

Heatherton Road Mixed Use Precinct Development Plan

Version: 2.1

Date adopted: 15 September 2015

Responsible Department: Strategic Development



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1 Introduction

The Heatherton Road Mixed Use Precinct Development Plan (Version 2) has been prepared by the City of Casey in conjunction with Reeds Consulting Pty Ltd, Built Modern Architects and the landowner, Casdar Pty Ltd. The document responds to the requirements of the City of Casey Planning Scheme and the recommendations of the Planning Scheme Amendment C181 Panel Report 25 March 2014.

The Heatherton Road Mixed Use Precinct Development Plan (April 2011) was given effect when it was adopted by Council as the approved Development Plan under Schedule 16 to Clause 43.04 – Development Plan Overlay of the Casey Planning Scheme on 5 April 2011. It identified a variety of retail uses, a gymnasium, housing and a child care centre, within a well-defined, pedestrian focused core precinct to create a sense of place for a vibrant community life.

With the adoption of *The Activities Areas and Non-Residential Uses Strategy*, (December 2012), the Heatherton Road Mixed Use Precinct was elevated in the hierarchy to be developed as a medium Neighbourhood Activity Centre (NAC). This has created the need to revise the Development Plan to reflect the elevated classification of the precinct.

This revised Development Plan for the Heatherton Road Mixed Use Precinct provides the Physical Framework Plan for the future built form and land uses on the site. The proposed land uses and development must be generally in accordance with the Development Plan. The four sub-precincts identified in the Development Plan provide design requirements envisaged for the site.

1.1 Background

In 2000, *The Activity Centres Strategy*, 23 May 2000, identified the land to be developed as a 'Convenience Centre'. It also identified the need for preparation of a development concept and review of the Statutory Framework to facilitate development opportunities.

In 2006, *The City of Casey Activity Centres Strategy*, 17 October 2006, identified the land to be developed as a 'Convenience Activity Centre'. It also identified the preparation of a structure plan as a high priority.

In 2007, the site was first identified in the Casey Planning Scheme Local Planning Policy Framework under the Retail Policy to be developed as a Convenience Activity Centre.

In 2009, part of the land was zoned for commercial purposes. The Development Plan Overlay – Schedule 16 was also applied requiring the preparation of a development for a mixed use precinct.

In 2011, *The Heatherton Road Mixed Use Precinct Development Plan (April 2011)* set out the overarching concept plan for the development of an Activity Centre on the land.

In 2012, *The Activities Areas and Non-Residential Uses Strategy (2012)* re-classified the land to be developed as a medium Neighbourhood Activity Centre (NAC) which allowed a full-line supermarket with ancillary retail and offices.

In 2015, the remainder of the precinct is intended to be zoned for commercial purposes and the Development Plan Overlay – Schedule 16 (pending approval by the Minister for Planning).

It has been well-demonstrated in Council's strategic plans and policies dating back to May 2000 that the land is an appropriate location for the development of a Neighbourhood Activity Centre that will provide a net community benefit and much needed services for the local community.

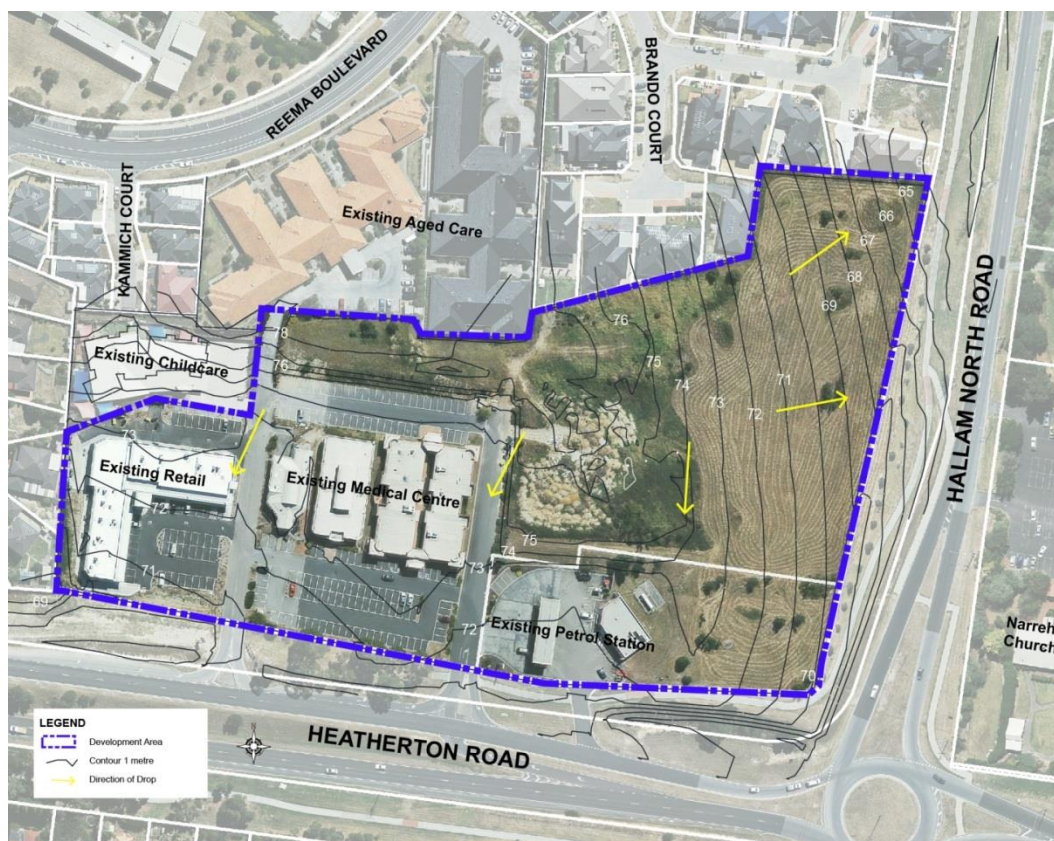
2 Site Context

2.1 Site Features

The Heatherton Road Mixed Use Precinct is located on the north-west corner of Heatherton Road and Hallam North Road at 51-53 and 63-65 Heatherton Road, Endeavour Hills. The Precinct is bounded by Heatherton Road to the south and Hallam North Road to the east with residential areas to the north and west of the site. The precinct is partly developed and contains a petrol station, retail shops and a variety of medical centres and a child care centre and an aged care facility. It should be noted the child care centre and the aged care facility are not included in the Development Plan area.

The undulating topography creates opportunities for attractive views to the south east predominantly and enables basement and undercroft parking to be offered in the new precincts. At the same time, the topography of the site creates challenges to ensure the pedestrian linkages are compliant with the Disability Discrimination Act (DDA).

Figure 1 – Site Contour Plan



2.2 Regional Context

The subject land is in the suburb of Endeavour Hills, which is bound by the Monash Freeway to the south and west, the Eumemmering Creek to the west, Churchill Park Drive and Police Road to the north and Hallam North Road to the East. It is located approximately 35 kilometres south east from Melbourne's Central Business District (CBD), 6 kilometres north east of Dandenong and 6.5 kilometres south-east from Fountain Gate/Narre Warren Shopping Centre and 1.5 kilometres from the Endeavour Hills Shopping Centre.

The *Casey's Activities Areas and Non-Residential Uses Strategy* provides an 'activity centres hierarchy' which identifies the Heatherton Road Mixed Use Precinct to be developed as a Medium Neighbourhood Activity Centre (NAC). The inclusion of appropriately and well-designed activity centres is a key tenet of *Plan Melbourne*, the State Planning Policy Framework (SPPF) and the Local Planning Policy Framework (LPPF) of the Casey Planning Scheme, particularly Clauses 22.07 Retail Policy and 22.08 Non-Residential Uses in Residential Areas Policy .

Direction 4.1 of *Plan Melbourne* aims to create a city of 20 minute neighbourhoods where people have convenient access to goods and services within 20 minutes of where they live, travelling by foot, bicycle, or public transport. The directions and initiatives outlined in '*Housing choice and affordability*' and '*A more connected Melbourne*' of *Plan Melbourne* will enable local governments to realise a city of 20-minute neighbourhoods. The *Heatherton Road Mixed Use Precinct Development Plan* (approved on 18 August 2015) responds strongly to these objectives.

In this context, the subject site provides a unique opportunity to create local jobs and high density housing close to services in a street based high amenity activity centre to meet the needs of residents living in the northern region of the City of Casey.

Figure 2 - Regional Context Map



Figure 3 – Site Analysis

**Interface: Residential (GRZ1)**

- Typically single storey conventional dwellings with back timber paling fences along boundary line.
- Topography falls to the north-east corner along this boundary.

**Interface: Viewhills Manor Aged Care Facility (C1Z)**

- Significant gradient to road ramping down approx. 2-3m into the site
- Adjacent elevated embankment benched along the fence line

**Interface: Rose Garden Child Care and Kindergarten (C1Z)**

- Significant gradient driveway into facility
- Large embankment along boundary edge with parking
- Pool fence boundary treatment

**Interface: Residential (GRZ1)**

- Existing specialty shops are significantly elevated above adjacent residential properties with back of house plant, waste storage and blank façades.
- Rear timber paling fence below embankment level, exposing private open space.
- No screening, planting or trees



Interface: Heatherton Rd (RDZ1)

- Patches of Canopy tree clusters, interspersed with blank grassed tree reserve.
- Site entrances crossover the tree reserve at three locations on the boundary



Interface: Heatherton Rd (RDZ1)

- Pedestrian path terminates in front of service station with no further link to the west
- Topography steps down along south boundary, in central areas meeting at grade with the site



Interface: Heatherton Rd / Hallam North Rd intersection roundabout (RDZ1)

- At each end of the site boundary, the site land is elevated above the road reserve.
- High exposure of the site corner at the roundabout intersection.



Interface: Hallam North Rd (RDZ2)

- Significant level variances resulting in awkward and lengthy pedestrian deviations to be able to cross Hallam North Rd
- 2.5m wide shared path along full length of east boundary
- Embankment transition into the elevated ground level of the site

3 Constraints and Opportunities

The site constraints and opportunities are identified in Figure 4 and outlined below.

