



Whiteside Road
Neighbourhood Activity Centre

URBAN DESIGN FRAMEWORK

SEPTEMBER 2020

APPROVED DEVELOPMENT PLAN
PLANNING AND ENVIRONMENT ACT 1987
CARDINIA PLANNING SCHEME

Sheet: 2 of 50

Approved by: General Manager, Liveable
Communities

CARDINIA SHIRE COUNCIL

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Section 1

INTRODUCTION

This section provides an overview of the purpose, vision and requirements of the UDF and places it within the strategic policy context of the Officer PSP as it relates to the Neighbourhood Activity Centre.

1.1 PURPOSE

The purpose of this Urban Design Framework [UDF] is to provide clear guidance regarding the development and structuring of the land allocated for the Whiteside Road Neighbourhood Activity Centre that is identified in the Officer Precinct Structure Plan 2019 [the PSP]. The objectives, controls and illustrations contained in this document provide direction to landowners, designers, Cardinia Shire Council officers and the community with regards to the expected built environment outcomes that are to be achieved by development of land located in the activity centre.

This framework provides an indicative urban structure that demonstrates an urban pattern that can achieve integrated urban design outcomes throughout the Neighbourhood Activity Centre to ensure that a cohesive and complementary urban form is delivered across the various land parcels that comprise the activity centre.

1.2 VISION

The strategic vision for all activity centres located in the Officer Precinct Structure Plan area is outlined in the PSP as the development of a clear hierarchy of a sustainable network of activity centres that will provide a mix of uses including housing, community facilities and a variety of employment opportunities.

The Whiteside Road Neighbourhood Activity Centre will be a vibrant retail and mixed use destination focused around a central Main Street. The activity centre is to facilitate a healthy, inclusive, sustainable and safe environment where all community members can access services and interact.

The Whiteside Road Neighbourhood Activity Centre is located at the corner of Whiteside Road and Princes Highway, on the PPTN bus route to encourage use of public transport. It includes a mix of uses such as retail, service business/office and peripheral commercial.

1.3 HOW TO USE THIS DOCUMENT

All planning permit applications for land within the Whiteside Road Neighbourhood Activity Centre must be generally in accordance with the Whiteside Road Neighbourhood Activity Centre Urban Design Framework 2020 [the UDF] and the Officer Precinct Structure Plan 2019 [the PSP].

Any applications for a new use or development in the activity centre must meet the requirements of this UDF, the PSP and the Cardinia Planning Scheme. Planning permit applications are to meet the requirements of all of relevant sections of the UDF. Each section includes the following as relevant:

- Preferred character statements describing the desired outcome to be achieved by development.
- Design requirements that provide the mandatory guidelines that must be met and the discretionary guidelines that should be met by development proposals.
- Illustration and plans that provide indicative guidance on the built form outcomes that are to be achieved.

1.4 OBJECTIVES

The Employment and Activity Centres Objectives, as stated in the PSP which relate to all Activity Centres in the PSP area state the following.

The objectives for activity centres are to:

- Maximise the range, quantity and quality of goods and services available in Officer and the broader community through provision of an activity centre hierarchy.
- Establish a network of activity centres, comprising the following hierarchy:
 - ◇ a Major Activity Centre (MAC), with a regional retail function and a diversity of discretionary and higher-order goods and services;
 - ◇ a Neighbourhood Activity Centre (NAC), providing for weekly goods and services; and,
 - ◇ 6 Neighbourhood Convenience Centres (NCC), providing for basic day-to-day goods and services.
- Ensure the new Major Activity Centre provides a viable and attractive alternative to Narre Warren-Fountain Gate Principal Activity Centre (PAC).
- Ensure the growth of the Neighbourhood Activity Centre does not compromise the growth of the Major Activity Centre.
- Ensure that the Neighbourhood Convenience Centres deliver high amenity, well-serviced and accessible activity centres through quality design and thorough planning, to provide a focus for the new community, within a walkable catchment of most homes.
- Provide for a mix of uses in activity centres across the Precinct, including retail, commercial, office, housing, recreation, entertainment, and community activities that provide for the needs of residents, workers, businesses and visitors.
- Develop attractive 'main street' based activity centres with an active public realm, strong urban character and sense of place.
- Ensure that building proportion, scale and character are appropriate to their urban context.
- Facilitate high-density residential development in activity centres.
- Integrate pedestrian, cycling and open space networks of activity centres with adjacent uses to create a permeable urban environment with direct and effective links.
- Provide strong visual connections between activity centres and their surrounds, to protect and create key sightlines and views.
- Enable change over time through design that creates and protects future opportunities for more intensive development.

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Section 2 **URBAN CONTEXT**

This section provides an analysis of the urban context within and surrounding the Neighbourhood Activity Centre to which the UDF responds.

2.1 PSP REQUIREMENTS FOR THE NEIGHBOURHOOD ACTIVITY CENTRE

The PSP outlines the role and function for the Neighbourhood Activity Centre and provides an indicative urban design framework plan to specify the desired future urban structure of the Neighbourhood Activity Centre.

The role and function of the Whiteside Road Neighbourhood Activity Centre is to provide a range of retail uses, commercial uses, community facilities and higher density residential choice. The retail function of the centre is to include a full line supermarket, specialty retail and commercial services. The community services role of the centre is to provide a high quality public open space. The residential function of the centre is to provide higher density housing choice in the form of mixed use, home/office, shop top and townhouse development.

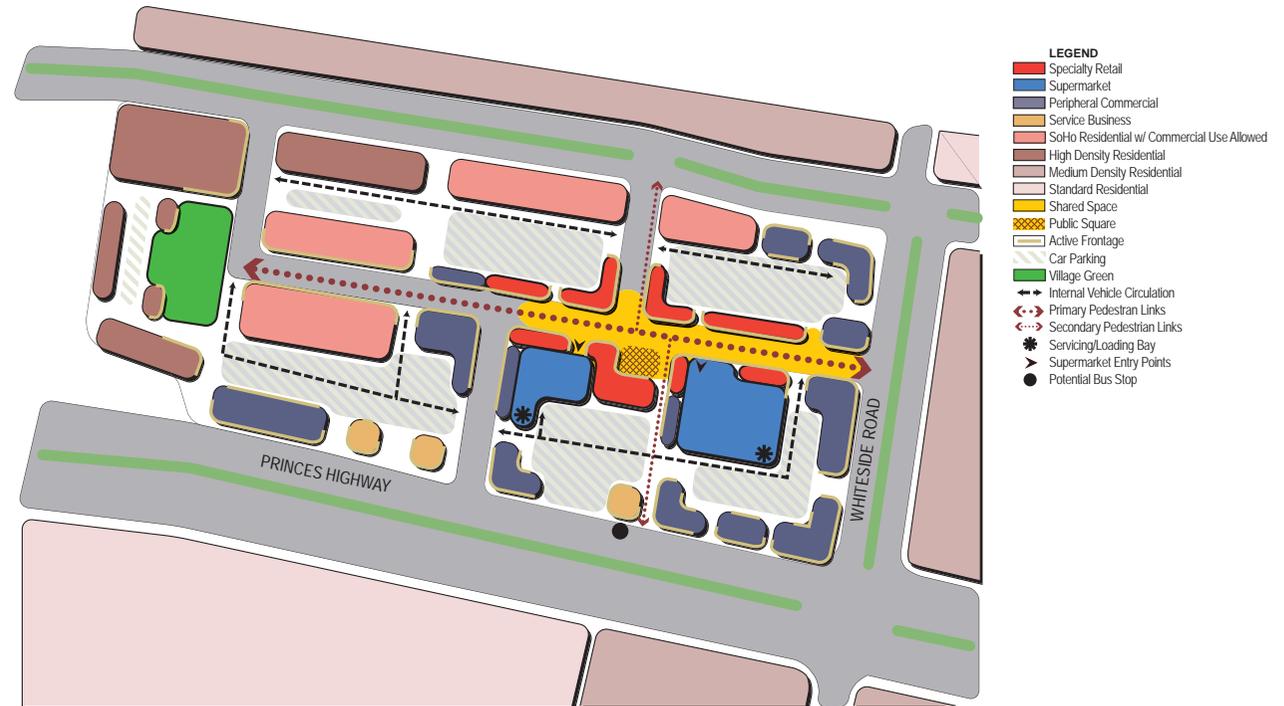


Figure 01 - Indicative Urban Design Framework Plan from Officer PSP

2.2 LOCATION AND TOPOGRAPHY

The Whiteside Road Neighbourhood Activity Centre is located approximately 60 kilometres east of the Melbourne CBD. The activity centre sits in the north - west quadrant of the Officer PSP area. The site is bound to the west by May Road, to the south by the Princes Highway, to the east by Whiteside Road, and to the north by Pink Hill Boulevard.

The topography of the site is relatively steep with a fall of approximately 10m from the northern boundary to the southern boundary and approximately 20m from the western boundary to the eastern boundary. The site slopes upwards in a generally north west direction and is significantly higher at the north - west corner of the site than the south-east corner, with a difference in natural ground level of approximately 25 metres. The contours of this slope generally run along a north - east to south - west diagonal across the site.

The topography results in a significant level change between the southern interface of the site and the northern interface of the site creating a distinct physical segregation between the major boundaries of the site. Within the slope a reasonably level shelf of land runs across the middle of the site east to west which provides a further major level in addition to the north and south boundaries and provides somewhat of a half way point between the other two levels.

