

Casey Central Town Centre Development Plan

(Casey Central Precinct)

Document Control

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Responsible Department – Strategic Development

This version includes all amendments and administrative updates to 5 March 2014.

Electronic reference library version – 2.1

Preamble

In accordance with a resolution of Council on 21 June 2005 to include definitions of Council, Councillors and Council officers in all Council policy documents, the following definitions are provided:

Council – means Casey City Council, being a body corporate constituted as a municipal Council under the Local Government Act 1989

Councillors – means the individuals holding the office of a member of Casey City Council

Council officers – means the Chief Executive Officer and staff of Council appointed by the Chief Executive Officer.

Administrative updates

It is recognised that, from time to time, circumstances may change leading to the need for minor administrative changes to this document. Where an update does not materially alter this document, such a change may be made administratively. Examples include a change to the name of a Council department, a change to the name of a Federal or State Government department, and a minor update to legislation which does not have a material impact. However, any change or update which materially alters this document must be by resolution of Council.

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1. Executive Summary

Casey Central Town Centre is located midway between the Fountain Gate Narre Warren CBD and the Cranbourne Town Centre.

Casey Central Town Centre is a young centre in its early stages of development. The Town Centre is characterised by two main development areas:

- The northern section, which currently accommodates the Casey Central Shopping Centre, is currently in the early stages of development (also known as the 'Casey Central Precinct').
- The southern section is a 'Greenfield' site that is currently being used as a market garden.

This position allows the Centre to become a well planned centre, consistent with *Melbourne 2030* aspirations.

The Casey Central Town Centre will provide people with opportunities to work, shop, live and attend leisure activities. Developing a high quality, accessible and attractive Town Centre will require an emphasis on good access to public transport, high quality intensive land use and high quality landscaping.

Specifically, the 'Casey Central Precinct' will contribute to the overall Town Centre vision by developing as a compact, human scaled, connected, safe and walkable environment that will conjure a unique sense of place for its users and pride of place for its local residents. This Development Plan expresses how this aspiration can be achieved within this Precinct.

In addition to this Development Plan which deals specifically with the Casey Central Precinct, a Structure Plan is being developed to guide the future growth of the southern portion of the Town Centre. The Structure Plan and Development Plan are based on a Directions Paper adopted by Council on 21 December 2004.

2. Introduction

2.1. Purpose of the Development Plan

This Casey Central Town Centre Development Plan (Casey Central Precinct) is a Development Plan under Clause 43.04 of the Casey Planning Scheme. The City of Casey is the responsible authority for the Casey Planning Scheme. Council must take the Development Plan into account when assessing planning applications for the use, development and subdivision of land within the area shown on Map 1 as the Casey Central Precinct.

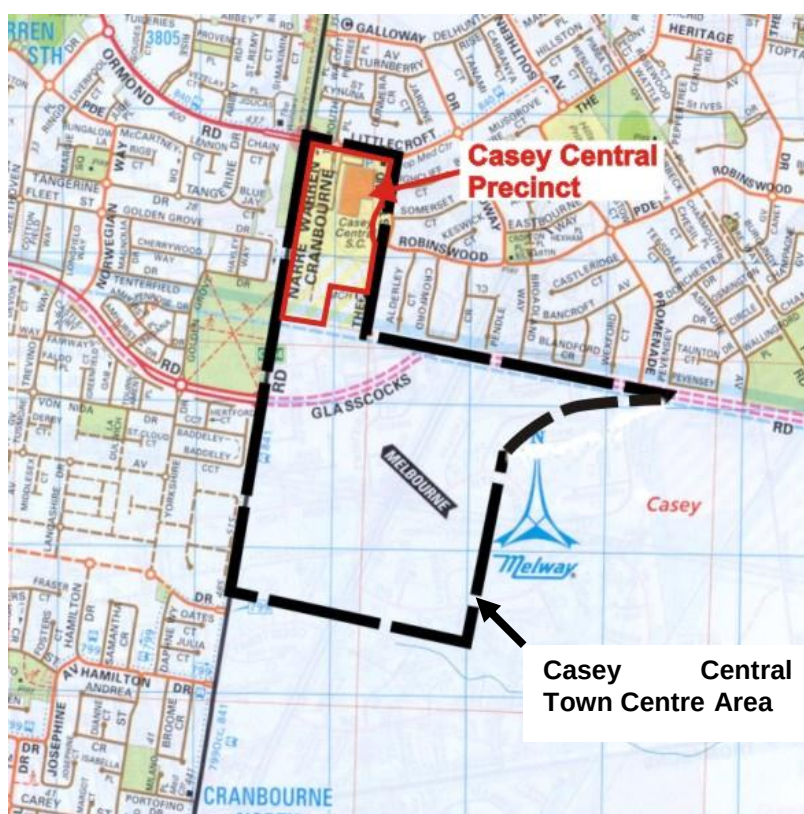
Land use, development and subdivision must be generally in accordance with this Development Plan. The Development Plan is given effect through the Development Plan Overlay Schedule 1.

2.2. The Casey Central Precinct

This Development Plan covers land known as the 'Casey Central Precinct' in the *Casey Central Town Centre Structure Plan Directions Paper*. Map 1 illustrates that this Precinct is located in the northern section of the Town Centre. The boundaries of this Precinct are Littlecroft Avenue to the north, Narre Warren – Cranbourne Road to the west, the former Glasscocks Road reservation to the south, and the Strand to the east.

The remaining land area in the southern section of the Town Centre is not subject to this Development Plan. Structure Planning for the southern section of the Town Centre has commenced, and is likely to conclude by late 2011.

Map 1 Boundary of Casey Central Town Centre, showing the Casey Central Precinct



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3. Planning Context – Casey Central Precinct

3.1. Strategic Planning Context

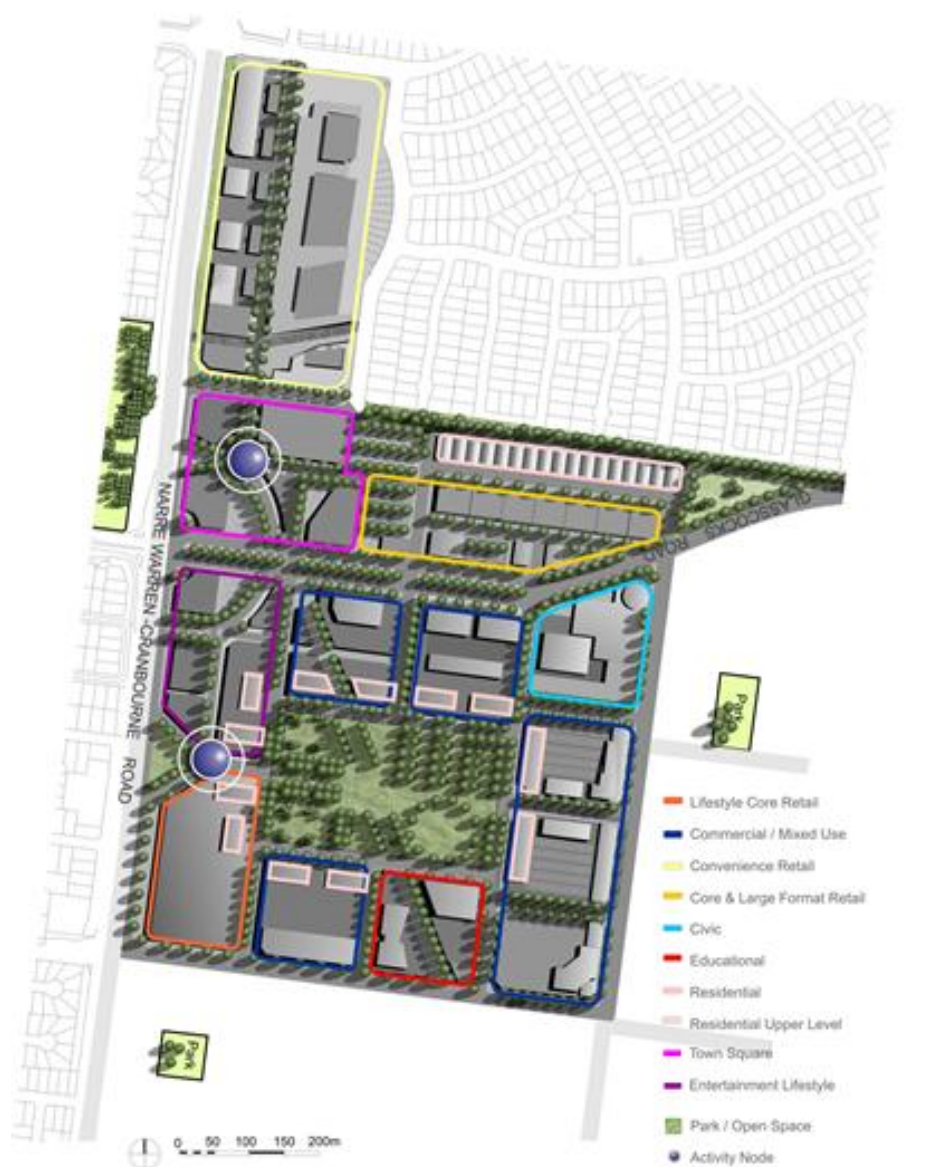
The *Casey Central Town Centre Structure Plan Directions Paper* provides guidance for the development of the entire Casey Central Town Centre, including the Casey Central Precinct. The plan for the Town Centre in its entirety is a long term, 50 year vision:

The vision for the Casey Central Town Centre is to provide a planned new activity centre, conceived as a high quality urban environment, incorporating diversified living, working and leisure precincts focused around a 5 hectare town centre park with public transport and open space linkages to the wider district and residential environment.

The buildings in the Centre will need to be designed to allow for additional storeys in order to cope with the future requirements of the population. Future expansion of the Town Centre outwards will be restricted by highly capitalised residential development on small lots and potentially even vertical stratification of titles on all sides of the centre.

Figure 1 indicates the main activities of the Casey Central precincts as proposed by the Directions Paper. The Directions Paper envisages that the Casey Central Precinct will be the main retail area for the greater Casey Central Town Centre.

Figure 1 Indicative Activity Precincts



3.2. Town Planning Context

The existing Casey Central Precinct is located in the Business 1 Zone. This zone encourages the intensive development of business centres for retailing and other complementary commercial, entertainment and community uses.