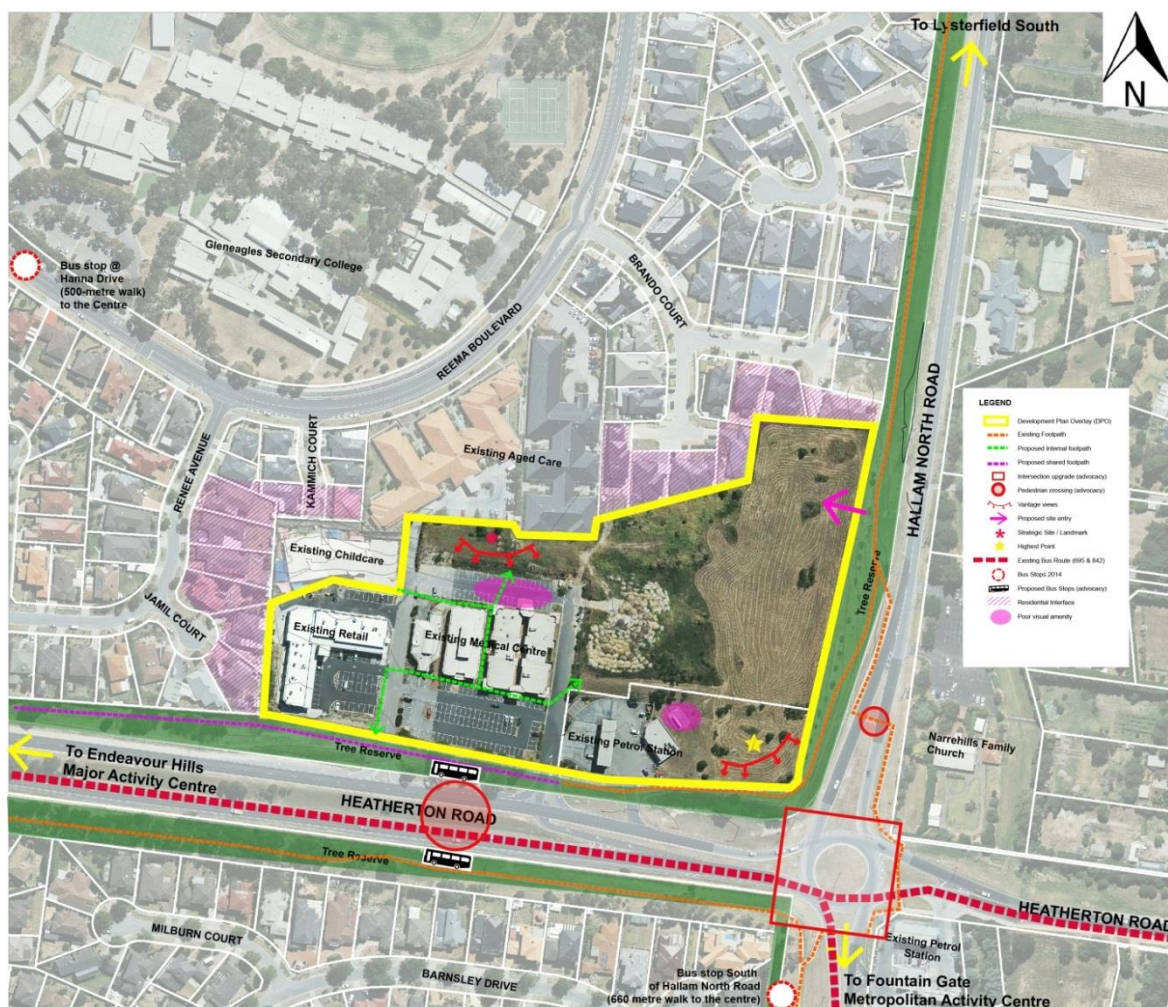
Site constraints include:

- » Physical permeability to the site is confined to adjoining arterial roads.
- » Existing pedestrian network within and external to the site is poor.
- » Infrequent public transport and the bus stop are not located within a walkable catchment of the Neighbourhood Activity Centre.

Site opportunities include:

- » Improved legibility with signage and paths to the surrounding residential area and recreational open space.
- » Introduction of complementary land uses to the surrounding conventional residential neighbourhood such as a residential mixed use development comprising commercial uses at ground level with residential living above.
- » Create a gateway treatment that will address the high exposure corner of Hallam North Road and Heatherton Road.

Figure 4 - Site constraints and opportunities map



4 Physical Framework Plan

4.1 Vision

The vision for this land is to provide an accessible activity centre that will service the day-to-day requirements of people working and living in the area. It envisages that the centre will have a large retail anchor with complementary retail uses such as, indoor/outdoor cafés, restaurants and shops, along with commercial uses such as medical centres and offices, as well as apartment style housing.

A framework of well-defined pedestrian friendly streets and spaces is to be addressed by active frontages around a central town square and main street, and vibrant open spaces in a well landscaped setting. The community will benefit from a high quality designed centre that integrates the existing retail and commercial precinct with a diversity of uses, to create a high performing medium Neighbourhood Activity Centre.

Figure 5 – Physical Framework Plan



5 Built Form and Massing

5.1 Building Heights

Building heights should seek to balance the accommodation of activities and respond to the local character.

Objectives:

To avoid building heights which have a negative impact on the public realm and surrounding uses.

To provide a good sense of enclosure and definition to street edges.

Design requirements:

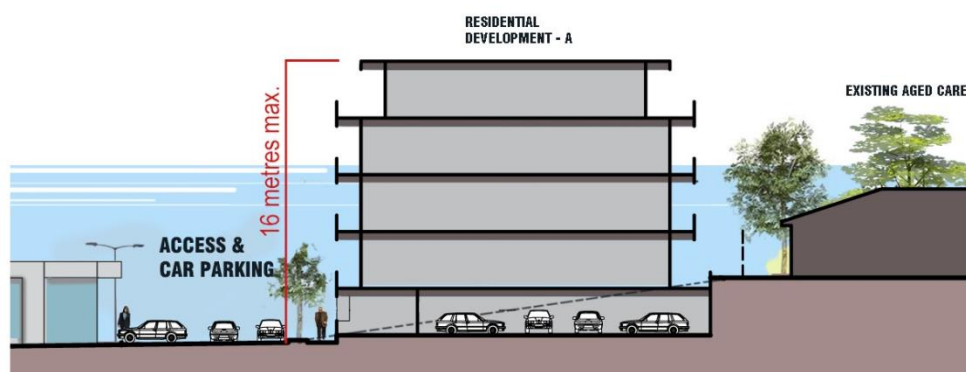
Building heights should be generally in accordance with Table 2 and as shown in the Built Form Plan A (**Figure 7**).

Table 2 - Maximum Building Heights.

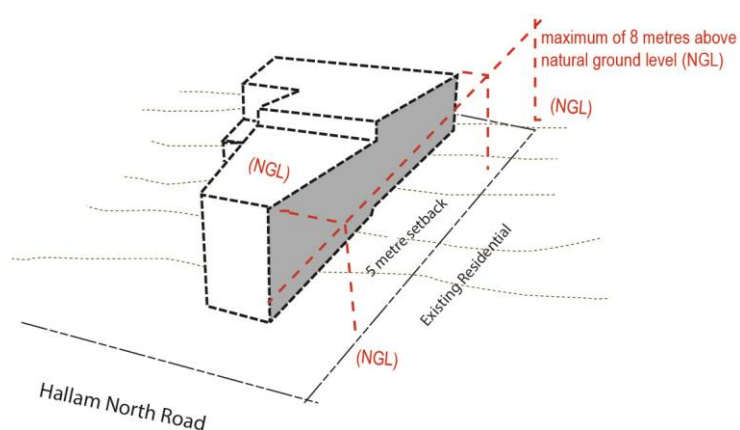
Sub - Precinct	Maximum Building heights (m)
Retail and Commercial Periphery	Single storey with the possibility of housing or office space above to a maximum height of 8 metres.
Residential Development A and B	Proposed apartments:- Residential Development A: Maximum building height of 16 metres above natural ground level taken at the existing car park. Residential Development B: Maximum building height of 8 metres above natural ground level
Retail, Office Core and Town Centre	Maximum building height of 10 metres.
Gateway and Mixed Use Development	Maximum building height of 12 metres above natural ground level, with upper level recessed by a minimum of 4 metres as per sketch diagram

Refer to detailed urban design guidelines for Residential Development Precinct A and B.

Figure 6 – Maximum Building Heights for Residential Development A



Residential Development A: Indicative Built-form showing maximum building height from natural ground level at existing carpark



Residential Development B: Indicative Built-form showing maximum building height of 8 metres above natural ground level

5.2 Building Setbacks

Objectives:

To promote a safe, active, legible public realm.

To enhance the preferred precinct character.

To provide natural light and ventilation.

To minimise detrimental noise and prevent any visual impact on abutting residential properties.

Table 3 – Minimum setbacks

Sub - Precinct	Minimum Setbacks (m)
Retail and Commercial Periphery	Front: 3.5 metres
Residential Development A	Front: 2.5 metres Rear: 3 metres Side: 2 metres
Residential Development B	Front: 2.5 metres Rear: 5 metres Side: 5 metres
Retail, Office Core and Town Centre	Front: 3.7 metres Town Square eastern side: Zero metres
Gateway and Mixed Use Development	Front: Zero Side: 2 metres Rear: 3 metres

5.3 Building Bulk & Massing

The Development Plan provides for the articulation of built form to provide focus and a sense of place for the Heatherton Road Mixed Use Precinct as illustrated by the 3D massing diagrams.

Objectives:

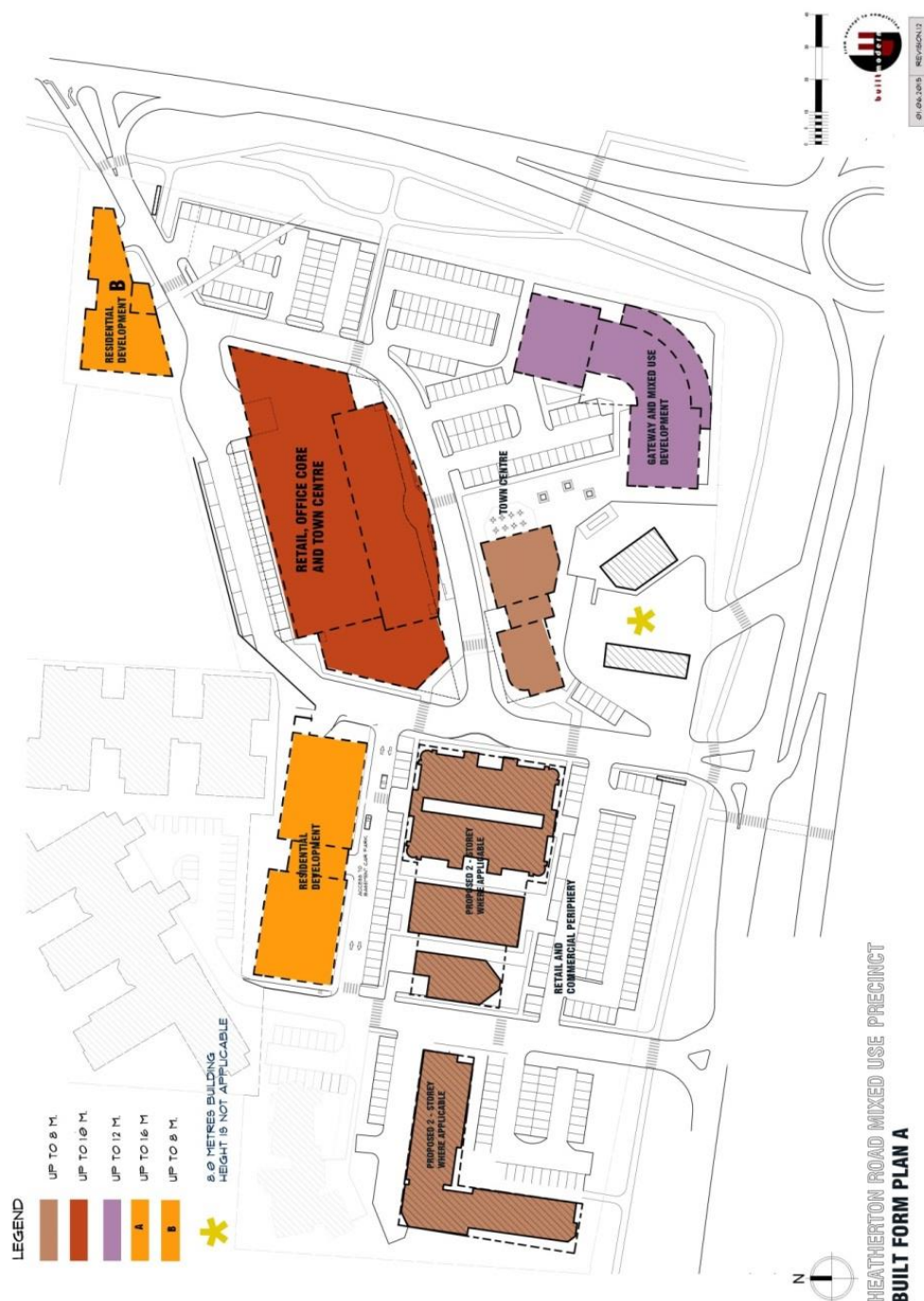
To enable buildings within the Heatherton Road Mixed Use Precinct to provide an appropriate level of enclosure and spatial definition to adjoining residential areas.

