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City of Casey

# Casey Complex Urban Design Framework Plan

**December 2019**

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| **Approval Body:** | Council |
| **Endorsement Date:** | 17 December 2019 |
| **Current Version:** | 1.0<br>Council policy documents change from time to time and it is recommended that you consult the electronic reference copy on Casey Council's Website to ensure that you have the current version. Alternatively, you may contact Customer Service on 9705 5200. |
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| **Review Date:** | 17 December 2023<br>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.<br>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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|---|---|---|---|
| 17 December 2019 | | | 17 December 2023 |

City of Casey


**Acknowledgement**

The City of Casey would like to acknowledge the Bunurong and Wurundjeri people as Traditional Owners of the land and would like to pay their respects to their Elders, past and present.

This Urban Design Framework prepared by the City of Casey's Design & Construction department is in conjunction and collaboration with Growths Investment Department, City & Asset Planning, Connected Communities, Safer Communities, Active Communities, Property and Procurement and Communications and Marketing.

Officers from the City of Casey would like to acknowledge and thank Alexander Urbanism, SJB Urban, Geoff Falk, Weirs General Enginering, Water Technology, AJB Architects and Surfcoast Survey & Drafting Services for their input into the background studies.


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## What is an "Urban Design Framework"?

Urban Design Frameworks (UDF) are strategic planning tools that set out an integrated design vision for the desired future development of urban places. UDFs provide direction for interventions that shape open space, buildings and landscape. Unlike a master plan, which only gives a final vision for how an area will develop, an UDF provides flexibility by identifying key principles rather than finite solutions. It includes a design vision for how a place might develop and provides sufficient detail at key locations so that the vision can be tested for economic and functional viability. Also a UDF allows room for continuous review of detailed actions within the strategic frame, and enables councils to assess development proposals.

# 1.0 Introduction

## 1.1 Context and Purpose of the UDF

The Casey Complex is identified primarily as a leisure and recreation precinct which plays a supporting role in the provision of community facilities and services in the Cranbourne Town Centre. The future extension of the Cranbourne Railway Line to Clyde presents a unique opportunity for a transit-oriented development approach to the Casey Complex and will likely increase the viability of a greater mix of land uses establishing such as commercial and residential.

The purpose of the Casey Complex UDF is to provide a framework and guidance for the future design and development of the Casey Complex. The UDF sets design parameters and expectations of how the Casey Complex should be developed and provides a degree of flexibility as to how this can be achieved. While some of the more significant projects proposed are unlikely to occur until the Cranbourne East Railway Station is delivered, the UDF will support the considered and coordinated expansion of existing facilities in the short-term. This will support the overall vision of the Casey Complex being realised over time.

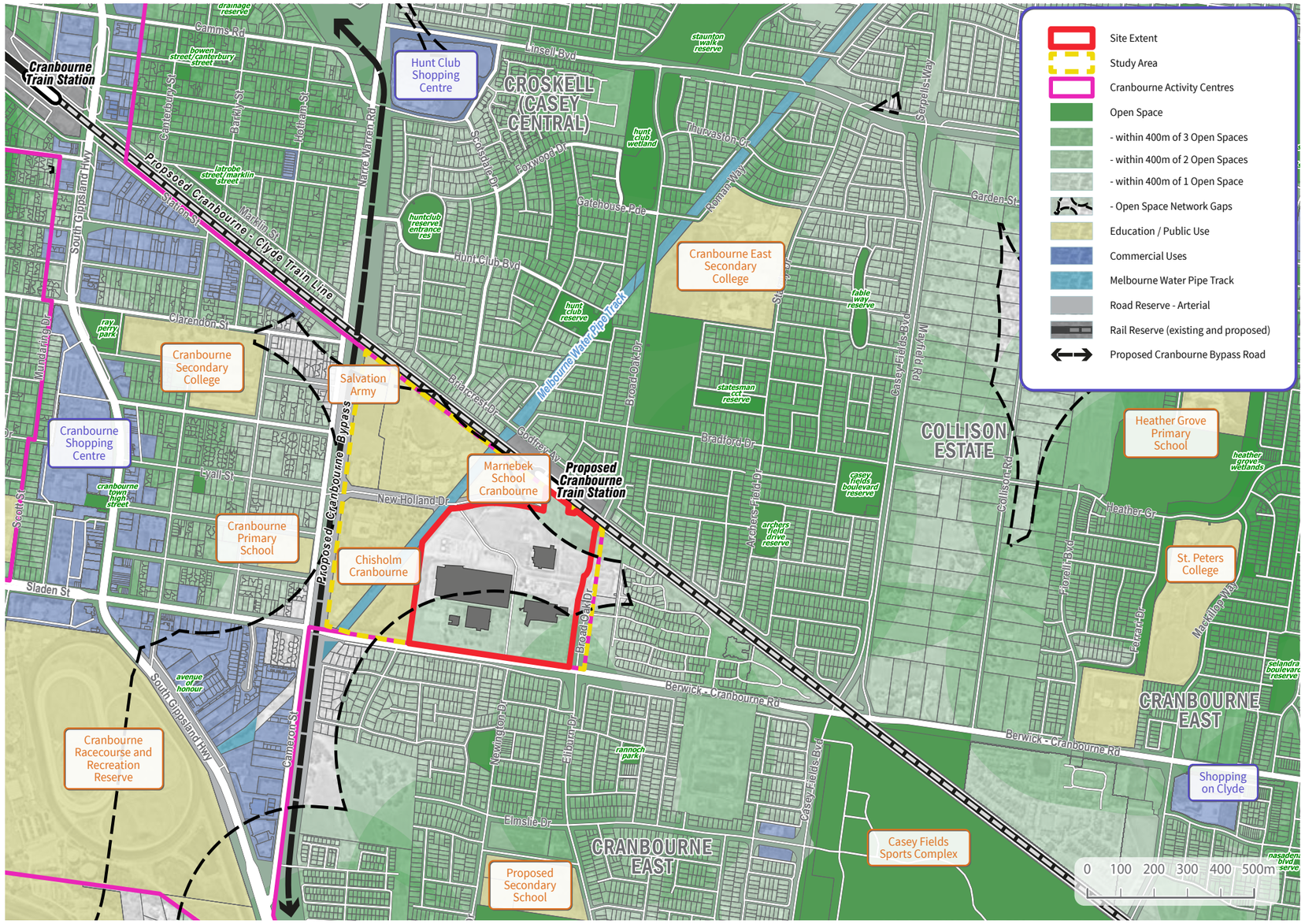
Council will commence a planning scheme amendment in '19-'20 financial year to implement the Cranbourne Town Centre Structure Plan 2018. This will involve preparing a new Activity Centre Zone schedule and other local policy changes. The UDF will also inform the preparation of this Amendment. As Council owns the bulk of the land in this precinct, a degree of flexibility will ensure maximum ability to respond to opportunities for growth and investment to support the local and regional community.

It builds upon, and should be read in conjunction with, a range of

background studies of the Cranbourne Structure Plan which was recently adopted to inform the future direction for Casey Complex. Background and Council documents prepared previously, including:

- Public Realm Analysis (Alexander Urbanism)
- Places Audit (SJB Urban)
- Baseline Economic Assessment (Urbis)
- Cranbourne Open Space Assessment

The future use and development of the Casey Complex is consistent with the emerging themes, principles, goals and objectives outlined in the Cranbourne Town Centre Structure Plan 2018.




**MAP 1:** Casey Complex
Regional Context Map

## 1.2 Vision

**The vision for the Complex is to create:**

### 'A place that creates an exciting and vibrant community destination through intense and diverse land uses.'

Aerial View of Casey Complex (2018)

## 1.3 Objectives:

1. Provide strategic planning and implementation of existing and proposed facilities in a coordinated approach through short, medium and long term projects.
2. Harness the potential of Transit Oriented Development around the Cranbourne East Station and encourage walking, cycling and use of public transport.
3. Attract investment opportunities with a focus on high net-community benefit outcomes.
4. Celebrate and expand the rich hub of community, sport, leisure and recreation facilities that bring people together and enhance the health and well-being of the community.
5. Provide high quality public realm, open space amenities, and dedicated pedestrianised public place that are safe, inclusive and accessible for gathering and socialising.
6. Ensure the Complex can meet future challenges by embedding leading sustainability and resilience strategies.
7. Apply Smart City principles to contribute to the vision of Casey as Australia's liveable City.

## 1.4 Drivers of Change

1. Future Cranbourne East Station - creating a Transit-Oriented Development (TOD) and greater intensification of mixed use and employment rich uses.
2. Demand exceeding the capacity for these facilities:
   - Factory
   - The Shed
   - Casey RACE
   - Cranbourne Library
3. Understand growth in services and infrastructure in and around Casey Complex. Investigate how to address future demand for community.
4. Population Growth - Investigate how to address demand for more community and recreation facilities which we are currently in deficit
5. Alignment with the broader strategic objectives of the Cranbourne Town Centre Structure Plan and Casey Fields Masterplan
6. Experience - Improve the brand, presentation and experience for the visitors

### What is a TOD?

TOD, or transit-oriented development, means integrated urban places designed to bring people, activities, buildings, and public space together, with easy walking and cycling connection between them and near-excellent transit service to the rest of the city.

