Minta Farm

Precinct Structure Plan

October 2018 (Amended April 2021)

Victorian Planning Authority

VICTORIA State Government

Contents

Amended by C282case

PLANS

TABLES

FIGURES

Plan 1 - Regional Context

Minta Farm Precinct Structure Plan

195,000 @ A4

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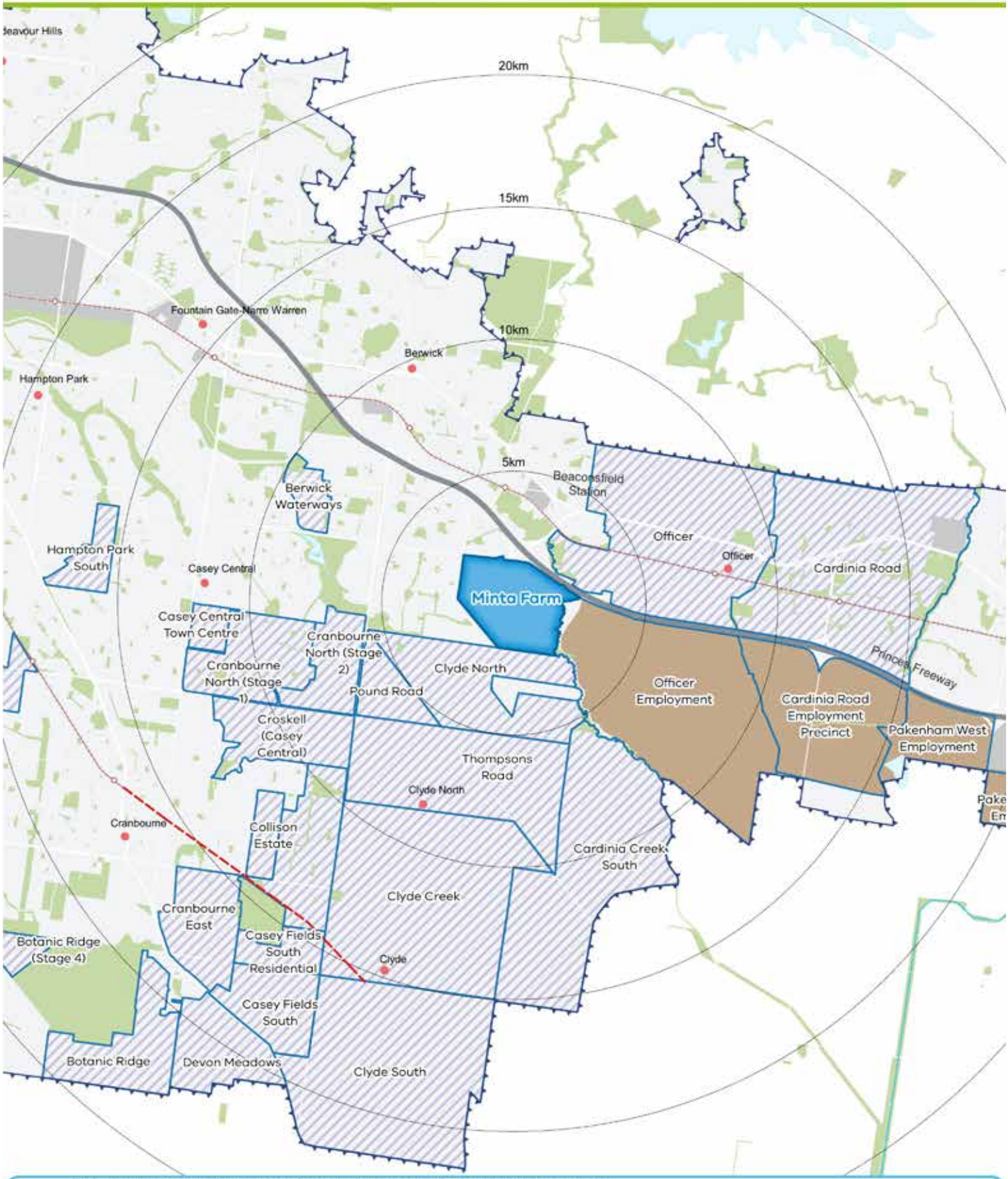

Adapted from source: Plan Melbourne 2017 - 2050 (Department of Environment, Land, Water and Planning, 2017)

- PSP boundary
- precinct boundaries
- urban growth boundary
- urban area
- growth area
- industrial area - existing
- employment area - future
- public open space
- freeway
- waterway
- major activity centre (existing)
- train line
- train station
- future Clyde rail extension

1.0 INTRODUCTION

The Minta Farm precinct Structure Plan (PSP) has been prepared by the Victorian Planning Authority (VPA) in consultation with Casey City Council, government agencies, service authorities and major stakeholders.

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

Generally, the PSP:

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

The PSP is informed by:

- The State Planning Policy Framework set out in the Casey Planning Scheme.
- The *Growth Corridor Plans: Managing Melbourne's Growth* (Growth Areas Authority, June 2012).
- The Local Planning Policy Framework of the Casey Planning Scheme.
- The Minta Farm Infrastructure Contribution Plan (ICP), which sets out the requirements for how land use and development proponents will make contributions toward infrastructure required to support the development of the precinct (see Section 1.3).
- The *Biodiversity Conservation Strategy and Sub-Regional Species Strategies for Melbourne's Growth Areas* (Department of Environment and Primary Industries, 2013).
- The *Precinct Structure Planning Guidelines* (Growth Areas Authority, 2008).
- Background studies undertaken in the preparation of this PSP, as summarised in the *PSP11 Minta Farm Background Report*.

Plan 2 - Precinct Location & Features

Minta Farm Precinct Structure Plan

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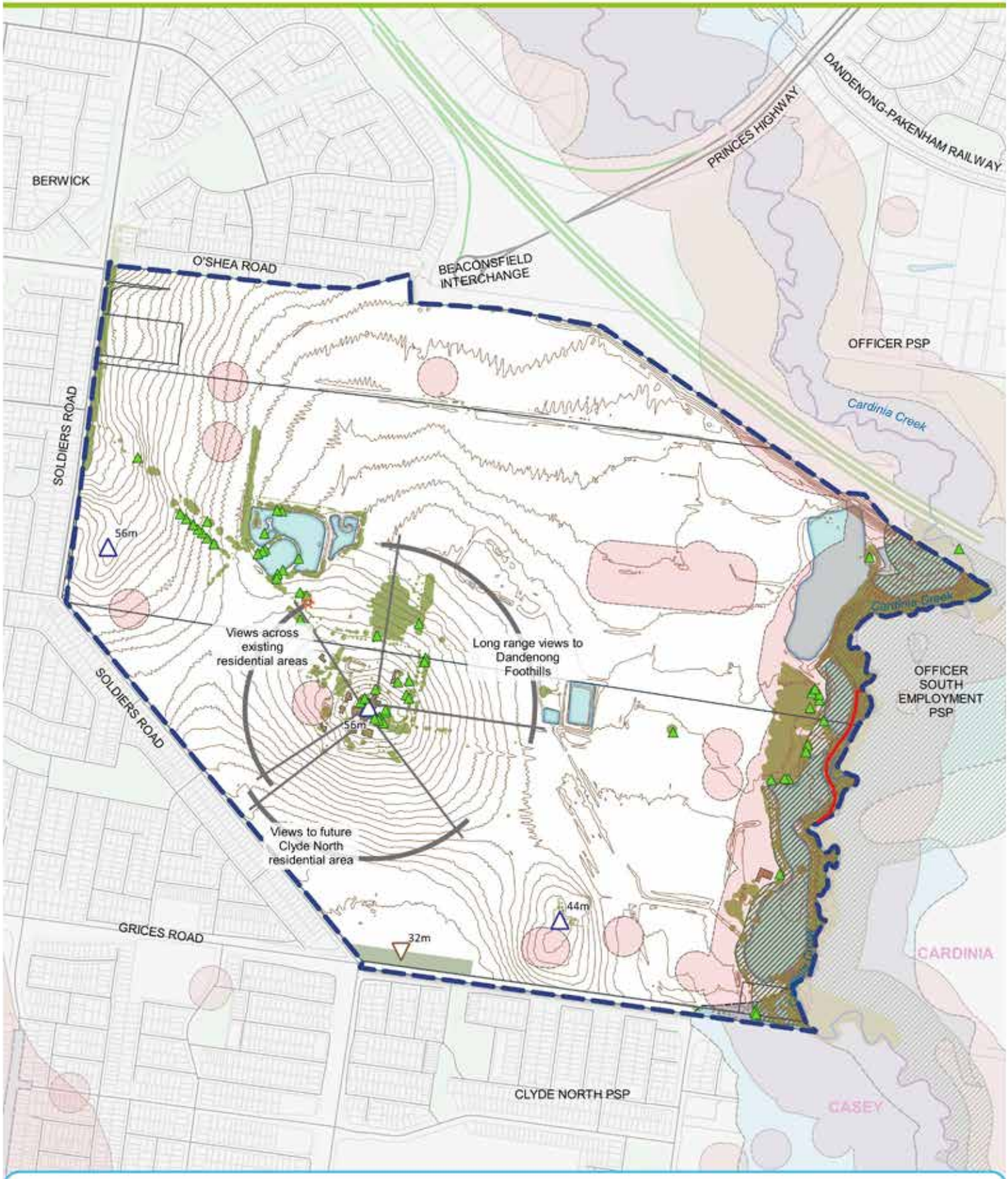

- precinct boundary
- parcel boundary
- waterbody/dam/wetland
- 1 in 100 year flood extent
- BCS growling grass frog conservation area
- vegetation
- existing waterway & drainage reserve
- area of cultural heritage sensitivity
- higher quality fish habitat
- existing canopy trees
- post contact heritage site
- 64m high point with elevation
- 32m low point with elevation
- existing structures
- views
- contours (1m interval)

1.1 How to read this document

This PSP guides subdivision, land use and development where a planning permit is required under Schedule 14 to the Urban Growth Zone (Clause 37.07 of the Casey Planning Scheme), or another provision in the Casey Planning Scheme that references this PSP.

A planning application and a planning permit must implement the outcomes of the PSP. The outcomes are expressed as the VISION and OBJECTIVES.

Each element of the PSP contains requirements and guidelines as relevant.

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

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

Meeting these **Requirements** and **Guidelines** will implement the vision of the PSP.

Conditions that must be included in a planning permit are outlined in Schedule 14 to the Urban Growth Zone (UGZ14) in the Casey Planning Scheme.

Development must also comply with other Acts and approvals where relevant, for example, the EPBC Act in the case of biodiversity or the Aboriginal Heritage Act 2006 in the case of cultural heritage, amongst others.

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

1.2 Land to which the PSP applies

The Minta Farm PSP area ('the precinct') occupies approximately 285 hectares of land located approximately 45 kilometres southeast of the Melbourne Central Business District in the City of Casey. The precinct is generally bounded by the Princes Freeway to the northeast, Cardinia Creek to the east, Grices Road to the south and Soldiers Road to the west.

The western half of the precinct is characterised by undulating land which peaks in two locations: one on the western boundary and the other in the southwest quadrant of the precinct which offers both short and long range views to Cardinia Creek and the Dandenong Ranges, respectively. Moving east, the land falls as it forms a flood plain before reaching a constructed lake system and then onto Cardinia Creek.

Amended by C282case

The precinct has a Net Developable Area (NDA) of approximately 209 hectares, inclusive of residential, commercial and employment land. Plan 2 identifies the land to which this PSP applies. Plan 2 also identifies key features of the land, including the site's topography and existing vegetation.

1.3 Minta Farm infrastructure contributions plan

Amended by C282case

The Minta Farm infrastructure contributions plan (ICP) will set out the requirements for infrastructure funding across the precinct. The ICP will be a separate document, incorporated into the Casey Planning Scheme and implemented through an Infrastructure Contributions Plan Overlay (ICPO). The ICP will be introduced into the Casey Planning Scheme under a separate amendment and in accordance with the Ministerial Direction on the Preparation and Content of Infrastructure Contributions Plans (July 2018).

The Minta Farm ICP is consistent with Table 8 and Plan 13 of the Minta Farm PSP.

Plan 3 - Future Urban Structure

Minta Farm Precinct Structure Plan

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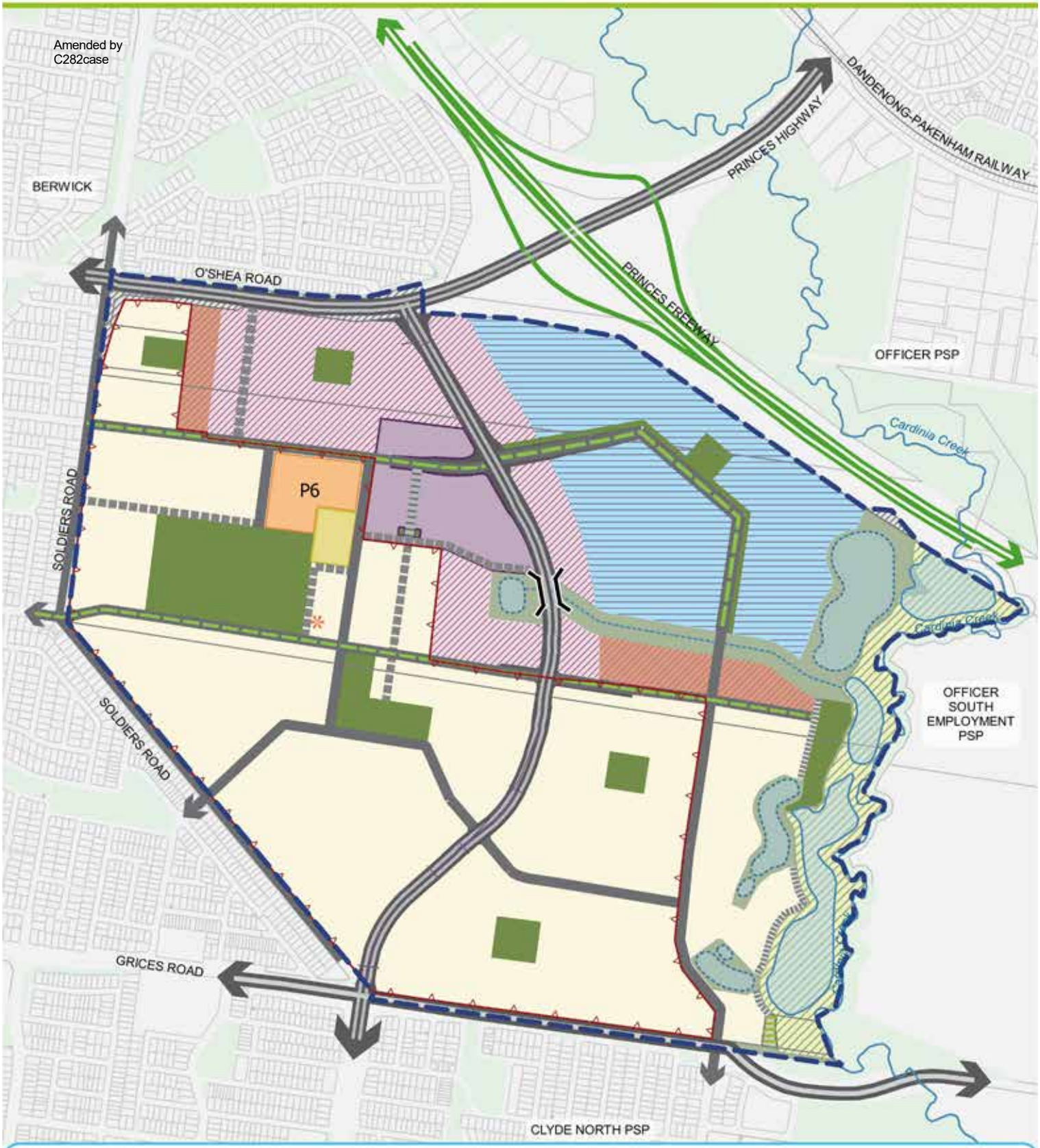
Amended by C282case



- precinct boundary
- bridge/culvert
- post contact heritage site
- Cardinia Creek
- constructed waterway drainage asset
- existing constructed waterway
- parcel boundary
- residential
- innovation and technology business sub-precinct
- commercial and office sub-precinct
- mixed use sub-precinct
- local town centre
- future government school
- local community facilities
- existing crown land
- credited open space
- uncredited open space
- BCS growling grass frog conservation area
- public aquisition overlay
- freeway
- freeway off ramp
- arterial road (6 lane)
- arterial road (4 lane)
- connector street
- connector street - boulevard
- local town centre - main street
- local access street - level 2
- local access street - level 1

2.0 OUTCOMES

2.1 Vision

Minta Farm will be home to a vibrant and integrated business and residential community for the Casey–Cardinia area. The precinct will be a destination of choice where residents can live, work and play with a variety of housing options, local parks and a conservation area, and a critical employment hub for the Casey–Cardinia region surrounding the local town centre that will support daily needs and services. The precinct is projected to accommodate a residential population of approximately 8,500 people (in approximately 3,050 dwellings) and ultimately provide for approximately 11,450 local jobs.

A variety of housing choices will be provided with space for lower density urban living along the Cardinia Creek Conservation Area to higher density apartments and town houses within and surrounding the local town centre and mixed-use areas. Residents of the precinct will be able to access a variety of services via the centralised local town centre and integrated community hub, including those within the nearby established town centres of Berwick and Casey Central.

The precinct will be a highly connected and walkable environment featuring shared paths, bike lanes and bus capable roads throughout its compact urban residential and business environment. The precinct's character will be established through the provision of a diverse range of open spaces, tree-lined boulevards and the incorporation of existing and unique natural landscapes and built features including the Cardinia Creek corridor and heritage Myer House. Most notable will be the creation of a high amenity and integrated park network designed with the landscape and the remarkable constructed and natural waterway network along Cardinia Creek that is rich in biodiversity. As such, migratory birds and resident fish, the Australian Grayling and Dwarf Galaxias, will be encouraged to thrive within their habitat.

The precinct will also evolve over a 25 year period to provide a wide range of information, research, technology and knowledge-based employment and services to support Casey's growing population and economy featuring four employment sub-precincts, including:

- a local town centre and local population serving businesses, like gyms, healthcare services, private childcare and education facilities alongside the local town centre and retail shopping precinct
- a high amenity commercial and office sub-precinct as an expansion of the local town centre to support knowledge-based businesses
- an innovation and technology sub-precinct to support research and development businesses and bespoke advanced and light manufacturing uses
- mixed-use areas where residents and business are co-located featuring commercial offices, shops, restaurants and cafés.

Any future considerations of the provision of employment land within the Minta Farm precinct is to consider the long-term employment needs of the City of Casey and broader region.

Businesses will take advantage of their strong links to key road and public transport corridors, access to surrounding centres and employment clusters within the Casey–Cardinia corridor, and established and growing communities to stimulate opportunities for investment and local employment. Through high quality amenity and modern built form, the employment precincts will foster creative and innovative businesses, feature medium–high density development, a mix of active uses and opportunities for integrated housing within and adjacent to the local town centre to encourage day and night activity.

The precinct is strategically positioned adjacent to the Princes Freeway with a direct connection proposed through a future upgrade to the Beaconsfield interchange and O'Shea Road. In addition, the precinct's workforce and residents will be supported by close connectivity to the Beaconsfield Train Station and Melbourne's metropolitan railway line. The combined qualities and infrastructure investment proposed by the PSP will ensure Minta Farm evolves to become a resilient business and residential community for the City of Casey.

2.2 Key objectives

OBJECTIVES	
Identity, character, heritage & housing	
O1	Recognise the existing and unique topographic, landscape and environmental features, and significant heritage by retaining and integrating these throughout the precinct to establish a sense of place and community identity.
O2	Create an urban landscape that enhances the existing biodiversity, cultural heritage, drainage and landscape values within the precinct and throughout the Cardinia Creek Conservation Area.
O3	Achieve a diversity of streetscape and open space outcomes to enhance local character and amenity.
O4	Protect and reinforce key vistas and vantage points, particularly around the district park.
Amended by C282case O5	Deliver a minimum of 3,031 new homes (21 dwellings per net developable hectare overall precinct average).
O6	Promote housing choice through a range of lot sizes and built forms capable of accommodating a variety of dwelling types.
O7	Ensure medium and high density development is prioritised within walkable catchments around key destinations and public transport.
O8	Identify, retain and celebrate places of post-contact and Aboriginal cultural heritage significance within the Precinct.
O9	Encourage a strong sense of place through the protection, enhancement and interpretation of places of post-contact cultural heritage significance, in particular the Myer House heritage site (HO 209).
Town centres & employment	
O10	Create a vibrant local town centre and a local convenience centre through core retail and entertainment functions and civic and community uses that will provide a range of employment opportunities.
O11	Design an interesting public realm around the local town centre to allow for the integration of the residential and employment population as well as attract visitors and business people of all ages throughout the day.
O12	Deliver a regionally-significant employment precinct with the capacity to provide a minimum 10,000 job opportunities through a mix of office, light industry, local services and commercial uses, in addition to the opportunities provided by the local town centre and Mixed-use areas.
Open space & community facilities	
O13	Deliver an integrated and linked network of local parks, sports reserves, linear corridors, waterways, conservation areas and community infrastructure that meets the needs of the new community, including residents and employees.
O14	Recognise the unique opportunity presented by the creation of a district park at a high point in the land which comprises highly aesthetic existing natural features.
O15	Provide for government school sites to meet the strategically justified need for government education in the area.
Biodiversity, threatened species & bushfire management	
O16	Plan for the long-term conservation of flora and fauna species through protection of habitat across the precinct, particularly habitat for Growling Grass Frog, migratory and wetland birds, and Australian Grayling and Dwarf Galaxias in the BCS conservation areas along Cardinia Creek.
O17	Ensure natural or pre-development hydrological patterns are maintained in conservation areas.
O18	Ensure that bushfire protection measures are considered in the layout and design of development and the local street network.

OBJECTIVES	
O19	Ensure that existing vegetation of high aesthetic value is protected and retained.
Transport & movement	
O20	Provide a high-amenity, slow-speed and permeable local road network that prioritises community access and safety.
O21	Establish an integrated and permeable transport network to encourage public transport, walking and cycling, reduce car dependency and maximise safety and connectivity for all road users.
O22	Create a comprehensive pedestrian and cycling network that allows residents and employees to be active and travel safely and directly through the precinct between key destinations, local parks and Cardinia Creek.
O23	Promote public transport movements by providing a bus-capable road network that services key destinations throughout the precinct, particularly the local town centre and community centre.
Integrated water management & utilities	
O24	Deliver an integrated water management system that reduces reliance on reticulated potable water, encourages the reuse of alternative water, minimises flood risk, ensures waterway health and contributes to a sustainable and green urban environment.
O25	Deliver an integrated water management system that supports the ongoing viability of the existing constructed waterway system.
Precinct infrastructure plan & staging	
O26	Ensure that development staging is co-ordinated with the timely delivery of key local and state infrastructure while avoiding impacts on conservations areas.

Plan 4 - Land Use Budget
Minta Farm Precinct Structure Plan

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Amended by C282case

- precinct boundary
- 1 parcel boundary & number
- R residential land
- E employment land
- arterial road - existing road reserve
- arterial road - public aquisition overlay
- arterial road - widening/intersection flaring
- future government school
- local community facility
- BCS growling grass frog conservation area (uncredited)
- waterway & drainage reserve (uncredited)
- crown land
- redundant road reserve (uncredited)
- local sports reserve (credited)
- local park (residential land/credited)
- urban plaza (credited)
- NDA - residential
- NDA - employment

2.3 Summary land use budget

Amended by C282case

The net developable area (NDA) is calculated by deducting the land area for arterial roads, services, community facilities and open space from the overall precinct area. The precinct's NDA is 209.12 hectares representing approximately 74 percent of the total precinct area. Of this, 144.31 ha is residential development (NDA-R), inclusive of town centres and mixed-use areas, and 64.80 ha is employment uses (NDA-E).

Amended by C282case

The NDA will facilitate the delivery of 3,031 dwellings, with an average target density of 21 dwellings per net developable hectare. An average household size of 2.8 persons (based on Victoria in Future 2012) has been applied to estimate a future population of 8,485 residents for the PSP area. Table 1 summarises the land area for the various uses identified in Plan 3 and Table 3 provides a breakdown of dwelling yield estimates.