Schedule 1 to the Development Plan Overlay applies to this Precinct. This Overlay requires that a development plan is to be completed to the satisfaction of the Responsible Authority before a planning permit is issued. All development proposals must be generally in accordance with the development plan for the Precinct.

Before construction begins on the undeveloped section of the Casey Central Precinct, a Cultural Heritage Assessment is required.

3.3. Broader Policy Context

Melbourne 2030 identifies Casey Central as a Major Activity Centre, and expresses the role of Activity Centres in the following way:

“Activity centres provide the focus for services, employment and social interaction in cities and towns. They are where people shop, work, meet, relax and live. Usually well-served by public transport, they range in size and intensity of use from local neighbourhood strip centres to traditional universities and major regional malls. They are not just shopping centres, they are multifunctional.”

Casey C21: *A Vision for Our Future* is a City of Casey Strategy aimed at building strong communities that are vibrant places to live.

Through this strategy, the City of Casey is advocating for:

- An accessible city that successfully integrates land use and transport, with an emphasis on improvements to public transport through improved infrastructure.
- Well planned communities that provide good access to jobs, infrastructure and services locally.
- Safe and attractive community spaces through good urban design.

The City of Casey's *Activity Centres Strategy* aims to establish a range of diverse and robust activity centres that are economically viable and socially satisfying.

4. Existing Site Conditions

4.1. Built form and Land Use Context

The Casey Central Precinct currently functions as a retail shopping centre. All activity is located to the northern end of this Precinct. The southern end of the Precinct is undeveloped.

The current Casey Central Shopping Centre consists of a supermarket, a bottle shop pad site and specialty retailers in a basic supermarket concrete structure of 7.5 meters in height. The Shopping Centre presents active northern and western facades that create an external strip of retail and commercial activity. Most retailers are accessed from this external strip, with exception being Coles and a small amount of speciality retailers that are located in an internal forecourt. The southern and eastern facades of the Shopping Centre are inactive.

Twelve attached dwellings and a maternal health and child care centre are located on the eastern boundary of the Casey Central Precinct. These uses will act as a transitional interface between the core retail activity of the Casey Central Precinct and the residential in The Strand.

4.2. Surrounding Context

The Casey Central Precinct is generally surrounded by residential development to its north and east, as well as to the west across Narre Warren-Cranbourne Road. A market garden currently exists to the south, and will eventually be developed as part of the greater Casey Central Town Centre.

The greater Town Centre site is generally surrounded by residential zoned land to the north and west which is fully developed. There is a new residential subdivision to the east and south of the greater Town Centre. This land is currently being developed.

4.3. Road Network and Circulation

Narre Warren-Cranbourne Road provides the key north-south link to the Precinct. Glasscocks Road will provide an east-west link to the Precinct when it is completed. These roads are arterial roads and are expected to carry significant levels of traffic.

Littlecroft Avenue provides the main vehicle access to the Precinct, and is supported by an exit to the Narre Warren-Cranbourne Road in the south-western corner of the Precinct. A loading bay for the Shopping Centre is accessed from The Strand.

Pedestrian paths exist on the north and eastern boundaries of the site, and only link to the Shopping Centre from the north eastern corner of the Precinct. Informal pedestrian links to the Shopping Centre exist through the car park. There are no footpaths linking the bus stop on Narre Warren-Cranbourne Road to the Precinct.

VicRoads proposes to develop an on road bicycle lane along the Narre Warren-Cranbourne Road that will connect to the Principle Bike Network. It is unknown when this network connection will be delivered.

4.4. Public Transport

As of July 2008, there are four bus routes that service Casey Central. These are:

- Route 834/835 Berwick Railway Station – Casey Central Shopping Centre – Fountain Gate Shopping Centre (circular route).
- Route 841 Narre Warren / Fountain Gate – Cranbourne.
- Route 892 Casey Central – Dandenong Railway Station.

A fifth route, Route 799 (Cranbourne North – Cranbourne via Merinda Park) terminates just south of the site at the intersection of Narre Warren–Cranbourne Rd and Rosebank Drive.

These routes provide connectivity to the nearest railway stations at Narre Warren, Berwick, Merinda Park and Cranbourne.

Council has requested that Route 841 be upgraded to a Principal Public Transport Network (PPTN) route. Features of a PPTN include a high service frequency, long service operating spans that include evening and weekends services, high quality passenger amenities and bus priority. Details are not yet available about new local and other PPTN bus routes that will serve the site.

4.5. Open Space

A small public open space exists opposite the Precinct on the north-western corner of Tilmouth Place and Littlecroft Avenue.

A landscaped space in the north-eastern corner of the Precinct provides an informal spill out space for users of the Precinct.

Figure 2 Existing Site Context



5. Casey Central Precinct – A Vision for Development

5.1. A Vision for the Casey Central Precinct

Casey Central is intended to be an urban street based activity centre, providing people with an opportunity for an alternative experience to “big box” centres.

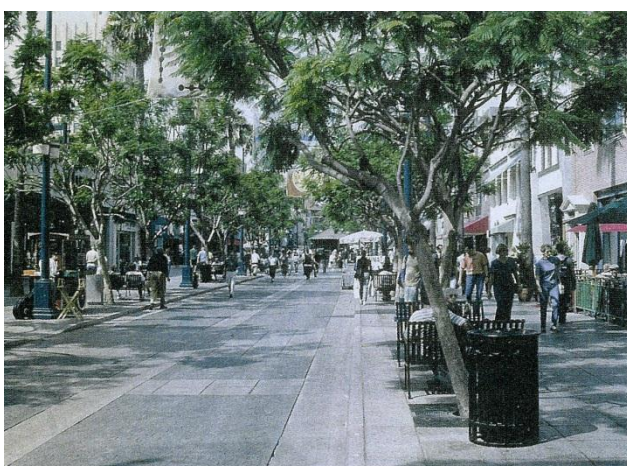
The paramount objective and underlying design intent is to create a compact, human-scaled, connected, safe and walkable street environment that will conjure a unique sense of place for its users and pride of place for its local residents.

Streets will be “active”, with development (activity) fronting the street with a zero lot line (setback) from the footpath. All built form along the street will have access and views to external areas so as to enhance the public realm and provide a sense of comfort and safety.

Buildings with active facades facing the street create amenity in the public realm. Amenity in the public realm promotes a desire for intensification of land use. Intensification improves public transport performance.

The street network will have well designed soft and hard landscaping that contributes to the Town Centre’s image, use and safety. These streets will also be pedestrian friendly, with parallel parking along its length.

Features of the Town Centre street network must include places to sit, lighting, wide pavement, art work, and mature non-allergenic trees.



Street design must emphasise the qualities of traditional streets – a sense of human scale, good linear continuity to the diverse land uses and a diverse and interesting mix of retail and entertainment choices. There must be emphasis to design details such as similar street and footpath level (as shown here) to blur pedestrian and vehicular space and delineation, with paving patterns and colour used to define the space, making for a pedestrian friendly space.



5.2. The Districts of the Casey Central Precinct

The Casey Central Precinct will develop to have 3 activity districts. However, the primary uses that are envisaged for these districts can also occur elsewhere within the Precinct. The below information identifies each of the Districts:

5.2.1. East – West Street

It is envisaged that the East-West Street will evolve to be the focal point for the Casey Central Precinct. Specifically, the East-West Street will become a social meeting hub supported by restaurants, cafes, entertainment and lifestyle options. Further, an emphasis should be placed on creating an intimate, pedestrian scale street based environment within this District.

A natural nodal point will develop around the intersection of the North – South Street and the East – West Street over time. This nodal point will function as a town square, and will be supported by urban and built form that assists in achieving this vision.

More practically, the East-West Street will directly connect the broader Casey Central Precinct to the residential areas to the east and west (Neighbourhood Activity Centre markets). This Street will allow for vehicle and pedestrian access.

5.2.2. North – South Street

It is envisaged that this District will function as a ‘High Street’ environment with a focus on providing a diverse street based retail and commercial offering.

More practically, the North - South Street will provide a movement connection though the Casey Central Precinct to the proposed southern section of the Casey Central Town Centre.

In the initial stages of development, the western side of the North-South Street will be used as an at-grade car park and other interim uses that may change over time. However, this at-grade car park will be developed over time to allow for an intensification of activities in the Centre.

Specifically, development of this at-grade car park will occur when the retail floor area reaches beyond 25,000 sqm, or once substantial development of the land south of the Casey Central Precinct occurs.