Reference: Institute for Transportation and Development Policy, New York

Proposed TOD at Ferny Grove Station, Brisbane (Source: www.brisbanedevelopment.com)

# 2.0 Opportunities and Constraints

## 2.1 Opportunities

### Public Realm and Environment

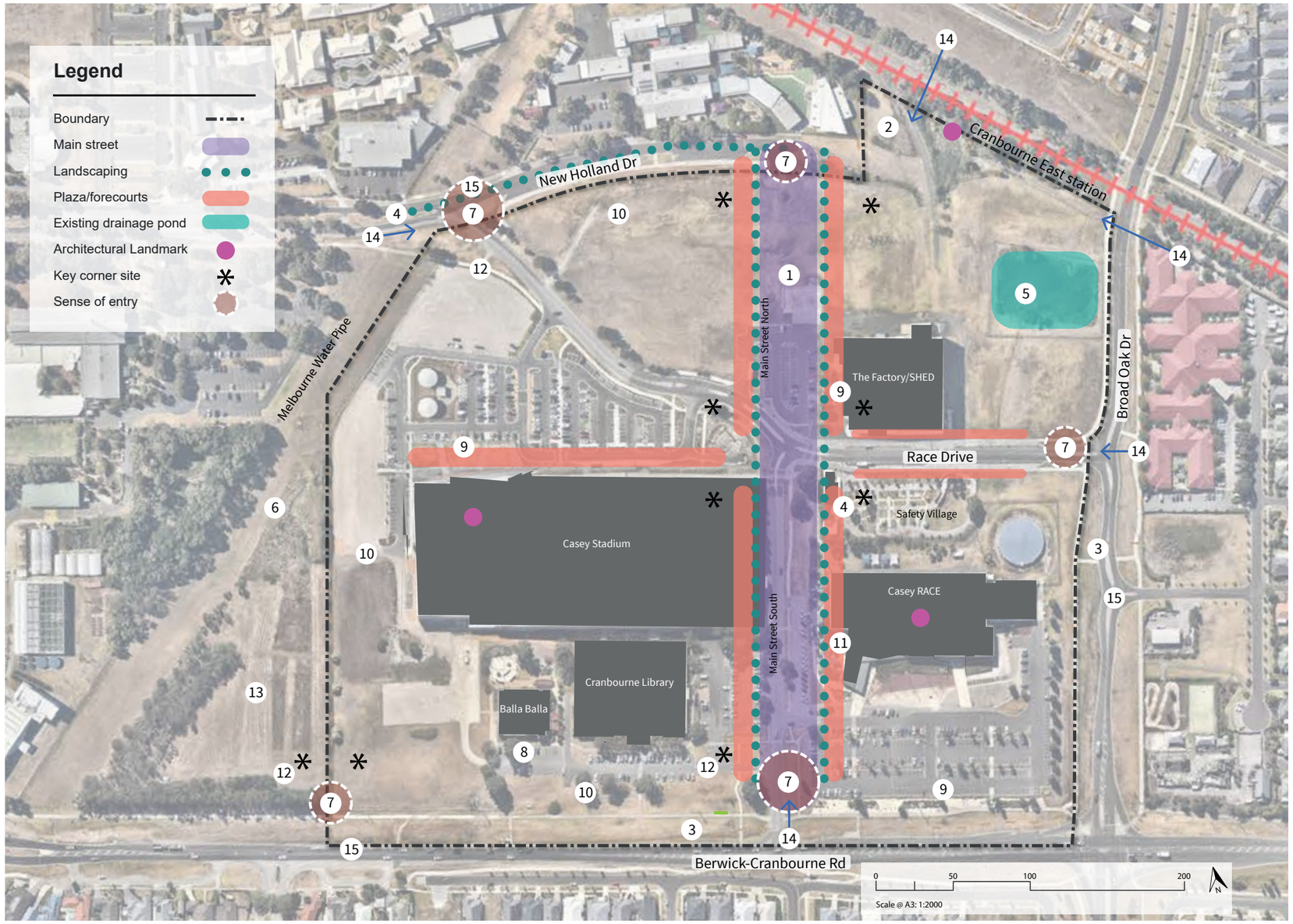
1. Establish a direct link towards the proposed Cranbourne East station through formalising the main street. The main street can create the following:
   - » a safe, accessible and inclusive public realm
   - » places of character and high amenity for people to socialise and interact
   - » a central core of amenity that prioritises pedestrians
2. Create high quality landscaped area along the Marnebek interface and future train station forecourt
3. Provide a well-landscaped interface to Broad Oak Drive and Berwick-Cranbourne Road.
4. Incorporate existing landscape character of new Holland Drive within the streetscape using similar landscape species.
5. Enhance amenity of the public realm as adoption of sustainable water management practice and integration of stormwater treatment into the landscape as recreation and open space.
6. Provide public surveillance and improve perception of safety along the Melbourne Water Pipe corridor.
7. Create a gateway element through signage that is consistent, relevant and innovative. It should be located at strategic sites where sense of entry has been identified.

### Built-form

8. Consider Inclusion of Aboriginal cultural values when possible
9. Celebrate activities within the precinct by expressing the built form through plaza/forecourts.
10. Establish direct interaction with the public realm and adjacent land use with an enhanced built-form presentation.
11. Enhance existing landmarks to assist with activating the main street and public realm.
12. Design architectural gateway solutions at key corner sites.
13. Encourage the following within the TAFE land:
    - » complementary uses with maximised land efficiency
    - » active edges
    - » retention of significant vegetation as an amenity

### Access Network

14. Connect to external cycle and pedestrian network to encourage people to use sustainable transport alternatives.
15. Investigate controlled intersection which will be subject to traffic impact assessment




**MAP 2 :** Opportunities Map

## 2.2 Issues and Constraints

1. The future development of facilities and services to meet growing demand, as outlined in the Cranbourne Community Facilities Analysis 2017 (CCFA). Some current facilities have either reached capacity or at the end of its life and require future opportunities for building expansion or upgrade;
2. The public realm within the Complex is uncoordinated and dominated by car parking and vehicle movements, and the precinct generally lacks a focus;
3. The precinct currently provides poor pedestrian and cycling amenity;
4. Coordinating development in the Complex around the delivery of Cranbourne East station;
5. A long-term asset strategy is required to inform future development of the former Sperry New Holland administration building. It is currently housing the Cranbourne Library, Casey Radio, U3A, Tr4inRight and others.
6. While there are numerous café facilities servicing the activities within individual buildings, the cafés are not visible from the street.
8. The Casey Complex Masterplan 2010 and Casey Complex Structure Plan 2011 envisaged significant components of commercial and residential activity within the Complex, however these have not occurred, and new advice suggests that:
9. Commercial activity is likely to align with the sporting and recreation focus of the Complex and the nearby Casey Fields;
10. Until the growth areas are built out and the Cranbourne East Station is built, there is unlikely to be demand for higher density residences other than potentially short stay accommodation associated with tertiary education.
11. Opportunities arise from future development of adjacent activities, including the Chisholm TAFE;
12. Some parts of the precinct retain surface water, and there is an opportunity to develop an integrated water management system in collaboration with the Chisholm TAFE.

Casey RACE

Bowland

The Shed

Public Art

Cranbourne Library

Casey Stadium

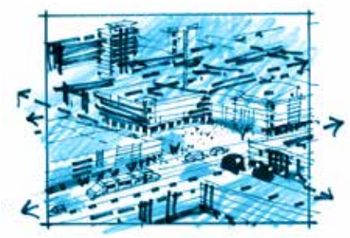
The Factory

Wetland

Main Street

# 3.0 Urban Design Framework

## 3.1 Urban Design Principles



### Connectivity & Permeability

Create physical and visual connections between key destinations and activity nodes that are direct, safe and legible. Prioritise and accentuate sustainable and healthy modes of transport through prioritization of pedestrian links, cycle paths and public transport hubs along high amenity and attractive corridors. Car based movements are to be managed discretely and efficiently.

### Diversity

Achieve diversity and choice through a mix of compatible uses which drive synergies, improved quality of life and commercial success. Strive for the highest and best use for a site, with particular consideration of employment creation, variety and density, and maximised hours of activity.

### Places for People

Strategically locate activity hubs as social focal points and achieve small, intimate and human-scaled spaces that maximise connectivity, safe, add vitality and life to the public realm. A series of venues for bringing events to life where people of all ages and abilities can meet, interact and play; such as a town square, urban parks and plazas.

### Continuity & Enclosure

A continuity of street frontages and good enclosure to create intimate spaces which provide comfort and security for users.

### Public Realm Quality

High quality public realm and public spaces are to be designed to encourage people to linger, participate, engage and enjoy. It should provide interest, functionality, comfort, safety and enduring character. Built form should achieve architectural excellence, making a positive contribution to community reputation and visitor experience. Materials and finishes must be robust and durable.