Table 1 Summary land use budget

Amended by C282case

DESCRIPTION	PSP 11 MINTA FARM		
	HECTARES	% OF TOTAL	% OF NDA
TOTAL PRECINCT AREA (HA)	**284.49**		
TRANSPORT			
Arterial Road - Existing Road Reserve	1.67	0.59%	0.80%
Arterial Road - Public Acquisition Overlay	4.75	1.67%	2.27%
Arterial Road - New / Widening / Intersection Flaring (Public purpose land)	11.90	4.18%	5.69%
Sub-total Transport	**18.32**	**6.44%**	**8.76%**
COMMUNITY & EDUCATION			
Government School	3.50	1.23%	1.67%
Local Community Facility (Public purpose land)	1.20	0.42%	0.57%
Sub-total Education	**4.70**	**1.65%**	**2.25%**
OPEN SPACE			
UNCREDITED OPEN SPACE			
Conservation Reserve	17.29	6.08%	8.27%
Waterway and Drainage Reserve	16.41	5.77%	7.85%
Crown Land	0.22	0.08%	0.11%
Redundant Road Reserve	0.34	0.12%	0.16%
Sub-total Service Open Space	**34.26**	**12.04%**	**16.38%**
CREDITED OPEN SPACE			
Local Sports Reserve (Public purpose land)	9.00	3.16%	4.30%
Local Network Park (Public purpose land)	9.03	3.17%	4.32%
Urban Plaza (Public purpose land)	0.06	0.02%	0.03%
Sub-total Credited Open Space	**18.09**	**6.36%**	**8.65%**
Total All Open Space	**52.35**	**18.40%**	**25.04%**

Amended by C282case

TOTAL NET DEVELOPABLE AREA – (NDA) HA	**209.12**	**73.50%**
NET DEVELOPABLE AREA – RESIDENTIAL (NDAR) HA	**144.31**	**50.73%**
NET DEVELOPABLE AREA – EMPLOYMENT (NDAE) HA	**64.80**	**22.78%**
RESIDENTIAL LOCAL OPEN SPACE (EXPRESSED AS % OF NDAR)		
Local Sports Reserve (Public purpose land)	9.00	6.24%
Local Network Park (Public purpose land)	6.73	4.66%
Urban Plaza (Public purpose land)	0.06	0.04%
Sub-total	**15.79**	**10.94%**
EMPLOYMENT LOCAL OPEN SPACE (EXPRESSED AS % OF NDAR)		
Local Network Park (Public purpose land)	2.30	3.55%
Sub-total	**2.30**	**3.55%**
TOTAL OPEN SPACE	**18.09**	**8.65%**

Plan 5 - Image, Character, Heritage & Housing

Minta Farm Precinct Structure Plan

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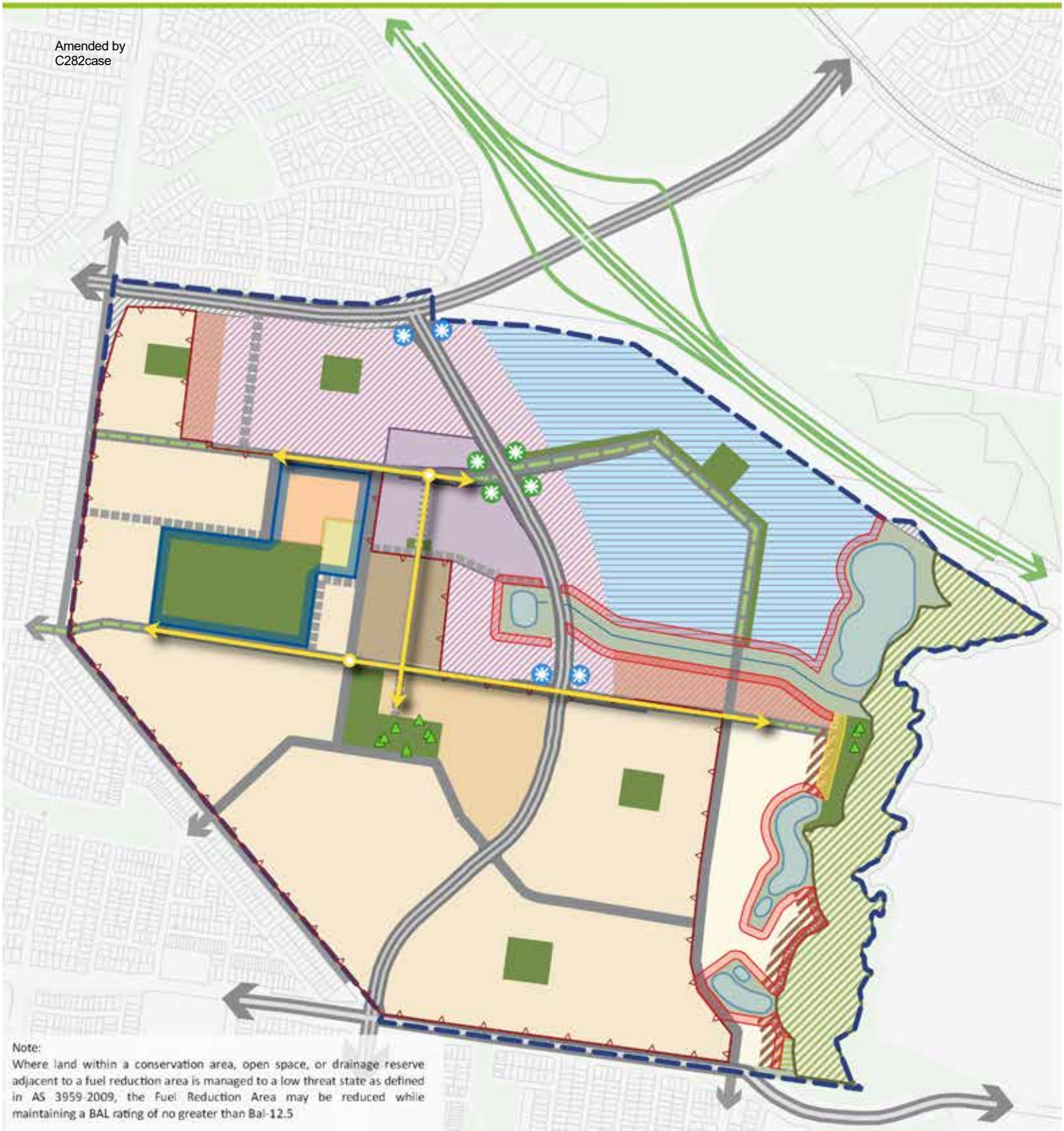
Amended by C282case



Note:
Where land within a conservation area, open space, or drainage reserve adjacent to a fuel reduction area is managed to a low threat state as defined in AS 3959-2009, the Fuel Reduction Area may be reduced while maintaining a BAL rating of no greater than Bal-12.5

- precinct boundary
- walkable catchment
- retained trees with a high aesthetic value
- view line
- post-contact heritage site curtilage
- community hub
- fuel reduction area (33m setbacks)
- fuel reduction area (19m setbacks)
- BCS growling grass frog conservation area
- transitional housing
- standard density residential
- residential within walkable catchment
- residential adjacent town centre
- residential adjacent district park
- mixed use residential
- local town centre residential
- open space
- crown land
- key gateway site: 12 metre minimum street walls to both frontages
- key intersection site: 8 metre minimum street walls to both frontages
- buildings adjacent to o'shea road: Upper level setbacks of at least 3 metres above first storey
- north-south arterial frontage: 8 metre minimum street walls
- local town centre: 6 metre minimum street walls

3.0 IMPLEMENTATION

3.1 Image, character, housing and heritage

3.1.1 Image and character

REQUIREMENTS	
R1	Street trees must be provided on both sides of all roads and streets (excluding laneways) in accordance with the cross sections at Appendix 4.7, and at regular intervals appropriate to tree size at maturity to the satisfaction of the responsible authority.
R2	Trees in streets, civic spaces and the open space network must be: • complementary to the existing native, indigenous and exotic species where appropriate • larger species to facilitate continuous canopy cover, wherever space allows • planted in modified and improved soil to support tree establishment • appropriate in size to nature strips, nearby utilities and built form • suitable for local conditions. All public landscaped areas must be designed and planted to the satisfaction of the responsible authority.
R3	Subdivision must demonstrate an appropriate response to the existing topography and development constraints and minimise the need for earthworks, excavation, and cut and fill earthworks.
R4	Subdivision applications for land of a slope greater than 5 percent must be accompanied by the following information, as appropriate: • A plan showing lot boundaries, contours and slope. • An indication of the type, location and approximate depth of any proposed earthworks. • An indication of the type, location and approximate height for proposed retaining structures. • Indicative building envelopes. • Indicative lot access arrangements consistent with council standards for crossover design.
GUIDELINES	
G1	Significant features of the landscape, such as high points, vegetation, open space and waterways, should be used as focal points for view lines along streets.
G2	Existing vegetation should be retained within the public space, including road reserves and open space and in particular the district park, where safe, sustainable and practicable.
G3	Street trees should be used consistently across neighbourhoods to reinforce movement hierarchy and local character.
G4	A consistent suite of public lighting and furniture should be used across neighbourhoods, appropriate to the type and role of street or public space.
G5	The extent of cut and fill should be minimised to reduce the need for extensive retaining walls. Any retaining walls should be: • staggered, with a minimum distance of 1 metre between each wall to allow for landscaping between walls • no more than 1 metre in height • positioned on a lot with sufficient setback from boundaries to accommodate appropriate drainage behind the wall.
G6	Scale and design of buildings, including roof form, should provide a good response to the natural topography and long distance view lines.

3.1.2 Housing

REQUIREMENTS	
R5	Subdivision of land within walkable catchments illustrated on Plan 5 must include creation of lots suitable for delivery of medium and high density housing as outlined in Table 2, and achieve a minimum average density consistent with the densities identified in Plan 5 and Table 3. Walkable catchments typically comprise residential land within: • 600 metres of principal public transport network (PPTN) bus routes • 400 metres of local town centres • 200 metres of community hubs. Applications for subdivision that can demonstrate how target densities can be achieved over time, to the satisfaction of the responsible authority, shall be considered.
R6	Subdivision applications for any lots identified for medium density, high density or integrated housing must include layouts for lots and suitably demonstrate consideration of: • appropriate building massing and scale • active interfaces with adjacent streets, open spaces and waterways • safe and effective vehicle and pedestrian access and internal circulation, as appropriate • servicing arrangements.
R7	Lots must front or side: • waterways and public open space • local access streets • connector streets • arterial roads.
R8	Development within the transitional housing area fronting the conservation area, as identified in Plan 5, must: • be a single dwelling on a lot fronting the conservation area • have a minimum front setback of 4 metres • have no front or side fences greater than 1.2 metres in height within the first 3 metres of the lot • have a minimum lot size of 500 square metres in accordance with the Conservation Interface Plans within Appendix 4.7.
GUIDELINES	
G7	Residential subdivision should provide a broad range of lot sizes capable of accommodating a variety of housing types as listed in Table 2 and seek to achieve densities set out in Table 3.
G8	Specialised housing forms such as retirement living or aged care should be: • integrated into the wider urban structure • located in close proximity to town centres and community hubs • accessible by public transport.
G9	Dwellings should positively address abutting community centres and schools.

3.1.3 Heritage

REQUIREMENTS	
R9	Subdivision and development must ensure that the eastern elevation of the Myer House (HO209) is fronting a street and that the Myer House is a key and visible component within the urban structure.
R10	Any subdivision and/or development of land on or interfacing the Myer House heritage site (HO209) must: • have a regard to the heritage significance of the site • provide a sensitive interface • have minimal impact on the heritage site to ensure it becomes a local feature • maintain appropriate view lines to the heritage site • integrate and heritage site.
GUIDELINES	
G10	Proponents undertaking development of land identified on the Victorian Aboriginal Heritage Register and/or with high Aboriginal cultural heritage values should liaise with the designated Registered Aboriginal Party (or Aboriginal Victoria and Traditional Owner Groups in its absence) to ascertain whether heritage interpretation is appropriate in these identified locations and how the heritage site(s) should be incorporated into the design of the subdivision.
G11	Adaptive reuse of the Myer House (HO 209) may be appropriate if it is demonstrated that it will contribute to the long-term conservation of these heritage places.
G12	Aboriginal and post-contact cultural history should be recognised through the design of public places and infrastructure/appropriate interpretive installations. Opportunity should be explored through cultural heritage interpretation trails along public path networks in areas of known post-contact cultural history or areas of Aboriginal cultural heritage sensitivity, in consultation with relevant stakeholders.

Table 2 Lot size & indicative housing type

INDICATIVE HOUSING TYPE	TYPICAL LOT SIZE (M²)		
	0-300	301-500	501+
Small lot housing including townhouses, terraces and attached, semi-detached and detached houses, including shop-top	✓		
Dual occupancies, duplexes	✓	✓	✓
Detached houses		✓	✓
Multi-unit housing sites including terraces, row houses and villas		✓	✓
Stacked housing including apartments, shop-top living and walk-up flats			✓

Table 3 Estimated residential dwelling yield

RESIDENTIAL TYPE	NDA (HA)	DWELLINGS / NDHA	DWELLINGS
Residential adjacent to the local town centre within the walkable catchment	4.92	30	148
Residential adjacent to the district park within the walkable catchment	7.94	25	198
Amended by C282case — Other residential within the walkable catchment (applied RGZ)	100.17	20	2,003
Residential outside the walkable catchment within the Transitional Housing area (applied GRZ)	2.85	11	31
Residential outside the walkable catchment (applied GRZ)	12.20	16	195
Mixed-use (applied MUZ)	7.22	20	144
local town centre (applied C1Z)	9.00	35	315
Amended by C282case — **Total**	**144.31**	**21.0**	**3,031**
Anticipated population @ 2.8 persons per dwelling			**8,485**

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0 100 200 300 400 500 m

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Local Town Centre objectives & Local Sevices Business Sub-Precinct Land Use Guidelines

Development should:
- Support around 900 jobs
- Support a centralised Local Town Centre with office, retail and food services such as shops, supermarkets, and restaurant/cafes
- Support a variety of businesses that provide local community services, such as gyms and exercise facilities, studios and workshops, medical and veterinary clinics, and entertainment facilities

Amended by C282case

Commercial and Office Sub-Precinct Land Use Guidelines

Development should:
- Support around 7,800 jobs
- Support a high amenity Commercial and Office precinct as an expansion of the Local Town Centre to support knowledge based businesses

OFFICER PSP

OFFICER SOUTH EMPLOYMENT PSP

Mixed Use Sub-Precinct Land Use Guidelines

Development should:
- Support around 400 jobs
- Support residential uses with a variety of retail and business services for the surrounding commercial and residential areas
- Provide a transition between surrounding residential and commercial areas with buildings along core street frontages providing active spaces

Innovation and Technology Business Sub-Precinct Land Use Guidelines

Development should:
- Support around 2,100 jobs
- Support business uses with a technology focus, including bespoke advanced and light manufacturing industries, business incubators and research and development

CLYDE NOR

precinct boundary
urban design framework area
innovation and technology sub-precinct
commercial and office sub-precinct
mixed use sub-precinct
local town centre sub-precinct

3.2 Town centres & employment

Table 4 Town centre hierarchy objectives

TOWN CENTRE	RETAIL FLOOR SPACE	COMMERCIAL FLOOR SPACE	LOCATION AND ANCILLARY USES
Local town centre	13,000 m^2	2,600 m^2	Centrally located within the precinct to service the residential and employment population. The town centre is co-located with community facilities and the local sports reserve, and is in proximity to the district park. The centre will cater for a full range of community, business and residential uses, encouraging ground floor retail and commercial uses with residential above. Small local enterprise uses will be provided on the periphery of the local town centre to support local population serving businesses.

Table 5 Anticipated employment creation

RESIDENTIAL TYPE		JOBS PER NDA (HA)	JOBS / NDHA	JOBS
Council kindergarten	Per centre	10	1.00	10
Community centre	Per centre	10	1.00	10
Government primary school	Per school	40	1.00	40
Private child care facility	Per 100 places	15	1.00	15
Local town centre	Per hectare	100	9.00	900
Innovation and technology	Per hectare	56	37.59	2,105
Office and commercial	Per hectare	280	27.86	7,800
Mixed-use	Per hectare	56	7.22	404
Home-based business	per dwelling	0.05	3,043.00	152
Total				**11,436**

Amended by C282case

Figure 1 - Local Town Centre Concept Plan

Minta Farm Precinct Structure Plan

SCALE 1:4,000 @ A4

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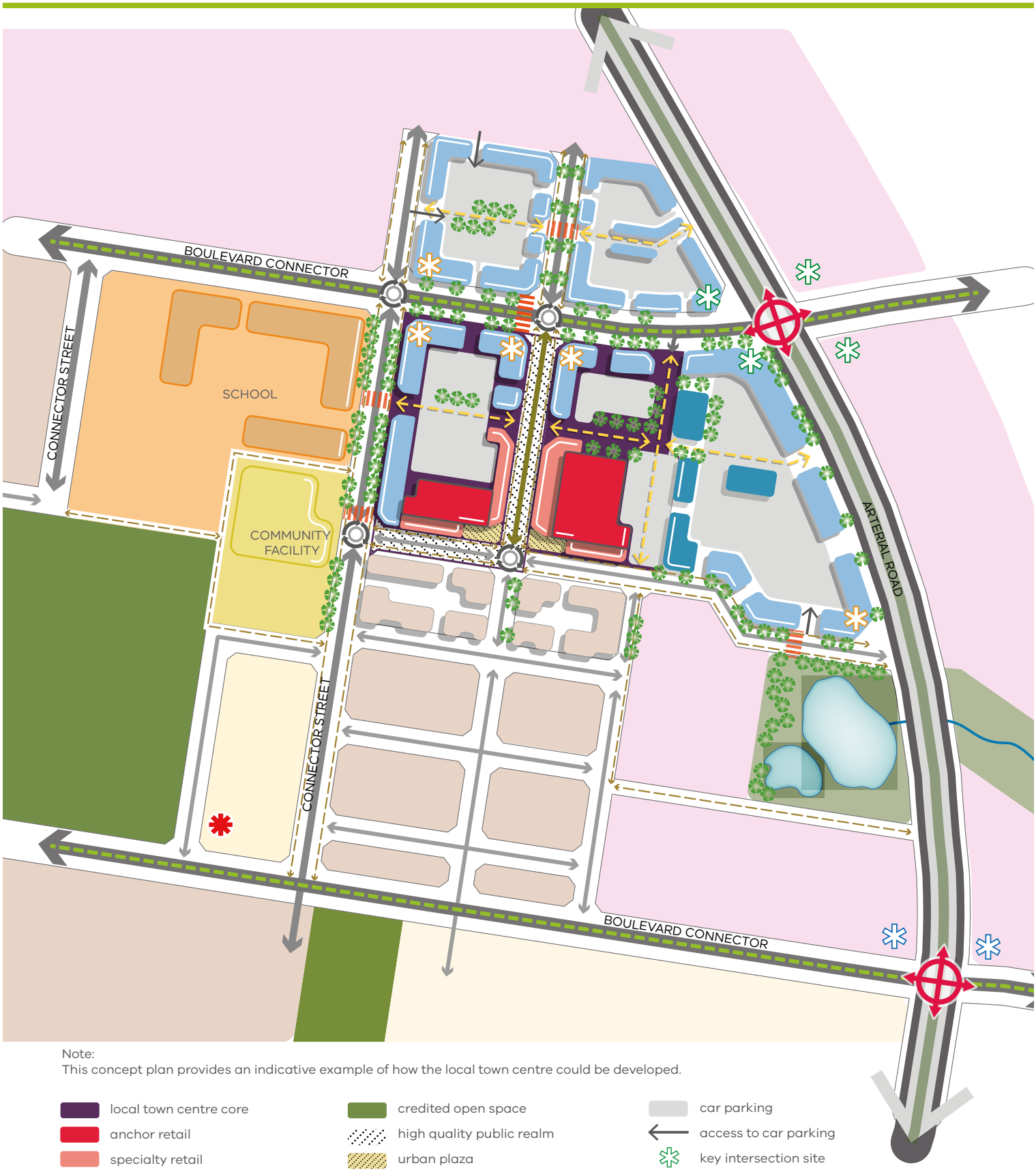

Note:
This concept plan provides an indicative example of how the local town centre could be developed.

- local town centre core
- anchor retail
- specialty retail
- small local enterprises/other commercial uses
- commercial
- commercial and office
- residential
- medium density residential
- community facility
- future government school
- wetland
- credited open space
- high quality public realm
- urban plaza
- active frontage
- arterial road (6 lane)
- connector street
- boulevard connector
- town centre main street
- local access street
- pedestrian path / limited vehicular access
- pedestrian link
- car parking
- access to car parking
- key intersection site
- accentuated height
- key gateway site
- signalised intersection
- roundabout
- pedestrian priority crossing
- post contact heritage site
- trees

3.2.1 Local town centre

REQUIREMENTS	
R11	Development proposals within the local town centre area must be generally in accordance with the concept plan illustrated in Figure 1, the town centre hierarchy objectives in Table 4 and must address the design principles outlined in Appendix 4.3.
GUIDELINES	
G13	Uses within the local town centre should be generally consistent with the land-use guidelines listed in Plan 6 except for interim employment uses and should have regard to the Design Principles and Guidelines outlined in Appendix 4.3.
G14	Structures that do not form part of the building, such as water tanks, service infrastructure and plant equipment, should be located behind the building line or where this is not possible, behind constructed screening using durable and attractive materials.
G15	Refuse and storage areas should not be visible from public streets.
G16	Subdivision and development should be fine grain to accommodate a mix of uses including opportunities for small local enterprises.
G17	Ground level façades fronting residential land should be broken into sections to create a vertical rhythm and establish a fine grain built form.
G18	Buildings fronting residential land should have: • 8 metre maximum street wall heights (to manage visual bulk) • 0 to 3 metre front setbacks (to prevent the development of car parking space in front of buildings, allow landscaping to soften building edges and provide a vegetative landscape character) • upper level setbacks of at least 3 metres above a second storey (to manage visual bulk) • low-scale and visually permeable front fencing, if any • active ground level façade.
G19	Higher density accommodation uses within the local town centre should be located in proximity to the community and retail core.
G20	Buildings along key streets within the local town centre, as identified in Plan 5, should have 6 metre minimum street wall heights (to create a visible street edge).

3.2.2 Urban design framework area

REQUIREMENTS

An urban design framework (UDF) must be approved by the responsible authority for the local town centre and surrounding employment and community precincts (commercial and office sub-precinct, mixed-use sub-precinct and community facilities) reflected by Plan 6.

The UDF must address the following:

- A response to the principals and guidelines outlined in Appendix 4.3 and 4.4 as relevant to the proposed use of the land shown in Plan 6.
- A response to Plan 3 – Future Urban Structure.
- A response to Plan 6 – Town Centres and Employment Precincts.
- A response to Figure 1 – Local Town Centre Concept Plan.
- Other relevant design guidelines prepared by the Victorian Government and Casey City Council.
- Place-making elements, character precincts and destinations within the local town centre including a hierarchy of public spaces that provide opportunities for social interaction and local events.
- A land-use plan that identifies the appropriate location for all supported land uses and considers the relationship between these uses, including the integration of community facilities and services.
- A fine-grained street network that identifies direct connectivity within, to and from the local town centre, including measures to slow down speeds along main streets.
- Measures to prioritise pedestrians along and across the main streets and provide a continuous path of travel for pedestrians and cyclists to key destinations.
- Locations of public transport services, including bus stops.
- A diversity of sizes and types of commercial tenancies.
- The design and locations for higher density housing within and surrounding the local town centre.
- Staging and indicative development timing of the local town centre.

R12

- A diversity of sizes and types of commercial tenancies.
- The design and locations for higher density housing within and surrounding the local town centre.
- Staging and indicative development timing of the local town centre.
- Set out provisions for car parking including the location and design of parking areas, car parking rates and a demonstration of how off-street car parking has been minimised through efficiencies in the shared use of off-street facilities.
- Provision of service areas for deliveries and waste disposal including access for larger vehicles and measures to minimise negative impacts on the amenity of the local town centre and adjoining neighbourhoods.
- Design of the interface to the employment precinct.
- Design of the interface to residential uses.
- Key views to the district park.
- Creation of views through the town centre.
- A public space plan and landscape masterplan that identifies a hierarchy of public spaces including local parks, pedestrian and cycling links, urban spaces and landscape nodes, showing links to the broader open space network.
- Location and design of active uses, signage and treatment of ground floor windows.
- Visual interest at the pedestrian scale with active and activated façade treatments, avoiding long expanses of unarticulated façade treatments.
- Requirements for a variety of building materials and form.
- The interface between residential and heritage places.
- The interface between residential and community facilities.
- The provision of pedestrian connectivity between the main street and community facilities.

The UDF should be a concise document that expands upon but does not repeat the material contained within the PSP. It must set out clear and specific guidelines for the future development of the area, which responds to the PSP and can be readily used to assess future development applications within the centre.

3.2.3 Employment

REQUIREMENTS	
R13	Subdivision layouts must provide for buildings to front or otherwise address all roads, including arterial roads and freeways.
R14	Larger scale developments must provide a range of lot sizes and should identify larger strategic sites with flexibility to be redeveloped to more intensive uses over time.
R15	Subdivision design must provide a co-ordinated suite of streetscape elements, including canopy trees and street lighting.
R16	Buildings must incorporate features of interest, such as: • parapets, awnings, shade structures and roof elements • vertical elements that provide segmentation • balconies and verandas that define building floors and storeys • façade articulation that provides recesses and projections • feature materials and colours.
R17	Front setbacks must be landscaped to the satisfaction of the responsible authority.
R18	Buildings must be designed to address and provide passive surveillance opportunities to adjacent public open space and waterways through the siting of windows, balconies and access points.
R19	Ground level pedestrian entrances and foyers are to be clearly visible from the street, with the primary pedestrian entrance to buildings from the highest-order road frontage.
R20	Subdivision and development proposals within the employment sub-precincts shown on Plan 6 must address the design principles in Appendix 4.4.
R21	Street wall heights along the north–south arterial and building heights within sub-precincts must be in accordance with Plan 5 and Figures 3, 4 and 5.
R22	Buildings adjacent to O'Shea Road must be consistent with Figure 5, including: • Upper level setbacks of at least 3 metres above a second storey to manage visual bulk and provide an appropriate interface to residential areas, as illustrated in Plan 5. • 4 metre minimum setbacks to O'Shea Road to allow landscaping to soften building edges and provide a vegetation landscape character.
R23	Buildings fronting residential land must have rear-loaded car park entries.

GUIDELINES	
G21	Uses within each employment sub-precinct should be generally consistent with the land-use guidelines listed in Plan 6 except for interim employment uses and should have regard to the Design Principles and Guidelines outlined in Appendix 4.4.
G22	Subdivision should create regular-shaped lots of various sizes to cater for a range of uses suitable to the purpose of the employment sub-precinct.
G23	Subdivision and development should demonstrate flexibility and adaptability to allow for staging and long term intensification and redevelopment.
G24	Subdivision design, street names, landscape design and architectural detailing should incorporate design elements which respond to existing features.
G25	Street trees should be used consistently across employment sub-precincts to create a visible streetscape character as well as enhance the pedestrian experience.
G26	Buildings greater than 3 storeys (excluding adjacent the Princes Freeway) should incorporate upper floor setbacks of a minimum of 3 metres at the fourth storey and above to reduce visual bulk, minimise overshadowing of public spaces and mitigate wind effects at the street level.
G27	Buildings on corner sites should be designed to address both street frontages through the use of fenestration, articulation, pedestrian entries and active edges.
G28	Building design should contribute to a cohesive and legible character for each sub-precinct and the employment precinct as a whole.
G29	Buildings with long, continuous façades should be broken into smaller, vertical sections through features such as articulation, fenestration, materials and colours.
G30	Entries should provide a strong a unique identity from the street.
G31	Building materials should be durable and of high quality.

G32	Car parking should be provided efficiently through the use of shared and consolidated parking areas, including multi-level parking.
G33	Car parking and loading facilities should be located to the side or rear of buildings and landscaped and screened as appropriate.
G34	Building services should be visually and acoustically screened from the public realm, with screening that integrates with the overall building design.
G35	Front fencing should be of high quality, visually permeable and integrated with the design of the building or screened by landscaping.
G36	Active ground floor uses should be provided (particularly on the frontage to major roads, open space, town centres and community facilities) within the local town centre and local services business and commercial & office sub-precincts.
G37	The design of buildings at interface areas should reflect an appropriate transition between employment and residential areas by encouraging a finer grain style of buildings.
G38	Buildings fronting residential land should have articulated and visually interesting façades.

3.2.4 Innovation & technology business sub-precinct

REQUIREMENTS	
R24	Buildings along connector streets must have 4 metre maximum front setbacks (for landscaping to soften building edges and provide vegetative landscape character).
R25	Buildings along the connector street must provide active uses, such as office, administration and customer service areas, at the ground floor.
R26	Long continuous façades of buildings fronting connector streets must be broken into smaller vertical sections through features such as articulation, fenestration, materials and colours.
GUIDELINES	
G39	Buildings fronting open space should have: • 4 metre minimum front setbacks (for landscaping and an interface to open space) • materials that are non-reflective and neutral in colour.
G40	Plan for building site efficiency through a site coverage of at least 50 percent.
G41	Buildings along the connector street should: • ensure street wall heights establish pedestrian scaled public spaces and respond to street widths • ensure that taller buildings do not dominate the street, compromising pedestrian experience • have 8 metre minimum street walls (to create a visible street edge).

3.2.5 Mixed-use sub-precinct

REQUIREMENTS	
R27	Ground level façades fronting residential land must be broken into sections to create a vertical rhythm and establish a fine grain built form.
GUIDELINES	
G42	Buildings located within the mixed-use sub-precinct as identified on Plan 6 should have a minimum height of 2 storeys.
G43	Subdivision and development should be fine grain to accommodate a mix of uses.
G44	Buildings fronting residential land should demonstrate the following: • zero metre ground floor front setbacks (buildings constructed to the boundary to create active frontages and promote pedestrian activity). • Upper level setbacks of at least 3 metres above a first storey (to manage visual bulk). • Buildings with commercial uses at ground floor should have a minimum of 70 percent of the ground floor façade clear glazing that is unobstructed to provide opportunities for passive and informal surveillance of the public realm.
G45	Buildings fronting the conservation area should have: • 4 metre minimum front setbacks (for landscaping and an interface to open space) • materials that are non-reflective and neutral in colour.