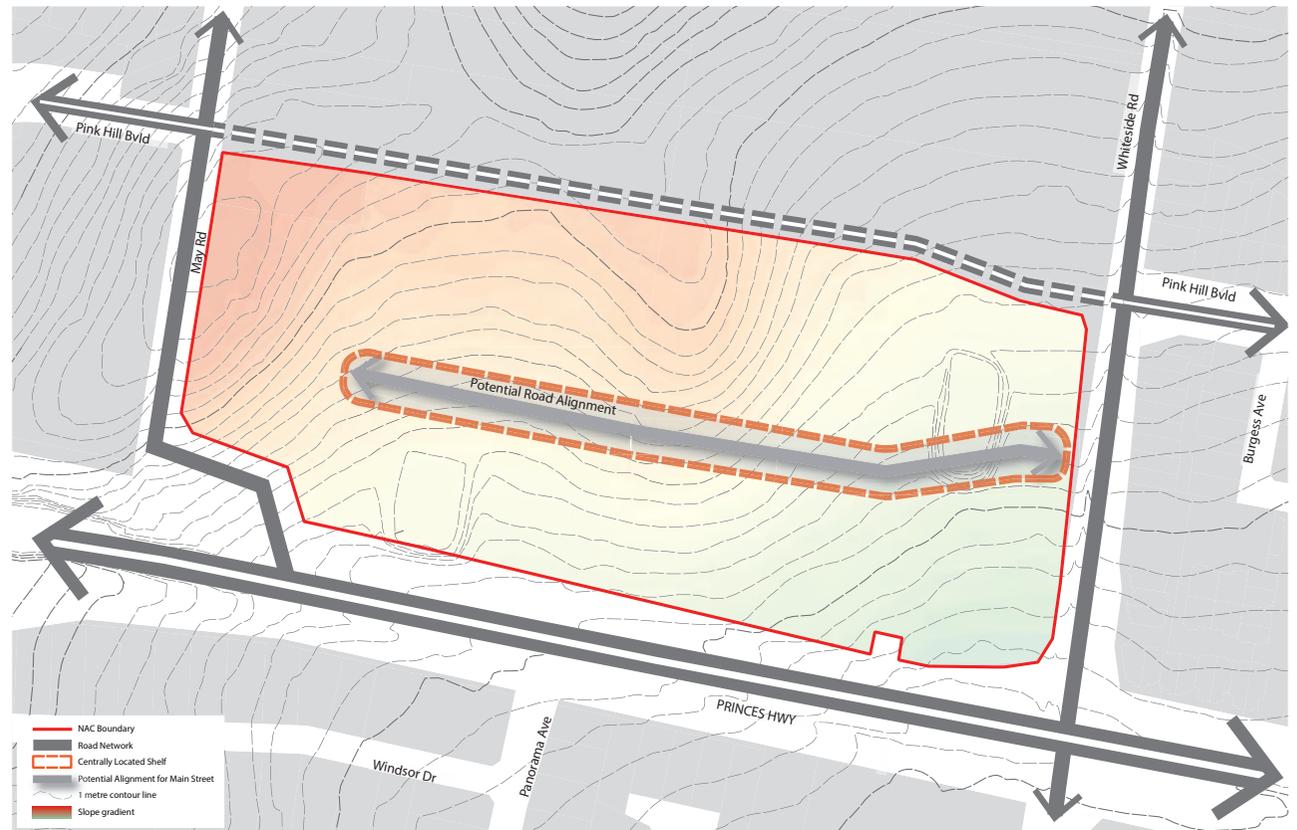


Figure 02 - Location and Topography Plan

2.3 MOVEMENT NETWORK

The site of the activity centre is located directly to the north west of the intersection of the Princes Highway and Whiteside Road. The activity centre is bounded by an Arterial Road, two Connector Street Boulevards and an Access Street.

Access to the site will need to respond to the road hierarchy. From the south, the Princess Highway, the arterial road, would need to provide access via a service road. From the east, Whiteside Road, a connector boulevard, could provide direct access which would be limited to a single access due to topography and should be at a central point of this boundary to align with the central shelf of the site. From the north, the future Pink Hill Boulevard will provide opportunities to access the site. From the west, the site can be accessed from May Road, an access street, in future access will only be possible from the north as access from the Princes Highway to this street is to be terminated.

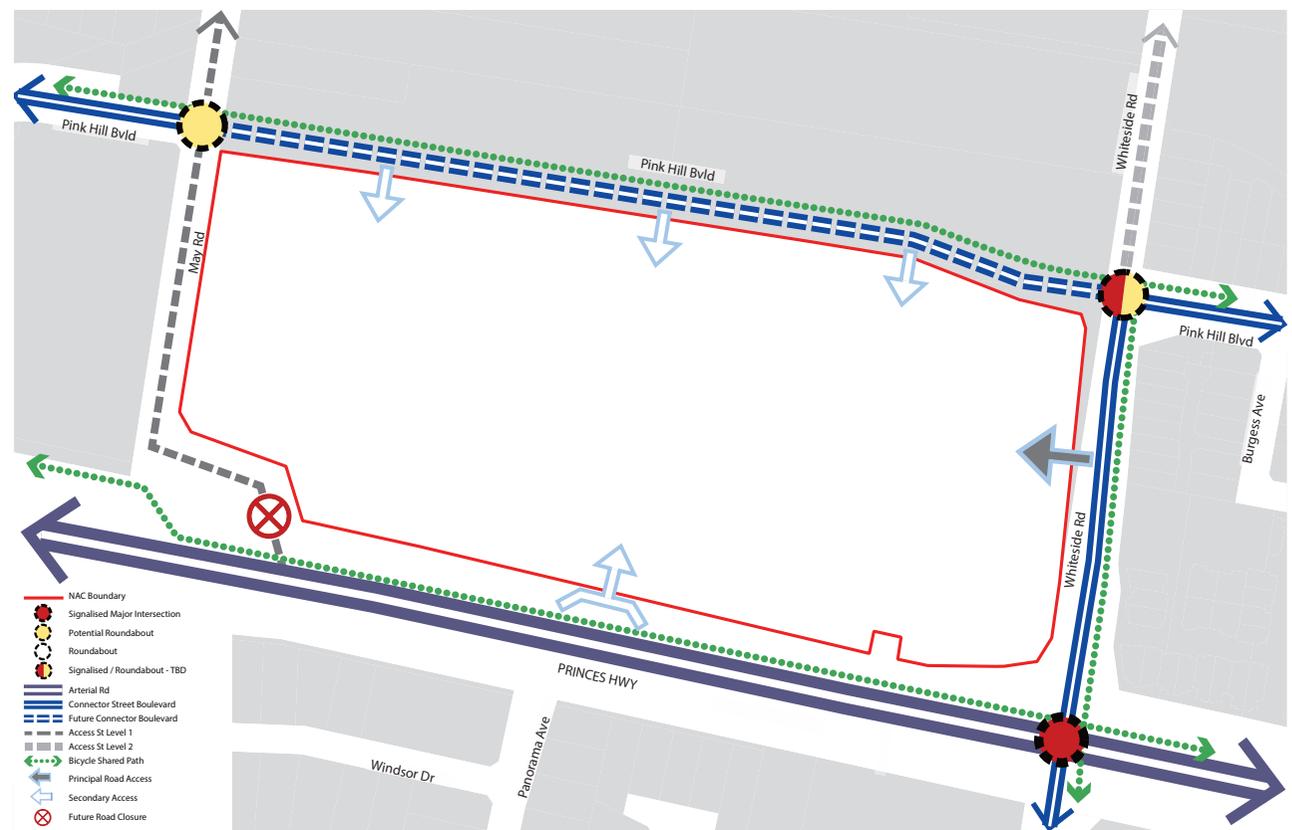


Figure 03 - Current Movement Network Plan

2.4 INTERFACES

The land use structure of the Officer PSP will result in an urban pattern that presents the Whiteside Road Neighbourhood Activity Centre with a divergent set of external interfaces. The existing and proposed surrounding uses to the activity centre are predominantly residential but also include an Arterial Road transport corridor.

The transition between uses must be carefully considered to insure that the development of the activity centre and adjoining developments respond to and respect each other to create a cohesive multi use activity centre that is integrated with the surrounding neighbourhoods and transport corridor.

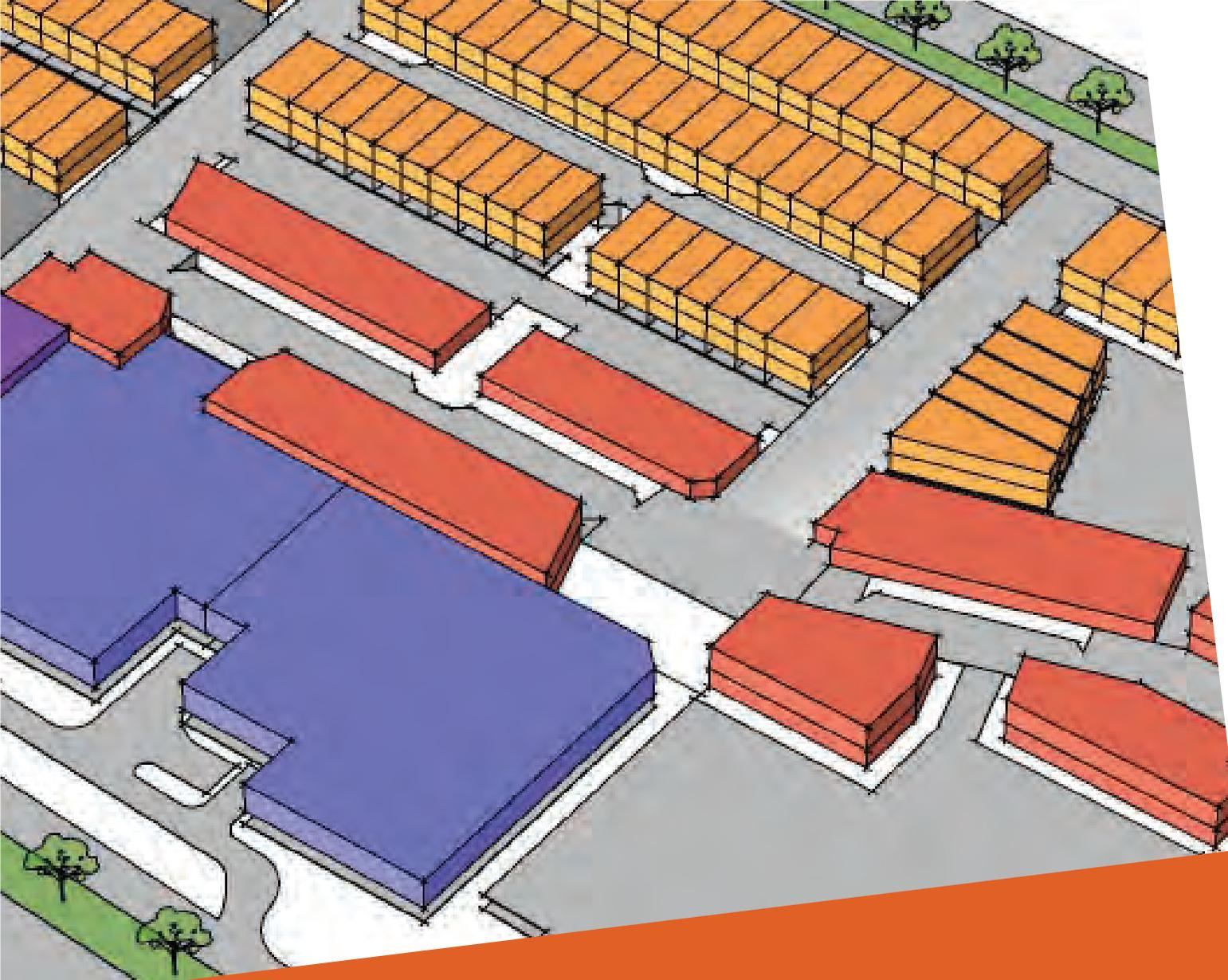


Figure 04 - Interfaces Plan

2.5 LAND OWNERSHIP

The Whiteside Road Neighbourhood Activity Centre site area comprises 7 individual land holdings. The design of the NAC will need to be carefully considered to ensure that a highly legible and integrated activity centre is created across the land parcels but is structured in such a way to allow individual properties to be developed separately and at different stages.





Section 3 **FUTURE URBAN STRUCTURE**

This section provides the design response to the context and UDF requirements for the structuring of the Neighbourhood Activity Centre.

3.1

DESIGN RESPONSE TO SITE CONTEXT AND PSP REQUIREMENTS

The challenge of this site is providing a town centre anchored to a traditional main street configuration with a high level of pedestrian amenity on a significantly sloping site and also takes advantage of the access opportunities provided by the major road corridor adjoining its southern boundary.