### Activation

Building and public space edges are to be active and visually engaging at ground floor level, with opportunities for al fresco, sitting and open edges. Attractive transparent shop-fronts and façades designed with clear and frequent entries, openable sections and strong levels of life and surveillance. Upper levels are to offer opportunities for balconies and roof terraces for activation and extensive glazing with strong sight lines to the street for passive surveillance.

### Micro Climate and Sustainability

Create an environment that is pleasant and comfortable. Maximise summer shade and cool and winter sun and warmth through tree lined streets and open spaces, deciduous plantings and built form that is responsive to solar access through height controls and setbacks. Reduce negative impacts of wind through well-articulated façades, upper level setbacks, moderate block sizes and awnings. Reduce Urban Heat Island effect through extensive canopy tree cover, green roofs and green walls. Development of wetland and streetscape landscape initiatives as an environmental asset which incorporates water sensitive urban design (WSUD) principles.

### Smart City

All new public realm and infrastructure should investigate smart city solutions that achieve the objective of the smart city strategy.

Urban design is looks at the arrangement, appearance and function of our spaces where people live, engage with each other, and engage with the physical place around them.

## 3.2 The Urban Design Framework

The Urban Design framework for the Complex comprises of the progressive development of strategic sites, the access network and the public realm comprising of the main street and creating a new heart urban heart within 3-minute walkable distance to the edge of the precinct. The UDF highlights:

1. Main Street, Town Square and Urban Park: The development of the main street is to facilitate a well-activated street and promote an uninterrupted pedestrian movement that is safe, comfortable, pleasant, attractive and memorable. The town square located at the heart of the precinct potentially could accommodate outdoor events. The urban park is an open space amenity that encourages social interaction while revelling in the water amenity alongside. The Urban Park will bring life through greening the precinct with highly landscaped environment and playspace elements. This water amenity is a demonstration of Water Sensitive Urban Design (WSUD) initiative for the precinct.
2. Investigation of The Factory and Shed expansion: Extension of this facility towards the threshold of the public realm and acknowledge the expansion limitation on the eastern edge attributable to the future station carpark allocation. Repositioning the carpark towards the northern site to ensure convenient access to the facility with vehicular access from Broad Oak drive.
3. Casey RACE expansion: Potential extension of the RACE in accordance with the Aquatic Facilities Strategy.
4. Grid Road network: Augmentation of the existing road network to incorporate a 200 x 200 metre grid as the framework for compact, flexible, walkable, better connect built-environment and Smart-City-Ready.
5. Water Sensitive and Urban Design Initiatives: Development of a new urban edge wetland and ephemeral watercourse as part of an integrated water management strategy;
6. Parking at peripheral nodes: located on the periphery of the precinct and convenient to the entries to anchor facilities with direct access from major entry roads to enable pedestrian prioritisation along the Main Street.

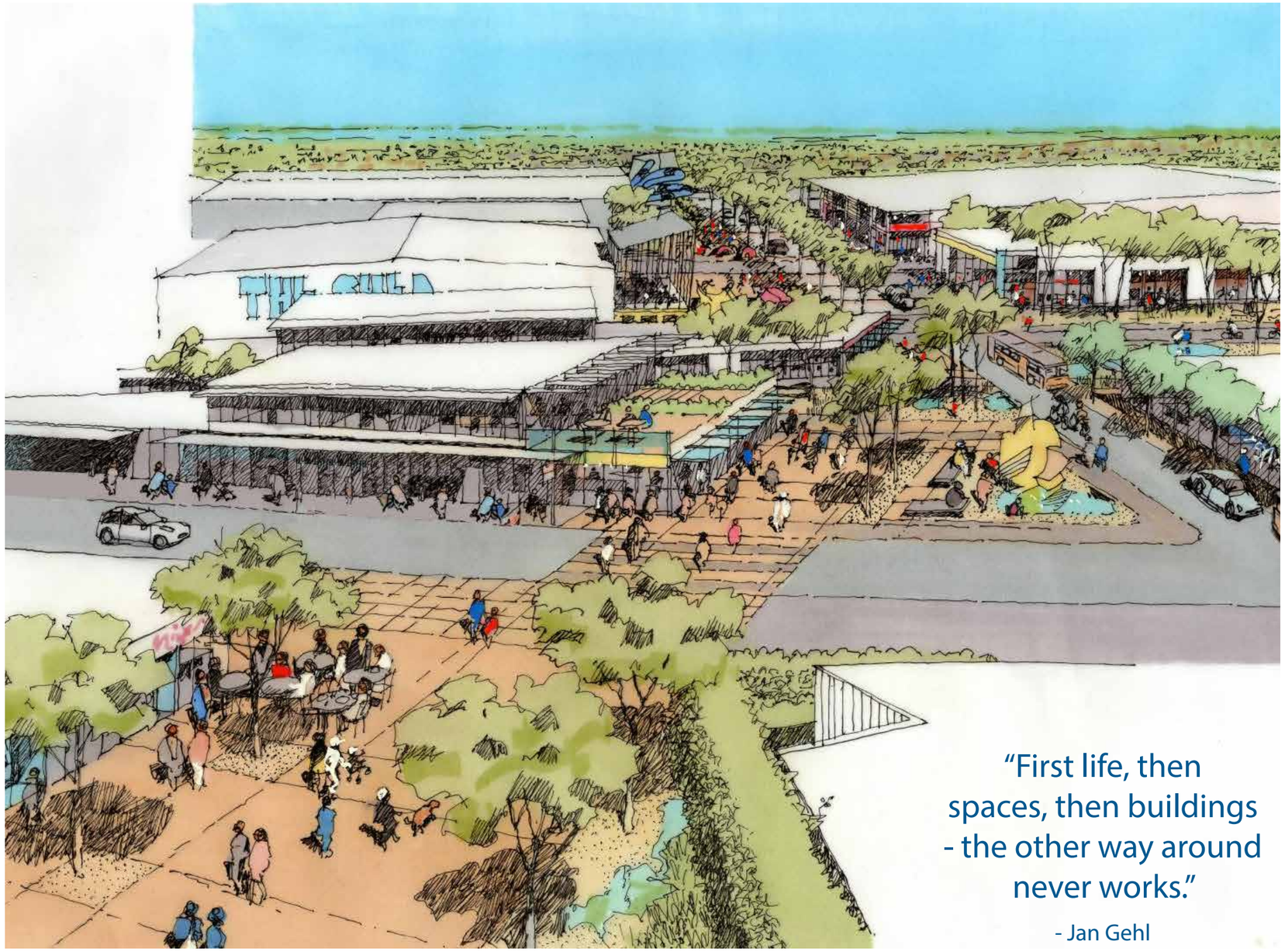



**ILLUSTRATION 1:** Artist Impression of Casey Complex Main Street looking South

"First life, then spaces, then buildings - the other way around never works."

- Jan Gehl

# 4.0 Implementation Strategy

## 4.1 Short to Medium term (1-10 years)

### Public Realm and Environment

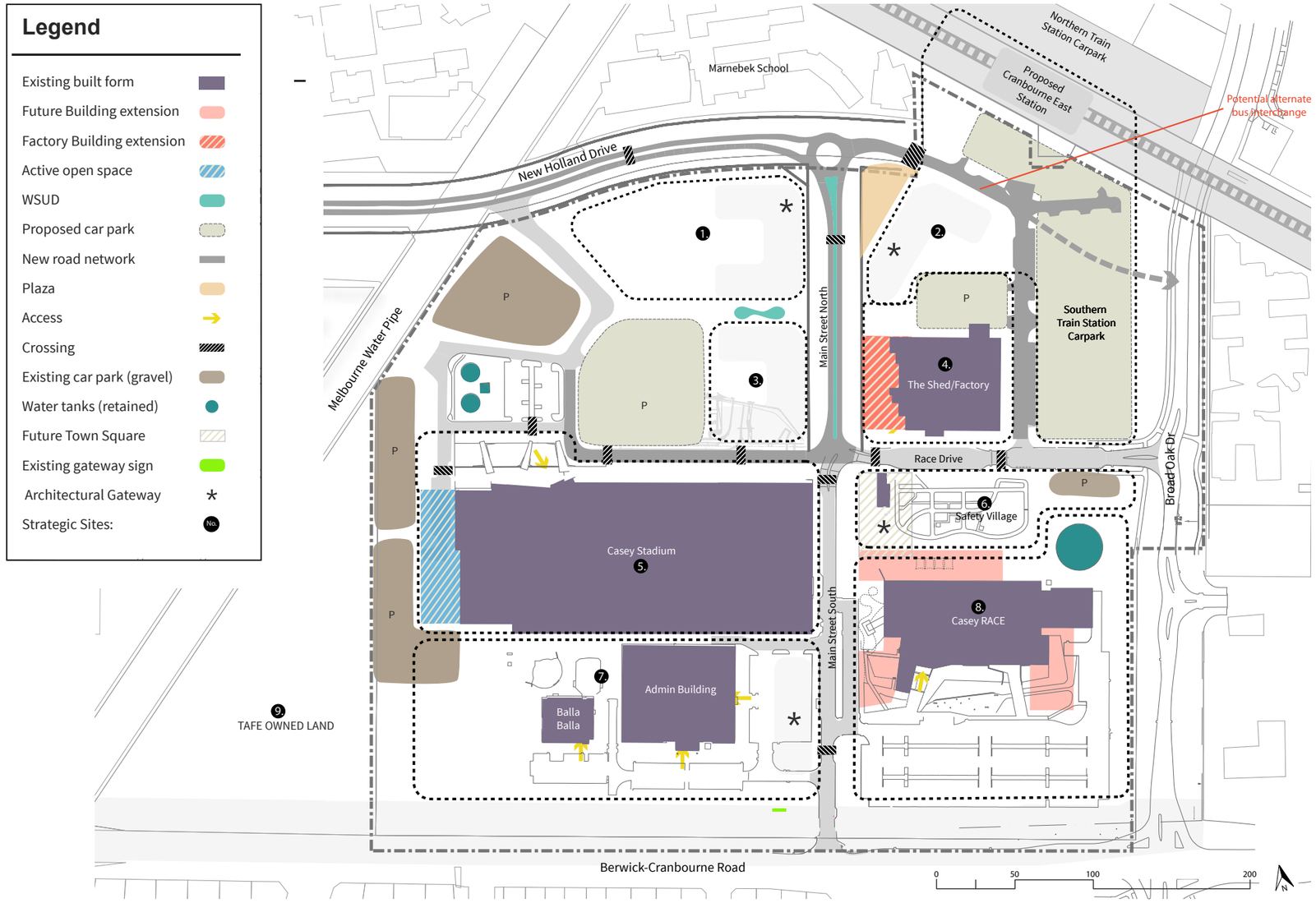
- Extend Main street north
- Upgrade Main Street south
- Extend and upgrade New Holland Drive
- Design and build a high quality designed town square
- Establish and enhance urban edge wetlands
- Enhance play space area adjacent to Balla Balla Community Space to be determined by any service and community infrastructure plans
- Deliver WSUD streetscape initiatives along Main street.

