



OFFICER MAJOR ACTIVITY CENTRE URBAN DESIGN FRAMEWORK

Cardinia Shire Council

FEBRUARY 2024

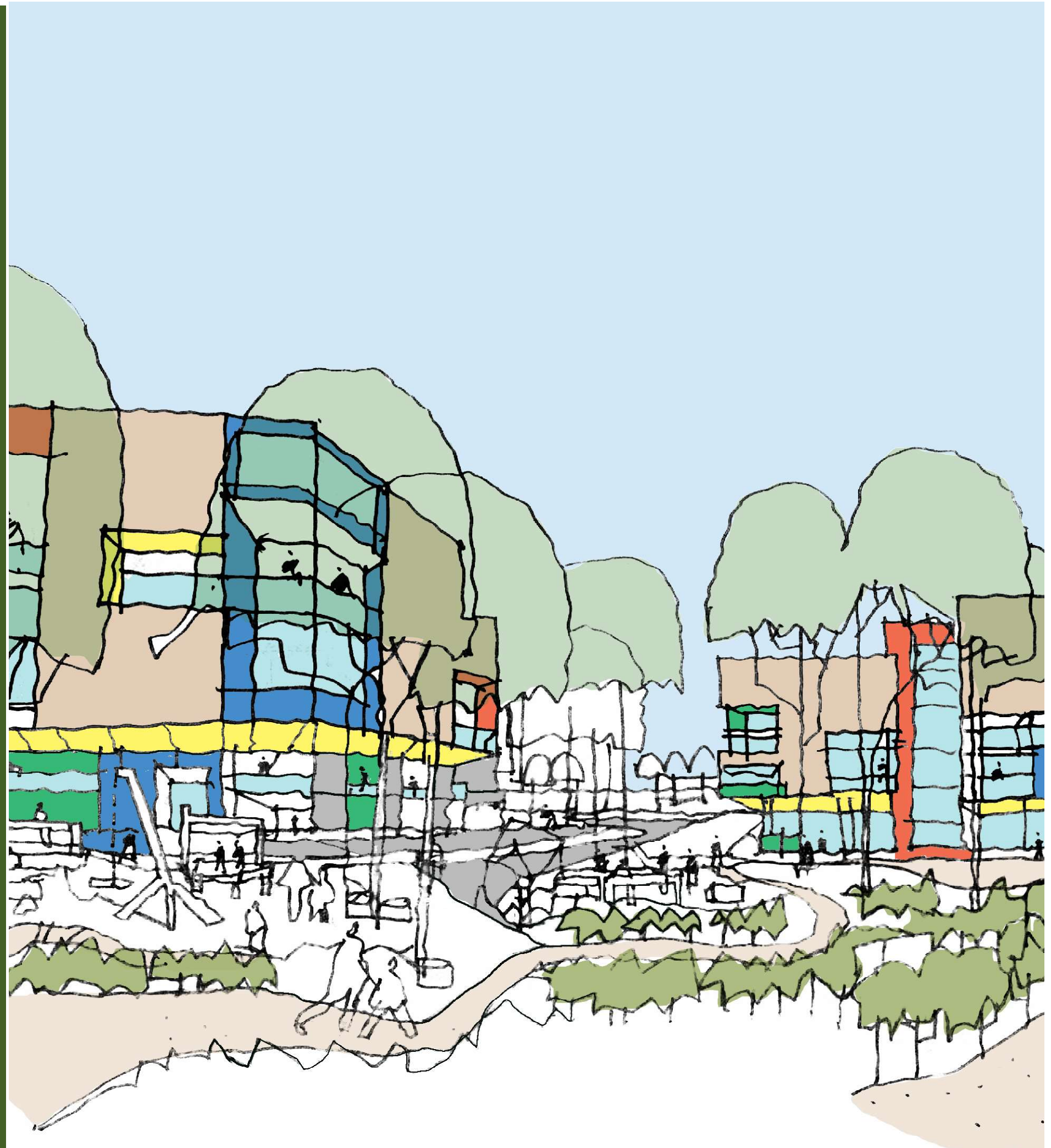


Table of Contents

1.0	Background & Context	pg 3	List of Figures	
1.1	Background	pg 4	Figure 01: Officer Town Centre Sub Precinct Plan	pg 6
2.0	Sub-Precinct Framework	pg 5	Figure 02: Key Directions Diagram for Office Town Centre	pg 12
2.1	Sub-Precincts	pg 6	Figure 03: Future Urban Structure Concept Plan for Officer Town Centre	pg 13
	Sub-Precinct 1: Gateway	pg 7	Figure 04: Urban Structure & Land Use Plan	pg 15
	Sub-Precinct 2: Core	pg 7	Figure 05: Access & Movement Plan	pg 18
	Sub-Precinct 3: Mixed Use	pg 8	Figure 06: Development & Interfaces Plan	pg 24
	Sub-Precinct 4: Local Business	pg 9	Figure 07: Public Realm & Open Space Plan	pg 28
	Sub-Precinct 5: Residential	pg 9	Figure 08: Perspective of Preferred Character at Urban Park	pg 31
3.0	The Urban Design Framework - Centre Wide Provisions	pg 10	Figure 09: Cross Section of Sliding Avenue 'Main Street'	pg 33
3.1	Vision & Objectives	pg 11	Figure 10: Indicative Concept Plan	pg 36
3.2	Key Directions	pg 12		
3.3	The Urban Design Framework - Centre Wide Provisions	pg 13		
4.0	Design Themes	pg 14	List of Tables	
4.1	Urban Structure & Land Use	pg 15	Table 01: Design Considerations - Urban Structure & Land Use	pg 16
4.2	Access & Movement	pg 18	Table 02: Applied Zones & Land Uses	pg 17
4.3	Development & Interface	pg 24	Table 03: Design Considerations - Access & Movement	pg 19
4.4	Open Space & Public Realm	pg 28	Table 04: Access & Movement Framework	pg 20
	Urban Park	pg 31	Table 05: Design Considerations - Development & Interfaces	pg 25
	Community Park	pg 31	Table 06: Development Typology Framework	pg 27
	Town Square	pg 32	Table 07: Street Wall Height & Setbacks	pg 27
	Retail Forecourt	pg 32	Table 08: Design Considerations - Public Realm & Open Space	pg 33