The approach taken to offset the topography issues was to view the activity centre as a set of terraces running along east – west alignments and connected by a series of north – south streets. A lower terrace aligned with the southern boundary. A middle terrace that aligned as much as possible with a contour roughly half way between the southern and northern boundaries. An upper terrace aligned to the northern boundary.

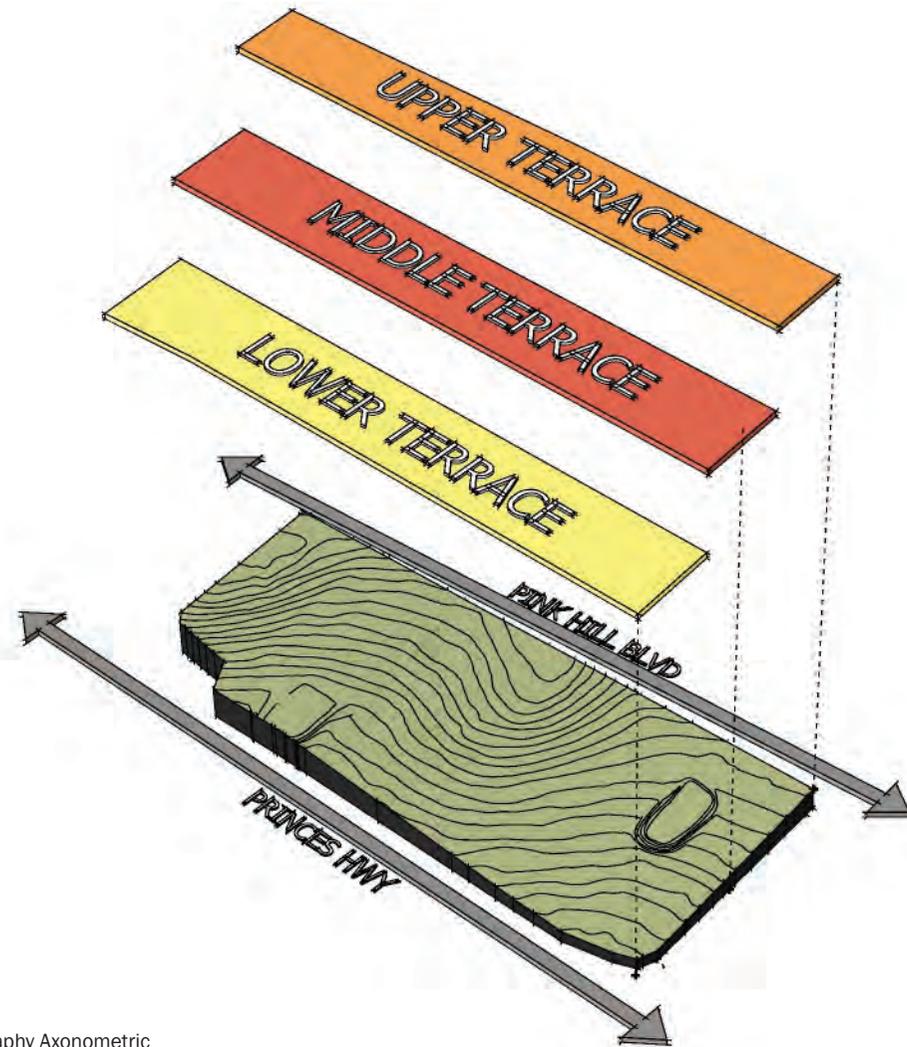


Figure 06 - Site Topography Axonometric

3.1

DESIGN RESPONSE TO SITE CONTEXT AND PSP REQUIREMENTS

The lower terrace is at approximately the same level as the highway corridor and is orientated towards it to take advantage of excellent site access and the high visibility opportunities.

The middle terrace is to accommodate the main street and retail core of the town centre. By following a contour of the slope it can be relatively flat for the eastern section of the street at least. Providing a relatively level main street is vital to ensuring ease of pedestrian movement. Development adjoining the main street on both sides is to maintain the ground level of the street's footpath.

The upper terrace is aligned with a residential boulevard. It also provides an internal street and lane that runs parallel to the boulevard. This configuration ensures built form is orientated toward the boulevard.

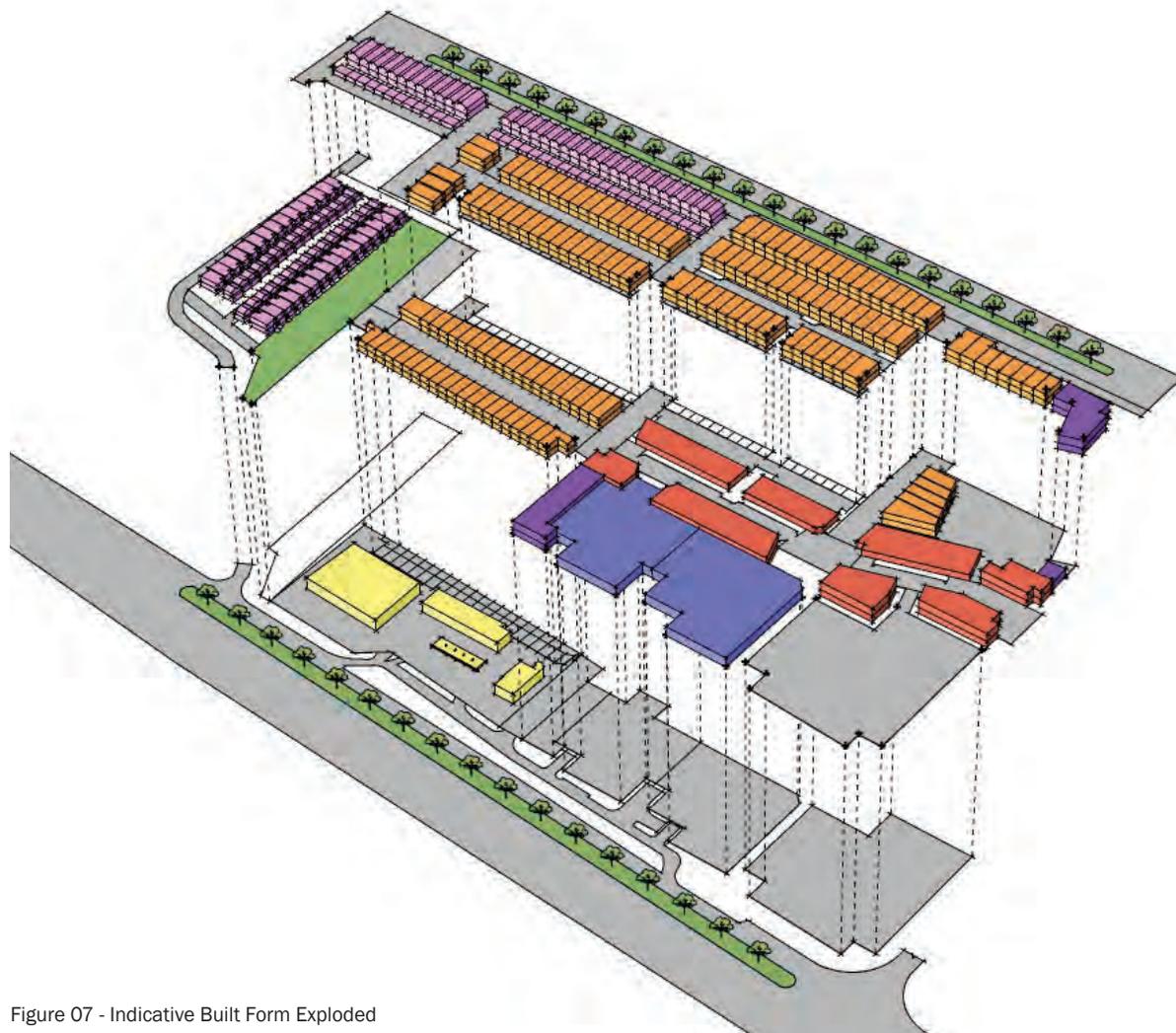


Figure 07 - Indicative Built Form Exploded

3.2 FUTURE URBAN STRUCTURE PLAN

The Main Street of the activity centre is to be centrally located and constructed along an east – west axis connecting to Whiteside Road at its eastern end and terminating at the Village Green, an area of public open space, at its western end. The eastern half of the Main Street is to be a high pedestrian use space co-located with a Town Square, and will be flanked by core retail development. The western end of the Main Street will provide mixed used development on both sides of the Main Street and extend north towards Pink Hill Boulevard. The western end of the activity centre will provide higher density residential. The southern portion of the activity centre will provide service business and periphery commercial development and access to car parking areas for the core retail area. The north eastern corner of the activity centre will provide further opportunities for mixed use and periphery commercial development.

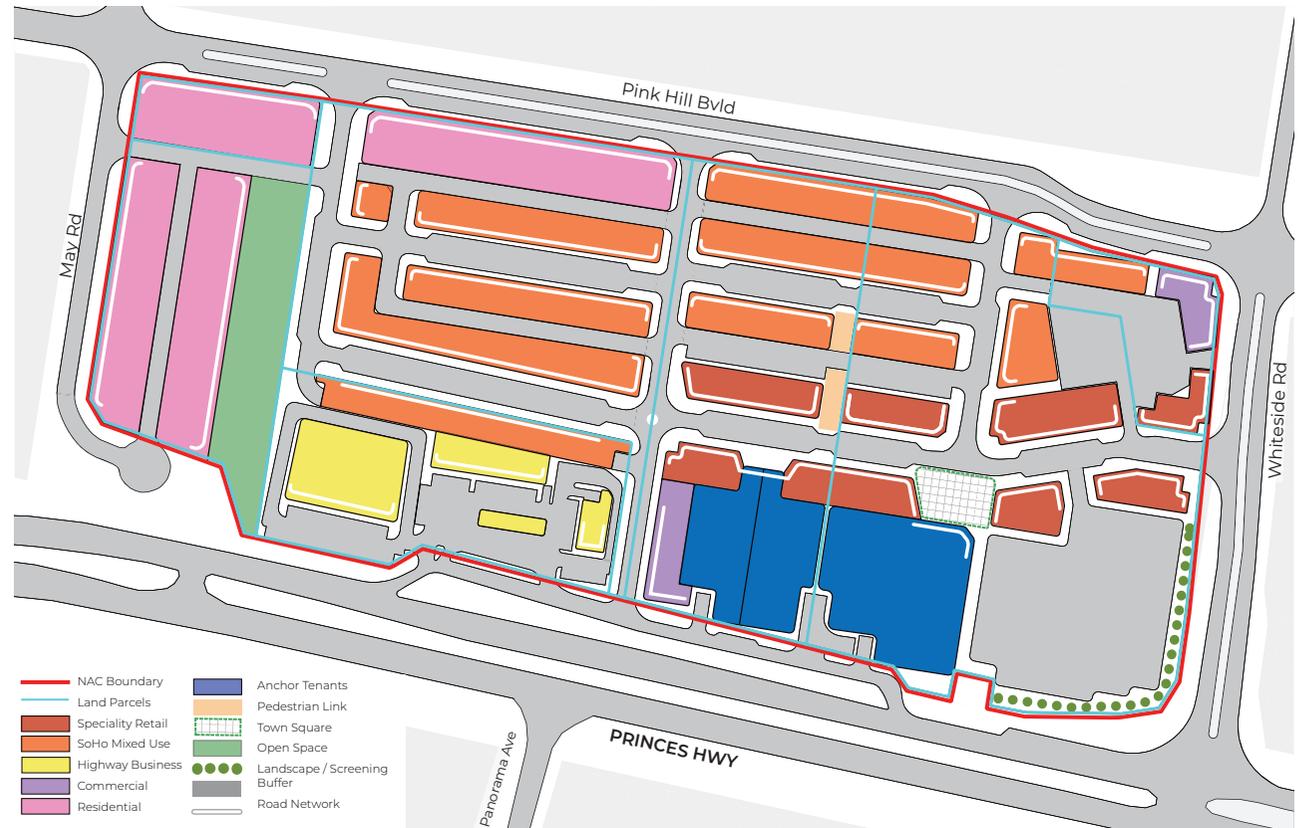


Figure 08 - Indicative Future Urban Structure Plan



Section 4 **DEVELOPMENT PRECINCT DESIGN REQUIREMENTS**

This section provides guidance on the preferred character and design requirements for built form in the Whiteside Neighbourhood Activity Centre.