### Built-form

- Ensure that Strategic Sites along Main Street will create activated edges from fine grain to medium grain tenancies
- Investigate renewal of the eastern side of Casey Stadium which includes facade upgrade and create activation for an enhanced presentation to the street.
- Anticipate future expansion to The Shed/factory along the western edge which includes facade upgrade pending feasibility study outcome.
- Investigate library expansion and integrate complementary uses
- Investigate, Plan and Design expansion of Casey RACE

### Access Network

- Deliver pedestrians and cyclist shared network
- Expand Casey Stadium carpark
- Deliver Wayfinding and dynamic signage suite;
- Deliver green links that support connectivity and accessibility of the site




**PLAN 1:** Short to Medium term Urban Design Framework

**ILLUSTRATION 3:** Long term Urban Design Framework 3D

## 4.1 Long Term

### Public Realm

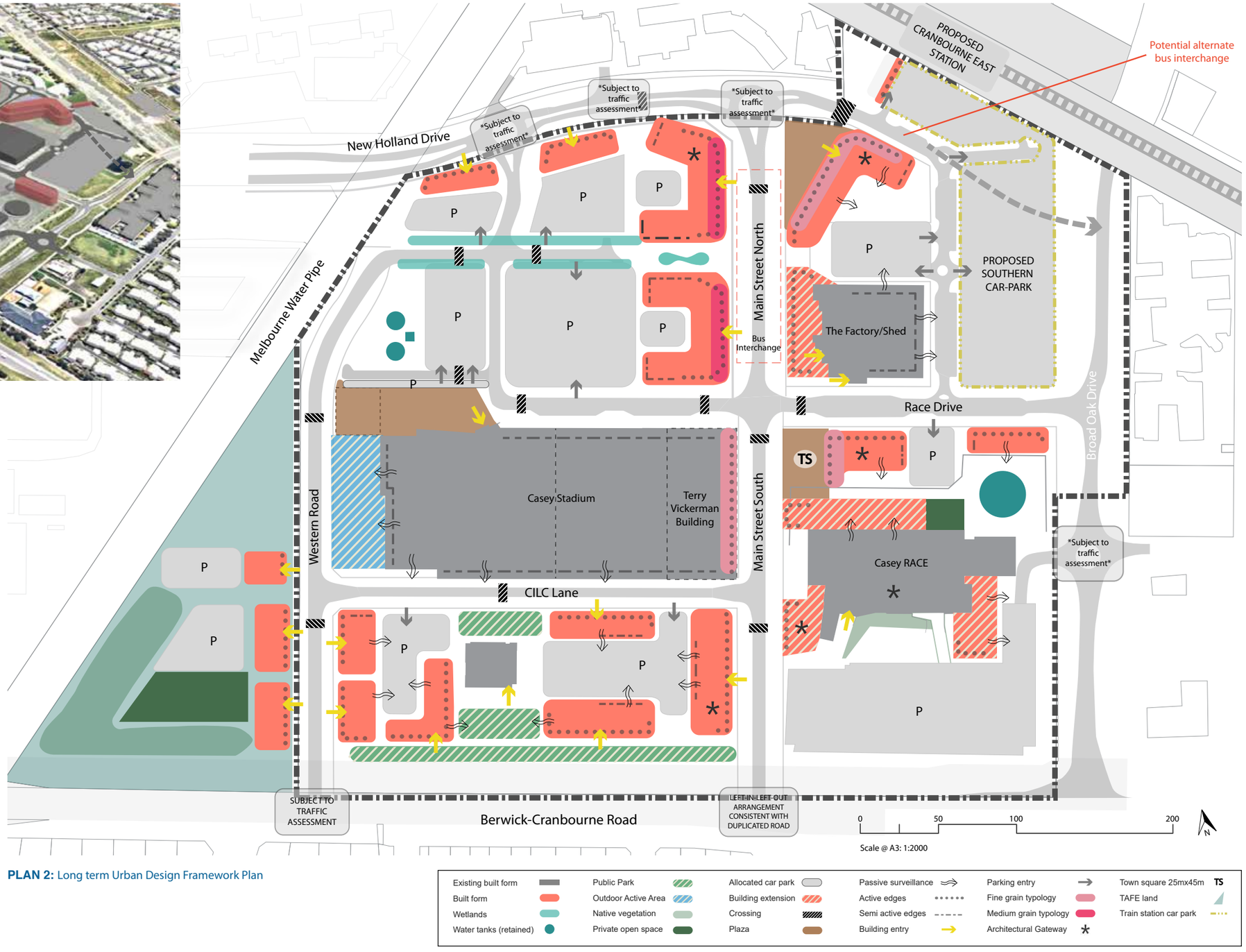
- Develop forecourt across the train station
- Finalise urban edge wetland amenities (refer to 4.3 WSUD/Open Space)
- Finalise streetscape works

### Development/ Built-form

- Deliver future strategic sites within the precinct
- Integrate and design carpark structures within the Built-form
- Expand Casey Stadium to the West
- Investigate TAFE land for future uses
- Deliver Casey RACE expansion