	Siding Avenue 'Main Street'	pg 33	Table 09: Public Realm & Open Space Framework	pg 30
	Gilbert Reserve	pg 33		
	Leber Reserve	pg 34		
5.0	Indicative Concept Plan	pg 35		
5.1	Indicative Concept Plan	pg 36		
Appendix A: Benchmarking		pg 37		
	Access & Movement	pg 38		
	Development & Interface	pg 40		
	Open Space & Public Realm	pg 42		

1.0 BACKGROUND & CONTEXT

The following section provides an introduction outlining an aim, purpose and structure.



1.1 Background

Project Background

Officer’s Town Centre is designated as a Major Activity Centre (MAC) in Plan Melbourne 2017-2050: Metropolitan Planning Strategy, 2017 and is considered the “heart” of the Officer Precinct Structure Plan (the PSP). The boundary of the Town Centre was defined in the Officer PSP and has remained the same for this UDF.

The Officer PSP area is predicted to accommodate approximately 10,900 dwellings and 28,300 residents. The area will provide accessible transport and community links that maximise pedestrian permeability and safety to ensure convenient access to shopping, local jobs, open space, and community facilities.

The PSP drives a vision for the Town Centre to be diverse and vibrant, accommodating a variety of uses including a range of retail and commercial uses, community facilities and higher density residential options.

Planning in Cardinia Shire Council is undertaken within the context of a range of state and local policies (listed as background documents). These documents have and will continue to inform the planning of Officer’s Town Centre.

Purpose

With more than 130 land parcels and 80 landowners in Officer’s Town Centre, the purpose of the UDF is to facilitate the delivery of well-integrated urban form. Building and subdivision design must respond to adjacent developments and features of the Precinct, to ensure an outcome supported by relevant legislation and policy.