4.0 DEVELOPMENT PRECINCTS

The design response of the future urban structure plan has provided a framework for the ordering and location of the various uses and elements of the activity centre. These areas create a set of precincts for the activity centre. Each of these precincts provide a specific role and function which result in specific built environment responses appropriate for their role. The following design controls have been prepared to guide the development of these precincts.

The Preferred Character statement's purpose are to provide a design criteria to guide the design and assessment of development in each of the precincts.

The Requirements provide a series of standards and critical guidance to inform key aspects of future development in the precincts. The requirements establish a conceptual framework for the integration of new development with all other built environment elements to create a well integrated and consistent built form for the activity centre to achieve a strong urban character and sense of place.

These combined design requirements provide the guiding principles for Council to assess proposed new built form in the Whiteside Road Neighbourhood Activity Centre in a consistent manner over the next phase of the centre's development.

Precinct Number	Precinct Name	Role and function
1	Core Retail	Core Retail are areas that combine anchor retail with specialty retail. Anchor Retail refers to specific uses provided by supermarkets, and larger format retailers, which function in the role of anchor tenants. Specialty Retail uses provide a range of commercial goods and services from within a shopfront environment.
2	SoHo	SoHo areas in the activity centre are to provide a variety of retail, commercial and residential opportunities and create a transition zone between core business area and high density residential areas of the activity centre.
3	Highway Business	Highway Business refers to a range of larger format commercial uses such as showrooms, business services and bulky goods.
4	Periphery Commercial	Peripheral Commercial refers to a range of larger format commercial uses such as offices, non retail services, medical centres and gyms.
5	High Density Residential	High Density Residential development is to be located in two areas of the activity centre. Along the northern boundary below Pink Hill Boulevard and along the western boundary beside May Road.

Table 1 - Precincts Role

4.0 DEVELOPMENT PRECINCTS

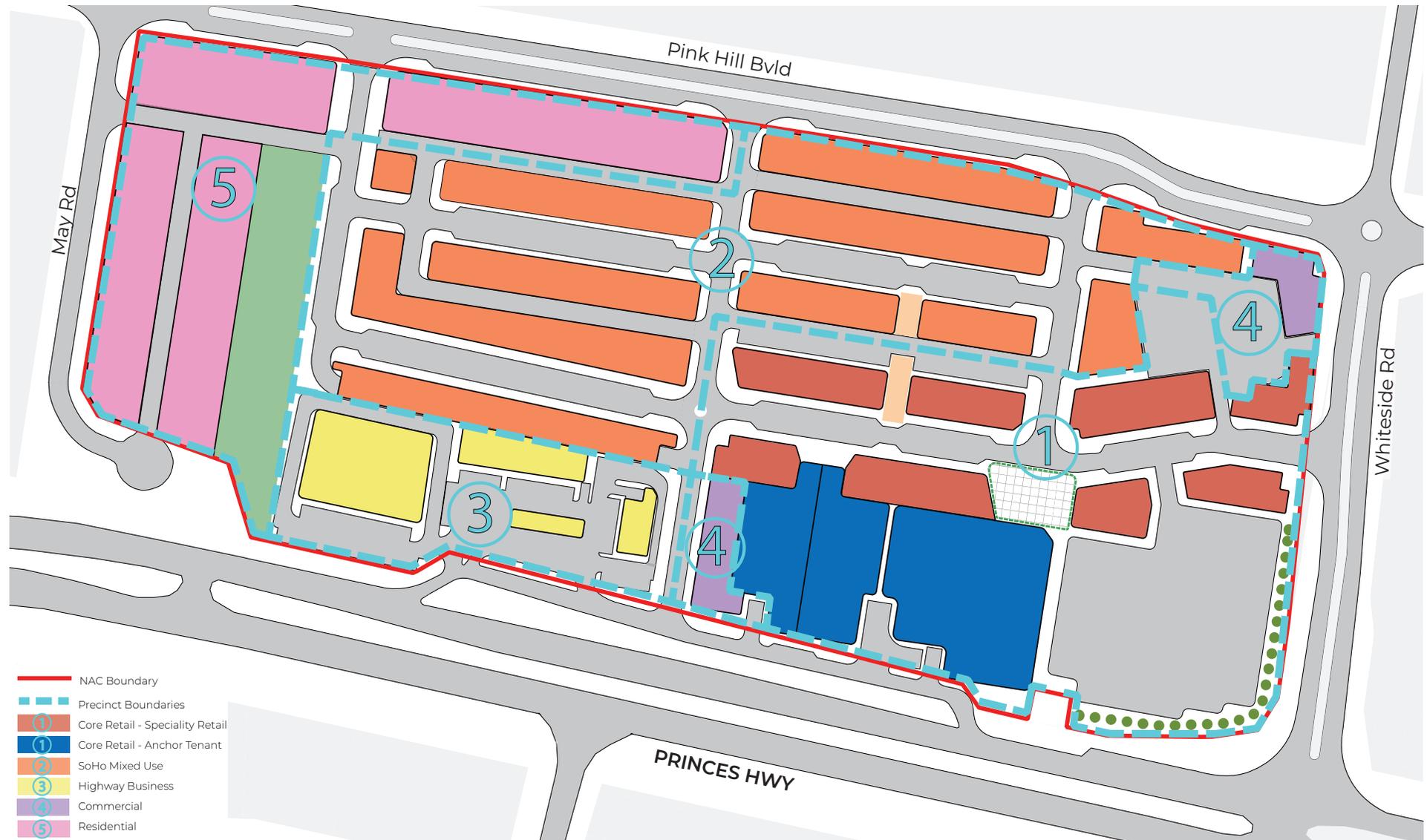


Figure 09 - Precincts Plan

4.1

PRECINCT 1: CORE RETAIL BUILT ENVIRONMENT DESIGN CONTROLS

FUTURE CHARACTER

The Core Retail precinct is to create a vibrant retail built environment structured around a Main Street to provide a streetscape that is highly defined by activated frontages interfacing with the public realm to facilitate a vibrant town centre.

At ground level, built form interfacing with a street is to present a zero setback and provide fine grain, shopfront facades suitable for specialty retail uses. Larger format retail built form located at ground level, with the exception of their entrances, are to be set back from street boundaries and be sleeved by specialty retail uses that present activated frontages to that street. The ground floor entrance foyers to upper floors must be accessed from streets. Servicing areas must be screened from the public realm and car parking areas should be screened from the public realm to maximise pedestrian amenity.



Figure 10 - Indicative Plan for Precinct 1

4.1

PRECINCT 1: CORE RETAIL BUILT ENVIRONMENT DESIGN CONTROLS

4.1.1 BUILT FORM REQUIREMENTS

The built form of Core Retail development in the Neighbourhood Activity Centre:

- a. Must present a zero setback from the road reserve of any adjoining street other than a laneway.
- b. In the case of built form accommodating specialty retail uses at ground level located south of Main Street, built form must be constructed to a minimum of two storeys.
- c. In the case of larger format anchor retail uses, must be sleeved behind fine grain specialty retail built form that address a street or other public realm area.
- d. Should create and support a traditional town centre urban pattern focused on Main Street.
- e. In the case of built form accommodating specialty retail uses at ground level located north of Main Street, built form should be constructed to a minimum of two storeys.



Figure 11 - Perspective of Preferred Streetscape in Precinct 1



Figure 12 - Cross Section of Preferred Built Form Siting in Precinct 1

4.1

PRECINCT 1: CORE RETAIL BUILT ENVIRONMENT DESIGN CONTROLS

4.1.2 BUILDING FRONTAGES REQUIREMENTS

The building frontages of Core Retail development in the Neighbourhood Activity Centre:

- a. Must locate principal entrances of shops within the ground floor facade[s] that are orientated towards a street or other public realm space adjoining the development site.
- b. Must provide highly activated frontages with windows and entrances as the predominant elements of the ground floor facade.
- c. Must provide clear glazed entrance and window elements that form at least 50% of the ground floor facades.
- d. Must locate and design entrance foyers to upper storeys to be accessible from the street.
- e. In the case of larger format retail use, must provide main pedestrian access from the Main Street.
- f. Must provide a continuous weather protection canopy above the full length of all ground floor facades with an interface to a street which:
 - extends out over the footpath a minimum width of 3 metres.
 - has a minimum head clearance of 3 metres above pavement level.
- g. Any internalised mall space that provides access to a larger format retail use must not create any shop with frontage to Main Street which is accessed from the internal mall.
- h. Must contribute to a consistent town centre streetscape and provide visual interest.
- i. Should limit any expanse of blank wall in the ground floor facade to a maximum width of 3 metres.