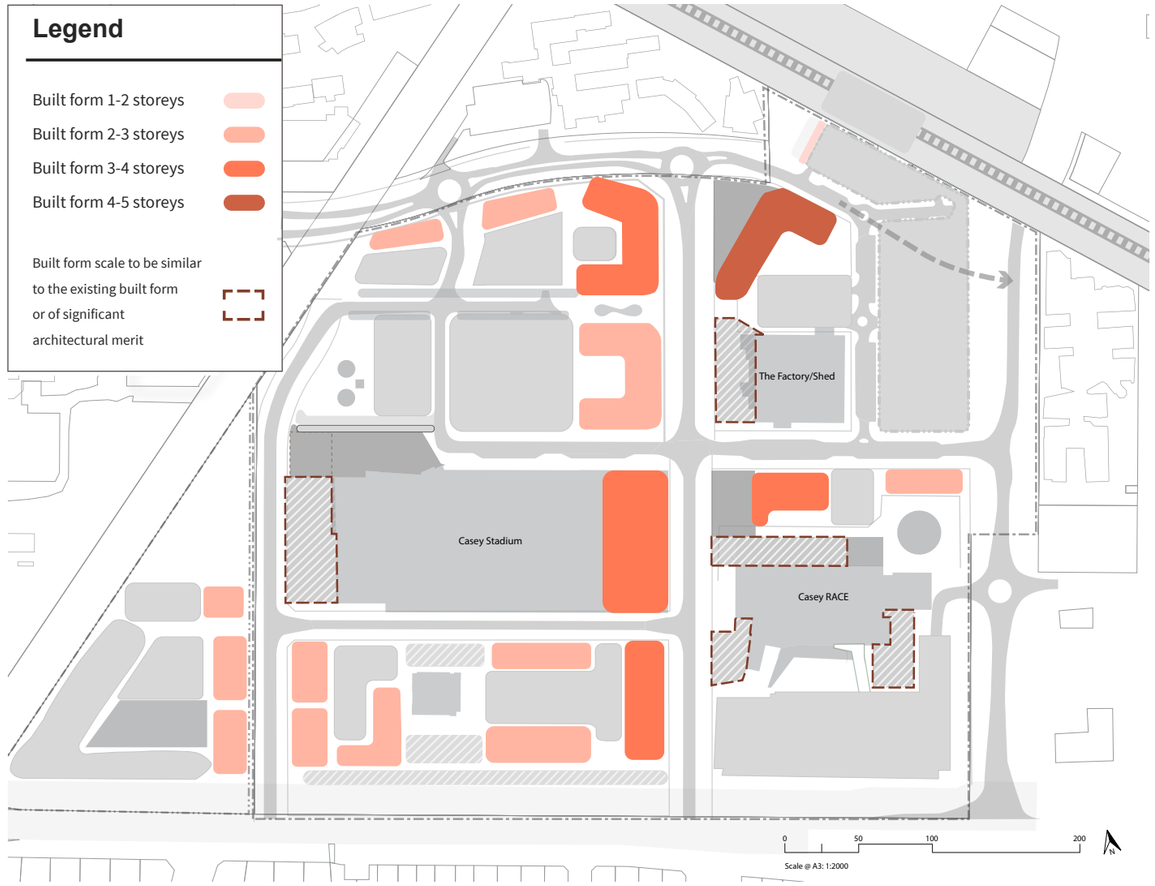
### Access Network

- Deliver CILC lane
- Deliver Western Road
- Deliver Bus Interchange



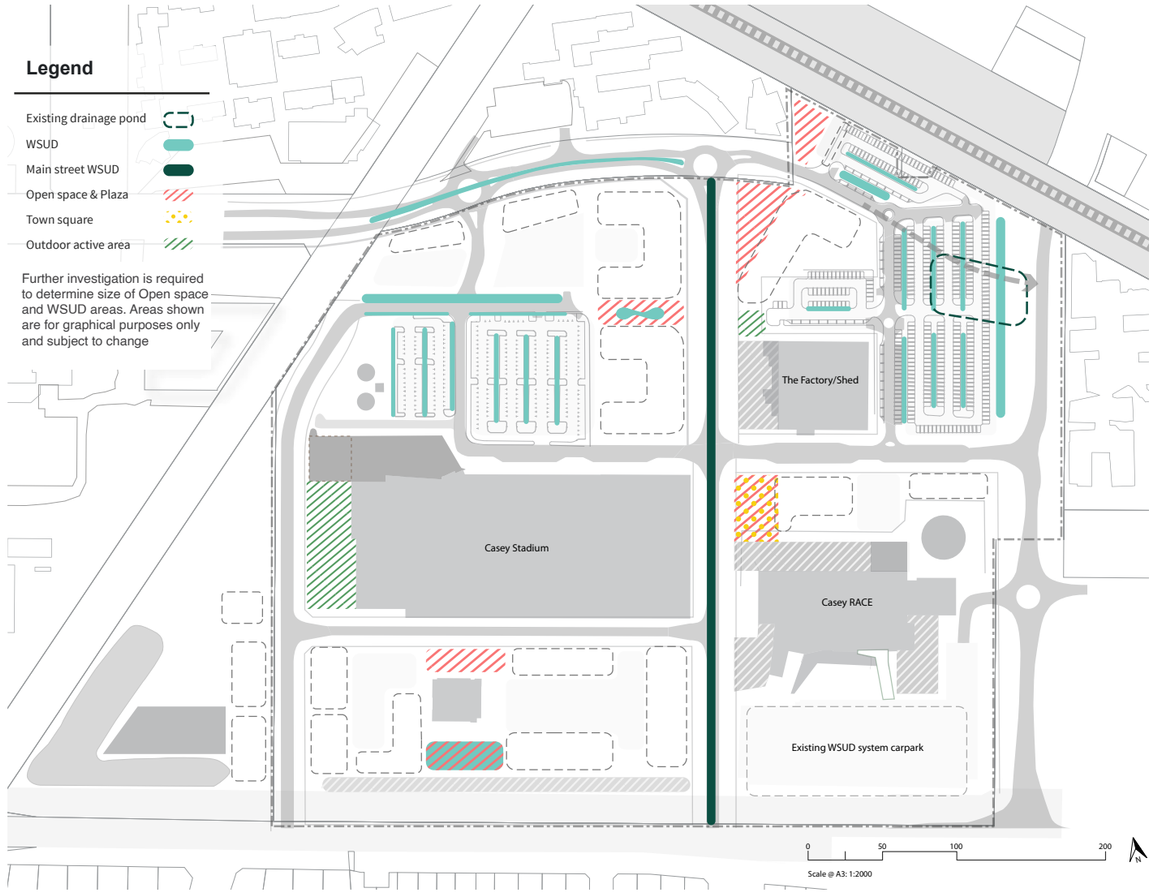

**PLAN 2:** Long term Urban Design Framework Plan

## 4.2 Built Form Heights




**PLAN 3:** Built Form and Massing

## 4.3 Water Sensitive Urban Design (WSUD) & Open Space Areas




PLAN 4: Water Sensitive Urban Design & Open Space

Adelaide Botanical Gardens, SA 2005

Roombeek St, Buro Sant En Co, 2005

Jellicoe St, North Warf, WA

A'Beckett St Urban Square, RMIT, VIC

**ILLUSTRATION 4:** Artist Impression of Casey Complex Main Street looking North

"Design is People"

