CLYDE MAJOR TOWN CENTRE
URBAN DESIGN FRAMEWORK

National Pacific Properties

May 2019

mesh

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1. INTRODUCTION

1.1. Overview

Mesh has been commissioned by National Pacific Properties to prepare an Urban Design Framework (UDF) for the Clyde Major Town Centre (MTC) in accordance with the requirements of the Clyde Creek Precinct Structure Plan (PSP). The PSP requires approval of an UDF (as per the requirements of the Casey Planning Scheme) prior to the issue of a planning permit (unless consent from the Responsible Authority and Victorian Planning Authority is granted). The UDF is to be used as the overarching guidance tool for key stakeholders involved with the design and development process of the Clyde MTC.

The UDF has been developed in collaboration with various stakeholders including:



The UDF process included both informal and formal consultation with these stakeholders. Following receipt of feedback and requested changes, the UDF was amended prior to resubmission. Minor changes were made in response to private landowner submissions and more extensive changes were made in the vicinity of the future railway station and other internal changes in response to a request from Transport for Victoria in association with VicRoads. The changes will ensure that future provision and integration of public transport is possible.

1.2. Purpose of the Urban Design Framework

The purpose of the UDF is to develop a mechanism to reach a shared understanding between developers, landowners, architects, future tenants, Council, VicRoads, PTV/TfV, VPA, VicTrack and other key stakeholders regarding the future development of the Clyde MTC.

The intention of the document is to provide guidance relating to the overall vision and structure of the Clyde MTC and the strategic principles for future development. The detailed development of the individual components of the MTC and surrounding land will be realised through future planning permit applications following the approval of this UDF. A planning application for use and/or development on land shown as the Clyde Major Town Centre must be consistent with this UDF.

The UDF is intended to be used by a range of stakeholders that have a role in the planning permit approval process for the Clyde MTC.

1.3. UDF Structure

The UDF adopts a logical and transparent structure which analyses the site and its context combined with key elements and then details the Objectives, Strategies and Guidelines to be met through future planning applications in order to achieve the overarching vision of the MTC.

Objectives – Must be achieved by the development of the MTC.

Strategies – Have been identified to assist in achieving the identified Objectives.

Guidelines – The Guidelines provide a series of requirements that must or should be complied with in order to deliver on the objectives and activate the strategies.

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2. POLICY CONTEXT

2.1. Zoning and Overlays

Urban Growth Zone, Schedule 7

The Clyde Creek PSP is subject to the Urban Growth Zone, Schedule 7. Schedule 7 to the Urban Growth Zone identifies the Clyde MTC with an underlying zone of Commercial 1. The purpose of the Commercial 1 Zone is:

- To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- To create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.
- To provide for residential uses at densities complementary to the role and scale of the commercial centre.

The underlying Commercial 1 Zone has informed the preparation of this UDF to ensure that proposed uses and development proposed in this UDF can be realised.

Development Contributions Plan Overlay, Schedule 15

The Clyde Creek PSP is subject to the Clyde Development Contributions Plan (DCP). Development contributions will not be required to be paid as part of the preparation of the UDF, yet will be triggered through the planning or building permit process.

2.2. Clyde Creek Precinct Structure Plan

The Clyde Creek PSP identifies the Clyde MTC as the only MTC within the Precinct. Two Neighbourhood Activity Centres (NAC) have also been identified to be included within the Precinct. One NAC is proposed to be located to the north of Pattersons Road on the western side of Tuckers Road while the second NAC is proposed to be located on the southern side of Hardys Road to the west of Pound Road. Figure 1 includes the Future Urban Structure and identifies the location of MTC as per the Clyde Creek PSP.

The MTC is identified to include 40-50,000m2 of retail floor space and 40-50,000m2 of commercial floor space. The MTC is proposed to service both the Thompson Road PSP, the Casey Fields South PSP and the Clyde Creek PSP population. The Clyde Creek PSP states that the MTC should include a full range of community, business and residential uses and projects that once fully developed the MTC has the ability to employ 5,600 people. Figure 2 includes a concept for the Clyde Major Town Centre as per the Clyde Creek PSP.

There are inconsistencies between the Future Urban Structure (Plan 2) and the Clyde Major Town Centre Concept within the PSP and likewise between the PSP and proposed UDF. In such instances, the Approved UDF with respect to location of land uses is to take precedence and development must occur in accordance with the approved UDF.

The PSP states that a UDF must be prepared in consultation with the Victorian Planning Authority and approved by the Responsible Authority prior to, or in conjunction with, the lodgement of any planning permit applications for subdivision, use and/or development for land within the boundary identified for the UDF within the PSP.

The PSP also identifies a number of Objectives and Requirements and Guidelines for the MTC to be developed in accordance with which have been a key consideration in preparing the UDF.

2.3 VPA – Draft Guide to Urban Design Frameworks in Greenfield Growth Areas, June 2017

The VPA have recently prepared draft guidelines to assist with the preparation of UDF's in greenfield growth areas. The Guidelines identify the form and function UDFs should take when planning for greenfield sites. The Guidelines build on Planning Practice Note 17, Preparation and Use of UDFs. The revised UDF has had consideration to the draft Guidelines and follows a similar layout, but generally covers all the key tasks and outputs identified in the Guidelines, including waste collection requirements.

FIGURE 01 - Clyde Creek PSP

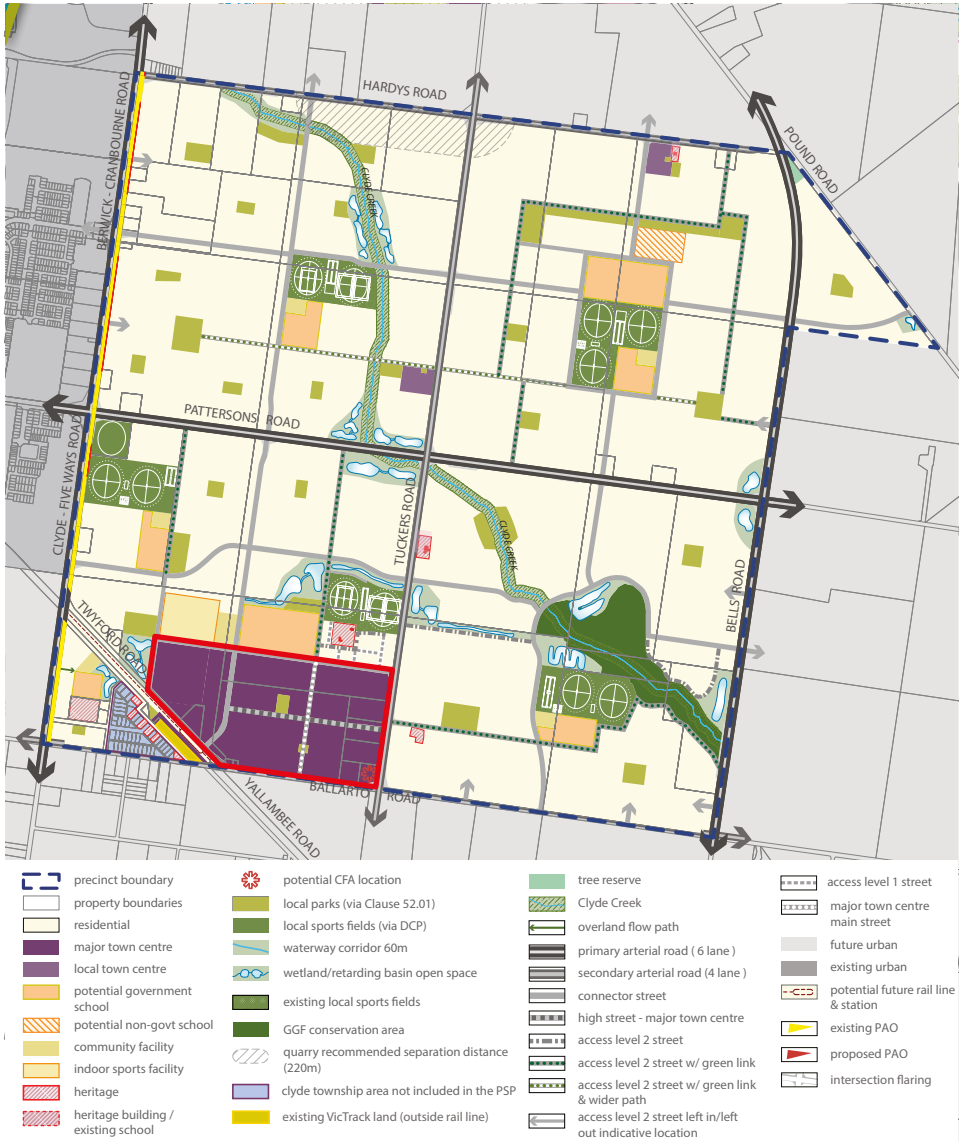
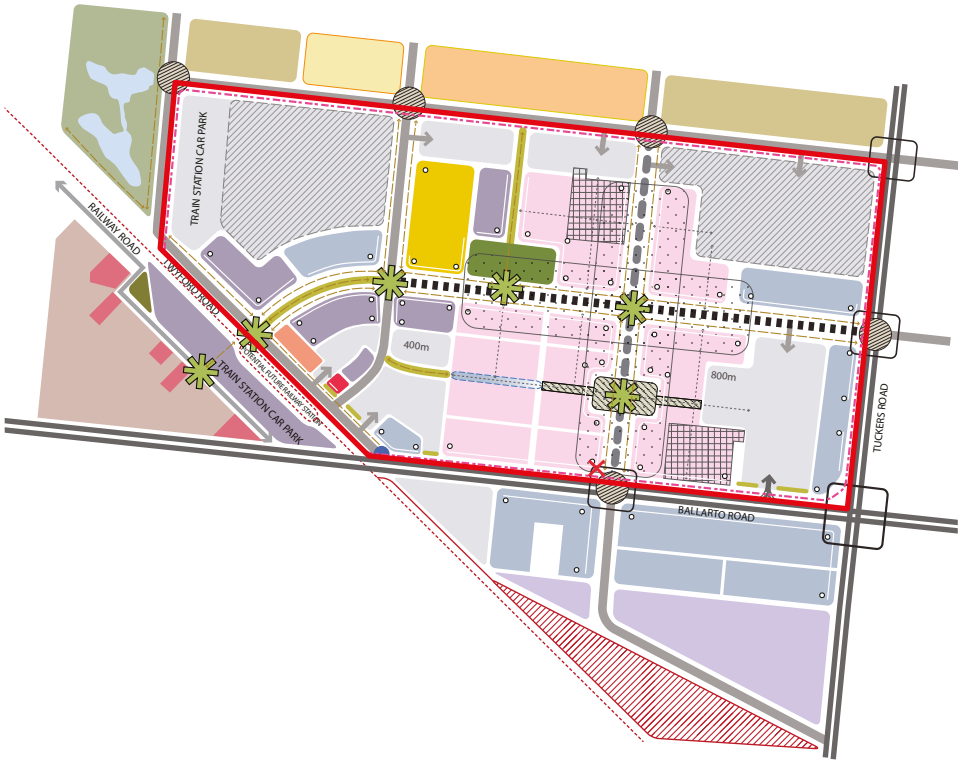


FIGURE 02 - Clyde Creek PSP MTC - Concept



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3. SITE AND SURROUNDING CONTEXT

3.1. Regional context

The subject site is located within Clyde, just north of the existing Clyde Township. The site is located approximately 55km south-east of Melbourne in the South East Growth Corridor and more specifically in the Clyde Creek Precinct Structure Plan.

3.2. Local and site context

The Clyde MTC is proposed to be located on a parcel of land of approximately 57ha. The site is an inboard site strategically located on the northern side of Ballarto Road, the western side of Tuckers Road and to east (inboard) of Clyde Five Ways Road.

The MTC also adjoins Twyford Road on the south-western boundary, with an unused railway line and the existing Clyde Township located on the south-western side of Twyford Road.

The Clyde Township contains a number of dwellings with heritage values.

Ballarto Road is currently unsealed from Clyde Five Ways Road to Twyford Road, however will ultimately perform an arterial function and be a key access point to the MTC in the future. In the interim Twyford Road is a declared arterial road, however on the upgrade of Ballarto Road, the arterial function of Twyford Road will be downgraded.

Surrounding the MTC, planning permits for residential development have been issued to the north of the site (Hartleigh Estate) and to the east of the site (Eliston)

FIGURE 03 - Site Aerial (UDF Boundary shown)



with additional residential development approvals further to the north. The surrounding residential developments have commenced which has included upgrades to the existing broader road network (Clyde Five Ways Road, Patterson's Road and Tuckers Road).

The existing road network provides limited exposure for the MTC to the existing arterial road network. The barrier created by the railway and lack of direct access from Clyde-Five Ways, Tuckers and Ballarto Road also reduces accessibility to the site from the areas to the west prior to the ultimate road network being delivered.