To reduce the visual bulk and scale of large buildings.

Design requirements:

For large buildings, facades should be articulated to break up their visual bulk through high quality architectural treatments. Buildings taller than two storeys should be designed with a podium of two storeys except for Residential Precincts A and B.

Figure 7 - Built Form Plan A



The following suite of massing diagrams and sketches are to indicate the scale of treatment and setbacks proposed for the site. These images are for illustration purposes only, to guide the future layout of the development.

Figure 8 – Massing Diagram – Residential Development A



N
HEATHERTON ROAD MIXED USE PRECINCT
MASSING DIAGRAM (RESIDENTIAL DEVELOPMENT - A)



Figure 9 – Sketch Diagram – Residential Development B



HEATHERTON ROAD MIXED USE DEVELOPMENT PLAN
RESIDENTIAL



Figure 10 – Massing Diagram – Retail, Office Core and Town Centre

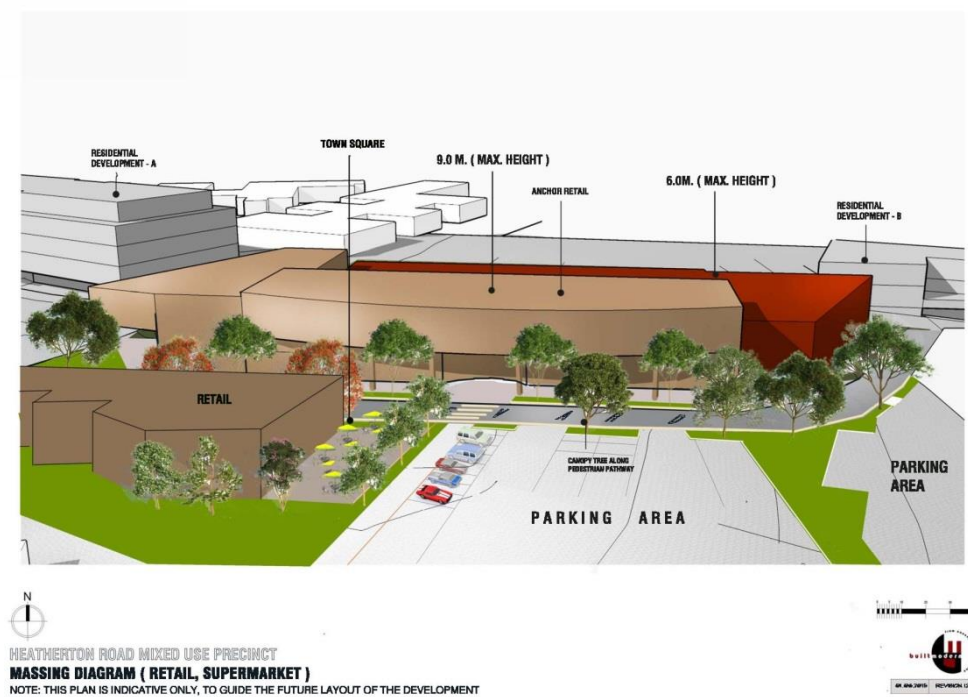


Figure 11 - Massing Diagram – Gateway and Mixed Use Development

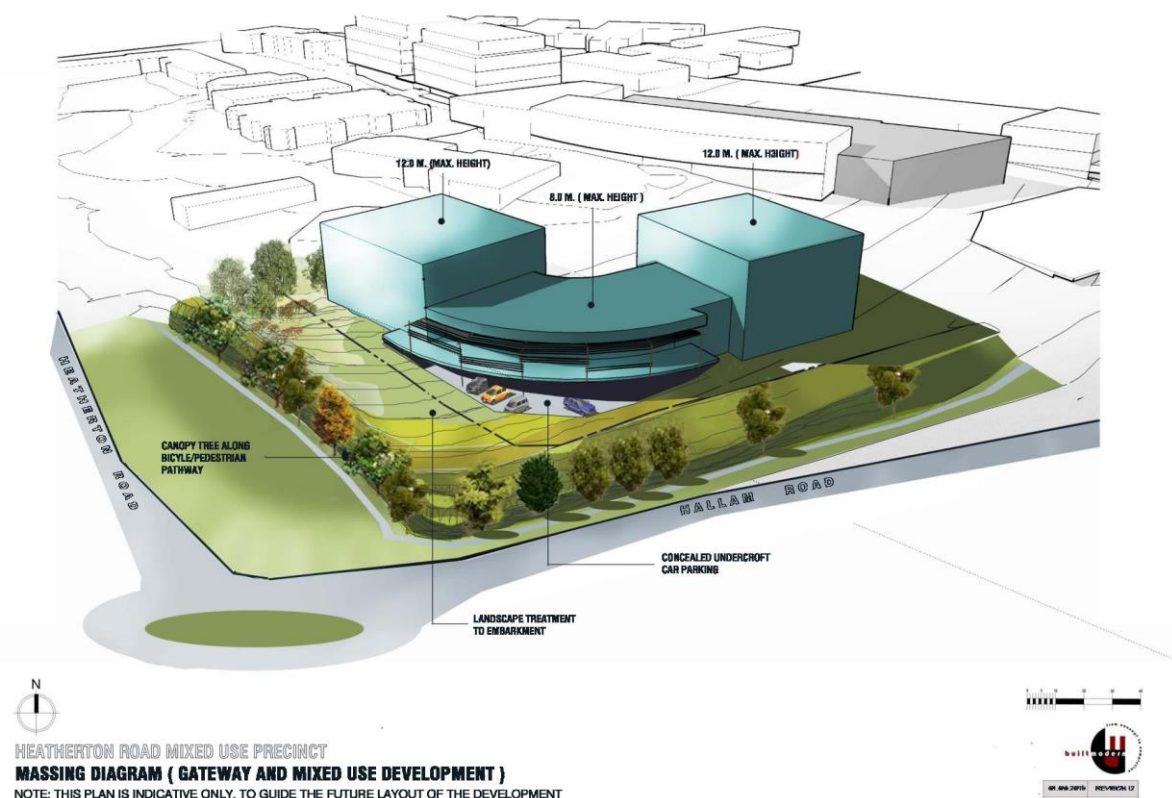
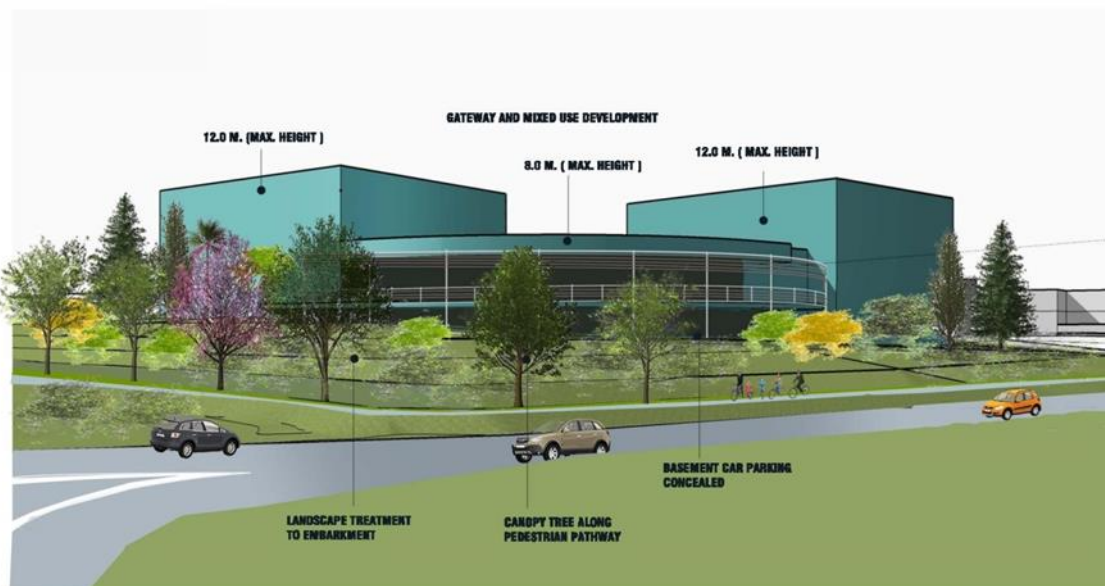


Figure 12 – Massing Diagram – Gateway and Mixed Use Development



HEATHERTON ROAD MIXED USE PRECINCT
MASSING DIAGRAM (GATEWAY AND MIXED USE DEVELOPMENT)



6 Access and Movement

Objective:

Deliver an efficient, safe and integrated movement network within and beyond the site for pedestrians, cyclists and vehicles.

Strategies:

- » Reinforce the street alignment and promote circulation that will assist in achieving a coherent and pedestrian-friendly streetscape.

Actions:

6.1 Vehicle access:

- » The primary vehicle access routes/shared bicycle roadway details are to be provided and agreed with the Responsible Authority at the planning permit stage.
- » Separate heavy vehicular traffic and loading bays from the main street to retain pedestrian safety.
- » Cyclists to share roads and the road cross sections to cater for the shared use.
- » Loading bays and staff parking will be located to the rear of the retail anchor at the main level which will be obscured visually from the main street.
- » Internal roads will be designed as a low speed environment with the installation of

Traffic Management Devices (TMD).

- » Functional Layout Plans (FLP) need to be provided for the intersection at the access point at Hallam North Road. Any changes to access from Heatherton Road will be subject to approval by VicRoads and the Responsible Authority.
- » The swept paths for deliveries to take account of larger vehicles such as Semi-Trailers will be subject to approval by the Responsible Authority.
- » Hallam North Road requires full turn access with left and right turn lanes as per Australian Standards.

6.2 Pedestrian access:

- » Ensure the pedestrian network is DDA compliant by reviewing existing and proposed footpath widths and pedestrian crossings within the site.
- » Improve path connectivity, gradients and crossings, with new paths where necessary to ensure pedestrian safety and comfortable movement.
- » Any proposed pedestrian crossings will require VicRoads approval.
- » Provide extensive areas for outdoor seating around public open spaces, and as an extension to the pedestrian network.
- » The future pedestrian link to Reema Boulevard will require approval from the Responsible Authority and the Functional Layout Plan must be agreed in principle with Council before the detailed design stage.
- » Restrict access to private spaces in Residential Development A and B wherever necessary through private security management and good design.

