

FOUNTAIN GATE - NARRE WARREN CBD

STRUCTURE PLAN 2018

Council Adopted 1 May 2018

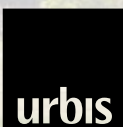




City of
Casey

Updated May 2018

Prepared by:



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	NARRE WARREN FOUNTAIN GATE CBD	
	URBAN DESIGN PRINCIPLES PAPER	

This is the Fountain Gate – Narre Warren Structure Plan and it sets out a twenty year strategic vision to guide the growth of the Metropolitan Activity Centre (MAC).

Fountain Gate – Narre Warren CBD is at the very heart of the City of Casey and the broader sub-region it services. Long established as a major retail destination and civic centre; it is now transitioning into the next exciting growth phase. Over the next twenty years, with a strong focus on economic investment, job creation and residential growth, the CBD will mature into a truly diverse centre to serve the rapidly growing South East Growth Corridor.

Recently identified as a Metropolitan Activity Centre (or MAC) by the State Government's Metropolitan Planning Strategy, Plan Melbourne, this major emphasis for the CBD is recognition not necessarily of a past or current role but of the centre's significant potential to become a major centre to support metropolitan Melbourne's continued growth. Outside of Melbourne's CBD, MACs are designated as the most important focus for business, housing and a broader range of services and facilities. Fountain Gate – Narre Warren already has very strong foundations in place to support growth, including accessibility to road and rail, rapidly expanding population and is already a major destination centre.

This Structure Plan establishes a positive and flexible planning framework that will harness growth with high quality architecture, fantastic public realm and a highly accessible network of great streets and connections. It is a plan that puts people and the quality of the place to the forefront. The City of Casey recognise that an enabling planning framework that comprises a range of complementary policies, tools and infrastructure investment, all working hand-in-hand to achieve a single vision, will make the CBD 'investment ready' and provide the platform that supports key economic drivers – thereby meeting a major policy objective of Plan Melbourne for MACs.

THE ROLE AND PURPOSE OF THE STRUCTURE PLAN

Fountain Gate-Narre Warren CBD Structure Plan is a:

- Simplified long term strategic planning framework to guide growth in the CBD over the next twenty years
- The strategic basis for the application of the Activity Centre Zone which will inform and guide planning permit applications and their assessment.

The purpose of the Structure Plan is to establish a simple strategic framework to guide the transformation of the CBD over the next twenty years. The Structure Plan is intended to be user-friendly and to provide a clear pathway for development approval. It also supports innovation, provides flexibility over its duration and recognises that it must be adaptable to changing needs of the day.

This Structure Plan applies only to the area delineated as the 'Structure Plan Area' on Figure 1.1. In time, it is anticipated that this Structure Plan may be extended to cover the whole of the Focus Area. The Structure Plan should be read in conjunction with the Activity Centre Zone (ACZ) that applies to the land, as identified in the Casey Planning Scheme. The Structure Plan will be a reference document to the Planning Scheme.

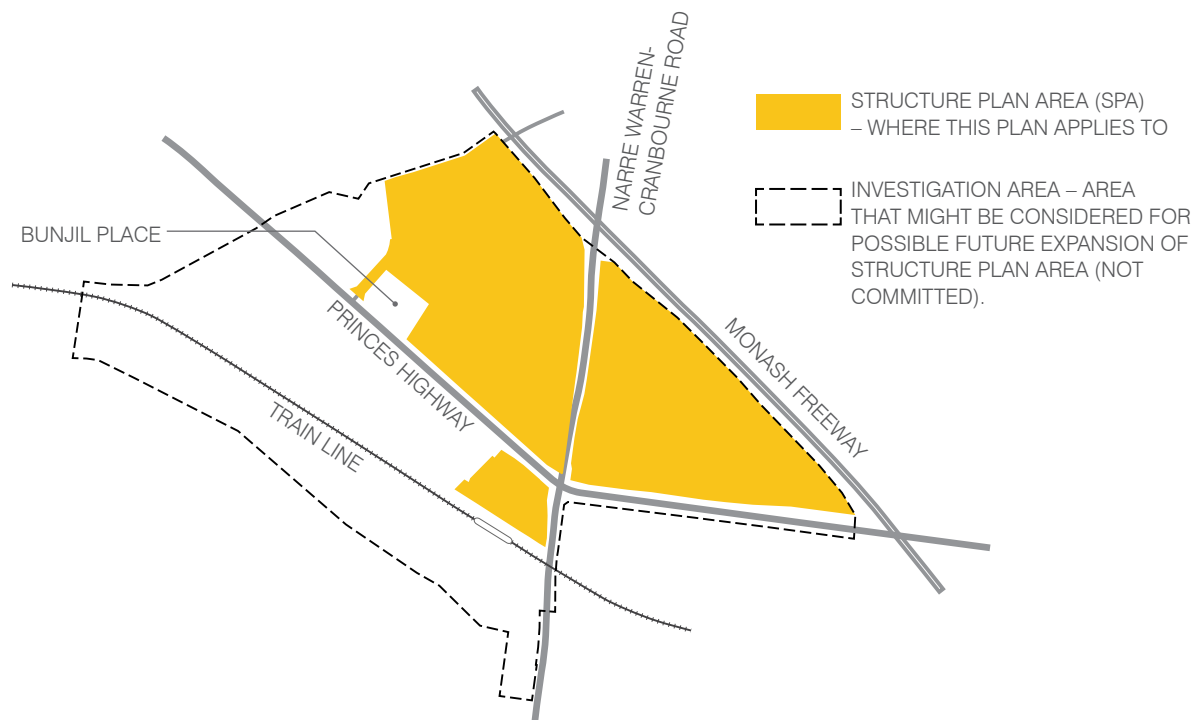


FIGURE 1.1: WHERE THE STRUCTURE PLAN APPLIES

RELATIONSHIP TO PREVIOUS STRATEGIC PLANS

The Structure Plan is a simplified and streamlined version of the previous Fountain Gate – Narre Warren CBD Incorporated Plan (2013). This Structure Plan continues to apply much of the same intent and previously adopted key objectives and principles. It has also rationalised the previously confusing precinct structure to four (4) clear precincts. Many peripheral or outdated matters from the Incorporated Plan have been simply deleted in order to provide a clear focus to the key strategic objectives.

A GUIDE FOR DEVELOPMENT

Development is expected to demonstrate a positive response to the overarching Objectives and Strategies set out in Section 4. These elements establish the desired networks and built form outcomes across the CBD that will combine to create the key place making initiatives. Under this framework, the four precincts, described in section 5, each establish their specific role, vision and key strategies and guidelines that development is expected to respond to. All planning permit applications will be expected to demonstrate how they have responded to and generally satisfied the intent and purpose of the objectives, strategies and guidelines in Section 4 and 5.

HOW TO USE THIS DOCUMENT

This document provides a suite of information that sets the context around the opportunity that exists at the Fountain Gate – Narre Warren MAC and articulates the vision and objectives for the Centre. For ease of interpretation, the document has been split up into a number of sections.

Section 2 provides background information that describes the physical opportunities and market context that will drive investment in the MAC. This section sets the scene for the land use uplift and intensification and public realm investment that is set to occur within Fountain Gate – Narre Warren.

Section 3, 4 and 5 comprise the core **Structure Plan** component of the document. These sections combine to describe the intent for the Centre and have been organised to provide a hierarchy of objectives from high level through to precinct based.

Section 3 sets the strategic vision for the whole centre, supported by planning objectives. This provides the highest level of guidance.

Section 4 provides the centre-wide framework plan and sets out overarching objectives for the MAC as a whole. Themed maps that break down the intents into land use, public realm, access and movement and built form build form the planning objectives described in section 3.

Section 5 sets out the precinct specific guidance that relates to the 4 precincts that have been defined.

The final section of the document, **section 6**, sets out the next steps required in realising the outcomes sought within the Structure Plan.

Figure 1.2 provides a diagrammatic representation of the structure of the document.

NARRE WARREN STRUCTURE PLAN – HOW IT SITS WITHIN VICTORIAN LAND USE PLANNING POLICY STRUCTURE

The diagram to the right provides a high level overview of the key planning policy framework that applies to Narre Warren Metropolitan Activity Centre (MAC) and how the Structure Plan sits within the Casey Planning Scheme.

PLAN MELBOURNE

Victorian State Government's Metropolitan Planning Policy.

Identifies **Narre Warren' Metropolitan Activity Centre'** (MAC)

GROWTH CORRIDOR PLANS

Victorian State Government's Growth Areas planning framework. Includes 'South East Growth Corridor Plan' to guide fast growing

SECTION 1

THE CONTEXT AND OPPORTUNITY



Describes the physical and market context that will drive the growth of the MAC.

SECTION 2

THE VISION

PLANNING OBJECTIVES

LAND USE

PUBLIC REALM

ACCESS & MOVEMENT

BUILT FORM

Sets the high level, overarching intent for the MAC

SECTION 3

THE FRAMEWORK PLAN

LAND USE

PUBLIC REALM

ACCESS & MOVEMENT

BUILT FORM

Provides the centre-wide strategies to drive physical outcomes within the MAC.

SECTION 4

PRECINCTS

RETAIL CORE

URBAN HEART

NARRE WARREN VILLAGE

BUSINESS PARK PRECINCT

Sets precinct specific guidance.

SECTION 5

IMPLEMENTATION

PLANNING SCHEME

FURTHER STRATEGIC WORK

Outlines the next steps in achieving the vision for the MAC.

FIGURE 1.2: STRUCTURE PLAN DOCUMENT OUTLINE

VICTORIAN PLANNING PROVISIONS (VPPS)

Sets out State Planning Policy Framework (SPPF) that forms part of all 'Planning Schemes'

CASEY PLANNING SCHEME

Planning Scheme applying to City of Casey local government area (LGA). It contains:

- SPPF
- Local planning policies: Local Planning Policy Framework (LPPF)
- Zones – primary control over use of land and planning permit requirements
- Overlays –e.g. heritage, flooding
- Particular Provisions e.g. bicycle parking
- Incorporated Documents under Clause 81.01 i.e. documents approved that must be considered as part of planning scheme

NARRE WARREN CBD STRUCTURE PLAN

Notes:

1. This is not an exhaustive list of all policies that might apply.
2. The reader or a prospective planning permit applicant is advised to always contact Council for further discussion and advice about particular issues that might affect a parcel of land.

**FOUNTAIN GATE -
NARRE WARREN CBD**
IS AT THE HEART OF
MELBOURNE'S SOUTH EAST
ECONOMIC REGION AND
HAS THE OPPORTUNITY
TO BECOME A DIVERSE
JOB RICH MIXED USE CBD

The Opportunities: Fountain Gate-Narre Warren CBD already has strong foundations that will help it transform into a more diverse Centre. This section provides an overview of some of the key opportunities and conditions that the Centre can take advantage of as it continues to grow.



A WELL CONNECTED CBD

Fountain Gate-Narre Warren CBD is strategically positioned in Melbourne's South East Growth Corridor.

It has a number of attributes that already ensure it is well connected from a local and regional perspective.

Excellent road and rail transport access is provided by the centre's immediate adjacency to the Monash Freeway, the Princes Highway and the Melbourne to Pakenham metropolitan train line. Eastlink and the Western Port Highway provide connections to the broader metropolitan area, while V-Line services into the East Gippsland region are accessible from the nearby Berwick train station – which positions Fountain Gate-Narre Warren CBD as the first major MAC to regional visitors.

Narre Warren train station provides a major asset that Fountain Gate will look to further integrate into the CBD as part of future integrated transport planning with State transport authorities.

Fountain Gate-Narre Warren CBD MAC is easily accessible to Melbourne's CBD, Melbourne Airport, while a range of tourism, leisure and recreation opportunities are all within easy travel distance, as shown on Figures 2.1 and 2.2.

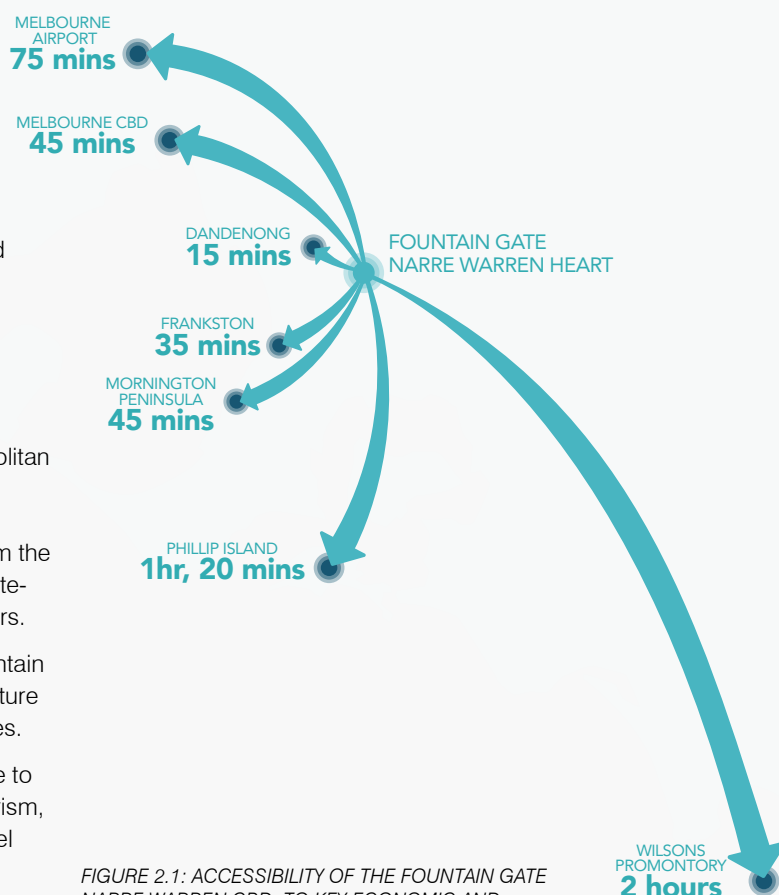


FIGURE 2.1: ACCESSIBILITY OF THE FOUNTAIN GATE NARRE WARREN CBD TO KEY ECONOMIC AND TOURIST DESTINATIONS - LOCAL AND REGIONAL