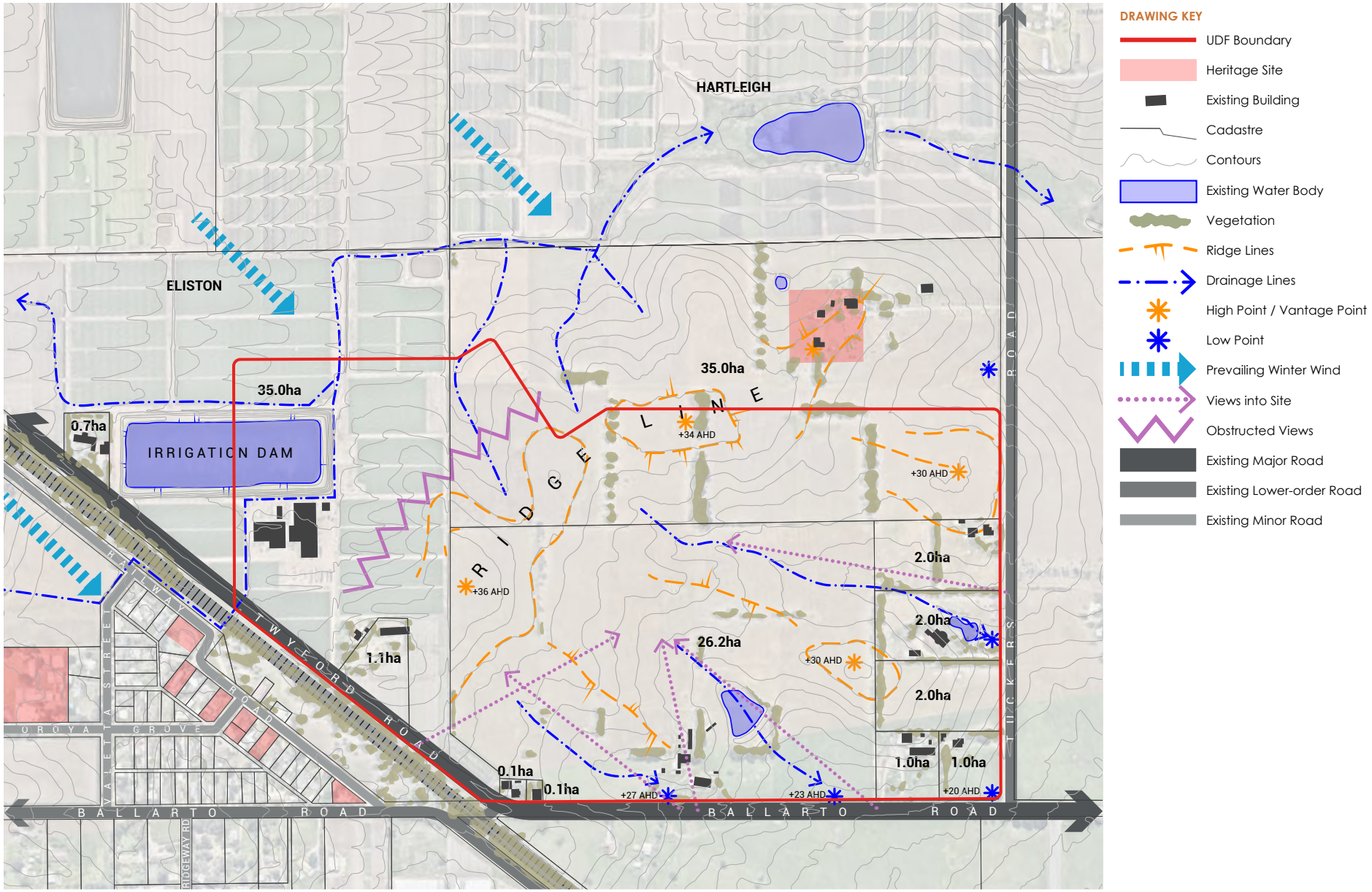
The development of the Clyde MTC and the rate of residential growth surrounding the MTC site has the potential to assist in expediting the Clyde Train Station which is proposed to be located just to the south-west of the MTC on Twyford Road.

To the east of Bells Road is land to be developed as part of the Cardinia Creek South PSP.

To the south of Ballarat Road is land to be included as part of the Clyde South PSP. The VPA have not indicated a timeframe for the Clyde South PSP to commence.

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FIGURE 04 - Existing Conditions Plan



3.3 Development Opportunities & Constraints

When reviewing the site and surrounding context and undertaking a detailed site analysis for the MTC a number of opportunities and constraints have been identified which are influential in preparation of the UDF.

Opportunities

- Future train station offers strategic advantage and a positive land use/ transport relationship.
- The topography of the site includes ridgelines which creates a unique opportunity to undercroft some car parking.
- Under crofting of car parking will provide an opportunity to reduce the footprint of the MTC and provide a more compact and user-friendly centre.
- Reducing the footprint of the centre will create opportunities to release land for other purposes complementary to the MTC.
- Unique Destination drawing a larger catchment due to its proximity to rural Gippsland region.

Constraints

- Uncertain timing in regards to the delivery of the station.
- The station will require a significant amount of land for car parking and stabling requirements.
- Uncertainty in regards to grade separation requirements for the railway line.
- Upgrade of Arterial Road network required for appropriate access to the MTC.
- Residential projects to the north and west of the MTC have been advanced prior to the of planning for the MTC.
- Located to South-east of the currently planned residential catchment. MTC not well positioned to gain exposure to passing traffic in the interim years.
- Clyde Five Ways Road is the only existing north-south link which offers sub-regional connectivity.
- Tuckers Road will eventually complement Clyde Five Ways Road but the southerly extension is likely to only be a long term benefit for the MTC.
- The UDF area is in fragmented ownership, however the core of the MTC can be located within the one landholding.

4. KEY OBJECTIVES

4.1. Key objectives

The MTC will comprise an intensive mix of uses, creating a walkable, well-connected sustainable compact, street-based centre that fosters human activity and well-being and maximises proximity to the future Clyde station.

> Deliver a placed based activity centre that creates 'places for people'.

> To create a MTC that is connected and accessible via multiple modes of transport while ensuring the centre integrates and furthers the objectives, value and attractiveness of the surrounding residential developments.

> To ensure the MTC is economically viable.

> To ensure the MTC delivers the maximum amount of employment opportunities.

> To ensure the design can be successfully implemented in the short term while recognising the long term goals.

> To ensure that the MTC is supported by a number of accessible, high quality public spaces.

> To provide capacity for 40-50,000sqm of retail floor space and 40-50,000sqm of commercial development.

5. DESIGN FRAMEWORK

The UDF has been prepared in response to:

- Planning context including the PSP Objectives, Strategies and Guidelines
- Opportunities and constraints identified in the site analysis
- Key learnings from other MTC's
- Developer/landowner aspirations
- Economic viability
- Review of best practice
- Feedback from Government agencies, service authorities and landowners.

This has resulted in a reconfiguration of the layout of the MTC as opposed to what is proposed by the Town Centre Concept Plan in the PSP (Figure 2).

Under crofting of car parking will provide an opportunity to reduce the allocation of land for at grade car parking and provide a more compact and user-friendly centre. In return this creates an opportunity to release land with the MTC for other purposes. This is achieved while also delivering all elements as outlined in the PSP concept plan in a more compact and urban form.

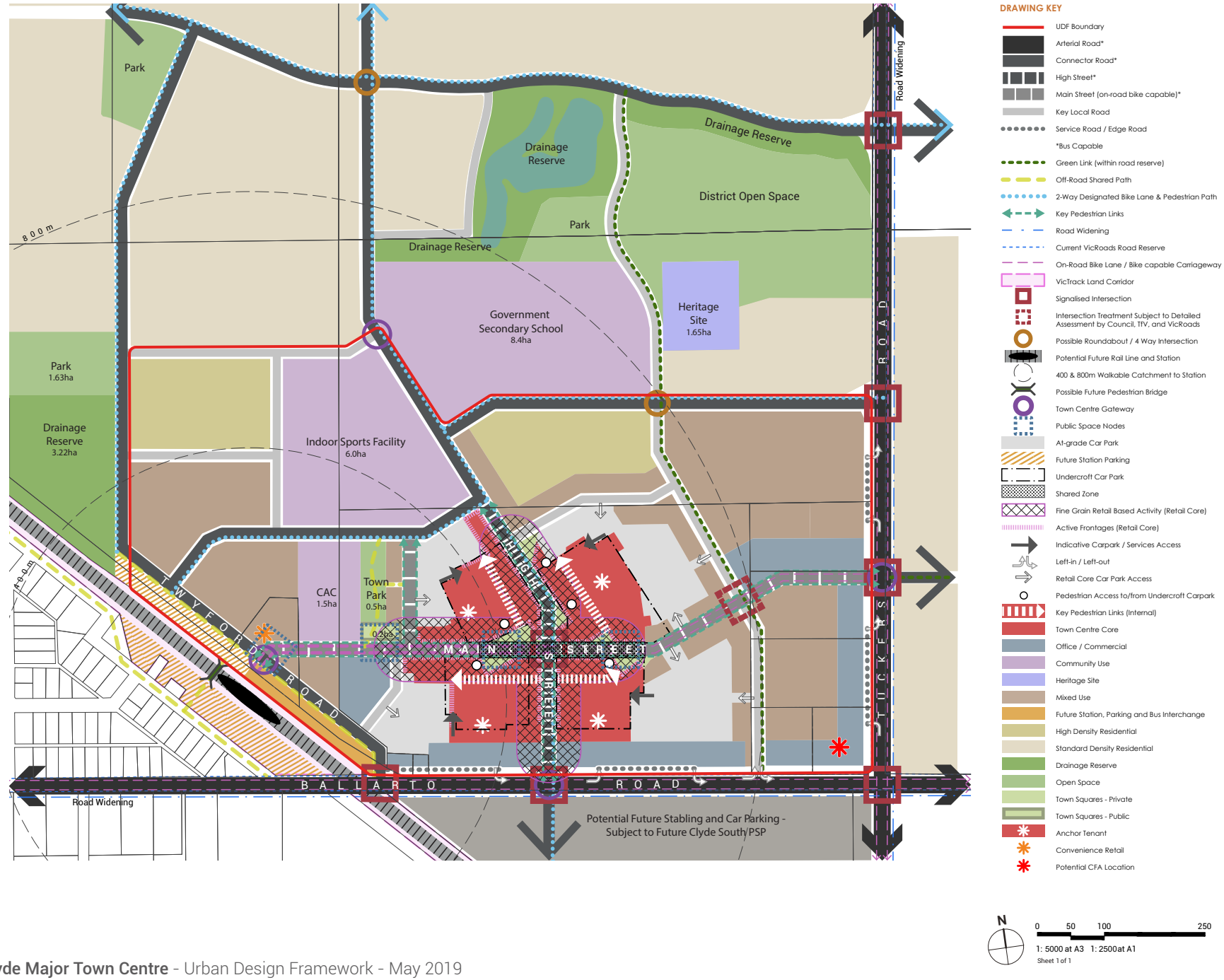
With the MTC being an inboard site, an influencing design consideration was the inboard location of the site, in particular in the interim where the MTC will not have direct access to the arterial road network.

Despite the above, the Framework has included all the land uses identified in the PSP for the MTC, yet provides a responsive design to a range of influencing factors. The design is considered to be generally in accordance with the PSP.

The UDF provides an opportunity to assist in stimulating the delivery of surrounding uses such as the Government Secondary School, the train station and community facilities. The development of the Clyde MTC has the potential to assist in achieving the delivery of major infrastructure in the region.

The Plans in the UDF refer to a range of land uses including office/commercial, mixed use and medium/high density residential. The MTC has an underlying zoning of Commercial 1 Zone and all uses within the UDF area will be required to be consistent with the Commercial 1 Zone provisions.

FIGURE 05 - Urban Design Framework Plan



DRAWING KEY

- UDF Boundary
- Arterial Road*
- Connector Road*
- High Street*
- Main Street (on-road bike capable)*
- Key Local Road
- Service Road / Edge Road
- *Bus Capable
- Green Link (within road reserve)
- Off-Road Shared Path
- 2-Way Designated Bike Lane & Pedestrian Path
- Key Pedestrian Links
- Road Widening
- Current VicRoads Road Reserve
- On-Road Bike Lane / Bike capable Carriageway
- VicTrack Land Corridor
- Signalised Intersection
- Intersection Treatment Subject to Detailed Assessment by Council, TfV, and VicRoads
- Possible Roundabout / 4 Way Intersection
- Potential Future Rail Line and Station
- 400 & 800m Walkable Catchment to Station
- Possible Future Pedestrian Bridge
- Town Centre Gateway
- Public Space Nodes
- At-grade Car Park
- Future Station Parking
- Undercroft Car Park
- Shared Zone
- Fine Grain Retail Based Activity (Retail Core)
- Active Frontages (Retail Core)
- Indicative Carpark / Services Access
- Left-in / Left-out
- Retail Core Car Park Access
- Pedestrian Access to/from Undercroft Carpark
- Key Pedestrian Links (Internal)
- Town Centre Core
- Office / Commercial
- Community Use
- Heritage Site
- Mixed Use
- Future Station, Parking and Bus Interchange
- High Density Residential
- Standard Density Residential
- Drainage Reserve
- Open Space
- Town Squares - Private
- Town Squares - Public
- Anchor Tenant
- Convenience Retail
- Potential CFA Location