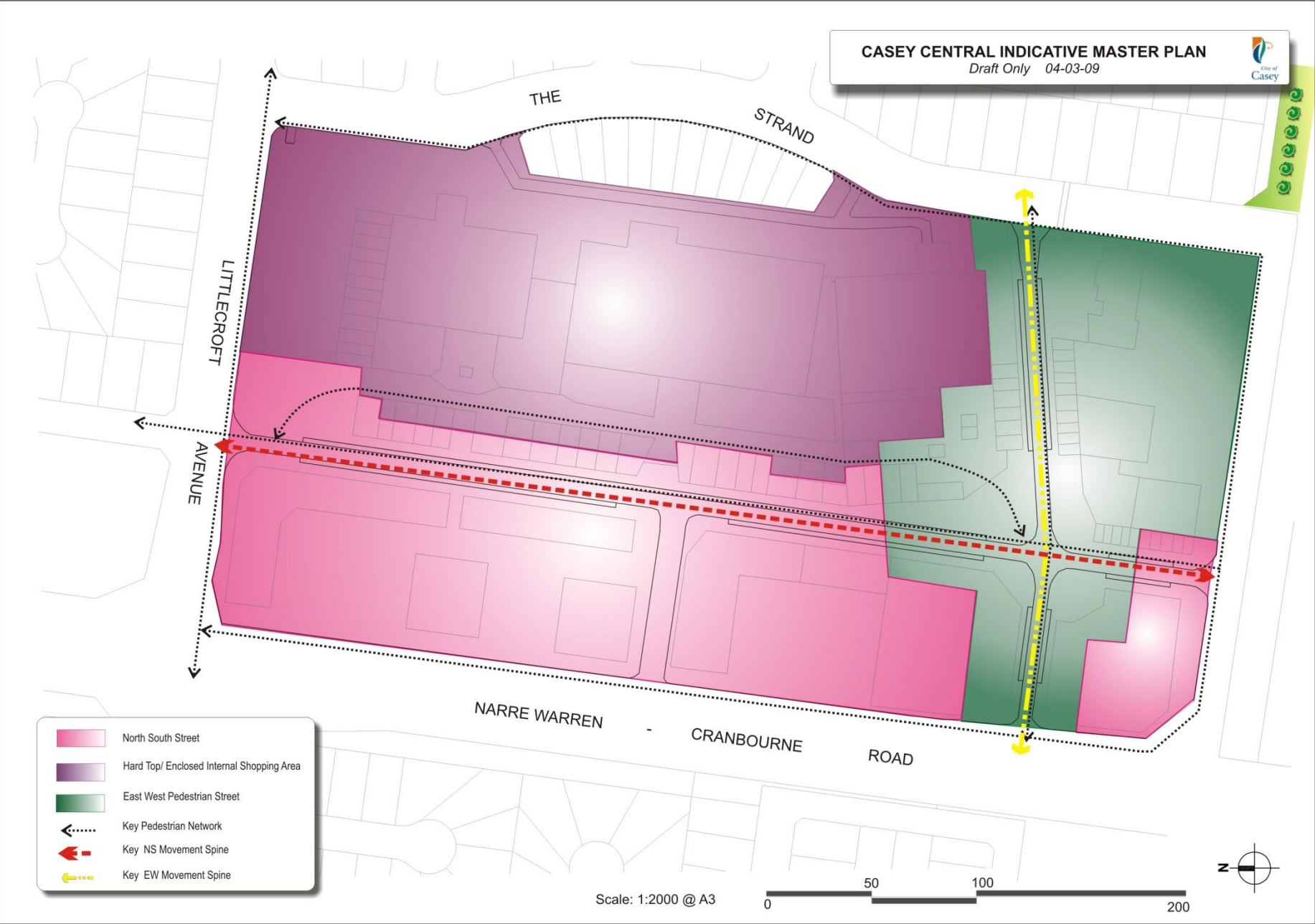
5.2.3. Hard Top Internal Shopping Mall

This District will provide a climate controlled space that offers a range of vibrant retail experiences in an internal shopping mall.

The shopping mall should contain a maximum of 3 major anchor retailers. Major anchor retailers are supermarkets, Discount Department Stores etc.

All facades that abut the street network should be active where possible. This can be achieved by sleeving the outer facades of the mall building with uses that activate the street and contribute to the public realm.

Figure 3 – Indicative Master Plan showing the main Districts within the Casey Central Precinct.



6. Design and Development Guidelines

6.1. General Precinct Guidelines

The guidelines in this section apply to all districts within the Casey Central Precinct.

6.1.1. Land Use

The Casey Central Precinct is allocated a floor area limit of 25,000 square metres of shop floorspace based on current population growth rates. Other uses permitted in the Business 1 Zone applying to the Precinct are not subject to this floorspace limit.

It is expected that in the short to medium term, the Precinct will mainly cater for retail activity and will be supported by ancillary leisure and entertainment uses, service businesses (ie. real estate agents and medical services) and opportunities for community facilities.

In the long term, other uses (including residential dwellings) are encouraged within this Precinct.

6.1.2. Street Design

For the purposes of this Development Plan, the term 'Street' is defined as an external circulation space that connects a number of points within and surrounding the Precinct. 'Streets' do not include service lanes that are being used to exclusively service loading bays.

The following design requirements should be implemented when designing streets in all Districts within this Precinct:

- All streets should contribute to an integrated movement network that connects all parts of the Town Centre and the surrounding neighbourhood.
- The distance from the building edges on both sides of the street should promote a more intimate, human-scaled environment.
- On-street (parallel) parking along the street network is promoted.
- On street parking bays should be considered an integral part of the street that can accommodate street beautification elements such as planting boxes and alfresco pods.
- A high quality hard and soft streetscape theme that bolsters the streets image, use and safety should be considered. This theme should include the planting of trees along all parts of the street network. Any theme should be designed in conjunction with the City of Casey.
- Traffic and at grade parking lane levels should be at a similar level to that of the footpaths where applicable. This will allow the street network to be read as one unitary and continuous object that favors pedestrian movement. Pedestrian and vehicular zones should be defined by high quality design bollards, patterns and colours of street finishes.
- A diversity of uses is promoted along all street corridors. In the longer term, shop-top housing is promoted along the street above ground floor level, subject to market demand.

6.1.3. Building Setbacks and Heights

- Buildings should meet the edge of the pedestrian footpath (figure 4). This will assist in achieving a coherent and pedestrian friendly streetscape.
- Buildings with an address to the Precinct's street network should ultimately be a minimum of two storeys. In the transition to the ultimate minimum height, the façade plane should include a parapet for streetscape character and enclosure purposes.
- As a general rule, upper storeys on taller buildings should be setback where appropriate to ensure that the street environment is not impacted upon. These setbacks are based on the rule that open space should receive a minimum of five hours of sunlight between 9 am and 3 pm on 22 September (figure 5).
- Maximum building height in the long term for the Precinct should generally be the height of a four storey building.

Figure 4 – Street Cross Section Illustrating Zero Lot Line Principle.

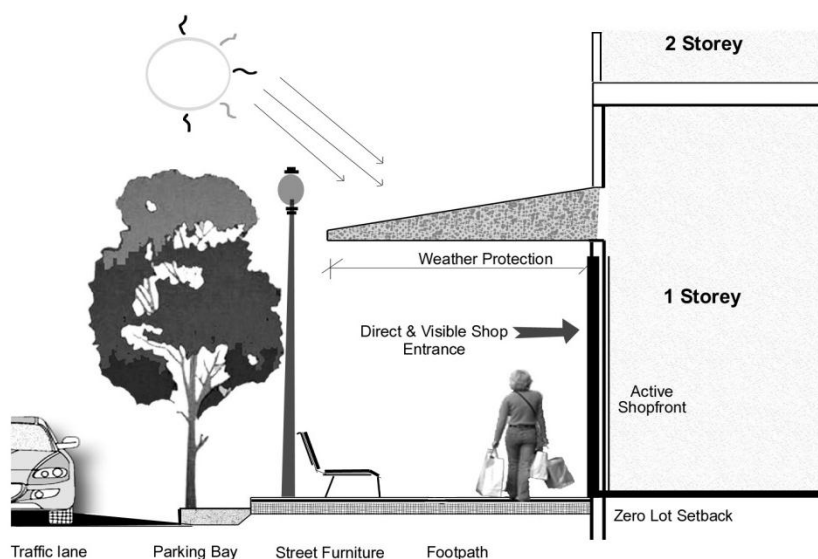
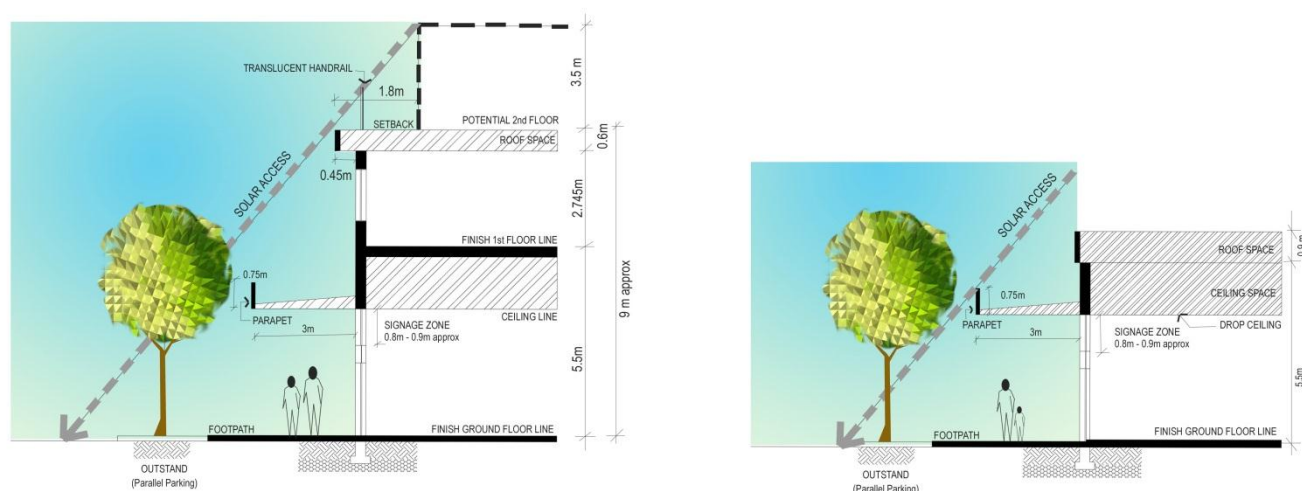


Figure 5 – Street Cross Sections Illustrating Building Setback Principles.



6.1.4. Architectural Design Quality

- Building forms that define high quality, orderly and regular street spaces that provide a unique urban character compatible to adjoining sites are encouraged.
- Pad sites should be designed so they can be incorporated into new building structures or support change in use.
- Buildings should be designed so that they are of a human scale, possess architectural interest and are fine grain in their overall form. This can be done through:
 - Variations to the material, material modules, expressed joint details, surface colour and texture to break up large building forms and wall surfaces. This avoids long expanses of wall at single height.
 - Shifts in building massing, variation in height, profile and roof forms that provide human scale while maintaining a consistent relationship of the overall building form to the street edge.
- The use of structural framed 'alfresco pods' is another innovation in design that is promoted for use on the street. The pods should be used where intensity of movement and activity is envisaged to add to the vitality of the centre.
- These alfresco pods should be designed to complement the built form, and should be bordered by planting to increase the visual amenity to the street.
- The design of the roof form and related elements such as roof material, colour, trim etc, should be an integral part of the architecture.
- Parking structures should be appropriately screened from the urban realm.
- Loading and service areas should be minimised from view using appropriate design methods.
- All buildings should be adequately designed to ensure surrounding residential amenity is not unreasonably affected.
- Building design should be flexible enough to:
 - Accommodate change in floorspace use overtime.
 - Accommodate demand for additional storeys in the future.



Consistent geometries between the curved street and curved built form.