Statutory Role

This UDF has been prepared to meet the requirements of Cardinia’s Planning Scheme by outlining a suite of urban design objectives, guidelines and requirements that will guide the future development of Officer Town Centre. These are referred to in this document as ‘design considerations’.

Pursuant to Schedule 4 of the Urban Growth Zone (UGZ4) ‘an application for use and/or development on land identified must be consistent with any urban design framework approved under this schedule.’

Subdivision applications must be consistent with this UDF and not prejudice the intended Officer Town Centre structure and development outcomes outlined in this UDF.

The endorsement of this UDF removes a mandatory requirement to refer planning applications to the Victorian Planning Authority (VPA).

How to Use this Document

This UDF acknowledges the vision, urban structure, delivery and staging of Officer’s Town Centre MAC within five themes: Urban Structure & Land Use, Access & Movement, Development & Interfaces and Open Space & Public Realm.

Planning applications are required to meet the below in relation to each urban design theme (as applicable) and includes the following:

- Preferred Character statements describe the desired ‘sense of place’ sought within each sub-precinct.
- Objectives outline the desired outcome and includes those contained in the Officer PSP.
- Design Requirements present mandatory design requirements to support the guidelines and vision specified within Officer’s PSP.
- Guidelines present solutions that ensure objectives can be achieved. Alternative design solutions may be provided if they do not prejudice the intended outcome.
- Plans illustrate the spatial expression and application of objectives.

These provide a level of flexibility that ensures appropriate government policy and legislation can be met without prescribing a specific outcome and have been written to be read in conjunction with the Urban Design Guidelines for Victoria, 2017.

Background Documents

The following documents share an objective to create best case outcomes for the community and have been used to provide a framework of considerations for this UDF:

- Plan Melbourne 2017-2050: Metropolitan Planning Strategy (DELWP, 2017)
- Plan Melbourne 2017-2050: Addendum 2019 (DELWP, 2019)
- The Officer Precinct Structure Plan (Cardinia Shire Council, amended 2019)
- Officer Native Vegetation Precinct Plan (Cardinia Shire Council, 2011)
- Officer Development Contributions Plan (Cardinia Shire Council, 2011)
- Cardinia’s Planning Scheme (DTP)
- Urban Design Charter for Victoria (DELWP, 2009)
- Urban Design Guidelines for Victoria (DELWP, 2017)
- Apartment Design Guidelines for Victoria (DELWP, 2021)
- Healthy by Design (Cardinia Shire Council, 2017)
- Pedestrian and Bicycle Strategy (Cardinia Shire Council, 2017)
- Advertising Signage Design Guidelines (Cardinia Shire Council, 2020)
- Planning Practice Note 17 (DELWP, 2015)

2.0 SUB-PRECINCT FRAMEWORKS

The following section provides preferred future character statements, roles & influences and precinct guidelines for each of the sub-precincts within Officer Town Centre.



2.1 Sub-Precincts

Ambition Statement

The Officer PSP defines five town centre precincts which inform the basis of the statutory controls outlined in Schedule 4 to the Urban Growth Zone. The below identifies an ambition for each sub-precinct derived from the Officer’s PSP and Cardinia’s Planning Scheme:

P1 Gateway

A consolidated commercial precinct contributing to the character of Princes Highway and to the sense of arrival to the Town Centre.

P2 Core

A pedestrian oriented vibrant heart with commercial, civic and community focus, offering an active streetscape and opportunities for integrated transport.

P3 Mixed Use

A compact mixed use development offering high quality design and integration with public realm including open space.

P4 Local Business

A consolidated precinct contributing to revitalisation opportunities on selected key sites, transitioning to the adjacent residential areas.

P5 Residential

A transition zone between the core precinct and existing ecological uses, providing a range of residential and complementary business opportunities.