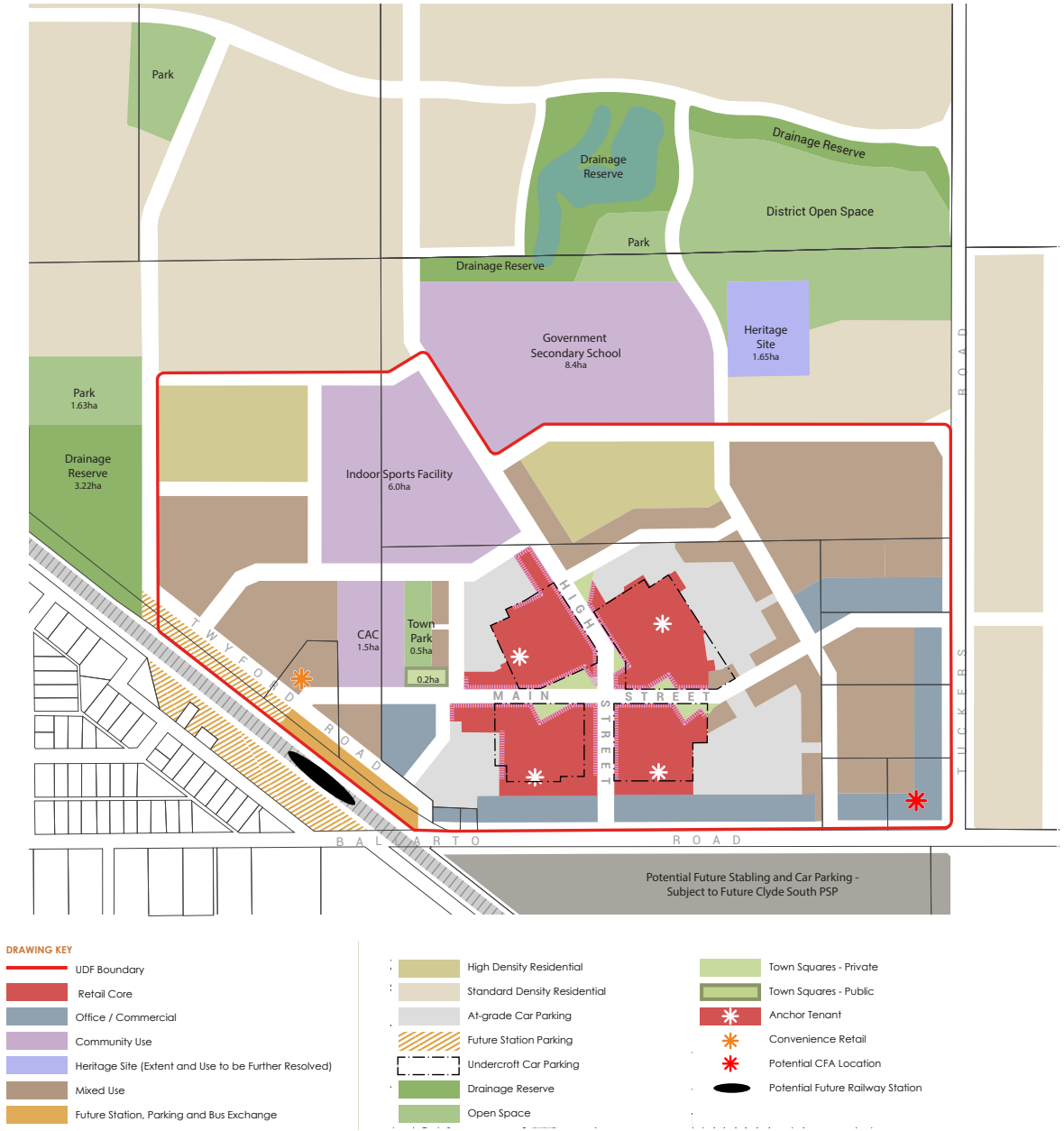
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FIGURE 06 - Land Use Plan



5.1 Land Uses

As identified in the Clyde Creek PSP, a wide range of uses are to be accommodated within the MTC. These uses are required to be integrated and support each other to ensure a highly useable and legible MTC is delivered that maximises beneficial relationships wherever possible. In preparing the UDF careful consideration has been given to ensuring uses that complement and enhance each other are co-located to achieve maximum benefit in regards to the functionality and convenience of the Centre.

The impact of uses on the quality of the built environment and the relationships between uses has been structured to ensure the MTC is a vibrant and viable centre where commercial, employment, community and residential opportunities can be realised, while maximising the short and long term potential of the Centre.

As previously identified the site configuration provides an opportunity to under croft a large portion of the car parking under the town centre core with at grade car parking also proposed. The under crofting of car parking has allowed for a significant reduction in the footprint of the town centre core which has created a more compact pedestrian friendly environment, whilst also creating opportunities to further activate the Centre through additional residential and mixed uses surrounding the town centre core.

The following sections explain the important parts of the land use framework that is contained within the UDF.

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Strategic role of the town centre core



The town centre core has been deliberately located at the heart of the town centre. The primary role of the town centre will be to accommodate the higher order retail and associated land uses where the land use density will be maximised.

Strategies

> To accommodate the majority of the 40-50,000sqm of retail floor space within the town centre core.

> To ensure the town centre core and surrounds have the capacity to accommodate a further 40-50,000sqm of commercial development.

> To ensure that peripheral land, including the mixed use areas, do not detract from the role and viability of the town centre core.

> To ensure that Main Street and High Street are the focal point of the Centre and the primary driver of promoting and accommodating community interaction within the public realm.

> To ensure anchor tenants are located with a positive relationship to specialty shops, car parking and Main Street.

> To strategically locate retail and commercial buildings within the town centre core to minimise the dominance of car parking on the public realm.

> To create opportunities for key commercial and retail buildings to form gateways, landmarks and a sense of arrival into the town centre core.

> To provide for a combination of privately owned and managed public spaces on Main Street/High Street in conjunction with the Council owned and managed Town Square/Town Park to provide amenity and encourage visitation to the town centre core.

Guidelines

> Any under croft car parking should be designed to assist with the activation of Main Street by avoiding unsightly access points on Main Street and by enabling direct access for pedestrians to Main Street from any undercroft parking.

> The main internal access point to each quadrant within the town centre core must be from Main Street or High Street.

> Anchor retail tenants should not be visually dominant on Main Street but must be located to be conveniently accessible to Main Street, off street car parking and so users of the anchor tenants are required to pass a range of speciality shops to assist with the activation and viability of the centre.

> Fine grain retail must be located along Main Street and High Street.

> On street car parking along Main Street, High Street and other streets is encouraged to assist with activation and to provide short term parking opportunities.

> Where dedicated at-grade car parking areas are provided within the town centre core and which are accessible via Main Street or High Street, the car parks are to be sleeved as far as is practical to ensure car parking is not the dominant feature of the public realm.

> Retail and commercial buildings must be strategically located to assist in forming gateways, landmarks and sense of arrival into the town centre core.

> Applications for the delivery of the Town Centre core must incorporate under-croft / underground car parking as a fundamental element.

Complementary land uses



The Major Town Centre must contain a mix of uses that support and enhance each other, promote visitation for a range of purposes and add to the character and identity of the centre.

Strategies

> To strategically locate people attracting uses throughout the Centre with key anchors in each quadrant of the town centre core to ensure activation of the entire centre and the generation of pedestrian movements along Main Street and throughout the Centre.

> To develop the MTC with a range of complementary land uses that encourage co-location of uses where shared car parking or other land use benefits can be maximised. This should include a range of community uses that also have a high level of interaction with a town park.

> To provide a high level of activation within the MTC during the day and night and utilise the opportunity for seasonal/temporary uses where appropriate.

> Support the establishment of interim land uses only where they:

- are consistent with and do not detract from the vision of the MTC;
- do not cause fragmentation of existing lots; and
- do not jeopardise the transfer of nominated land for any public purposes.

Guidelines

> The MTC must deliver a diverse range of land uses to assist in activating the Centre and catering for the range of users of the Centre.

> Land uses should be developed generally in accordance with Figure 6 including a street based town centre core with shared car parking opportunities and a mix of land uses.

> Community uses are essential to the activation of Main Street and the core of the town centre. The community uses should occupy prominent locations and promote visitation, active transport and a positive sense of place.

> Land uses must not conflict with surrounding land uses in regards to amenity impacts, vehicle movements, built form and landscaping outcomes.

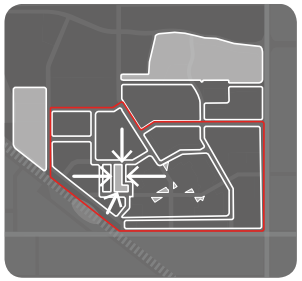
> Provision should be made for a range of private and publicly owned open space to complement the mix of land uses. The open space should be used to accommodate a range of active and passive uses and promote visitation and pedestrian amenity.

> To create a vibrant centre by supporting residential development at medium to high densities complementary to the role and scale of the MTC.

> Applications within the the periphery of the Town Centre core must demonstrate that the application does not compromise the delivery of under-croft / underground car parking.

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Open space as a setting for diverse land uses



To deliver a range of open spaces that are responsive to their context and that meet the needs of a variety of users. The spaces include a district level open space, a local open space, a town park, a town square and other privately owned spaces along Main Street and High Street

Strategies

> To create a series of town squares and parks that provide for a diverse range of passive recreation while enhancing the amenity of the MTC.

> To ensure the town squares located on Main Street and High Street form a key land use with the town centre core.

> To ensure the town squares and town park are located to maximise their benefit to a number of uses (retail and non-retail), are key destination points and deliver a high level of amenity.

> To facilitate a Town Square and Town Park that caters for seasonal/temporary events.

Guidelines

> The Town Squares and Town Park must be generally located in the location identified in Figure 6.

> The internal edges to Town Squares and Town Park must be defined, have an urban character and be a safe and vibrant place for the community to meet and gather through the following:

- Any built form edges to Town Squares and the Town Park should activate and enhance these public spaces.
- Land uses surrounding the Town Squares and the Town Park must provide active frontages and passive surveillance to the open spaces, which should include the use of clear glazing at ground floor level and opportunities for uses with an outdoor presence such as al-fresco dining or community spill out areas to the park.

> Heights and setbacks of buildings should minimise overshadowing of open spaces.

> A landscape masterplan must be prepared and approved by Council for all opens space areas and ensure the open space:

- lighting is carefully integrated in the plan to enhance visibility and natural surveillance of parks and open spaces;
- integrates landscaping physically and visually with adjoining land uses by providing strong visual and pedestrian links;
- achieves activation day and night (including appropriate night lighting);
- incorporates both hard and soft areas (as appropriate) to cater for range of user's needs;
- identifies components of the open space to be in public or private ownership;
- includes a range of furniture that is consistent with the approved material palette by the responsible authority to assist in activating the space as a community meeting and gathering space;
- include a range of landscaping forms including canopy trees; and
- the design of the Town Square should be flexible, functional, comfortable, convenient, sustainable and well connected. The area of the square must be 0.2ha. Area of the town park must be 0.5ha.

Non retail uses to support the town centre



Incorporating a diverse range of non-retail uses to support, enhance and activate the MTC in appropriate locations.

Strategies

> To ensure areas within the MTC identified for mixed use provide a variety of retail, commercial and residential opportunities and create a transition zone between the retail core and residential areas.

> To encourage mixed use, SOHO and high density housing in locations that support, enhance and activate the MTC.

> To encourage high density residential development to assist in creating a transition between the intensity of the main retail core and conventional residential development surrounding the MTC.

Guidelines

> Residential development should be minimised on mixed use land that adjoins either the retail core, council community facilities, the train station or any commercial/office areas.

> Higher density residential should generally be in accordance with the better apartment guidelines.

> High density housing within the MTC should be located within walking distance to key facilities and amenity while assisting in creating a transition between the intensity of the main retail core and medium/conventional residential development surrounding the MTC.

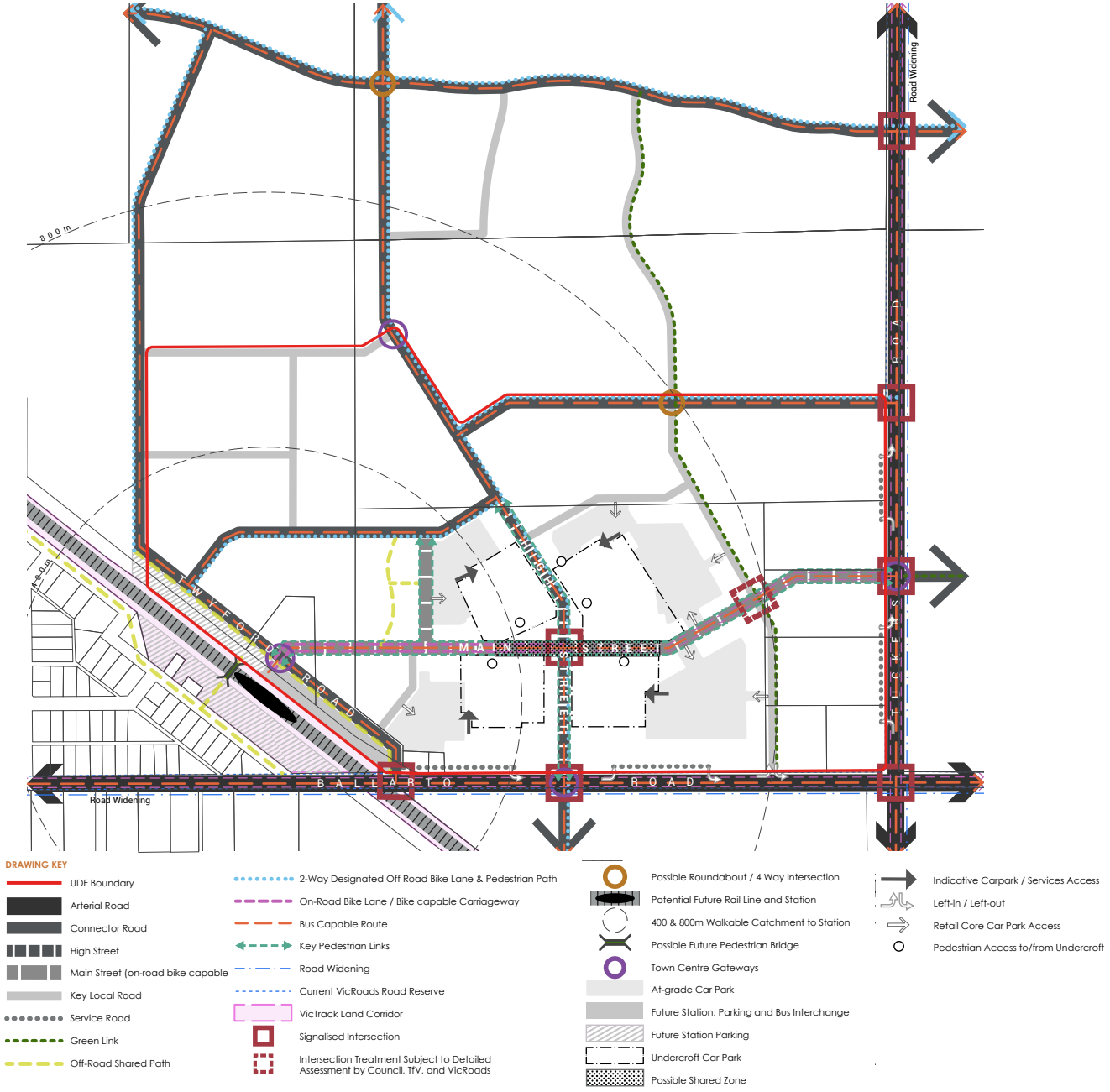
> Uses within the MTC should be located to ensure there are no adverse amenity impacts on surrounding residential areas as a result of inappropriate uses being located in proximity to residential areas

> Development must minimise amenity and noise impacts as a result of the mix of land uses. This will be achieved through maintaining separation and transitional areas between retail and housing uses such as open space, road networks and appropriate non-retail uses.