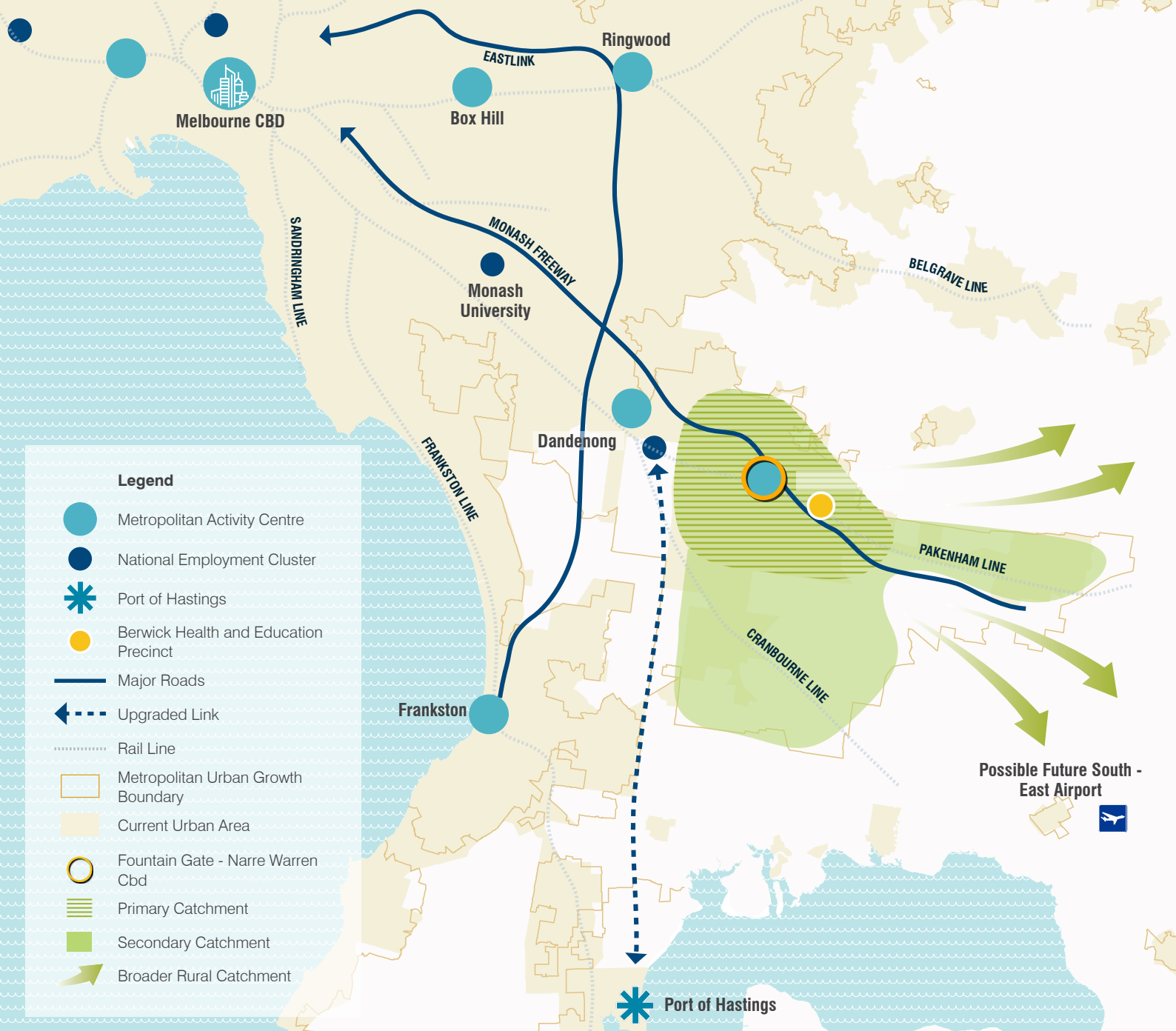


FIGURE 2.2: REGIONAL CONTEXT



DIVERSE LAND USE AND INCREASED HOUSING DIVERSITY

There is a significant opportunity in the CBD to broaden the activity base and for it to become a location for more intensive white collar employment and provide a broader range of community services and facilities. In addition, a clear housing objective for the CBD is to encourage the introduction of a LARGER residential population. Housing choice and affordability will be supported and greater intensity will be encouraged in the most highly accessible locations close to public transport.



A SUSTAINABLE CBD

The objectives and principles of this Structure Plan are to transform the CBD into a more diverse centre. They are based on the principles of enhancing the public realm, prioritising pedestrians, improving legibility throughout the centre and promoting public transport, walking and cycling as preferred modes of transport.

Land is also a finite resource and should be used efficiently. Land uses will be encouraged that make the highest and best use of land. This might mean discouraging single use, low level developments, particularly in locations that are highly accessible.



ECONOMIC SNAPSHOT

ECONOMIC REGION

Narre Warren together with Dandenong's MAC, Dandenong South Industrial Precinct, the Officer-Pakenham industrial corridor and the Port of Hastings create an important economic sub-region for Melbourne. In addition, infrastructure upgrades such as the Western Port Highway (planned road and rail) and the Cranbourne-Pakenham railway corridor upgrade project as well as a possible future airport for the south east confirm the growing capability for the region to become self-sustaining and deliver more jobs for local people and a better range of higher order services and facilities.

In terms of economic performance, the strong population

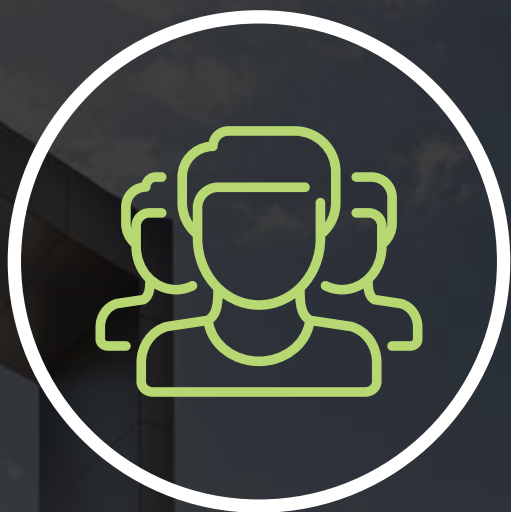
and economic growth of the City has contributed to the City of Casey Local Government Area (LGA) generating a Gross Regional Product (GRP) of \$6.2 billion (2015) in terms of the value of goods and services produced. Overall, this represents a strong component of greater metropolitan Melbourne's GRP of \$245 billion.

A recognised issue for the City of Casey is jobs for local people. Table 1 illustrates that 119,500 of the City's residents are employed, however; only 49,000 jobs currently exist within the municipality, suggesting there is significant potential to increase jobs for local people.

INDICATOR	FOUNTAIN GATE NARRE WARREN MAC	CITY OF CASEY	GREATER MELBOURNE
Gross Regional Product	n.a	\$6.2 Billion	\$245 Billion
Population	1,500	297,000	4.6 Million
Number of Businesses	n.a	16,900	155,442
Employed Residents	600	119,500	1.9 Million
Number of Jobs in Region	6,200	49,500	1.9 Million

TABLE 1: KEY ECONOMIC INDICATORS

Source: ABS, Development of Employment. forecast id. Geografia. Urbis



**Population Growth To
459,000
by 2036**



**7,000 to 8,500
New Jobs**

POPULATION AND CATCHMENT

The City of Casey Local Government Area (LGA) is part of the rapidly expanding South East Growth Corridor. The existing population of the LGA is 297,000, which is expected to grow to 459,000 by 2036. Regionally, the primary catchment of the Narre Warren CBD is estimated in 2016 at 355,000 people. This is projected to grow to 584,000 by 2036, principally driven by new housing growth within the South East Growth Corridor.

The catchment for the CBD is formed primarily by the LGA but also extends eastward through the South East Growth Corridor toward Pakenham. Dandenong and Frankston MACs limit the extent of the western catchment beyond the City of Casey LGA, while the Urban Growth Boundary (driven in part by physical limitations) constrains the extent of the northern and southern catchments.

GROWTH REQUIREMENTS

By 2036, indicative demand for additional retail floor space in the Narre Warren MAC is projected to be between 77,000m² to 152,000m² of additional retail space and 28,000m² – 48,000m² of commercial office space. A total of between 7,000 to 8,500 new jobs are likely to be created. The growth headlines for the CBD are summarised in Table 2.



**Population
(Catchment of
Narre Warren MAC)**

2016 → 355,000
2036 → 584,000

+229,000 PEOPLE



Retail Space (MAC)

2016 → 193,000
2036 → 270,000 - 345,000

+77,000m² - 152,000m²



**Population
(living within MAC)**

2016 → 1,500
2036 → 4,950

+ 3,450 PEOPLE



Office Space (MAC)

2016 → 32,000
2036 → 60,000 - 80,000

+28,000m² - 48,000m²



**Population (MAC
as % of Catchment)**

2016 → 0.4%
2036 → 0.8%

+ 0.4% POPULATION



Jobs (MAC)

2016 → 7,600
2036 → 14,500 - 16,500

+7000 - 8500 JOBS

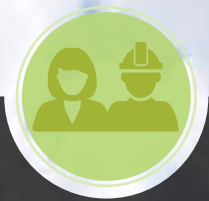


Dwellings in MAC

2016 → 620
2036 → 2,370

+1,750 DWELLINGS

TABLE 2: INDICATIVE GROWTH PROJECTIONS



CASEY'S WORKFORCE

Casey is a relatively young municipality that has experienced strong growth in housing and population as one of Melbourne's seven key Growth Area councils. Although the workforce has a good mix of skilled and unskilled workers, local employment growth has not yet occurred at the same rate as housing. As illustrated in Chart 1, a considerable proportion of Casey's workforce continues to commute outside the LGA for work.

A major ambition of the City of Casey is to actively promote more job opportunities across the City as it continues to mature. The Structure Plan is a key component in support of

this by providing sufficient flexibility to accommodate a broad range of land uses and scale and density of development within a highly accessible centre. Chart 2 provides a simple breakdown of current employment categories within the Narre Warren MAC. Chart 3 provides a breakdown of registered businesses in for the whole LGA, highlighting the role of the construction industry in the growth area. It also shows that skilled professions contribute significantly to the workforce, another significant positive for the economic growth potential of the region as it looks to become more self-sustaining.

CHART 1: LOCAL WORKERS VS COMMUTERS BY OCCUPATION



CHART 2: WORKERS BY INDUSTRY FOUNTAIN GATE-NARRE WARREN MAC, 2011

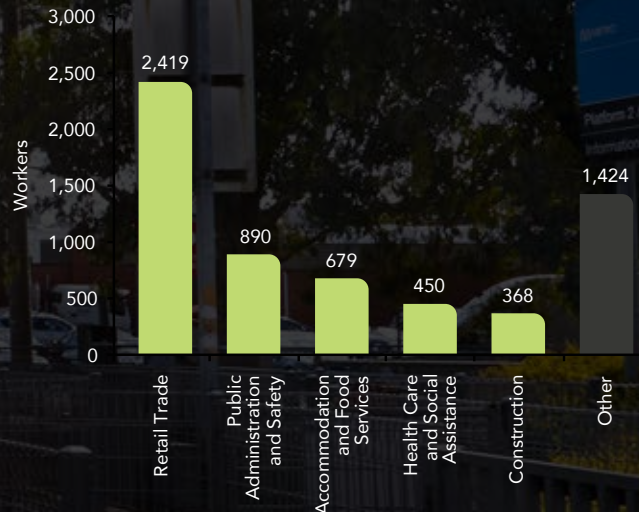
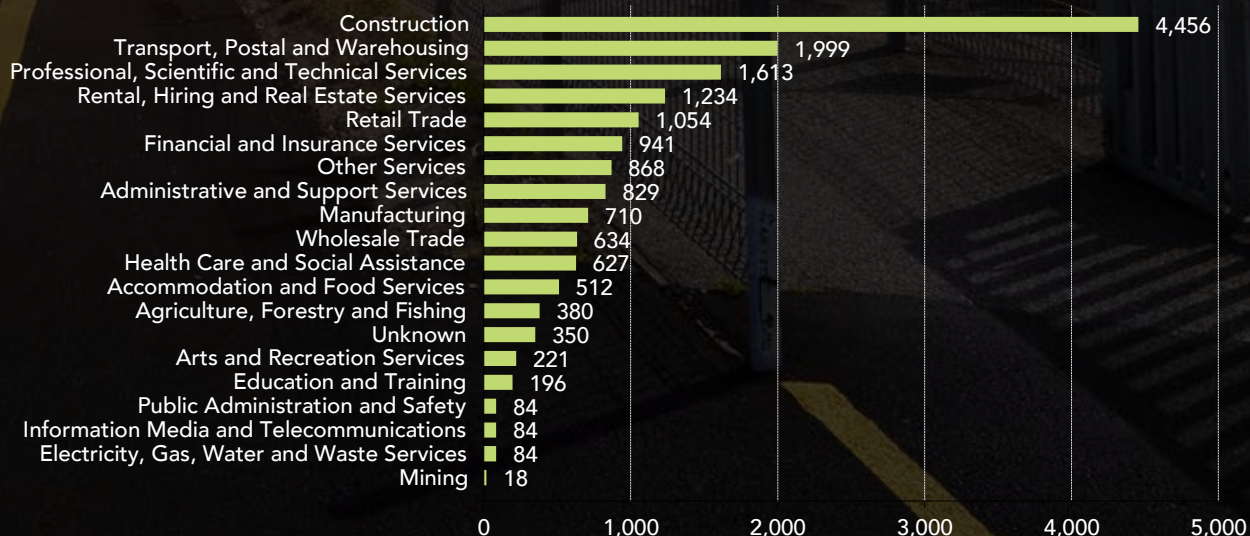


CHART 3: COUNTS OF BUSINESS BY INDUSTRY SECTOR CITY OF CASEY LGA AREA, 2014



VISUAL SNAPSHOT

The Fountain Gate - Narre Warren MAC already comprises a series of diverse activities, including civic, retail and business park functions. The exciting Bunjil Place community hub is one of the largest cultural, community and civic projects of its kind in Australia and will lead the transformation of the 'town centre' heart.

The key components of the CBD, as it is today, are highlighted below.



ESTABLISHED LOCAL AMENITIES

A BUNJIL PLACE

24,500m² floor space,
\$125 million, arts,
cultural and civic facility with
unprecedented, diverse mix
of arts, leisure, entertainment,
library and civic facilities.

- 800 seat regional theatre
- Studio
- Regional art gallery
- Community library
- Community plaza
- Civic centre
- Council offices
- Council function space
- Workplace atrium

B BUSINESS PARK

The Business Park is well positioned in the City of Casey as a commercial location in Melbourne's South East Growth Corridor. Benefitting from excellent road and public transport accessibility, it is also well positioned close to the Westfield Fountain Gate shopping centre and key civic functions provided within the MAC. New commercial floor space is being developed to meet the growing needs of local business, while exciting opportunities to provide a commercial and amenity heart to this precinct will form a key part of future planning.

C FOUNTAIN GATE SHOPPING CENTRE

177,000m² gross leasable
floorspace

153,000m² retail floor space

Major regional shopping centre

Department store, supermarkets,
discount department stores,
specialty stores, fashion, food
and beverage outlets, lifestyle,
services and entertainment.



D INDUSTRIAL PRECINCT

The Vesper Drive industrial precinct provides important local industrial and manufacturing space for businesses that provide an important service function to the local area.

E MAX PAWSEY RECREATION RESERVE

Grassed green space including sports facilities

- Oval and pavilion (football / cricket)
- Cricket Nets
- Athletics
- Fountain Gate Tennis Club
- Narre Warren Bowls Club

F BRECHIN GARDENS

Brechin Gardens - heritage valued gardens that are well positioned in the heart of the MAC.

G NARRE WARREN VILLAGE

- Food and beverage, lifestyle, multicultural offer
- Convenience retail

H FUTURE RESIDENTIAL

1000+ new dwellings

I SERVICE RETAIL PRECINCT

The service retail precinct provides larger format retailing and other ancillary uses.

THE STRUCTURE PLAN

This section of the document sets out the Structure Plan for the Fountain Gate – Narre Warren MAC. Alongside the requirements of the Activity Centre Zone (ACZ) in the Planning Scheme that applies to the MAC, this provides the basis for considering and determining planning permit applications.

The Structure Plan comprises three components, being:

1. The Vision
2. A Framework Plan & supporting strategies
3. Four Precinct Plans for the Retail Core; Civic and Mixed Use Precinct, Business Park and Narre Warren Village

Section 3 is the Vision. This sets out the high level strategic vision for Fountain Gate Narre Warren CBD and how it can be expected to develop as a truly diverse centre to serve the important South East Growth Corridor.