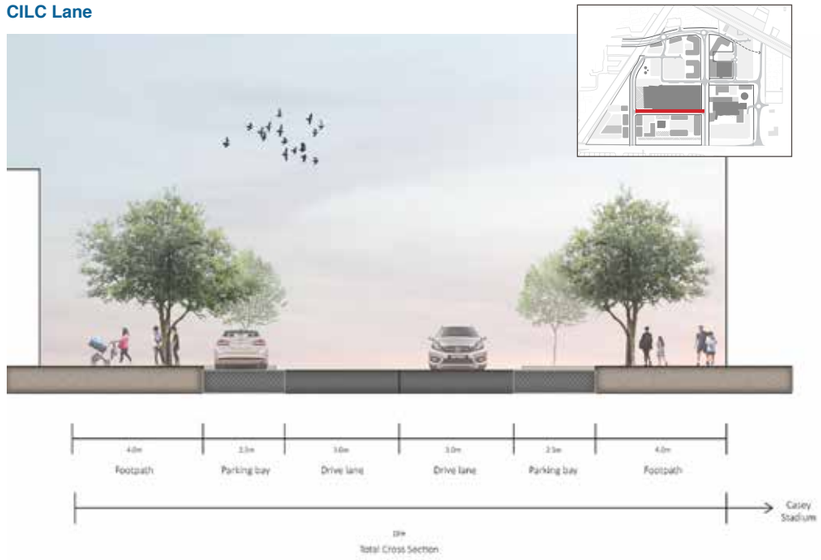
- Jane Jacobs

# 5.0 Street Sections

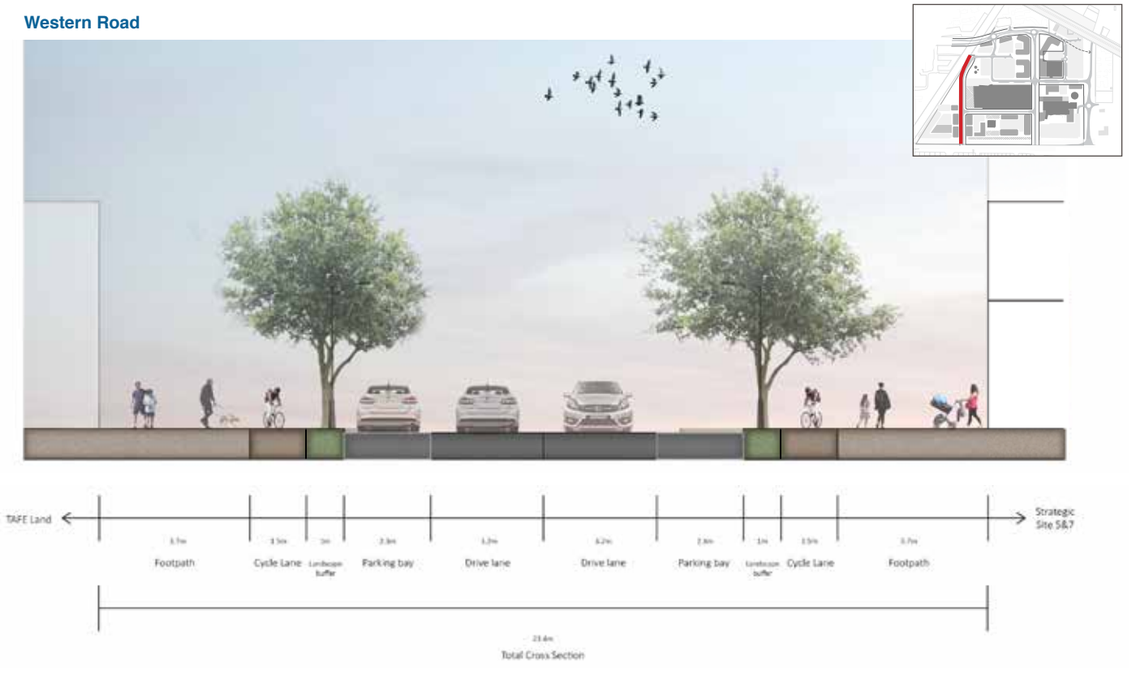
### Main Street North

### Main Street South

### CILC Lane




### Western Road

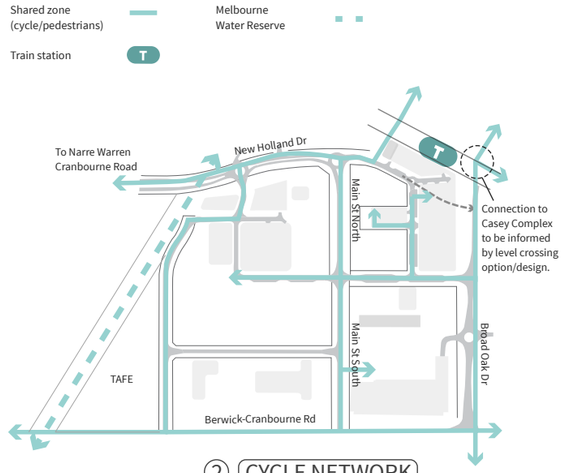


**(Possible) New Holland Drive West**

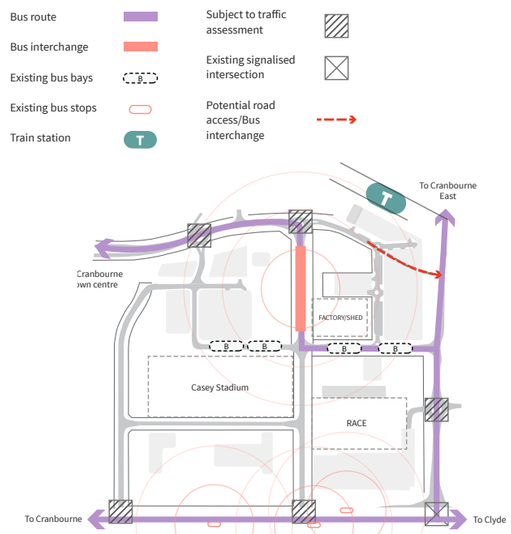
**(Possible) New Holland Drive East**

# 6.0 Access and Linkage Maps

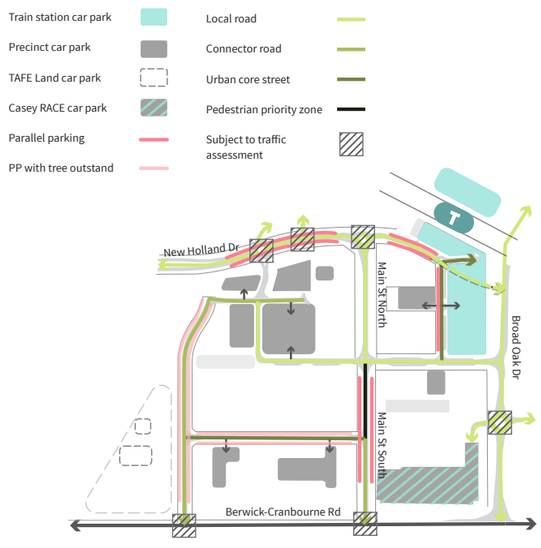
① PEDESTRIAN MOVEMENT




② CYCLE NETWORK




③ PUBLIC TRANSPORT




④ VEHICULAR

# 7.0 Design Guidelines for Strategic Sites

## General Design and Development Requirements:

1. Building height to a minimum of 2 storeys and a maximum of 3 storeys will be supported; where development is to be staged from 1 to 2 storeys, the façade plane must maintain the 2-storey podium height.
2. Any succeeding levels above the 3-storey street wall (podium) should be setback by 5 metres from the building edge.
3. False parapets are not supported and should have a maximum height of 1.8 metres.
4. Future Proofing of built-form or staged approach to achieve the preferred yield and maximum height for the site should be highly considered. Under development will not be supported within the complex.
5. Ground floor ceiling to floor height should be a minimum of 3.5 metres and maximum of 4.2 metres to allow for flexibility and adaptability to other appropriate land uses. Floor to ceiling height of succeeding levels for commercial or mixed uses should be a minimum height of 3-metres.
6. Building design must respect the local context in terms of interface, scale, access, predominant vertical and horizontal rhythms, and amenity.
7. Conceal all plant and mechanical equipment through integrated architectural elements that screen from views and complement the over-all built form and palette.

Kv Tändstickan, Parking House Sweden

8. Provide an entry canopy through a high-quality architectural element to establish a clear and legible sense of entry and central orientation to the built-form.
9. Canopies or awnings may extend over the footpath to satisfaction of the responsible authority. Height from ground level to canopy ceiling should be a minimum of 3 metres to create a human-scaled environment.
10. Provide an attractive 'book-end' architectural treatment on corner buildings to enhance presentation from the street.
11. Zero setback is preferred along all main internal roads to maximise efficiency and activate the street, except specified.
12. Active frontages must be accommodated in the design specifically at ground level with a clear and legible entry with a 70% clear glazing of its façade.
13. Blank walls are discouraged and should provide an architectural textured treatment to create visual interest.
14. Maximise outlook to an open space/amenity when possible. Create windows to the space for surveillance and well-articulated façade along these edges.
15. Fencing within and around all development sites are not supported. However, if fencing is necessary due to public danger this may be considered and assessed against Safer Design guidelines for Victoria to the satisfaction of the responsible authority.
16. Ensure waste bin areas are appropriately screened and use finishes that are complementary to the approved built-form. Waste areas should be away from view and preferably integrated with the architectural design.
17. Provide appropriate street furniture and lighting which uses robust material and colour palette that is similar to the Cranbourne town Centre and suitably scaled landscape treatments to integrate with the built-form.
18. Enhance existing architectural identification statements at the intersection of Main Street south and Berwick Cranbourne Road with appropriate landscape enhancements. Proposed location secondary signs as shown on the framework plan. All should conform to existing Casey Complex Style guide.
19. Provide public art that is functional, innovative, integrated, enduring and relevant to add interest to the adjacent built-form and surrounding public realm. Main public art should be located within the town square as per Public Art Policy of Casey.
20. Adequate storm water detention system must be provided within the precinct to mitigate flooding
21. Incorporate universal access principle within the precinct for equitable, dignified, cost effective and achievable access to built-form.

### Signage:

1. Signage and wayfinding should be generally in accordance with the specifications of the existing Casey Complex style guide.
2. Signage should not obscure shopfront, windows or architectural details to preserve architectural integrity of the built-form.
3. Tenancy signs should not dominate the façade and show hierarchy of place as per Casey Complex Style guide.

### Parking:

1. Built-form should be closer to the street and carparking should be located at the rear of the property.
2. New development should consider carparking facilities that are integrated or concealed (basement) to ensure a seamless integration with the proposed built-form. Design and impact to height will be through a performance-based assessment. Over-all design should be innovative, provides public surveillance and of high architectural design merit that is sympathetic to the built-from design.
3. At-grade parking areas must be segmented into smaller parcels with landscape treatment to avoid a sea-of-carpark effect.
4. Provision of appropriate and sustainable lighting specifications to enhance public safety within the carpark area.
5. Future carpark structures should incorporate ESD initiatives like green wall and soft planting around the façade to soften the edges.
6. At grade car-park should have a dedicated footpath that is in a strategic or central location that can be conveniently accessed by users. This footpath should incorporate weather protection elements through shade structures or landscaping.

### Sustainability:

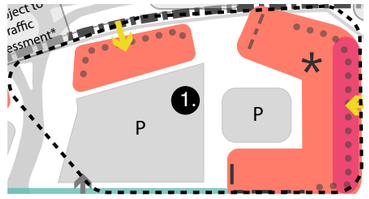
1. New buildings and Upgraded facilities must incorporate ESD, access to renewable energy like solar panels, cross ventilation provision, green walls and roof gardens, daylight access through sky lights and/or clerestory windows with high consideration to good siting and building orientation.
2. Future development must incorporate best practice integrated water management principles to deliver reduction in portable water use, improving stormwater quality and increasing the use of alternative water suppliers (WSUD)
3. Provide a continuous weather protection wherever required or possible, especially from various transport modes to the key facilities.
4. Incorporate micro-climate design of public areas and spaces to ensure maximum use all year round.
5. Provide ample cycling infrastructures that are high quality, multi-purpose, architecturally designed and visible from main entries.

### Landscaping:

1. The overall landscape theme of the Complex is to become 'Treed Precinct' with large, tall, clean trunked trees with high crown for passive surveillance. With outcomes of having dynamic boulevards and streets with activate frontages.
2. Reduce vehicle crossovers along Broad Oak boulevard and Main Street south in order to maintain a continuous pedestrian flow and landscaping. There should be no cross-overs along Main Street North.
3. All existing mature, heritage trees and significant vegetation are to be protected and enhanced.
8. Encourage the consistent use of 4 large canopy and semi-deciduous/deciduous trees like Elm and Oak to be consistent with New Holland Drive landscape theme. Native and indigenous species are encouraged where appropriate.