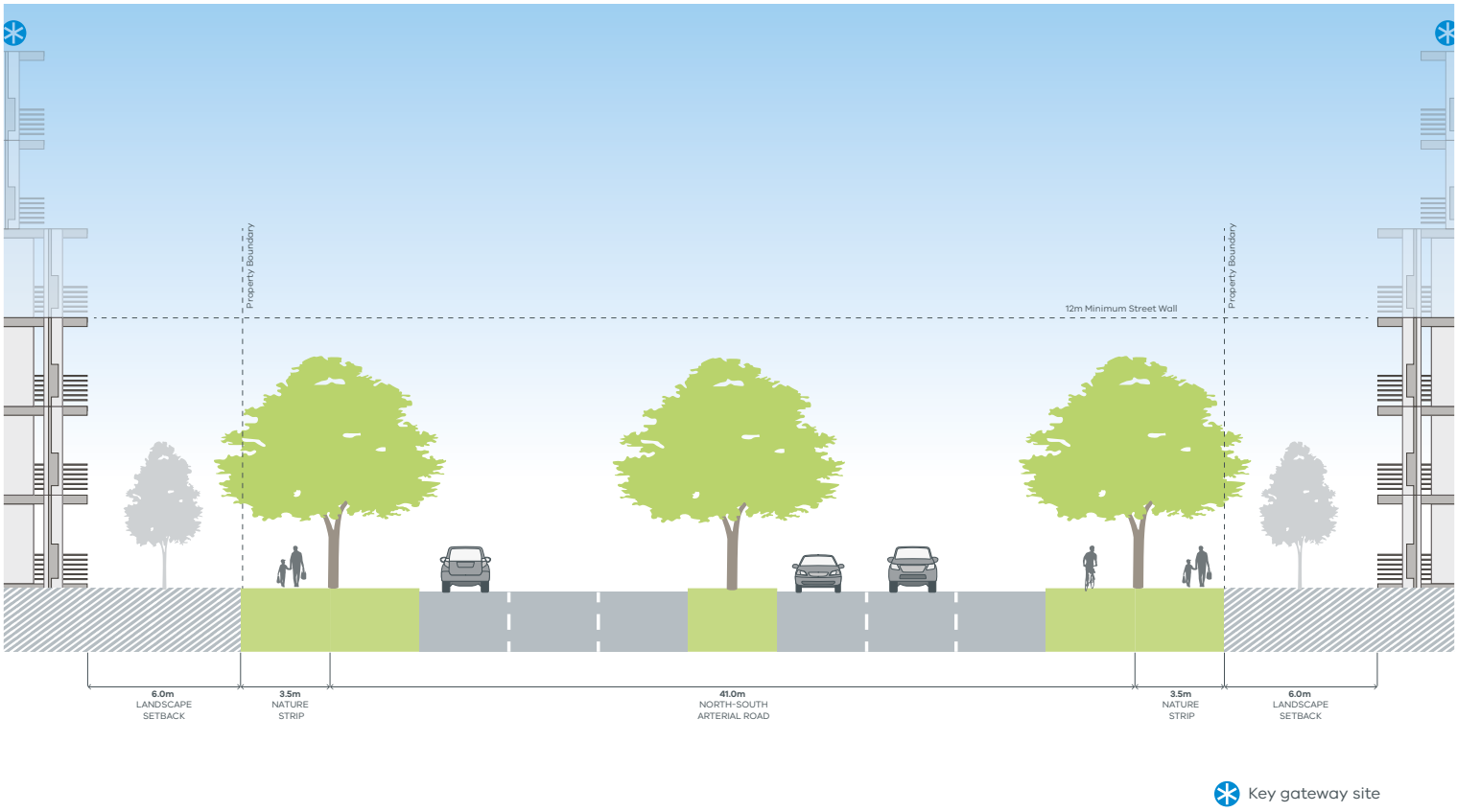

Figure 2 Commercial and Office Sub-Precinct Cross Section
(Gateway Sites)

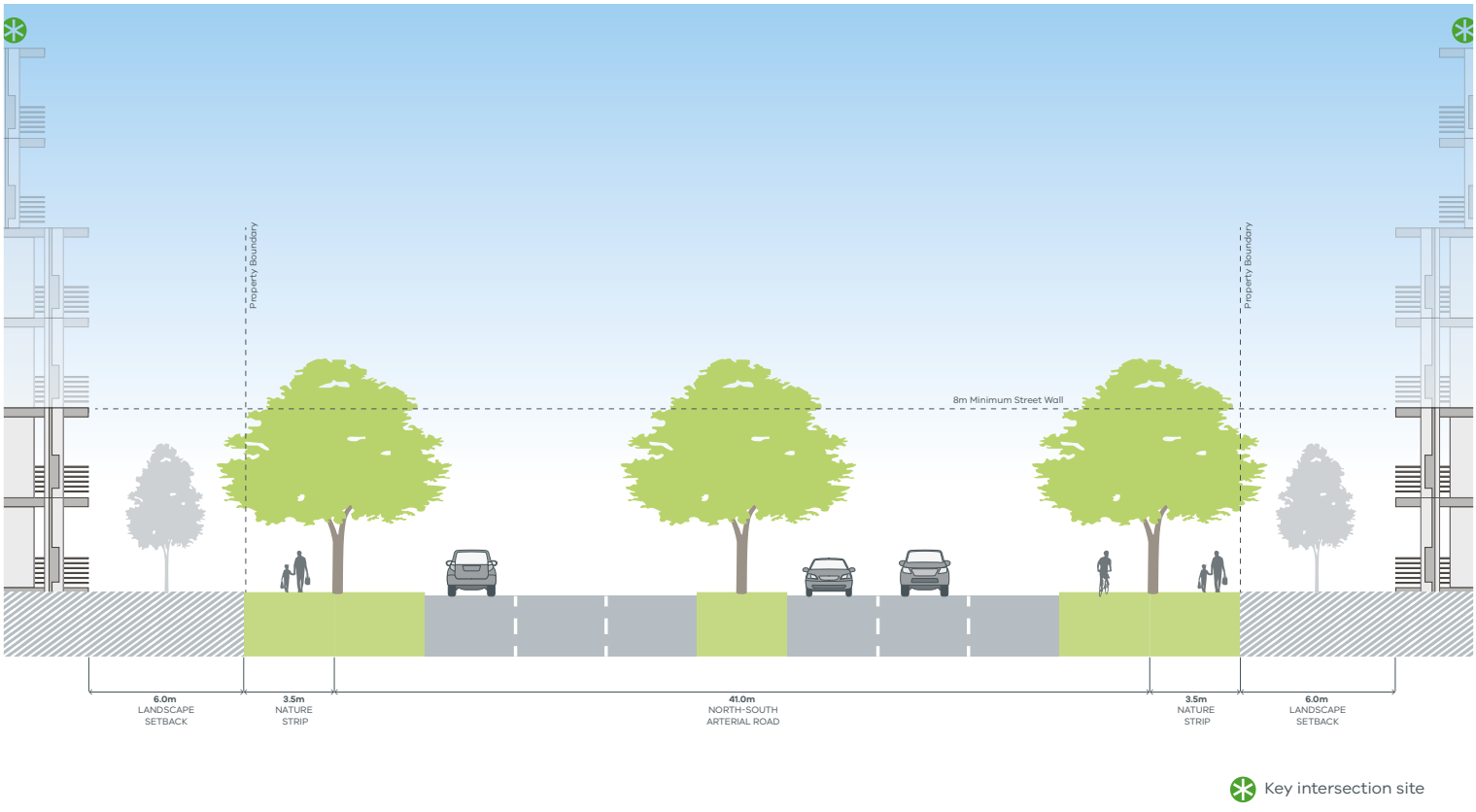

Figure 3 Commercial and Office Sub-Precinct Cross Section
(Key Intersection Sites)

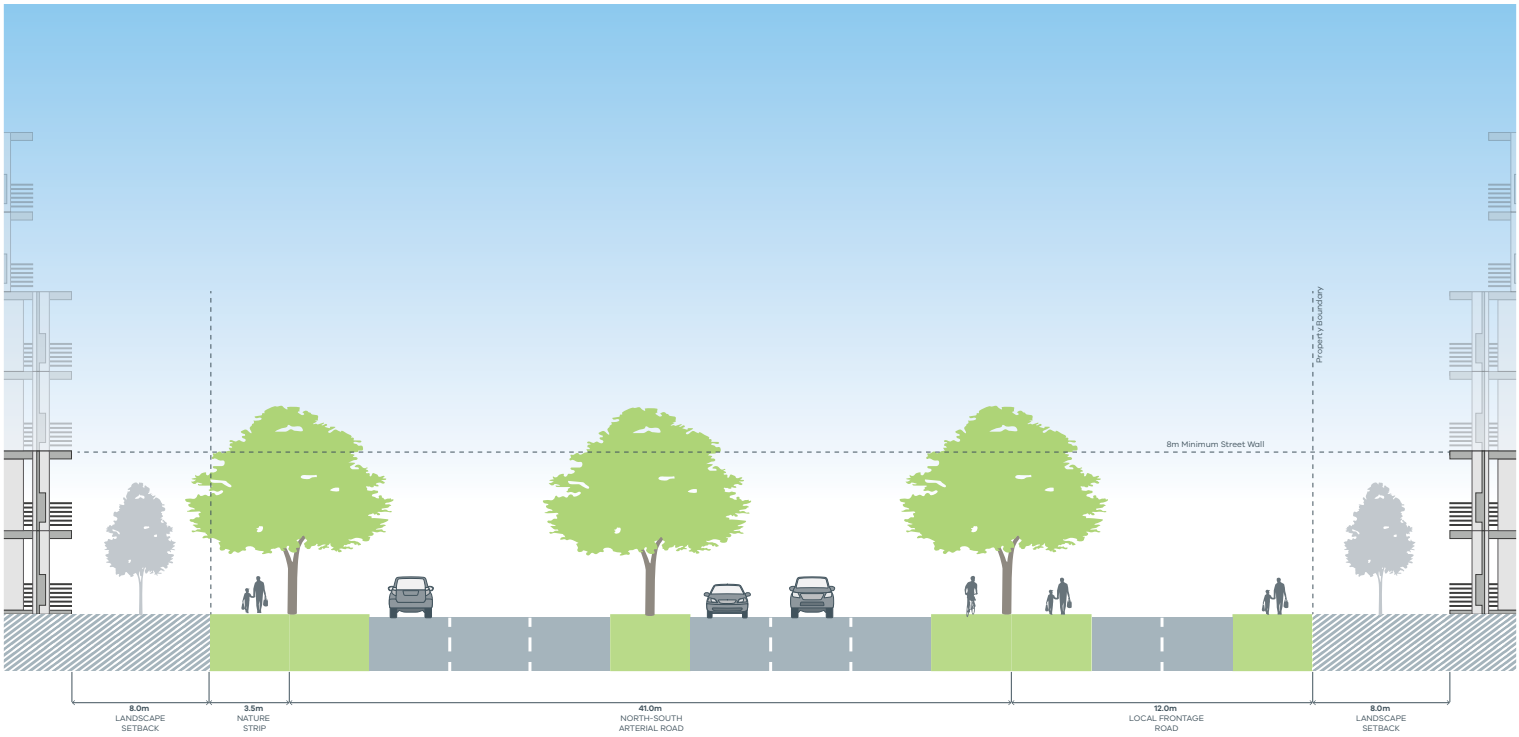

Figure 4 Commercial and office sub-precinct
(North–south arterial road)

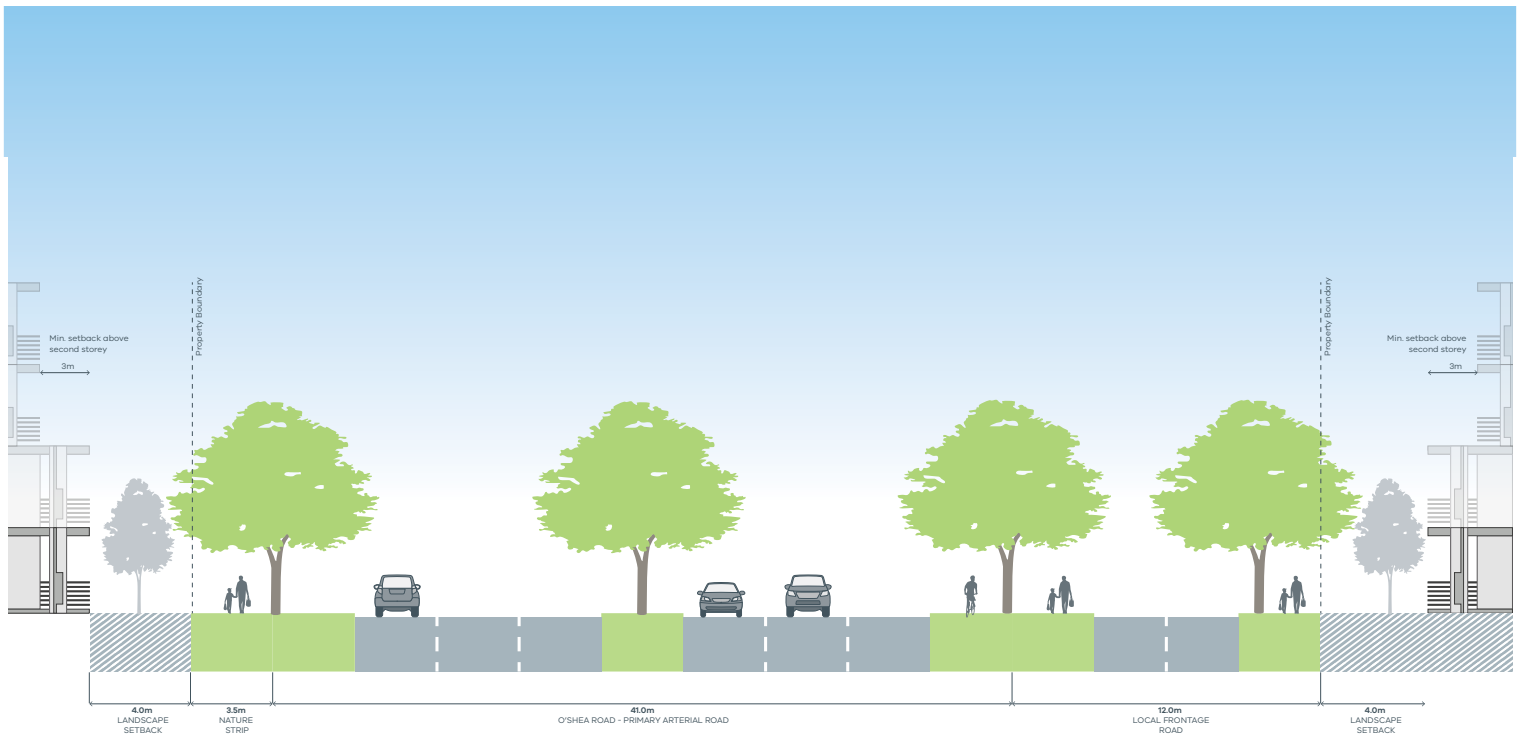

Figure 5 Buildings adjacent to O'Shea Road

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3.2.6 Commercial and office sub-precinct

REQUIREMENTS	
R28	Buildings at the gateway sites, being at the intersection of O'Shea Road and the north–south arterial road, must provide distinctive entry features or elements to create a sense of arrival and a gateway for the broader employment precinct, such as through height, roof form and architectural expression.
R29	Car parking must be located to the rear of lots fronting the north–south arterial road, connector streets, open space, residential areas and the local town centre.
GUIDELINES	
G46	Buildings located within the commercial and office sub-precinct as identified on Plan 6 should have a minimum height of 2 storeys.
G47	Buildings along the north–south arterial road should provide a distinct and positive presentation along this central spine of the employment precinct.
G48	Plan for building site efficiency through: • site coverage of at least 50 percent • multi-level and shared car parking arrangements.
G49	High job density uses, including office, should be concentrated in the office and commercial sub-precinct and specifically along the north–south arterial road.
G50	Buildings at the gateway sites, as illustrated in Figure 2, should have: • 12 metre minimum street walls (to create a visible street edge) • 6 metre front setbacks (to anchor the intersection and for landscaping).
G51	Buildings at the key intersection sites, being at the intersections of the north–south arterial road and the boulevard connector streets as illustrated in Figure 3, should have: • 8 metre minimum street walls (to create a visible street edge) • 6 metre front setbacks (to anchor the intersection and for landscaping).
G52	Buildings fronting the north–south arterial road, other than at the gateway and key intersection sites as illustrated in Figure 4, should have: • 8 metre minimum street walls (to create a visible street edge) • 8 metre front setbacks (for landscaping).

Plan 7 - Open Space and Community Facilities

Minta Farm Precinct Structure Plan

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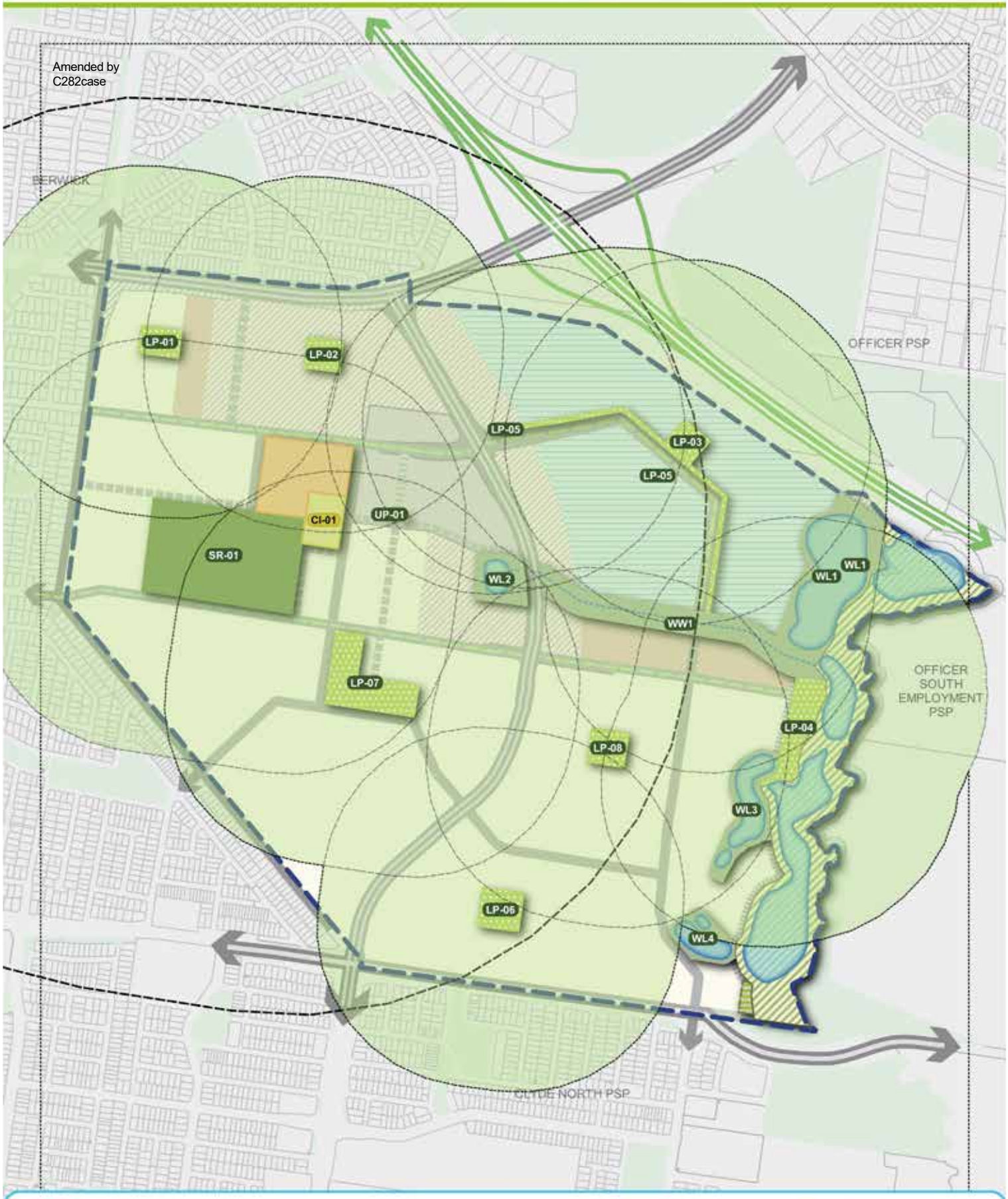

- precinct boundary
- local/district sports reserve catchment (1,000 metres)
- local/district sports reserve and local/district parks catchment (400 metres)
- existing constructed waterway conservation
- WL project ID
- BCS growling grass frog conservation area
- local sports reserve
- urban plaza
- local park
- existing crown land
- future government school
- local community facility

3.3 Open space, community facilities & education

3.3.1 Open space and natural systems

Amended by C282case

Table 6 Credited open space delivery guide

PARK	AREA	TYPE	ATTRIBUTES	RESPONSIBILITY
LP-01	0.70	Local	North-west for residential and employment catchment	Casey City Council
LP-02	0.70	Local	North-west for employment catchment	Casey City Council
LP-03	0.62	Local	North-east for employment catchment	Casey City Council
LP-04	1.71	District	East for residential and employment catchment, adjacent Cardinia Creek and with existing trees of aesthetic value	Casey City Council
LP-05	0.98	Local	Linear park for employment catchment	Casey City Council
LP-06	1.00	Local	South-east for residential catchment	Casey City Council
LP-07	2.52	District	Central for residential and employment catchment and with existing features of high point in the land, trees of aesthetic value and long range views	Casey City Council
LP-08	0.80	Local	South-east for residential catchment	Casey City Council
UP-01	0.06	Urban plaza	Within local town centre	Casey City Council
SR-01	9.00	District sports reserve	North-west for residential catchment and co-located with community centre and government primary school	Casey City Council

REQUIREMENTS	
R30	All parks must be located, designed and developed generally in accordance with the location identified in Plan 7 and the attributes described in Table 6 unless otherwise approved by the responsible authority. The size of the park may vary provided it remains within the area range for its type. Where an area of park is smaller than that identified in Table 6, the land must be added to another park. Where a proposed park is larger than outlined in Table 6, it may be accepted provided it does not result in the removal of another park allocation.
R31	Local parks must contain planting of vegetation or large canopy trees that are suitable to the urban environment, local climate and soil conditions to the satisfaction of the responsible authority.
R32	Where a local park illustrated on Plan 7 spans multiple parcels, the first development proponent to lodge a permit application for land containing the park must prepare an indicative concept master plan for the entire park to the satisfaction of the responsible authority unless otherwise agreed by the responsible authority.
R33	Design and layout of uncredited open space including waterway corridors and conservation areas must maximise the potential for integration of recreation uses, utility infrastructure and stormwater quality treatment assets, where this does not conflict with the primary function of the land.
R34	Any fencing of open space must be low scale, visually permeable to facilitate public safety and surveillance and designed to guide movement and access.
R35	Residential lots directly abutting open space must provide for a primary point of access from a footpath or shared path proximate to the lot boundary.
R36	Where local parks and recreation areas occur adjacent to BCS conservation areas, they must be designed and managed to complement the outcomes required in Section 5 of the BCS relating to Conservation Area 36.

GUIDELINES	
G53	Local parks should cater for a broad range of users by providing a mix of spaces and planting to support both structured and unstructured recreational activities and play opportunities for all ages and abilities.
G54	Open spaces should have a frontage road to all edges except when abutting a community hub or drainage reserve, or where housing fronts open space with a paper road to the satisfaction of the responsible authority.
G55	Existing vegetation through open space networks should be protected and enhanced to facilitate habitat and movement corridors for species found throughout the surrounding area.
G56	A proponent delivering a master plan for a local park that spans multiple property parcels should consult with the landowners of the other parcels to ensure an integrated design.
G57	Water-sensitive urban design principles should be utilised to support open space landscaping to the satisfaction of the responsible authority.

Figure 6 - Conservation Area Concept Plan

Minta Farm Precinct Structure Plan

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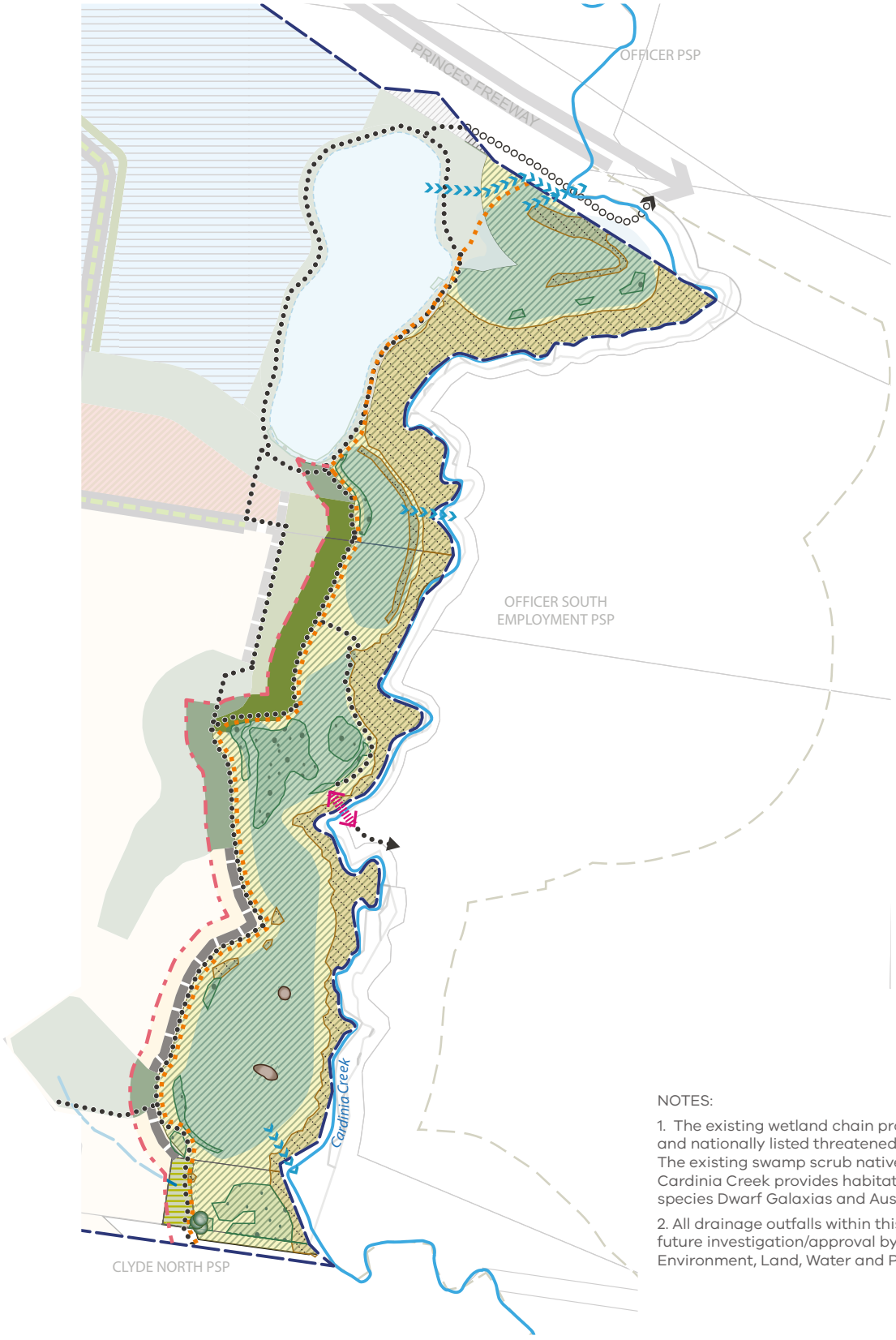

NOTES:

1. The existing wetland chain provides habitat for state and nationally listed threatened wetland bird species. The existing swamp scrub native vegetation along Cardinia Creek provides habitat for nationally significant species Dwarf Galaxias and Australian Grayling.

2. All drainage outfalls within this plan are subject to future investigation/approval by the Department of Environment, Land, Water and Planning.

- precinct boundary
- growling grass frog conservation area (GGFCA)
- conservation interface plan extent (30m)
- scattered tree
- native vegetation
- native vegetation - swamp scrub
- other existing wetland
- existing open space
- constructed waterway / drainage asset
- credited open space
- residential
- island within wetland
- public acquisition overlay
- pedestrian bridge
- shared path (indicative)
- shared path extension subject to approval by responsible authority
- equestrian trail (indicative)
- local access street
- drainage outfall (indicative)

3.3.2 Community facilities and education

REQUIREMENTS	
R37	Schools and community facilities must be designed to front and be directly accessed from a public street with car parking located away from the main entry.
R38	Schools, community facilities and sports reserves that are co-located must be designed to maximise land use efficiencies through the sharing of complementary infrastructure including car parking.
R39	Connector streets or access streets abutting a school must be designed to achieve slow vehicle speeds and provide designated pedestrian crossing points as required by the responsible authority.
R40	Educational, community or civic infrastructure not shown on Plan 3 must be located within or proximate to a town centre, community hub or council community building, as appropriate.
GUIDELINES	
G58	The design and layout of schools and community facilities should: • encourage the integration of schools, early childhood and other community facilities where they are co-located • include extensive canopy tree planting • be integrated with neighbouring facilities • minimise fencing to encourage out-of-hours use • provide safe and convenient pedestrian and shared paths.
G59	Community centres which are located in the local town centre should be designed to maximise land use efficiencies through the sharing of car parking.
G60	Schools should be provided with three street frontages where practicable.
G61	Private childcare, education facilities and medical or similar facilities not shown on Plan 3 should be located proximate to a town centre or community hub, or other locations as agreed by the responsible authority.

3.4 Biodiversity and bushfire management

3.4.1 Biodiversity

The MSA Program streamlines state and Commonwealth regulations for biodiversity conservation in Melbourne's growth areas, maximising benefits to the environment and reducing costs for developers. To undertake development within the Minta Farm precinct area applications must respond to the requirements of the MSA program outlined within this PSP. In addition to the requirements within this PSP, habitat compensation obligations under the program must be met. Habitat compensation obligations can be estimated using the DELWP Native Vegetation Information Management (NVIM) system, available at https://nvim.delwp.vic.gov.au. Requests to meet the habitat compensation obligations for a project/development are made by registering through the NVIM portal. For further information regarding the MSA program, please visit https://www.msa.vic.gov.au/.