Section 4 is the Framework Plan and includes its supporting strategies. This sets out the overarching urban framework that applies to the whole of the CBD and the key strategies that development will be expected to respond to. These strategies include the Land Uses, Places for People, Accessible and Connected, and Built Form.

Section 5 identifies the four precincts that combine to form the CBD. Each precinct includes a map to define its area and includes a vision and key objectives for each precinct. They provide more specific detail about particular requirements that may apply in each location.



03 THE VISION AND PLANNING OBJECTIVES FOR FOUNTAIN GATE-NARRE WARREN CBD

04 CENTRE-WIDE PLANNING OBJECTIVES, STRATEGIES AND GUIDELINES

- LAND USES
- PLACES FOR PEOPLE
- ACCESSIBLE AND CONNECTED
- BUILT FORM

05 PRECINCT STRATEGIES AND GUIDELINES

- RETAIL CORE PRECINCT
- NARRE WARREN VILLAGE
- BUSINESS PARK PRECINCT
- URBAN HEART PRECINCT

FOUNTAIN GATE- NARRE WARREN CBD: STIMULATING INVESTMENT

VISION

Fountain Gate-Narre Warren is the premier CBD for Melbourne's South Eastern Growth Corridor. The CBD will play a regional role that will attract investment and jobs.

The CBD will offer retail, office, civic and social activities that create a lively urban environment during the day and night. The high quality public realm, open space and the sustainable built environment, combined with the convenient access of the centre makes it a desirable location for commercial development and medium and high density residential development.

FOUR STRATEGIC OBJECTIVES UNDERPIN THE VISION. FOUNTAIN GATE – NARRE WARREN CBD CAN BE EXPECTED TO:

- The following diagram conceptually represents the arrangement of the centre



04

This section establishes the overarching Framework Plan that applies to the whole of the MAC and helps to realise the vision and strategic objectives for the centre. The following plan summaries the approach.

It provides four specific strategies that sit under it that combine to provide the overarching urban framework across the whole of the MAC. These elements are Public Realm, Access and Movement, Land Use and Activities and Built Form. Each contains a summary overview of the desired outcomes and a series of objectives and guidelines that should be used to guide and inform land use and development outcomes.

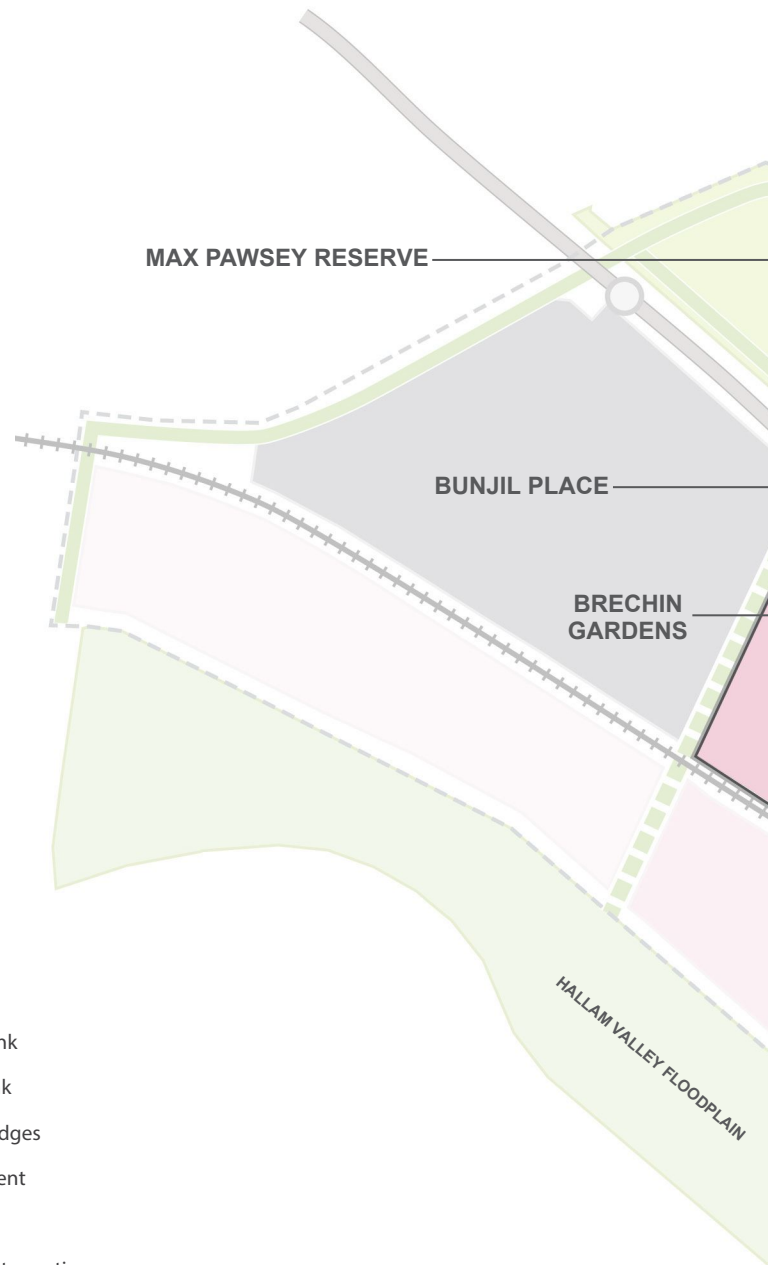
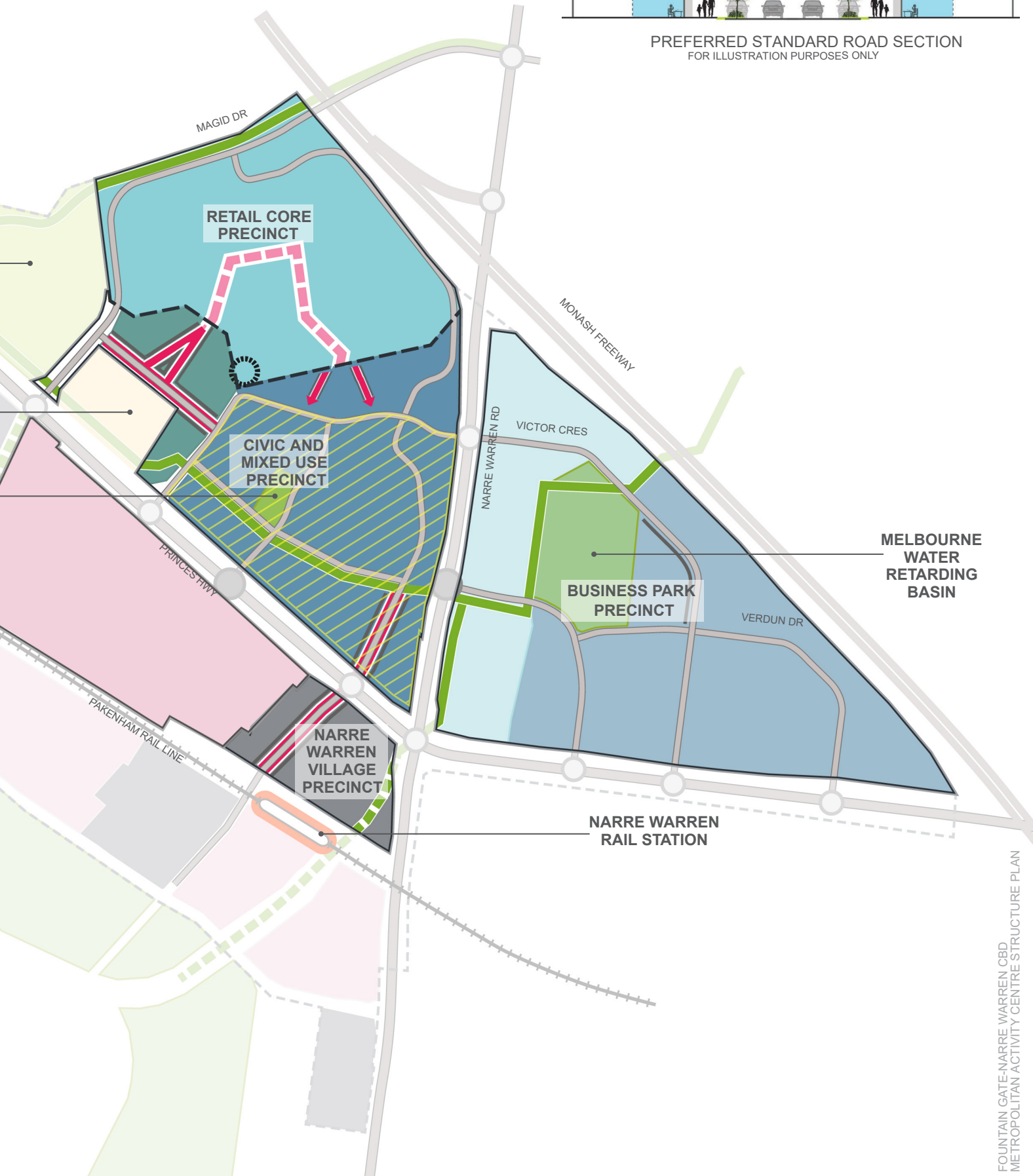


FIGURE 4.1: FRAMEWORK PLAN

Legend	
	Structure Plan Area
	Investigation Area
Land Use	
	Residential
	High Density Residential
	Narre Warren Village
	Restricted Retail
	Business Park
	Mixed Use
	Retail Core
	Civic
	Town Centre
	Light Industrial
	Road/path network subject to further access and movement planning
	Key Pedestrian Link
	Internal Public Link
	Focus for Active Edges
	Vehicular Movement
	Proposed Road
	Existing Vehicle Intersection
	New Vehicle Intersection
	Railway
	Narre Warren Station
	Bus Interchange
	Green Space
	Open Space (Drainage)
	Green Links
	Proposed Green Link (Subject to Investigation)



PREFERRED STANDARD ROAD SECTION
FOR ILLUSTRATION PURPOSES ONLY



LAND USES

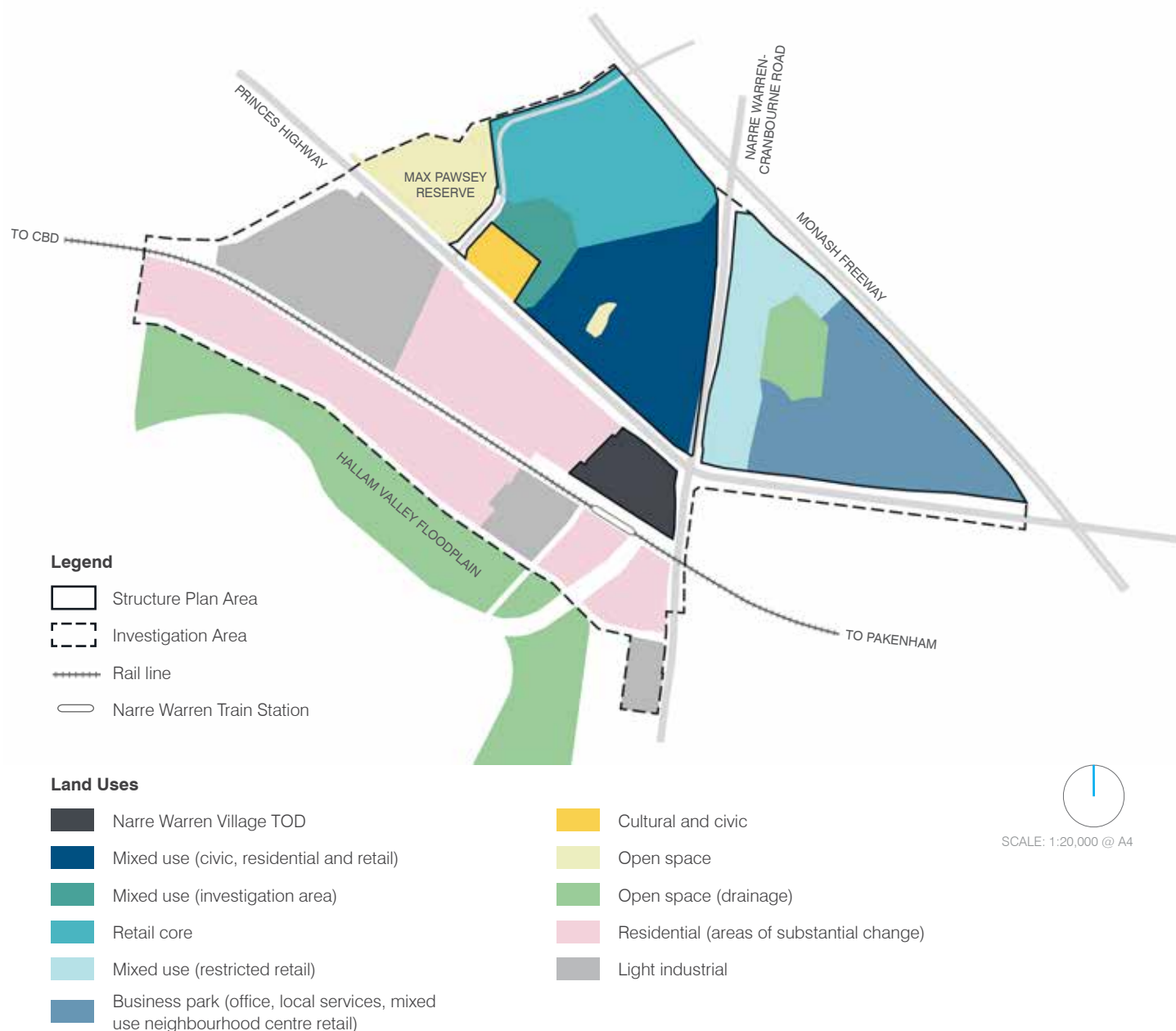
Building on the Narre Warren-Fountain Gate CBD retail, civic, and developing commercial sectors, land uses within the MAC will further diversify and strengthen. It is anticipated that land uses will intensify to create a thriving place for people to work, visit, shop, learn and play, both during the day, evening and night-time.

Complementing the retail core around the Westfield Fountain Gate, will be the rejuvenated civil, art, leisure and entertainment offer at Bunjil Place.

The Business Park will continue to grow its office offer, supported by mixed use development. These mixed use developments will contribute to transforming key connections

between the retail and civic precincts and the Narre Warren Village and Train Station. Web Street will also continue to be a strong hub for community services.

Residential development is also encouraged and new types of housing will begin to emerge within the CBD as the housing market in the south east growth corridor continues to mature. Demand for higher density accommodation, close to transport, services and shopping will appeal to the increasingly diverse housing needs of the population and this will provide encouragement for mixed-use forms of development





STRATEGIES

- » Encourage more intensive use of vacant or under-utilised land.
- » Support a diverse mixture of uses throughout the MAC to promote opportunities for employment and living, fulfil civic functions, and provide opportunities to learn, interact and connect.
- » Support uses which provide a range of day-time and night-time activities.
- » Support high density residential development integrated with other land uses, eg shop top apartments and locate high density housing in appropriate locations e.g. close to public transport.
- » Facilitate local employment opportunities and support business establishment and expansion.
- » Provide for a variety of public spaces, including open space, for people to learn, recreate, and enjoy.
- » Celebrate and promote the civic precinct as a central location for culture and community.
- » Support the CBD as a key shopping destination for higher order retail, and further develop the convenience retail offer within the CBD.
- » Promote active and intensive land uses on key redevelopment sites and key road connections (such as Webb Street).
- » Reinforce the role of Webb Street, both north and south of Princes Highway, as an important location of community services.
- » Support the better integration of community facilities, with a focus of better provision for the older population and people with a disability.
- » Facilitate the expansion of retail core for the provision of a second department store, improving and expanding the entertainment and hospitality offer and accommodating new and emerging retail formats.
- » Reinforce the retail core, and improve connections and integration of this precinct with the town centre and civic core precincts.
- » Retain and enhance the retail and local convenience of the Narre Warren Village.
- » Enhance the restricted retail area through diversification of land uses, including office land uses and residential development.
- » Encourage a convenience and complimentary retail function (including small format supermarket) to service the Business Park Precinct, while discouraging restricted retail and other big box retailing from locating in this Precinct.
- » Support high density residential development integrated with other land uses, eg shop top apartments.
- » Intensive, multi-storey use and development of land should be promoted on vacant and redevelopment sites.
- » Isolated retail pad site development will generally not be supported within the retail and business precincts.