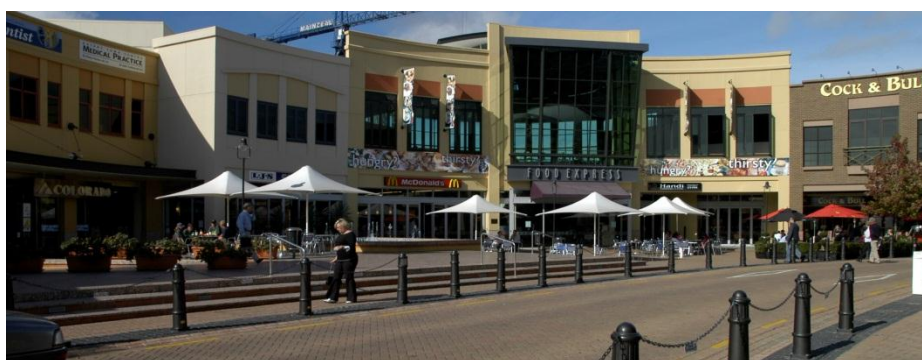
Fine grain reinforced by prominent vertical rhythm.

6.1.5. Entries, Street Address and Façade Activation

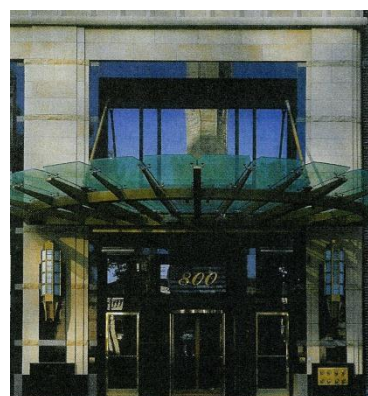
For the purposes of this Development Plan, façade activation is used to describe the face of a building that supports and encourages street activity. This activity is usually achieved by providing entry points, glazing etc. in the facade that allows interaction between internal and street based spaces.

All buildings should be designed in accordance with the following requirements:

- Street based entries should be created to reinforce pedestrian activity and circulation and should be clearly visible from the street.
- Ground floor retail should have direct pedestrian entries onto public streets. Primary building entries must be easily seen and directly accessible from the street.
- Ground floor tenancies should have shopfront windows along footpaths to create visual interest and passive surveillance opportunities.
- Active building frontages should be presented to the streets and other adjoining public spaces.
- For corner lots or where there is more than one street facade, the street should be addressed by all facades. If this is not possible, the built form is to be articulated with art walls and false facades to create interest in the solid structure. Façade detailing and signage should also be used in this circumstance to clearly indicate the main pedestrian entry.
- Buildings should respond to and respect the configuration /geometry of the street.
- As a general rule, glazing for shop frontages to the street network should take up no more than 70% of each shopfront plane area.



More entries reinforce pedestrian activity and heighten street level activity; high quality design of ground floor shopfront retail creates visual interest and adds to the aesthetic qualities of public space that adjoins it.



Legible and visible medium and large-scale corporate entry consistent with building magnitude and street section



Active frontages with doors that open onto the street for the indoor activity to spill over to the outdoor areas.

6.1.6. Façade Articulation

- Window sill heights at ground level frontage should be at or close to floor level.
- Obscured, tinted or reflective glazing should not be used at ground level facades.
- Advertising in shop windows should be designed to allow for maximum visual permeability between the street and the shop/tenancy.
- Ground level building facades should allow visual interaction between the internal and external spaces to form an active association with the public realm.
- Building facades are to provide a continuous and legible built form to the street and footpath.
- Continuous awnings should be installed along the street. These awnings will provide shade and weather protection for pedestrians. Awning forms should provide visual continuity to the pedestrian realm, possess a high quality of architectural design and complement the architecture of the building.
- Awning design must allow good levels of lighting to footpaths and to ground floor spaces within buildings. Awnings should be a minimum of 3 metres wide, and a minimum of 3.2 metres floor to floor height is encouraged on the ground floor. A lesser height may be acceptable provided that good lighting levels to footpaths and within buildings are maintained and high quality architectural design is achieved.
- Awnings will need to be designed to successfully accommodate utility structures, street trees, vehicular movement and pedestrian traffic within the public realm.
- Buildings must have fine grain façade treatments, breaking up the horizontal massing of the building by incorporating robust vertical rhythms to its façade.

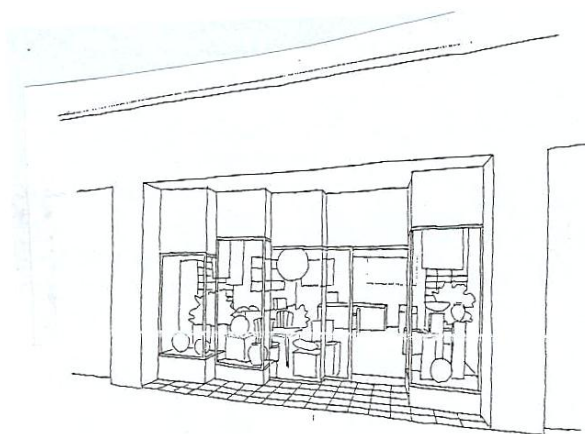
Interpretation

Facades are expected to appear as a series of buildings as if a consequence of a fine grain subdivision pattern - as shown below. This assist with providing aesthetic diversity within the urban form.



6.1.7. Shopfront design / details

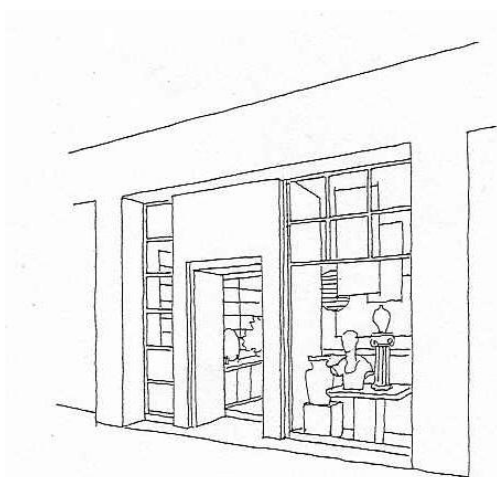
A key to successful street design is to ensure careful design details of the edges that define the street – the shopfront. Good shopfront design will ensure active frontages, heightened street activity and more importantly, provide visual attraction to the shops and aesthetic value to the street. Shop front facades should be designed to use high quality merchandising, materials and finishes. Shop fronts will also be a finer-grain where possible. Below is a selection of shopfront designs that are promoted for the Casey Central Precinct.