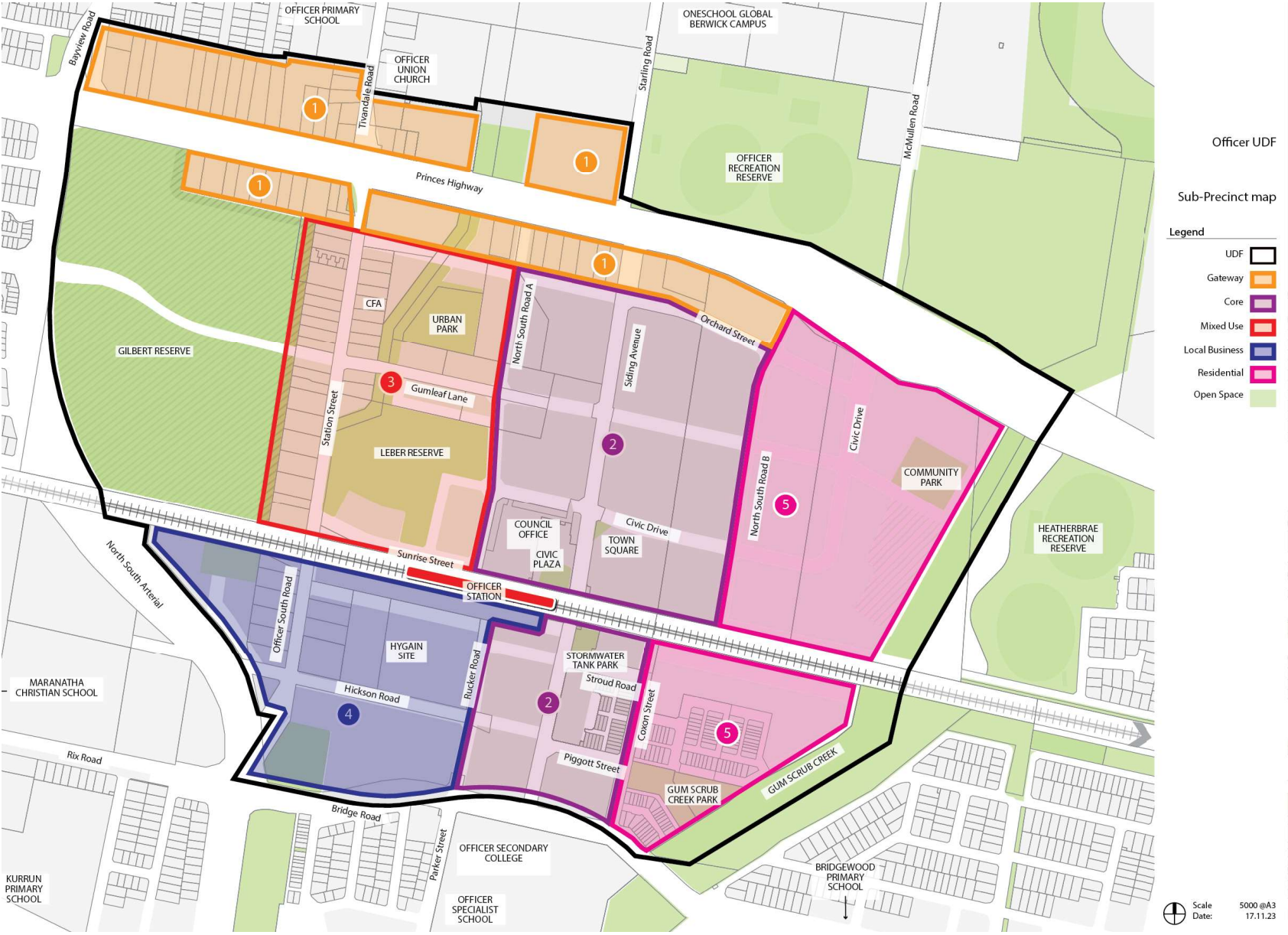


Figure 1: Officer Town Centre Sub Precinct Plan

Note: Boundary to Sub-Precinct 4: Local Business has been altered from the PSP to acknowledge land allotments owned by VicTrack and its current use as a commuter car park servicing Officer Station.

Sub- Precinct 1: Gateway

Preferred Future Character

The Gateway precinct signifies the entry to Officer Town Centre and will contain highway fronting business. Built form is continuous with a high architectural standard to ensure it is visually interesting whilst distinguishing itself from adjacent land uses and contributing to the amenity and passive surveillance of the public realm. Landmark buildings will be positioned at key corners to draw users into the core area and introduce the Town Centre.