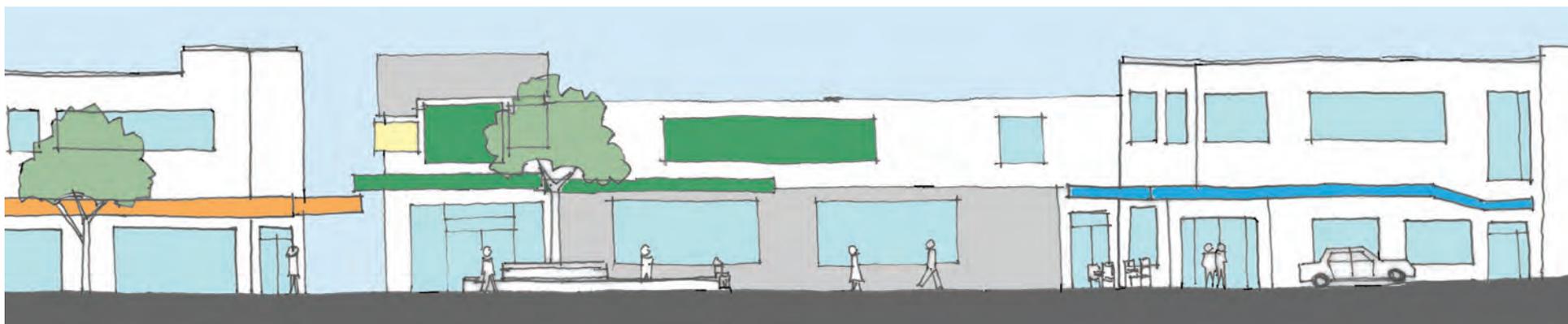


Figure 13 - Elevation of Preferred Building Frontage Outcomes in Precinct 1

4.1

PRECINCT 1: CORE RETAIL BUILT ENVIRONMENT DESIGN CONTROLS

4.1.3 SERVICING REQUIREMENTS

The servicing areas of the Core Retail development in the Neighbourhood Activity Centre:

- a. Must limit the amenity and aesthetic impacts of service areas on the streetscapes of the activity centre.
- b. Must be located to the rear of building envelopes and be screened from view from the public realm.

4.1.4 CAR PARKING REQUIREMENTS

Off-street car parking and servicing areas of the Core Retail development in the Neighbourhood Activity Centre:

- a. Should limit the amenity and aesthetic impacts of car parking areas on the streetscapes of the activity centre.
- b. Should be located to the rear of building envelopes and be screened from view from the public realm.
- c. Should be responsive to the topography of their site and consider undercroft, multi-decked or basement car parking formats.
- d. Should be designed to provide access points that minimise disruption to the continuity of the public realm.
- e. Should provide designated pedestrian connections to streets and development.

4.2 PRECINCT 2: SOHO BUILT ENVIRONMENT DESIGN CONTROLS

FUTURE CHARACTER

The SoHo precinct of the activity centre is to provide a variety of residential and commercial opportunities and create a transition zone between the Core Retail and Higher Density Residential precincts of the activity centre. The development of all sites in the SoHo precinct should provide opportunities for multiple uses and be at least two storeys in height.

Where development is proposed to be residential only it must demonstrate that it could be adapted to accommodate a commercial use in the future. Residential only development through it's design should provide both a sense of privacy and allow satisfactory sightlines to the public realm by elevating ground levels of dwelling slightly above street level.

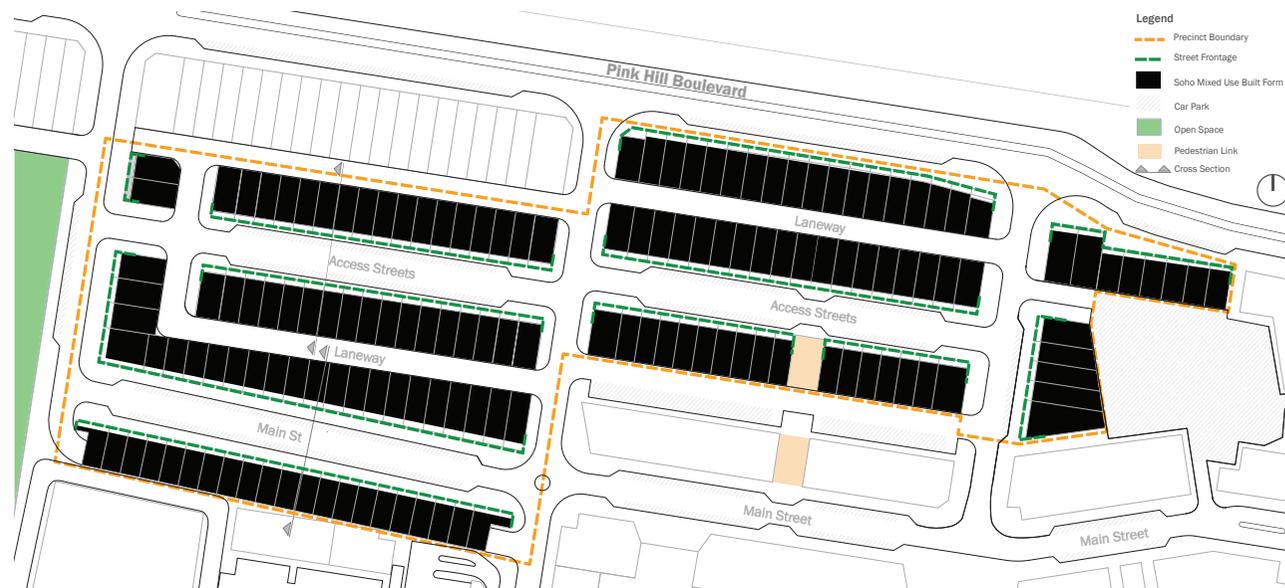


Figure 14 - Indicative Plan for Precinct 2

4.2

PRECINCT 2: SOHO BUILT ENVIRONMENT DESIGN CONTROLS

4.2.1 BUILT FORM REQUIREMENTS

The built form of SoHo development in the Neighbourhood Activity Centre:

- a. Must contribute to the development of a traditional town centre urban pattern orientated towards the Main Street or an access street.
- b. In the case of development that is residential only which fronts Main Street, built form must provide the opportunity for ground floors to be converted to a commercial use.
- c. In the case of development that is residential only, must at ground level present a 2 metre setback from the road reserve of any adjoining street other than a lane with verandahs and balconies permissible in the front setback .
- d. In the case of development that is residential only, the ground floor should provide a minimum floor slab to ceiling height of 3.5 metres and be constructed with a raised floor at a height of 1 metre above slab and / or the natural ground level of the adjoining road reserve.



Figure 15 - Perspective of Preferred Streetscape in Precinct 2



Figure 16 - Cross Section of Preferred Built Form Siting on an Access Street in Precinct 2

4.2 PRECINCT 2: SOHO BUILT ENVIRONMENT DESIGN CONTROLS

4.2.2 BUILDING FRONTAGE REQUIREMENTS

The ground level building frontages of SoHo development in the Neighbourhood Activity Centre:

- Must contribute to a consistent town centre streetscape.
- Must locate main ground floor entrances of built form in the primary street façade or façade adjoining a public realm space.
- Must locate entrances to the upper storeys in the primary street façade or public realm space of the building.
- Should provide highly activated frontages with windows, entrances and verandahs as the predominant elements of the ground floor facade.
- Should maximise opportunities to enhance passive surveillance of the public realm.
- Should provide entrance and window elements that form at least 50% of the facade surface.
- Should limit any expanse of blank wall to a width of 2 metres.

The upper levels of building frontages of SoHo development in the Neighbourhood Activity Centre:

- Should locate living areas and balconies of any residential component of the building to address all public land uses that adjoin the development.

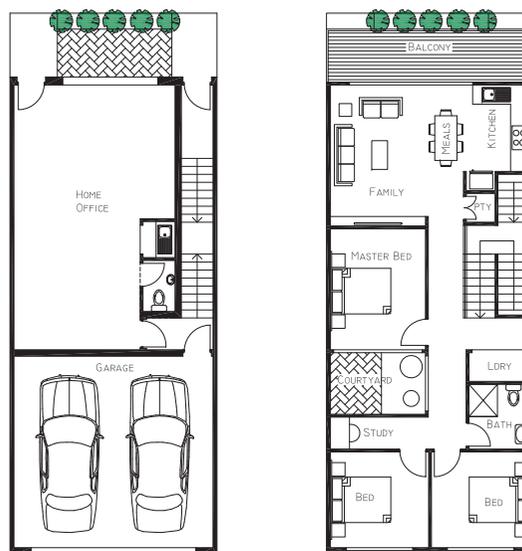


Figure 17 - Indicative Floor Plan of SoHo [with garage]

4.2.3 SERVICING REQUIREMENTS

The servicing areas of SoHo development in the Neighbourhood Activity Centre:

- Must limit the amenity and aesthetic impacts of service areas on the streetscapes of the activity centre.
- Must be located to the rear of building envelopes and be screened from view from the public realm.



Figure 18 - Indicative Floor Plan of SoHo [open parking arrangement]

4.2

PRECINCT 2: SOHO BUILT ENVIRONMENT DESIGN CONTROLS

4.2.4 CAR PARKING REQUIREMENTS

Off-street car parking and servicing areas of SoHo development in the Neighbourhood Activity Centre:

- a. Should limit the amenity and aesthetic impacts of car parking areas on the streetscapes of the activity centre.
- b. Should be located to the rear of building envelopes and be screened from view from the public realm.
- c. Should be responsive to the topography of their site and consider undercroft, multi-decked or basement car parking formats.
- d. Should be designed to provide access points that minimise disruption to the continuity of the public realm.
- e. Should provide designated pedestrian connections to streets and development.

4.3

PRECINCT 3: HIGHWAY BUSINESS BUILT ENVIRONMENT DESIGN CONTROLS

FUTURE CHARACTER

Highway Business refers to a range of larger format commercial uses such as showrooms, business services and bulky goods. Highway Business uses are to be accommodated within the area of the Neighbourhood Activity Centre directly interfacing with the Princes Highway [west of the intersecting access street]. The built form of the Highway Business use area is to provide multi storey buildings frontages aligned to the road reserve. The street facades are to present highly transparent frontages to provide display opportunities and to allow for passive surveillance. Buildings are to be set back from the primary frontages no more than 22 metres. Landscaping is to be provided to screen car parking located in the front set back.