**Refer to Plan 1 (page 17) for Strategic Site locations**

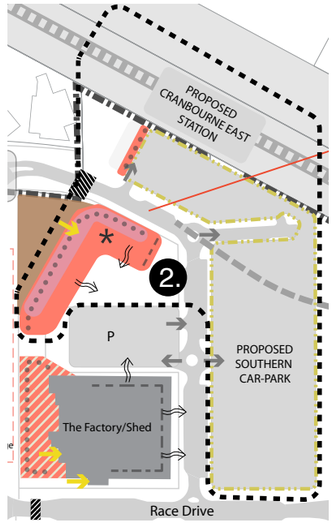
## Strategic Site 1




### Objective:

- Create an iconic built-form as a gateway to Casey Complex as viewed from New Holland Drive
- Create synergies with the adjacent schools derived from complementary land uses from this site through ground floor activation from New Holland Drive and Main Street North

## Strategic Site 2 - Transit Oriented Development (TOD)




### Objective:

- To help facilitate a Transit Oriented Development within the Cranbourne East Station to create high quality urban built form

### Design and development requirements:

1. Station design should demonstrate all good urban design principles as per Urban Design Charter of Victoria and create a landmark for the Southeast regional rail corridor.
2. Support a mixed-use development that provides complementary uses that will facilitate increase in patronage of this transport node.
3. Support higher built-form within the precincts and should not dominate the over-all design of the future station. Built-form above three (3) storeys will be a performance-based assessment to satisfaction of the responsible authority.
4. Provide a pavilion type structure within the pedestrian forecourt that is well-designed to assist with activation and help create a vibrant public realm node.
5. Allow for shared pedestrian and cycle movement from the Station precinct to the North to create a direct connection to the external network.
6. Create edges within the forecourt that will encourage pedestrian to walk conveniently and safely without obstructing their view lines from the Main Street to Station.
7. Retain the forecourt pedestrian link as a public node and will be maintained by the responsible authority.
8. Create a continuous tree reserve planting along Berwick Cranbourne road to soften the look and feel of the complex using deciduous trees as a preference.
9. Ratio of one (1) large tree to four (4) parking bays should be implemented within all at-grade carpark within the centre.
10. Landscape design for carpark and main street to incorporate WSUD initiative to provide stormwater treatment.

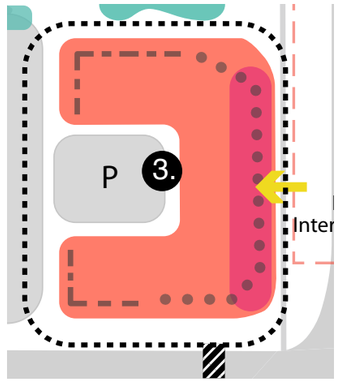
Blaxland Riverside Playground Kiosk, NSW

Forrest Place Kiosk, WA

### Parking:

1. At-grade parking format to be provided within the Southern carpark station. Future proofing of the carpark to be investigated for possible complementary land uses for the precinct. This is subject to further discussion with the responsible authority.

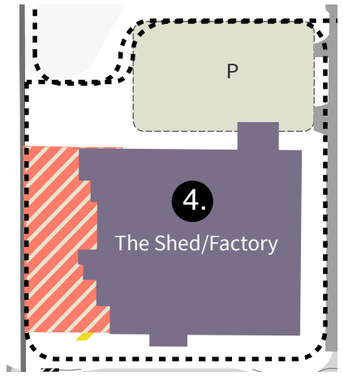
## Strategic Site 3




**Objective:**

» Ensure that the site will define the edges of the public realm and create a sense of enclosure with a sensible built form

## Strategic Site 4 - The Shed / Factory



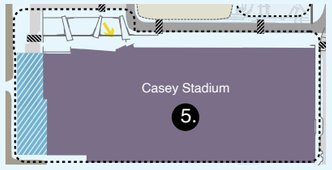

**Objective:**

» Upgrade existing structure with the aim of maximising highest and best use of the site focussing on both indoor and outdoor opportunities.

**Design and development requirements:**

1. Create bold, innovative and aesthetically attractive architecturally designed façade upgrade.
2. Any additional building height should create a transition to the upper level through a step -back of at least 5 meters from the edge of the existing building line. To support the increase in height, the proposed development will undergo a performance-based assessment.
3. Create medium-grain retail with a minimum width of 6-8 metres along the Main Street North to promote outdoor activities along the street like café or retail shop that are complementary to the existing use of The Shed/Factory.
4. Must only explore built-form extension footprint towards the western side up to the edge of the Main Street North and northwest edge of the Factory as shown in the UDF.
5. Preserve and investigate air right opportunities within the Train station carpark to create future expansion opportunities for the facility. Built-form should respect adjacent sensitive interface to the east of the site.
6. Investigate secondary entry to the north of the rail corridor to capture the foot traffic coming from the station carpark.

## Strategic Site 5 - Casey Stadium / Terry Vickerman Building




**Objective:**

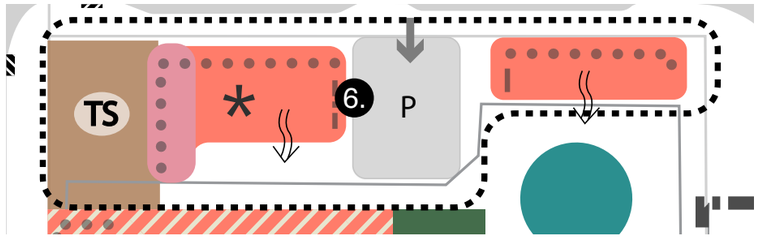
» Explore maximum use of the site to address future demand.

» High consideration on designing sympathetically with the existing architectural fabric and built-form impact that positively contributes to the public realm.

**Design and development requirements:**

1. Eastern edge of the Terry Vickerman building should be fully activated through an innovative façade upgrade using high quality materials and colour palette that complements the over-all design of the new Casey Stadium.
2. Retention of the existing architectural structure should consider upper level balconies to allow views to the promenade along the Main Street and create articulation to the existing facility. A minimum of three (3) metre deep balcony should be provided.

## Strategic Site 6




**Objective:**

» Allow for an anchor development that will provide civic pride and place to the whole Casey Community and its immediate surrounds.

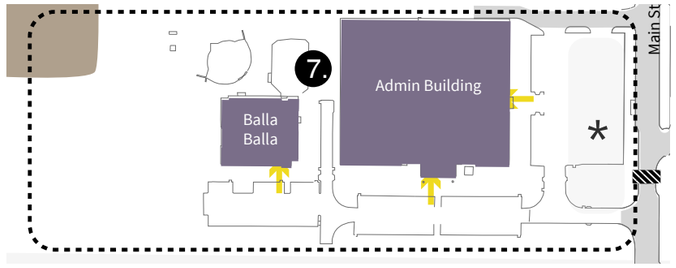
**Design and development requirements:**

1. Proposed built-form should be iconic and exemplar in design due to its proximity to the town square
2. A higher built-form may be supported and will go through a performance based-assessment.
3. Ground floor uses should create outdoor activation to the town square with fine-medium grain typology.
4. Building Design should be sympathetic to the Architecture of Casey RACE using materials that are similar or complementary to its material and colour palette.
5. Apply zero setback along the Main Street North, Main Street South and RACE drive to
6. Ensure public surveillance towards the tank facilities of Casey RACE expending integrated architectural solutions.
7. Built-form should have a visible entry from the Main Street South and a possible secondary entry along RACE drive.

## Strategic Site 7

**Objective:**

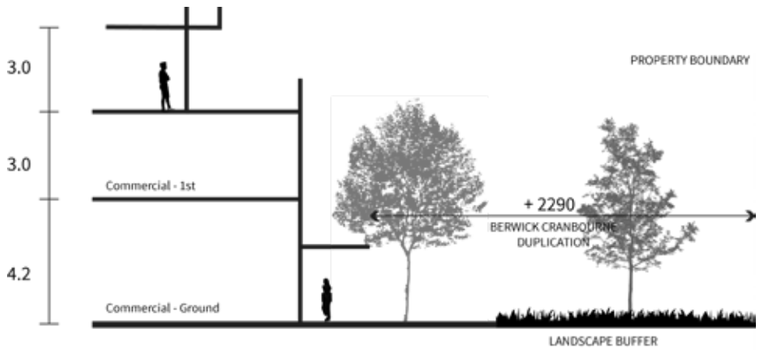
- support development that needs maximum road exposure that will help improve the street presentation of the Complex along Berwick Cranbourne Road
- maintain facilities that have retention value and assist height and best use of space



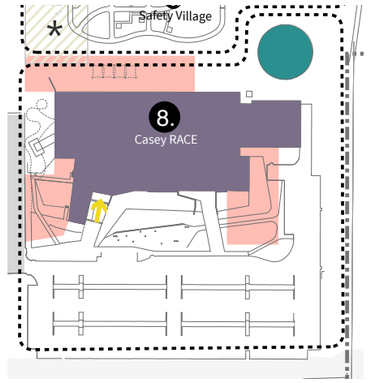

**Design and development requirements:**

1. Built-form should have a minimum of two (2) storeys in height particularly along Cranbourne-Berwick Road interface. Additional storeys will be assessed based on its architectural design merits.
2. All built-form interface along Berwick-Cranbourne road should be aligned to the property boundary. A setback of a minimum width of 5 metres should be provided for landscaping to soften the edges and provide for a large canopy tree planting. A clear footpath should also be provided with the 5-metre setback. This will create a clear line of sight and strong building presence from the road. Refer to cross section below for reference:
3. Iconic building at corner of Berwick-Cranbourne Road and Main Street south should consider existing location of Casey Complex Main Pylon and allow for appropriate landscape setback and footpath provision around it.