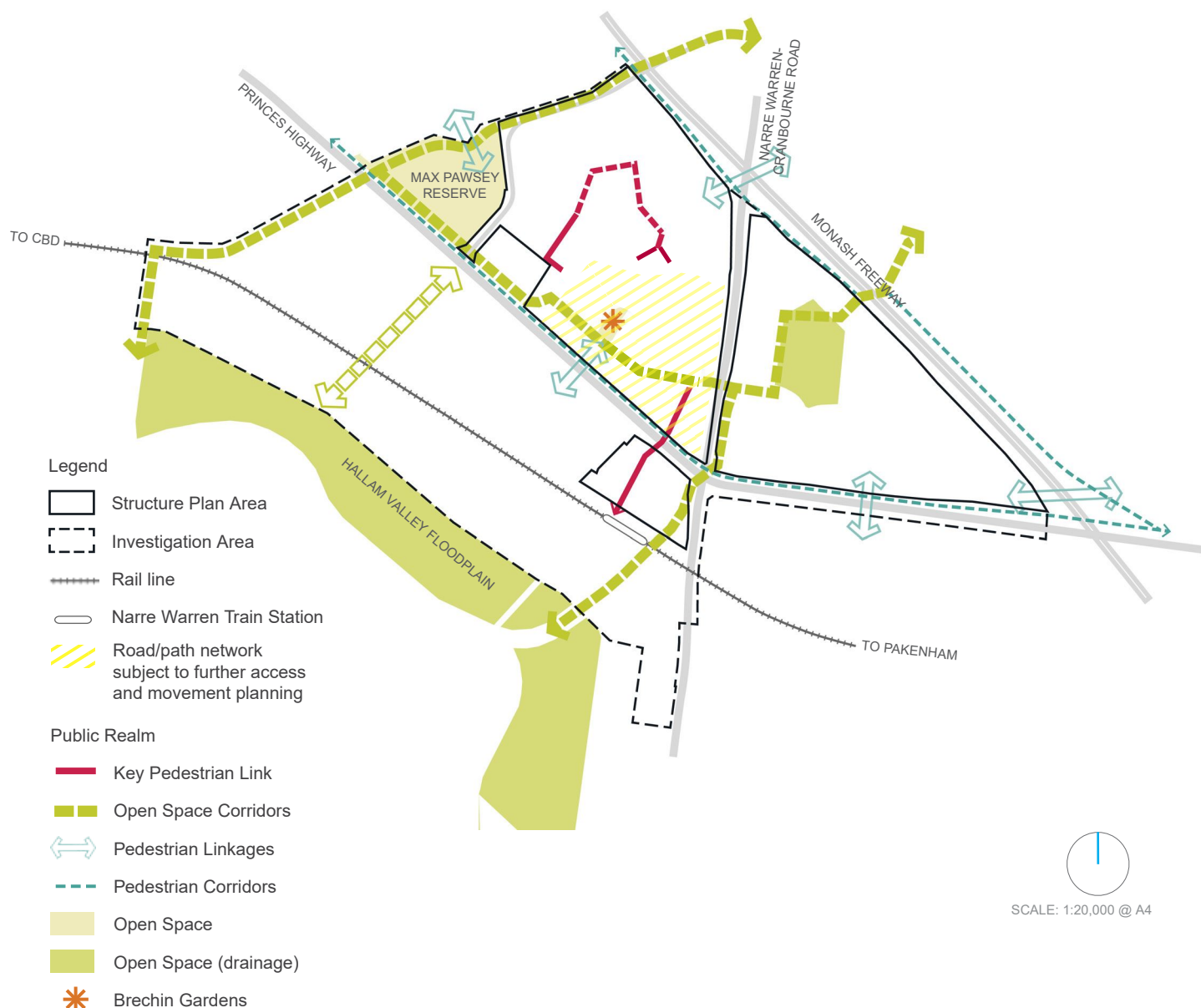
PLACES FOR PEOPLE

The ultimate outcome is for the Centre to be a safe, pleasant and high quality environment which is attractive to a wide range of users. There is a desire to shift away from a car dominated environment with a greater emphasis on the quality of place that is provided. It is acknowledged that people's interaction with the space around them greatly influences their experience of the place and, in turn, to enhance this experience there is an aim to provide high quality urban area.

A range of factors contribute to the quality of the public realm. Some factors can be influenced through design

and others will evolve over time through use of the space. This section provides planning strategies for enhancing, expanding and improving the public realm within the Centre and in particular relate to open space areas, signage, public art provisions and the connectivity of the entire Centre.

The following plan focuses on providing high quality public realm and well connected open spaces.



SCALE: 1:20,000 @ A4



STRATEGIES

- » Ensure that new developments contribute to the enhancement and improvement of the public realm and open space and the objectives outlined within this document.
- » Encourage activation in all ground floor uses where possible.
- » Create retail and commercial functions that integrate the Centre with civic/cultural, community and recreational needs of the catchment area.
- » Foster health and community well-being with appropriate and flexible public and open spaces that cater to and celebrate large community festivals and activities and enhance opportunities for social interaction.
- » Celebrate and strengthen the individual character of each precinct within the Centre.
- » Encourage the establishment of town squares which provide high activity and pedestrian focused public meeting places.
- » Consideration of how contributions can be made towards enhancing the network of open space corridors should form part of any major development proposal.
- » Develop a detailed open space plan for the Centre which will nominate a hierarchy of open spaces with clearly defined functions and design outcomes.
- » Seek to increase open space in the precinct over time and to identify appropriate precincts for this to occur.
- » Enhance open space – in particular the accentuation of the high ground around the Brechin Gardens area.
- » The provision and enhancement of town parks to complement the wider Centre and provide visual relief and spaces for recreation, entertainment, rest and relaxation.
- » Enhancement of the network of open space corridors that provides for safe and convenient pedestrian and cycling passage.
- » Promote opportunities for Public Art that will add to the life and visual interest of the CAD with high impact art zones for residents to engage with multiple artistic forms.
- » Enhance streetscapes through the use of a consistent street tree and street furniture pallet, including the use of dynamic and functional Public Art commissions that provides the street with physical and visual amenity and ties the centre together.
- » Adopt a consistent and legible approach to the provision of signage across the Centre to provide for appropriate business identification and wayfinding while not diminishing the quality of the public realm.
- » Provide equity of access for all users throughout the CBD and adopt best practice in universal design to accommodate users across range of ages and abilities.
- » Provide safe spaces which embed the principles of Crime Prevention Through Environmental Design (CPTED).
- » Where properties abut the Monash Freeway, Princes Highway and the Narre Warren North Road, where the main entrance or front of the buildings are directed away from these road frontages, signage will be limited to one business identification sign that is attached to but does not protrude above the building.
- » Support coordinated directional signage to improve vehicular and pedestrian movements around the Centre where there is a demonstrated need to ensure ease of navigation. This signage should not be used as de facto tenant signage, and corporate lettering and logos will not be supported.
- » Support the branding of particular precincts including Narre Warren Village and the Commercial Precinct.

ACCESSIBLE AND CONNECTED

The viability of any Centre is directly related to the level of accessibility to it and ease of movement through it. Access to the MAC is generally by public transport or private vehicle with some opportunities for pedestrian and cycling. A bus interchange is centrally located within the study area with the Narre Warren Train station located to the south, adjacent to Narre Warren Village. Ultimately, a more comprehensive, integrated, internal public transport area within the MAC is desired in the future.

As the centre continues to develop alternative transport solutions, it is important that vehicle movements and car

parking requirements are managed to provide appropriate levels of access while avoiding adverse amenity impacts on the centre as a whole. Concurrently, the shift away from private vehicle trips will be encouraged with high support for alternative transport solutions including pedestrian, cycling and public transport.

The planning policy strategies and guidelines in relation to access and movement across the Centre are as follows:



FIGURE 4.3: ACCESSIBLE AND CONNECTED PLAN



STRATEGIES

- » Provide a well-connected space where people have the ability to effectively and efficiently move through the Centre both through internal and external networks.
- » Prioritise and enhance the pedestrian network hierarchy and facilitate the completion of existing gaps within the pedestrian network.
- » Enhance pedestrian / cycle circuits and route ways with linkages to areas outside the Fountain Gate-Narre Warren CBD and between precincts within the CBD, particularly across Narre Warren North Road and the Princes Highway.
- » Encourage all roads to have accessible footpaths on each sides of the road.
- » Encourage appropriate levels of access for all user groups including those with prams, children on bikes, skates and wheelchairs.
- » Consider the delivery of a future CBD central transit loop to connect the Retail Core Precinct, the Business Park and Narre Warren Railway station to enhance the connectivity of key nodes within the wider precinct.
- » Strengthen public transport as the preferred mode of transport by facilitating progressive future expansions and improved access.
- » Encourage activity surrounding the bus interchange to improve the safety and attractiveness of the interchange.
- » Minimise the impact of vehicular traffic on the pedestrian amenity of the centre, in part by the strategic location of car parking.
- » Facilitate the development of safe cycle linkages across the centre and ensure that quality cycling facilities are provided.
- » Support significant improvements to the bus network to increase connectivity within and to and from the CBD.
- » Provide effective and efficient vehicular access to and within the centre.
- » Emphasise the enhanced capacity of intersections that provide access into the CBD.
- » Enhance the internal street network that also delivers active streets.
- » Create a legible street network within the Retail Core Precinct area to assist in linking major car parks and manage the safe movement of vehicles around the pedestrian focussed centre.
- » Support improved pedestrian and cycle connections within the centre providing linkages between identified land uses and public transport facilities.
- » Seek to include mid-block pedestrian connections as part of major developments.
- » Facilitate a grade separated pedestrian and cycle linkage across the Narre Warren - Cranbourne Road and Princes Highway.
- » Deliver improved accessibility through the major car parking areas.
- » At grade car parking designs must provide for landscaping and lighting, structured carparks must address the urban design guidelines.
- » Prepare a Integrated Transport Strategy for the precinct with the aim to improving pedestrian, cycle and public transport, vehicle options and connections.
- » Require large carparks to have associated parking management plans to maximise the efficiency, ease of use and legibility of the parking supply and availability of customer parking.
- » On street parking should be considered an integral component of the streetscape design to encourage low traffic speeds as well as allowing for trees and other design elements.
- » On street parking is not envisaged on the arterial network, on major traffic routes within the centre (such as Magid Drive) or in the vicinity of major intersections.
- » On-street parking should not be relied on when assessing parking supply for individual uses. It is likely as the centre develops that on-street parking will have short-term parking restrictions and long term staff or residential parking needs to be accommodated off-street.
- » Ensure that convenient and secure bicycle parking spaces are provided as part of any development.
- » Enable the Business Park Precinct to accommodate 'through' movement into the urban heart area.
- » Facilitate right hand turns at existing intersections.
- » Maximise road network accessibility, especially from east and south.
- » Access points to car parks should be carefully located and clearly identifiable to reduce potential conflict with pedestrians.

BUILT FORM

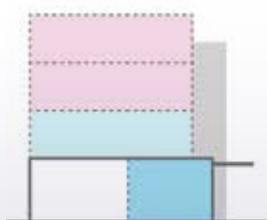
Active, vibrant streets set amidst intensive building forms are envisioned to drive active, safe, vibrant and connected streets within the Narre Warren- Fountain Gate CBD. High quality and

well-designed buildings and spaces should provide flexibility for future changes in use and enable a diversity of users to work, live and visit the CBD.



STRATEGIES

- » Promote intensification of building forms through the development of multi-level buildings to drive activity and vibrancy.



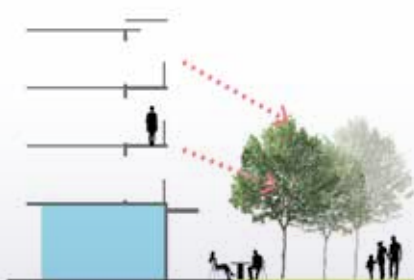
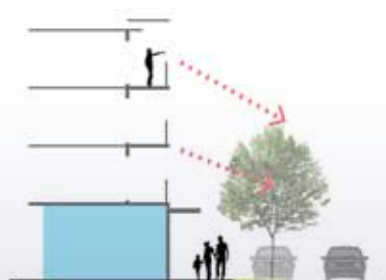
- » Create a human scale to development fronting public spaces and key street frontages.



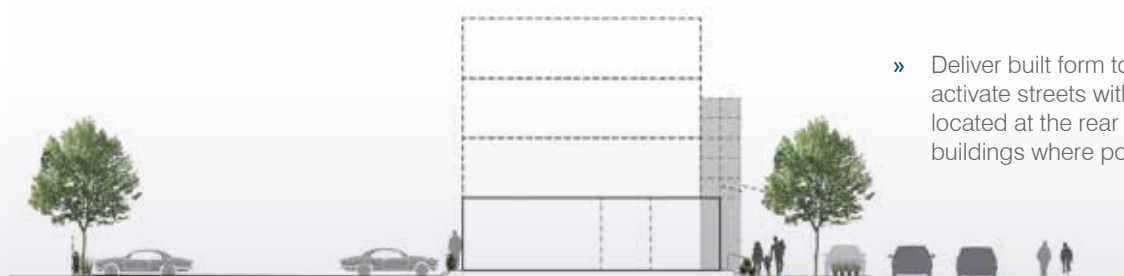
- » In appropriate locations, active main streets should be developed throughout the retail core, mixed use areas, particularly focusing on key connector streets and within the Narre Warren Village area.



- » Encourage new development to address ecologically sustainable design principles and reduce energy, water and waste impacts.



- » Develop built form to support safe and friendly streets, parks and squares.



- » Deliver built form to frame and activate streets with car parking located at the rear or sides of buildings where possible.

Note: Illustrative and diagrammatic purposes only to demonstrate how built form objectives can be achieved.