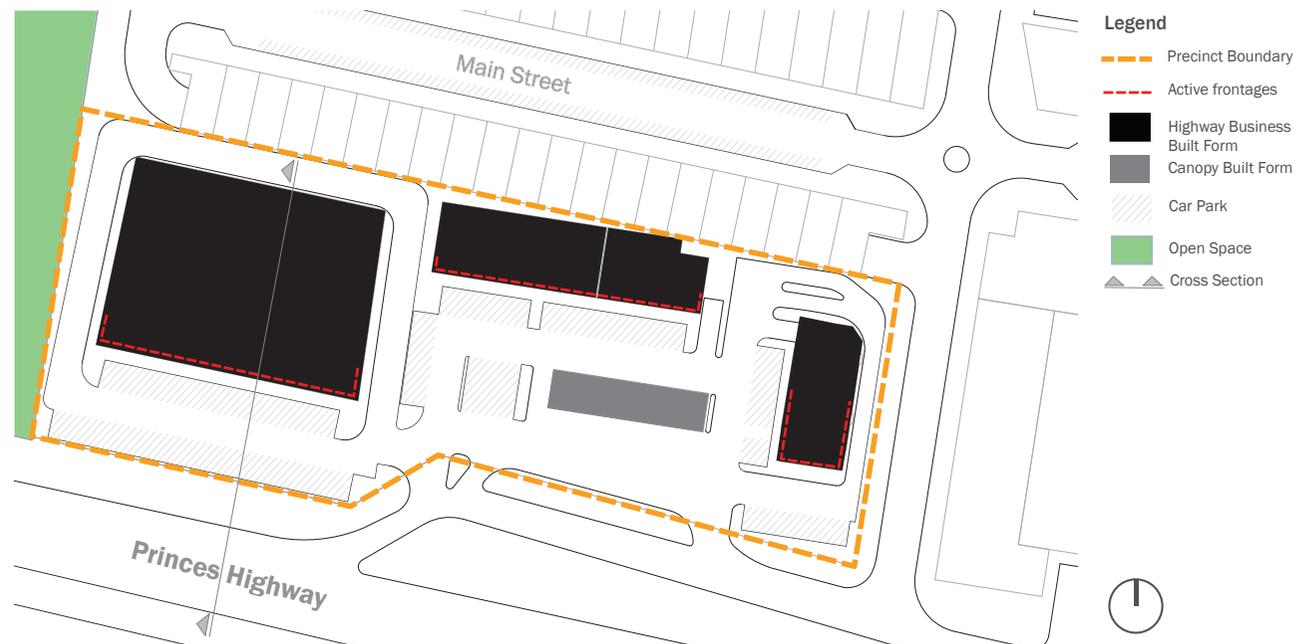


Figure 19 - Indicative Plan for Precinct 3

4.3

PRECINCT 3: HIGHWAY BUSINESS BUILT ENVIRONMENT DESIGN CONTROLS

4.3.1 BUILT FORM REQUIREMENTS

The built form of Highway Business development in the Neighbourhood Activity Centre:

- a. Must be constructed to a minimum of two storeys, or present an equivalent height built form.
- b. Must screen from view all loading, drive through areas and other service areas from the public realm.
- c. Should present no more than a 22 metre building front set back from the Princes Highway road reserve.
- d. Should be sympathetic to the overall traditional town centre urban pattern of the activity centre.



Figure 20 - Perspective of Preferred Streetscape in Precinct 3



Figure 21 - Cross Section of Preferred Built Form Siting in Precinct 3

4.3

PRECINCT 3: HIGHWAY BUSINESS BUILT ENVIRONMENT DESIGN CONTROLS

4.3.2 BUILDING FRONTAGE REQUIREMENTS

The building frontages of Highway Business development in the Neighbourhood Activity Centre:

- a. Must present a front facade that is at a minimum 50 percent visually transparent to any public street or public realm space that adjoins the development's site.
- b. Should avoid entrances that do not address a public street or public realm space which would draw pedestrian movement and activity away from the public street or public realm area of the activity centre.
- c. Should maximise opportunities to enhance passive surveillance of the public realm.



Figure 22 - Elevation of Preferred Building Frontage Outcomes in Precinct 3

4.3

PRECINCT 4: HIGHWAY BUSINESS BUILT ENVIRONMENT DESIGN CONTROLS

4.3.3 SERVICING REQUIREMENTS

The servicing areas of Highway Business development in the Neighbourhood Activity Centre:

- a. Must limit the amenity and aesthetic impacts of service areas on the streetscapes of the activity centre.
- b. Must be located to the rear of building envelopes and be screened from view from the public realm.

4.3.4 CAR PARKING REQUIREMENTS

Off-street car parking and servicing areas of Highway Business development in the Neighbourhood Activity Centre:

- a. Should limit the amenity and aesthetic impacts of car parking areas on the streetscapes of the activity centre.
- b. Should be located to the rear of building envelopes and be screened from view from the public realm.
- c. Should be responsive to the topography of their site and consider undercroft, multi-decked or basement car parking formats.
- d. Should be designed to provide access points that minimise disruption to the continuity of the public realm.
- e. Should provide designated pedestrian connections to streets and development.

4.4

PRECINCT 4: PERIPHERY COMMERCIAL BUILT ENVIRONMENT DESIGN CONTROLS

FUTURE CHARACTER

Peripheral Commercial refers to a range of larger format commercial uses such as offices, non retail services, medical centres and gyms. Peripheral Commercial uses are to be accommodated within two areas of the Neighbourhood Activity Centre. One site directly interfacing with the Princes Highway [east of the intersecting access street south of Main Street] and the other interfacing with the south-west corner of the Whiteside road and Pink Hill Boulevard intersection.

The built form of Peripheral Commercial use areas is to provide multi storey buildings with frontages presenting a nil setback from any adjoining road reserve, with the exception of the Princess Highway. Street facades of built form in the Peripheral Commercial area are to present activate frontages. Servicing and loading areas are to be screened from the public realm.

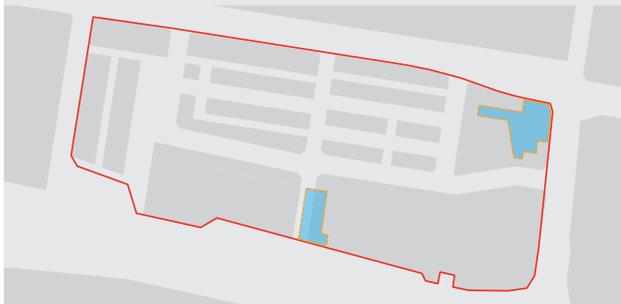


Figure 23 - Indicative Plan for Precinct 4

4.4

PRECINCT 4: PERIPHERY COMMERCIAL BUILT ENVIRONMENT DESIGN CONTROLS

4.4.1 BUILT FORM REQUIREMENTS

The built form of Periphery Commercial development in the Neighbourhood Activity Centre:

- a. Must contribute to the development of a traditional town centre urban pattern orientated to address adjoining streets or other public realm areas.
- b. Must at ground level present a nil setback from the road reserve of any adjoining street other than a lane.
- c. Must be constructed to a minimum of 2 storeys in height.



Figure 24 - Perspective of Preferred Streetscape in Precinct 4



Figure 25 - Cross Section of Preferred Built Form Siting in Precinct 4

4.4

PRECINCT 4: PERIPHERY COMMERCIAL BUILT ENVIRONMENT DESIGN CONTROLS

4.4.2 BUILDING FRONTAGE REQUIREMENTS

The building frontages of Periphery Commercial development is to:

- a. Must contribute to a consistent town centre streetscape.
- b. Must locate ground floor entrances of built form in the primary street facade or public realm space adjoining the built form.
- c. Must provide highly activated frontages with windows and entrances as the predominant elements of all ground floor facades addressing a street or the public realm.
- d. Must provide a continuous weather protection canopy above the full length of all ground floor facades with an interface to a street which:
 - extends out over the footpath a minimum width of 3 metres.
 - has a minimum head clearance of 3 metres above pavement level.
- e. Should maximise physical and visual permeability between the public realm and commercial spaces.
- f. Should limit any expanse of blank wall and where this is not possible design the building layout to orientate inactivated walls to not front the streets or other public realm areas of the activity centre.



Figure 26 - Elevation of Preferred Building Frontage Outcomes in Precinct 4

4.4

PRECINCT 4: PERIPHERY COMMERCIAL BUILT ENVIRONMENT DESIGN CONTROLS

4.4.3 SERVICING REQUIREMENTS

The servicing areas of Periphery Commercial development in the Neighbourhood Activity Centre:

- a. Must limit the amenity and aesthetic impacts of service areas on the streetscapes of the activity centre.
- b. Must be located to the rear of building envelopes and be screened from view from the public realm.

4.4.4 CAR PARKING REQUIREMENTS

Off-street car parking and servicing areas of Periphery Commercial development in the Neighbourhood Activity Centre:

- a. Should limit the amenity and aesthetic impacts of car parking areas on the streetscapes of the activity centre.
- b. Should be located to the rear of building envelopes and be screened from view from the public realm.
- c. Should be responsive to the topography of their site and consider undercroft, multi-decked or basement car parking formats.
- d. Should be designed to provide access points that minimise disruption to the continuity of the public realm.
- e. Should provide designated pedestrian connections to streets and development.

4.5

PRECINCT 5: HIGH DENSITY RESIDENTIAL BUILT ENVIRONMENT DESIGN CONTROLS

FUTURE CHARACTER

High Density Residential development is to be located in two areas of the activity centre. Along the northern boundary below Pink Hill Boulevard and along the western boundary beside May Road. The structuring of the High Density Residential development precinct will perform a number of functions to support the activity centre including providing affordable housing solutions within walking distance to key facilities and amenity and creating an area of transition between the more intensive development of the activity centre and the less intensive development of the neighbouring residential areas that surround the activity centre. The orientation of the High Density Residential development must be responsive to its' interfaces and to other uses in the activity centre as well as those that surround the activity centre.

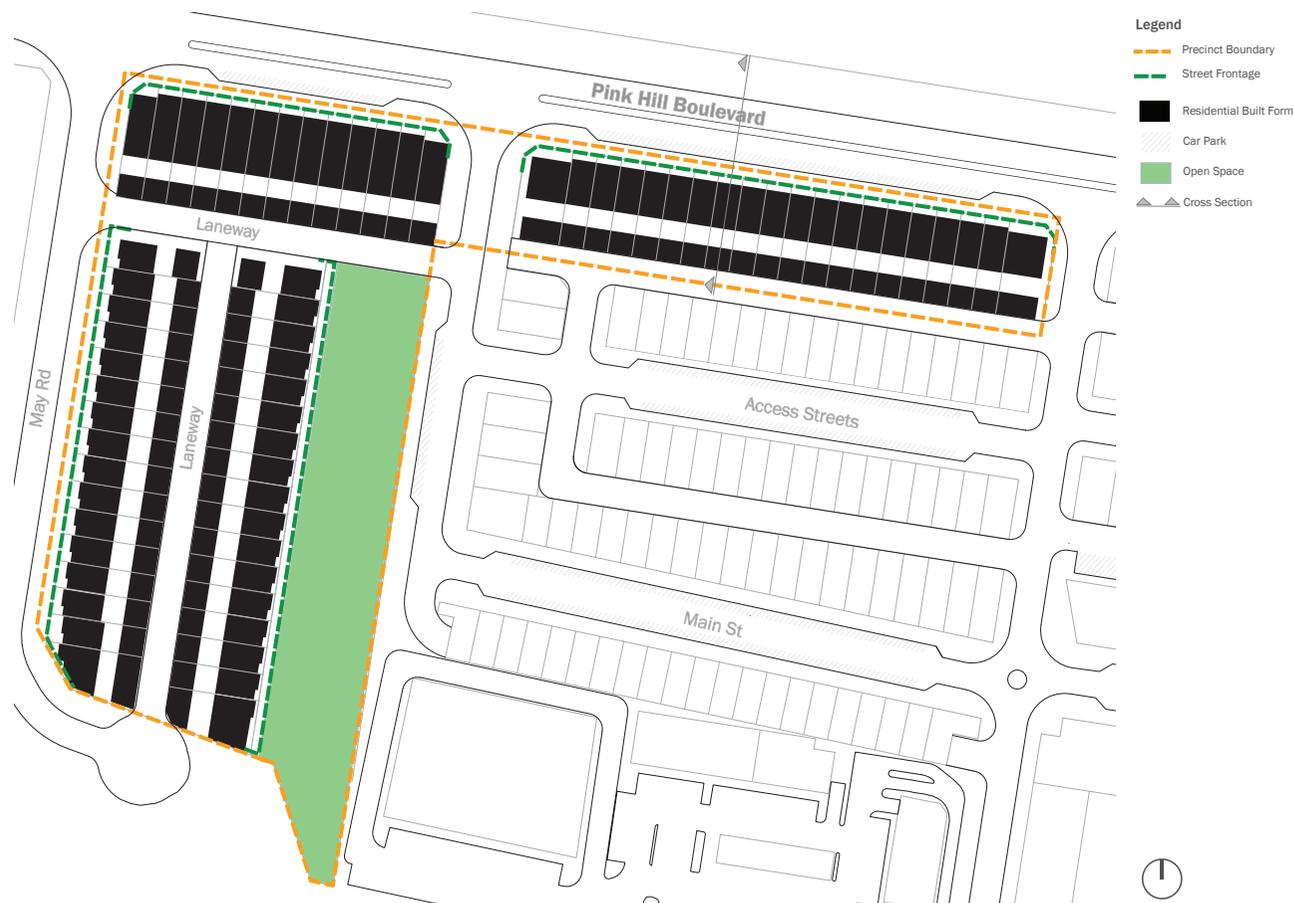


Figure 27 - Indicative Plan for Precinct 5

4.5

PRECINCT 5: HIGH DENSITY RESIDENTIAL BUILT ENVIRONMENT DESIGN CONTROLS

4.5.1 BUILT FORM REQUIREMENTS

The built form of High Density Residential development in the Neighbourhood Activity Centre:

- a. Must provide a front setback of 4 metres.
- b. Must be constructed to a minimum height of 2 storeys for the majority of the building envelope.
- c. Should result in no more than 80 percent site coverage of the lot.
- d. Should consider a raised ground floor level of 1 metre above natural ground level to significantly restrict views into dwellings but allow passive surveillance opportunities from the dwellings.



Figure 28 - Perspective of Preferred Streetscape in Precinct 5

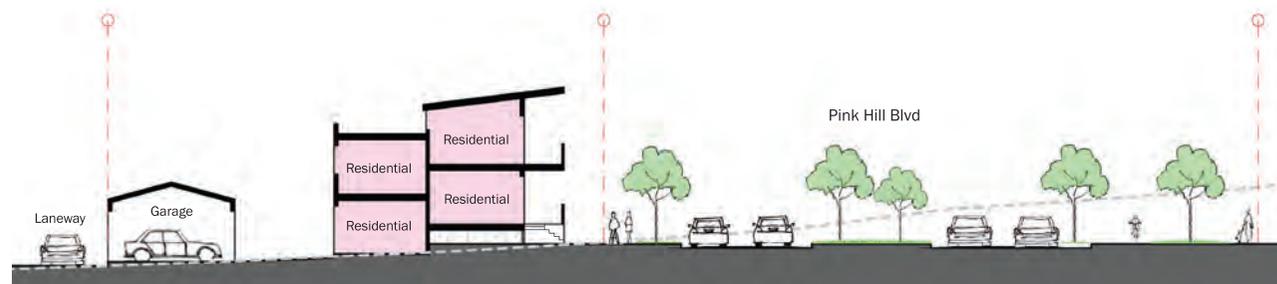


Figure 29 - Cross Section of Preferred Built Form Siting in Precinct 5

4.5

PRECINCT 5: HIGH DENSITY RESIDENTIAL BUILT ENVIRONMENT DESIGN CONTROLS

4.5.2 BUILDING FRONTAGE REQUIREMENTS

The building frontages of High Density Residential development in the Neighbourhood Activity Centre:

- a. Must provide front facades that maximise passive surveillance opportunities of the public realm and include the dwelling's main entrance.
- b. Should provide fencing in the front setback that is of a maximum height of 1.2 metres.
- c. Should provide verandahs and balconies in front set backs, up to a depth of 2 metres.

4.5.3 PARKING + SERVICING REQUIREMENTS

Off-street car parking for Higher Density Residential development in the Neighbourhood Activity Centre:

- a. Must provide vehicular access to a lot from a rear or side lane only.



Figure 30 - Elevation of Preferred Building Frontage Outcomes in Precinct 5



Section 5 **PUBLIC REALM ELEMENTS**

This section provides guidance on the preferred character and design requirements for the public realm in the Whiteside Road Neighbourhood Activity Centre.

5.0 PUBLIC REALM SPACES

The public realm is to include a number of civic spaces that provides gathering places for the community and pedestrian and vehicle linkages.

The location and orientation of the built form of the facilities should create sheltered and surveyed public spaces between different buildings with links to streets, the public realm and car parking. Where these spaces adjoin a retail or commercial use these spaces should be fronted by activated retail frontages. Where these spaces adjoin residential development these spaces should be overlooked by the primary frontage dwellings.

Within the activity centre, the movement network is to be designed in accordance with pedestrian, commercial and public transport needs of the activity centre and its best functionality throughout the day. Streets adjoining the activity centre are to provide secondary access points to the neighbourhood centre from residential areas. Secondary activity centre streets [lanes] are to be provided for the utilisation of service vehicles such as delivery vehicles. Supermarket supply trucks will be accommodated with appropriate road profiles for designated routes within the precinct.

Public realm elements should meet the following requirements.

Element Number	Element Name	Role and function
1	Village Green	Area of passive open space to provide the major public open space provision for the activity centre
2	Town Square	Specialised public open space area within the Retail Core precinct to provide opportunities for gathering and to be interfaced by a shopfront environment.
3	Plaza	Small open space area with the key function of a mid block pedestrian connection to the Main Street which also provide opportunities for meeting and resting.
4	Main Street [Pedestrian Priority Space]	To be structured as traditional Main Street interfaced by a shopfront environment. Street space is to be shared equally by all users with the footpath and road pavement at the same ground level and no kerb.
5	Connector Streets [Main Street-Western End + Whiteside Road-Western Side]	To be structure to provide a transition from the pedestrian priority section of Main Street and provide high pedestrian amenity.
6	Access Streets	Provide internal movement linkages through out the activity centre to connect the precincts.

Table 2 - Public Realm Role



Figure 31 - Location of Public Realm and Movement Network Elements

5.1 VILLAGE GREEN

FUTURE CHARACTER

An area of passive open space will be provided along the western side of the activity centre. This space is to be highly accessible from the other uses in the activity centre via the road network and through shared interfaces with residential areas. This area of open space is to be overlooked on all sides and is to be fronted by residential dwellings on its' north, west and south boundaries; and by a street on its' east boundary. The space is to provide high quality landscaping, shade trees, shelter and park furniture. The park should create a sense of entry to the activity centre and provide a gateway treatment for the western end of the Main Street.



5.1.1 DESIGN REQUIREMENTS

The Village Green is to be designed in accordance with Figure 34 and is to provide the following elements:

- Shelter structure located to terminate the view down Main Street looking west
- Landscaped with trees and low vegetation through out the space.
- Park furniture elements.
- Paved footpath network.
- Children's play space constructed with soft-fall surface.

- 1 Significant landscaping
- 2 Shelter
- 3 Playground
- 4 Extensive path network
- 5 Landscape screening to car park



Figure 32 - Indicative Village Green Masterplan

5.2 TOWN SQUARE

FUTURE CHARACTER

As a recognition of the importance of community interaction in the activity centre, a civic space in the form of a square will be located at the core of the activity centre. The square will be located on the Main Street at the termination of an access street on a north-south axis.

This space is to be highly defined by interfacing built form. The location and orientation of the surrounding built form should create a well-defined, sheltered and surveyed public space that can accommodate small events.

To activate the Town Square, the shopfronts of Specialty Retail uses are to interface with this space and the main pathway to the entrance to primary Core Retail use is to pass through this space.



4.2.1 DESIGN REQUIREMENTS

The Town Square is to be designed in accordance with Figure 35 and is to provide the following elements:

- High quality paving treatments and street furniture that is consistent with the Main Street [Retail Core] streetscape treatments.
- Feature street trees such as Angophora costata or similar.
- Bespoke landscape element providing seating on multiple tiers and soft landscaping features.
- Shade structures.
- Areas for outdoor dining.
- Open space able to accommodate pop up structures such as market stalls or stages.

- 1 Outdoor dining areas
- 2 Seating and planting structure
- 3 High quality paving treatment
- 4 Feature tree planting
- 5 Main Street
- 6 Car park



Figure 33 - Indicative Town Square Masterplan

5.3 PLAZA

FUTURE CHARACTER

The plaza provides a mid block pedestrian access to Main Street from rear car parking areas north of the Main Street and the Access Street north of the car parks. This area is to be a combination of hard and soft landscaping with seating, shade and other pedestrian amenity and should allow space for outdoor dining.

This space should be paved to the same detailing and standard as the adjoining Main Street footpath and install the same street furniture palette as that of the town centre as detailed in this UDF.



4.4.1 DESIGN REQUIREMENTS

The Plaza linkage is to be designed in accordance with Figure 36 and is to provide the following elements:

- High quality paving treatments and street furniture that is consistent with the Main Street [Retail Core] streetscape treatments.
- Feature street trees such as Angophora hispida or similar.
- Bespoke landscape element providing seating and soft landscaping features
- Areas for outdoor dining.

- 1** Outdoor dining area
- 2** Seating Area
- 3** Feature tree planting
- 4** Low planting areas
- 5** High quality paving treatment
- 6** Main St
- 7** Car park

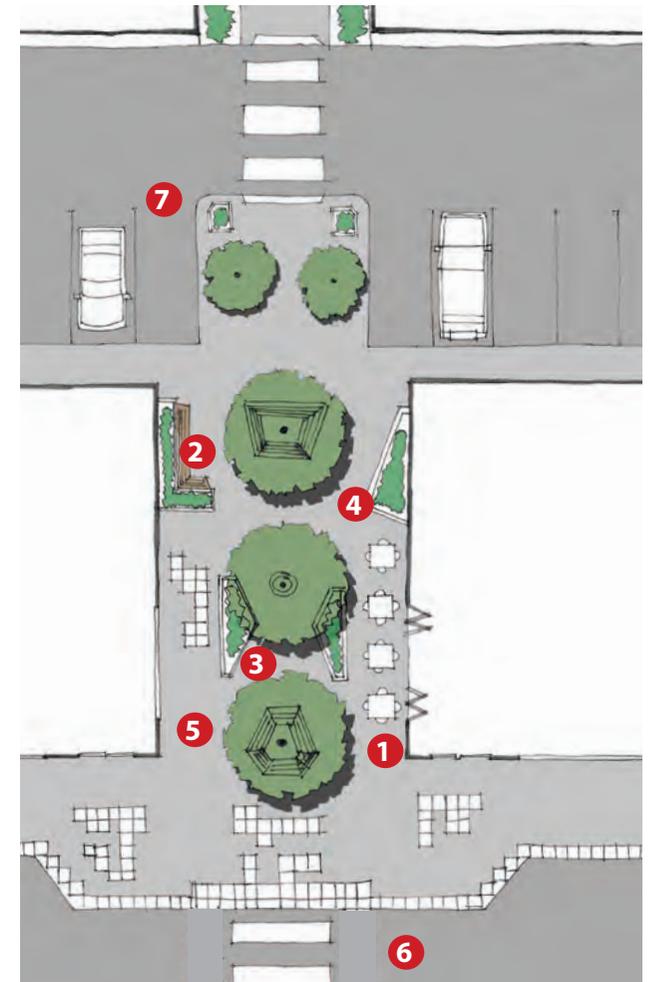


Figure 34 - Indicative Plaza Masterplan

5.4 MAIN STREET [PEDESTRIAN PRIORITY SPACE]

FUTURE CHARACTER

The focal point of the Neighbourhood Activity Centre is to be the eastern half of Main Street. This section of Main Street is to function as the primary area of activity for the NAC. Entrances to anchor retail premises and specialty retail premises are to address this section of Main Street and be accessed from it. This section of Main Street is to be constructed as a pedestrian priority space. Footpath and road surface are to be at the same grade. Adjoining built form should create a sheltered and surveilled public realm with a highly defined street edge. Main Street must provide wide footpaths that can accommodate street trees, parallel parking, street furniture, comfortable pedestrian movement, outdoor dining, lighting and landscape treatments. Footpaths must provide extensive areas of feature pavers particularly in high pedestrian areas.