While this precinct is defined by its arterial frontage, it will support safe active transport and attractive streetscape presentations.

Integrated car parking and servicing areas are to be designed with condensed access points to ensure built form presentation is continuous. Servicing areas aren't to compromise streetscape presentation and safety to adjacent uses both existing and future and will include integrated and well-considered landscaping treatment.

Roles & Influences

Primary Role

- Highway Retail
- Showroom
- Bulky goods

Secondary Role

- Highway Commercial
- Convenience Retail
- Leisure & Recreation

Influences

- Princes Highway
- Sport facilities
- Sensitive residential to the rear

Sub-Precinct boundary:

Sub-precinct 1 defines the northern approach into the Town Centre, defined by Princes Highway from Bayview Road to Officer Recreation Reserve. It comprises mostly large commercial retail with at-grade car parking to the western side and some residential functions to the south east. Importantly, it also demarcates one of the critical gateways into the Town Centre.

The boundary is defined by:

- North: rear boundary of allotments fronting Princes Highway
- West: Gilbert Reserve and Bayview Road
- South: Orchard Street
- East: North South Road B and Starling Road

Precinct ID



Sub- Precinct 2: Core

Preferred Future Character

The Core precinct will form the vibrant heart of Officer Town Centre. This precinct will be characterised by high quality building design which creates a pedestrian environment that supports a vibrant and active shopping strip with a 'Main Street' frontage. It is welcoming, people orientated and structured along Siding Avenue as a key north-south axis.

Development will complement the 'Main Street' streetscape and landscape character of the MAC and support the definition of clear 'points of demarcation', as taller forms are positioned at key junctions and arrival points to assist with wayfinding and sense of arrival into the Town Centre.

A fine grain shop environment with a high-quality public realm will support a vibrant and active shopping strip with a focus on retailing at the street frontage. A permeable grid of streets incorporating pedestrian desire lines and sightlines are strategically positioned to ensure a pedestrian environment that feels safe, maximises passive surveillance and prompts efficient movement across the Town Centre to prioritise pedestrians and active transport users. Vehicle access to car parks and site servicing will be positioned away from Siding Avenue to minimise conflict with pedestrians. All interfaces of the core precinct must propose a high amenity to the public realm and respond to the MAC's provisions for active transport.

Precinct ID



Roles & Influences

Primary Role

- Commercial
- Retail (including full line supermarket & complementary speciality retail)

Secondary Role

- Civic & Community
- High Density Residential
- Entertainment

Influences

- 'Main Street'
- Officer Railway Station
- Council office

Sub-Precinct boundary:

Sub-precinct 2 comprises predominantly underdeveloped areas along Siding Avenue. Some low density residential properties are found along Gumleaf Lane, while new commercial and higher density residential areas are under development to the south of the railway line. Currently, the main pedestrian access to the station is from the south-west corner of this precinct. An office building for Cardinia Shire Council has been built as well as a civic plaza and a Stormwater Tank Park in proximity to the railway line.

The boundary is defined by:

- North: Orchard Street
- East: North South Road B and Coxon Street
- South: Bridge Road
- West: North South Road A and Rucker Road

Sub- Precinct 3: Mixed Use

Preferred Future Character

The Mixed-Use precinct defines the western entry into the Officer MAC along Gum Leaf Lane, providing a unique sense of transition between Gilbert Reserve and ‘Main Street’. This sense of arrival is enhanced by a consistent boulevard character and coherent urban forms that define the street edges.

The varied subdivision pattern will accommodate developments that enable future adaptation for office or small-home office uses. In addition, mid-rise forms will contribute to the urban character of Officer MAC, contributing to the streetscape activation and passive surveillance of open spaces.

New landmark opportunities near Officer Station will assist in improving wayfinding and identity for the precinct and reinforce its designation as a MAC. Future development within the broader precinct will retain the primacy of taller landmark forms.