4. Material and colour palette of the iconic built-form mentioned above should complement with the look and feel of the Main pylon sign to blend in with its surrounding.
5. Floor to ceiling height as shown in the above illustration for commercial uses at ground floor.
6. Building design must respect the local context in terms of interface, scale, access, predominant vertical and horizontal rhythms, and amenity.
7. Building design, setbacks and all other related matters are to be negotiated through a pre-application process, which is mandatory.




## Strategic Site 8 - Casey RACE




**Objective:**

- Anticipate future expansion of the facility and welcome uses that will integrate with the public realm and create synergy with the other uses within the complex

**Design and development requirements:**

1. Existing, new and/or upgraded buildings must make a clear architectural statement from Cranbourne-Berwick Road; and, must be bold, innovative and aesthetically attractive and integrate prevailing architectural Design .
2. New extensions or addition to the built-form should not dominate and undermine the architectural integrity of the existing built-form. New heights can be assessed based on its design merits.
3. A private open space should be provided to the north of the Casey RACE and east of the proposed built-form. This will create an internal break-out space and improve outlook from its surrounding edges.
4. Create a secondary entry from the Main Street to create a legible entry.
5. Create opportunities for activation along the Main Street through fine to medium grain ground floor typology with at least 70% clear glazing

**Parking:**

Basement parking is preferred to preserve the architectural integrity and statement when viewed from Berwick Cranbourne Road. As an alternative, decked parking closer to Broad Oak Drive can be explored with design considerations as mentioned in the parking general comments.

## Chisholm TAFE Land

**Objective:**

- Create an opportunity to maximise use of this land and facilitate a well-planned development whilst retaining significant vegetation along the south western periphery of the site.
- Create partnership with State Government to help facilitate an integrated development with Casey Complex.

**Design and development requirements:**

1. Retain vegetation along the south eastern periphery and encourage uses that will potentially maximise the use of this space as an amenity.
2. Building setbacks are zero setback along the Western Road
3. Main entries should be from the Western Road and creates a sense of address for the development
4. Corner site should not be an isolated use and service-related facilities that undermines the image and presentation of the Complex (e.g. Petrol Station)
5. A continuous awning for weather protection should be provided for pedestrians.

# 8.0 General Requirements for Future Development Sites

## Planning with our Indigenous Community

Aboriginal communities are stakeholders in the design of the town square and design development within Balla Balla Community Centre (ie. relocation / rebuild)

## Community Facilities Principles

The success of community facilities is influenced by a number of factors to achieve high levels of utilisation and to respond to the community's desires and expectations. These principles have been developed through consideration of previous principles used by Council in planning for community facilities, review of key Council policy priorities, and review of other local government social and community infrastructure plans and strategies.

Autumn Place Community Hub and Urban Heart Park – Doveton

### Design Principles

- Involving the Community
- Vibrant & Functional
- Inclusive & Culturally Appropriate
- Flexible, Multipurpose & Adaptable
- Supporting Community Resillience
- Cost Effective
- Compatibility of Uses
- Enhanced Public Realm
- Wayfinding

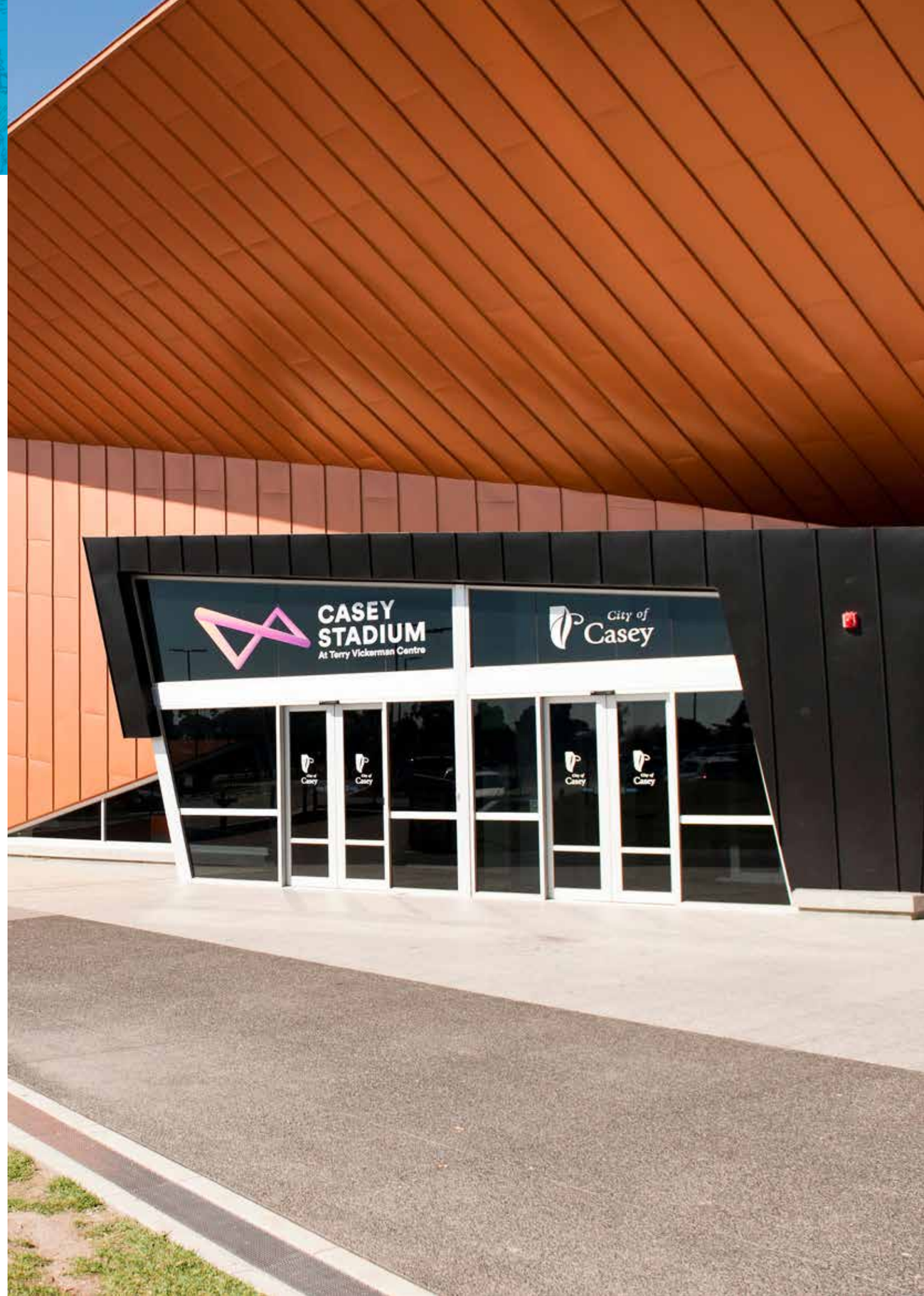
### Planning Principles

- One network of facilities
- Innovative approaches to delivery
- Integrated, Connected and co-located
- Welcoming and User Friendly
- Accessible, safe and secure
- Connectivity & Permeability
- Measured
- Foster the use of public transport, walking and cycling
- Financially smart and sustainable
- Futureproofed
- Work collaboratively with neighbours

# 9.0 Implementation Stage

## Casey Complex - IMPLEMENTATION PLAN

| Item No | Project | Responsible Department | Short | Medium | Long |
|---|---|---|---|---|---|
| 1 | Cranbourne East Station land purchase | External | ✓ | ✓ | |
| 2 | Delivery of North-South Road (Main Street) | City Design & Construction | | | |
| 3 | Feasibility Study for Community service and infrastructure needs in and around the complex | City & Asset Planning | ✓ | ✓ | |
| 4 | Investment Plan | Growth and Investment | | | |
| 5 | Transport Infrastructure Concept Design and Costing (Bus Interchange and Carpark | City Design & Construction | ✓ | | |
| 6 | The Factory (Feasibility Study) | Active Communities | ✓ | | |
| 7 | Proposed Road Network design and Implementation | City Design & Construction | ✓ | ✓ | ✓ |
| 8 | Future upgrade to Council Facilities (Feasibility - Design- Deliver) | Active Communities and City Design & Construction | ✓ | ✓ | ✓ |
| 9 | Wetlands Design and Implementation | City & Asset Planning | | ✓ | ✓ |
| 10 | Ecologically Sustainable Desvelopment (ESD) design guidelines for Casey Complex | Sustainability & Waste and City Design and Construction | ✓ | ✓ | |



City of Casey

## Contact City of Casey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## Customer Service Centres

**Narre Warren**
Bunjil Place
Patrick Northeast Drive

**Cranbourne**
Cranbourne Park
Shopping Centre