5.1.1 DESIGN REQUIREMENTS

Main Street [Pedestrian Priority Space] is to be designed in accordance with Figure 37 and is to meet the following specifications and provide the following elements:

- 20 metre road reserve.
- Feature street trees *Eucalyptus sideroxylon* planted at regular typical spacings 30 metres in tree grates or in 2300mm x 2300mm cut outs, located between on street car parking spaces and filled with poured permeable paving.
- Low cover planting *Poa poiformis* 'Kingsdale' and *Gazania hybrid* 'Double Gold' planted in maximum dimensions of 2000mm x 1000mm cut outs.
- Footpath of granite feature pavers typically 400mm x 400mm in combination light, medium and dark colour tone and areas of asphalt maximum of 5000mm x 2000mm.
- Feature paving throughout at higher pedestrian movement areas such as crossings and street corners. The street corner area identified as the footpath area between back of kerb and any parallel lot line at a Corner Radii plus 8 metres of kerb beyond the extent of the Radii in both directions.
- On street car parking.

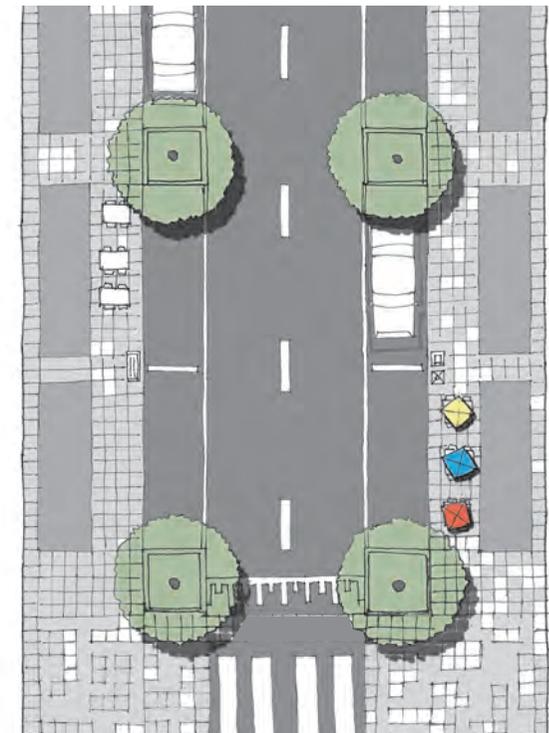
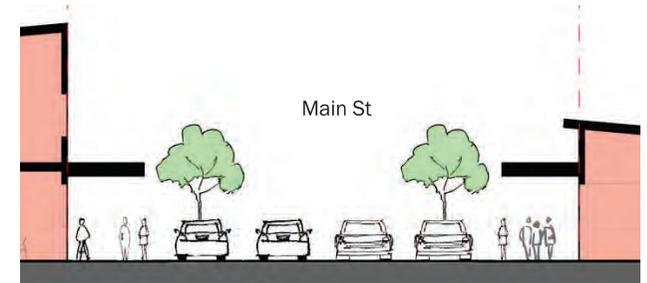


Figure 35 - Indicative Main Street [Retail Core] Layout

5.5

CONNECTOR STREETS [MAIN STREET - WESTERN END + WHITESIDE ROAD - WESTERN SIDE]

FUTURE CHARACTER

The areas of the activity centre that require Connector Street streetscape treatments are the western half of Main Street and the western side of Whiteside Road that adjoins the activity centre.

The western end of Main Street is to maintain the dimensions of the pedestrian priority section of Main Street [footpath width, road width, etc.]. This section of Main Street is to function as a secondary area of activity for the centre. The entrances to retail, commercial and SoHo built form are to front this section of Main Street and be accessed from it. Footpath and road surface are to be at separate grades.

The western side of Whiteside Road is to act as a secondary area of the activity centre. The entrances of retail and periphery commercial built form that front this road and be accessed from it.



5.2.1 DESIGN REQUIREMENTS

The Connector Streets are to be designed in accordance with Figure 38 and is to meet the following specifications and provide the following elements:

- 20 metre road reserve
- Feature street Eucalyptus cinerea at regular typical spacings 30 metres in tree grates or 2300mm x 2300mm cut outs
- Low planting Poa poiformis and Gazania hybrid in maximum dimensions of 2000mm x 1000mm cut outs
- Footpath of granite feature pavers 250mm x 250mm and areas of asphalt maximum of 4000mm x 4000mm
- On street car parking.
- Feature paving throughout at higher pedestrian movement areas such as crossings and street corners. The street corner area identified as the footpath area between back of kerb and any parallel lot line at a Corner Radii plus 8 metres of kerb beyond the extent of the Radii in both directions.
- Areas of asphalt footpath to a maximum of 4000mm x 4000mm with granite paver 250mm x 250mm banding at 4000mm spacing and adjoining back of kerb and lot lines.

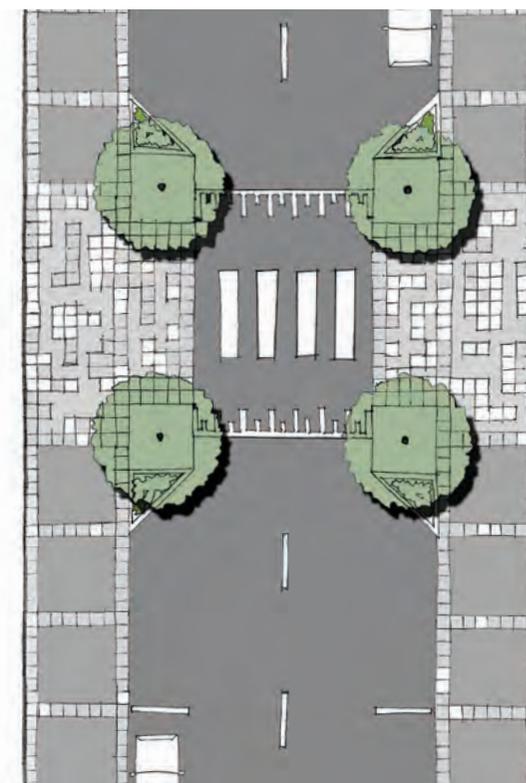


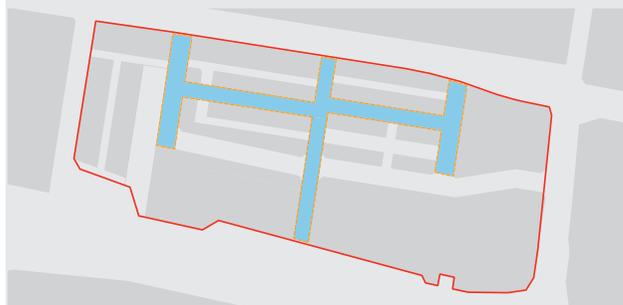
Figure 36 - Indicative Main Street [Western Section] Layout

5.6 ACCESS STREETS

FUTURE CHARACTER

The north south axis streets in the activity centre and the streets parallel to Pink Hill Boulevard directly south of the boulevard are to function as Access Streets. These streets will empathise a civic quality that differentiate them from the Main Street, Connector Streets and the surrounding residential streets to the north and the highway to the south.

These streets are to provide plain saw cut concrete footpaths from back of kerb to lot boundary with limited cut out areas for street trees and ground cover planting.



5.2.1 DESIGN REQUIREMENTS

Local Streets are to be designed in accordance with Figure 39 and are to meet the following specifications and provide the following elements:

- 16 metre road reserve
- Feature street trees *Corymbia exima* at regular typical spacings 30 metres in tree grates or 2300mm x 2300mm cut outs filled with poured permeable paving
- Low planting *Lomandra Tanika* and *Grevillea Seaspray* in maximum dimensions of 2000mm x 1000mm cut outs
- Footpath of plain concrete with saw cuts of 12500mm x 1250mm
- Feature paving throughout at higher pedestrian movement areas such as crossings and street corners. The street corner area identified as the footpath area between back of kerb and any parallel lot line at a Corner Radii plus 4 metres of kerb beyond the extent of the Radii in both directions if corner is intersecting with another Access Street. If intersecting with a higher order street, such as a Connector Street, the distance beyond the Corner Radii is to be equal to the higher order street's requirement.
- On street car parking.

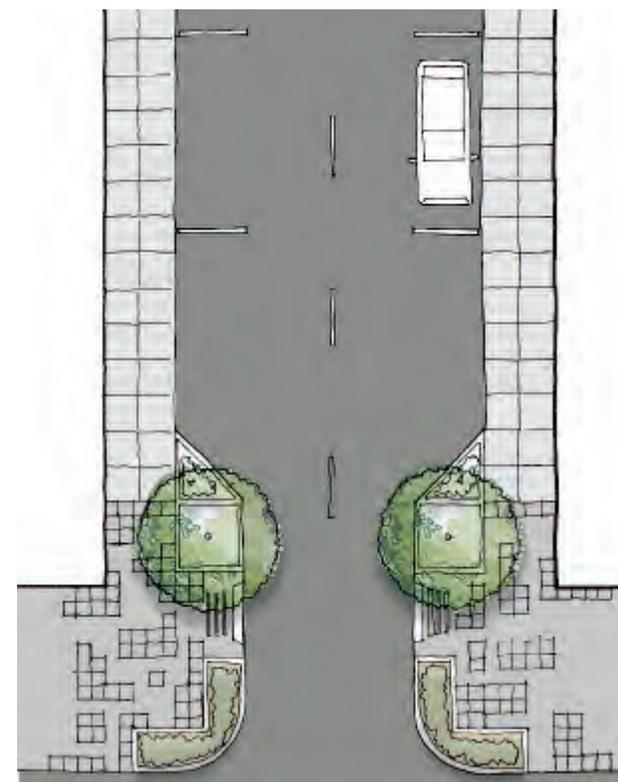


Figure 37 - Indicative Local Activity Centre Access Street Layout