REQUIREMENTS	
R41	Any proposed development or works within a BCS conservation area must obtain the approval of the Department of Environment, Land, Water and Planning.
R42	Development within the conservation area must be generally in accordance with Figure 6 to the satisfaction of the Department of Environment, Land, Water and Planning.
R43	Development abutting the conservation area must be in accordance with the corresponding Conservation Area Interface cross sections (Appendix 4.7).
R44	Public lighting must be designed and baffled to prevent light spill and glare within and adjacent to the conservation area, unless otherwise agreed by the Department of Environment, Land, Water and Planning.
R45	Public paths or infrastructure located within the conservation area must be designed and located to minimise disturbance to native vegetation and habitat for migratory birds, Growling Grass Frogs, Dwarf Galaxias and Australian Grayling, with public paths located generally in accordance with Figure 6.
R46	Any infrastructure crossing the Cardinia Creek must be designed to avoid impacting native vegetation within the conservation area to the greatest extent feasible and must be designed and constructed in accordance with the Growling Grass Frog Crossing Design Standards (Department of Environment, Land, Water and Planning 2017).
R47	Drainage from stormwater treatment infrastructure must be designed to have no net impact on habitat for Matters of State and National Environmental Significance within BCS conservation areas, including but not limited to Growling Grass Frog, migratory and wetland birds, Australian Grayling, and Dwarf Galaxias, to the satisfaction of the Department of Environment, Land, Water and Planning.

Plan 8 - Native Vegetation Retention and Removal

Minta Farm Precinct Structure Plan

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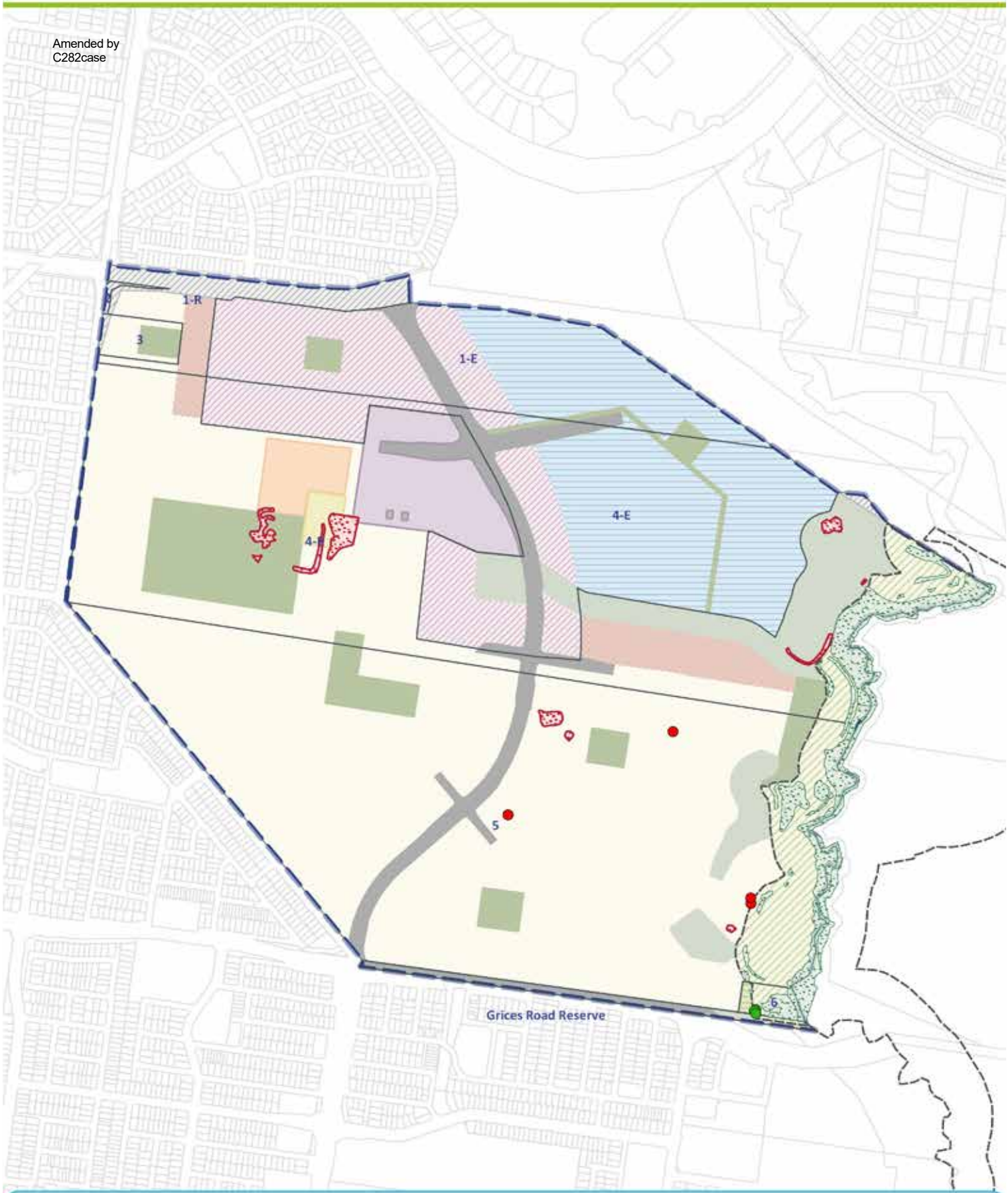
Amended by C282case



precinct boundary

1 parcel boundary & number

existing biodiversity conservation area (growling grass frog)

vegetation that can be removed

vegetation to be retained

scattered tree to be retained

scattered tree to be removed

Native vegetation requirements are specified at Clause 52.17 and its schedule in the Casey Planning Scheme. This plan must be read in conjunction with those provisions.

GUIDELINES	
G62	Drainage assets and public open space areas should be co-located with the conservation area and waterways to provide a buffer to development where appropriate, to the satisfaction of the responsible authority.
G63	Local parks adjacent or nearby the conservation area should be designed and constructed to maximise integration.
G64	Planting adjacent to the conservation area should consist of indigenous species to the satisfaction of the responsible authority.

3.4.2 Bushfire management

REQUIREMENTS	
R48	For the purpose of Clause 56.06-7, the requirements of the relevant fire authority, unless otherwise approved by the Country Fire Authority, are as follows: • Roads must be constructed with a minimum trafficable width of 7.3 metres where cars park on both sides, or a minimum of 5.4 metres in trafficable width where cars park on one side only • A minimum of 3.5 metres width with no parking and 0.5 metres clearance to structures on either side, and if this width applies, there must be passing bays of at least 20 metres long, 6 metres wide and located not more than 200 metres apart • Roads must be constructed so that they are capable of accommodating a vehicle of 15 tonnes for the trafficable road width including the following: • The average grade of a road must be no more than 1 in 7 (14.4 percent or 8.1 degrees). • The steepest grade on a road must be no more than 1 in 5 (20 percent or 11.3 degrees) with this grade continuing for no more than 50 metres at any one point. • Dips on the road must have no more than 1 in 8 grade (12.5 percent or 7.1 degrees) entry and exit angle. • Constructed dead end roads more than 60 metres in length from the nearest intersection must have a turning circle with a minimum radius of 8 metres (including roll over curbs if they are provided).
R49	For the purpose of Clause 13.02, dwellings and residential buildings on land identified in Plan 5 as a Fuel Reduction Area where development abuts a conservation area, open space or drainage reserve that is not managed as low threat vegetation under AS3959-2009 must be designed to achieve a BAL rating of no greater than BAL-12.5. This can be achieved through applying setbacks consistent with those outlined in Plan 5 and the cross sections in Section 4.7.

Plan 9 - Public Transport and Path Network

Minta Farm Precinct Structure Plan

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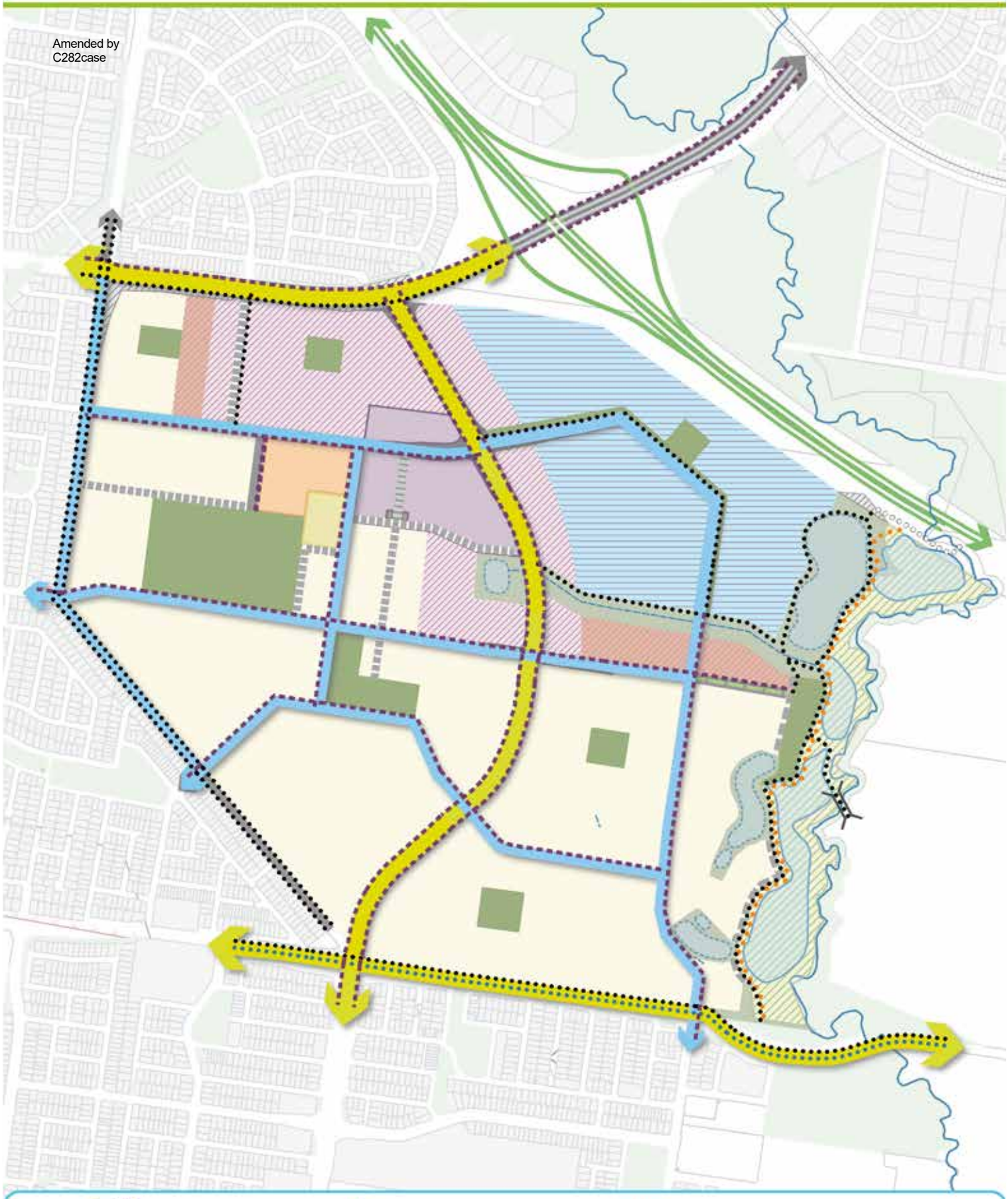


- precinct boundary
- pedestrian bridge
- pedestrian signals
- signalised intersection
- bus capable road (arterial)
- bus capable road (other)
- on-road bike lane
- off-road shared path
- shared path extension subject to approval by responsible authority
- bike path (off-road) 2-way
- equestrian trail

3.5 Transport and movement

3.5.1 Public transport

REQUIREMENTS	
R50	The street network must be designed to ensure all households have direct and convenient walking access to public transport services.
R51	Roads and intersections identified as bus capable on Plan 9 must be constructed to accommodate ultra-low-floor buses to the satisfaction of Public Transport Victoria and the responsible authority.
R52	Any roundabouts on roads shown as bus capable on Plan 9 must be constructed to accommodate ultra-low-floor buses in accordance with the *Public Transport Guidelines for Land Use and Development*.
R53	Bus stop and facilities must be designed as an integral part of town centres and activity generating land uses such as schools, community facilities, sports fields, employment areas and the employment precinct.

3.5.2 Walking and cycling

REQUIREMENTS	
R54	Design of streets and arterial roads must give priority to pedestrians and cyclists by providing the following: • Footpaths, at least 1.5 metres wide, on both sides of all streets and roads unless otherwise specified by the PSP and relevant cross section. • Shared paths or bicycle paths, where identified on Plan 9, the cross sections in Appendix 4.7 - 4.8 or as specified by another requirement in the PSP. • Safe, accessible and convenient crossing points of connector streets and local streets at all intersections, key desire lines and key destinations (including town centres and open space). • Safe pedestrian crossings of arterial roads at all intersections, at key desire lines and at regular intervals appropriate to the function of the road and public transport provision. • Pedestrian priority crossings on all slip lanes. • Safe and convenient transition between on and off-road bicycle paths all to the satisfaction of the co-ordinating roads authority and the responsible authority.
R55	Shared and pedestrian paths along waterways must be as follows: • Delivered by development proponents consistent with the network shown on Plan 9. • Above 1:10 year flood level with any crossing of the waterway designed to be above the 1:100 flood level to maintain hydraulic function of the waterway. • Constructed to a standard that satisfies the requirements of Melbourne Water. • Where a shared path is to be delivered on one side of a waterway, as identified on Plan 9, a path is also to be delivered on the other side of the waterway but may be constructed to a lesser standard such as granitic gravel or similar granular material, with the exception of the conservation area identified in Figure 6. • Located to minimise disturbance to native vegetation and habitat for Growling Grass Frog, migratory birds, Australian Grayling and Dwarf Galaxias habitat and be generally located in accordance with Figure 6 all to the satisfaction of the Melbourne Water and the responsible authority.
R56	Bicycle priority at intersections of minor streets and connector roads with dedicated off-road bicycle paths must be achieved through strong and consistent visual and physical cues and road signs.
R57	Bicycle parking facilities are to be provided by development proponents in convenient locations at key destinations such as town centres, open space and schools.

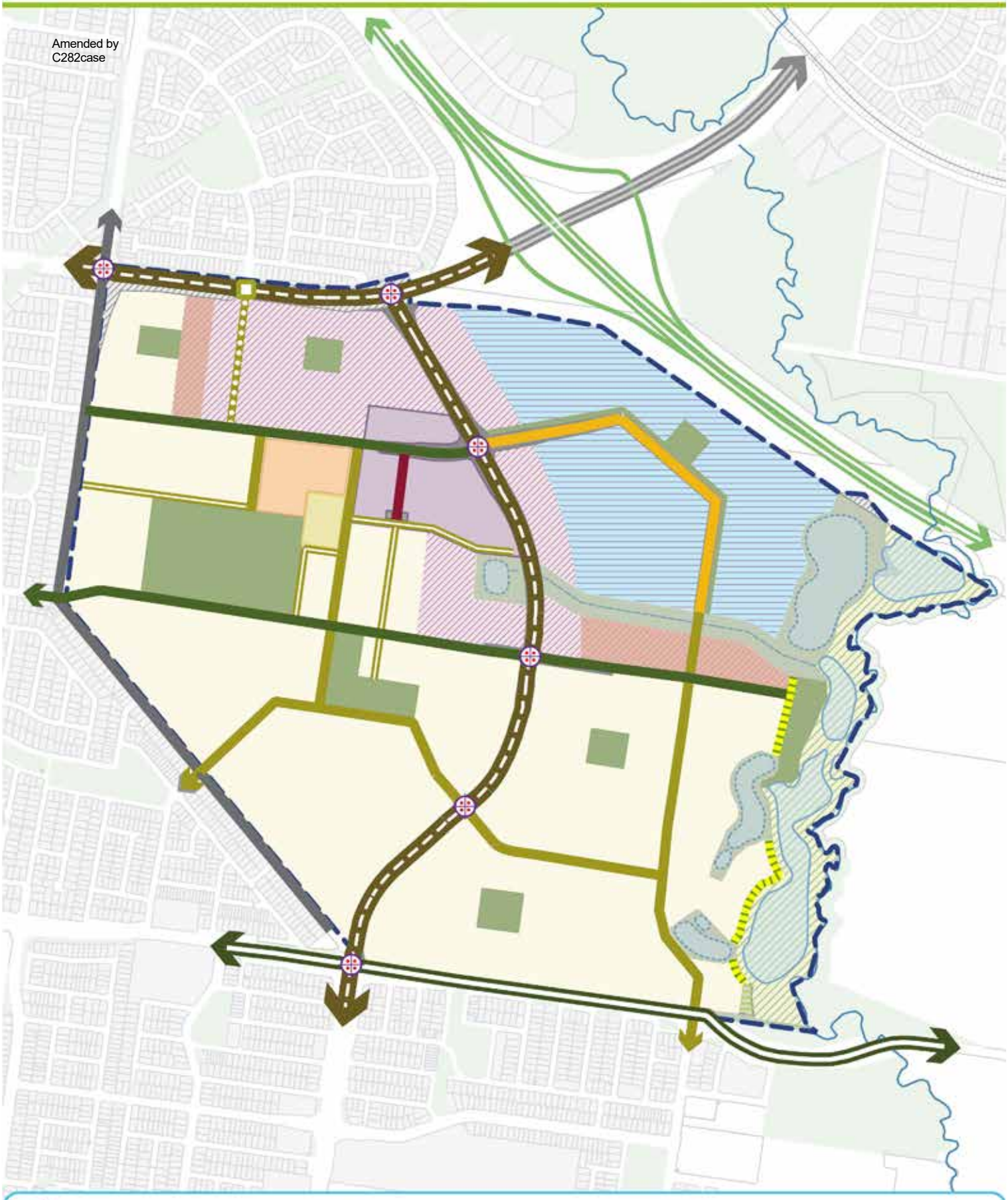
GUIDELINES	
G65	Lighting should be installed along shared, pedestrian and cycle paths linking key destinations, unless otherwise approved by the responsible authority.
G66	The alignment of the off-road bicycle path should be designed for cyclists travelling up to 30 kilometres per hour to the satisfaction of the responsible authority.
G67	Wayfinding signs, identifying the direction, distance and walking time to community facilities and local town centres should be provided to the satisfaction of the responsible authority.

Plan 10 - Street Network
Minta Farm Precinct Structure Plan

1:12,500 @A4
0 100 200 300 400 500 m

N

Amended by C282case



- precinct boundary
- pedestrian signal centrepoint
- signalised intersection
- primary arterial 6 lane (41m)
- secondary arterial 4 lane (34m)
- connector street - residential (25m)
- connector street - local (existing)
- connector street - industrial (31m)
- connector street - boulevard (28-31m)
- main street - town centre (23m)
- local access level 2 with off-road shared path (23.6m)
- local access level 2 (20m)
- conservation/housing interface (14.5m)
- connector street - truncation

3.5.3 Town centre transport, access and connectivity

REQUIREMENTS	
R58	The main street must be designed for a low speed environment of 40 kilometres per hour or less such that vehicles and cyclists share the carriageway and pedestrians can safely cross the road.
R59	Increased permeability in the road network within and surrounding the town centre should be delivered via shorter block lengths and the avoidance of culs-de-sac.
R60	Safe and easy access for pedestrians and cyclists must be provided to the town centre through the layout and design of the surrounding street and path network.
R61	Car park entrances accessed directly from the main street must be minimised and avoided where possible with main access provided from side streets.
R62	Heavy vehicle movements (loading and deliveries) must not front the main street and must be located to the rear and/or side street and sleeved or screened.
R63	Pedestrian entrances must be located on main streets and be visually prominent, well-lit and accessible to people with limited mobility.
R64	Safe and easy access for pedestrians and cyclists must be provided to the town centre through the layout and design of the surrounding street and path network.
R65	Public transport hubs, stops and routes must be located to facilitate access to key destinations and generate activity in town centres.
R66	Pedestrian priority must be provided across all side roads along main streets and all car park entrances.
R67	Pedestrian movement must be prioritised in the design of main streets while supporting local traffic to assist access and activity.
GUIDELINES	
G68	Car parking should be provided efficiently through use of shared and consolidated parking areas.
G69	Safe, clearly identifiable and continuous pedestrian paths should be provided throughout car parking areas.

3.5.4 Street network

REQUIREMENTS	
R68	Subdivision layouts must provide: • a permeable and safe network for walking and cycling • a safe and low speed street network that encourages walking and cycling • convenient access to local points of interest and destinations • for the effective integration with neighbouring properties
R69	The connector street network must be provided in accordance with Plan 10 and the relevant cross-section within Section 4.7 and 4.8, and: • provide for a safe low speed environment • connect across arterial roads and traverse through the core of each square mile • facilitate efficient and direct pedestrian, cyclist, bus and vehicle movement • efficiently link pedestrians and cyclists to jobs and the public transport system
R70	Approximately 30 percent of streets within a subdivision should apply an alternative cross section to the standard street cross sections identified in Appendix 4.7 to the satisfaction of the responsible authority. • Examples of potential variations are provided in Appendix 4.7. Other non-standard variations are encouraged regarding, but not limited to: • Varied street tree placement • Varied footpath or carriageway placement • Varied carriageway or parking bay pavement material • Introduction of elements to create a boulevard effect • Differing tree outstand treatments. For the purposes of this requirement, variation to tree species between or within streets does not constitute a standard street cross section variation. Alternative cross sections must ensure that: • Minimum required carriageway dimensions are maintained to ensure safe and efficient operation of emergency vehicles on all streets as well as buses on connector streets. • The performance characteristics of standard cross sections as they relate to pedestrian and cycle use are maintained. • Relevant minimum road reserve widths for the type of street, as illustrated in Appendix 4.7, are maintained unless otherwise approved by the responsible authority.
R71	Where a single street spans multiple properties that street may consist of multiple cross sections provided a suitable transition is provided between each cross section. Where a street has already been constructed or approved for construction to a property boundary, the onus is on the development connecting into that street to adopt a consistent cross section until that suitable transition can be achieved.
R72	Connector streets must be constructed to property boundaries where an inter-parcel connection is intended or indicated in Plan 10, in accordance with the requirements and staging of the Permit.
R73	Convenient and direct access to the connector street network must be provided through neighbouring properties where a property does not otherwise have access to the connector street network or signalised access to the arterial road network as appropriate.
R74	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.
R75	Where a lot is 6 metres or less in width, vehicle access must be via rear laneway, unless otherwise approved by the responsible authority.
R76	Roundabouts must be designed to reduce vehicle speeds, and ensure safe crossing for pedestrians and cyclists and continuity of shared paths and bicycle paths.
R77	Development must positively address all waterways through the use of frontage roads or lots with direct frontage to the satisfaction of Melbourne Water and the responsible authority.

GUIDELINES	
G70	Street layouts should provide multiple convenient routes to key destinations such as the town centre, Cardinia Creek, local sports reserve and the arterial road network.
G71	Culs-de-sac should not detract from convenient pedestrian, cycle and vehicular connections.
G72	Where existing vegetation is to be retained along a street, reserve widths may be varied to ensure that the provision of footpaths, services, and drainage does not compromise the long-term health of the vegetation.
G73	Slip lanes should be avoided in areas of high pedestrian activity and only be provided at other intersections between connector streets and arterial roads where they are necessitated by high traffic volumes, to the satisfaction of the coordinating roads authority.
G74	The frequency of vehicular crossovers on widened verges (a verge in excess of 6 metres) should be minimised through the use of: • rear loaded lots with laneway access • vehicular access from the side of a lot • combined or grouped crossovers • increased lot widths.
G75	Lots with direct frontage to the waterway network should be set back up to 5 metres from the waterway corridor to provide pedestrian and service vehicle access to those lots to the satisfaction of Melbourne Water and the responsible authority.

Plan 11 - Integrated Water Management

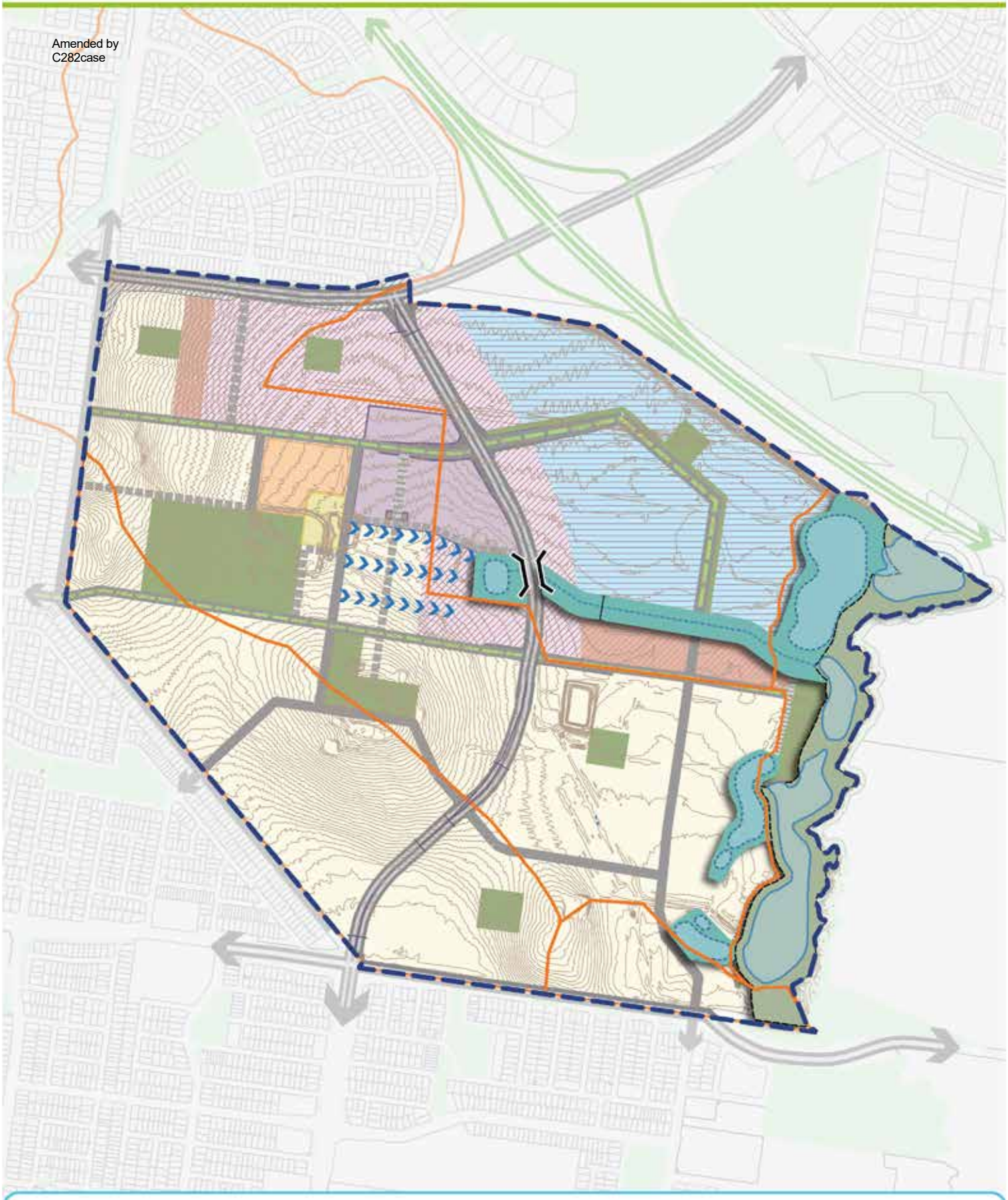
Minta Farm Precinct Structure Plan

1:12,500 @A4

0 100 200 300 400 500 m

N

Amended by C282case



precinct boundary

drainage catchment

WL wetland

WW waterway

60m waterway width

overland flow conveyance area

constructed waterway

constructed drainage asset

existing constructed pond within conservation area subject to modification

constructed waterway corridor/drainage asset

existing constructed waterway corridor

culvert

3.6 Integrated water management and utilities

3.6.1 Integrated water management

REQUIREMENTS	
R78	Development must meet best practice stormwater quality treatment standards (including performance objectives of the Stormwater Environmental Protection Policy Waters for Victoria) prior to discharge to receiving waterways and as illustrated on Plan 11, including suspended solid loads of 85 percent reduction prior to the discharge to Cardinia Creek, unless otherwise approved by Melbourne Water and the responsible authority.
R79	Final design and boundary of constructed waterways, waterway corridors, stormwater quality treatment infrastructure and associated paths, bridges and planting must be to the satisfaction of Melbourne Water and the responsible authority. Where the responsible authority is satisfied that land shown as a waterway or drainage asset on Plan 11 is unlikely to be used for such purposes, that land may be used for an alternative purpose which is generally consistent with the surrounding land uses and the provisions of the applied zone.
R80	The location, design and scale of stormwater management infrastructure must consider Matters of State and National Environmental Significance, particularly where they occur upstream of, within or adjacent to the conservation area and must be designed and located to protect and manage Growling Grass Frog, migratory birds, Australian Grayling and Dwarf Galaxias habitat, and maintain water quality.
R81	Development staging must provide for early delivery of ultimate waterway and drainage infrastructure including stormwater quality treatment. Where this is not possible, development must demonstrate how any interim solution adequately manages and treats stormwater generated from the development and how this will enable delivery of an ultimate drainage solution, all to the satisfaction of the Melbourne Water and the responsible authority.
R82	Stormwater conveyance and treatment must be designed in accordance with the relevant Development Services Scheme or Development Services Strategy to the satisfaction of Melbourne Water and the responsible authority.
R83	The street network and road design for the area south of the local town centre (generally identified by Plan 11) must be designed to safely manage 1 in 100 year (1% AEP) Overland Flow to WL2, to the satisfaction of Melbourne Water and the responsible authority.
R84	The development of sports reserves must include irrigation infrastructure to support the harvesting and use of stormwater.
GUIDELINES	
G76	The design and layout of roads, road reserves and public open space should optimise water use efficiency and long-term viability of vegetation and public uses through the use of Water Sensitive Urban Design initiatives.
G77	Development should include integrated water management initiatives to diversify water supply, reduce reliance on potable water and increase the utilisation of storm and waste water, contributing to a sustainable and green urban environment where practicable.
G78	Development should have regard to relevant water management policies and strategies implemented by the responsible authority, Melbourne Water and South East Water, including any approved Integrated Water Management Plan.
G79	Integrated water management, where practicable, should be designed to: • maximise habitat values for local flora and fauna species • enable future harvesting and/or treatment and re-use of stormwater.
G80	Development should protect and manage for Matters of State and National Environmental Significance, particularly within conservation areas, in relation to water quality and suitable hydrological regimes (both surface and groundwater).