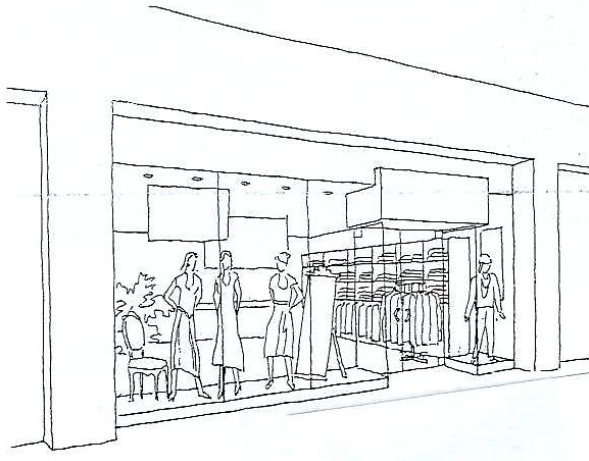
Articulated shopfront



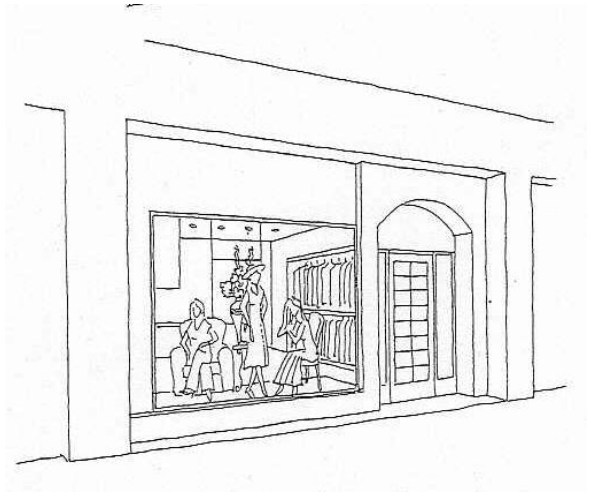
Butt-glazed shopfront



Contemporary multiple pane



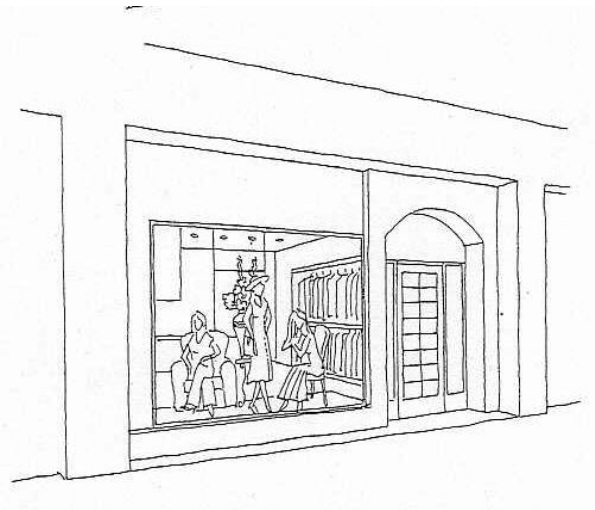
Dominant window display area



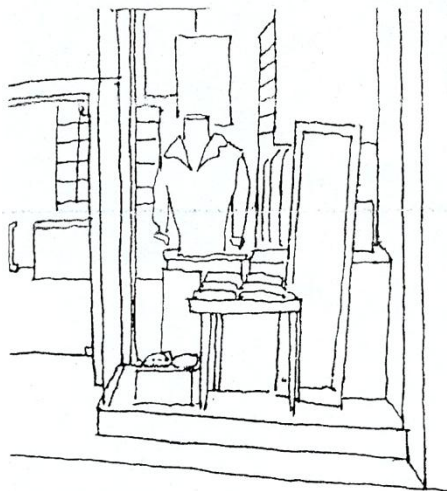
Interior dominant display



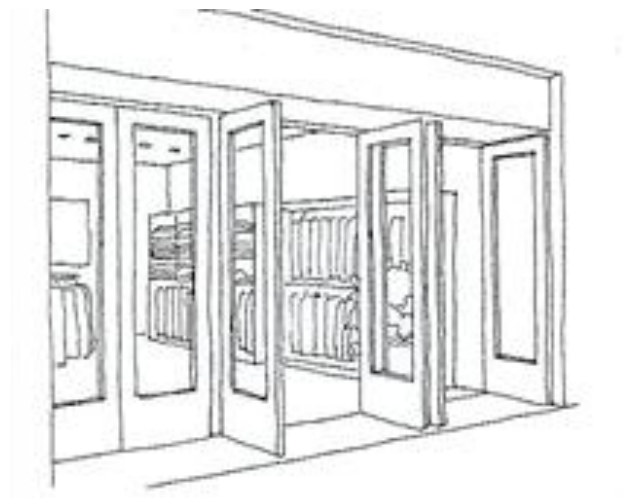
Landscape planter bulkhead



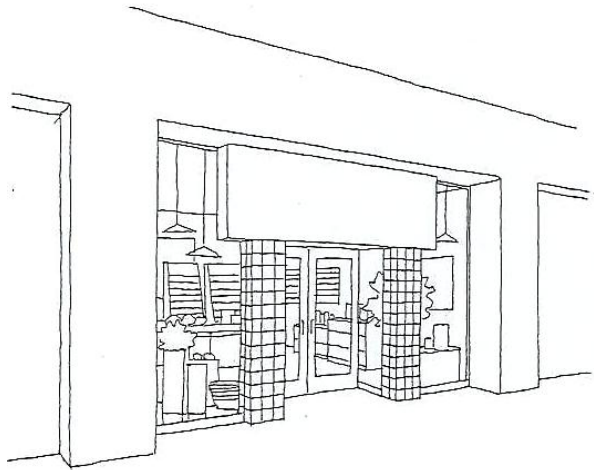
Large single pane glass



Minimal base



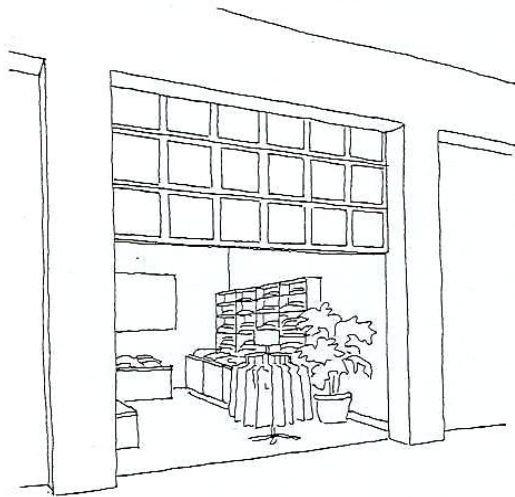
Multiple entries



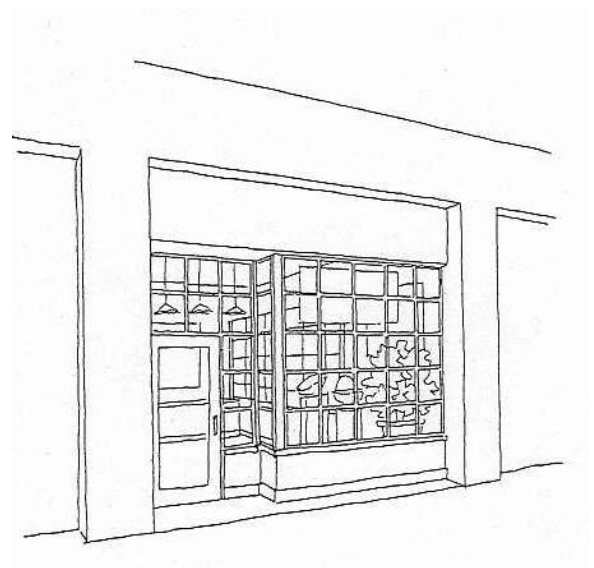
Recessed entry portal



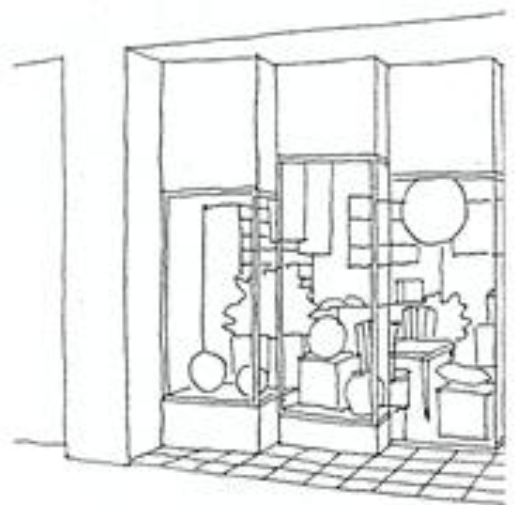
Recessed storefront plane



Roll up door



Traditional multiple pane



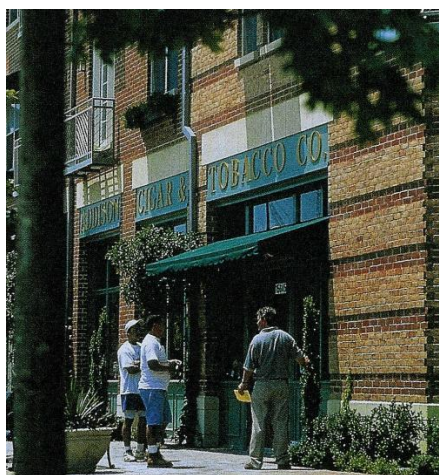
Variable height bulkhead

6.1.8. Signage

- Signage should be used to provide visual 'order' to retail zone signage, parking, access, building forms, pedestrian access, public transport etc.
- Signs should creatively use two and three dimensional forms, profile and iconographic representation; appropriate lighting, typography, colour and materials in expressing the character of the use; the identity of the development, the character and architecture of the building.
- Only business identification signage of major tenants (i.e. greater than 2,000 square metres gross leasable floor area) and directional signage is encouraged on the extremities of major buildings.
- Signage above pedestrian areas should have a clearance of 2.75 metres.
- Signs should not obscure shopfront, windows or architectural details.
- Coordinated directional signage is supported to improve vehicular and pedestrian movement 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.
- Create an organised and inter-related system of signs, sign structures, lighting and graphics.
- Building architecture should provide locations for attaching necessary and appropriate signs for identification of business. Where possible, business identification signage and corporate colours should be identified on plans for new buildings and works.
- Signs should fit within the architectural features of the façade and compliment the building's architecture.
- Advertising signage and corporate colours will not be supported where it detracts from the visual amenity of the centre and / or architectural merits of the built form.
- Any signage used to identify the Centre from Narre Warren-Cranbourne Rd must identify the Casey Central Town Centre as a whole.



A greater impact is achieved with a simple sign where letters are superimposed or embossed onto the surface; the lesser the clutter, the greater the impact; let the shopfront design and its display speak for itself.



Signs improve the aesthetic value and visual quality when incorporated as part of the architectural element of the building. Unique and innovative shopfront design add to visual quality and interest.



With good design rigour and design sense, signs can be incorporated into the overall theme to reinforce the overall design composition and unity of the building.

6.1.9. Public Art

Public art is encouraged in the Casey Central Precinct. The following should be considered when planning for public art installations:

- Set aside spaces for creative public art projects/installations that will add to the life and visual interest of the centre, as well as interactive environments for residents and visitors.
- Develop public art as a way to emphasise the cultural identity of the Centre.
- Use public art as a means to create a distinct sense of place.
- Ensure public art contributes to the expression of the Centre as a humane, exciting and friendly environment for different people at different times.
- Ensure public art installations complement, integrate and add interest to the architecture and urban design (eg as enhancement to gateways, as landmarks).

In any new proposals greater than 5000sqm of 'shop' floorspace (GLFA), areas should be set aside for public art.



Public art sited along major pedestrian links for people to stop and experience.

6.1.10. Pedestrian and Cycling

Promoting walking and cycling is a key element of Casey Central. Development should contribute to the promotion of walking and cycling by:

- Establishing a clear and attractive system of pedestrian and cycle connections.
- Providing pedestrian links and pedestrian priority within and through car parks.
- Providing primary, secondary and through-block connectors to effectively complement and reinforce the circulation spine.
- Giving careful design consideration to hard and soft landscaping detail in pedestrian areas.
- Providing a pedestrian friendly street network that connects the Casey Central Shopping Centre to the proposed southern extension to the Town Centre and the adjoining neighbourhoods.
- Providing bicycle connections to the Principal Bicycle Network route along Narre Warren-Cranbourne Rd.
- Creating a comprehensive network of pedestrian – cycle ways.
- Providing safe and legible pedestrian linkages to public transport stops.

In order to encourage high quality pedestrian and cycle networks, the below listed facilities and design principles should be applied.

- To assist with way-finding:
 - Major attractors will be directly visible to walkers and cyclists along a line of sight as far as possible.
 - Directional signs will be located at intersections and major navigational points that inform pedestrians and cyclists of directions and distances. This will include placing signs at street intersections.
- For cyclists, facilities to secure their bicycles will be provided at major attractors within the Casey Central Precinct.
- All development should accommodate pedestrian and cycle as a primary form of access.

6.1.11. Public Infrastructure

- The provision of highly active public gathering spaces is encouraged in this Precinct.
- A library space of approximately 800sqm should be provided within this Precinct.
- Hard and soft landscaping themes should be designed to complement the streetscape environment, in collaboration with the City of Casey.
- Consideration should be given to vesting the street network to the responsible authority upon completion.

6.1.12. Public Transport

Melbourne 2030 puts significant emphasis on achieving public transport outcomes. For activity centres, the *Activity Centre Design Guidelines* state (p15):

If activity centres are to fulfil the promise of increased sustainability, they need to attract more public transport users. Many activity centres function as critical nodes in the public transport system already. However, if public transport use is to be increased, it must become a central feature of every activity centre and offer a more convenient alternative to car based travel. Improving the connection between different routes and modes of public transport in well-located interchanges that are integrated with the street and building fabric of the activity centre is an important component in encouraging increased use.

New services that are introduced during initial development should ideally stop in front of Casey Central Shopping Centre. The stops in front of the Shopping Centre will act as an interim interchange point until development south of Glasscocks Rd commences.

In general, new public transport services are encouraged to be implemented and operating before development is completed.