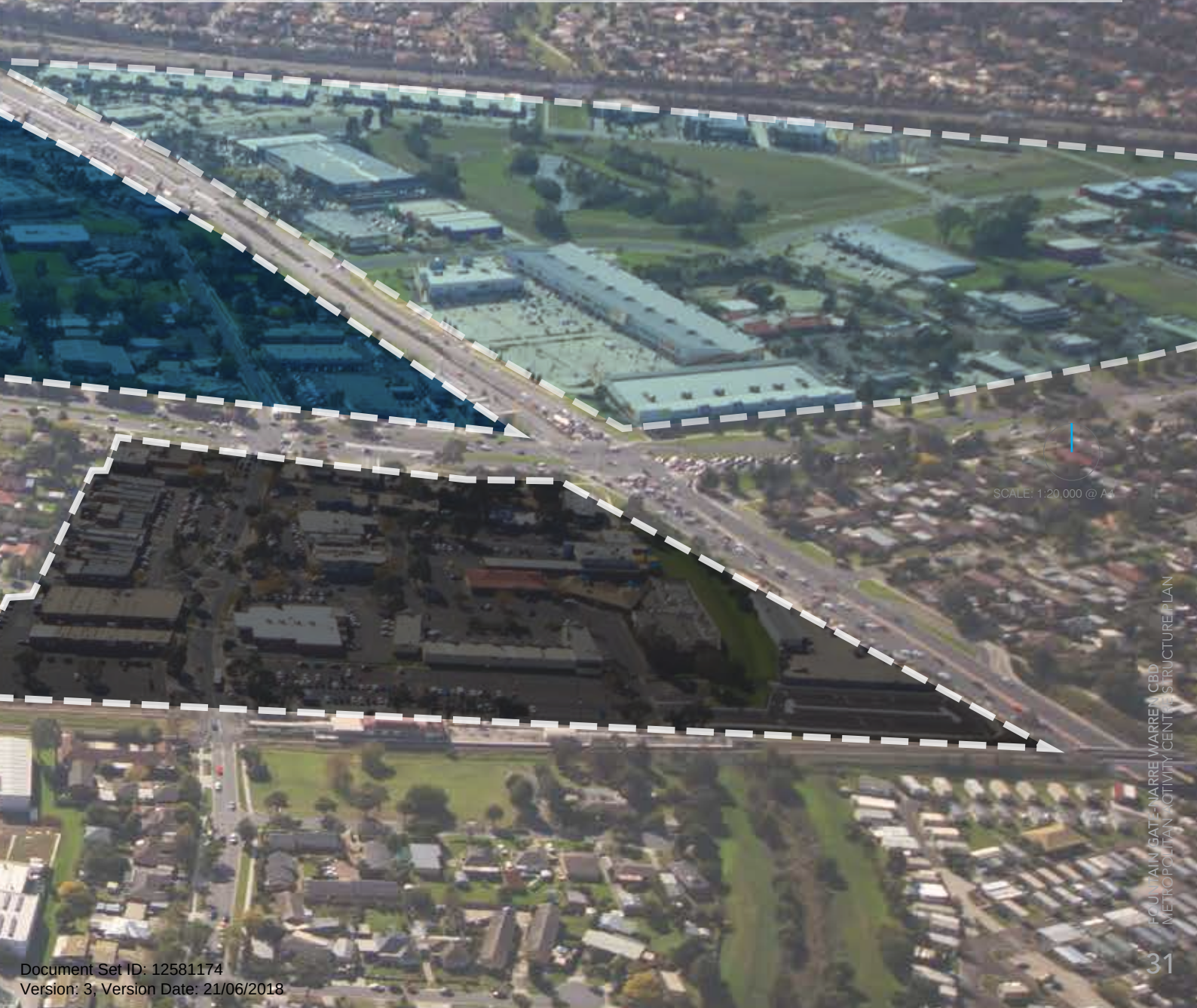
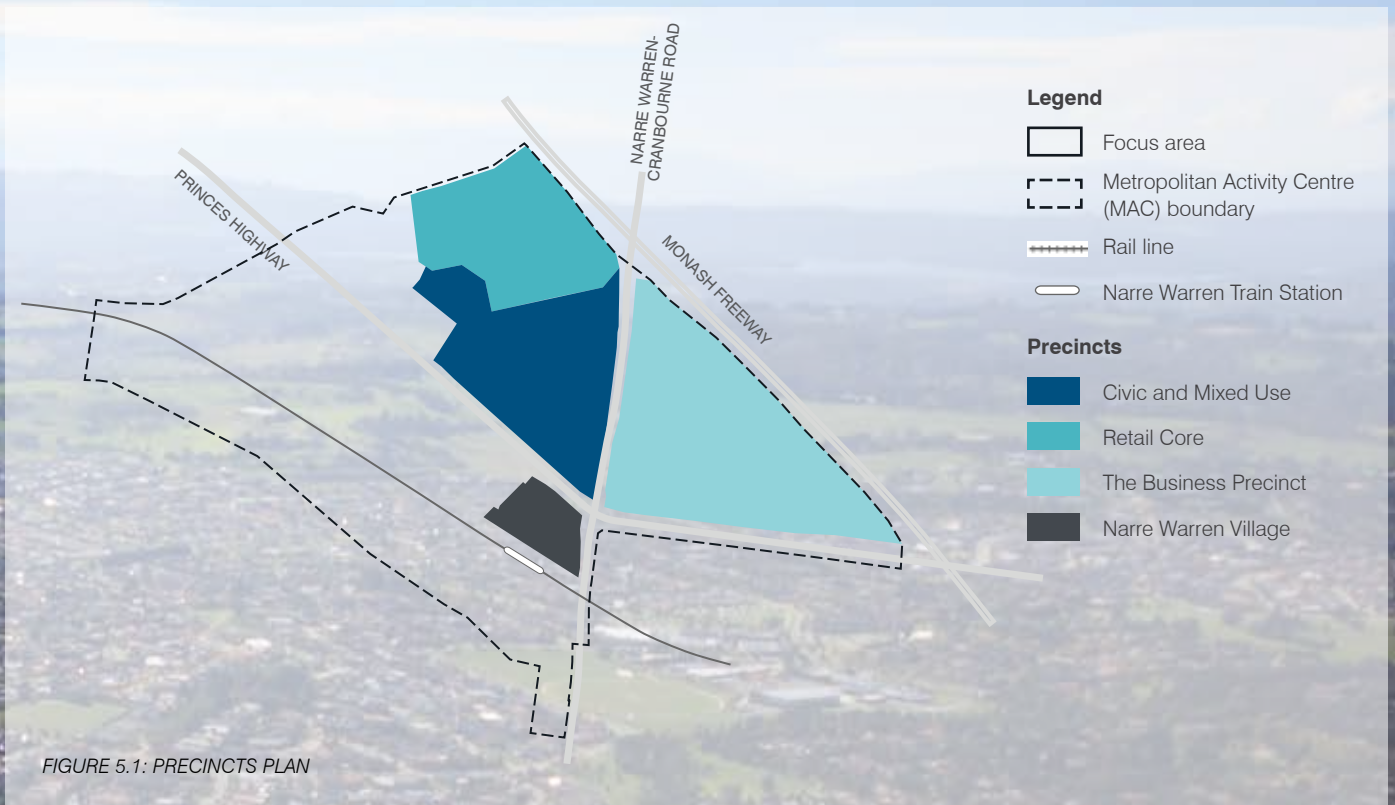


STRATEGIES (CONT)

- » Large blank box development should be avoided, and facades should be sleeved with active edges where possible.
- » Require activate ground floors, located with zero lot lines (where possible) to street frontages, key public realm, and public open space through land uses and/or architectural treatment (except for residential and industrial areas, where front landscaping is encouraged) and building entries should be located to street frontages to promote activation and circulation.
- » Create active edges along key pedestrian interfaces where possible. Inactive edges should have architectural or landscape design treatment.
- » Car parking areas should not dominate areas of the public realm, and where possible should be located at the side and/or rear of buildings.
- » Multi-level carparks should not dominate street frontages, and should be appropriately screened with active uses, or through use of architectural screens / design or landscape.
- » Views of loading and service areas should be minimised from the public realm.
- » Development in the civic, retail core and business park precinct should provide appropriate weather protection along street frontages, which should provide canopies of 2.0m wide (located a minimum of 2.5 m from ground level).
- » Development should minimise shadow (during the September Equinox between 11am and 2pm) to public open space and key streets.
- » Open space should be celebrated, by focusing new development to front open space (including doorways, windows and openings), providing opportunities for natural surveillance, and avoiding additional shadow impacts.
- » New buildings should consider the development potential of adjacent sites, and where appropriate, provide for zero side setbacks to allow abutting development opportunities.
- » Building design should provide for variation in form and expression to create visual interest.
- » Building services should be integrated into building roof form and architecture.
- » Building entries should be legible from street frontages, should be should be graded to street level where possible.



Four precincts combine to form the MAC – being the ‘Civic and Mixed Use’, the ‘Retail Core’, the ‘Business Park’ and ‘Narre Warren Village’ – a transit oriented precinct. They each already have a distinct character and range of land uses, however, opportunities exist within each for change – sometimes quite significant. The Urban Heart Precinct provides the key opportunity to provide better connections east-west and north south that can knit the whole of the CBD together through strong pedestrian and public transport connectivity. These are explored on the following pages.



CIVIC AND MIXED USE PRECINCT

The Civic and Mixed Use Precinct, extending from Magid Drive in the east to Narre Warren North Road sits at the heart of the MAC. This precinct has three sub-areas – notably the ‘Town Centre’, ‘Brechin Central’ and Webb Street – as shown on Figure 5.2).

Within the Civic and Mixed Use Precinct, a new town centre will be established around the concept of a traditional main street style layout with a new town square. This will be the key community focal point in the CBD, highly activated and providing an important connection from the Arc and the emerging Bunjil Place (civic uses) through to Westfield Fountain Gate. East-west links into Brechin Central will be of equal importance as part of improved connectivity to the train Station but also through to the Commercial Precinct.

Opportunities for significant redevelopment exist. In particular, land in Brechin Central could include higher intensity, higher rise forms of development including residential or hotel uses above lower level activated uses. Brechin Gardens at the centre of

this area is currently hidden, development generally turning its back on it. Redevelopment in Brechin Central should celebrate its community focal point and public realm and open space asset. Improved open space outcomes are important within this precinct.

New north-south and east-west connections through the Civic and Mixed Use Precinct have the opportunity to significantly enhance connectivity to and from all key nodes in the CBD. Principally, major enhancement of the access from Narre Warren station, both by public transport and walking and cycling is highly desirable. Webb Street will deliver the north-south connection and will become a highly accessible, activated connection. It has been identified as suitable for a range of community services to take advantage of its accessibility.

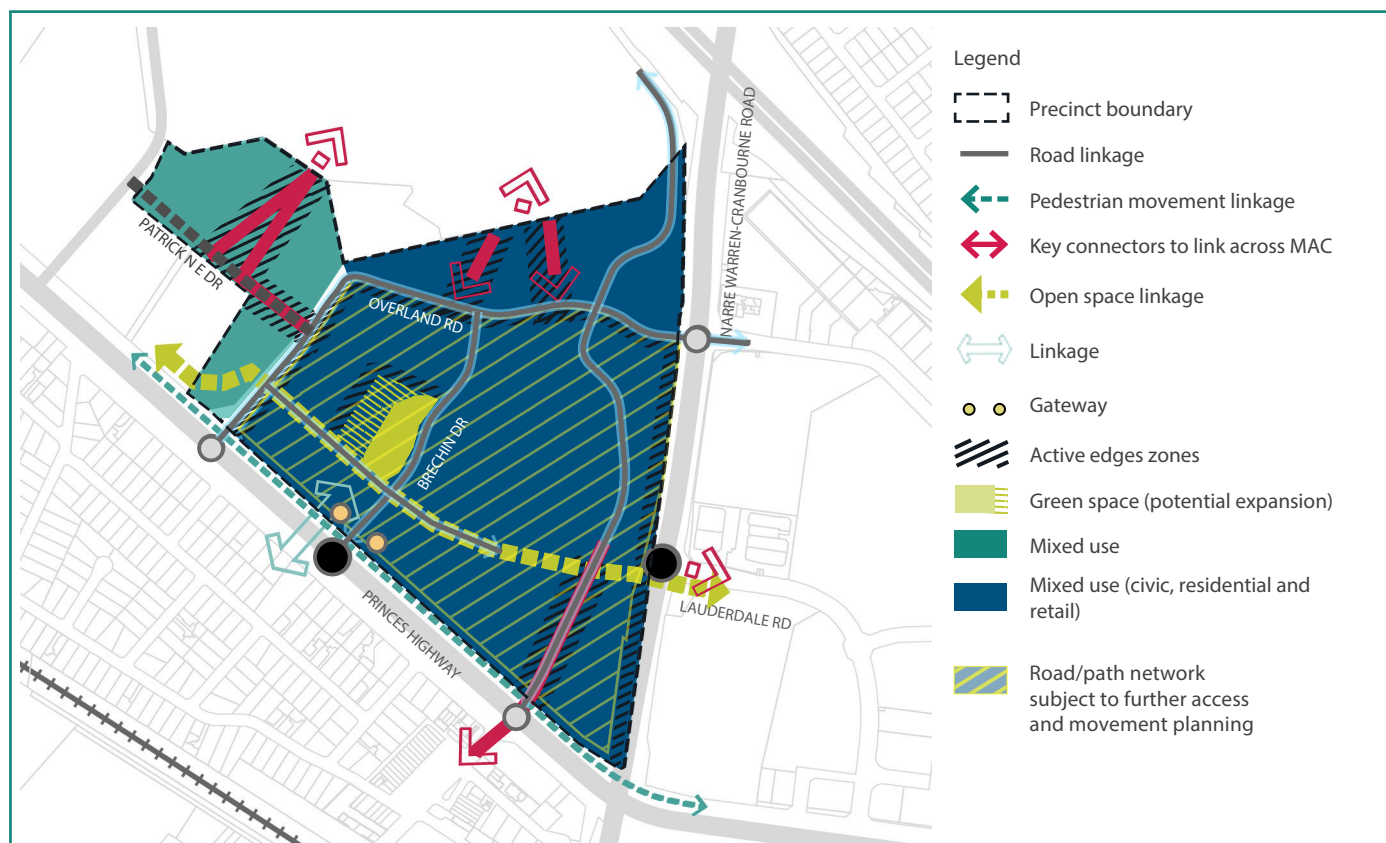


FIGURE 5.2: CIVIC AND MIXED USE PRECINCT PLAN

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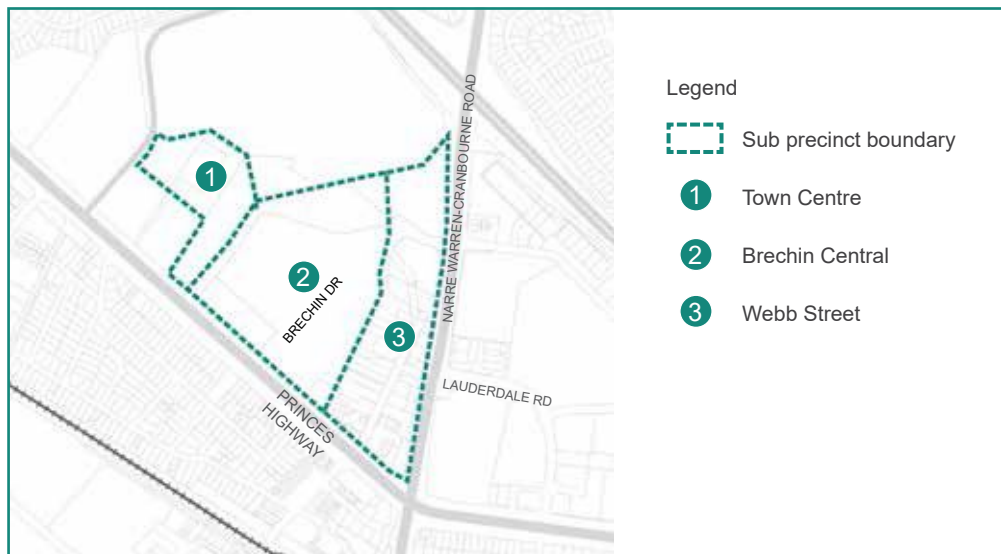


FIGURE 5.3: SUB-PRECINCTS PLAN

OBJECTIVES

- » Deliver a strong, highly activated town centre around a new 'Main Street' and public square.
- » Develop an important north-south spine to connect the Narre Warren Train Station to the Civic and Mixed Use Precinct, prioritising public transport, walking and cycling. The spine will be activated along its length and can become a location for a range of community based services given its primary location.
- » Utilise Brechin Gardens as a major feature by ensuring development provides activation, life and vibrancy around its edges.
- » Identify and secure opportunities for key connections through the Civic and Mixed Use Precinct and prioritise walking, cycling and public transport accessibility
- » Deliver strong public realm outcomes, including building forms to street edges.
- » Encourage higher intensity, higher rise building forms, including residential and hotel development.
- » Commercial developments should seek to minimise the visual impact of car parking through considered urban design. Large surface car parking fronting main roads will be discouraged.