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FIGURE 07 - Movement Network Plan



5.2 Movement Network

Movement and connectivity is an integral component to the successful delivery of the Clyde MTC. Providing a highly connected MTC that is conveniently accessible by a range of transport modes will be a key influence in attracting users to the centre and achieving a vibrant and activated centre.

The Movement Plan visually represents the objectives for the Centre through acknowledging the emphasis on pedestrian connections to key destinations, in addition to the overall site providing high levels of pedestrian permeability and amenity. The Movement Plan also demonstrates the importance of the link between the future train station and town centre core.

As previously indicated, the existing site conditions have provided an opportunity to under croft a large portion of car parking beneath the town centre core with some at grade car parking also proposed. The under crofting of car parking has resulted in a significant reduction in the footprint of the centre which has created a more compact pedestrian friendly environment that maximises energy efficiencies and the walkable catchment.

In regards to the surrounding road and infrastructure network (road and rail) it is anticipated that the initial stages of the MTC will be developed prior to the ultimate network being delivered.

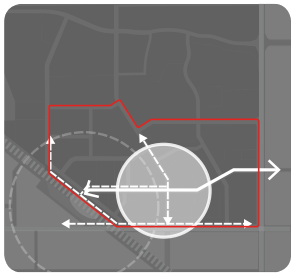
It is significant in this context to note that ultimate delivery of the MTC objectives relies on the key infratructure projects that are either side of the UDF area (e.g. Ballarto Road widening) or that will be delivered by the state government (e.g. Clyde railway station etc). Progressive implementation of the transport network will require detailed assessment of

intersections by council, VicRoads and TfV during the management process.

It is critical as part of the interim stages of the development that the design preserves the delivery of the proposed ultimate road and rail conditions. Ensuring the design of the MTC will function with the ultimate network has been a key influence in preparing the UDF.

It is also very important to ensure that the movement network positively incorporates a sense of place and context for retail and other activities. The design of streets will need to make provision for street trees and possibly water sensitive urban design treatments as well as waste collection and provison of loading bays for deliveries in locations that are well screened and/ or separated from primary frontages and other access points.

A positive relationship to public transport



A direct, activated east-west link between the town centre core and the future train station and a bus route that supports the station and MTC.

Strategies

> To ensure a vibrant and compact east-west Main Street is delivered that has a strong link to the future train station.

> To ensure strong pedestrian and cycling links are available between the train station and Main Street.

> To ensure Main Street is easily locatable from the train station and the train station is identifiable from Main Street.

> To ensure the MTC is supported by a strong bus network that provides convenient access to the centre and the train station and builds on the aspiration of delivering a non-car dependent Centre.

Guidelines

> Connectivity between Main Street and the train station must be a priority in the design of the MTC.

> Main Street must provide visual and wayfinding links to ensure the train station is easily identifiable from Main Street.

> Access to Main Street must be easily identifiable for visitors to the MTC when exiting the train station.

> The bus route through the MTC should ensure bus stops are located within the town centre core and the train station precinct.

> Bus stops should be provided in locations that are both highly visible and accessible.

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Exposure to the arterial road network and a connector road as a key structural link through the MTC



Leveraging exposure to the arterial road network with the collector road network performing the key structural link through the town centre core.

Strategies

> To ensure the MTC in its ultimate achieves positive relationships to the surrounding arterial road network.

> To ensure the gateways to the MTC are visible and accessible from the arterial road network in its ultimate design.

> To ensure the interim design preserves the delivery of the proposed ultimate road network both internal and external to the site.

> To ensure the north-south collector road (High Street) plays a key role in bringing traffic and focussing activity into the town centre core.

> To support the surrounding connector road network with a distributed network of lower order local roads.

Guidelines

> Built form with a frontage to the arterial road network must be aesthetically pleasing through providing an attractive interface to the road and must not be designed to back onto the arterial road network.

> Back of the house facilities should not be visible from the arterial road network.

> The MTC must be designed to ensure its key gateways are accessible from the surrounding arterial roads and provide a sense of arrival through an articulated and legible entry for visitors entering the Centre.

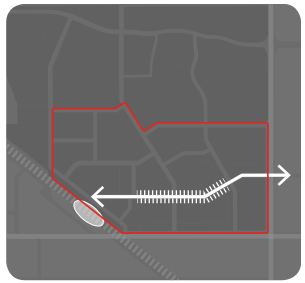
> Any interim access arrangements to the MTC must not impact on the ability to deliver the ultimate road network.

> High Street must be designed to be the key north-south link through the MTC.

> The lower order road network must support the connector road network by ensuring that the local road network is designed to provide convenient access to complementary land uses that are not located on main street.

> Staged development must deliver necessary upgrades to the existing and future arterial road network including intersections in consultation with VicRoads and Council to ensure the safe and efficient movement of vehicles.

Main Street performing multiple roles in the network



Delivering Main Street as the central spine of the MTC with pedestrian network while recognising the importance of vehicle movements to assist in supporting high pedestrian activity along the street.

Strategies

> To deliver Main Street with a highly activated pedestrian network.

> To recognise the importance of vehicle movements to assist in activating Main Street and providing convenient on street car parking opportunities.

> To ensure that the secondary street network supports the pedestrian priority of Main Street by providing alternative access to car parking and service areas.

Guidelines

> Main Street must accommodate wide pedestrian pavements that deliver a high level of amenity and activation through landscaping, robust and well-coordinated street furniture, al fresco dining, street lighting and high quality public realm features that create a comfortable and a pedestrian friendly environment. Main street must be constructed in accordance with Section E on page 27.

> Main Street should maximise short term on-street car parking to allow convenient car parking opportunities in front of retail uses.

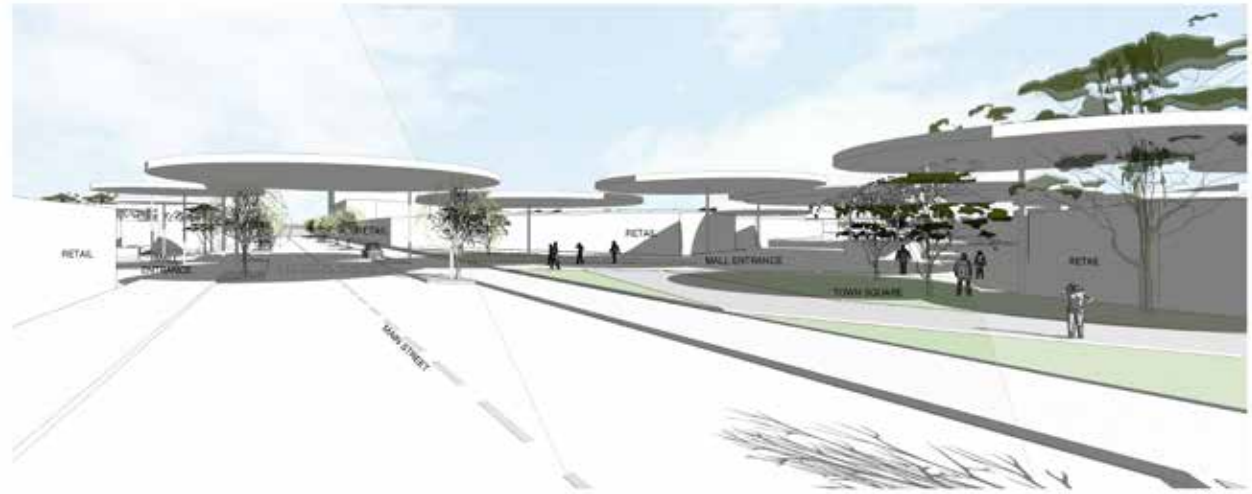
> Main Street should not be used for heavy vehicle movements to ensure it is a pedestrian friendly environment.

> Main street design should demonstrate water sensitive urban design initiatives which integrate storm water, groundwater and waste water management and water supply to minimise environmental impact and create an aesthetically pleasing environment.

> Main Street speed should be max of 40 km/h.

> The secondary street network should provide alternate entry points to the town centre and encourage walking and cycling to the centre.

> There should be no vehicular entry on main street within the fine grain retail based activity zone. Vehicular access to the car park areas on Main Street should be provided away from the core and off the secondary street network.



1. VIEW DOWN MAIN STREET (3D IMAGES SHOWN AS FOR ILLUSTRATIVE PURPOSES ONLY & SUBJECT TO CHANGE)

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A connected pedestrian/ cycle network



A connected pedestrian/ cycle network that encourages walking and cycling as an alternate mode of transport.

Strategies

> To emphasise permeability and continuity within the MTC for pedestrians and cyclists with a high level of integration and connectivity to the open space network, the train station, surrounding residential development and non-retail uses.

> To encourage access to the MTC via public transport, pedestrian and cycling means rather than solely by a private vehicle through ensuring a strong path network and connections to public transport and surrounding residential developments.

Guidelines

> Safe and easily navigable pedestrian and cycling routes must be provided from the town centre core to key uses and destinations surrounding the Centre.

> The town centre core and key destinations within the MTC must provide bicycle parking.

> The MTC must provide for safe, inviting and attractive streetscapes at night. This should include lighting that illuminate's footpaths under building awnings and appropriate lighting levels in all pedestrian areas.

> Must provide end of trip facilities for cyclists, including showers and change facilities.

> Safe pedestrian crossings must be provided on High Street between the Indoor Sports facility and Government Secondary School to promote the shared use of facilities.

> Safe pedestrian crossings must be provided at key locations to support pedestrian movement between Council facilities, the future train station, the retail core and car parking areas.

Harnessing landform to create structural opportunities for car parking



Responding to the existing site conditions (ridgelines) that creates opportunities to under croft car parking.

Strategies

> To utilise the existing site conditions to deliver a component of the car parking required for the town centre core as under croft car parking.

> To provide a diverse range of car parking opportunities including under croft, at grade and on street parking.

Guidelines

> Each quadrant within the town centre core must include under croft car parking.

> The primary pedestrian access points to the under croft car park must be from Main Street to assist with activating pedestrian movements on Main Street.

> A portion of car parking must be provided at grade and on street (including Main Street) to ensure there are a range of convenient car parking opportunities within the town centre core.

> At grade car parking areas should be screened with built form edges to streets. Where this is not possible landscaped edges should be provided between car parking and street edges/ frontages.

> Canopy tree planting should be provided in all at grade car parking areas.

> All stages of development within the retail core must deliver under-croft car parking so as to achieve the underlying vision of a compact town centre.

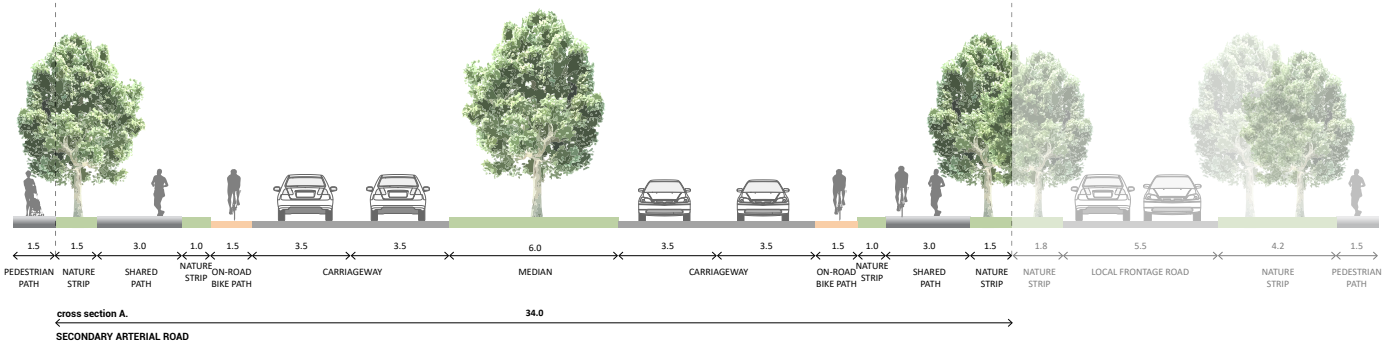
> Every stage of development must demonstrate how it achieves the vertical and horizontal grades necessary to ensure a cohesive street based environment with undercroft and / or underground car parking.

> Car parking should not be provided across land earmarked for future commercial along Ballarto and Tuckers Road.