Future transit-oriented development, public realm and streetscape improvements around Officer Station would create a safe and welcoming environment to the MAC, further reinforcing a truly walkable environment.

To manage bushfire risks along Gilbert Reserve and Leber Reserve, adequate separation must be maintained through building setbacks and managing understorey planting. Additional access, street and canopy trees will be delivered within this transitional space, to contribute positively to its landscape values and future amenity while managing environmental risks.

Precinct ID



Roles & Influences

Primary Role

- Small Office/ Home Office (SoHo)
- Civic
- Public Transport Interchange

Secondary Role

- Commercial
- High Density Residential
- Institution (education & health)

Influences

- Leber and Gilbert Reserve
- Drainage corridor
- Officer Railway Station

Sub-Precinct boundary:

Sub-precinct 3 comprises predominantly residential areas along Station Street and Gumleaf Lane. Presenting a residential stock of predominantly detached dwellings. While most of the residential properties along Station Street are smaller allotments, properties along Gumleaf Lane are larger, which present greater opportunity for redevelopment. To the south of Gumleaf Lane is Leber Reserve, which is abutting a north-south drainage line coming from Officer Creek.

The boundary is defined by:

- North: Orchard Street
- East: North South Road A
- South: Rail Corridor
- West: Gilbert Reserve



Image 1: Benchmark imagery of mixed use building within the core precinct (Source: Wilson Avenue, Brunswick)



Image 2: Benchmark imagery of a fine grain commercial built form facing outdoor public realm area. (Source: Ed Square, Sydney)



Image 3: Benchmark imagery of outdoor dining and plaza area within the core precinct (Source: Tea Tree Plaza, Adelaide)

Sub-Precinct 4: Local Business

Preferred Future Character

The Local Business precinct comprises urban blocks behind the commercial spine of Siding Avenue. Future low rise development will respond to its sensitive interfaces through adopting ground level setbacks for landscaping opportunity and improved presentation and interface treatments along its street frontages.

The precinct will support on-going local industries while continuing to evolve as an integrated, highly productive and attractive destination for 21st century jobs, living and learning. Future urban renewal opportunities include apartment and vertical mixed use development and necessary environmental considerations.

Future living and working population will have access to high amenity open spaces and active transport.

Precinct ID



Roles & Influences

Primary Role

- Commercial

Secondary Role

- Institution (education & health)
- Light Industrial

Influences

- Bridge Road and Future North South Arterial
- Officer Railway Station
- HyGain Site

Sub-Precinct boundary:

Sub-precinct 4 comprises predominantly industrial areas between the railway line and Hickson Road. Other uses are encumbered open space and grassed areas to the south of Hickson Road until Bridge Road. Hickson Road currently terminates at the HyGain site (specialising in horse feeds and supplements). To the north of the precinct is the commuter car parking and entry point to the station.

The boundary is defined by:

- North: Rail Corridor
- East: Rucker Road
- South: Bridge Road
- West: North South Arterial

Sub- Precinct 5: Residential

Preferred Future Character

The Residential precinct defines the MAC's eastern boundary and comprises high density residential in transition from the Core precinct to the environmental corridor.

Varied housing choice and living options are within a short walking distance to services and amenities in the town centre including shops, playgrounds and walking trails. Opportunities for active transport will be optimised, forming part of a transit-orientated development by maximising dwelling densities close to public transport, cycling and walking trails to create a healthier, more sustainable community.

To enhance the vibrancy, amenity, and safety of the precinct, the urban environment will feature buildings of high architectural quality which incorporate passive surveillance opportunities along street fronts and public open spaces. Additionally, careful consideration will be given to view lines within the precinct. These view lines will visually connect key areas such as Gum Scrub Creek, Community Park, and Gum Scrub Creek Park and contribute to passive surveillance by allowing dwellings to overlook these areas. This integration of view lines and passive surveillance enhances the overall amenity and unique character of the precinct, creating a sense of unity and security within the community.