Table 7 Stormwater drainage and water quality treatment infrastructure

ASSET	DESCRIPTION	LOCATION	AREA (HA)	RESPONSIBILITY
WW1	Constructed waterway (60m wide)	Wetland 2 to Cardinia Creek corridor	4.57	Melbourne Water
WL1	Constructed wetland within footprint of existing constructed pond	North of WW1 and abutting Cardinia Creek Corridor	6.37	Melbourne Water
WL2	Constructed wetland	West of north–south arterial road	1.32	Melbourne Water
WL3	Constructed wetland	South of WW1 and abutting the Cardinia Creek Corridor	2.66	Melbourne Water
WL4	Constructed wetland	South of WL3 and abutting the Cardinia Creek Corridor	1.42	Melbourne Water
TOTAL			**16.34**	

Note: The areas and corridor widths identified in this table are subject to refinement during detailed design to the satisfaction of Melbourne Water and the responsible authority.

Plan 12 - Utilities
Minta Farm Precinct Structure Plan

1:12,500 @ A4
0 100 200 300 400 500 m

N

Amended by C282case

3.6.2 Utilities

REQUIREMENTS	
R85	Trunk services must be placed generally along the alignments illustrated on Plan 12 unless otherwise agreed by the relevant servicing authorities.
R86	Before development commences on a property, functional layout plans of the road and street network must be submitted that illustrate the location of: • underground services • driveways and crossovers • shared, pedestrian and bicycle paths • street lights • street trees A typical cross section of each street must be submitted identifying the above and below ground placement of services, street lights and trees. The plans and cross sections must demonstrate how services, driveways and street lights will be placed to achieve the road reserve widths identified in the cross sections at Appendix 4.7 and 4.8 and the minimum level of street tree planting. If required by the responsible authority or service provider, plans and cross sections must nominate which services will be placed under footpaths or road pavements. The plans and cross sections are to be approved by the responsible authority and all relevant service authorities before development commences.
R87	Underground services must be coordinated, located and bundled, utilising common trenching to facilitate tree and vegetation planting within road verges.
R88	Existing above ground electricity cables of less than 66 kilovolts voltage must be placed underground as part of the upgrade of existing roads.
R89	New electricity supply infrastructure, excluding substations and cables of a voltage 66 kilovolt or greater, must be provided underground.
R90	Above ground utilities must be identified in subdivision plans and integrated with the surrounding neighbourhood and designed to minimise amenity impacts to the satisfaction of the relevant authority. Above ground utilities must not be located in public open space or conservation land unless otherwise agreed by the responsible authorities.
R91	Utilities must be placed outside of conservation area identified in Plan 3 and waterway corridors identified in Plan 11. Where services cannot avoid crossing or being located within a conservation area or waterway corridor, they must be located to avoid disturbance to existing waterway values, native vegetation, and habitat for Growling Grass Frog, Dwarf Galaxias, Australian Grayling, and migratory and wetland birds.
R92	The developer must enter into an agreement with South East Water requiring the subdivision to be reticulated with a dual pipe recycled water system to provide for the supply of recycled water from a suitable source or scheme to all lots and open space reserves within the subdivision, subject to agreement by South East Water.
R93	Irrespective of whether South East Water has entered into an agreement, any plan of subdivision must contain a restriction that prohibits a dwelling or commercial building being constructed on any lot unless the building incorporates dual plumbing for the use of recycled water in toilet flushing, laundry use and garden watering should it become available.
GUIDELINES	
G81	Above-ground utilities should be located outside of key view lines and screened with vegetation.
G82	Underground services in new or upgraded streets should be designed and located as per the guidelines at Appendix 4.6.
G83	Locating utility easements to the rear of lots should only occur if there is no practical alternative.

3.7 Infrastructure delivery and staging

Infrastructure within the precinct will be delivered via the following mechanisms:

- Subdivision construction works by developers.
- Agreements under S173 of the *Planning and Environment Act 1987*.
- Utility service provider requirements.
- Minta Farm infrastructure contributions plan.
- Relevant development contributions from adjoining areas.
- Capital works projects by council, state government agencies and non-government organisations.
- Works-in-kind (WIK) projects undertaken by developers on behalf of council or state government agencies.

3.7.1 Development staging

REQUIREMENTS	
R94	The north–south arterial road as funded by the Minta Farm ICP must be delivered prior to the subdivision of the 1,001st aggregate residential lot unless otherwise agreed in writing by the relevant road management authority.
R95	For development abutting the north–south arterial road, staging must prioritise the delivery of the road, to the satisfaction of the responsible authority. Delivery of the north–south arterial road must prioritise construction to property boundaries where an inter-parcel connection is intended or indicated by Plan 10, in accordance with the staging requirements of the permit.
R96	Development staging must provide for the timely provision and delivery of: • the arterial road network and seek to co-ordinate the delivery of these roads in conjunction with the timing of the arterial road connections located external to the precinct • connector streets and connector street bridges • street connections between properties, constructed to the property boundary • on- and off-road pedestrian and bicycle path connections.
GUIDELINES	
G84	Development staging will be determined largely by the development proposals on land within the precinct and the availability of infrastructure services. Development applications should demonstrate the following: • How the development will be integrated with adjoining developments, through the timely provision of connecting roads and pedestrian and bicycle paths, where practicable. • Where development does not directly adjoin the urban edge, how local open space will be provided in the early stages of the development to provide new residents with amenity. • How sealed road access will be provided to each new lot. • How trunk service extensions will be delivered, including confirmation of the agreed approach and timing by the relevant infrastructure or service provider. • How development will avoid and minimise impacts to conservation areas including with regard to the location of essential and other services.
G85	Development staging should provide for the early delivery of sports reserves, community facilities, parks and playgrounds.

3.7.2 Subdivision works by developers

REQUIREMENTS	
R97	Unless otherwise provided via the Minta Farm ICP, subdivision of land within the precinct must provide and meet the total cost of delivering the following infrastructure: • Connector streets and local streets. • Local bus stop infrastructure in locations agreed in writing by Public Transport Victoria. • Landscaping, including canopy tree planting, of existing and future roads and local streets. • Intersection works and traffic management measures along arterial roads, connector streets and local streets. • Council approved fencing and landscaping along arterial roads where required. • Shared, pedestrian and bicycle paths along arterial roads, connector streets, local streets, utilities easements, waterways and within parks. This includes bridges, intersections and barrier points. • Bicycle parking. • Appropriately scaled lighting along all roads, major shared and pedestrian paths, and traversing public open space. • Local drainage system. • Local street or pedestrian path crossings of waterways unless outlined as the responsibility of another agency in the Precinct Infrastructure Plan. • Infrastructure as required by utility service providers including water, sewerage, drainage (except where the item is funded through a Development Services Scheme), electricity, gas, and telecommunications.
R98	Public open space, where not otherwise provided via the Minta Farm ICP, must be finished to the satisfaction of the responsible authority prior to the transfer of the public open space, including but not limited to the following: • Removal of all existing and disused structures, foundations, pipelines and stockpiles. • Clearing of rubbish and environmental weeds and rocks, levelled, topsoiled and grassed with warm climate grass (unless conservation reserve requirements dictate otherwise). • Provision of water tapping, potable and recycled water connection points. • Sewer, gas and electricity connection points must also be provided to land identified as a sports reserve or district level local park. • Provision of trees and other plantings (with drought tolerant species). • Adequate protection of existing trees that are to be retained including exclusion zones as appropriate. • Installation of vehicular exclusion devices, such as fences and bollards, and maintenance access points. • Construction of pedestrian paths around the perimeter of the reserve, connecting and linking into any other surrounding paths or points of interest, to the satisfaction of the responsible authority. • Installation of park furniture including barbeques, shelters, tables, local scale play grounds and other local scale play elements such as half basketball courts and hit-up walls, rubbish bins and appropriate paving to support these facilities, consistent with the type of public open space listed in the open space delivery guide at Table 6.
R99	Sports reserves must be vested in the relevant authority in the following condition: • Free from surface and protruding rocks and structures. • Reasonably graded and/or top soiled to create a safe and regular surface, with a maximum 1:6 gradient. • Bare, patchy and newly graded areas seeded, top-dressed with drought resistant grass. • Include irrigation infrastructure to support the harvesting and use of stormwater. Consistent with the Minta Farm ICP, where these works are not considered to be temporary, works are eligible for a works-in-kind credit against an ICP obligation. Works associated with adjacent road construction, such as earthworks for a road embankment, are not eligible for works-in-kind credit.
R100	Conservation areas to be vested in the relevant authority must be delivered to the satisfaction of that authority. Works required prior to the transfer must include, but not be limited to: • Clearing of rubbish and weeds. • Essential repairs and stabilisation of structures. • Any fencing required to ensure the safety of the public. Any works carried out must be consistent with any relevant Cultural Heritage Management Plan and Conversation Management Plan.

Plan 13 - Precinct Infrastructure Plan

Minta Farm Precinct Structure Plan

1:12,500 @A4

0 100 200 300 400 500 m

N

Amended by C282case

precinct boundary
local sports reserve
local park
urban plaza
future government school
local community facility
pedestrian signals
intersection project and label
road project
bridge/culvert project
IN ICP/PIP ID
early works financing

4.0 APPENDICES

4.1 Precinct infrastructure plan

Plan 13 and Table 8 list the items of the Minta Farm ICP and other infrastructure to be delivered by the local council or State Government to meet the needs of the proposed development within the precinct. Project delivery timing outlined in Table 8 is indicative and subject to periodic review by the relevant Responsible Authority.

Table 8 Precinct infrastructure

Amended by C282case

TITLE & DESCRIPTION	LEAD AGENCY	COMPONENT INCLUDED IN ICP			TIMING*	APPORTION-MENT	ICP REF	NOTE
		ULTIMATE LAND	INTERIM CONSTRUCTION	ULTIMATE CONSTRUCTION				
TRANSPORT								
ROAD PROJECTS								
O'Shea Road Construction of a 4-lane arterial road (ultimate treatment)	Metropolitan Roads Authority	No	No	No	S	-	-	
North-South Arterial Road Provision of land for a 6-lane arterial road reserve (ultimate treatment); and Construction of 2-lane carriageway (interim treatment)	Casey City Council	Yes	Yes	No	S	100%	RD-01	
Grices Road Construction of a 4-lane secondary arterial road (ultimate treatment)	Casey City Council	No	No	No	S-M	-	-	External apportionment100% to the Clyde North DCP for purchase of land (ultimate treatment, refer to RD03) and construction of a 2-lane road (interim treatment, refer to RD06)
INTERSECTION PROJECTS								
O'Shea Road/ Soldiers Road Construction of a signalised Primary to Primary T-intersection (ultimate treatment)	Metropolitan Roads Authority	No	No	No	S	-	-	Funded as part of Monash Stage 2 Upgrade Works
O'Shea Road/ North-South Arterial Road Provision of land (ultimate treatment); and Construction of a primary-to-primary signalised T-intersection (interim treatment)	Casey City Council	Yes	Yes	No	S	100%	IN-01	

TITLE & DESCRIPTION	LEAD AGENCY	COMPONENT INCLUDED IN ICP			TIMING*	APPORTION-MENT	ICP REF	NOTE
		ULTIMATE LAND	INTERIM CONSTRUCTION	ULTIMATE CONSTRUCTION				
North-south arterial/ East-west connector (north) Provision of land (ultimate treatment); and Construction of an arterial to connector signalised 4-way intersection (interim treatment)	Casey City Council	Yes	Yes	No	S-M	100%	IN-02	
North-South Arterial Road/ east–west connector (central) Provision of land (ultimate treatment); and Construction of an arterial to connector signalised 4-way intersection (interim treatment)	Casey City Council	Yes	Yes	No	S-M	100%	IN-03	
North-South Arterial Road/ east–west connector (south) Provision of land (ultimate treatment); and Construction of an arterial to connector signalised 4-way intersection (interim treatment)	Casey City Council	Yes	Yes	No	S-M	100%	IN-04	
North-South Arterial Road/ Grices Road Provision of land (ultimate treatment); and Construction of a Signalised intersection (interim), including truncation of Soldiers Road and addition of new northern leg (interim treatment), to connect to the North-South Arterial Road.	Casey City Council	Yes	Yes	No	S	100%	IN-05	
EARLY DELIVERY WORKS								
Early delivery of works associated with the North-South Arterial Road The financing costs associated with the early delivery of the North-South Arterial Road (interim).	Casey City Council	Yes	Yes	No	S	100%	EDW-RD-01	
Early delivery of works associated with O'Shea Road/ North-South Arterial Road intersection The financing costs associated with the early delivery of the northern intersection IN-01 (interim).	Casey City Council	Yes	Yes	No	S	100%	EDW-IN-01	
Early delivery of works associated with North-South Arterial Road/ Grices Road intersection The financing costs associated with the early delivery of the southern Intersection IN-05 (interim).	Casey City Council	Yes	Yes	No	S	100%	EDW-IN-05	

TITLE & DESCRIPTION	LEAD AGENCY	COMPONENT INCLUDED IN ICP			TIMING*	APPORTION-MENT	ICP REF	NOTE
		ULTIMATE LAND	INTERIM CONSTRUCTION	ULTIMATE CONSTRUCTION				
Early delivery of works associated with the North-South Arterial Road Culvert The financing costs associated with the early delivery of the Culvert CU-01	Casey City Council	Yes	Yes	No	S	100%	EDW-CU-01	
BRIDGE & CULVERT PROJECTS								
BRIDGE: Cardinia Creek shared pedestrian and cyclist bridge Construction of a shared pedestrian and cyclist bridge over Cardinia Creek	Casey City Council	No (Conservation Area)	N/A	Yes	M-L	50%	BR-01	External apportionment 50% to the (future) Officer South Employment Precinct ICP
CULVERT: North-South Arterial Road culvert Construction of culvert crossing over the constructed waterway	Casey City Council	N/A	Yes	No	S	100%	CU-01	
PEDESTRIAN CROSSING PROJECTS								
Pedestrian signals Construction of pedestrian operated signals along O'Shea Road at Wordsworth Drive	Casey City Council	N/A	Yes	No	M-L	50%	PS-01	External apportionment 50% to Casey City Council
PUBLIC TRANSPORT PROJECTS								
Bus services Delivery of bus services	Public Transport Victoria	No	No	No	S-M	-	-	Service provision staged overtime.
COMMUNITY AND RECREATION								
COMMUNITY FACILITY PROJECTS								
Community facility Provision of land; and Construction of a Level 1 multi-purpose community centre (including 3× kindergartens, community rooms and additional facilities to cater for childcare and maternal child health)	Casey City Council	Yes	N/A	Yes	M	100%	CO-01	
EDUCATION PROJECTS								
Government primary school (P6) Provision of land; and Construction of government primary school (P6)	Department of Education and Training	No	No	No	S-M	-	-	
OPEN SPACE & LOCAL PARK PROJECTS								

TITLE & DESCRIPTION	LEAD AGENCY	COMPONENT INCLUDED IN ICP			TIMING*	APPORTION-MENT	ICP REF	NOTE
		ULTIMATE LAND	INTERIM CONSTRUCTION	ULTIMATE CONSTRUCTION				
Sports reserve Provision of land; and Construction of a local sports reserve (comprising 2× cricket ovals with 3× soccer fields overlaid, 2× netball courts, 1× cricket/soccer/netball pavilion, car parking and basic landscaping)	Casey City Council	Yes	N/A	Yes	S-M	100%	SR-01	
Local park Provision of land for a local park	Casey City Council	Yes	No	No	S-M	100%	LP-01	LP-01
Local park Provision of land for a local park	Casey City Council	Yes	No	No	M-L	100%	LP-02	LP-02
Local park Provision of land for a local park	Casey City Council	Yes	No	No	M-L	100%	LP-03	LP-03
Local park Provision of land for a local park	Casey City Council	Yes	No	No	M-L	100%	LP-04	LP-04
Local park Provision of land for a local park	Casey City Council	Yes	No	No	M-L	100%	LP-05	LP-05
Local park Provision of land for a local park	Casey City Council	Yes	No	No	S-M	100%	LP-06	LP-06
Local park Provision of land for a local park	Casey City Council	Yes	No	No	S-M	100%	LP-07	LP-07
Local park Provision of land for a local park	Casey City Council	Yes	No	No	S-M	100%	LP-08	LP-08
Local park Provision of land for a urban plaza	Casey City Council	Yes	No	No	S-M	100%	UP-01	UP-01

Amended by C282case

4.2 Parcel-specific land use budget

Table 9 Parcel-specific land use budget

PSP PARCEL ID	TOTAL AREA (HECTARES)	TRANSPORT					OPEN SPACE							TOTAL NET DEVELOPABLE AREA (HECTARES)	TOTAL CONTRIBUTION LAND (HECTARES)	NET DEVELOPABLE AREA % OF PROPERTY
		ARTERIAL ROAD					UNCREDITED OPEN SPACE				CREDITED OPEN SPACE					
		ARTERIAL ROAD - EXISTING ROAD RESERVE	ARTERIAL ROAD - PUBLIC ACQUISITION OVERLAY	ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING (PUBLIC PURPOSE LAND)	GOVERNMENT SCHOOL	ICP COMMUNITY FACILITIES	CONSERVATION RESERVE	WATERWAY AND DRAINAGE RESERVE	CROWN LAND	REDUNDANT ROAD RESERVE	LOCAL SPORTS RESERVE (PUBLIC PURPOSE LAND)	LOCAL NETWORK PARK (PUBLIC PURPOSE LAND)	URBAN PLAZA (PUBLIC PURPOSE LAND)			
1-E	27.7995	0.0000	0.0000	1.7097	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	1.1419	0.0000	24.9478	27.7995	90%
1-R	7.2374	0.0000	4.1805	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	3.0569	3.0569	42%
2	0.2051	0.0000	0.2051	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0%
3	2.0784	0.0000	0.1432	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.7000	0.0000	1.2352	1.9352	59%
4-E	46.8164	0.0000	0.0000	3.6368	0.0000	0.0000	0.0000	2.1619	0.0000	0.0000	0.0000	1.1613	0.0000	39.8564	44.6544	85%
4-R	80.8402	0.0000	0.2226	2.4646	3.5000	1.2000	6.4043	10.1645	0.0000	0.0000	9.0016	0.9365	0.0600	46.8862	60.5488	58%
5	116.2131	0.0000	0.0000	4.0894	0.0000	0.0000	9.8184	4.0829	0.0000	0.0000	0.0000	5.0897	0.0000	93.1327	102.3118	80%
6	1.1396	0.0000	0.0000	0.0000	0.0000	0.0000	0.9155	0.0000	0.2241	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0%
SUB-TOTAL	282.3297	0.0000	4.7515	11.9005	3.5000	1.2000	17.1381	16.4093	0.2241	0.0000	9.0016	9.0294	0.0600	209.1153	240.3067	74%
ROAD RESERVE																
Grices Road Reserve	2.1637	1.6730	0.0000	0.0000	0.0000	0.0000	0.1519	0.0000	0.0000	0.3388	0.0000	0.0000		0.0000	0.0000	0%
SUB-TOTAL	2.1637	1.6730	0.0000	0.0000	0.0000	0.0000	0.1519	0.0000	0.0000	0.3388	0.0000	0.0000	0.0000	0.0000	0.0000	0%
TOTALS PSP MINTA FARM	284.4935	1.6730	4.7515	11.9005	3.5000	1.2000	17.2901	16.4093	0.2241	0.3388	9.0016	9.0294	0.0600	209.1153	240.3067	74%

4.3 Minta Farm local town centre – design principles and guidelines

PRINCIPLES	GUIDELINES
Principle 1 Provide every neighbourhood with a viable local town centre as a focus of the community with a fine grain, closely spaced distribution pattern.	• Deliver a fine grain distribution pattern of highly accessible local town centres generally on a scale of one local town centre for every neighbourhood of 8,000 to 10,000 people. • Locate local town centres with a distribution pattern of one local town centre for every square mile (2.58 square kilometres) of residential development. • Deliver a network of economically viable local town centres including a supermarket and supporting competitive local shopping business, medical, leisure, recreation and community needs while allowing opportunities for local specialisation.
Principle 2 Ensure that non-residential development does not have adverse impacts on the amenity of adjoining areas and residential areas in particular.	• Locate the Local Town Centre on or with close proximity to an arterial/connector intersection and ensure that the Local Town Centre is central to the residential catchment that it services while optimising opportunities for passing trade. • Locate the Local Town Centre adjacent to future railway stations or other forms of transit stops to benefit the Local Town Centre and to offer convenience for public transport passengers. • Other locations may be considered where the location results in the Local Town Centre being central to the residential catchment that it serves and/or the location incorporates natural or cultural landscape features such as rivers and creeks, tree rows, topographic features or other heritage structures which assist in creating a sense of place.
Principle 3 Locate local town centre in an attractive setting so that most people live within a walkable catchment of a local town centre and relate to the centre as the focus of the neighbourhood.	• Ensure that 80 to 90 percent of households are within a 1 kilometre walkable catchment of a local or higher order town centre. • Locate the Local Town Centre in attractive settings and incorporate natural or cultural landscape features such creeks and waterways, linear open space, pedestrian and cycle links and areas of high aesthetic value. • The design of the Local Town Centre should respect/enhance existing views and vistas to and from the Local Town Centre location.
Principle 4 Provide a full range of local community and other facilities including a supermarket, shops, medical and recreation uses.	• Land uses should be located generally in accordance with the locations and general land use terms identified on the Local Town Centre Concept Plan. • Promote designs which offer a high degree of community interaction and provision of a vibrant and viable mix of retail, recreation and community uses. • Encourage clustering of uses in precincts such as a 'medical precinct' where similar or synergistic uses should be sited together to promote stronger trading patterns. • Encourage smaller grain scale individual tenancies and land ownership patterns to attract participation of local business investment and encourage opportunities for greater diversity. • Incorporate flexible floor spaces (including floor to ceiling heights) into building design to enable localised commercial uses to locate amongst the activity of the Local Town Centre. • The Local Town Centre should generally be anchored by one full line supermarket and supported by specialty stores unless otherwise noted on the Local Town Centre Concept Plan. • Supermarkets and other commercial or community anchors or secondary anchors within the Local Town Centre should generally be located diagonally opposite one another across the main street and/or town square to promote pedestrian desire lines that maximise movement within the public realm. • A small access mall that address a supermarket/other 'large box uses' may be considered as part of the overall design. Such access malls may have a limited number of internalised shops. The primary access to the mall should be from the main street and/or the town square. • Active building frontages should address the main street and town square to maximise exposure to passing trade, and promote pedestrian interaction. • Provide retail and/or office at ground level and office, commercial and residential above ground level in Mixed Use precincts • Locate childcare, medical centres and specialised accommodation (for example, aged care, nursing home, student accommodation, and serviced apartments) within or at the edge of the Local Town Centre to contribute to the centre's activity and the resident's access to services. • Locate car parking areas centrally to development sites and to the rear and or side of street based retail frontages. • Design car parking areas to accommodate flexible uses and allow for long term development opportunities. • Provide public toilets in safe and accessible locations within the managed area of the property.

PRINCIPLES	GUIDELINES
Principle 5 Focus on a public space as the centre of community life.	• Provide a public space which acts as the central meeting place within the Local Town Centre. This space may take the form of a town square, town park, public plaza space, public market place or a similar locally responsive option designed to function as the identifiable 'centre' or 'heart' with a distinctive local character for both the Local Town Centre and the broader residential catchment. • Locate the public space where the key uses of the Local Town Centre are directly focused on it to ensure that it is a dynamic and activated place. • Design flexible and adaptable public spaces so that a range of uses can occur within them at any one time. Such uses may include people accessing daily shopping and business needs as well as social interaction, relaxation, celebrations and temporary uses (such as stalls, exhibitions and markets). • Design the public space so that it is well integrated with pedestrian and cycle links around and through the Local Town Centre so that it acts as a 'gateway' to the activity of the centre. • The main public space or town square should have a minimum area of 500 square metres. Smaller public spaces which are integrated within the built form design, surrounded by active frontages and facilitate high levels of pedestrian movement are also encouraged. • Footpath widths within and around the public space as well as along the main street should be sufficient to provide for universal access as well as outdoor dining and smaller gathering spaces.
Principle 6 Integrate local employment and service opportunities in a business friendly environment.	• Provide a variety of employment and business opportunities through the provision of a broad mix of land uses and commercial activities. • Provide a range of options and locations for office based businesses. • Provide services and facilities to support home based and smaller businesses within the Local Town Centre. • Consider appropriate locations for small office/home office housing which maximise the access and exposure to the activity of the Local Town Centre. • Consider using these uses to sleeve loading areas and car parks where feasible
Principle 7 Include a range of medium and high density housing and other forms of residential uses within and surrounding the Local Town Centre.	• Provide medium and high density housing in and around the Local Town Centre and in locations of high amenity for passive surveillance and contributions to the location's life and amenity. • Medium and high density housing should be supported by strong pedestrian and cycle links to surrounding locations of interest. • Provide a range of housing types for a cross-section of the community including specialised accommodation (such as aged care, nursing homes, retirement living, student accommodation and serviced apartments) in and around the Local Town Centre, with strong pedestrian and cycle links to the central activity area. • Design the Local Town Centre to avoid potential land use conflicts between residential and commercial uses by focusing on retail operations on the main street and around the town square and locating residential uses predominantly at the edge and/or on upper levels. • Refer to the Small Lot Housing Code for further information about housing requirements for small lots around the Local Town Centre.
Principle 8 Support light industry uses with a technology focus, including business incubators, light manufacturing as well as, research, development and associated light manufacturing.	• Use universal design principles in the design of all public spaces. • Design the Local Town Centre to provide easy, direct and safe access for pedestrians, cyclists, public transport modes, private vehicles, and service and delivery vehicles with priority given to pedestrian movement, amenity, convenience and safety. • Provide a permeable street network, walkways and public spaces that provide linkages throughout the centre and designated pedestrian crossing points. • Design the main and other streets to comply with the relevant cross sections found within the PSP. • A speed environment of 40 kilometres per hour or less should be designed for the length of the main street. • Provide public transport infrastructure facilities in convenient locations for commuters. • Provide bus stops in accordance with the Public Transport Guidelines for Land Use and Development, to the satisfaction of the Department of Transport. • Provide bicycle parking within the street network and public spaces in highly visible locations and close to key destinations. • Design supermarket and other 'large format' buildings so they do not impede on the movement of people around the Local Town Centre. • Locate key buildings to encourage pedestrian movement along the length of the street and through public spaces. • Design buildings so they have a positive relationship with and interface to the public street network. • Design car parking areas to ensure passive surveillance and public safety through adequate positioning and lighting. • Provide dedicated pedestrian routes and areas of landscaping within off street car park areas. • Provide on-street car parking to encourage short stay/convenience uses. • Group and limit the number of car park access crossovers.