6.3 Bicycle access:

- » Provide a safe, connected and integrated cycling network through the site.
- » Provide for bicycle parking facilities within close proximity to the main entry point to the Heatherton Road Mixed Use Precinct from Heatherton Road.

6.4 Public transport:

- » Advocate for extension of an existing bus route with Public Transport Victoria (PTV), to connect to the Heatherton Road Mixed Use Precinct.
- » Future location of the bus stop is to be agreed with the appropriate State Government Department, VicRoads and Council.
- » Proposed bus stop on Heatherton Road needs to be connected with a pedestrian link to the site and to the different uses within the site.

6.5 Waste Management:

- » Waste Management Plan to be provided for the whole site showing access, storage of bins and pedestrian links to the bin storage areas.
- » The design is to take into account of Garbage truck (a minimum 8.8 metres) for access, bin location and safe bin storage.
- » Commercial bin collection is to be designed on the site subject to approval by the Responsible Authority.

Refer to images and text below for further guidance about traffic management.

- » Figure 13 - Movement Patterns Plan
- » Figure 14 - Massing Diagram (Heatherton and Hallam Road Elevations)
- » Figure 15 - Heatherton and Hallam Road Access – Cross Section
- » Figure 16 - Road Sections

Note these images are indicative only, to guide the future layout of the development.

Figure 13 – Heatherton Road Mixed Use Precinct – Movement Patterns Plan

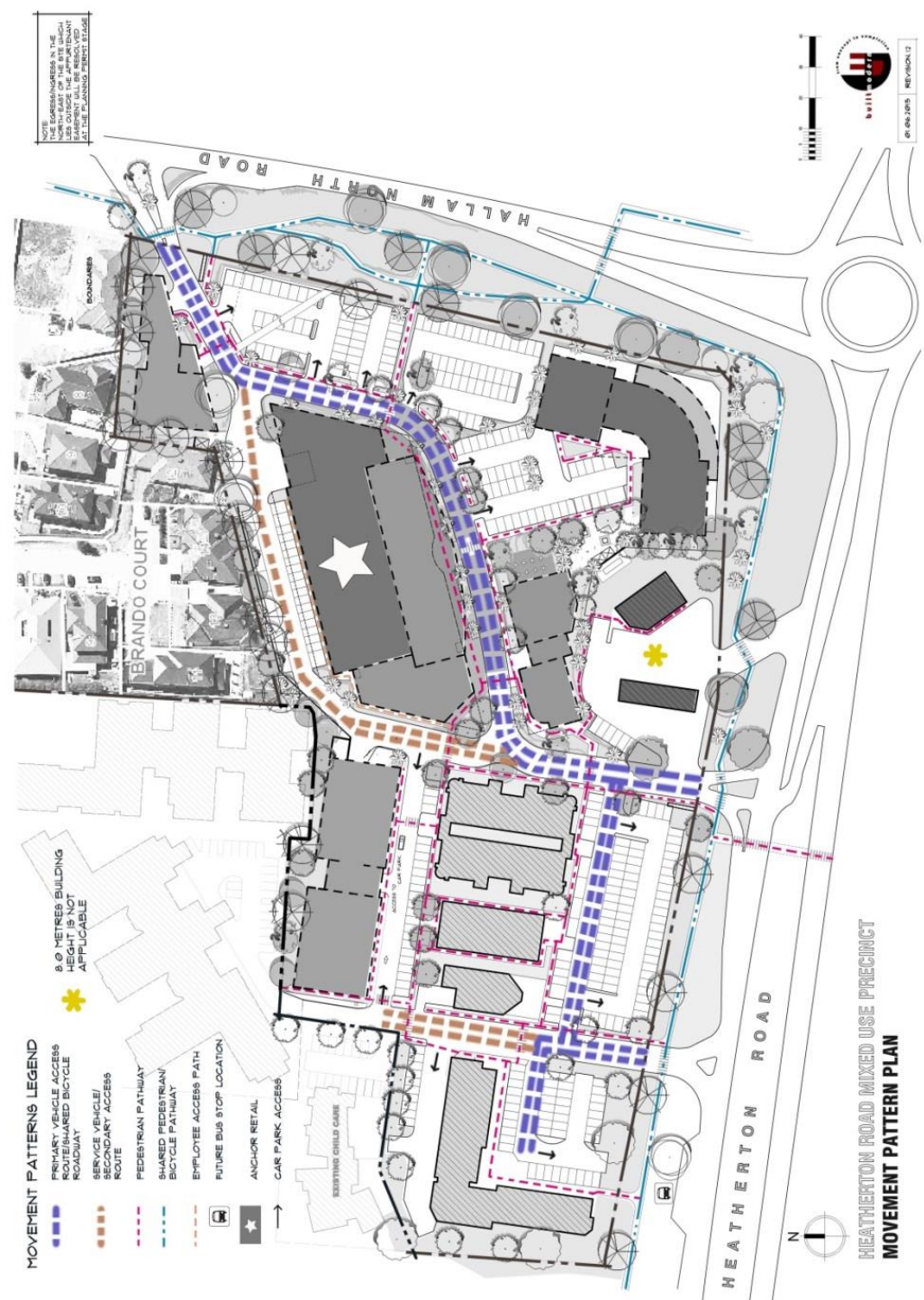
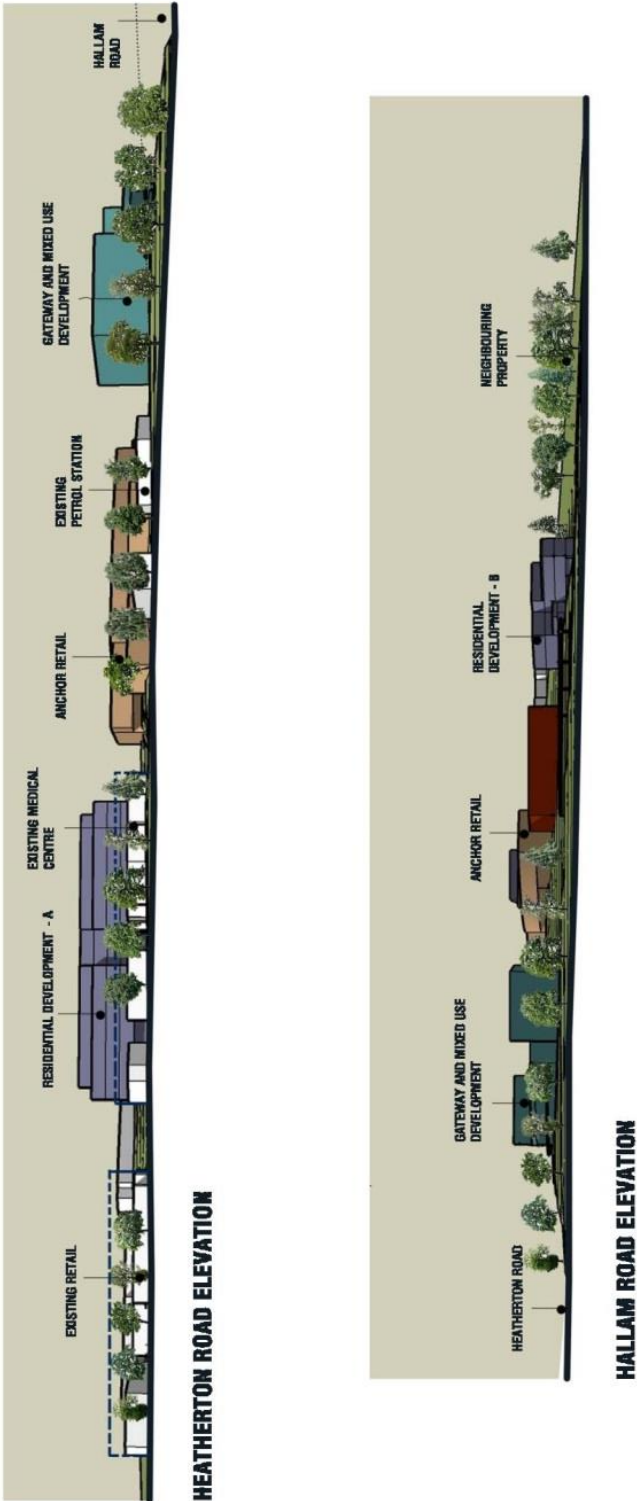


Figure 14 – Massing Diagram – Heatherton and Hallam Road Elevation



HEATHERTON ROAD MIXED USE PRECINCT
MASSING DIAGRAM (HEATHERTON AND HALLAM ROAD ELEVATION)



7 Parking

Objective:

An integrated car parking approach that reduces impacts on the street, supports environmentally sustainable behaviours, addresses onsite demand and meets safety and security requirements.

Strategies:

- » Provide appropriate car parking capacity within Residential Development A and B.
- » Ensure safety of users when in the car parking area.

Actions:

7.1 Residential Development A and B

- » Provide a car parking assessment of any development to assess current and proposed usage and demand and validate provision.
- » Avoid open under-croft parking to prevent inactive edges with no surveillance that will enable anti-social behaviour.
- » Maximise security for private vehicles through clear delineation between public and private access, including pedestrian.
- » Provide clear separation of private and visitor parking from commercial car parking.

Other sub-precincts:

- » On street parallel parking is to be provided along the main street and will be time restricted to encourage activity and access.
- » Parking areas must be well distributed for convenience and to assist in creating buffers to surrounding residential areas.
- » The final number of car parking spaces provided will be subject to detailed assessments at each planning permit application stage subject to proposed retail floor area and the uses proposed.

Figure 15 – Heatherton and Hallam Road Access - Cross Section

(Signage shown is for indicative purposes only and subject to Council approval)