Precinct ID



Roles & Influences

Primary Role

- High Density Residential

Secondary Role

- Community
- Aged Care facilities

Influences

- Gum Scrub Creek
- Princes Highway
- Railway line
- Bridge Road

Sub-Precinct boundary:

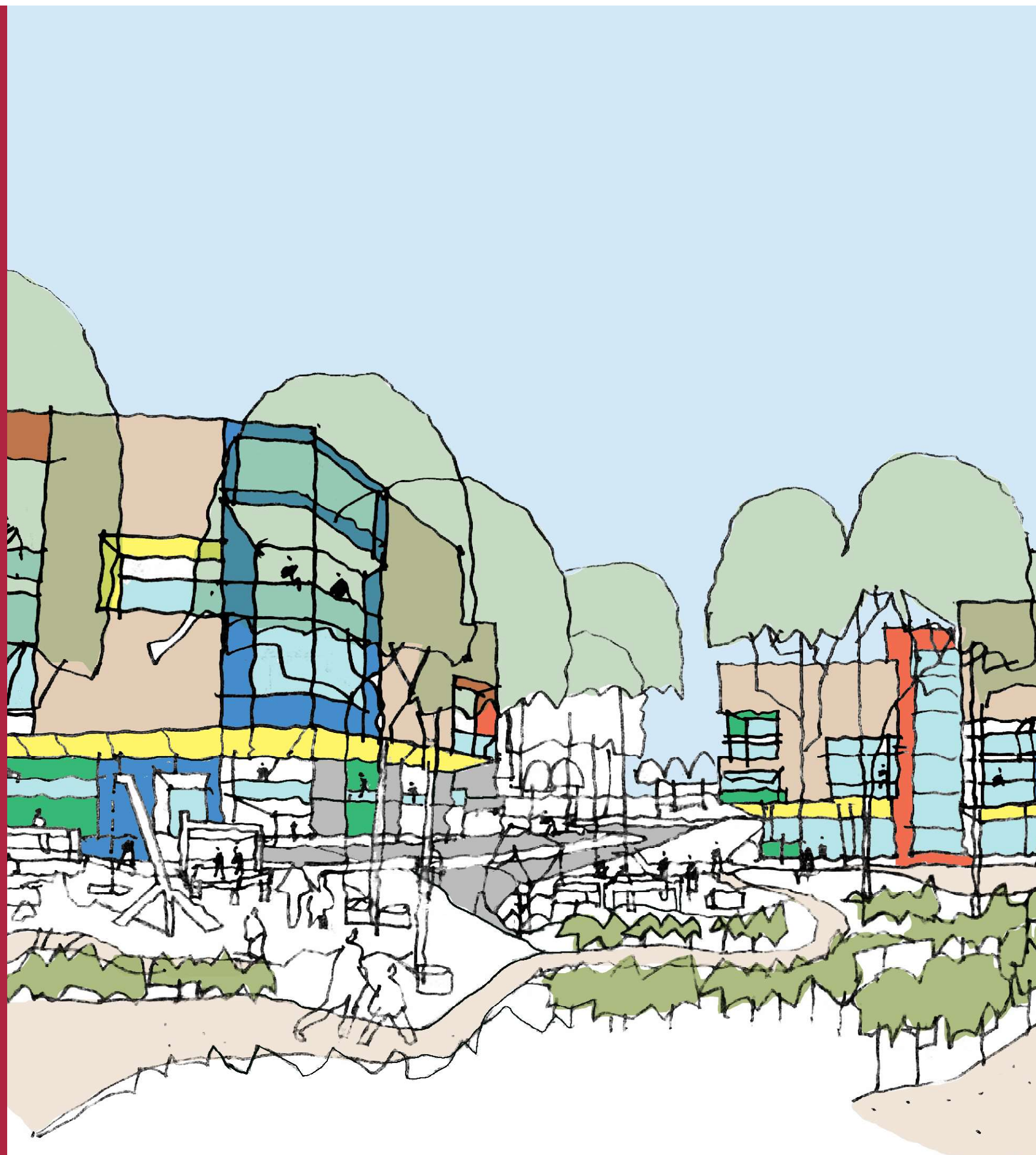
Sub-precinct 5 defines the eastern approach of the Town Centre, defined by Princes Highway and Gum Scrub Creek and traversed by the railway line. The precinct encompasses grassed land to the north of the railway line and new higher density residential areas are under development to the south of the railway line.