PRINCIPLES	GUIDELINES

Principle 9
 	
Create a sense of place with high quality engaging urban design
	• Design developments to complement and enhance the character of the surrounding area by responding to key visual cues associated with the topography and other natural features of the Local Town Centre location and its surrounds.
	• Minimise amenity and noise impacts resulting from the mix of uses by maintaining appropriate separation and transitional areas between retail and housing activities using open space, road networks and community facilities.
	• Design each building to contribute to a cohesive and legible character for the Local Town Centre as a whole.
	• Designate sites in prominent locations (such as at key intersections, surrounding public spaces and terminating key view lines and vistas) for significant buildings or landmark structures.
	• Design corner sites, where the main street meets an intersecting and/or arterial road to:
	  • provide built form that anchors the main street to the intersecting road. This can be achieved through increased building height, scale and articulated frontages
	  • incorporate either 2 storey building or 2 storey elements (such as awnings and roof lines)
	  • provide an active ground floor frontage and active floor space component to the main street frontage
	  • provide a consistent covered walkway or veranda for weather protection in the design of building frontages on major pedestrian routes.
	• Align built form with the property boundary to define the street edge.
	• Provide visually rich, interesting and well-articulated street facing facades and all visible side or rear facades finished in suitable materials and colours that contribute to the character of the Local Town Centre.
	• Use materials and design elements which are compatible with the environment and landscape character of the broader precinct.
	• The design and siting of supermarkets and other 'large format retail uses' should provide an appropriate response to the entire public domain. This includes but is not limited to car parking areas, predominantly routes and streets.
	• Design supermarket and secondary anchors with frontages that directly address the main street and/or town square so that the use integrates with and promotes activity within the main street and public spaces/ thoroughfares.
	• Design supermarkets or large format retail uses with a direct frontage to the main street using clear glazing to allow view lines into the store from the street. (Planning permits for buildings and works should condition against the use of "white washed" or frosted glass windows, excessive window advertising and obtrusive internal shelving or 'false walls' offset from the glazing).
	• Secondary access to the supermarket from car parking areas should only be considered where it facilitates convenient trolley access and does not diminish the role of the primary access from the main street and or town square.

	• Retail uses along street frontages should generally include access points at regular intervals to encourage activity along the length of the street. • Retail and commercial buildings within the Local Town Centre should generally be built to the property line. • Public spaces should be oriented to capture north sun and protect from prevailing winds and weather. • Landscaping of all interface areas should be of a high standard as an important element to complement the built form design. • Urban art should be incorporated into the design of the public realm. • Street furniture should be located in areas that are highly visible and close to or adjoining pedestrian desire lines/gathering spaces and designed to add visual interest to the Local Town Centre. • Wrapping or sleeving of car parking edges with built form, to improve street interface, should be maximised. • Car parking areas should provide for appropriate landscaping with planting of canopy trees and dedicated pedestrian thoroughfares. • Screening of centralised waste collection points should minimise amenity impacts on adjoining areas and users of the centre. • Where service areas are accessible from car parks, they should present a well-designed and secure facade to public areas. • Mechanical plant and service structure roofs should be included within roof lines or otherwise hidden from view.

PRINCIPLES	GUIDELINES

Principle 10
 	
To support a mix of commercial and residential uses.
	• The Local Town Centre should promote the localisation of services which will contribute to a reduction of travel distance to access local services and less dependence on private vehicles.
	• The Local Town Centre should be designed to be sympathetic to its natural surrounds by:
	  • investigating the use of energy efficient design and construction methods for all buildings
	  • including Water Sensitive Urban Design principles such as integrated stormwater retention and reuse (for example, toilet flushing and landscape irrigation)
	  • promoting safe and direct accessibility and mobility within and to and from the Local Town Centre
	  • including options for shade and shelter through a combination of landscape and built form treatments
	  • ensuring buildings are naturally ventilated to reduce the reliance on plant equipment for heating and cooling
	  • promoting passive solar orientation in the configuration and distribution of built form and public spaces
	  • grouping waste collection points to maximise opportunities for recycling and reuse
	  • promoting solar energy for water and space heating, electricity generation and internal and external lighting
	  • investigating other opportunities for the built form to reduce greenhouse gas emissions associated with the occupation and the ongoing use of buildings.
	• Ensure the Local Town Centre and building design has an inbuilt capacity for growth.

LOCAL SERVICE BUSINESSES	
Principle 1 Provide local service industries which complement the Local Town Centre.	• Deliver a variety of local services and businesses such as health services, gym, dance studio, private play centre, squash or other courts, indoor recreational facilities, printer, reception centre, crafts centre, storage, automobile repairs, timber yards, workshops and veterinary clinics.
Principle 2 Deliver an urban design that supports the needs of small businesses.	• Where local service businesses are provided, design should encourage a pattern of smaller scale individual tenancies and land ownership patterns to attract investment and encourage greater diversity and opportunity for local business investment. • Buildings should incorporate a flexible design that caters to a mix of uses including services, commercial and office. • Building design should be flexible to allow for subdivision or the amalgamation of units with a modular form to suit local needs and business growth. • Buildings should incorporate multi-function spaces such as the inclusion of full container height garages and mezzanine offices.

4.4 Employment precinct – design principles and guidelines

PRINCIPLES	GUIDELINES
Principle 1 Integrate employment and service opportunities in a business friendly environment.	• Deliver a precinct of economically viable employment opportunities including, but not limited to; business, technology, research and development, light manufacturing and local services. • Land uses should be located generally in accordance with the locations and land use terms identified in Plan 6. • Complementary land uses or services should be sited together to promote stronger trading patterns. • Develop a high amenity, well-connected landscaped employment precinct. • A variety of employment and business opportunities should be encouraged through the provision of a broad mix of land uses and commercial activities.
Principle 2 Ensure that non-residential development does not have adverse impacts on the amenity of adjoining areas and residential areas in particular.	• Sub-precincts should avoid potential land use conflicts with incompatible uses by focusing technology and innovation uses predominantly at the edge of Princess Freeway, mixed-uses abutting residential areas and commercial uses along the North-South Arterial Road. • Design of the precinct should seek to minimise amenity and noise impacts resulting from the mix of uses by maintaining separation distances as well as utilising transitional areas such as open space, road networks and mixed-use interface areas. • The building design and interface treatment should minimise negative amenity impacts on residential areas. • Façades fronting residential land must be articulated, activated and attractive. • Business operating hours, noise levels, vehicle access and parking impacts should respect the adjacent residential area. • Car parking areas should be located centrally to the site and to the rear and/or side of lots. • Car parking should not be located adjacent to a natural ventilation or outside air intake. • Baffled or directional lighting should be used to avoid the potential of light spill from allotments. • All external plant, service yards, bulk storage areas and services facilities should be confined to the rear of the allotment.
Principle 3 Design the precinct to be pedestrian friendly and accessible by all.	• Safe walking and cycling links should be provided to, from and within the employment area, and linked to the broader walking and cycling network. • Provide continuous pedestrian connections between sub-precincts and to the Local Town Centre. • Site planning should ensure internal movements connect with the movement network of the surrounding area. • Provide attractive and safe interfaces with arterial roads. • Landscaping design should guide pedestrians and cyclists along key desired lines. • Clear sightlines along all pedestrian and cyclist routes must be maintained where vehicular crossovers occur. • Separate pedestrian and cyclist circulation from vehicular movements must be provided where possible and/or appropriate. • Lighting should be adequate to ensure a safe and secure environment. • All parking and pedestrian routes should be well-lit. • Pedestrian entries should be located to be clearly visible and accessible from the street. • Pedestrian entries should be separated from vehicle entries to buildings. • Lighting should be installed at building entrances and car parking vehicle exits. • Car parking areas should be designed to provide dedicated pedestrian routes and areas of landscaping. • Car parking areas and their ingress or egress accommodating heavy vehicle movements should be designed to limit the pedestrian and vehicle conflict. • Larger car parking lots should be located to the rear or side of the buildings they serve. • Larger car parking lots should position dedicated direct paths to take pedestrians from car parking spaces to main building entries. • Car parking spaces should provide effective sightlines for drivers when turning and reversing. • Provide clear sightlines at entries and exist to car parking lots. • All loading areas should be provided on site and be designed to be separated from private vehicles, pedestrian and bicycle routes. • Consideration must be given to the functional and safety requirements for access, circulation, loading and car parks. • Development abutting open space should be well articulated and facilitate passive surveillance with windows and pedestrian access points.

PRINCIPLES	GUIDELINES

Principle 4
 	
Create a sense of place with high quality engaging urban design.
	• Street facades and all visible side or rear facades should be visually interesting, well-articulated and be finished in suitable materials and colours that contribute to the character of the precinct.
	• Tall buildings should set back upper levels or use a podium and tower form to create a pedestrian scale at street level.
	• Buildings should provide a transition from larger buildings to adjacent areas of smaller scale form using scale, built form and uses.
	• Buildings should be located and arranged to allow daylight and winter sun access to key public spaces and key pedestrian streetscapes.
	• Windows of buildings should be arranged to overlook adjacent streets and public spaces.
	• Materials and design elements should be compatible with the landscape character of the broader precinct.
	• Buildings should use durable, sustainable and attractive materials that will minimise maintenance and contribute to the character of the area.
	• Building signage should be incorporated into the built form and be compatible and supportive of the architectural design in scale, colour and style.
	• The design of buildings should have a relationship with and interface to the public street network.
	• Building layout should aim to minimise areas of pavements and maximise landscaped areas to reduce surface heat and improve amenity.
	• Fences and gates should be visually permeable and unobtrusive.
	• Chain mesh or cyclone type fences should not be used. Black painted, steel palisade fencing is the preferred fencing design.
	• Fence pickets should not be over 1.8 metres in height.
	• Façades are to be articulated to contribute to the character of the street and provide visual interest.
	• Landscaping should be used to define and distinguish each sub-precinct.
	• Buildings adjacent to the Cardinia Creek corridor should create an interface that responds to the natural surrounding through the siting and design of buildings, by incorporating:
	  • landscaping theme that complements the vegetation within the corridor
	  • building design that positively contributes to the pedestrian experience
	  • materials and tones that complement the corridor.
	• All plain concrete wall panels on front and side facades should be painted or designed to give visual interest unless abutting an existing wall.
	• Buildings should use landscape treatments to reduce the visual impact of blank walls and large areas of car parking.
	• Building elements such as roofs, balconies, windows, doorways and cladding materials should contribute to the preferred future character.
	• Roof design should include consideration of the size, placement and character of equipment and protrusions.
	• Roof materials and colours should reflect heat.
	• Screening of loading bay and waste collection points should be utilised to minimise amenity impacts with adjoining areas and users of the centre.
	• Building services, such as air-conditioning units, should be positioned away from the main façade and entry, and screened properly.
	• Loading bays and roller shutters should be integrated into the built form or, at the very least, screened from street view.
	• Car parking areas should be landscaped including with canopy trees.
	• Service areas should be well-designed and screened to public areas.
	• Site design should include outdoor recreation open space areas for workers.

PRINCIPLES	GUIDELINES
COMMERCIAL AND OFFICES SUB-PRECINCT	
Principle 1 Support commercial areas for office and business uses.	• Encourage offices and commercial services, including research, education and business services.
Principle 2 Design the Commercial and Office sub-precinct to support high density and be a high quality commercial environment.	• Building heights should be 2 storeys or greater. • Ensure buildings on the gateway sites provide a high quality design outcome to formalise the entry to the employment precinct and wider PSP area. • A distinctive entry feature or element should be constructed to create a unique sense of place and to distinguish the employment area from surrounding residential areas. • Development should address arterial road frontages with an attractive façade. • Design of commercial buildings should be high quality, incorporating façade articulation and glazing. • Buildings fronting O'Shea Road should maximise the visibility of this interface through interesting and prominent building form and massing. • Buildings fronting the North-South Arterial Road, connector streets and open space areas are to be articulated to create visual interest. • Activate ground-level frontages and ensure the design of upper levels is compatible with overall façade character.
Principle 3 Create high quality surroundings in areas that interface with the public realm.	• Buildings should provide active frontages to streets and public spaces. • Buildings should provide weather protection at building entrances, close to transit stops and in areas with pedestrian amenities. • Access points for loading bays, waste collection and site storage areas should be located away from pedestrian priority streets, paths and residential areas. • Landscaping should be managed to maintain sightlines into and out of a premises and across the site. • Buildings should incorporate surface modelling, colour or texture into their external walls fronting streets and public spaces. • Landscape treatments should be used to reduce visual impact of blank walls and large areas of car parking. • For large format retailing: • Street connections to large format retail buildings should be laid out to minimise vehicles accessing surrounding residential areas. • Solid external walls or setbacks adjacent to the street frontage should maintain a visual connection and a walkable distance from the building entry to the street. • Premises should provide convenient and direct pedestrian and cyclist access to public transport stops and to the surrounding area. • Premises should maintain windows to be clear of visual obstructions to the outside to enable informal surveillance of the public realm.

PRINCIPLES	GUIDELINES
INNOVATION AND TECHNOLOGY BUSINESS SUB-PRECINCT	
Principle 1 Support light industry uses with a technology focus, including business incubators, light manufacturing as well as, research, development and associated light manufacturing.	• Support innovation and technology business uses including business incubators, light manufacturing technology as well as research and development. • Provide a mix of light industrial uses to suit the current and future employment trends.
Principle 2 Create a modern and functional light industry area with contemporary urban design.	• Building design should maximise exposure to the Princess Freeway through massing, height and presentation. • Built form should define the primary street frontage and be aligned with the property boundary. • Administrative components of buildings are to be placed at the front of lots to create active frontages. • The entrances to buildings are to be at ground level, providing an environment that promotes seamless movement for pedestrians between the public and private realm. • Visual bulk of industrial buildings is to be minimised through built form, colours and materials.
MIXED USE SUB-PRECINCT	
Principle 1 To support a mix of commercial and residential uses.	• Encourage a mix of uses including commercial and residential. • Buildings must provide retail and/or office at ground level with office, commercial and residential above ground level. • Deliver a variety of office and retail spaces and sizes to suit business needs.
Principle 2 Design mixed use areas to be pedestrian friendly and commercially appealing	• Building heights should be 2 storeys or greater. • Building frontages must be parallel with street boundaries to create a strong built form definition of the street. • Active building frontages should address the primary street frontage to maximise exposure to passing trade and promote pedestrian interaction. • Pedestrian entries should be designed to be clearly visible and directly face the street. • External public and communal places, such as building entries, parking areas and paths, must be well lit and clearly visible to allow for passive surveillance. • Building frontages should incorporate an attractive design and a frontage setback that encourages pedestrian movement along the length of the street through public spaces. • Residential entries to upper level dwellings must be provided from a safe and secure location and provide for weather protection.

4.5 Service placement guidelines

STANDARD ROAD CROSS SECTIONS

Figures 003 and 004 in the *Engineering Design and Construction Manual for Subdivision in Growth Areas* (April 2011) outline placement of services for a typical residential street environment. This approach is appropriate for the majority of the 'standard' road cross sections outlined in Appendix 4.7 containing grassed nature strips, footpaths and road pavements.

NON-STANDARD ROAD CROSS SECTIONS

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

For non-standard road cross sections where service placement guidance outlined in Figures 003 and 004 is not applicable, the following service placement guidelines will apply.

	UNDER PEDESTRIAN PAVEMENT	UNDER NATURE STRIPS	DIRECTLY UNDER TREES1	UNDER KERB	UNDER ROAD PAVEMENT	WITHIN ALLOTMENTS	NOTES
SEWER	Preferred	Possible	Possible	No	Possible	Possible[3]	
POTABLE WATER	Preferred[4]	Preferred	Preferred	No	No	No	Can be placed in combined trench with gas
RECYCLED WATER	Preferred[4]	Preferred	Preferred	No	No	No	
GAS	Preferred[4]	Preferred	Preferred	No	No	No	Can be placed in combined trench with potable water
ELECTRICITY	Preferred[4]	Possible	Possible	No	No	No	Pits to be placed either fully in footpath or nature strip
FTTH/TELCO	Preferred[4]	Possible	Possible	No	No	No	Pits to be placed either fully in footpath or nature strip
DRAINAGE	Possible	Possible	Possible	Preferred	Preferred	Possible[3]	

NOTES

1. Trees are not to be placed directly over property service connections.
2. Placement of services under road pavement is to be considered when service cannot be accommodated elsewhere in road reserve. Placement of services beneath edge of road pavement/ parking bays is preferable to within traffic lanes.
3. Where allotment size/frontage width allows adequate room to access and work on a pipe.
4. Where connections to properties are within a pit in the pedestrian pavement/footpath.

GENERAL PRINCIPLES FOR SERVICE PLACEMENT

- Place gas and water on one side of road, electricity on the opposite side.
- Place water supply on the high side of road.
- Place services that need connection to adjacent properties closer to these properties.
- Place trunk services further away from adjacent properties.
- Place services that relate to the road carriageway (for example, drainage and street light electricity supply) closer to the road carriageway.
- Maintain appropriate services clearances and overlap these clearances wherever possible.
- Locate services outside of BCS conservation areas and natural waterway corridors. Where services cannot avoid crossing or being located within a conservation area or natural waterway corridor they must be located to avoid disturbance to existing waterway values, native vegetation, habitat for Growling Grass Frog, Dwarf Galaxias, Australian Grayling and migratory and wetland birds.

4.6 City of Casey open space core service level standards

4.6.1 Function of open spaces in the City of Casey

Categorising open spaces by function helps to determine how each particular space is intended to be used and in turn the infrastructure that would help fulfil that particular function. The function of individual open spaces can be determined by considering the various function types and the benefits that people seek from open space particularly in the context of the settlement type (that is, where the open space is to be situated and the people it seeks to cater for). Open spaces can be made up of a single function or fulfil a range of functions within the one space. The Casey City Council's Open Space Strategy categorises open space in the context of four functions, including:

FUNCTION	DESCRIPTION
Social/Family recreation or local parks	Social family recreation parks provide opportunities for a range of age groups typically catering for play, picnics, casual ball games, trail activities and environmental qualities. These parks will be created at district and regional level open spaces. Local parks will be smaller informal open spaces catering for the local neighbourhood area.
Trails and Waterways	Land which is set aside or has a secondary function to accommodate trail linkages or open space corridors. These include walkways between streets and neighbourhoods, open space corridors, waterways, drainage corridors, floodplains, tree reserves, wetland areas and gas and transmission line easements which accommodate service infrastructure. Melbourne Water acknowledges that it is committed to supporting multiple use of its waterways to contribute to liveability outcomes. However, restrictions may be in place to allow for flooding, drainage and transfer of water supply and sewerage.
Sport	Land set aside to provide for organised sport. These open spaces should also provide for non-organised recreational uses and at the district and regional level act as community hubs.
Nature	Areas dedicated for environmental values promoting flora and fauna sustainability and connecting residents with nature. These include nature reserves which consist of remnant or newly created vegetation sites.

4.6.2 Hierarchy of open spaces

The Casey City Council has developed a three tiered hierarchy of public open space based on its catchment, where the catchment is the distance in which people may travel to access that particular space. The hierarchy influences the level of infrastructure provision and maintenance standards applied for local, district and regional open space parcels.

HIERARCHY	DESCRIPTION
Local open space	Predominantly provided to serve an immediate local catchment that is relatively small in size, servicing daily and weekly neighbourhoods, generally accessed by bicycle or foot from the surrounding catchment.
District open space	Generally larger areas of a greater complexity (perhaps with support facilities) that serve a group of suburbs or a precinct, with significance for the precinct as a whole or a substantial part of it (due to the size, function or diversity in the space), where there may also be local significance (conservation, cultural value, or for large social gatherings) and where residents might be expected to drive for access.
Regional open space	Areas that serve regional catchments (whole of, or broader than, the) that may host significant sites, including of flora and fauna species, or, by virtue of their size, that offer diversity of opportunities or levels of development that would not necessarily be available for all primary functions and in every municipality. These areas may attract high numbers of people, including tourists.

4.6.3 Passive recreation park

A passive recreation park provides opportunities for a variety of recreational and social activities in a green space setting. These parks locate on a variety of landforms and, in many, cases provide opportunities to protect and enhance landscape amenity.

SCALE	DESCRIPTION AND ATTRIBUTES
Neighbourhood	• Passive recreation park suitable for local recreation/social activities • Junior play emphasis • Attracts users from the local area (that is, 400 metres catchment) • Recreational and social facilities suitable for local activities and events • Minimal support facilities (for example, seats and bin) • Walking and cycling connections
District (1 hectare or greater)	• Passive recreation park suitable for district-level recreation and social activities • Junior and youth play emphasis • Attracts users from the district (that is, 2 kilometre catchment) • Recreational and social facilities suitable for district activities/events • Basic support facilities (for example, amenities, BBQ, picnic tables, shelters and seats) • Walking and cycling connections
Municipal (5 hectares or greater)	• Major passive recreation park suitable for district-level recreation and social events • Junior and youth play emphasis • Attracts users from municipality and adjacent municipalities • Capacity to sustain high level recreation/social use (more than 5000 people) over long periods • High level recreational/social facilities suitable for city wide events • High level support facilities (for example, parking, amenities, toilets and signage) • Walking and cycling connections • Public transport • Car spaces (on and off street) • Bus spaces (on and off street)
Regional	• Major passive recreation park suitable for regional recreation and social events • Capacity to sustain high level recreational and social use (more than 10,000 people) over long periods • High level recreational and social facilities suitable for regional events • Junior and youth play emphasis • High level support facilities (for example, parking, amenities, toilets and signage) • Walking and cycling connections • Public transport • Car spaces (off street) • Bus spaces (off street)

LINEAR PARK

To provide walking and cycling links in a parkland setting.

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

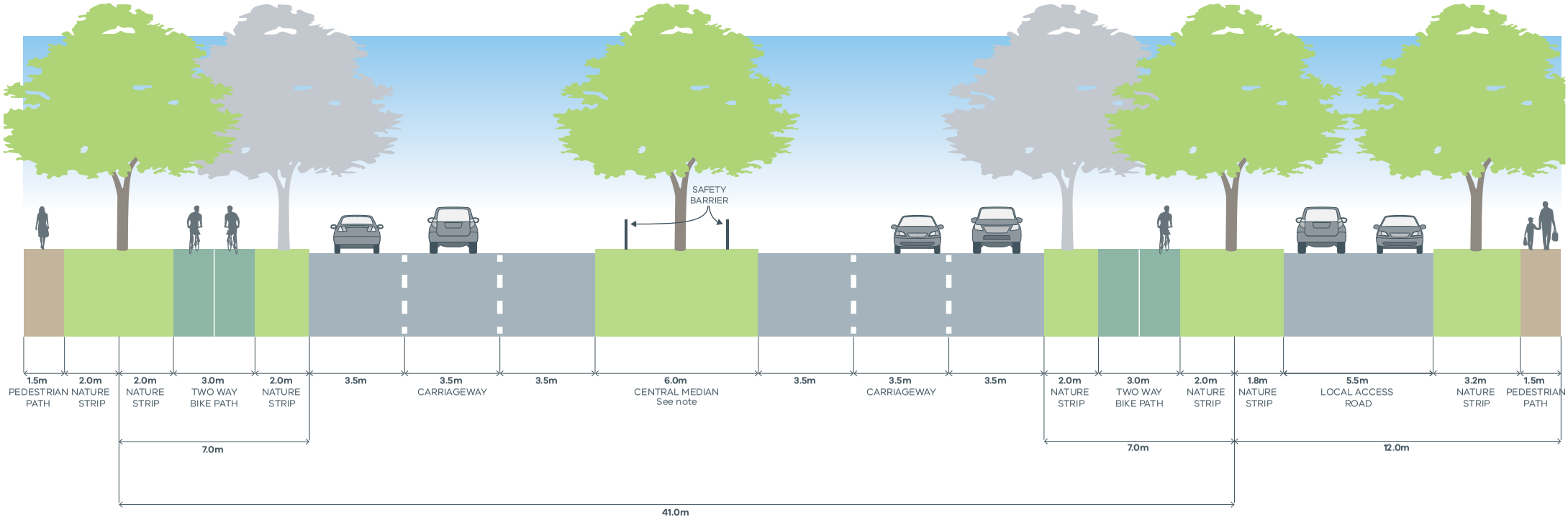
SCALE	DESCRIPTION AND ATTRIBUTES
Neighbourhood	• Local linear corridor that provides a local link • Attracts users from the local area (that is, 400 metres catchment) • Capacity to sustain low level accessibility over short periods • Minor access facilities (for example, path) • Walking and cycling connections
District (1 hectare or greater)	• Major linear corridor that provides a district link • Attracts users from the district (that is, 2 kilometre catchment) • Capacity to sustain moderate level accessibility over long periods • Basic access facilities (for example, path and signage) • Walking and cycling connections
Municipal (5 hectares or greater)	• Major linear corridor that provides a metropolitan link • Attracts users from municipality and adjacent municipalities • Capacity to sustain high level accessibility over long periods • High level access facilities (for example, paths, signage, shade and water fountains) • Walking and cycling connections • Public transport • Car spaces (on street) • Bus spaces (on street)
Regional	• Major linear corridor that provides a regional link • Capacity to sustain high level accessibility over long periods • High level access facilities (for example, paths, signage, shade and water fountains) • Walking and cycling connections • Public transport • Car spaces (on and off street) • Bus spaces (on and off street)

TOWN SQUARE OR URBAN PARK

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

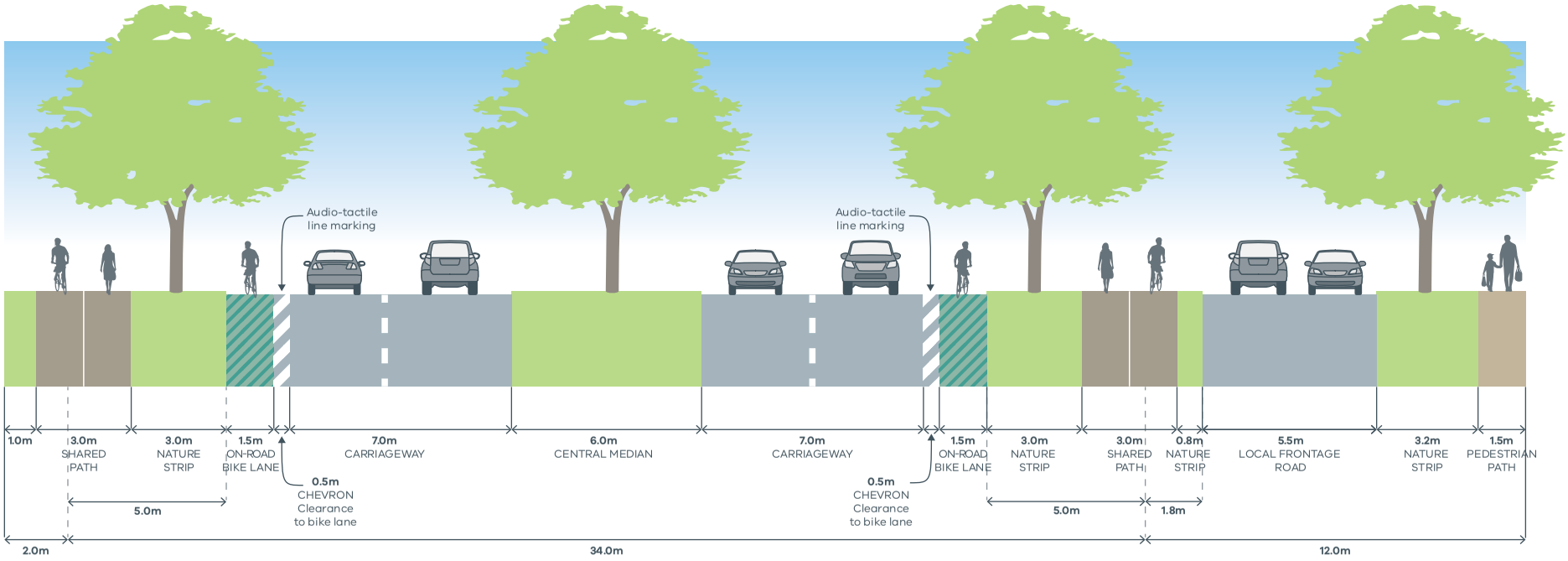
Town squares are to be predominately hard landscaped, while urban parks have less hardstand than town squares, but more than traditional neighbourhood passive recreation parks. Urban parks also offer the opportunity for low key kick and throw activities within a small turfed area. These areas are typically 0.05 hectares or greater.