With any expansion of the retail floorspace, the developer will be required to:

- Provide pedestrian and cycle network infrastructure.
- Contribute to the bus stop infrastructure and bus friendly traffic management devices.
- Provide pedestrian crossings and safe, clear pedestrian links to the Town Centre from the bus stops on Narre Warren-Cranbourne Rd.
- Provide bus stop infrastructure to Department of Transport standards for the metro bus shelter program.
- A footpath along the eastern side of Narre Warren- Cranbourne Rd for the length of the property. This footpath must link into the wider pedestrian network for the Precinct.
- Signals and intersection works for access to the site.
- Landscaping to the satisfaction of the responsible authority.
- The final location of bus stop facilities is to be to the satisfaction of the responsible authority and the Department of Transport, having regard to the need for bus stops to be connected to schools, community facilities and other facilities.
- Ideally, stops for both directions of the same route should be opposite each other so that unfamiliar users will know where to catch the bus in the opposite direction.
- Stops will have sufficient surveillance from surrounding activity, and will be well lit and noticeable.
- Where possible, stops will be safely located near pedestrian crossing points to aid crossing roads.
- Infrastructure including shelters, stop information, timetables and way-finding signage should be provided. Well used stops will have high quality amenities. Information provision will conform to Metlink principles.
- Ultimately, bus stops should be located at a minimum of every 400m along Narre Warren-Cranbourne Road and Glasscocks Road.
- Roads will be designed for Ultra Low Floor Buses. Consideration will be given to the approach and egress of a bus stop to ensure that buses can align parallel to the kerb to load and unload wheelchairs.

6.1.13. Traffic Flow Management

Developers will be required to conduct a traffic analysis to finalise the internal road layout within the Centre. The final outcome should generally be in accordance with the road layout plan shown at Figure 6 (p.25), and subject to approval by VicRoads.

The local road network should be designed with reference to the “Safer Urban Environment’s Road Safety in Land Use Planning Guide” (VicRoads May 2004). The following points should be considered:

- All road network intersections should be designed to ensure safe and efficient use by all road users.
- Where intersections are not controlled by signals, intersection control should be a roundabout or a “T” intersection. “T” intersections should desirably be staggered so as not to overlap right turning movements.
- Implementation of a low speed shared zone within the Town Centre, including the North – South Street and East – West Street
- Truck loading access should be designed so that trucks do not need to use the North-South or East-West Street.

Pedestrian signalled crossings should be provided to facilitate safe crossings at suitable locations, including at the intersection of Narre Warren – Cranbourne Road and the East – West Street (as shown in figure 6). These crossings must be suitable for people with disabilities, cyclists and people with prams.

Subject to confirmation by VicRoads, Narre Warren- Cranbourne Road should have signalised intersections at a minimum spacing of approximately 700 metres, and:

- An absolute minimum signalised intersection spacing of 350 metres (approximately) adjacent to the activity centre.
- A Maximum of one unsignalised intersection between adjacent signals, with a minimum intersection spacing of 200 metres (approximately). The desirable spacing is halfway between adjacent signalised intersections.

Intersections and access/egress roads must be to the standards of the City of Casey and are subject to VicRoads approval.

The developer will be required to provide access roads to and within the Precinct. The developer will also be required to provide any associated intersection works to and within the site.

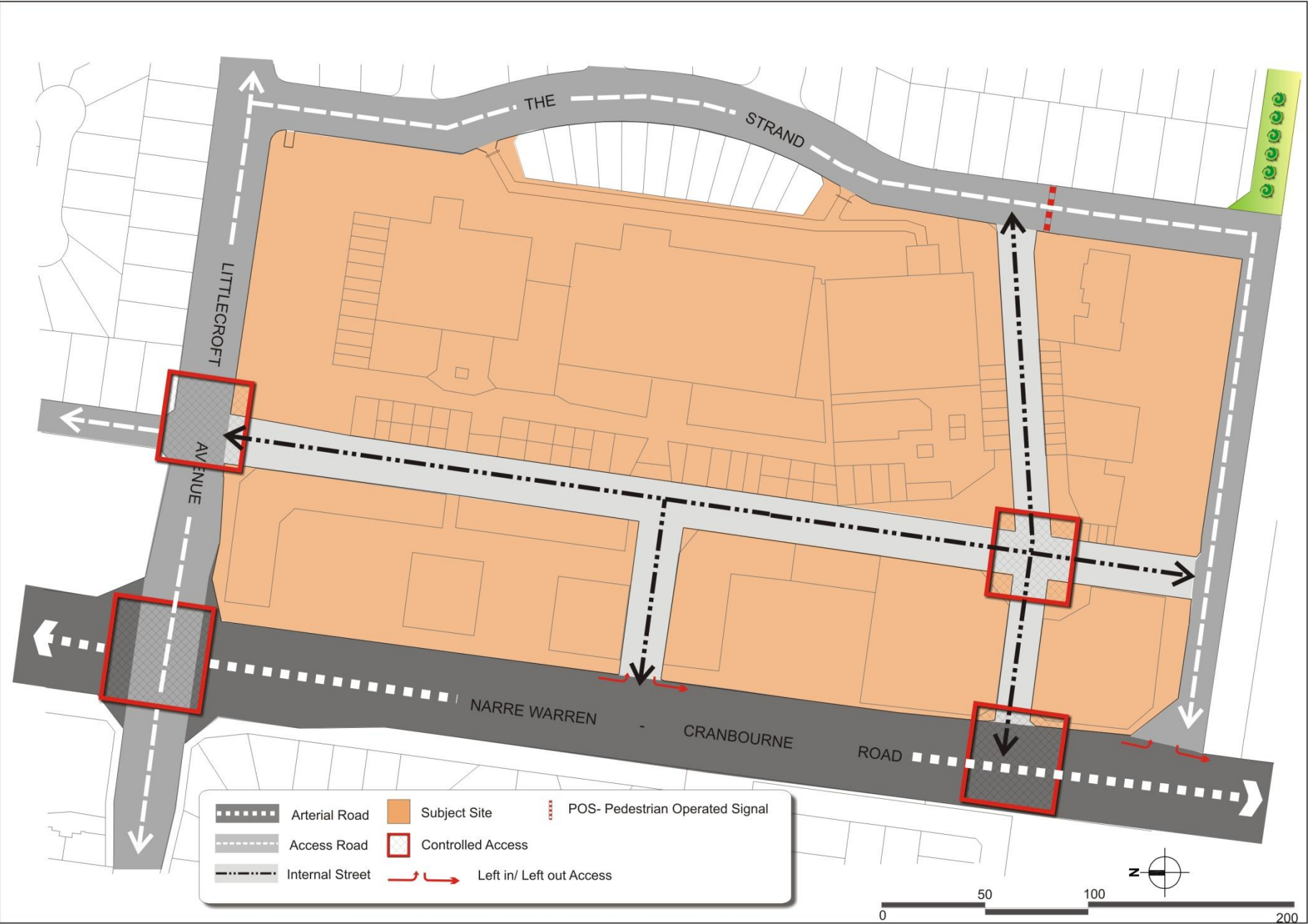
An application for a permit to expand the Centre must be accompanied by a concept plan showing:

- The road hierarchy and connectivity with the arterial road network for the whole precinct. This should include the shared path network and the location of bus stops and their pedestrian links to the shopping centre.
- Loading/unloading and delivery areas and how these areas cater for appropriate vehicles.
- Location of bicycle parking.
- Street lighting.

Principles for the road network include:

- Provide convenient access for local traffic and pedestrians within the core.
- Establish a hierarchy of streets, including major arterials, collectors, transit ways, local streets and loading access ways.
- Maximise the positive character of streets and buildings through continuity of roadside landscaping.

Figure 6 – Indicative Road Layout



6.1.14. Car Parking

The following principles should be considered when designing car parking:

- Appropriate on-site car parking facilities must be provided with any new use or development.
- It is not envisaged that Council will establish "cash-in-lieu" or "special rate" parking schemes for the development of public parking within the centre.
- The street network should be designed to cater for on street parking. The 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 should be short-term visitor parking. It is likely as the Centre develops that on-street parking will have short-term parking restrictions, with long term staff or residential parking to be accommodated off-street.
- Large parking areas are discouraged in the final form of the Precinct. It is recommended that large parking areas be split up into smaller areas with high quality landscaping to soften the hard landscape finish.
- Car parks must have pedestrian links that provide through connections to parking areas and key destination within and surrounding the Precinct. Minor pedestrian movements can occur down a parking aisle but off-road paths should be provided that connect pedestrian focal points, such as between bus stops and retail facilities.
- Car parks with public access should have an associated Parking Management Plan to maximise the efficiency, ease of use and legibility of the parking supply and availability of customer parking.
- Parking designs must provide for landscaping, including shade trees, directional signage and lighting and structured car parks. These designs must be consistent with the other urban design guidelines in this document.
- Car parking locations should be provided in a series of strategically dispersed locations to facilitate an even movement of pedestrians from the car parks to the street.
- The visual impact of parking areas on streets, open spaces and adjoining development should be minimised.
- Parking areas should be zoned and signed in order to provide legibility.

6.1.15. Parking Structures

Car parking in built form structures are encouraged in this Precinct in order to maximise land availability for other uses. Parking structures can be above ground or below ground.

Parking structures should incorporate the following design guidelines to avoid visual impact on surrounding areas:

- Decked car parking façades should be well detailed and articulated above ground. The upper levels of a parking deck should be sleeved where possible.
- The design of parking structures should incorporate uses which activate adjoining spaces at ground level locations.
- Car parking structures should be within the street block and screened from the street by perimeter or sleeve buildings where applicable.
- Entry/exit points from the car park structures should be kept to a minimum and should be placed to avoid interrupting the amenity of the street network.
- Floor-to-floor heights matching the retail buildings should be considered in the design of the parking structures. This will allow parking structures to be converted to retail or commercial uses if required.



Car parking structures should be well articulated to avoid visual impact on the surrounding area, and should incorporate uses at ground level locations.

6.1.16. Loading Facilities

- Loading facilities should be provided to the satisfaction of the responsible authority.
- As a general rule, loading and service areas should be minimised from view using landscaping, architecture design and other methods.
- Loading bays should be designed to avoid entrapment and discourage other anti-social behaviour.
- A service lane should exist along the eastern edge of the shopping mall and will provide access to the loading docks. This service lane should be 6 meters in width, and should be gated to control access to this space.
- Delivery trucks are discouraged from using the North – South Street and East – West Street to access the loading dock, especially during peak usage times.

6.1.17. Environmentally Sustainable Design

Environmentally sustainable design and construction should be considered when developing the urban form in the Precinct. In this regard, consideration should be given to the guidelines in a document titled *Environmentally Sustainable Design and Construction: Principles and Guidelines for Capital Works Projects* (July 2003). This document provides the guidelines and principles for reducing the ecological impact of capital works on the following areas:

- Energy conservation.
- Water conservation.
- Minimisation of fossil fuel usage associated with transport.
- Preservation of natural features on site.
- Building materials conservation.
- Water minimisation.
- Enhancement of indoor environmental quality.
- Appropriate landscaping.
- Enhancement of community life.
- Maintenance.