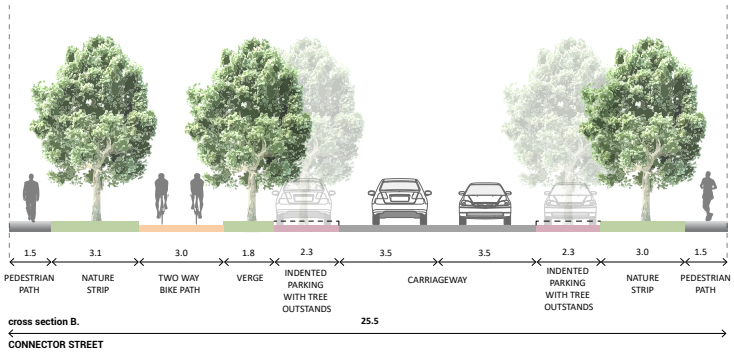
> Preparation of stage plans must consider waste collection requirements and provision for loading bays at the rear of buildings.

> Main Street should incorporate a continuous built form/ active street frontage except where access is required to internal sleeved or undercroft car parking.

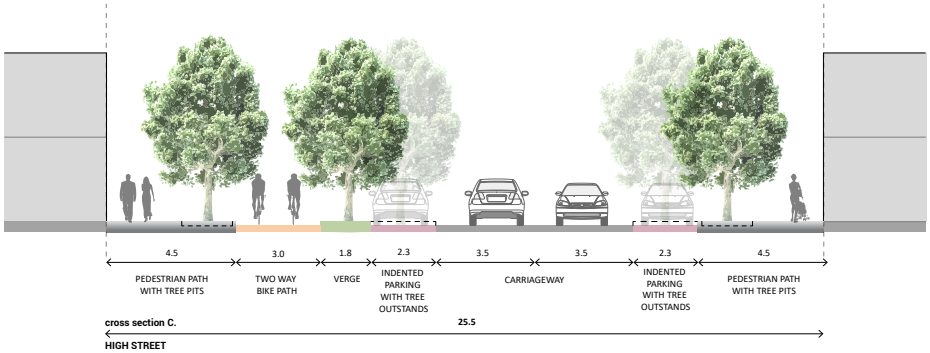






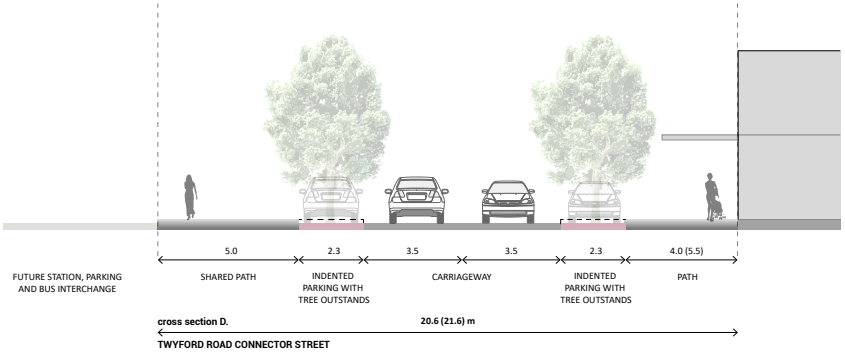




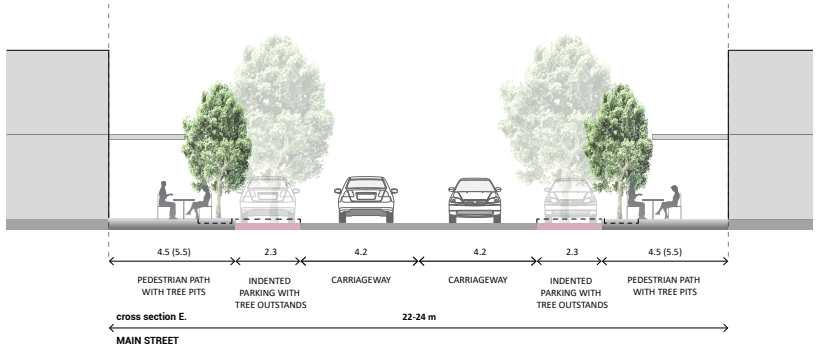


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5.0
2.3
3.5
3.5
2.3
4.0 (5.5)
FUTURE STATION, PARKING AND BUS INTERCHANGE
SHARED PATH
INDENTED PARKING WITH TREE OUTSTANDS
CARRIAGEWAY
INDENTED PARKING WITH TREE OUTSTANDS
PATH
cross section D.
20.6 (21.6) m
TWYFORD ROAD CONNECTOR STREET




4.5 (5.5)
2.3
4.2
4.2
2.3
4.5 (5.5)
PEDESTRIAN PATH WITH TREE PITS
INDENTED PARKING WITH TREE OUTSTANDS
CARRIAGEWAY
CARRIAGEWAY
INDENTED PARKING WITH TREE OUTSTANDS
PEDESTRIAN PATH WITH TREE PITS
cross section E.
22-24 m
MAIN STREET



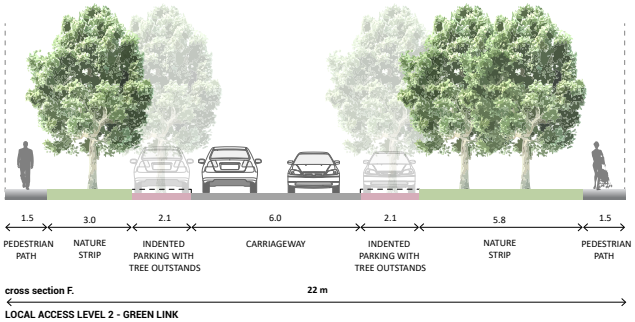
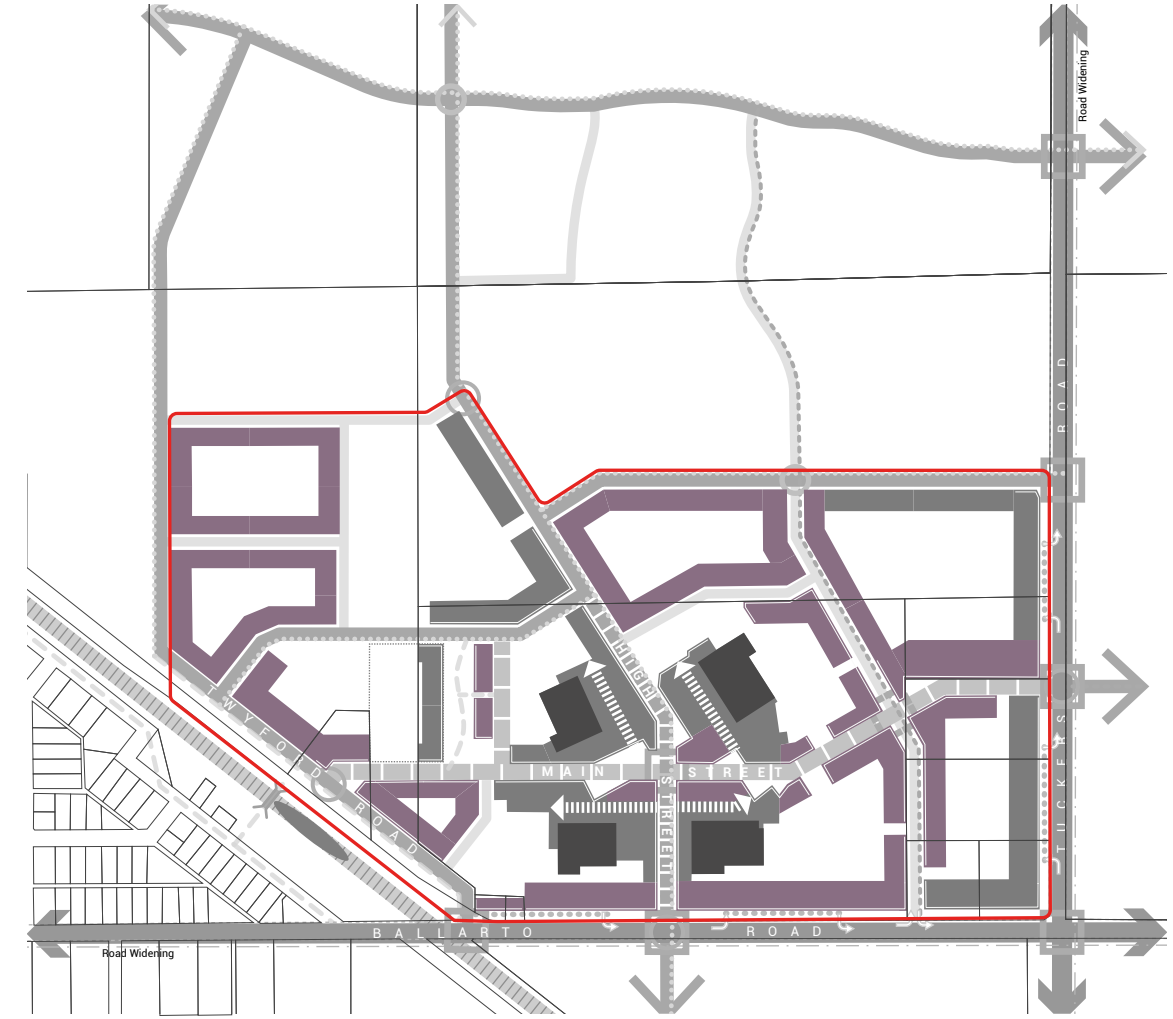

1.5
3.0
2.1
6.0
2.1
5.8
1.5
PEDESTRIAN PATH
NATURE STRIP
INDENTED PARKING WITH TREE OUTSTANDS
CARRIAGEWAY
INDENTED PARKING WITH TREE OUTSTANDS
NATURE STRIP
PEDESTRIAN PATH
cross section F.
22 m
LOCAL ACCESS LEVEL 2 - GREEN LINK

FIGURE 08 - Indicative Built-form and Interface Plan



5.3 Built-form and Massing

The MTC has been designed to provide a highly activated, convenient and functional Centre with careful consideration given to climatic conditions. Melbourne's unpredictable climate has been a key consideration to ensure the Centre is useable and creates positive and enjoyable experiences for visitors to the centre all year round.

To address the climate conditions, the MTC proposes to deliver a hybrid model of internal and external spaces with a traditional Main Street. High quality built form and architectural features are proposed to assist with enhancing Main Street and delivering a high quality and diverse public realm.

The town centre core is proposed to be developed with four quadrants all of which will be directly accessible from Main Street and include internalised spaces within each quadrant. A key feature of each quadrant will be the inclusions of protected laneways with access to natural light and ventilation. Primary access to each quadrant will be via Main Street.

While the town centre core will be the primary built form focus of the MTC, the centre will also be supported by community facilities, mixed used development and a future train station which provides a range of opportunities for key buildings to be developed outside of the retail core.

High quality built form outcomes



A MTC that delivers high quality built form outcomes and assists in enhancing the sense of place within the Centre.

Strategies

- To encourage built form that is of a high quality, aesthetically pleasing and with visual interest.
- To encourage the delivery of the MTC with a cohesive and legible character.
- To ensure the ultimate built form (if constructed in stages) is aesthetically pleasing, is visually appealing and functional in its interim and ultimate stages.
- To ensure building heights are of an appropriate scale that contribute to and enhance the urban environment of the MTC.
- To maximise the extent of building frontages onto Main Street and secondary streets to assist in creating a sense of enclosure to the public realm, activating street frontages and civic spaces while also providing physical and visual permeability between public and private domains.
- To ensure the design has the ability to adapt and evolve over time to accommodate change and economic conditions.
- To encourage Environmentally Sustainable Design outcomes within the town centre.
- To manage the climatic conditions through delivering a hybrid activity centre model that provides internal and external spaces.
- To deliver a built form setting that delivers a series of spaces along Main Street including connections to the train station.
- To deliver a series of protected laneways within each quadrant of the town centre core with a focus on natural light and ventilation.

Guidelines

- Built form should be of high quality and deliver iconic and contemporary buildings that enhances the character of the MTC.
- Built-form should ensure to use human scale along the Main Street to create an inviting street and public realm.
- Over-all development should incorporate CPTED principles (reference to Safer Design Guidelines for Victoria).
- Incorporate varied shop frontages shop treatments through individual treatments and design that are complementary to each other.
- High density development should be generally in accordance with Better Apartment guidelines.
- Where parapets are proposed, they should fit the general architectural detailing of the building and not present as a false upper level.
- Built form must provide active interfaces towards the key public realm areas such as Main Street, the town park and town square.
- Building entrances must be legible and pronounced with appropriate architectural treatments that provide a clear sense of address to the built form.
- Where blank walls are unavoidable, the built form must provide for a high level of architectural articulation, landscape features and/or artwork to enhance the wall.
- Servicing and back of house facilities must be discretely located, as practical, having regard to visibility to surrounding land uses. External services such as roof top plant and equipment should be concealed when viewed from the street.
- Building frontages should minimise deliveries and car parks with these uses generally located to the rear of the building.
- Built form should demonstrate its ability to adapt and evolve over time including the use of high ceilings. 3.6 meters at the ground level and a minimum of 3.0 metres at floors above, where appropriate.
- Building heights should be generally in accordance with the indicative heights identified in Figure 8. If a proposed development exceeds the preferred height this may be considered and will be assessed using a performance based approach.
- Buildings proposed to be used as offices should be a minimum of two storeys in height and be of an urban character that enhances the MTC. Any interim design must ensure the long term vision of multi storey office buildings is not compromised.
- Built form must incorporate features of interest which may include:
  - Balconies.
  - Roof and wall articulation.
  - Feature colours and materials which are sympathetic to the site and surrounds.
  - Varying heights and depths.