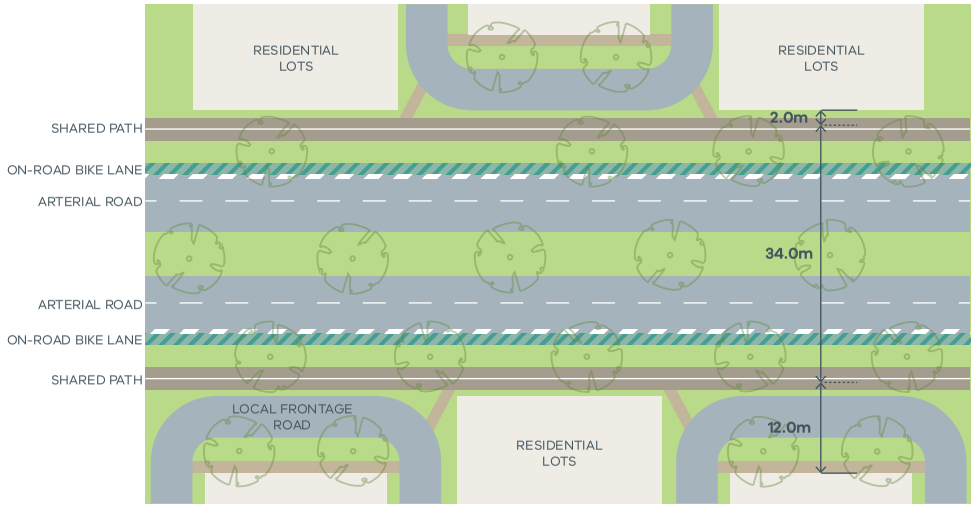
4.7 Road cross sections



NOTES:

- Includes typical residential interface both sides.
- Street tree planting of a medium to large size appropriate for the width and function of the street.
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be B2 Barrier Kerb.
- See VicRoads Tree Planting Policy. Large trees within the road reserve to be protected by safety barriers where required.
- The final configuration of on-road bicycle and off-road shared path may change subject to agreement from the co-ordinating roads authority and the responsible authority.
- The final cross section for O'Shea Road, including the arrangement of bike paths and median vegetation is subject to change through detailed design.

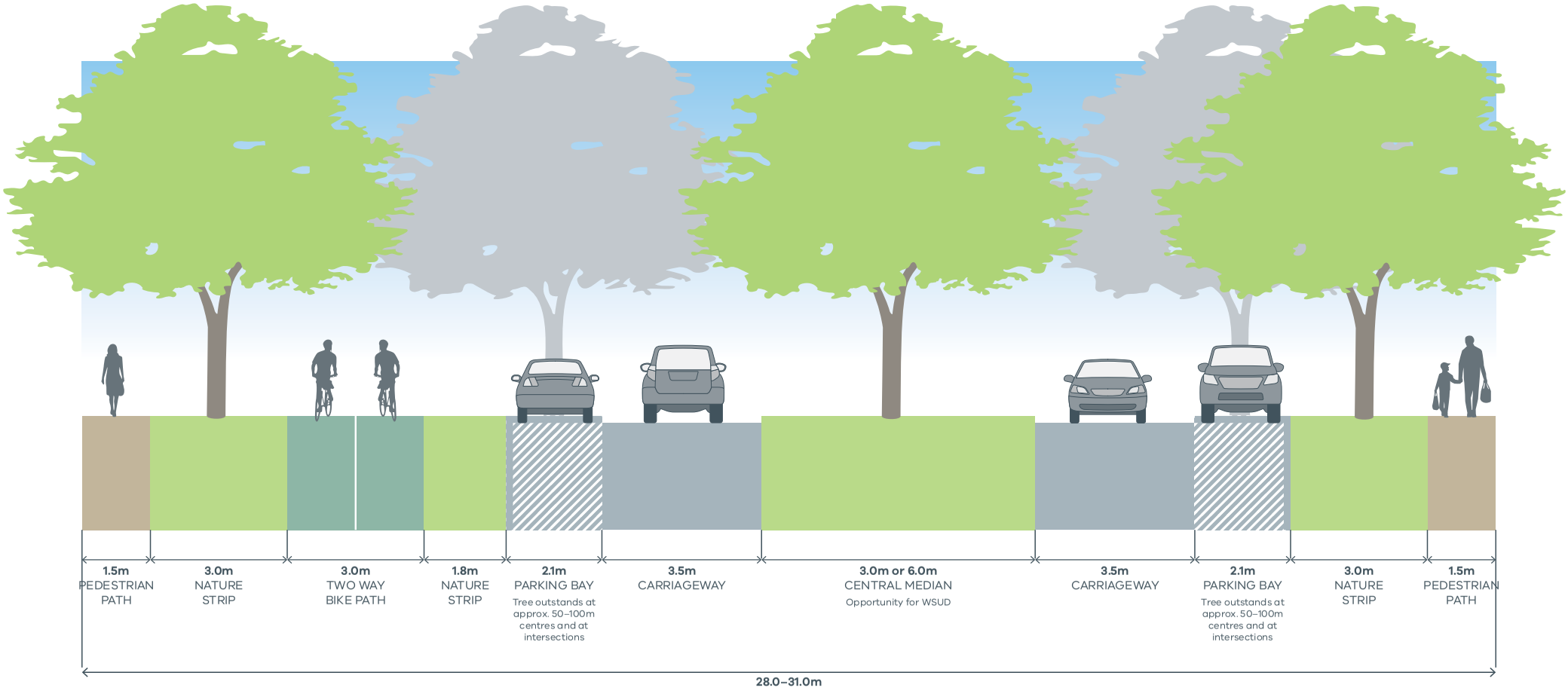




NOTES:

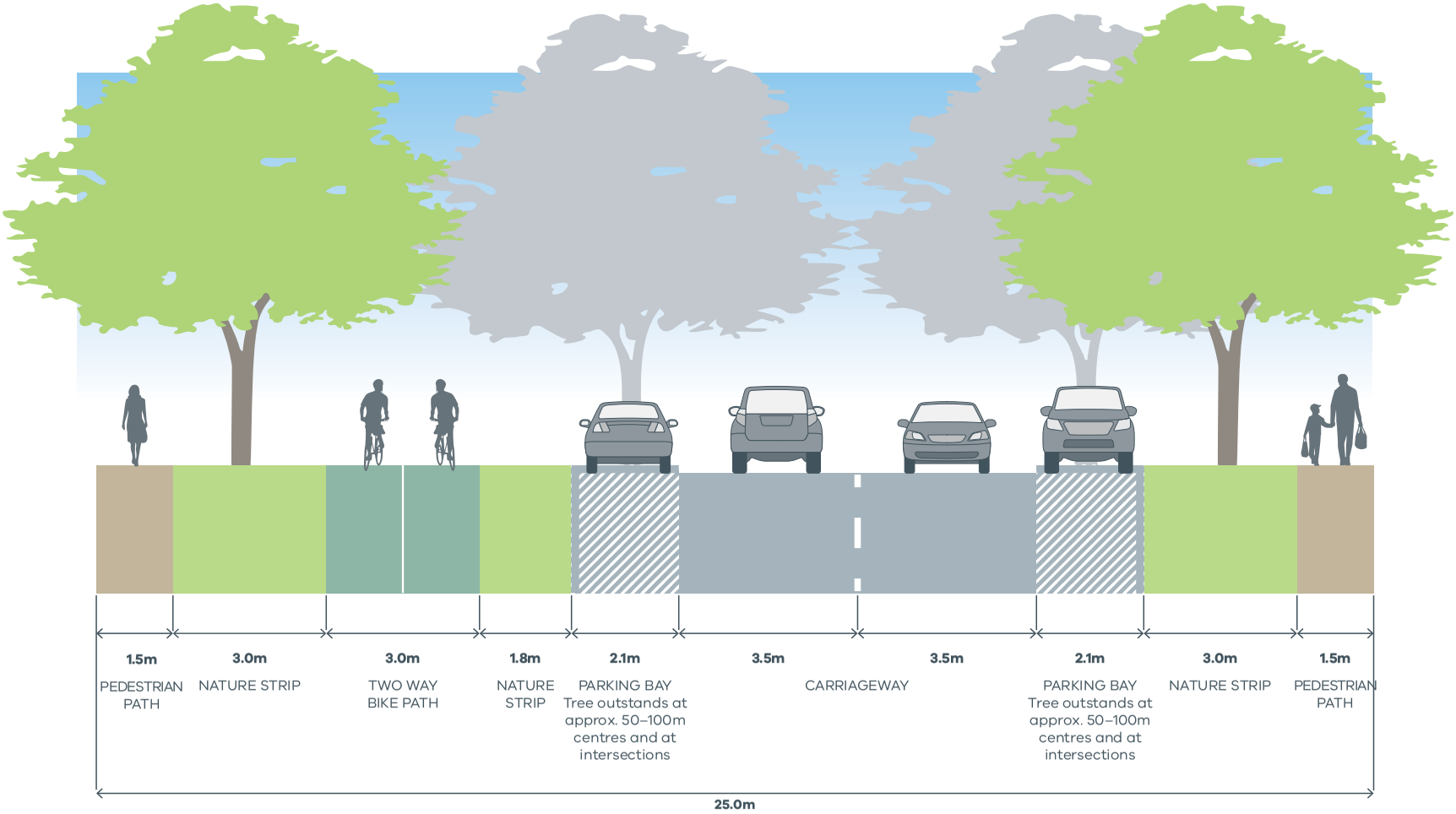
- Includes typical residential interface both sides.
- Street tree planting of a medium to large size appropriate for the width and function of the street.
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be B2 Barrier Kerb.
- Cross section indicative, final location of infrastructure and landscaping to be developed at detailed design stage.
- Variations to indicative cross-section may include water sensitive urban design (WSUD) outcomes. These could include but are not limited to bioretention tree planter systems and/or median bioretention swales. Such variations must be to the satisfaction of the responsible authority.

Secondary Arterial Road 4 lane: 60km/h (34.0m)



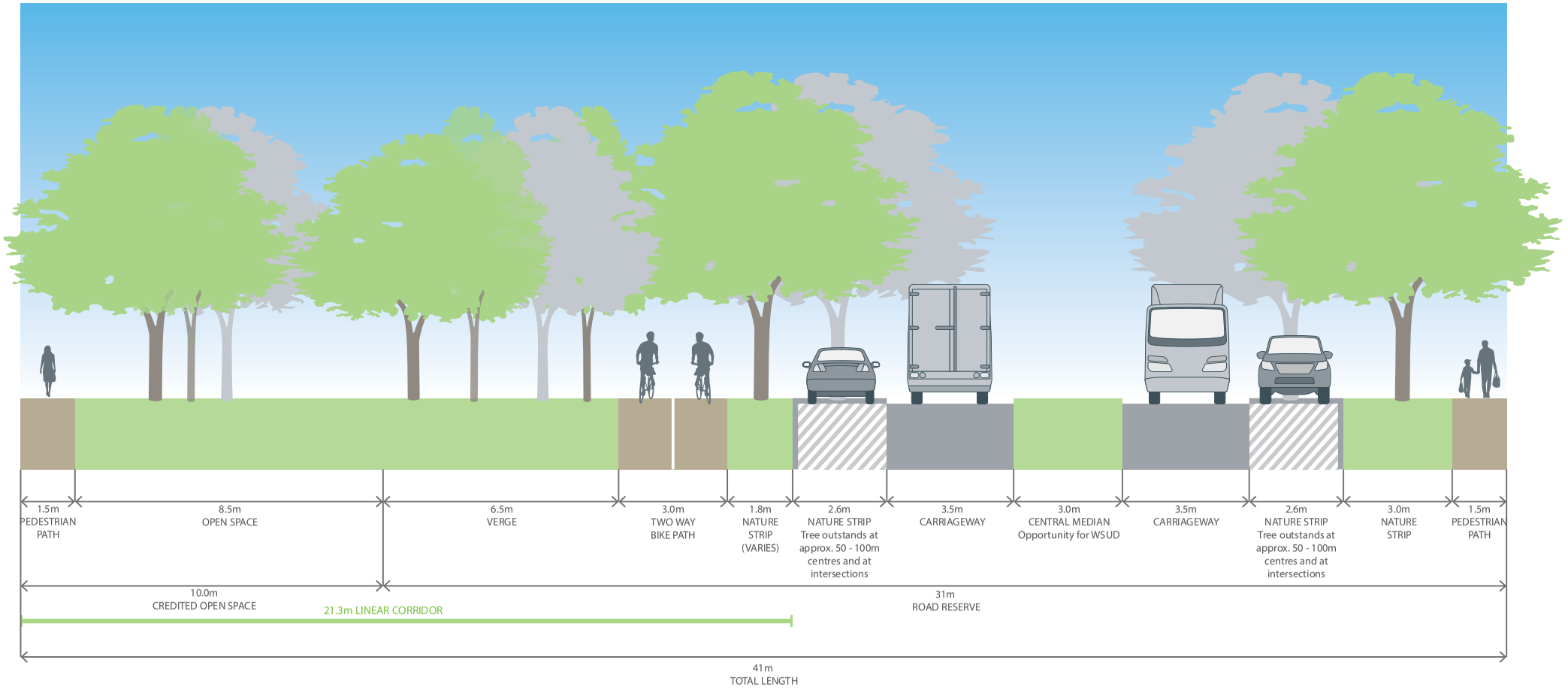
NOTES:

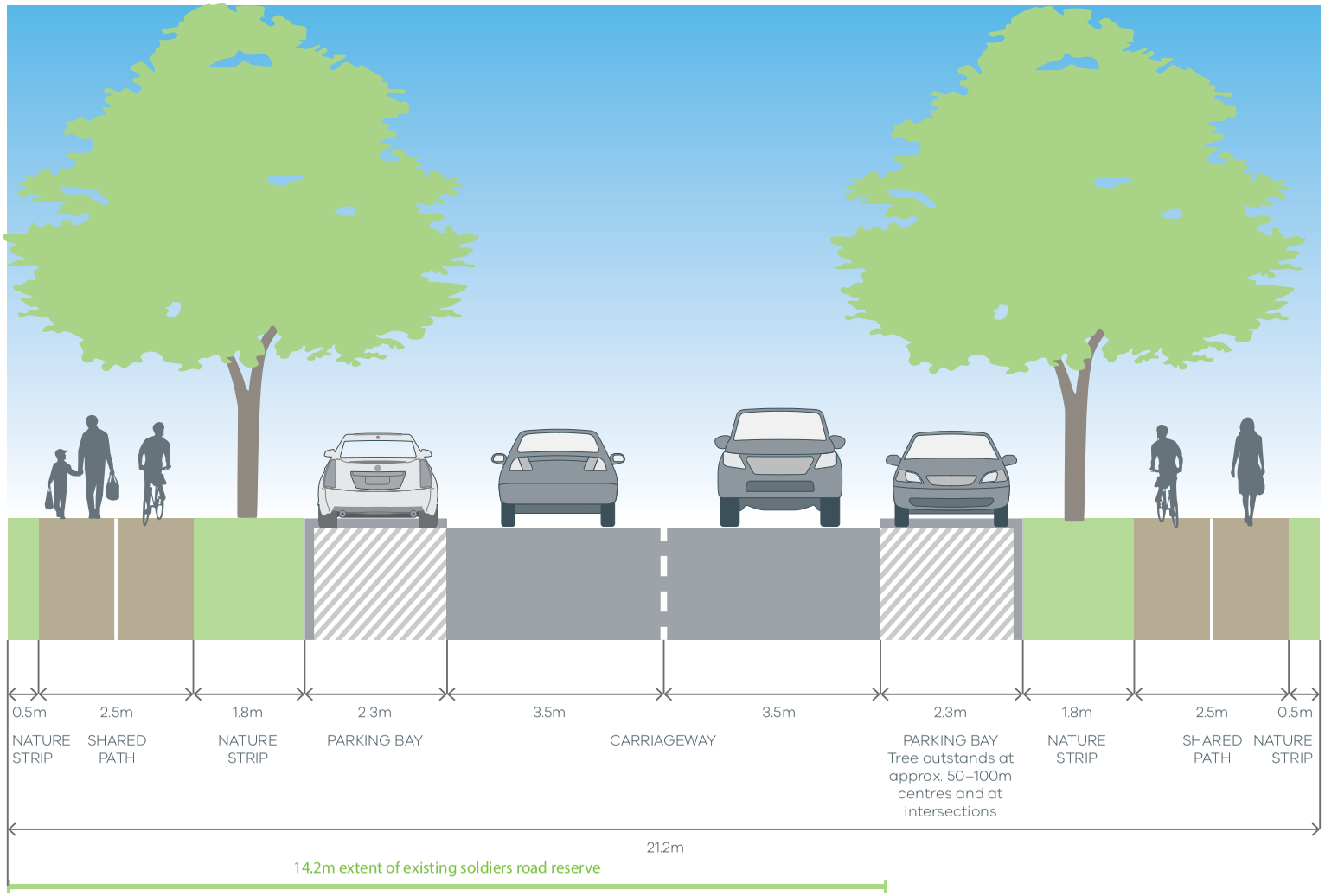
- Include a central median with large canopy trees to create a boulevard effect. Trees are to be centrally planted in median.
- Topsoil used in central medians is to be sandy loam, with a minimum depth of 200mm. The surface of medians is to be free-draining with a minimum cross fall of 2%, and is to be planted with warm season grasses.
- In areas where high pedestrian volumes are expected (e.g. around schools and town centres), central medians should be paved with harder wearing surfaces such as granitic sand or other pavements. Canopy tree planting must be incorporated into additional paved area.
- Any garden beds in central medians are to be offset 1.5m from back of kerb.
- Kerb to central median is to be SM2 semi-mountable kerb.
- Depending on the location of breaks in the median, provide intermediate pedestrian crossing points to accommodate mid-block crossings.
- An alternative boulevard treatment can be achieved through a wider verge on one side capable of accommodating a double row of canopy trees.
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority.
- Variations to indicative cross-section may include water sensitive urban design (WSUD) outcome. These could includebut are not limited to bioretention tree planter systems and/or median bioretention swales. Such variations must be to the satisfaction of the responsible authority.



NOTES:

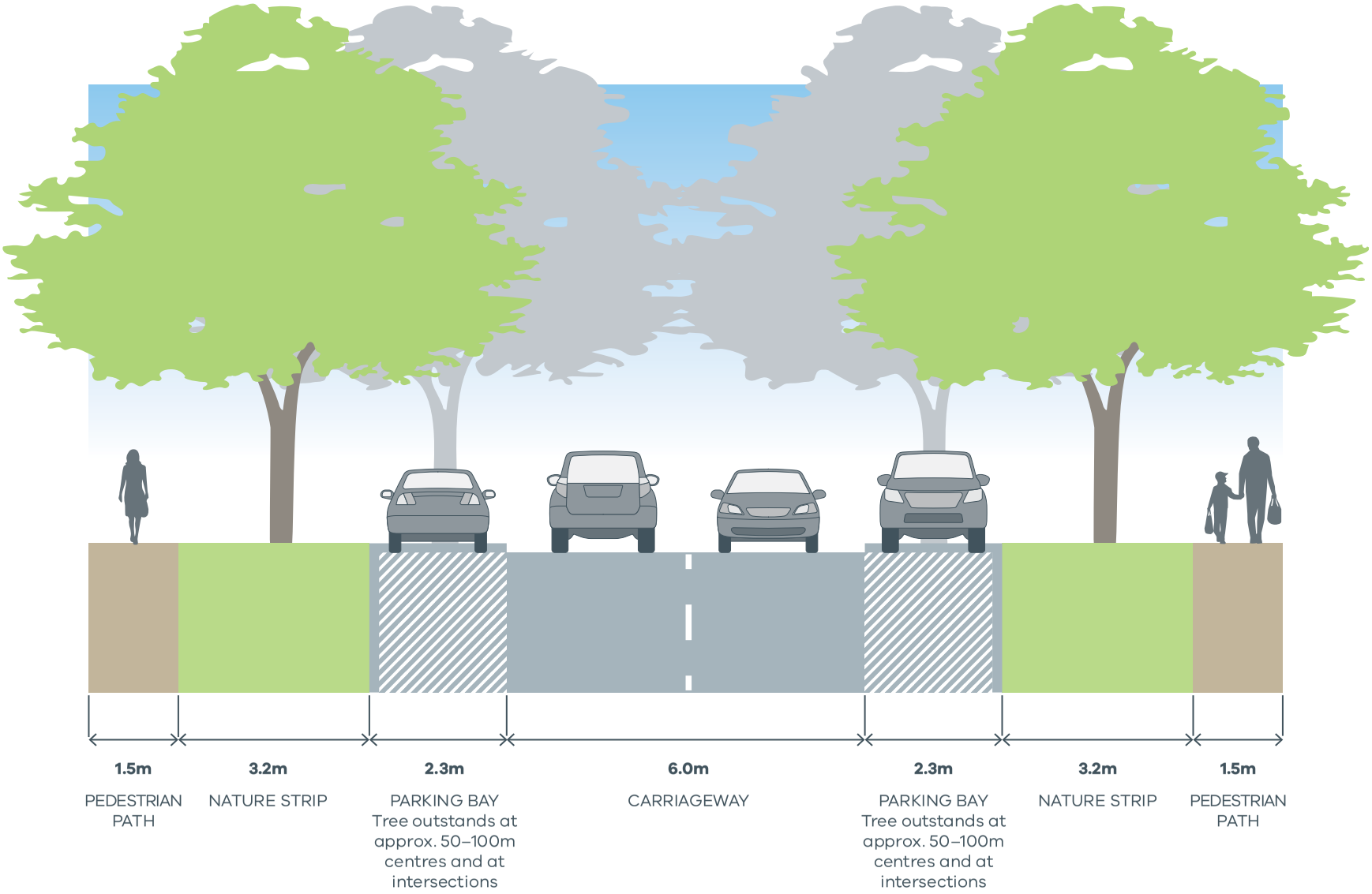
- Street tree planting of a medium to large size appropriate for the width and function of the street.
- All kerbs are to be B2 Barrier Kerb.
- Where roads abut school drop-off zones and thoroughfares, grassed nature strip should be replaced with pavement. Canopy tree planting must be incorporated into any additional pavement.
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority.
- Variations to indicative cross-section may include water sensitive urban design (WSUD) outcome. These could include but are not limited to bioretention tree planter systems and/or median bioretention swales. Such variations must be to the satisfaction of the responsible authority.


1.5m
PEDESTRIAN
PATH
8.5m
OPEN SPACE
6.5m
VERGE
3.0m
TWO WAY
BIKE PATH
1.8m
NATURE
STRIP
(VARIES)
2.6m
NATURE STRIP
Tree outstands at
approx. 50 - 100m
centres and at
intersections
3.5m
CARRIAGEWAY
3.0m
CENTRAL MEDIAN
Opportunity for WSUD
3.5m
CARRIAGEWAY
2.6m
NATURE STRIP
Tree outstands at
approx. 50 - 100m
centres and at
intersections
3.0m
NATURE
STRIP
1.5m
PEDESTRIAN
PATH
10.0m
CREDITED OPEN SPACE
21.3m LINEAR CORRIDOR
31m
ROAD RESERVE
41m
TOTAL LENGTH



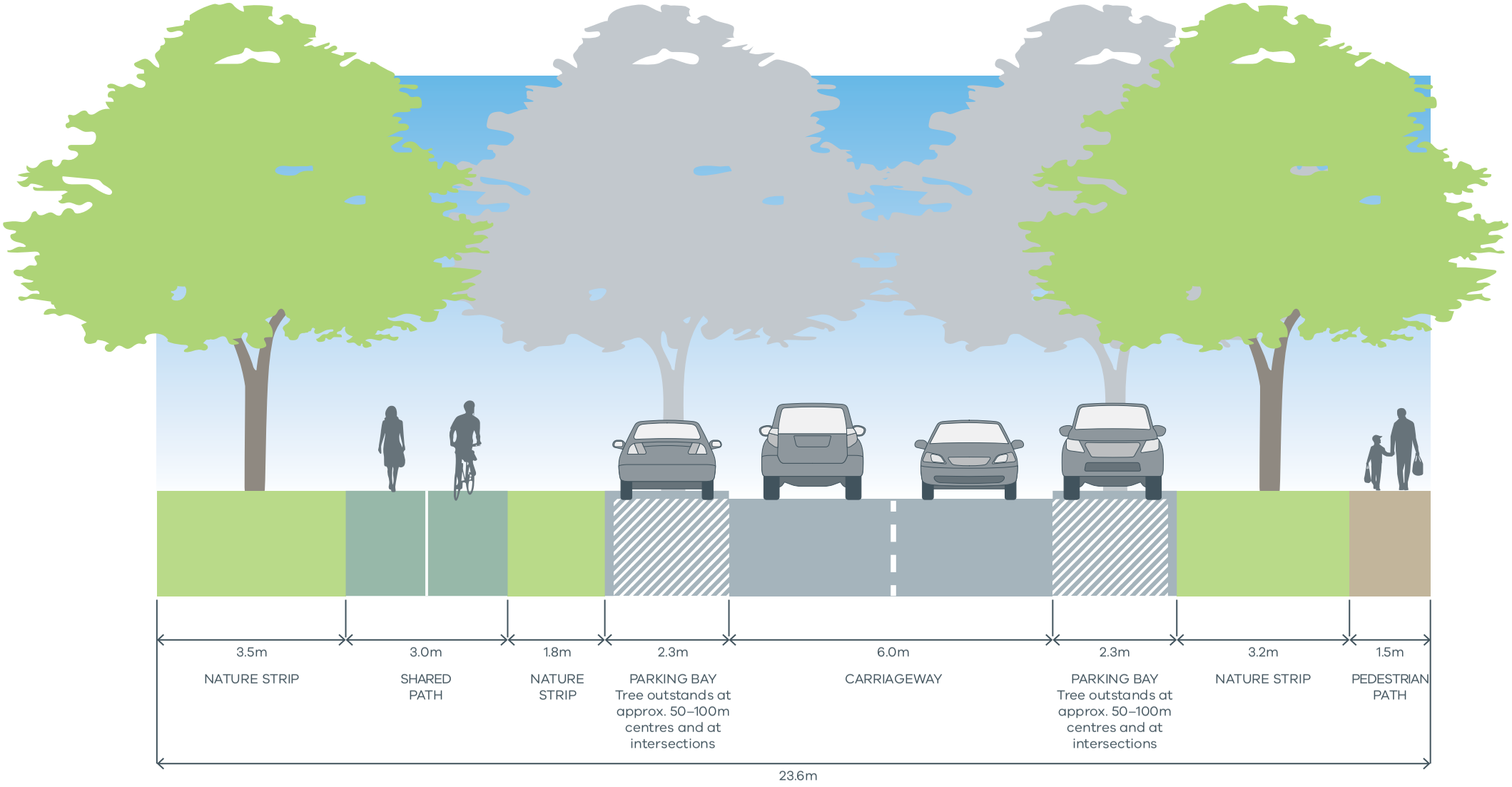
NOTES:

- Existing Soldiers road reserve is outside the PSP boundary and is regulated by the local government authority.
- This cross section is designed to guide development along the eastern side of the road reserve subject to the satisfaction of the Responsible Authority.