These guidelines focus on achieving sustainable outcomes by comparing construction costs derived from triple bottom line objectives with conventionally designed buildings.

6.2. District Specific Guidelines

The guidelines in this section apply only to the Districts as specified below.

6.2.1. Land Use

Land Use in the East-West Street District

This district should be anchored by a range of active uses that contribute to the creation of a high quality urban experience. Such uses that should anchor the District include a library, medical suits, restaurants, a tavern and a gym.

It is anticipated that land uses in this District will contribute to creating a focal point for social gathering and entertainment.

Land Use in the North-South Street District

The North – South Street District will function as a ‘High Street’ with a focus on high quality retail and commercial offering.

Pad sites are permitted in this District, but must be restricted to the western side of the North – South Street only. It is preferred that pad sites front onto the Narre Warren – Cranbourne Road, and not the North – South Street.

The frontage to Narre Warren – Cranbourne Road can also be used to accommodate showroom style buildings if deemed appropriate.

An additional major retail anchor can be located within this District. However, it must be located on the western side of the North - South Street, and is subject to economic review.

Large internal shopping malls are not encouraged on the western side of the North – South Street.

Land Use in the Hard Top Internal Shopping Mall District

This District will be anchored by two supermarkets and a Discount Department Store. This District will also offer a range of speciality shops.

Additional retail anchors are not encouraged within this District.

6.2.2. Street Design

Street Design in the East - West Street District

The following design and use guidelines must be addressed when designing streets in the East – West Street District in addition to the Precinct Guidelines:

- The East – West Street must operate as a vehicle and pedestrian link to the residential community to the east of the Casey Central Precinct. Further, this Street must provide a pedestrian connection between the Precinct and the residential community located on the western side of the Narre Warren – Cranbourne Road.
- The road reserve should be no more than 17 meters in width, and should include on-street parking (figure 7). This will create a more intimate and pedestrian scale environment for the user of this District.
- Traffic arrangements between the pedestrian and the motor vehicle are less formal in this space. This allows the two spaces to blend together to achieve a more efficient use of space and a continuous pedestrian network.
- Urban Design concepts such as the ‘naked street’ technique should be considered when designing the East- West Street.

- Shopping traffic is encouraged to use the East-West Street, as this will add a dimension of passive surveillance and on-street activity.
- Sections of the East - West Street may be closed to car traffic at particular times to cater for street-based activities (ie. street market) or an expected large number of visitors.
- It is anticipated that the major node for the Casey Central Precinct will be at the intersection of the East-West Street and the North-South Street (figure 8). This node should act as a town square, and should be anchored by a range of active uses.

Street Design in the North - South Street District

The following design and use guidelines must be addressed when designing streets in the North – South Street District in addition to the Precinct Guidelines:

- The North - South Street must operate as the core link to the existing Casey Central Precinct Shopping Centre and the proposed Town Centre to the south of Glasscocks Road.
- The road reserve should be no more than 20 meters in width, and should include on-street parking (figure 9). This will create a more intimate and pedestrian scale environment for the user of this District.
- It is anticipated that the major node for the Casey Central Precinct will be at the intersection of the East-West Street and the North-South Street (figure 8). This node should be anchored by a range of active uses.

Figure 7– Indicative road cross section for the East - West Street.

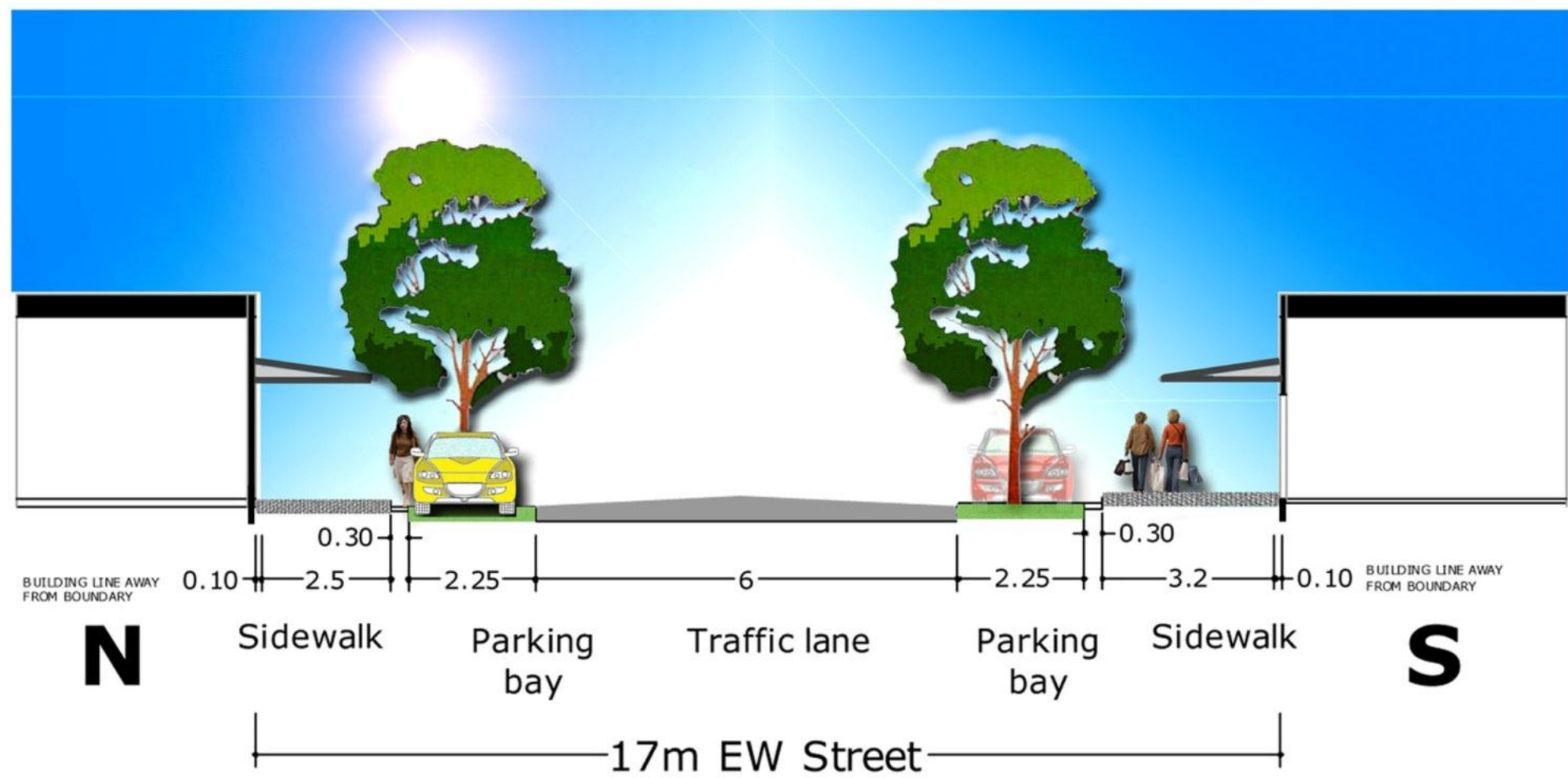
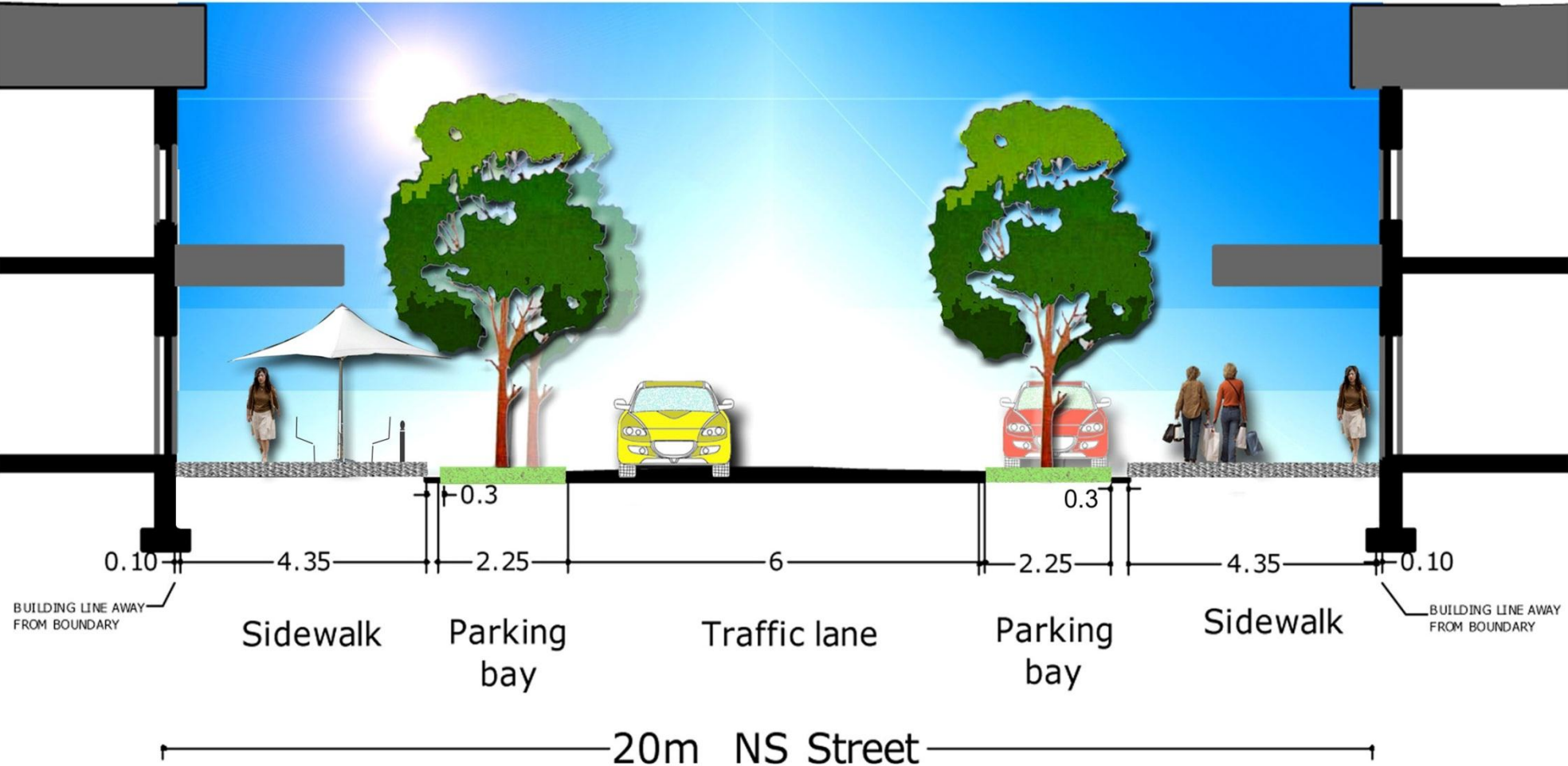


Figure 8 – Indicative design option for the East – West/North – South Street nodal point and town square.