- Built form must ensure that ground floors are designed to be highly activated including the use of windows which are predominately permeable through the use of 80% clear glazing.
- Material and colour palettes within the MTC must include colours, textures and patterns that are attractive and sustainable and harmonious with its surroundings.
- Encourage rear loaded residential development in key locations to minimise crossovers and garages dominating the streetscape.
- Residential uses must be oriented towards open space and key streets to assist in activating the MTC and ensuring a high level of passive surveillance is achieved.
- Residential development must be designed to assist in protecting the MTC from prevailling winds. This will generally require two storey built form as a minimum.
- Mixed use development should be designed to be adaptable to accommodate change of use. This can be achieved through floor to ceiling heights being a minimum of 3.6 meters at the ground level and a minimum of 3.0 metres at floors above, where appropriate.
- All built-form should apply strong passive design principles and strive for industry-recognised best practice ESD.
- The MTC must deliver a balance between internal and external spaces with any internalised component of the Centre, through its design, not compromising the role of Main Street through the following:
  - The built form frontage to the main pedestrian access points into each quadrant of the town centre core should incorporate a covered walkway or verandah to provide weather protection.
  - The built form frontage to Main Street should incorporate a covered walkway, verandah, canopies or awnings that may extend over the footpath to provide weather protection.



Laurimar Town Centre, Whittlesea



Rouse Hill Town Centre, Blacktown

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Fine grain specialties along Main street and anchor tenants sleeved behind



Ensuring Main Street is activated through fine grain specialities while supporting access to anchor tenants.

Strategies

> To create a contemporary Main Street that is highly defined by the adjoining built form and a quality streetscape.

> To ensure Main Street is activated through fine grain specialities with anchor tenants sleeved behind.

Guidelines

> Fine grain specialties should sleeve in front of the anchor tenants along Main Street.

> Built form at ground level of Main Street must:

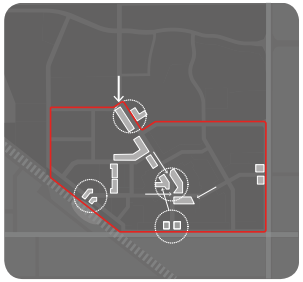
- provide highly active frontages with windows and entrances as the predominant elements of the ground floor façade;
- maximise opportunities to enhance passive surveillance of the public realm;
- have a zero setback to create a defined edge and provide adequate all weather protection above pedestrian pavements; and
- limit blank walls.

> Façade articulation must respect the rhythm and grain of adjacent buildings.

> Built form must respond to the primary interfaces/ active frontages as identified in Figure 8.

> Built form must be designed to ensure anchor tenants and the car park are accessible from Main Street without being the dominant feature.

Key buildings in key locations



To ensure the MTC includes high quality built form outcomes in key locations throughout the MTC.



United Petroleum, Corio (Architecture AU)

Strategies

> To provide high quality, iconic and contemporary built form through the MTC in particular along Main Street, key gateway and sites including community buildings.

> To ensure key gateways are identifiable and assist with achieving a sense of place on arrival to the MTC.

Guidelines

> To provide high quality, iconic and contemporary built form through a variety of building heights, a range of facades with visual interest to assist in creating a sense of place and character within the centre.

> Built form on the corner of High Street and Main Street must be aesthetically pleasing and assist in forming part of the gateway to the town centre core.

> Visual impacts or other adverse effects from back of house facilities must be avoided by considerate design.

> Built form on key corner gateway sites (as identified in Figure 9) should be designed to address and engage with both their primary and secondary interfaces (streets and open space).

> Built form in gateway locations must have a strong architectural presence.

> Built form in strategic locations should be in accordance with the heights identified in Figure 8.

> PAD Sites and anchor sites that have high road exposure should create a unique visitor experience and positively contribute to the character of the MTC.

> Any access (for example drive-thru) requirement for the pad site must not be located along high exposure roads. Service Station pad sites should demonstrate an exemplar architectural style (see image below-left).

> Built form along main street should be physically connected with the retail core through high quality pedestrian streets that are well-landscaped and legible.

> Key gateway sites should be designed to achieve a sense of place and arrival into the MTC through the use of high quality architectural and landscape treatments to soften the look and feel of the built-form.

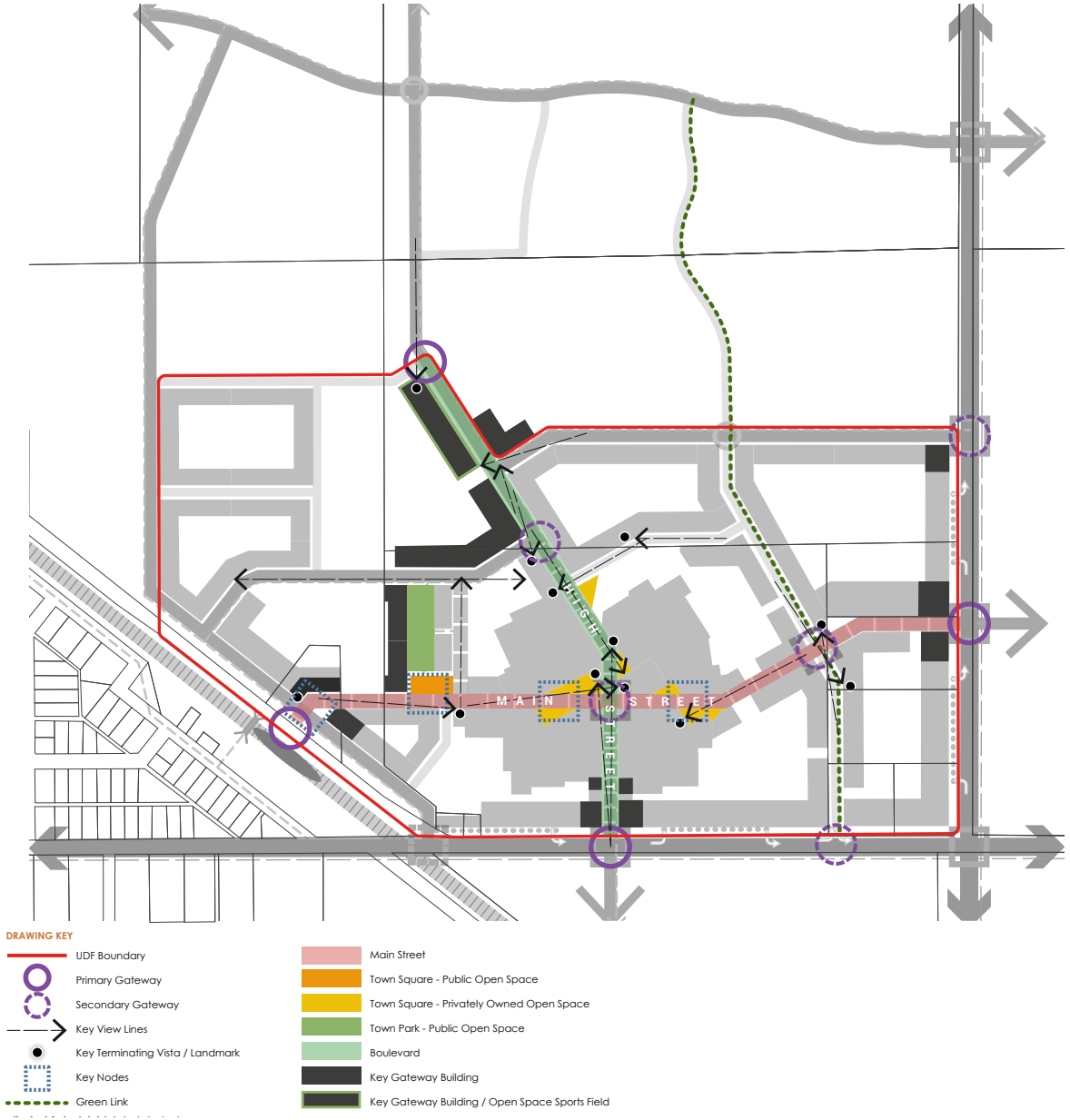
> The Community Activity Centre should:

- front Main Street and have a strong physical link to the town park and Main Street;
- provide consistent seating, signage and street furniture to present a robust image for the precinct; and
- provide pedestrian scale lighting along walkways that are close to a seating area, bus stop and open space.
- Include public art element that is functional and relevant to the over-all character of the area.
- Must demonstrate ESD and WSUD initiatives.
- Provide ample canopy tree cover in town park and square.

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FIGURE 09 - Public Realm Plan



5.4 Public Realm, Landscaping & Sense of Place

Spaces that are integrated within the design of the Centre assist in creating a heart and a sense of community which will be important components in the success of the Centre. The design of the Centre has created opportunities for a series of experiences through the incorporation of a town square and open spaces and places along Main Street.

The MTC will also be enhanced by a range of landscaping and public realm treatments including a mix of indoor and outdoor spaces which will greatly contribute to the attractiveness of the Centre. The inclusion of the town park and delivery of high quality streetscapes will assist in delivering a town centre with a point of difference from other centres in the area.

The town park provides an open space opportunity with a different experience to the open space network available in Main Street. While the town park is connected to the town square the park will be surrounded with a series of uses that will assist in activating and complementing the park. These spaces provide opportunities to meet a range of needs of visitors to the centre.

The site conditions have allowed the design to under croft car parking that has created a number of advantages to enhance the public realm and sense of place within the Centre. This is achieved through a significant reduction in the footprint of the Centre which creates a more compact pedestrian friendly environment and improves the walkable catchment. The reduction in footprint has created a unique opportunity to deliver a more compact centre with a strong sense of place and the ability to deliver on the aspiration of a place based town centre that creates 'places for people'.

A public realm that delivers a high quality landscape



A public realm that is well landscaped and assists in creating a sense of place within the MTC.

Strategies

> To ensure strong visual linkages through built form and landscaping to the wider precinct are provided.

> To ensure that all streets and open spaces include canopy trees and other forms of landscaping.

> To deliver a high quality integrated landscape that complements the built form design.

Guidelines

> All streets, parks and at grade car parks must include canopy trees and other forms of landscaping.

> The placement of street trees must take into account the need to maintain clear sight lines to ensure pedestrian and motorist safety is not compromised.

> Landscaping should provide strong visual linkages to the surrounding areas.

> Species suitable to the climatic conditions must be planted within the public realm.

> Where the appropriate orientation of a blank wall permits screen planting / vertical gardens could be used to soften the appearance of blanks walls.

> Front fencing should not be provided along Main Street or High Street within the town centre core.

> Where a zero front setback is proposed, landscaping or canopy trees should be provided within the streetscape.

> Landscaping within the public realm must be planted with appropriate species, and where practical mature species, to assist in delivering a high quality public realm in the early years of the MTC.

> Adjoining built form should minimise overshadowing to the public realm.

> A landscape masterplan must be prepared for each stage of development and approved by Council.

Diverse streetscapes and public spaces that promote identity and legibility



To deliver a range of streetscapes that enhances the public realm, landscape and sense of place within the Centre.

Strategies

> To maximise the extent of building frontages onto Main Street and secondary streets to assist in creating a sense of enclosure to the public realm, activating street frontages and civic spaces while also providing physical and visual permeability between public and private domains.

> To create diverse and deflected street alignments of visual interest and character that enhances the streetscapes.

> To deliver vibrant, safe and attractive streets and public spaces within the MTC.

Guidelines

> A high level of amenity to users of the MTC must be provided within the MTC through differentiating between collector streets, Main Street, High Street and key character streets. This may be achieved through the use of non-standard cross sections.

> Main Street must accommodate wide pedestrian pavements that delivers a high level of amenity through landscaping, street furniture, al fresco dining, street lighting and public realm features that creates a comfortable and pedestrian friendly environment.

> The streetscapes and public spaces within the MTC must provide for safe, inviting and attractive streetscapes at night. This should include lighting that illuminates footpaths under building awnings and appropriate lighting levels in all pedestrian areas.

> The street network within the MTC should be designed to create deliberate road deflections to create vistas to assist in enhancing the character within the MTC.

> Built form should provide adequate space between buildings to maximise passive surveillance to the public realm and limit overshadowing to key public spaces.



Equitable Place, Melbourne



Rouse Hill Town Centre, Blacktown

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Street furniture and materials that enhance the amenity of the MTC



Street furniture and materials should create visual interest and enhance the amenity of the MTC.

Strategies

> To ensure the public realm is delivered with high quality street furniture and materials that will enhance the MTC.

> To ensure street furniture is aesthetically pleasing and meets the needs of visitors.