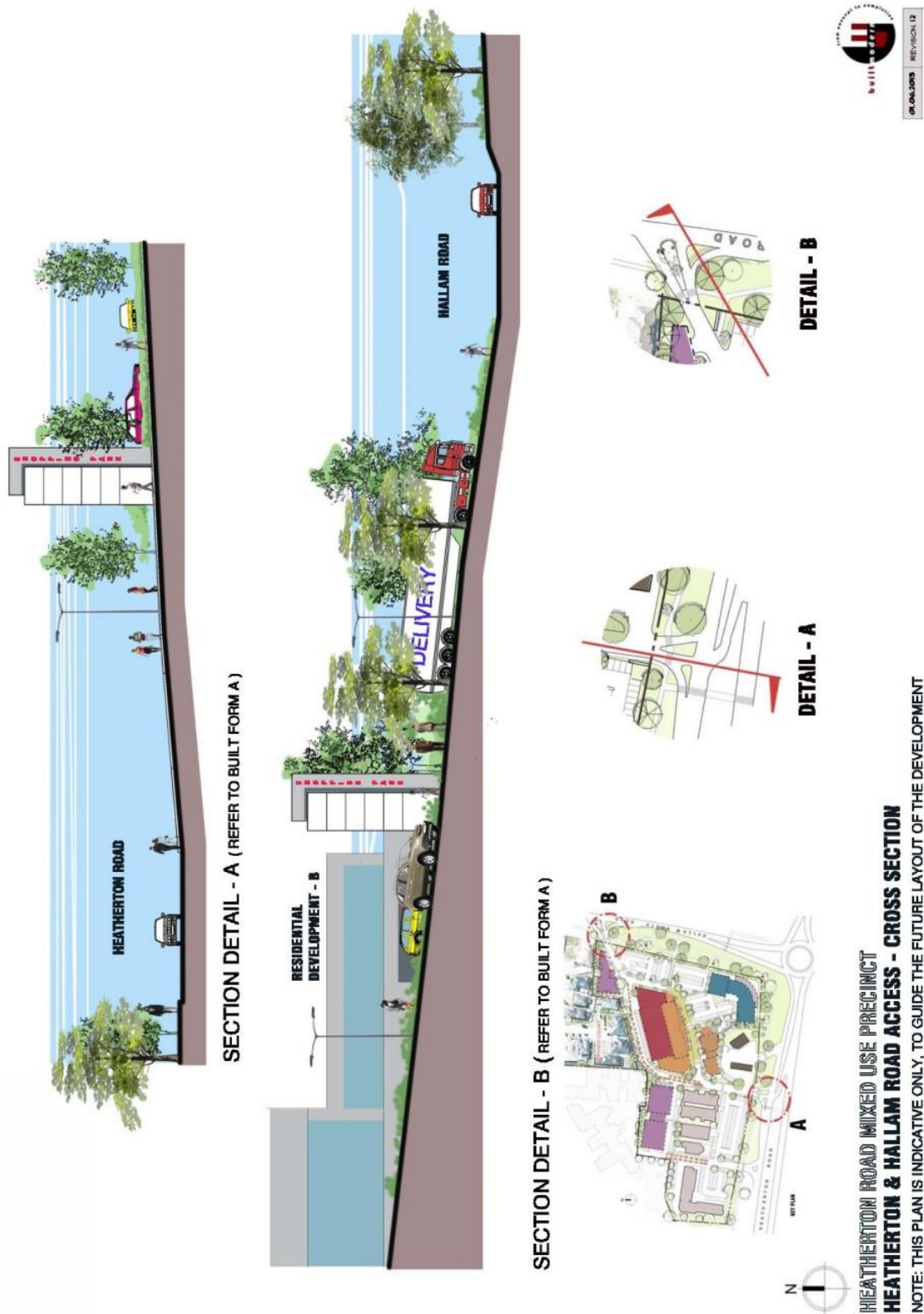
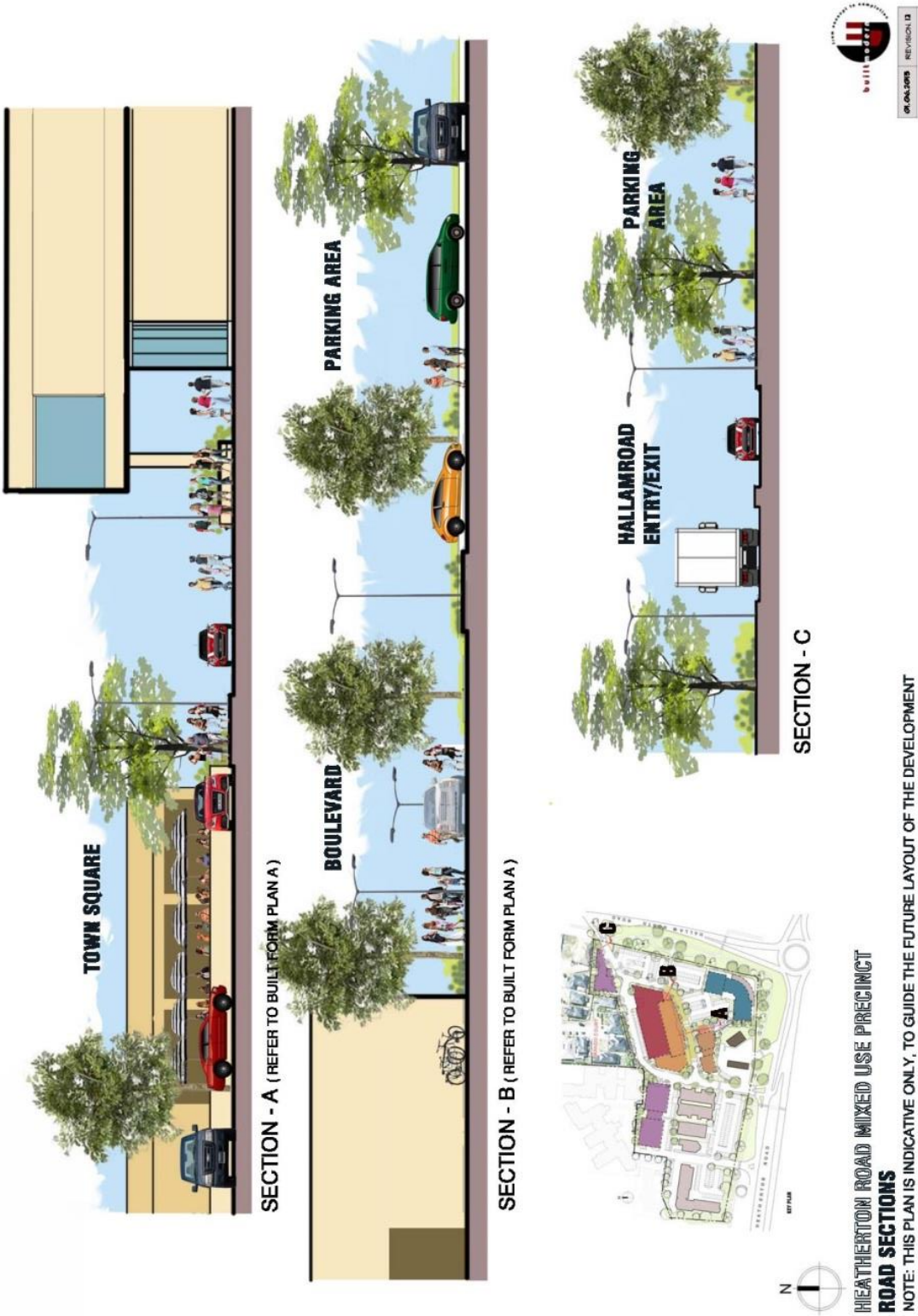


Figure 16 – Heatherton Road Mixed Use Precinct – Road Sections



8 Landscape

The incorporation of well-considered landscaping throughout the NAC can greatly improve the attractiveness of the centre and contribute to its integration within the wider residential area. As shown in the Physical Framework Plan, there are significant landscaping opportunities to enhance the Heatherton Road Mixed Use Precinct site.

Objective:

Introduce opportunities to integrate landscape elements into the street and built form to positively contribute to the amenity of the development, reduce urban heat island effect and improve environmental performance.

Strategies:

- » Provide for a high quality landscape design throughout the NAC that is functional, attractive and low maintenance. Encourage the consistent use of appropriate indigenous species throughout the subject site.
- » Encourage open sight lines across the site with appropriate tree planting.

Actions:

- » Retain and supplement mature vegetation, and deliver strong tree canopy coverage throughout car parking areas to soften the appearance of the hard paving.
- » Include landscape features within the architecture to achieve shading, screening (such as the LPG tanks at the rear of the petrol station), amenity and thermal mass.
- » Provide landscape buffer between Residential Development A and B and its interface with the existing properties.
- » Provide planting opportunities for individual dwellings in Residential Development A and B through integrated planters.
- » Fences are discouraged throughout the development; however a maximum of 0.9 metre transparent fence maybe allowed for Residential Development A and B, subject to the requirements of Rescode.
- » Provide landscaping treatment to the southern edge of the site adjacent to Heatherton Road.
- » A landscape concept plan is a condition of any planning permit application.
- » Maintain deep soil zones to maximise natural site drainage and protect the water table.
- » Minimise demand for landscape watering by selecting indigenous and drought tolerant plants.

9 Signage

Objective:

To ensure a degree of uniform signage within the NAC that is in keeping with the scale and character of the entire Mixed Use Precinct.

Actions:

- » Signage and branding in accordance with the Local Planning Policy Clause 22.16 Advertising Signs Policy in the Casey Planning Scheme.
- » A consistent set of signage posts placed in strategic locations throughout the centre and a larger commercial sign at the main entrance as shown in the Physical Framework Plan Figure 5.
- » Appropriate signage will be a requirement of the planning permit application process.

10 Environmentally Sustainable Design

Objective:

Deliver a sustainable development that reduces resource consumption and maximise long term viability.

Strategies:

- » Integrate passive design principles.
- » Utilise technology solutions that achieve best practice management.
- » Set clear performance targets accredited by a recognised assessment tool such as Green Star sustainability rating system.
- » Incorporate landscape and Water Sensitive Urban Design features.

Actions:

- » Select materials that are sustainable, natural and low-carbon. Utilise recycled content, recyclable materials, and low embodied energy.
- » Design to achieve natural ventilation, effective solar control and utilisation of daylight for internal spaces.
- » Ensure that appropriate solar screening through architectural articulation will be provided to reduce direct solar heat gain
- » Provide appropriate levels of sun shading to reduce excessive levels of solar gain and weather protection over café seating areas through canvas awnings or umbrellas.
- » Encourage recycling by providing recycling waste bins adjacent to general waste.
- » Use of stormwater/recycled water for landscape maintenance throughout the subject site as a way to ensure that drainage across the surface of the car park is utilised for this purpose.
- » Energy efficient lighting to be provided as per Australian Standards.

11 Land Use Framework Plan – identifies four sub-precincts

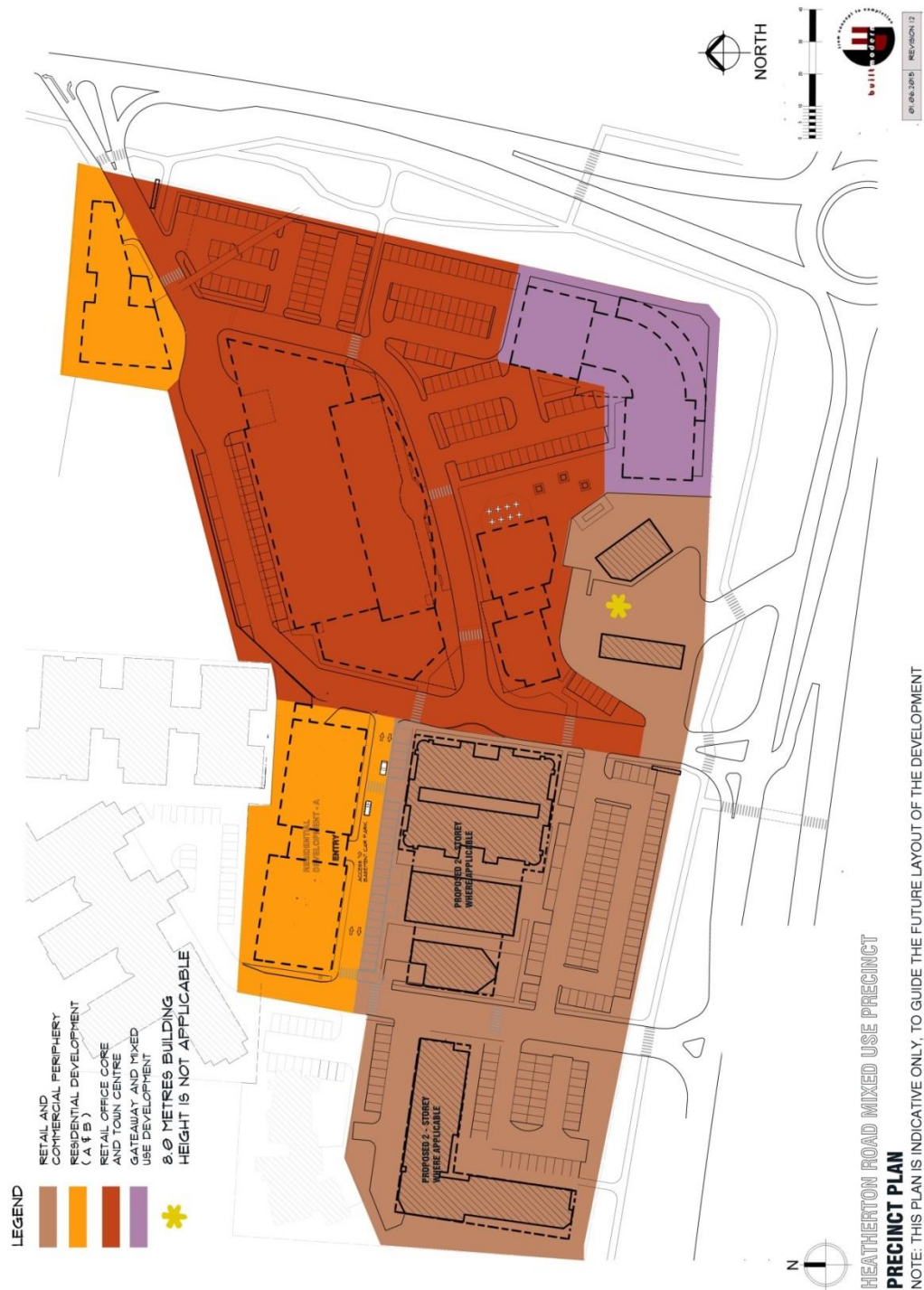
The Heatherton Road Mixed Use Precinct consists of four key sub-precincts. These include:

1. Retail and Commercial Periphery;
2. Residential Development A and B;
3. Retail, Office Core and Town Centre; and
4. Gateway and Mixed Use Development.

Each sub-precinct sets out the key objectives, strategies and actions.

There is a clear set of urban design guidelines for Residential Development A and B.

Figure 17- Sub - Precincts



11.1 Sub-precinct 1 - Retail and Commercial Periphery

The retail and commercial periphery provides for a mix of retail premises and office uses.

Objectives:

Encourage future upgrade and improvement of the retail and commercial periphery that will stimulate business opportunities.

Improve safety and presentation of the precinct by encouraging day and night time uses..

Strategies:

- » Improve landscape treatments throughout the precinct with enhanced tree planting and upgraded garden beds.
- » Create a high quality built form and public realm in any proposed development that improves passive surveillance and activity around existing buildings.
- » Any future planning permit for the upgrade of this sub-precinct will trigger planning permit conditions to upgrade lighting throughout the precinct.

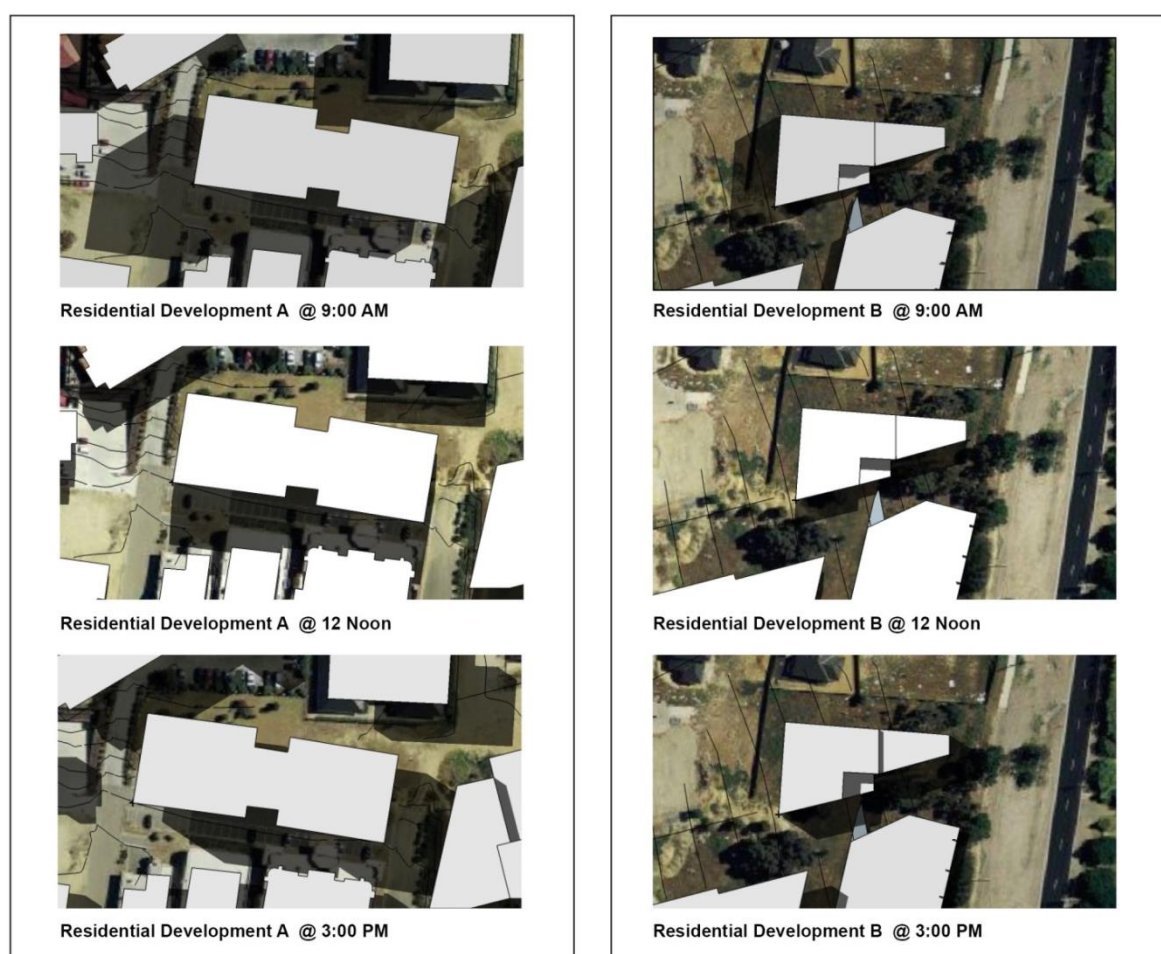
11.2 Sub-precinct 2 - Residential Development A and B

11.3 Residential Densities

Table 1 – Residential Densities

	Ground Floor Footprint	Number of Apartments (indicative guide only.)
Residential Development A	7520sqm	Up to 60
Residential Development B	1586sqm	Up to 24

Figure 18 Shadow Diagram – Residential Development A and B



The objectives and strategies for Residential Development A and B are detailed in the Design Guidelines below.

11.4 Design Guidelines

Density

Objective:

Maximise number of dwellings in close proximity to services, activities and transport to improve accessibility and liveability.

Strategies:

- » Allow medium to high density development in the precinct

Actions:

- » Allow for four storeys of residential development with maximum height of 16 metres to Residential Development A as per Table 2.
- » Allow for two storeys of residential development with maximum height of 8 metres to Residential Development B as per Table 2.

Built form and layout

Objective:

Deliver high quality architecture with attractive and engaging built form that contributes positively to the precinct and local area, improving safety and achieving high levels of amenity and privacy.

Strategies:

- » Encourage a well-proportioned built form with appropriate scale and good rhythm.
- » Use robust and legible materials and colour palette that will provide interest in the streetscape and add richness to the urban fabric.
- » Reduce potential impacts like noise and waste to surrounding residential properties.
- » Minimise adverse visual impacts to existing and new dwellings particularly from balconies in order to minimise overlooking into adjoining habitable rooms and private open space.
- » Provide a sense of address to the built-form.
- » Apply principles of Safer Design Guidelines Victoria.
- » Introduce a variety of apartment sizes and types which contributes to an articulated building form response to the context and environment.
- » Ensure that a diversity of bedroom types is delivered for the site, in accordance with Council's Draft Housing Strategy 2015.
- » Clearly define the boundary between public and private spaces.

Actions:

- » A front setback of at least 2.5 metres is recommended for both Residential Developments A and B. Raise the ground floor level where appropriate or form a plinth to optimise privacy for these apartment units.



This is an example of an Apartment with ground level activation and passive surveillance to the street with planting opportunities.

- » Provide an entry canopy through a high quality architectural element to establish a clear and legible sense of entry and central orientation to the building. The canopy may be allowed to encroach to a maximum of 1 metre on the south side and should be at least 4.2 metres clear height from finished ground level.
- » Provide generous internal spaces with structural systems that allow flexibility in internal layouts.
- » Integrate gateway treatment to the built-form to improve street presentation and sense of address along the Main Street.
- » Provide an attractive presentation visible from the street through 'book-end' treatments using similar design articulation of the facade.
- » Provide transparency and good sightlines in and out of shared circulation spaces, and avoid internal shared corridors.
- » At least 10% of dwellings provided are accessible at street level and are to be DDA compliant.
- » Provide generous outdoor areas to all dwellings, with balconies at least 2m deep and well-integrated into the built-form.
- » Ensure waste bin areas are appropriately screened and use finishes that are complementary to the approved built-form.
- » Conceal all plant and mechanical equipment through integrated architectural elements that screen from views and complement the over-all built form and palette.
- » For further guidance refer to the Guidelines for Higher Density Residential Development
- » Incorporate adequate noise attenuation measures into the buildings of Residential Development A and B.

Siting and orientation

Objective:

Harness the full potential of the site through embracing views to the south and northern solar orientation while preserving privacy.

Strategies:

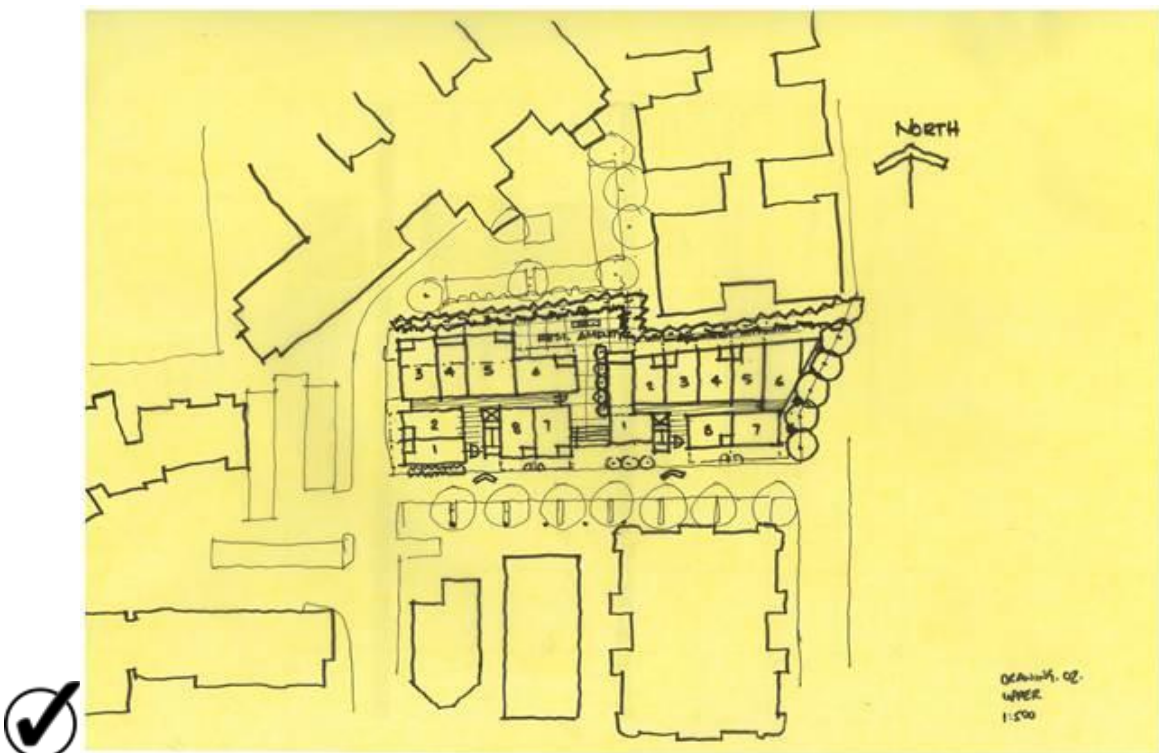
- » Orient dwellings to capture long distance views whilst preserving solar aspect and privacy.