RETAIL CORE PRECINCT

The retail core is on the northern side of the Centre. With its high volume of shops, services, entertainment and food outlets, this precinct provides for the most concentrated development form within the wider centre and is the main attractor of people to the area. There is a continued commitment for the Retail Core's ongoing development and evolution in providing a major retail hub within the Metropolitan Melbourne Region.

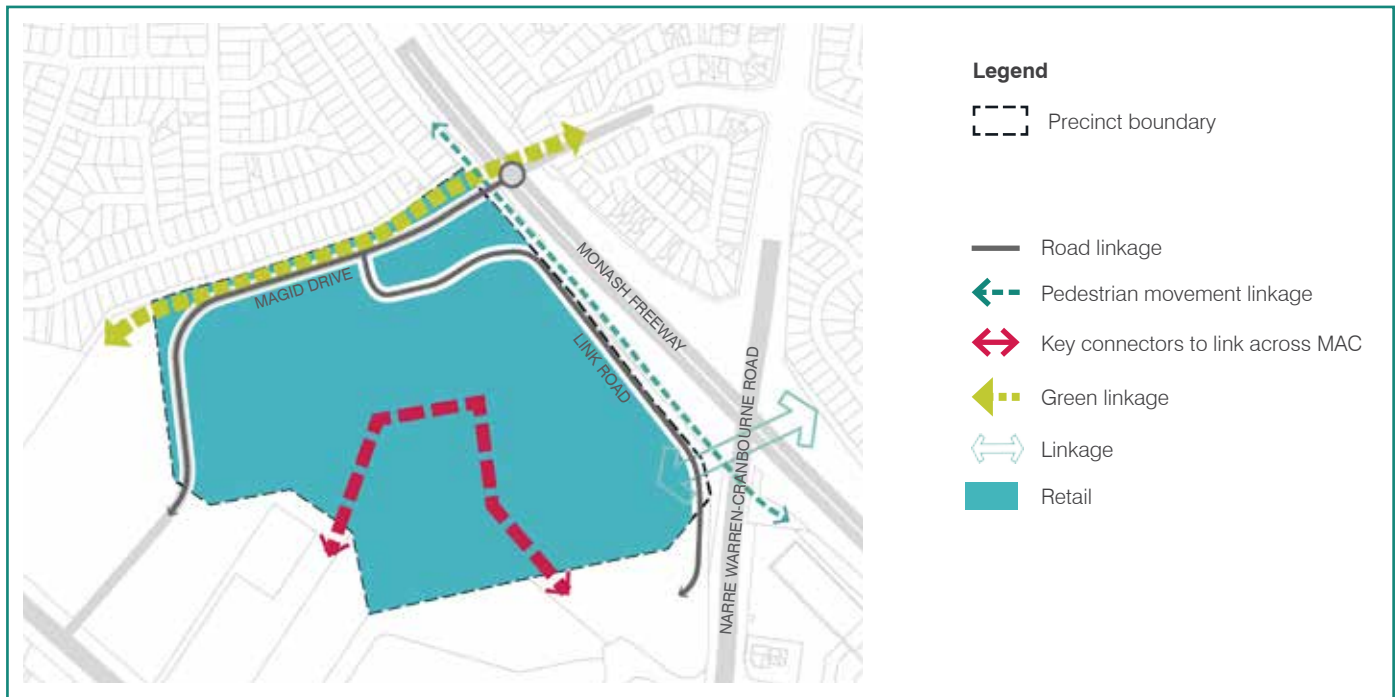


FIGURE 5.4: RETAIL CORE PRECINCT PLAN

SCALE 1:10,000 0 100 200 300 400 500



OBJECTIVES

- » Retain the retail core precinct as the major retail area of the Centre
- » Encourage a wide range of uses including retail, entertainment, office, leisure and hospitality.
- » Facilitate integration with adjoining precincts (Urban Heart, Narre Warren Village and the Commercial Precinct
- » Improve pedestrian links within and through car parks, including links to networks beyond the precinct.
- » Retain/improve convenient access from parking areas into buildings, especially for the food areas.
- » Promote the opportunity for a central transit system that links key entrance points around the retail core.
- » Encourage more outwardly focussed development at the shopping centre's periphery
- » Enhance car parking areas through landscaping, circulation paths, pergolas and covered walkways

NARRE WARREN VILLAGE PRECINCT

Located adjacent to the Narre Warren rail station, future transit oriented development within this precinct will build upon the eclectic mix of retail and services that exists to create a dynamic mixed use precinct. The ground plane will be pedestrian focussed and amenity rich facilitated through built form and public realm treatments.

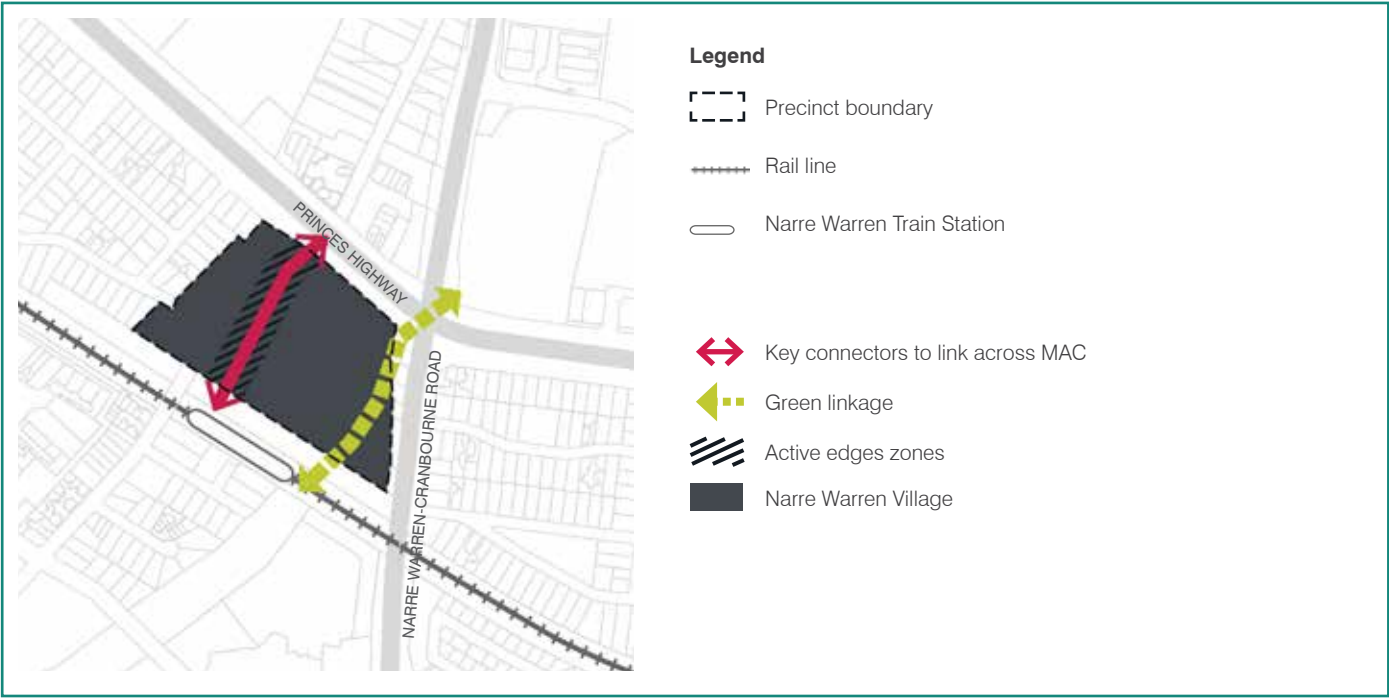


FIGURE 5.5: NARRE WARREN VILLAGE PRECINCT PLAN



OBJECTIVES	
» Promote uses that complement the existing suite including alfresco dining, an expanded supermarket, non-retail commercial uses along Narre Warren – Cranbourne Road, community uses and mixed use outcomes including residential and office. » Improve visual and physical amenity » Create a public realm that promotes a ‘village’ atmosphere and outdoor dining and includes active frontages at the ground floor. » Integrate the Narre Warren drainage corridor into adjacent developments with public access provided along its edges.	» Develop a vehicle hierarchy and effective car parking system that incorporates an integrated approach across the precinct with definition between public roads and car parking areas. » Support and reinforce the importance of the rail station through a bus interchange facilities and a fine grain pedestrian network that connects to surrounding precincts. » Explore the option of grade separation of the railway line and Webb Street. » Ensure all development addresser drainage corridors and Water Sensitive Urban Design outcomes.

BUSINESS PARK PRECINCT

To the east of Narre-Warren-Cranbourne Road, the Business Park Precinct is continuing to evolve as the premier location for office, with a focus around business start up and establishment. The Precinct will continue to grow its role as a primary location for business establishment, including incubator space for small businesses, with a future focus on accommodating larger scale business and diversification of land uses for predominantly non-retail uses.

The bulky good sub-precinct will continue to provide good exposure to passing trade, and over time, will represent an opportunity for further diversification of land uses.

The establishment of an eastern retail-mixed used neighbourhood scaled centre will provide amenity and convenience for local businesses.

OBJECTIVES

- » Promote employment and job creation, particularly with office and higher order employment functions.
- » Support a range of complementary land uses, including child care, restaurants, gyms, residential, and convenience retailing, to service businesses and to enliven the Precinct.
- » Retail development should be complimentary to the office/commercial uses and should not undermine the retail core and Narre Warren Village. A new local convenience centre will be encouraged to provide supporting services for workers, such as cafes, post office or pharmacist
- » Encourage intensity of land use and built form.
- » Retain restricted retail uses to land fronting Narre-Warren-Cranbourne Road.
- » Create an urban gateway at the Precinct entry from Narre Warren Road.
- » Ensure development that abuts the Melbourne Water Retarding Basin provides a level of integration with this space.
- » Improve public transport, pedestrian and cycle connections between this Precinct and the Retail Core and the Train Station.
- » Improve the amenity of the area through public open space and public realm improvements (including street tree planning and landscaping).
- » Large sites should contribute to providing a finer grain permeability of the Precinct.
- » Avoid single level development and encourage multi-level built form that frames the street.



FIGURE 5.6: BUSINESS PARK PRECINCT PLAN

SCALE 1:10,000 0 100 200 300 400 500



Legend

- Precinct boundary
- Road linkage
- Pedestrian movement linkage
- Green linkage
- Linkage
- Convenience centre
- Active edges zones
- Open space (drainage)
- Restricted retail zone
- Business park zone

06

The Fountain Gate – Narre Warren CBD Structure Plan sets out a high level vision for the growth and development of the CBD over the next twenty years. The Structure Plan itself is a guiding document and will be supported, over time, by a number of complimentary strategies and initiatives. Some of these are likely to be whole of centre initiatives, such as transport and movement strategies, while others may be more specific and targeted, such as delivery of a new community facility or a new piece of public realm.

The Council recognise that an ongoing strategic work plan will be important in order to achieve the Vision and Objectives set out in the Structure Plan.

The following section sets out, firstly, how this Structure Plan will be implemented into the Planning Scheme through the introduction of the Activity Centre Zone. It then identifies an early, but indicative, list of the type strategic projects that Council has identified that are likely to be necessary over the lifetime of the plan. It is important to highlight that some of these initiatives will require partnerships with State Government agencies responsible for improvements to or around assets such as state roads or railway lines for example.

PLANNING SCHEME IMPLEMENTATION

The Structure Plan will be a reference document into the Planning Scheme, under the Activity Centre Zone (ACZ) that will apply only to the Structure Plan Area shown on page 5 of this Plan. The Activity Centre Zone is the most appropriate planning scheme tool that should apply consistently across the whole of the Structure Plan Area. It will set out appropriate planning permit requirements and planning controls that development will be expected to respond to.

Outside of the Structure Plan Area, the existing zones and provisions of the Planning Scheme will continue to apply to the areas immediately abutting the ACZ. Council may, in the future, contemplate a future expansion ACZ to cover the area identified as future ACZ investigation area, as shown on page 5 of this Plan. It is not considered a priority at the time of writing.

FURTHER STRATEGIC WORK - IMPLEMENTATION PLAN

Council will prepare an ongoing strategic **Implementation Plan** once the Structure Plan and ACZ are implemented by amending the Planning Scheme. The Implementation Plan will be an overarching document that should be read alongside the Structure Plan and will set out a clear set of actions and priorities for key projects to help realise the vision and objectives of this Structure Plan. Over the next 20 years, a range of strategic projects that will sit under the umbrella of the Implementation Plan could include, but are not limited to:

- » **A Public Realm Plan** – to provide guidance to developers and other key stakeholders about the expectations for identifying, designing and creating new public spaces and thoroughfares into new development and creating strategic connections. This is likely to include design and technical standards for all civil, landscape and infrastructure works.
- » **An Access and Movement Strategy** for the CBD that will set out a plan that prioritises the movement of people by means of walking, cycling and public transport. It will consider the need for new and improved connections across the centre and will also prioritise public transport integration. This strategy would be prepared in conjunction with VicRoads and Public Transport Victoria to ensure a coordinated and forward thinking approach is adopted.

- » **Sustainability Strategy** – will identify how sustainability initiatives will be adopted into the Activity Centre, including public realm design, storm water re-use, building design and response and transport. It should be noted that this will have a number of cross-relationships to other strategies.
- » **Economic Development and Investment Strategy** – which will set out a clear strategy to support investment and growth in the CBD, including any centre based economic incentives or programs to assist, for example, job creation. This may also include a new branding and commercial strategy for the CBD.
- » **Community Facilities Strategy** – will identify the need and location for future community facilities within the ACZ, including consideration of options for co-locating and sharing of facilities for different purposes.
- » **Drainage and Infrastructure Strategy** – how drainage and stormwater will be managed and used as an integral part of sustainable public realm planning.

It is highlighted that a number of the above strategies are also likely to be used to inform a revised Development Contributions Plan for the CBD.

The Council will work consultatively with landowners, the community, State Government and other key stakeholders to prepare the Implementation Plan and subsequent strategies.

PRECINCT SPECIFIC PROJECTS WITHIN THE STRUCTURE PLAN

The following list identifies the projects that have been identified within the section 5 of this Structure Plan.