NOTES:

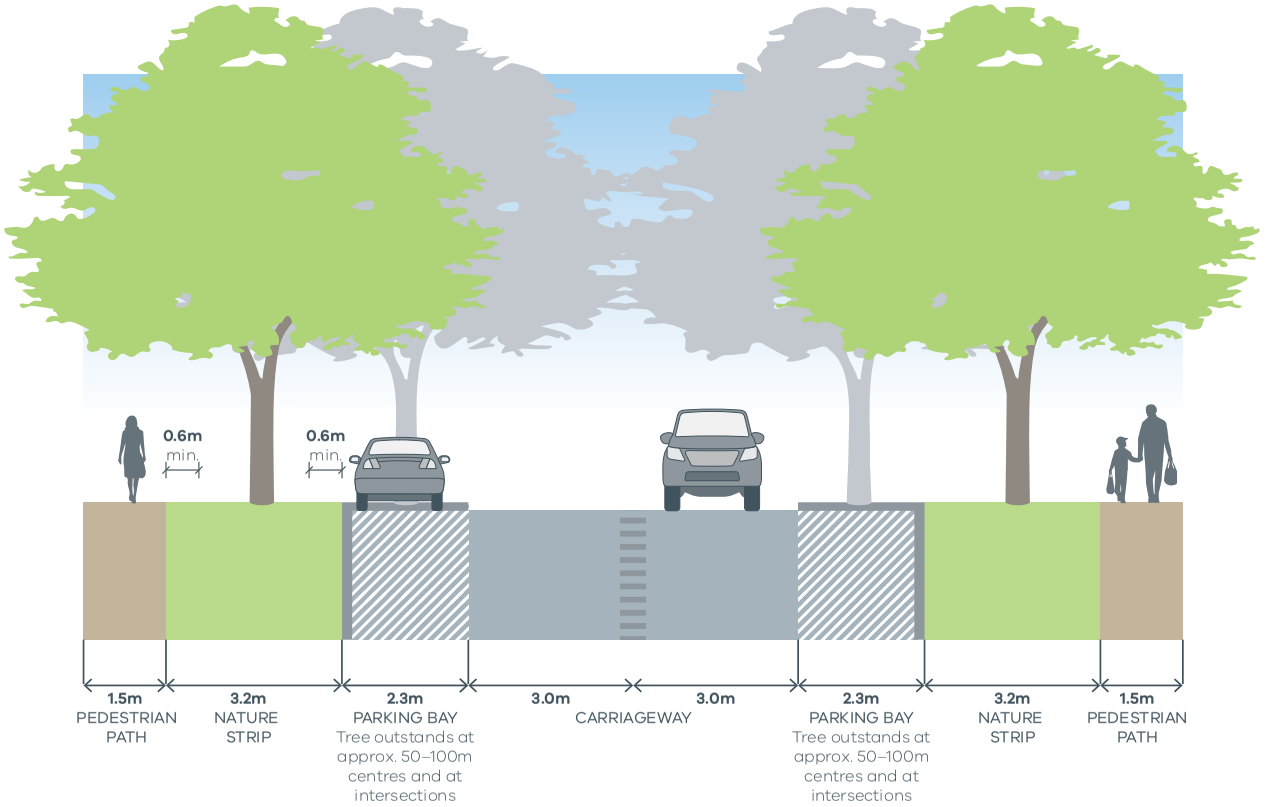
- Street tree planting of a medium to large size appropriate for the width and function of the street.
- All kerbs are to be B2 Barrier Kerb
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority.

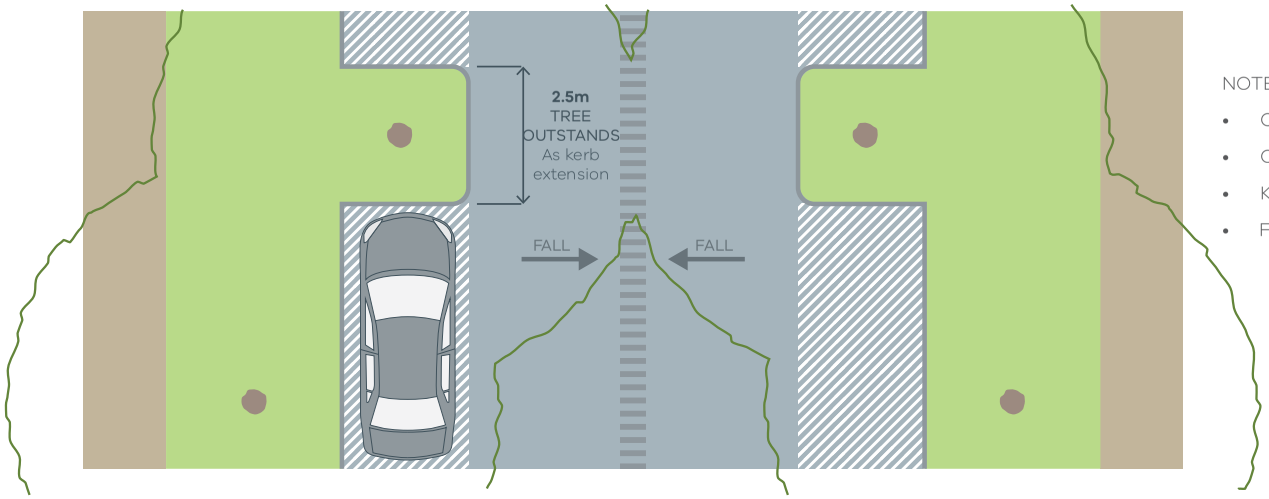


NOTES:

- Street tree planting of a medium to large size appropriate for the width and function of the street.
- All kerbs are to be B2 Barrier Kerb
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority.

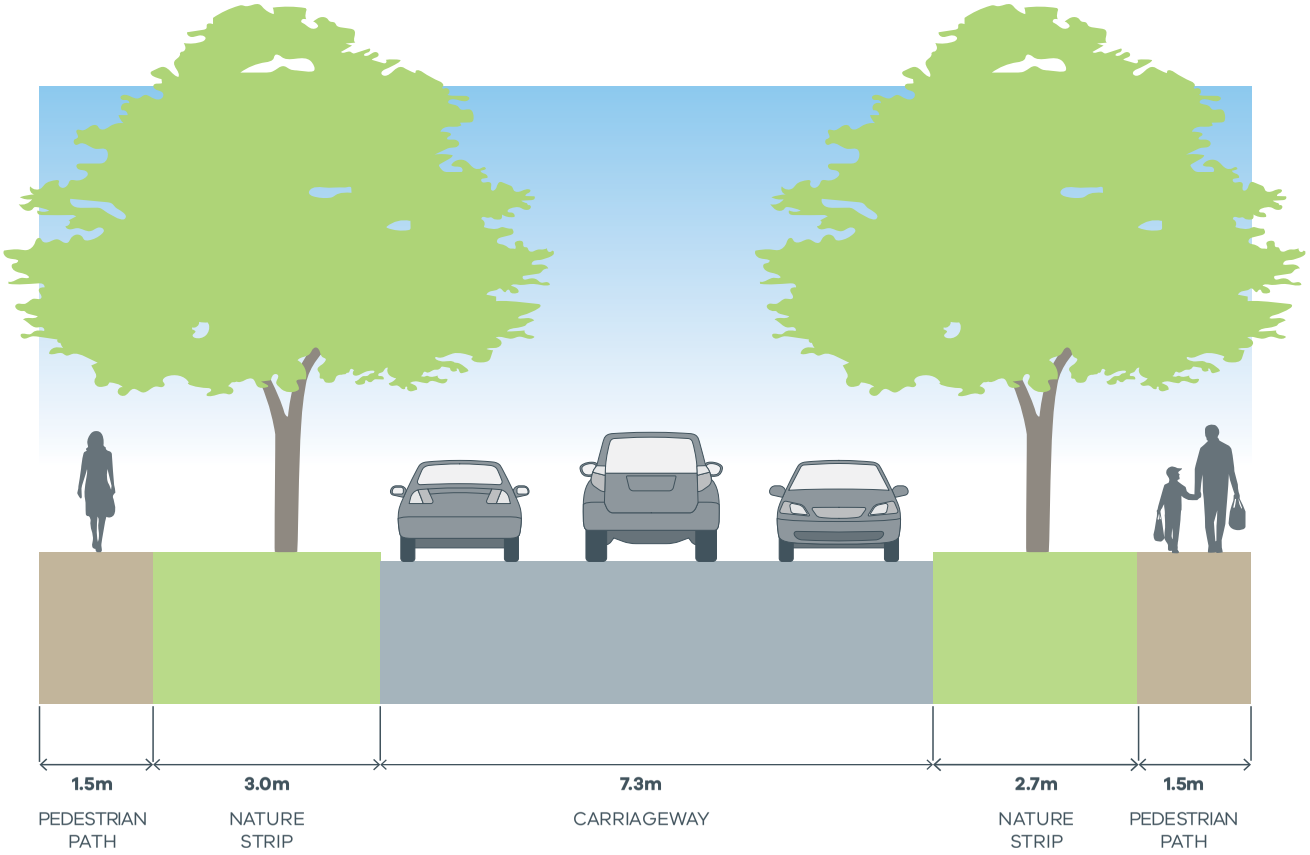
Local Access Street Level 2 (23.6m)
Off - Road Shared Path variation





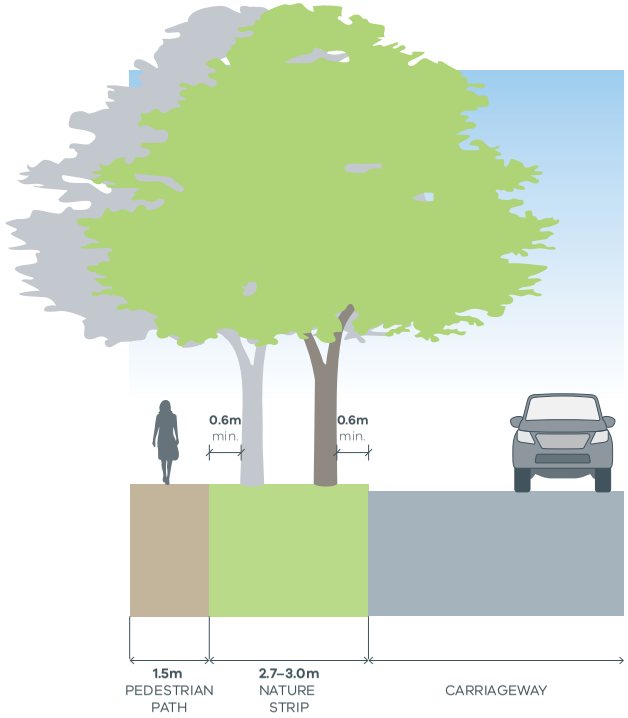
NOTES:

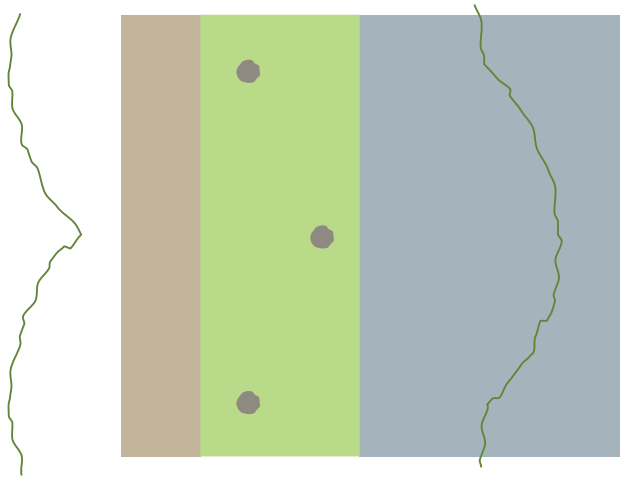
- Carriageway drains to central drainage line rather than sides.
- Central drainage line to include pavement treatment other than asphalt.
- Kerbs are to be B2 Barrier Kerb.
- Functional layout of the kerb outstands to be to the satisfaction of the responsible authority.



NOTES:

- Street tree planting of a medium to large size appropriate for the width and function of the street.
- All kerbs are to be B2 Barrier Kerb
- Where roads abut school drop off zones and thoroughfares, grassed nature strips should be replaced with pavement. Canopy tree planting must be incorporated into additional paved area.



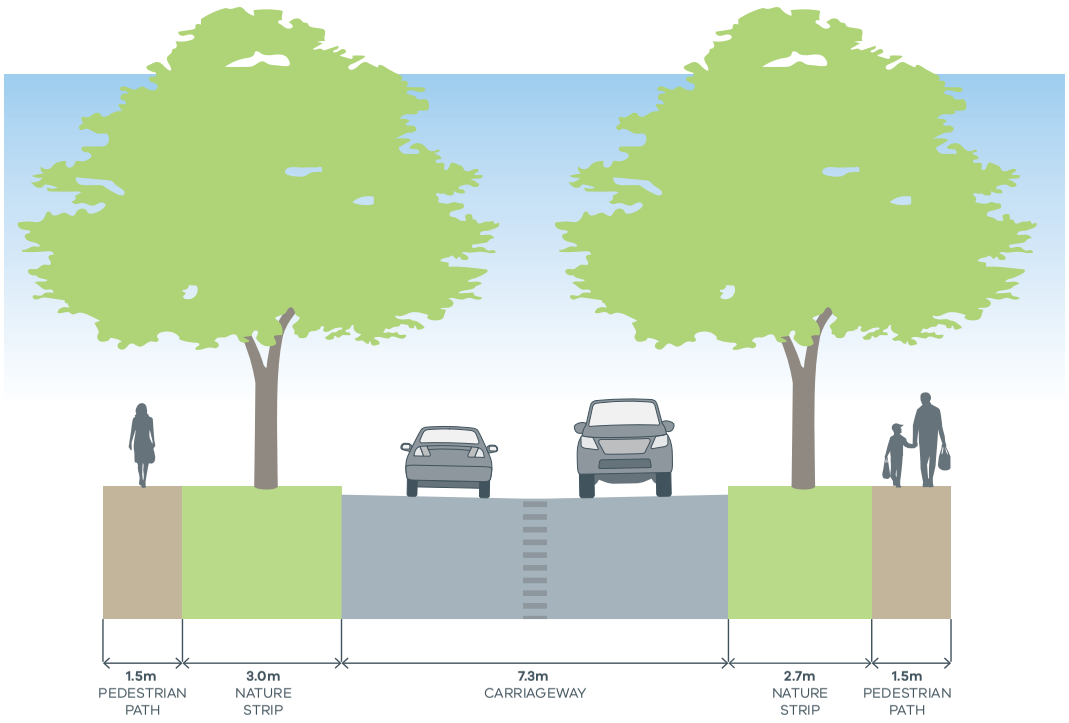


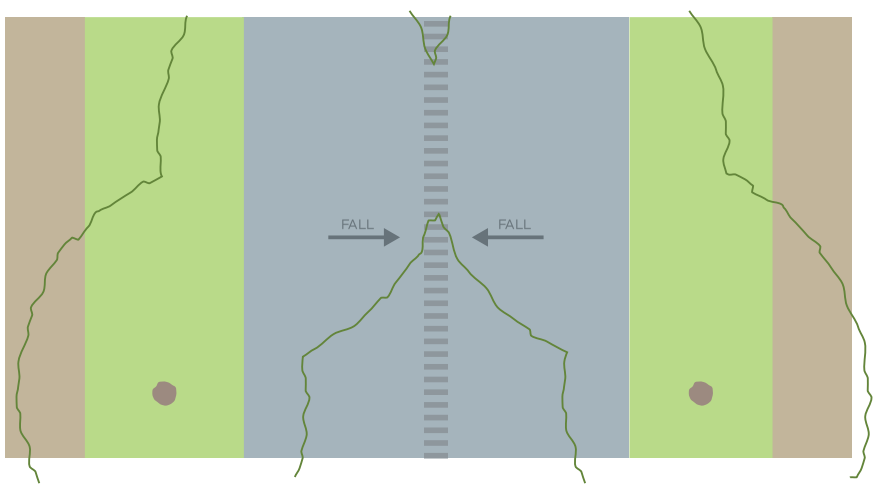
NOTES:

- Tree planting in varying locations in nature strip, in groups or clusters
- Minimum offset of tree trunks 0.6m from back of kerb and footpath edge
- Variations to indicative cross section may include water-sensitive urban design (WSUD) outcomes. These could include but are not limited to bioretention tree planter systems and/or median bioretention swales. Such variations must be to the satisfaction of the responsible authority.

Local Access Street (16.0m)
Varying Tree Placement in Nature Strip

Victorian Planning Authority



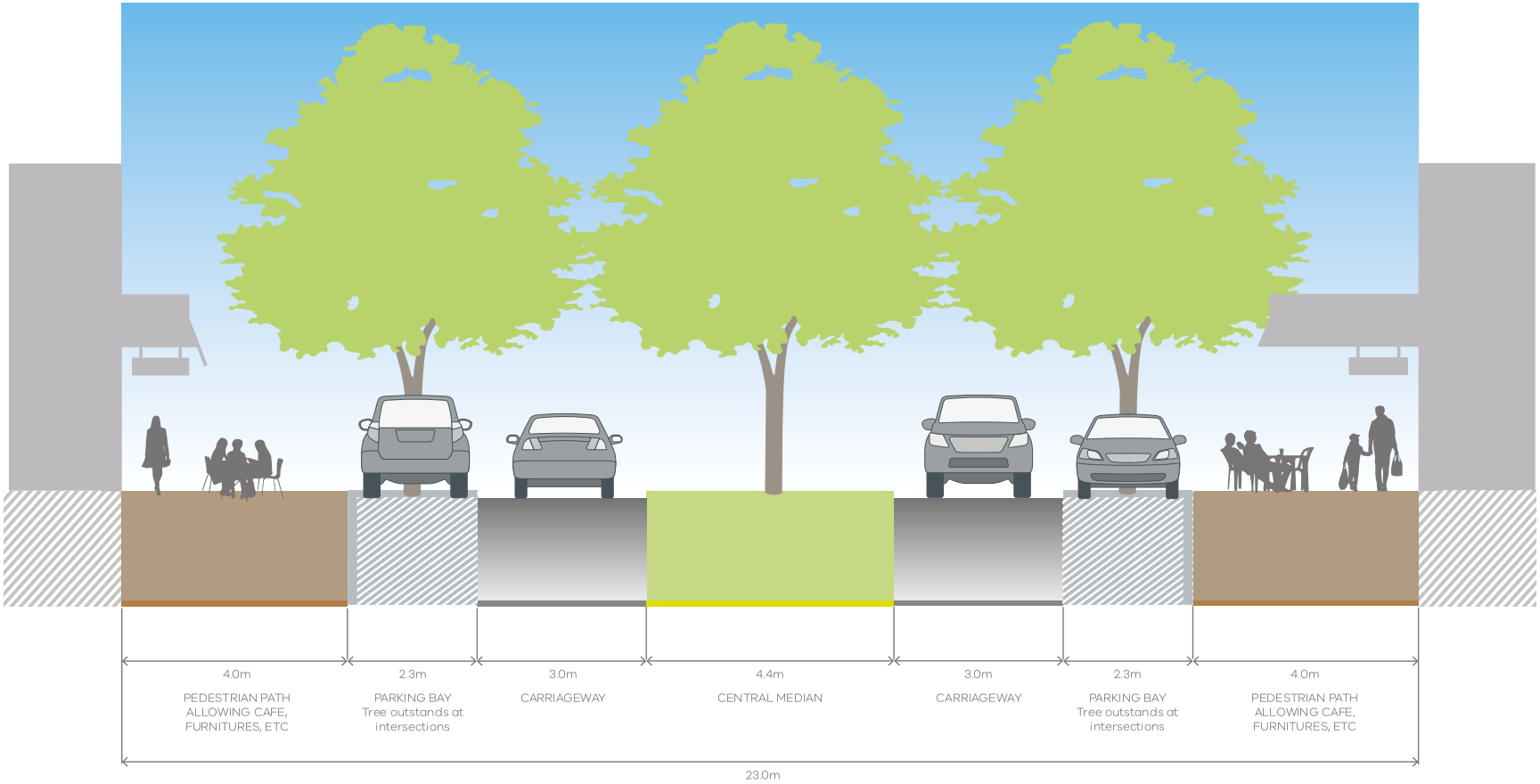


NOTES:

- Carriageway drains to central drainage line rather than sides
- Central drainage line to include pavement treatment other than asphalt
- Kerbs are to be B2 Barrier Kerb
- Appropriate for short streets (less than 60m) with minimal through traffic or for frontage roads

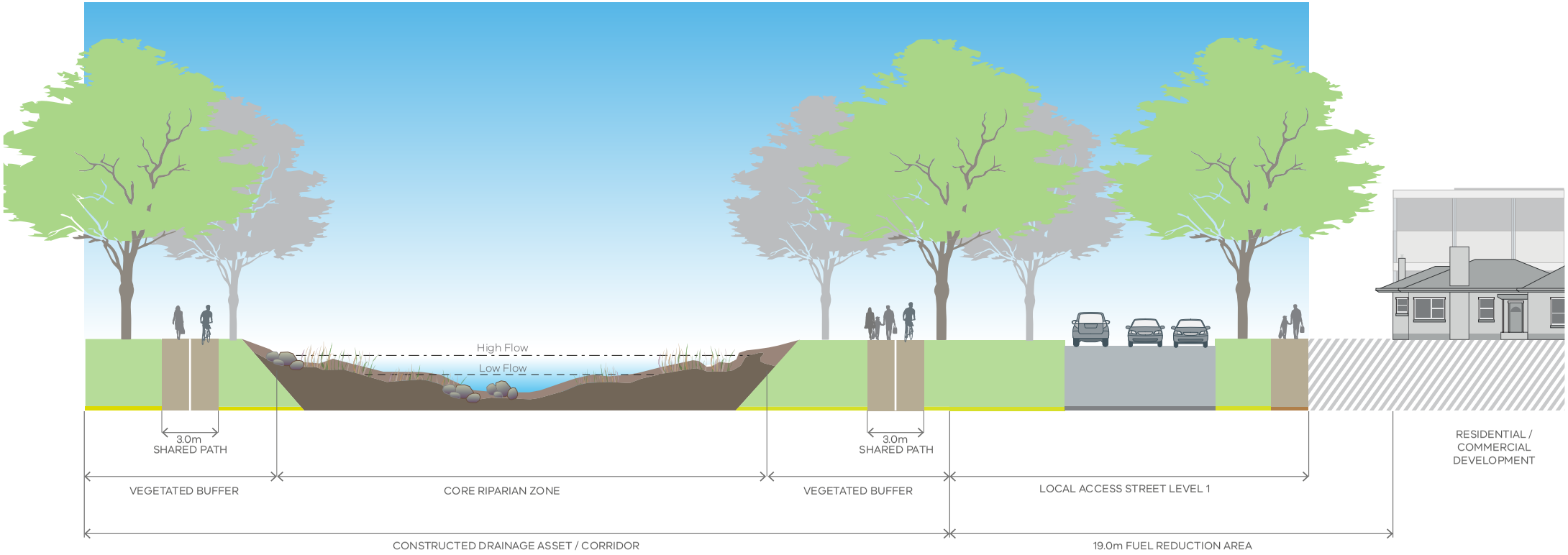
Local Access Street Level 1 (16.0m)
Alternative Central Drainage Approach

Victorian Planning Authority



NOTE:

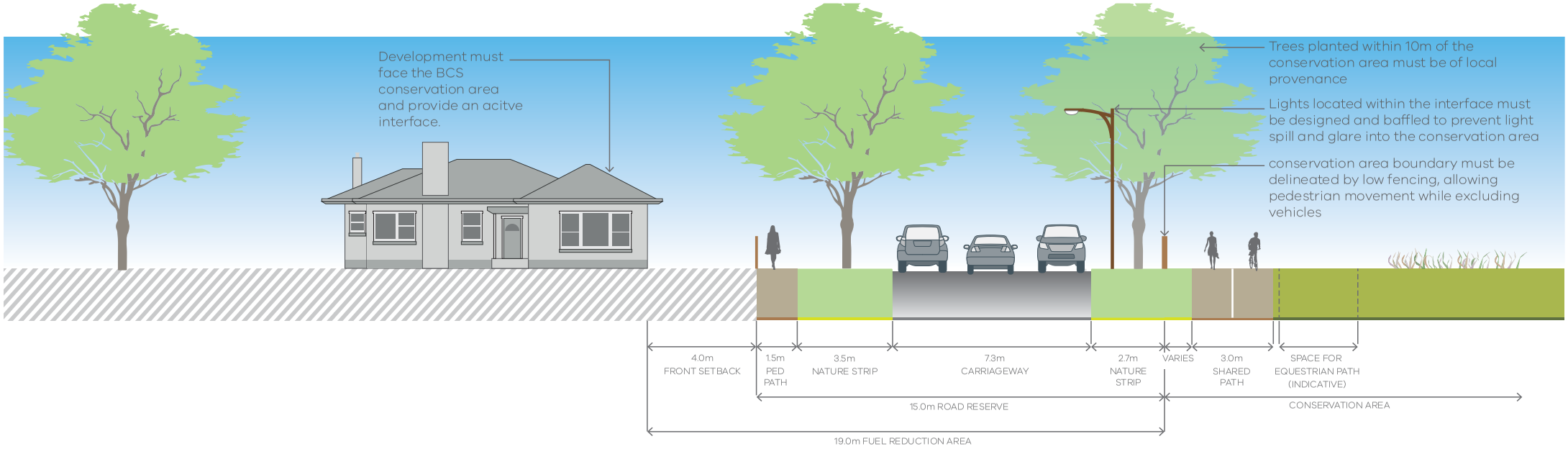
- Variations to indicative cross-section may include water sensitive urban design (WSUD) outcome. These could include but are not limited to bioretention tree planter systems and/or median bioretention swales. Such variations must be to the satisfaction of the responsible authority



NOTES:

- Waterway widths subject to Melbourne Water approval
- Shared path placement is shown for both sports field and local access street interfaces for indicative purposes. The shared path network is shown on Plan 9
- Mature street tree size must be in accordance with Melton City Council's landscaping policy
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority and relevant service authority
- Residential lots may directly face or side onto the drainage corridor with vehicular access to the lots provided from rear lanes and roads.

Local Access Street (16.0m) Level 1
Constructed Waterway Interface



NOTES:

- Street tree planting of a medium to large size appropriate for the widths and function of the street.
- All kerbs are to be B2 Barrier Kerb.
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority.
- All necessary fire breaks must be outside of the conservation area.

Local Access Street (15.0m) Level 1
Conservation Interface Plan - Housing Area

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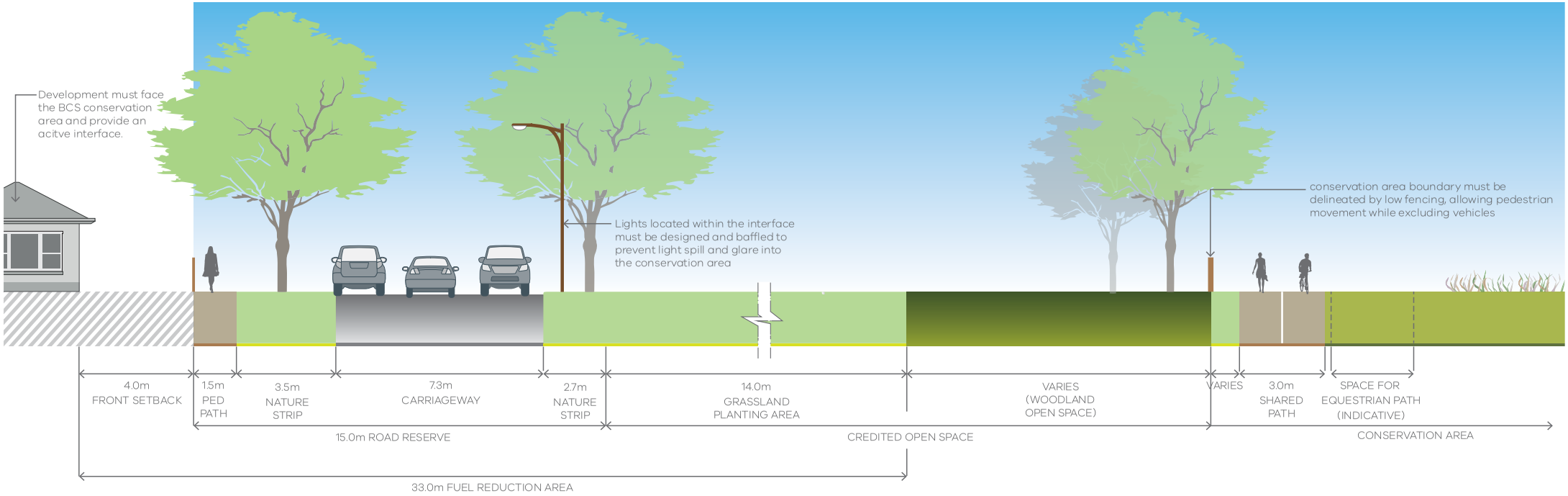

NOTES:

- Street tree planting of a medium to large size appropriate for the widths and function of the street.
- All kerbs are to be B2 Barrier Kerb.
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority.
- All necessary fire breaks must be outside of the conservation area.
- Vegetation planted within the fuel reduction area - grassland planting area to be non-volatile and planted as grassland in accordance with AS 3959-2009.

Local Access Street (15.0m) Level 1
Conservation Interface Plan - Housing and Open Space Area


Victorian Planning Authority