Figure 9 – Indicative road cross section for the North - South Street



6.2.3. Interface Guidelines

The Casey Central Precinct has a prominent interface with the residential area to the east and the north of the Precinct and Narre Warren – Cranbourne Road.

Interface Guidelines for the Residential Community (East – West Street and Hard Top Internal Shopping Mall District)

Buildings that interface with the residential community must be adequately designed to ensure the surrounding residential amenity is not unreasonably affected.

Some of the techniques that should be considered when softening the interface of the Shopping Centre include:

- The use of sensitively designed buildings that can accommodate a mixture of light office and civic uses such as a library, child care centre, neighbourhood house etc.
- Medium density residential development that is generally consistent with the existing urban residential fabric that currently exists. Cues for design can be taken from the existing attached dwellings located on the western side of The Strand. If attached dwellings are preferred, a break in the built form must be provided to allow for The Strand to link with the East-West Street and the Town Centre.
- Landscaping and urban design techniques that screen the edge of the shopping centre and the loading dock.

Specifically, built form at the intersection of The Strand and the East-West Street is encouraged. Such built form should be designed to screen the rear of the Shopping Centre and the loading bay from the eastern residential community.

All built form must be sympathetic towards the residential character of this neighbourhood.

Interface Guidelines for Narre Warren - Cranbourne Road (East – West Street and North South Street District)

The interface along Narre Warren-Cranbourne Road should address the following landscaping elements:

- A landscaping zone with a minimum of 5 meters width must be provided along Narre Warren-Cranbourne Road.
- Casey Arterial Roads Tree Strategy specifies *Corymbia Maculata* (spotted gum) should be planted along Narre Warren-Cranbourne Road. A high canopy in the front allows glimpses under to the built form in the future.
- Dense low level native grasses to the base of the trees in large garden beds. Large swathes of mass planting to allow views over but present a continuous soft base line to the development – plan layout would require design to compliment the vertical built form.
- Provide an architectural address at the intersection of the East-West Street and Narre Warren – Cranbourne Road that marks the presence of the Casey Central Precinct.
- Architectural address should also be provided at other interface points along Narre Warren - Cranbourne Rd. If this is not possible, the built form is to be articulated with art walls – different textures, colours, etc and false facades to create interest in the solid structure and to work in unison with the landscape.

6.2.4. Architectural Design Quality

Architectural Design Quality in the East - West Street District

The following guidelines must be addressed when designing buildings in the East – West Street District:

- It is expected that all four corners of the East – West Street and North – South Street nodal point will be activated by high quality architectural statements. Specifically, the built form (building and landscape) should address the corners of the node and provide a landmark statement that anchors the Casey Central Precinct.
- Built form proposed for the intersection of the East – West Street and Narre Warren - Cranbourne Road should make an architectural statement that marks the presence of the Casey Central Precinct.

Architectural Design Quality in the North – South Street District

A landmark/gateway statement in the built form closest to the intersection of the North-South Street and Littlecroft Avenue is encouraged.

6.2.5. Entries, Street Address and Façade Activation

Entries, Street Address and Façade Activation in the East - West Street District

All facades to the East-West Street must be activated by shops that have active direct access points to/from the Street to the tenancy.

Entries, Street Address and Façade Activation in the North – South Street District

The following design and use guidelines should be addressed when designing streets in the North – South Street District:

- Pad buildings should be designed to have frontage to and reinforce the role of the street network. This includes appropriately addressing Narre Warren-Cranbourne Road and Littlecroft Road.
- All facades of any major retail anchor on the western side must be adequately sleeved with uses that activate the adjoining spaces.
- All built form constructed on the western side of the North-South Street should have a primary address to the street network and/or to Narre Warren - Cranbourne Road. This should include direct access points from the street and to any internal space.
- Façade activation is to be achieved in the following ways as part of stage 2:
 - At least 50% of facades on the eastern side of North-South Street must allow for direct access to/from the street to the shop/tenancy.
 - All remaining façade areas must be glazed or treated appropriately, as blank facades must be avoided. In this instance, a door must be provided to allow direct off street access options in the future.
 - Any additional buildings to be provided on the western side of the North – South Street must present active facades to the street network and adjoining spaces.
- Any development that occurs outside of the stage 2 scope of works listed at page 39 of this Development Plan must ensure that:
 - All facades at street level allow for direct access to/from the street to the shop/tenancy.
 - All facades incorporate glazed areas that encourage visual permeability and the activation of adjoining spaces.

Entries, Street Address and Façade Activation in the Hard Top Internal Shopping Mall District

The following guidelines must be addressed to ensure that the Hard Top Internal Shopping Mall and the street based districts operate as one Precinct:

- Entrances to the internal mall and retail anchors are positioned so that the ant track supports the shops located on the external street network.
- The north facing façade of the northern mall must be sleeved with retail/commercial tenancies that have direct access from the external environment.

6.2.6. Pedestrian and Cycling

North – South Street District Based Guidelines

The following guidelines must be addressed when designing for pedestrians and cyclists in the North – South Street District:

- The following infrastructure must be operational while the western side of the North-South Street is being used as an at-grade car park:
 - A pedestrian footpath must be established on the western edge of the North-South Street. This footpath should connect the southern end of the Precinct, the East-West Street, and the northern entry point at Littlecroft Avenue. This path should have high quality hard and soft landscaping finishes.
 - High quality pedestrian priority islands should be provided to connect Narre Warren – Cranbourne Road with the eastern side of the North-South Street and the boarder Precinct. This should include a direct connection from the bus stop on Narre Warren – Cranbourne Road.

7. Staging Plan – Key Deliverables

It is expected that development of this site will occur in two main stages. It must be noted that stage 1 has concluded.

Stage 2: Delivery of a second supermarket, a Discount Department Store, additional specialty shops, an 'urban lifestyle street', a town focal point and a community library.

Construction and delivery of a street based centre should begin as part of stage 2. Specifically, the following elements should be delivered as part of this stage:

- The East – West Street carriageway (including footpath) between Narre Warren – Cranbourne Road and The Strand.
- A high level of restaurants, cafes, entertainment and lifestyle options focused around a pedestrian scale environment in the eastern section of the East – West Street. This includes a space for a library.
- The beginnings of the Precinct's focal point/town square around the East – West/North – South Street nodal point.
- Construction of the North – South Street carriageway from Littlecroft Avenue to at least the North – South and East – West Street intersection.
- An internal shopping mall along the eastern side of the North – South Street. This mall must have active frontages to all external environments, including the North – South Street and the East - West Street.
- A 'high street' shopping environment on the eastern side of the North – South Street that is integrated into the internal shopping mall.
- Pedestrian infrastructure for the western side of the North – South Street as described at section 2.7.1 within this Development Plan.

Further, the design of the street network should allow for:

- The future delivery of additional buildings and activity on the western side of the North-South Street and the western end of the East-West Street.
- The North-South Street to function as a connector between the northern and southern parts of the Casey Central Town Centre.

The developer of this site is encouraged to consider introducing other uses that will provide a mix of uses in the Town Centre at this stage. This can include the provision of a gym, medical suits, residential housing etc.

Stage 3: Delivery of the completed street based centre complemented by new retail and other uses.

The commencement of Stage 3 is triggered by the delivery of a combined leasable floorspace for shop of more than 25,000sqm, or once substantial development occurs of the land to the south of the Casey Central Precinct, whichever is earlier.

Stage 3 can occur in a number of sub-stages, but must deliver a street based centre complete with supporting built form. This specifically will include:

- The complete construction of new buildings on the western side of the North-South Street and the western end of the East-West Street.
- The completion of the North- South Street carriageway to the design standards outlined in this Development Plan.

At this stage, the developer of this site is encouraged to consider introducing other uses that will provide a mix of uses in the Town Centre at this stage. This can include residential housing and other uses not currently available within the Town Centre.

Additional at-grade parking areas are discouraged at this stage of development. All new development should have parking incorporated into the built form structure where possible. To achieve this, car parking should be located in the core or the basement of the building structure, and designed in accordance with the guidelines contained within this Development Plan.

Consideration should also be given to vesting the street network to the responsible authority upon complete construction of the street.

An additional major retail anchor is supported on the western side of the North-South Street. However, all facades of this anchor must be adequately sleeved with uses that activate the adjoining spaces.

Additional large internal shopping malls are not encouraged in this stage. All specialty shops are to be accessed from external entrances located on an access way (a street, lane way, or small access foyer).

Pad developments that occur during this stage must not be stand alone buildings, and should be incorporated into the urban fabric of the Precinct wherever possible.

The developer of the Precinct will be required to enter into a Section 173 Agreement to construct the North-South Street from the east-west road to the southern boundary of the subject site within 12 months (or otherwise agreed by the Responsible Authority) of an abutting access being constructed and available for connection.'

The developer of the Precinct will also be required to construct the mid-block left in/left out intersection along Narre Warren-Cranbourne Road as shown in Figure 3 when the combined leaseable floor area for 'shop' reaches 5000m² on the western side of the North-South Street, written advice from a suitably qualified traffic engineer must be provided to confirm when the intersection is required. Should this confirm the intersection is required as part of the development any permit issued must require the construction of this intersection.



Customer Service Centres

Cranbourne
Centro Cranbourne

Narre Warren
Magid Drive

Narre Warren South
Amberly Park
Shopping Centre

Telephone: 9705 5200
Facsimile: 9704 9544

TTY: 9705 5568
TIS: 131 450
(Translating and Interpreting Service)

Magid Drive
PO Box 1000
Narre Warren VIC 3805

Email: caseycc@casey.vic.gov.au
Website: www.casey.vic.gov.au