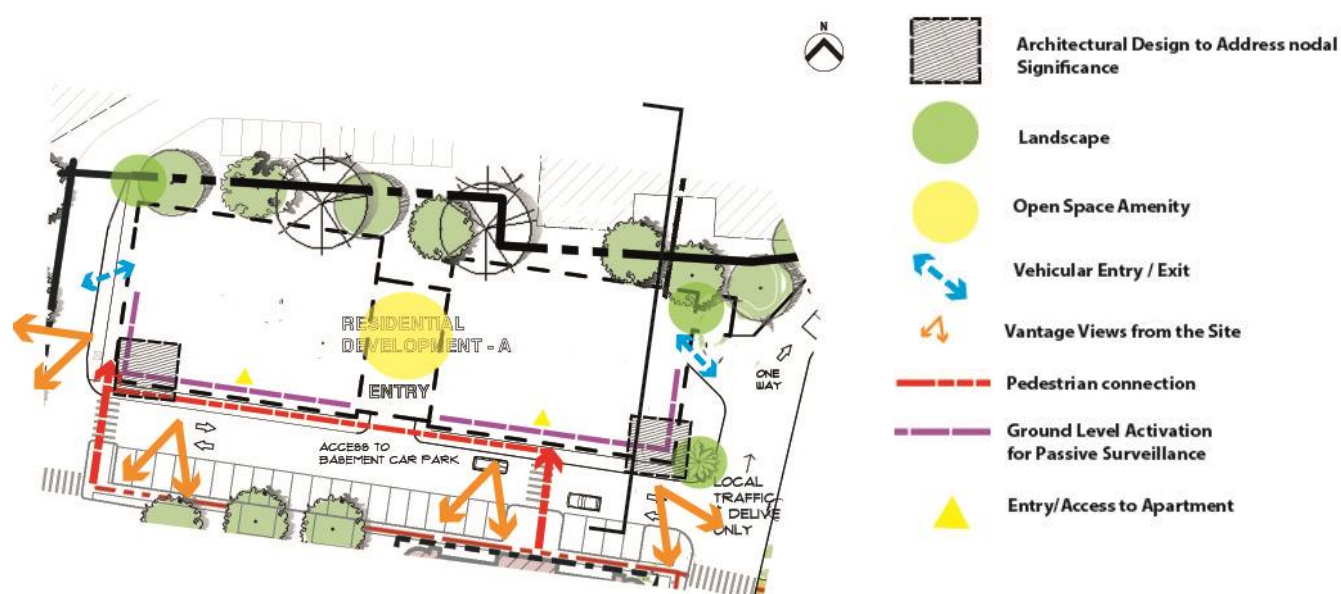
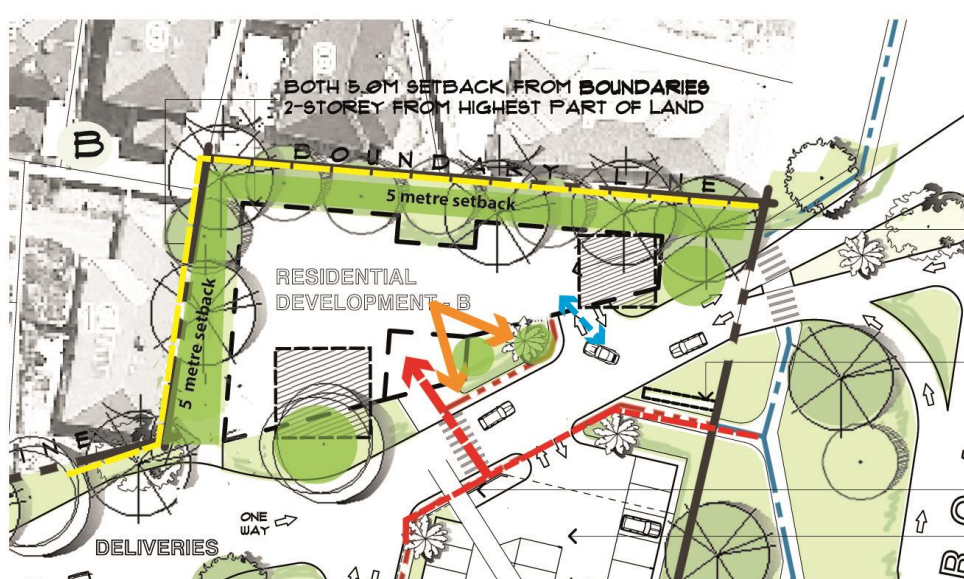
Actions:

- » Provide northern orientation for solar access. 15% of south facing apartments is acceptable.
- » Access to vantage views for most or all dwellings and optimise site opportunities.
- » The site coverage is equivalent to the building footprint indicated in the Urban Design Guidelines below.
- » Provide acoustic walls that are attractive, robust and durable. (see image below)



Figure 19 - SJB Urban Typology Concept (Ground level activation)



Helpful references:*Residential Flat Design Pattern Book, DIPNR, NSW**Floor Plan Manual Housing, 2004**Safer Design Guidelines, DPCD***Figure 20 - Urban Design Principles Diagrams****Residential Development A:****Residential Development B:**

11.5 Sub-precinct 3 - Retail, Office Core and Town Centre

Objectives:

To activate and enhance this area and create a unique and attractive place for people to visit.

To provide an identifiable pedestrian connection and spaces for easy navigation and access to and from the 'Retail, Office Core and Town Centre' and 'Gateway and Mixed Use Development'.

To achieve a strongly defined town square with a diverse range of activities encouraged.

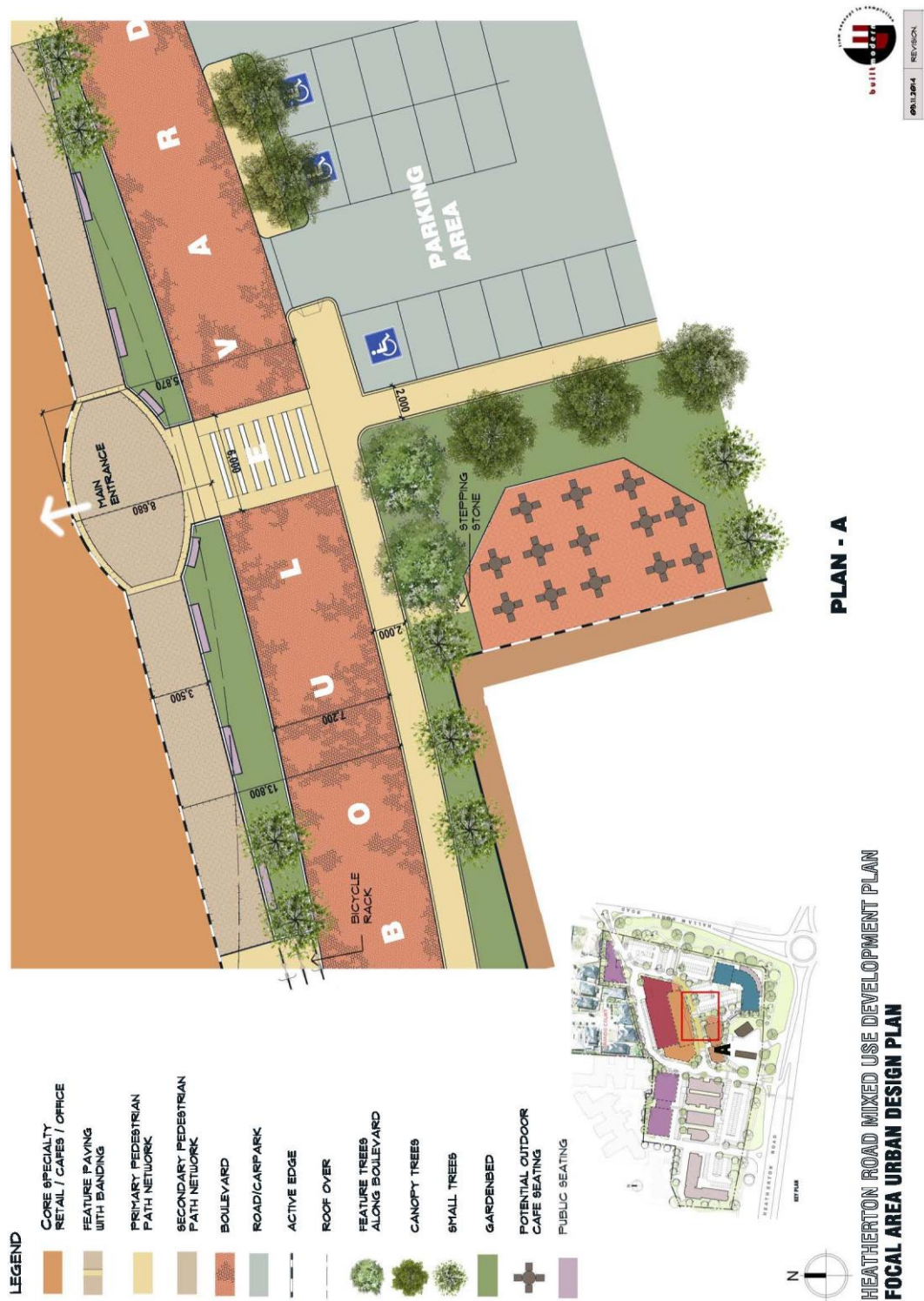
Strategies:

- » Create a strong identifiable town square with active frontages, quality landscape treatment and highly focused pedestrian network system that is linked to the town square.
- » Pad sites should be designed so they can be incorporated into new building structures or support change in use over time.
- » Provide covered canopies that can be incorporated into the design of buildings fronting the main street and over public open spaces, such as the proposed indoor/outdoor café to allow for greater accessibility. Provide wide pedestrian crossings and introduce traffic calming devices such as, a raised crossing with granite setts (or similar) to make a clear entrance into the Retail, Office Core and Town Centre.
- » Building structure must be flexible enough to:
 - Accommodate change in floor space use overtime.
 - Accommodate demand for additional storeys into the future.