BUSINESS PARK PRECINCT

- » Development of a retail convenience centre
- » Establishment and implementation of a masterplan for Melbourne Water
- » Improved pedestrian and cycle links to the wider precinct

THE URBAN HEART

- » Delivery of public realm link and town square
- » Webb Street enhancement and activation program
- » Delivery of key east-west connections (walking & cycling priority)

NARRE WARREN VILLAGE

- » Master plan for the Narre Warren drainage reserve
- » Precinct master plan to understand vision for transit oriented development outcome
- » Improved connections between Narre Warren Railway Station and the wider precinct
- » Drainage and Integrated Water Management Strategy



Appendix 1

Narre Warren Fountain Gate CBD

Urban Design Principles Paper

May 2018

The purpose of the *Narre Warren Fountain Gate Central Business District (CBD) Urban Design Principles Paper* is to;

1. Guide future built form outcome in the CBD; and
2. Inform the preparation of built form controls in the *Activity Centre Zone – Schedule 2 (Narre Warren Fountain Gate CBD) (ACZ2)*.

The *Principles Paper* should be read in conjunction with the *Fountain Gate - Narre Warren CBD Structure Plan 2018*. These two documents have both informed the preparation of the ACZ2 provisions.

CITYWIDE

- » **Activation** – The built form and activities contained within the ground and upper levels allows for surveillance of the street, regular points of access between buildings and public space, and promotes activity in streets, parks and plazas.
- » **Maximise Intensity** – The built form and activities contained within buildings represent the highest and best use for a site in terms of employment creation, dwelling numbers, 24-hour activity and economic productivity.
- » **Built Form Quality** – Viewed from the public realm, buildings should be interesting, beautiful and complement the preferred character for the area. The materials used should also remain attractive for an extended life.
- » **Public Realm Quality** – Interest, function, comfort, longevity, character. The public realm should be functional and comfortable, but also create interesting user experiences and help set the character of the area. The materials and design must also be robust and durable.
- » **Efficient Movement** – The network of streets, paths and transit routes should in order of priority create direct, safe and comfortable pedestrian, cycle, public transit and vehicle movement.
- » **Climatic Comfort** – The scale, design, material and landscaping of buildings, streets and plazas should maximise solar access (particularly in winter), create shaded spaces in summer and wind protection all year round.
- » **Green Space / Urban Plaza** – Developments should encourage green space and the inclusion of urban plaza spaces to provide informal outdoor activity, recreation and increase participation.

EXISTING CENTRE CONDITIONS

Key Centre Issues

The key urban design issues affecting the CBD area can be summarised as;

- » Coarse grain road networks;
- » Poor pedestrian connections;
- » Poorly framed streets;
- » Low intensity single level single use development;
- » Blank walls on “big box” retail and poor-quality buildings;
- » Extensive at-grade parking with limited canopy trees; and
- » Low quality and lack of public space.

Precinct 1 – Mixed Use and Civic

The Mixed Use and Civic Precinct contains a cluster of civic services, large format retail and convenience restaurants and includes the Council offices, Narre Warren Library, Casey ARC and Westfield Homemaker Centre. Development is predominantly single storey with wide street setbacks and large areas of at grade car parking. Significant improvements can be made to better frame and activate streetscapes and promote public spaces.

Bunjil Place, a state-of-the-art community hub housing a number of cultural, arts and community facilities is currently under construction and will provide a significant boost to the vibrancy of the area.

The Precinct also includes Webb Street (north of Princes Hwy), a collection of shops, offices and community services focused along the streetscape with wrapped parking areas. The northern end of Webb Street loses its street character as it merges into a large format and service retail area.

Brechin Garden is located in the centre of this precinct however is poorly connected to the adjoining uses and is bounded by loading bays and car parks. The garden have important heritage significance but are disjointed from activity areas, underutilised, poorly surveyed.

The pedestrian environment is very poor in this precinct due to the coarse-grain street network, poor provision of pedestrian paths, limited landscaping and canopy trees.

Precinct 2 – Retail Core

The Retail Core contains one of Australia's largest shopping malls with a high volume of shops, services, entertainment and food outlets, and is the main attractor of people to the area.

There are large areas of at-grade and decked car parking surrounding the Centre with little wayfinding, landscaping and poor pedestrian infrastructure.

The shopping mall has many blank walls and service areas visible from the public realm that if screened or activated would improve the external environment of the Centre.

Precinct 3 – Narre Warren Village

Narre Warren Village is a street-based shopping area located adjacent to the Narre Warren Railway Station and south of the Princes Highway. The area has an eclectic mix of retail and dining offerings servicing the diverse local community. In areas, the Village has poor pedestrian infrastructure, legibility and experience.

Webb Street is the key access point into the precinct from the north and south and creates a bottleneck during peak commute times. This creates traffic congestion along Webb Street and across the railway level crossing.

Much of the built form is old and in need of refurbishment or redevelopment providing significant opportunity. The area lacks a civic heart or public square with the existing public space limited to pedestrian paths and carparks.

Precinct 4A – Restricted Retail

The Restricted Retail Precinct contains a number of 'big box' format retail premises and large expanses of at-grade parking similar to other restricted retail areas.

The majority of the buildings are single level and have a low employment density compared to other commercial uses envisioned for the CBD with significant opportunity for employment intensification in this precinct.

The existing pedestrian infrastructure is limited with at grade car parking areas dominating the external space, reducing legibility of pedestrian priority areas. Road access from the Narre Warren North Road is currently sufficient however with intensification of this precinct a service lane would likely be required.

Precinct 4B – Business Park

Around Victor Crescent, there is an establishing commercial area with significant development in multi-level office suites in recent years. The remainder of the Business Park Precinct contains a mixture of 'big box' style and smaller scale retail uses together with pockets of serviced apartments, education, car dealerships.

The area is still car dominated with significant on street parking issues and a lack of any public transport. The pedestrian environment in the precinct is lacking with narrow footpaths and poorly framed building entrances and poor DDA compliance in some areas. Work is being done to improve the footpaths in the area and develop the Melbourne Water Retarding Basin as a parkland area.

Significant improvements are required within the streetscapes and future built form to fully realise the potential of this area as a premier commercial centre.

Precinct 5 – Residential Intensification

The precinct is dominated by single storey detached residential dwellings on larger residential lots. A number of non-residential uses exist fronting the Princes Highway making use of the passing traffic. Footpaths and public amenity is acceptable for low density suburban development.

The area slopes towards the south west presenting some drainage issues adjacent to the drainage corridor and Pakenham Rail Line.

BUILT FORM DESIRED OUTCOME

This section of the paper outlines the general desired built form outcome for future development within the five Precincts based on the Urban Design Principles for the CBD.

Citywide

- » Buildings are multi-level.
- » Building facades are articulated to reduce building bulk and create interest.
- » Ground floors are able to accommodate uses which generate activity within the adjoining public realm and include visually permeable (i.e. glazed) ground floor facades;
- » Ground floors have regular points of access between buildings and the public spaces;
- » Car parking and service areas are sleeved and not visible from the street.
- » Buildings include ecologically sustainable development principles
- » Business identification signage is integrated into the design of buildings and is appropriate in scale and adaptable.

Precinct 1

1. Street Walls created through podium development with zero street setbacks.
2. Upper level setbacks to minimise building bulk and overshadowing.

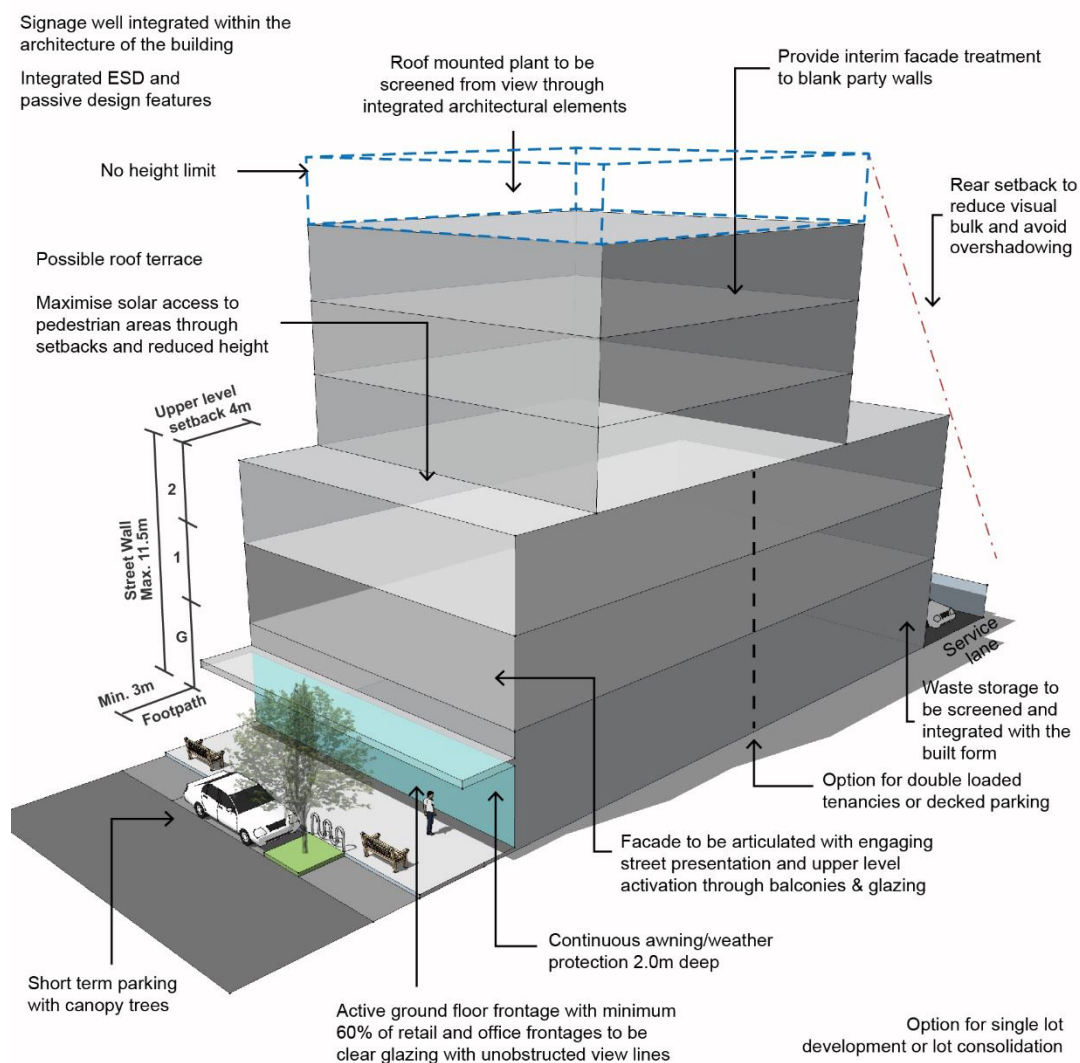


Diagram 1 – Precinct 1 general built form outcomes

Precinct 2

3. Maximise pedestrian connections to the adjacent public realm in appropriate locations to ensure physical permeability.
4. Maximise visual connections to ensure sense of place and orientation.
5. Generally maintain current extent of internal mall;
6. Buildings and public realm designed to create a seamless transition between internal malls and external pedestrian links, streets and plazas.

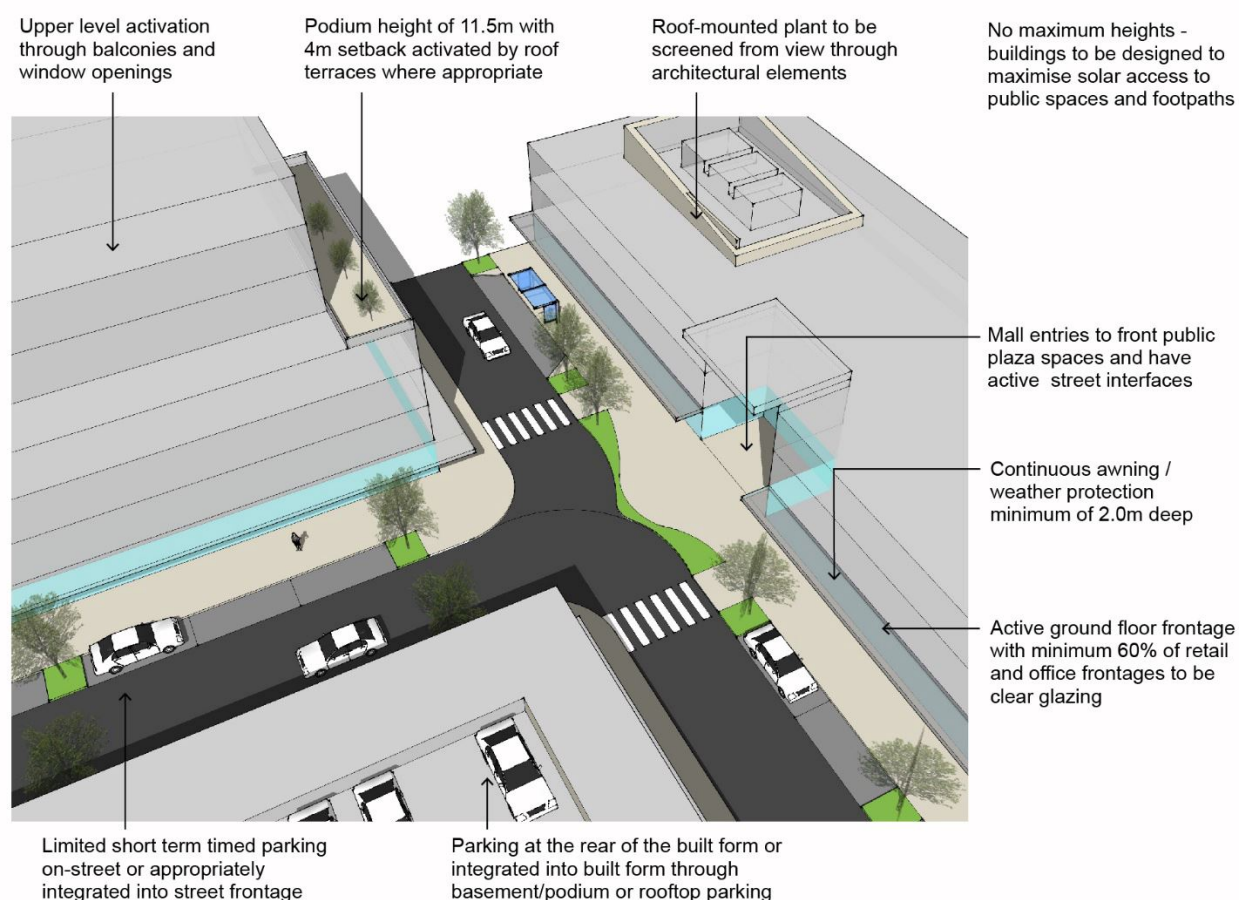


Diagram 2 – General built form outcomes to integrate internal mall and public realm

Precinct 3

7. Street Walls created through podium development with zero street setbacks.
8. Upper level setbacks to minimise building bulk and overshadowing.
9. Preferred 23m height limit around proposed Webb St Plaza to reduce overshadowing and visual bulk issues, and respect the 'Village' character of this precinct.
10. ResCode setbacks to adjoining residential areas providing a sensitive interface to dwellings.