Guidelines

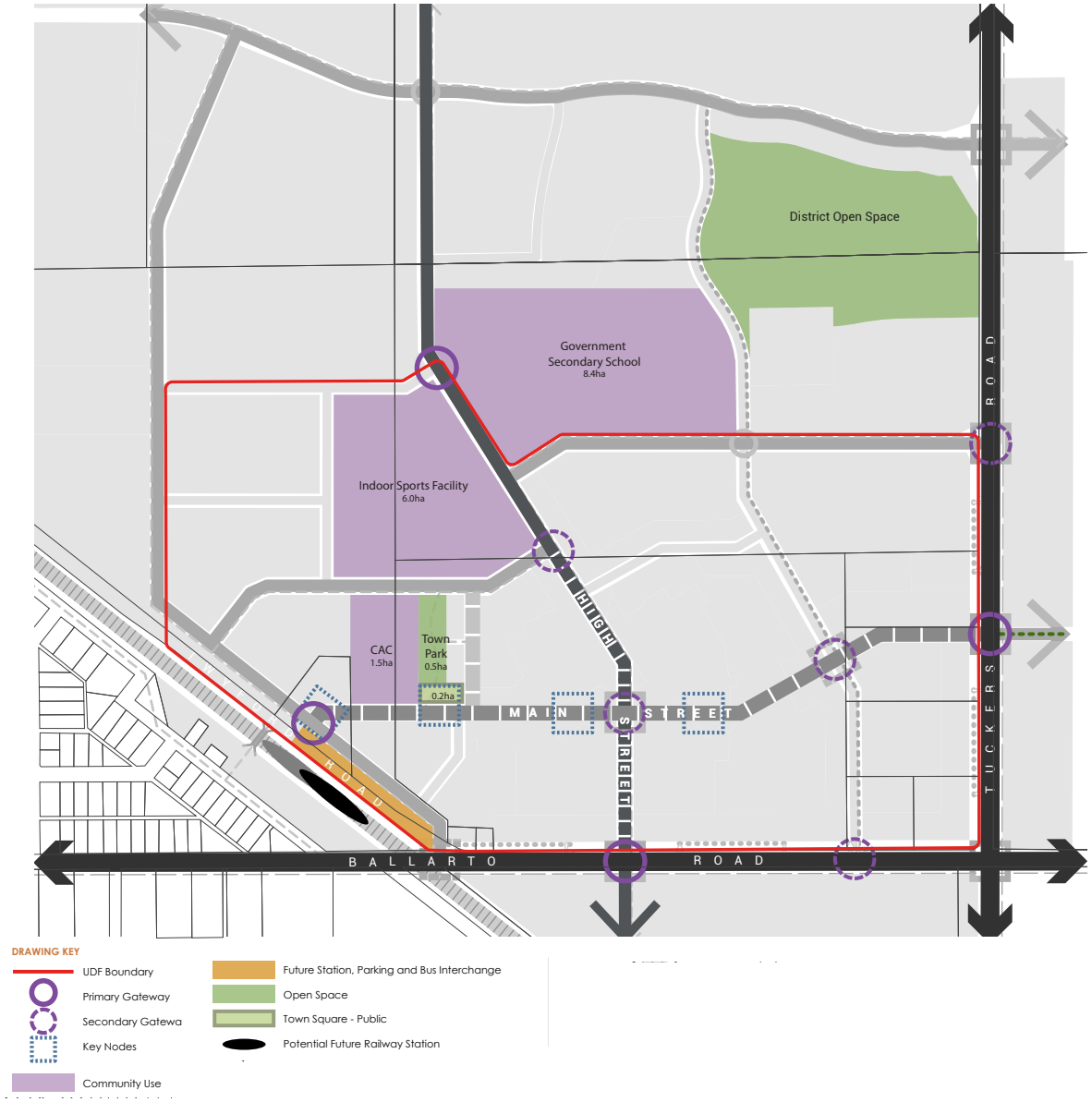
> Street furniture should incorporate design or artistic elements that assist in providing a point of difference and enhance the MTC.

> Street furniture must be located in higher order public realm zones such as Key Nodes, Main Street, High Street, Boulevard Zone and open space areas.

> Bicycle parking must be included in visible and convenient locations as well as end of trip facilities for cyclists, including showers and change facilities.

> Art installation in the public realm should be provided to enhance the character of the MTC.

FIGURE 10 - Signage and Wayfinding

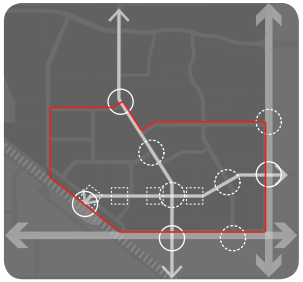


5.5 Signage & Wayfinding

Wayfinding within the MTC and to the wider precinct is an important component of the design to assist in achieving an accessible and convenient centre. Signage will be required to complement the built form, public realm and landscape of the centre while ensuring it does not adversely detract from the amenity of the area.

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Signage and Wayfinding that complements the MTC



Signage and Wayfinding complements the built form, public realm and landscape of the MTC

Strategies

> To ensure that signage is in keeping with the scale and character of the MTC and does not detract from the key built form and public ream elements within the Centre.

> To encourage signage and information where possible to assist with wayfinding throughout the MTC and its surrounds including emphasising links to key destinations within the centre such as the train station.

Guidelines

> Signage should be integrated into the built form and should be under the canopy and awning and must not undermine the integrity of the built-form.

> Signage must not obscure or conflict with site lines or movement throughout the MTC.

> Signage must be in keeping with the scale and character of the MTC and must not detract from the built form architecture.

> Any pole sign should provide identification to the MTC as a whole as well as a number of individual retail tenancies.

> Prior to development with the MTC, an overall signage strategy should be prepared for the MTC with particular consideration to signage on gateways, Main Street, Hight Street and arterial road frontage.

> Primary gateway sign should not exceed 12 metres. Secondary gateway sign should not exceed 7 metres.

> Graphic prints should not be used as an alternative for architectural articulation for the built-form.

> Integrate wayfinding signs for pedestrians and cyclist to surrounding uses like reserve, school , heritage house and train. Provide directional signs when necessary.

> Twyford Road and surrounds station signage should be located to assist with wayfinding and should be limited in height to maintain a human scale relationship.

Wayfinding **Aspirational Examples**



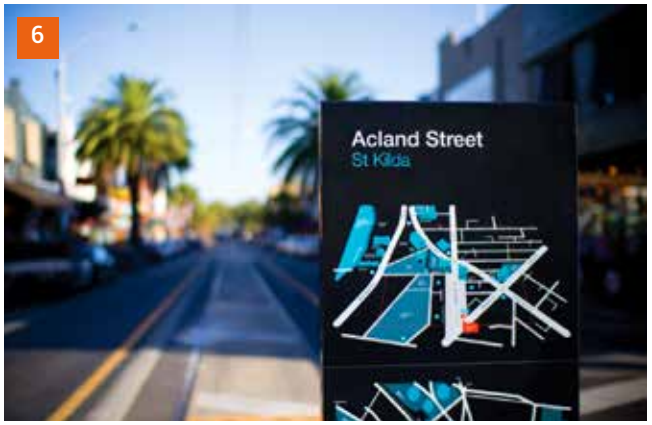














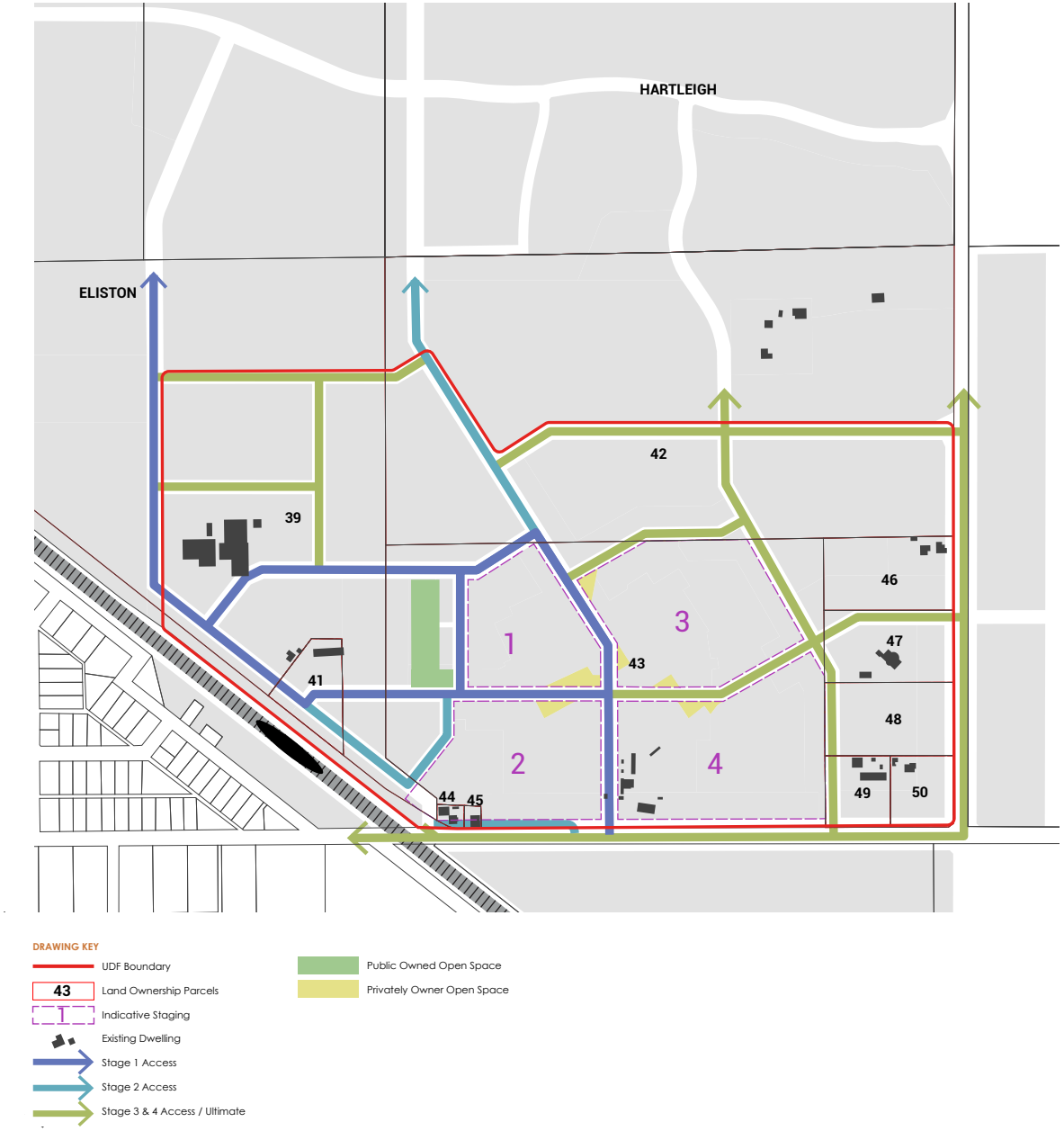
Sources:

1. *studiobinocular.com*
2. *studiobinocular.com*
3. *studiobinocular.com*
4. *studiobinocular.com*
5. *aspect.net.au*
6. *studiobinocular.com*
7. *kingman.com.au*
8. *kingman.com.au*

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FIGURE 11 - Implementation Plan



6 IMPLEMENTATION

Due to the scale of the MTC a progressive staging of the MTC will be necessary. The staging of the Centre will have an initial focus on place making to assist in activating the Centre in the early stages and building on the aspirations of creating places for people. Where opportunities arise, temporary uses on the unoccupied parts of the Centre may be appropriate to assist with activating and place making in the early years of the development.

The Clyde MTC is in fragmented land ownership and therefore a collaborative approach with relevant landowners will be required to ensure the successful implementation of the UDF. The UDF has been designed with implementation as a key consideration and has included:

- a holistic approach to master planning the MTC;
- ensuring the town centre core is within the one ownership;
- limiting roads straddling property boundaries where possible;
- ensuring the town centre core, in its interim stages, can be developed with minimal impact on the surrounding landowners;
- ensuring convenient access to the MTC in its interim and ultimate stages; and
- locating non-residential uses within the one ownership where possible.

Notwithstanding the important role that the UDF will play in terms of facilitating staged delivery of integrated outcomes, it is important to recognise that the MTC relies on various forms of infrastructure that is to be provided by the State Government or others.

Key examples include the Clyde railway station and associated infrastructure, the realignment of Twyford Road, the construction of Ballarto Road and its grade separation with the railway line. Extension of the electrified rail network to Clyde will trigger delivery of the station upgrade including provision of car parking and a bus interchange. Realignment of Twyford Road will be required to create an envelope of sufficient size adjacent to the existing railway station reserve to accommodate the new station, parking and bus interchange.

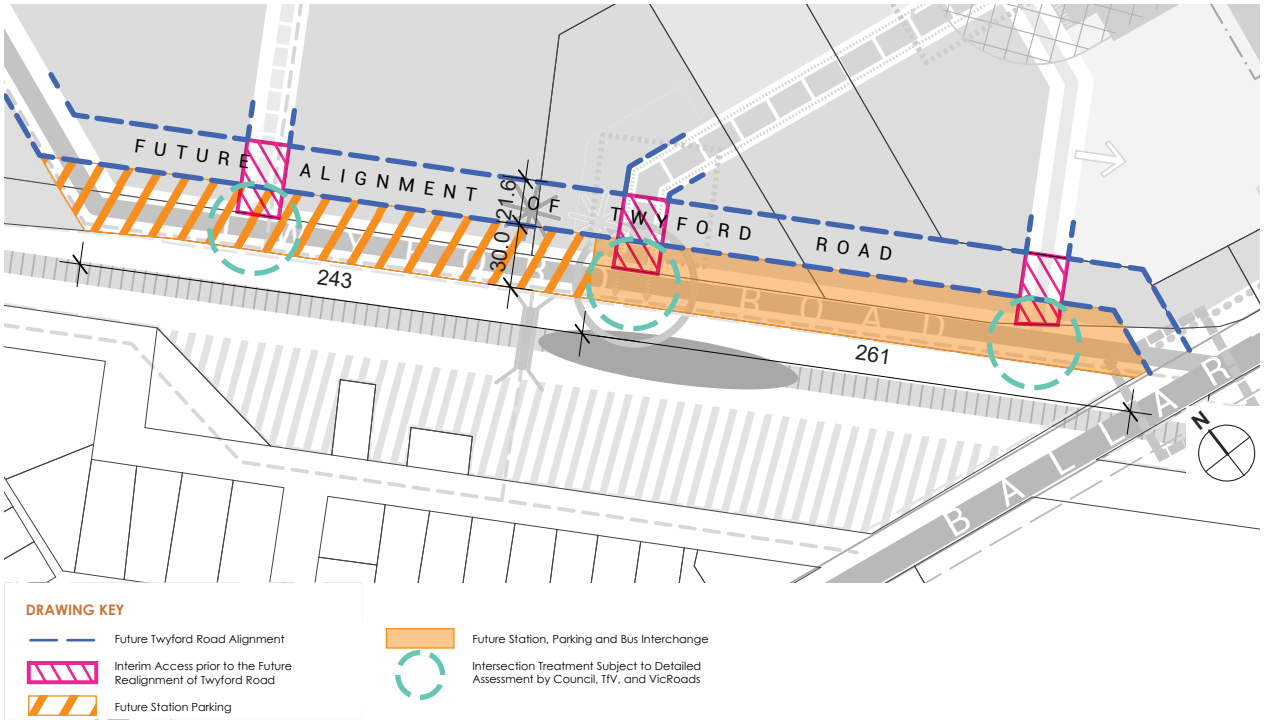
The UDF identifies the extent of the realignment of Twyford Road (see Figure 12) that will require acquisition of some privately owned land by the State Government on the north side of the current alignment of Twyford Road. Once the land is acquired, the State Government will be required to realign and reconstruct Twyford Road in association with construction of the new station.