Actions:

- » Material and colour palette should include colours, textures and patterns that are attractive and sustainable to the satisfaction of the Responsible Authority. Where blank walls are unavoidable, incorporate architectural articulation, landscape features or urban artwork to enhance the presentation.
- » Provide high-quality architecture with articulated facade treatments to achieve engaging street presence and interface with the town square.

Figure 21 – Focal Area Urban Design Plan – Retail, Office Core and Town Centre



11.6 Sub-precinct 4 - Gateway and Mixed Use Development

Objectives:

To deliver development that complements and enhances the Neighbourhood Activity Centre.

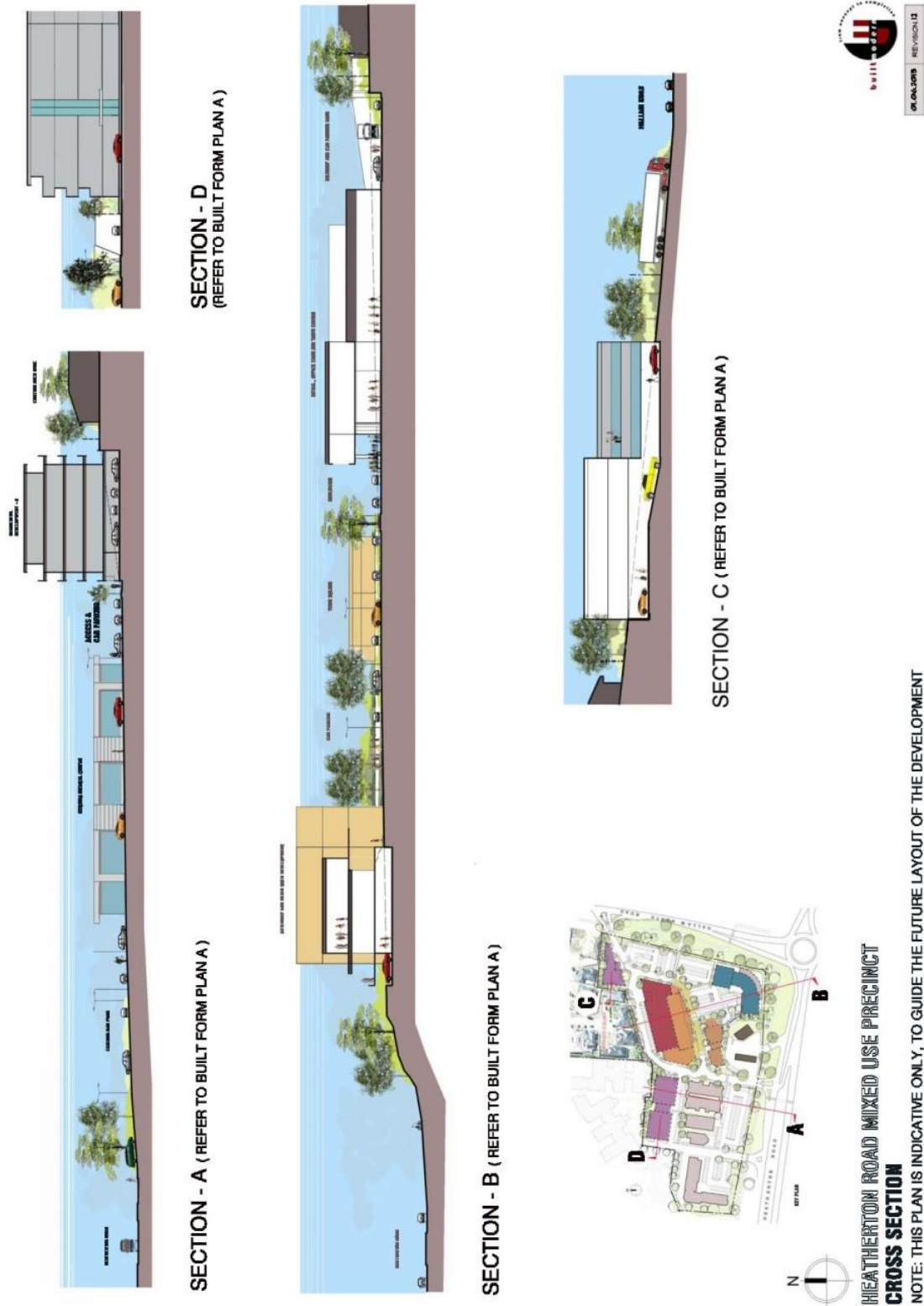
Strategies:

- » To incorporate high quality architectural elements on the corner of Heatherton and Hallam North Road that will create a gateway statement to Endeavour Hills.
- » To create a high quality built-form to address the corner of Heatherton Road and Hallam North Road with an appropriate gateway treatment.
- » To ensure that any building design maximises the views towards the low density residential land to the south.
- » To ensure that internal functions overlook external public spaces, including streets, public spaces and car parks in accordance with Safer Design Guidelines for Victoria.
- » To encourage a mix of uses on this site that will deliver a positive outcome for the local community that will be facilitated through the planning permit process.

Action:

- » Material and colour palette should include colours, textures and patterns that are attractive and sustainable to the satisfaction of the Responsible Authority. Where blank walls are unavoidable, incorporate architectural articulation, landscape features or urban artwork to enhance the presentation.

Figure 22 – Heatherton Road Mixed Use Precinct – Cross Section



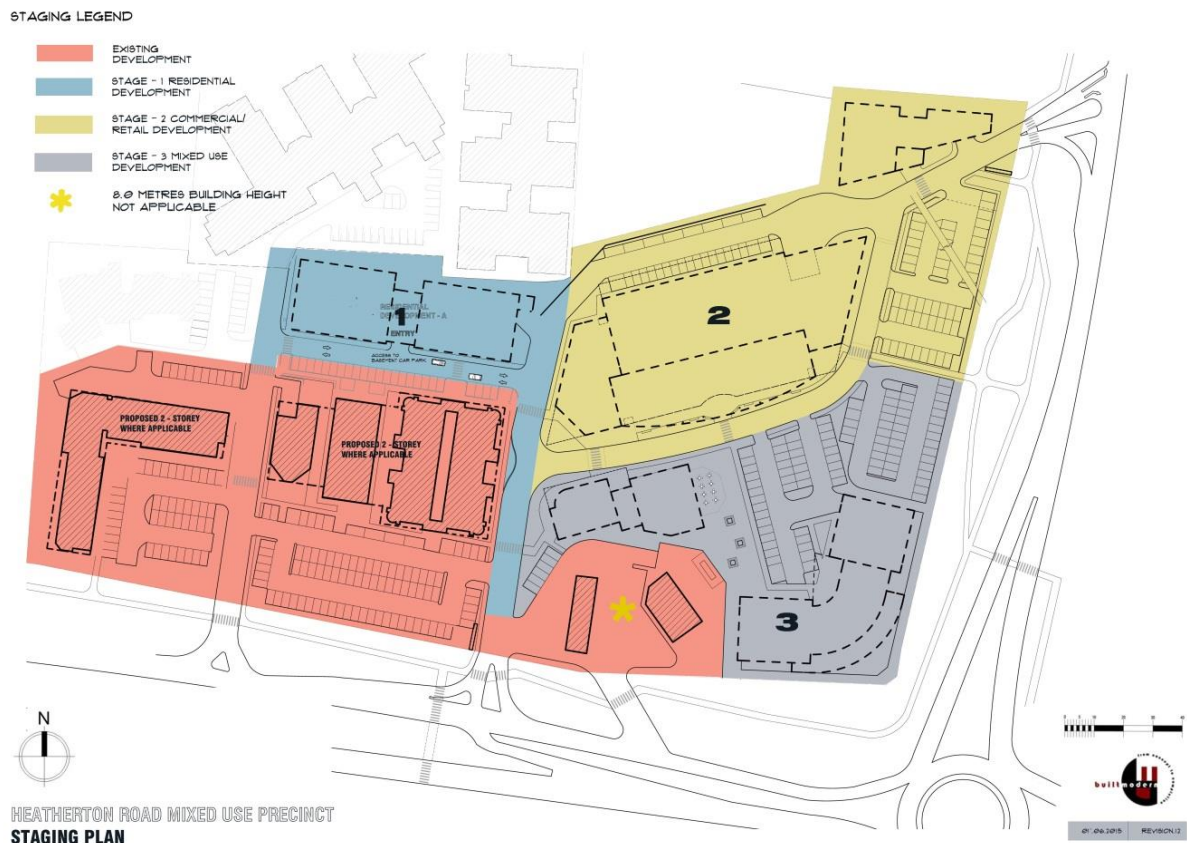
12 Staging

Approximately one third of the subject site has already been developed and contains existing retail premises, a petrol station and medical centres. The balance of the land has remained undeveloped since early 2013 as a result of changes being sought to the overall Development Plan.

This amendment provides an ideal opportunity to amend the proposed layout for the balance of the site in a logical manner. The Staging Plan (refer to **Figure 23**) indicates that the balance of the subject site will be developed in three (3) overall stages. Within these three (3) overall stages, there may be sub-stages which can be outlined as part of any future planning permit applications.

While stage numbers are shown on the plan below, the stage numbers are an indicative guide only. This is due to changes in market forces in the retail, commercial and residential spheres.

Figure 23 – Heatherton Road Mixed Use Precinct – Staging Plan



13 Planning Permit and Conditions

Permit conditions and application requirements are set out under Development Plan Overlay - Schedule 16 of the Casey Planning Scheme.

Planning Permit Requirements

- » On any future planning permit for use and/or development of land there will be a condition placed on the planning permit that will require the landowner, to prepare a Traffic Impact Assessment Report to the satisfaction of the Responsible Authority.
- » On any future planning permit for use and/or development of land there will be a condition placed on the planning permit that will require the landowner to upgrade the internal pedestrian network as identified on Figure 18 Movement Patterns Plan to the satisfaction of the Responsible Authority.
- » On any future planning permit for use and/or development of land there will be a condition placed on the planning permit that will require the landowner to upgrade the path built across the eastern half of the site frontage to Heatherton Road and extend this path across the whole frontage of the site, along both Heatherton Road and Hallam North Road with connection to safe crossing points of the carriageways near the roundabout to the satisfaction of the Responsible Authority and VicRoads.
- » On any future planning permit for use and/or development of land there will be a condition placed on the planning permit that will require the landowner to provide a landscape concept plan which integrates landscape elements into the street and built form, to the satisfaction of the Responsible Authority.
- » On any future planning permit for use and/or development of land there will be a condition placed on the planning permit that will require the landowner to upgrade the landscape treatment at the southern edge adjacent to Heatherton Road, to the satisfaction of the Responsible Authority.
- » On any future planning permit for use and/or development of land there will be a condition placed on the planning permit that will require the landowner to introduce a consistent set of signage posts throughout the centre to the satisfaction of the Responsible Authority.
- » On any future planning permit for use and/or development of land there will be a condition placed on the planning permit that will require the landowner to upgrade the lighting to the satisfaction of the Responsible Authority.
- » On any future planning permit for development of land there will be a condition placed on the planning permit to ensure the development incorporates Ecological Sustainable Design (ESD) Principles in the site design and built form outcomes to the satisfaction of the Responsible Authority.

14 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.