶ Wetlands and roads should not be created within 30m of transmission tower bases to allow future access for tower replacement.</li> <li>▶ Ensure vegetation under transmission line does not create a bushfire hazard.</li> <li>▶ Question regarding whether the existing 60-year-old gas pipeline can be replaced as it currently causes issues and high costs.</li> <li>▶ Road crossing of transmission gas easement – will have constructability issues / protection requirements.</li> <li>▶ Utilise existing easements and reserves for shared trail networks and connecting key destinations and open spaces.</li> </ul>
 <b>Principal Freight Network (PFN)</b>	<ul style="list-style-type: none"> <li>▶ Located away from existing and future sensitive/residential uses.</li> <li>▶ Thompsons Road, Officer South Road and Princes Freeway need good connections to enable its use as PFN.</li> <li>▶ Adjacent/surrounding land uses should relate to freight network.</li> </ul>	 <b>Gas Pipeline</b>	<ul style="list-style-type: none"> <li>▶ Opportunity for recreational links between key destinations.</li> <li>▶ Ensure crossings of the pipeline to be at 90 degrees to the easement.</li> <li>▶ Opportunities to enhance the easement as per APA National Landscape Guidelines.</li> </ul>
 <b>Road Bridges</b>	<ul style="list-style-type: none"> <li>▶ Ensure early delivery of the bridges.</li> <li>▶ Questions regarding how road bridges will be funded.</li> <li>▶ Ensure Stephens Road bridge has proper pedestrian and vehicle access.</li> <li>▶ Enable crossings every 500m-1000m along Cardinia Creek that includes vehicles with pedestrians.</li> </ul>	<b>Others</b>	<ul style="list-style-type: none"> <li>▶ Consider slip lane/entrance onto Princes Freeway towards city near service station.</li> <li>▶ Potential benefit of not connecting Stephens Road to Thompsons Road, given Stephens Road connects to a residential precinct to the north.</li> <li>▶ Traditional place naming should be used for new infrastructure and incorporate traditional artwork in road /rail reserves.</li> <li>▶ A commitment is needed pre-PSP that there will be State funding available for road networks in the shorter term and that GAIC WIK arrangements will be available to continue the delivery.</li> <li>▶ Major Telstra Fibre along Lecky Road will require an Impact Assessment to determine constraints and road cross section.</li> <li>▶ Consider space allocation for electric vehicle charging stations.</li> <li>▶ Consider space for renewable energy farms.</li> <li>▶ Concerns regarding the cost of the southern ramps.</li> </ul>
 <b>Pedestrian Bridges</b>	<ul style="list-style-type: none"> <li>▶ Located across the freeway.</li> <li>▶ Limit waterway crossings to avoid risk to Aboriginal Cultural Heritage.</li> <li>▶ Connecting communities both sides of waterways.</li> <li>▶ Consider additional crossing south of Cardinia Creek and links to Officer Train Station.</li> <li>▶ Potential new pedestrian crossing needed along the Transmission easement.</li> <li>▶ Possible additional bridge connection across Gum Scrub Creek (north of Gum Scrub Creek).</li> </ul>		



# NEXT STEPS

The VPA will now undertake further testing and design with the information collected from the Co-design workshop.

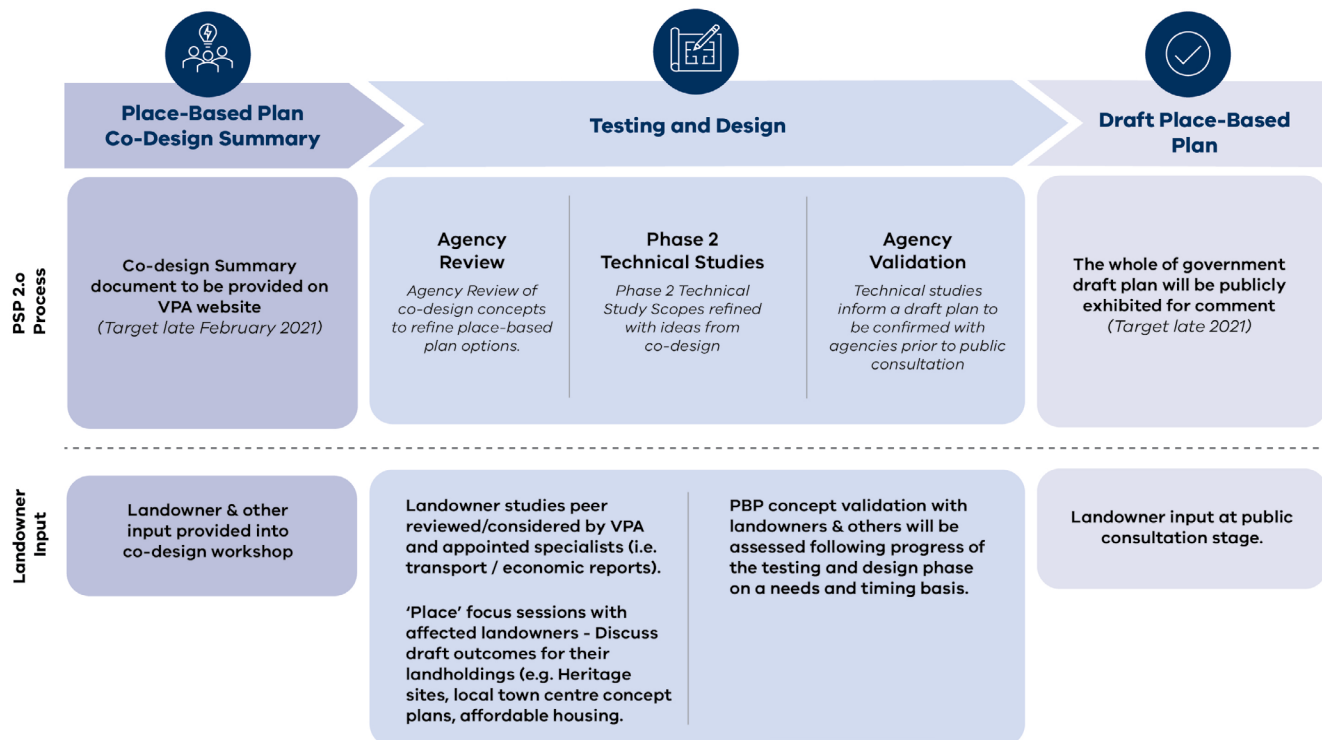
The VPA will undertake an Agency Review of Co-design concepts to refine place-based plan options.

The Phase 2 Technical Study Scopes will also be refined with ideas from Co-design.

Technical studies will inform a draft plan to be confirmed with agencies prior to public consultation.

The VPA will also consider peer reviewing any existing reports that have been undertaken previously, and consider where further “Place” focused sessions with stakeholders including landowners may be useful, such as in the review of town centre concept plans and integration of other identified assets within the place-based plan.

After a draft plan has consensus with government agencies, the plan will be publicly exhibited for comment.



# OFFICER SOUTH EMPLOYMENT PRECINCT STRUCTURE PLAN

---

## PLACE-BASED PLAN CO-DESIGN WORKSHOP SUMMARY

WORKSHOP HELD ON 26 NOVEMBER 2020 AND 4 DECEMBER 2020

FEBRUARY 2021

Prepared by mesh in conjunction with the VPA.



Level 2, 299 Clarendon Street, South Melbourne, VIC 3205  
phone. +61 3 9070 1166 [meshplanning.com.au](http://meshplanning.com.au)