In the intervening period, before Twyford Road is realigned, if access is proposed from the current alignment of Twyford Road across the land that will be acquired in the future by the State Government any such access must be:

- temporary only;
- subject to any specific conditions that are imposed by the relevant State Government department;
- supported in writing by the relevant State Government department; and
- the planning permit applicant is responsible for constructing the interim access and funding the works.

In terms of staged delivery of the MTC, given that timing for delivery of the important State and other infrastructure is not certain, it will be essential for each planning permit application to be accompanied by a traffic impact assessment report to determine the impacts on the existing transport network and the need for delivery of new road links and/or new or upgraded intersections. The traffic impact assessment report will also need to take into account future public transport and pedestrian/cycle access.

FIGURE 12 - Twyford Road Realignment



Staged delivery of the MTC



To facilitate staged delivery of the MTC to ensure it meets the local needs of surrounding residents in the short term and regional needs in the longer term.

Strategies

> Ensure Stage 1 of the Town Centre core provides a range of retail opportunities that would generally be found in a local Neighbourhood Activity Centre to support the surrounding residential community. Typical uses could include a supermarket and a number of specialty shops.

> Deliver a road network to support Stage 1 of the Town Centre that has strong north-south and east-west connectivity.

> Encourage Stage 2 of the Town Centre core to provide retail opportunities that would generally be found within a large Neighbourhood Activity Centre. Typical uses could include a second supermarket and additional specialty shops.

> Enhance the road network that is delivered as part of Stage 1 to support Stage 2 of the Activity Centre.

> Encourage Stage 3 of the Town Centre core to provide retail opportunities that would generally be found within a sub-regional Activity Centre. Typical uses could include additional specialty shops, restricted retail outlets, food and beverage and entertainment uses.

> Enhance the road network delivered in Stages 1 and 2 through improving connectivity to the arterial road network as part of Stage 3.

> Ensure Stage 4 of the Town Centre core delivers the MTC in its ultimate form.

> Encourage progressive delivery of offices and other commercial uses throughout the staged delivery of the town centre.

> Encourage staged delivery of the ultimate road network as identified in the UDF.

> Oppose establishment of core retail uses in peripheral locations, outside the core of the Town Centre core.

> Encourage uses outside of the Town Centre core to be progressively delivered to ensure the retail core is supported by a range of non-retail uses to assist with activating the Centre and meeting the needs of users of the centre.

> Ensure the initial stages of the development provide strong connectivity to the residential developments to the north and west of the MTC.

> Recognise that the delivery of the road network in the interim is reliant on access to land not within the same ownership as the town centre core and modifications may be required to be made to the network to support the delivery of the initial stages of the MTC.

> Recognise that the MTC is surrounded by a range of State infrastructure projects (train station, arterial roads, grade separations) to be delivered, without any clear timeframes currently available.

> Ensure each stage of the MTC has a focus on delivering a high quality public realm, in particular in the initial stages to assist in activating the Centre and place making with the Centre.

> Encourage temporary uses to assist with the activation of the MTC in its early stages of development only where such uses are consistent with the objectives of the UDF.

> Support temporary access to Twyford Road across land that is to be acquired in the future by the State Government only where any such access is:

- temporary only;
- subject to any specific conditions that are imposed by the relevant State Government department; and

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- supported in writing by the relevant State Government department; and
- constructed by the planning permit applicant.

Guidelines

> Each planning permit application must demonstrate how contours and level changes will be treated to ensure that under croft / underground car parking is delivered at Stages 1 - 4 of the Town Centre core in the locations depicted at Figure 7 Movement Network Plan.

> The staging of the development should be delivered generally in accordance with the staging identified in Figure 11 and the above Strategies, however given the unknown timeframes and demand for the delivery of a Centre of this scale, the staging of the MTC may require further review.

> Each planning permit application submitted for each stage of the MTC must be accompanied by a traffic report to identify the road network upgrades required to support that stage of the Town Centre.

> Non retail uses should be progressively delivered to complement the staging of the Town Centre core.

> Stage 1 of the Town Centre core should have a road network that connects to the residential developments to the north (Hartleigh) and west (Elliston).

> The staging and delivery of the MTC including the Town Centre core must be able to adapt to respond to the delivery of State Infrastructure projects.

> Each stage of the development must include public realm works to assist in activating the MTC and making the Centre an attractive place to visit.

> Where opportunities exist for temporary uses, the uses must assist in activating the MTC and complement the existing stages of development.

To articulate ownership responsibilities of public land



To clearly identify ownership responsibilities of land that has a public purpose.

Strategies

> To ensure there is a clear understanding between Council, state government and the landowner of ultimate land ownership responsibilities.

Guidelines

> The Town Park and Town Square must in its ultimate form be handed over to Council as a Council asset.

> The open spaces along Main Street and generally within the Town Centre core, will form part of the ownership of the town centre core as identified in Figure 11.

An implementable land use budget



A Land Use Budget that is consistent with the Framework Plan included within the UDF.

Strategies

> To ensure there is a land use budget that reflects the UDF layout to assist with the implementation of the UDF.

> To secure through Section 173 Agreements under the Planning and Environment Act commitment from affected landowners to provide future public land as per the land use budget in Table 1 prior to approval of the UDF by the Responsible Authority.

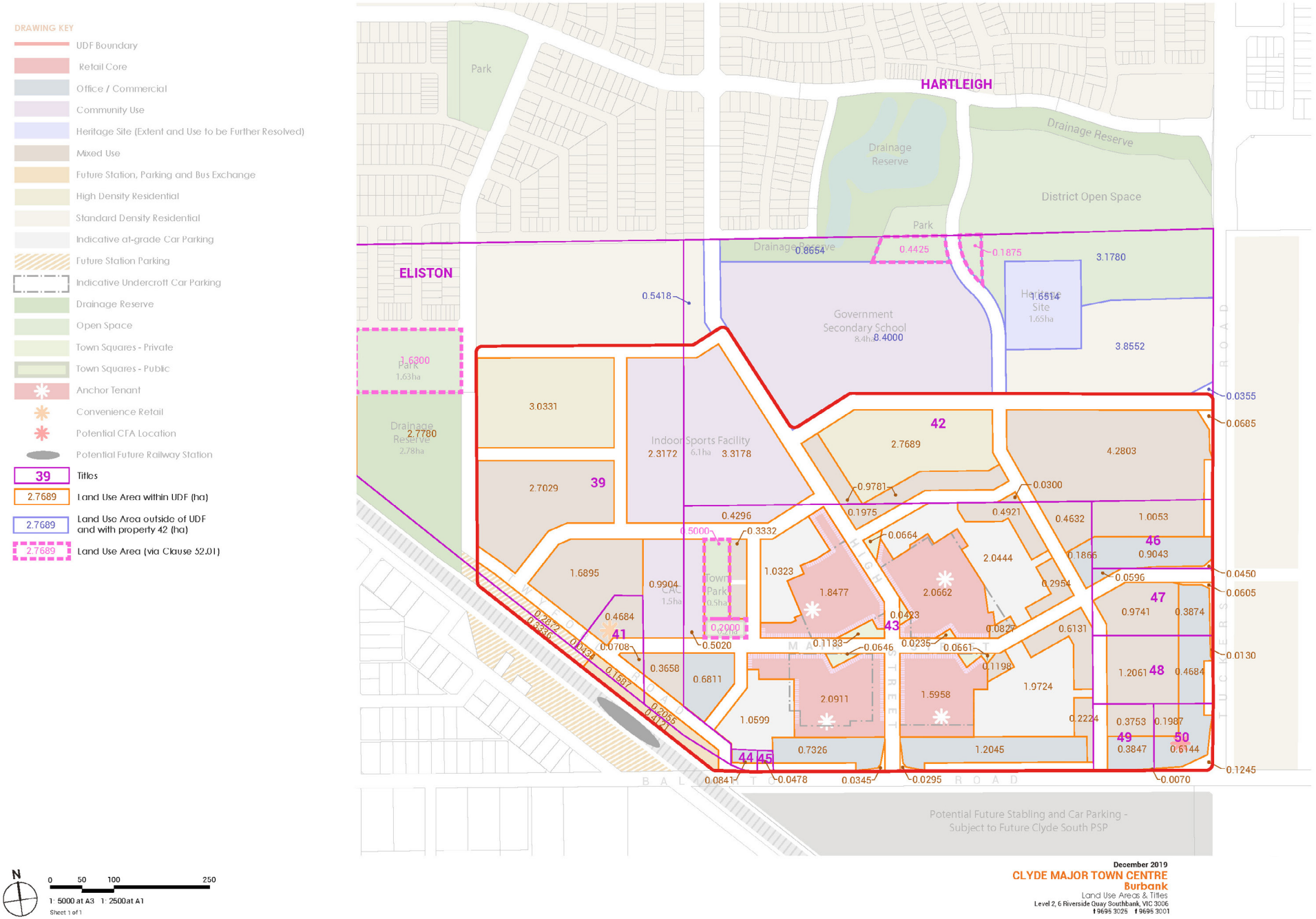
Guidelines

> Development within the UDF area must be generally in accordance with the Land Use Budget set out below (noting that the approved UDF varies the land use allocation across Properties 39, 42 and 43 from the Clyde PSP and DCP land use budget).

Table 1: Clyde Town Centre Land Use Budget

LAND USE AREAS (ha)	Lot 39 (Eliston)	Lot 41	Lot 42	Lot 43 (NPP)	Lot 44	Lot 45	Lot 46	Lot 47	Lot 48	Lot 49	Lot 50	Twyford Road Reserve
Core Activity Centre (convenience retail incl.)				7.6								
Car park at-grade				6.1								
Town Squares - Private				0.4								
Town Squares - Public				0.2								
Town Park				0.5								
CAC	1.0			0.5								
Indoor Sports Facility	2.3		3.3	0.4								
Office / Commercial				2.8	0.1	0.0	0.9	0.4	0.5	0.4	0.6	
Mixed Use	4.8	0.5	5.3	2.8			1.0	1.0	1.2	0.4	0.2	
Future Station, Parking and Bus Interchange	0.2	0.2										0.4
Future Station Parking	0.3	0.0										0.3
Residential High Density	3.0		2.8									
Undercroft parking				5.7								
Road Reserve	3.3	0.4	3.5	4.9	0.0	0.0	0.1	0.6	0.3	0.2	0.1	0.0

Note: Items highlighted in orange are items that are included in the PSP/DCP land use budget.



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7 CONCLUSION

This UDF has been prepared having regard to the site conditions and context, relevant planning directions including the Clyde Creek PSP and industry best practice. In preparing the UDF, a comprehensive site analysis identified a range of opportunities that informed the design, as did the key learnings taken from other town centres. The combination of planning directions, best practice, a comprehensive site analysis, key learning and the expertise of the project team assisted in forming the vision for the Clyde MTC. As a result the UDF delivers the potential for a unique development outcome that includes:

- taking advantage of site opportunities to ensure the site has worked the hardest for the Centre (ie through using the ridgelines to assist with the under crofting of car parking);
- a convenient and functional Centre based on a hybrid model of internal and external spaces with a traditional Main Street.
- under-croft car parking that has assisted in reducing the footprint of the MTC and delivers a more compact centre with a strong sense of place and the ability to create a place based town centre that creates 'places for people'.
- a place based town centre with a movement network that has a strong emphasis on pedestrian connectivity including the main street, train station, town square, town park, key destinations and to surrounding residential development.
- identifying a number of objectives, strategies and guidelines to deliver a high level of public realm amenity including open space, landscaping and non standard cross sections to enhance the character and place making with the Centre;
- the incorporation of green spaces and a town square with a number of objectives and strategies identified to ensure the town square and town park are delivered as key destinations with a high level of amenity;
- a mix of non-retail uses to support the retail core;
- the Centre as a destination with a point of difference from other centres in the south-eastern corridor.
- ensuring the MTC is economically viable through careful consideration of the location of the retail core, the staging, the exposure of the Centre from the arterial road network and non-retail uses to support the MTC including in the initial stages of the development with the ability of the design being able to evolve over time; and
- ensuring the design can be successfully implemented in the short term while preserving the ability for the ultimate conditions through careful consideration of future State infrastructure, defined interim and ultimate access, staging and land ownership.

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ANNEXURE 1

HIGH DENSITY HOUSING TYPOLOGIES

High density ***Housing Typologies***















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