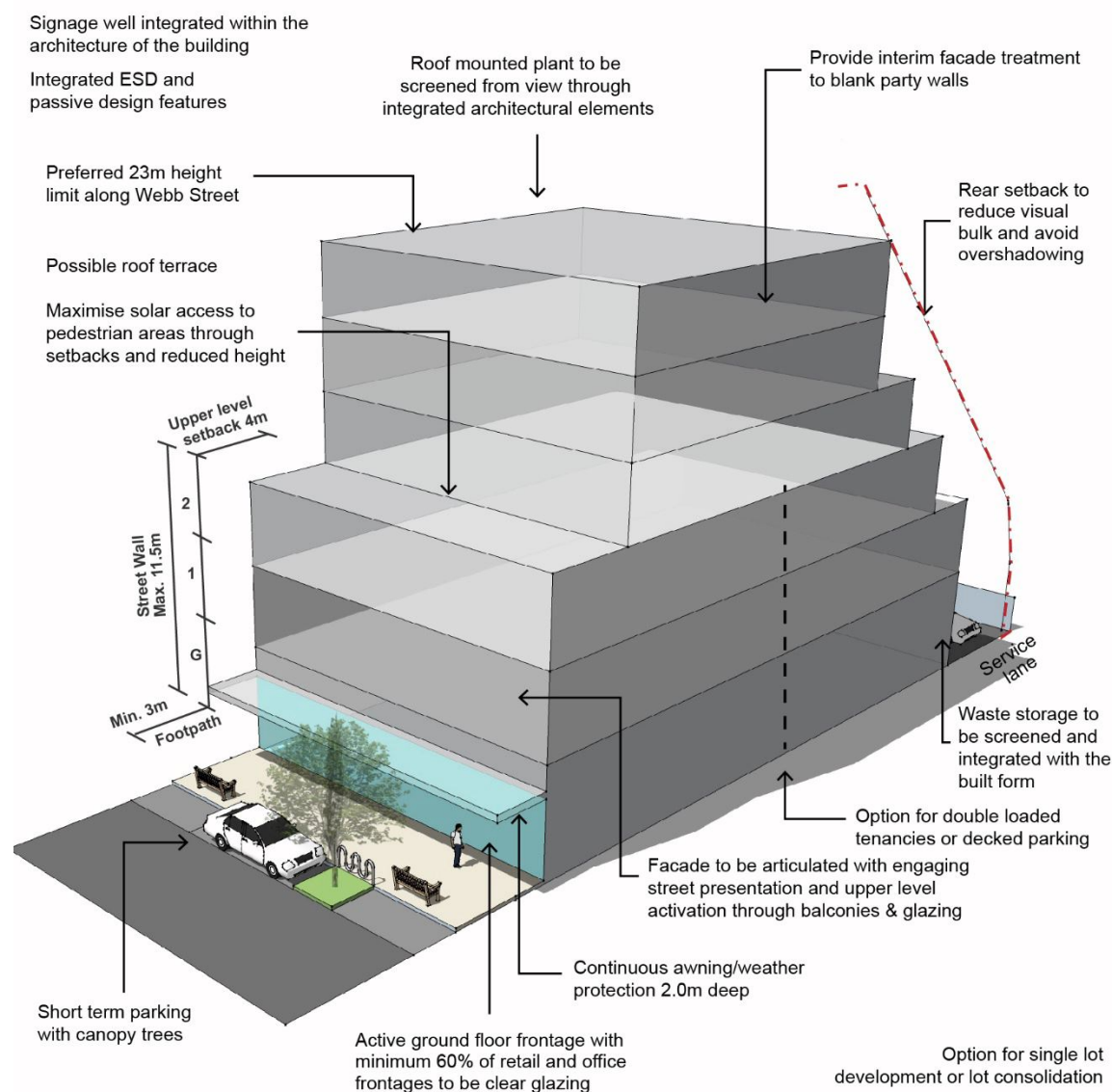


Diagram 3 – Precinct 3 general built form outcomes

Sub-Precinct 4A

11. Buildings to be setback a minimum of 16m and maximum of 20m from Narre Warren North Road to allow provision of service road.
12. Provision of service road, landscaping and parking between buildings and Narre Warren North Road where appropriate.

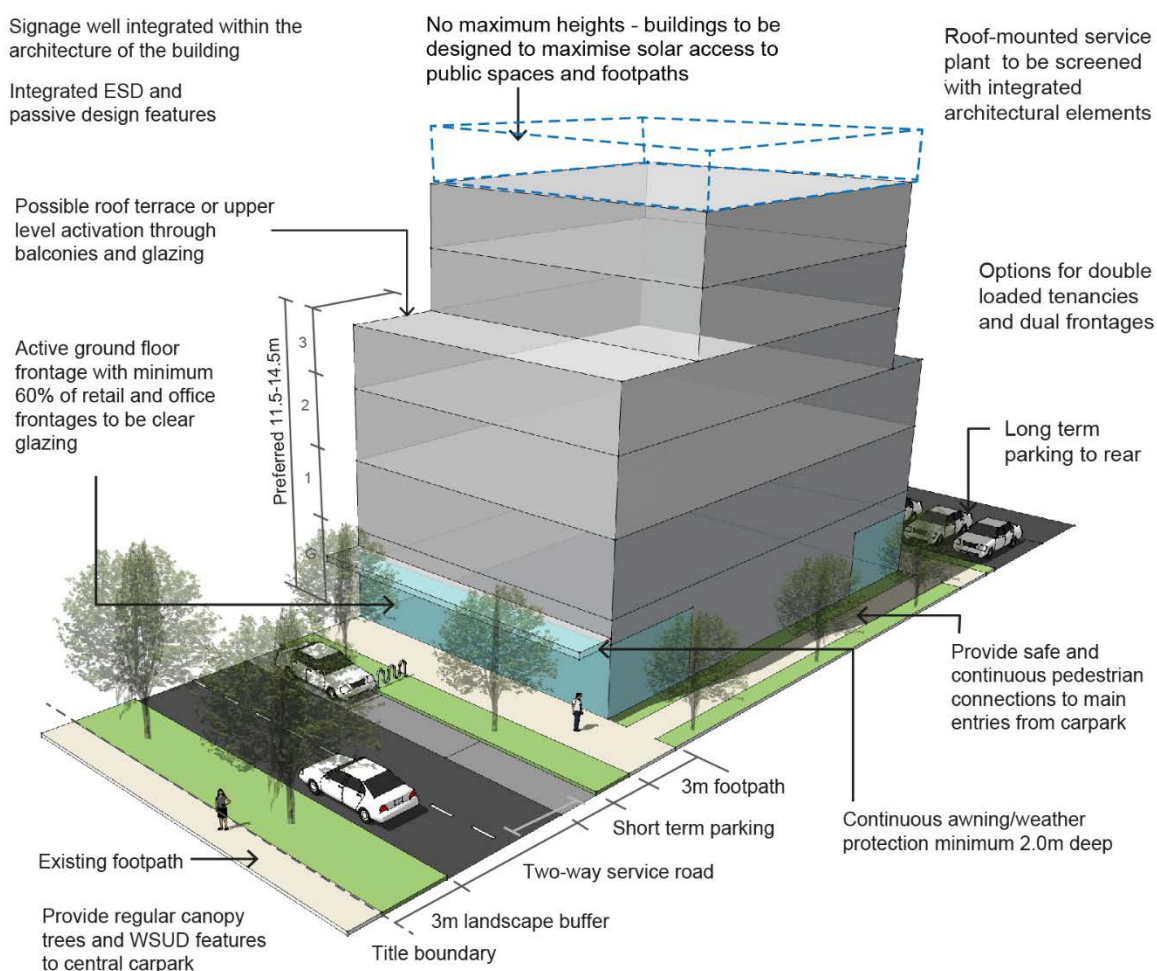


Diagram 4 – Sub-Precinct 4A general built form outcomes

Precinct 4B

13. Buildings are preferred to have a 0m front street setback with a preferred maximum of 3m to allow for landscaping areas and framing of the Street.

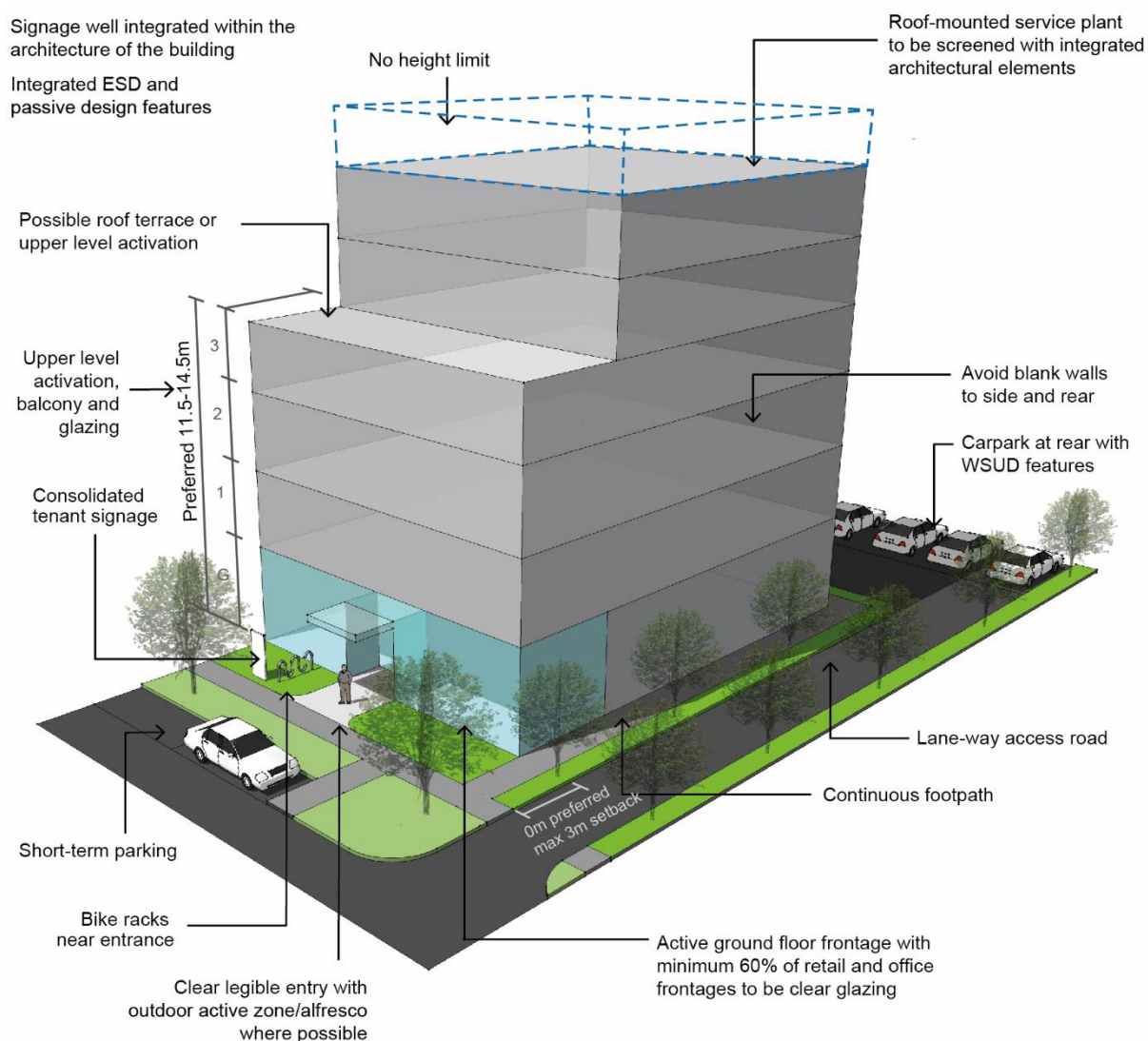


Diagram 5 – Sub-Precinct 4B general built form outcomes

Precinct 5

14. Buildings fronting Princes Highway to have street walls created through podium development with zero street setback for commercial and 5m setback for residential frontages.
15. 13.5m height limit increased to 16.8m on Princes Highway frontage. Standard ResCode provisions apply to limit overshadowing, overlooking and visual bulk issues.
16. ResCode setbacks to adjoining residential areas providing a sensitive interface to dwellings.

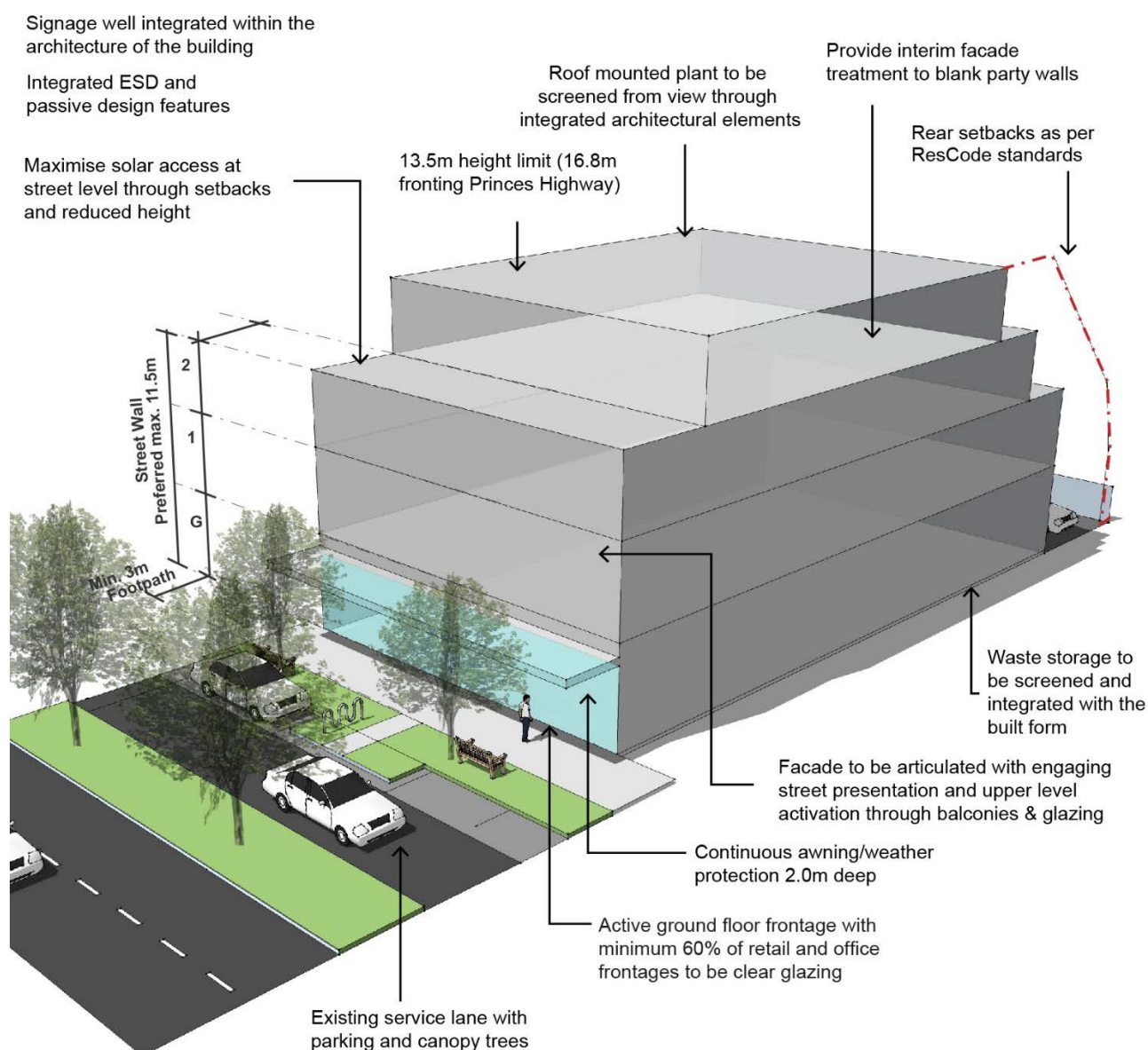


Diagram 6 – Precinct 5 general built form outcomes fronting Princes Highway