The boundary is defined by:

- North: Princes Highway
- East: Gum Scrub Creek
- South: Bridge Road
- West: North South Road B and Coxon Street

3.0 THE URBAN DESIGN FRAMEWORK - CENTRE WIDE PROVISIONS

The following section provides the design response for Officer UDF categorised by themes, outlining objectives, requirements and guidelines.



3.1 Vision

Officer Town Centre Vision

The Officer Town Centre will be a place where sustainable, compact and productive urban living will be supported by attractive local and regional destinations. It will be anchored along the vibrant Siding Avenue, within easy access to quality civic, recreational, education and employment nodes. Future development will be supported by pedestrian oriented public realm and well-connected active transport.

Officer Town Centre Major Activity Centre will be the vibrant heart of the Officer Precinct and one of the key retail and mixed use destinations of Melbourne's southeast. It is anchored around a 'Main Street' (Siding Avenue's high pedestrian area) with a focus for all kinds of activity including a range of opportunities for employment, shopping, recreation, socialising and community facilities. This diverse array of uses will generate an active and lively street environment from the early morning to the late evening, seven days a week.

The town centre will prioritise active transport (pedestrians, cyclists and public transport users) to facilitate a healthy, sustainable community that is also safe and lively, where people of all ages and abilities can enjoy efficient and comfortable access around their neighbourhood.

The town centre is integrated with the Officer Railway Station and the Principal Public Transport Network (PPTN) (bus network) as a leading example of Transit Oriented Design (TOD).

The urban environment and associated activity in the Officer Town Centre and the breadth of facilities, services and businesses will be supported by a more intensive mixed use and residential environment (including higher density housing) creating a compact urban experience.

Officer Town Centre will have a unique identity and a strong sense of place reflected through balancing increased development density, formal streetscapes and public realm characters with its rich rural history and cultural heritage, such as Officer's farming and industrial history and the natural landscape.

Future development and public realm design will be

pedestrian-oriented through its proportion, detail, consideration for amenity and visual engagement during day and night.

Environmental sustainability features will be incorporated with a design that optimises solar access, water sensitive and energy-efficient design and integrated water management. Officer Town Centre will contribute to sustainability by clustering land uses and housing densities to optimise active transport, supporting a reduction in the extent of car use.

As the town centre continues to grow, the character of Officer will evolve along with its residents and visitors, balancing the old and new, the rural and urban, and spacious and intimate.

Officer PSP Vision

To establish a sense of place and community;

To create greater housing choice diversity and affordable houses to live;

To create highly accessible and vibrant activity centres;

To provide for local employment and business activity;

To provide better transport choices;

To deliver accessible, integrated and adaptable community infrastructures; and

To respond to climate change and increase environmental sustainability.



Image 4: Benchmark imagery of Supermarket form providing entries and outlook to car park (Source: Brickworks, Burwood)



Image 5: Benchmark imagery of fine grain frontages to open plaza (Source: Northland Shopping Centre, Northland)

3.2 Key Directions

The following key drivers direct the design objectives applied to each sub-precinct. These have been prioritised through consultation with the community and placed in context to the vision outlined within the Precinct Structure Plan along with other relevant policy and regulation.

- 1. A Town Centre with a vibrant and centrally positioned urban ‘heart’ on Siding Avenue, creating a ‘Main Street’ environment, anchored by retail and civic functions.
- 2. A Town Centre that embraces its role as a regional destination for established and future communities.
- 3. A Town Centre that facilitates equitable and safe movement of people.
- 4. A Town Centre that supports environmentally sustainable and convenient lifestyles.
- 5. A Town Centre that supports a diverse development with appropriate interface management.
- 6. A Town Centre that is defined by a strong north south and east west axis as inviting links into the Town Centre.
- 7. A Town Centre that celebrates its environmental setting.
- 8. A Town Centre that supports high density, mixed use transit oriented precinct around Officer Station.

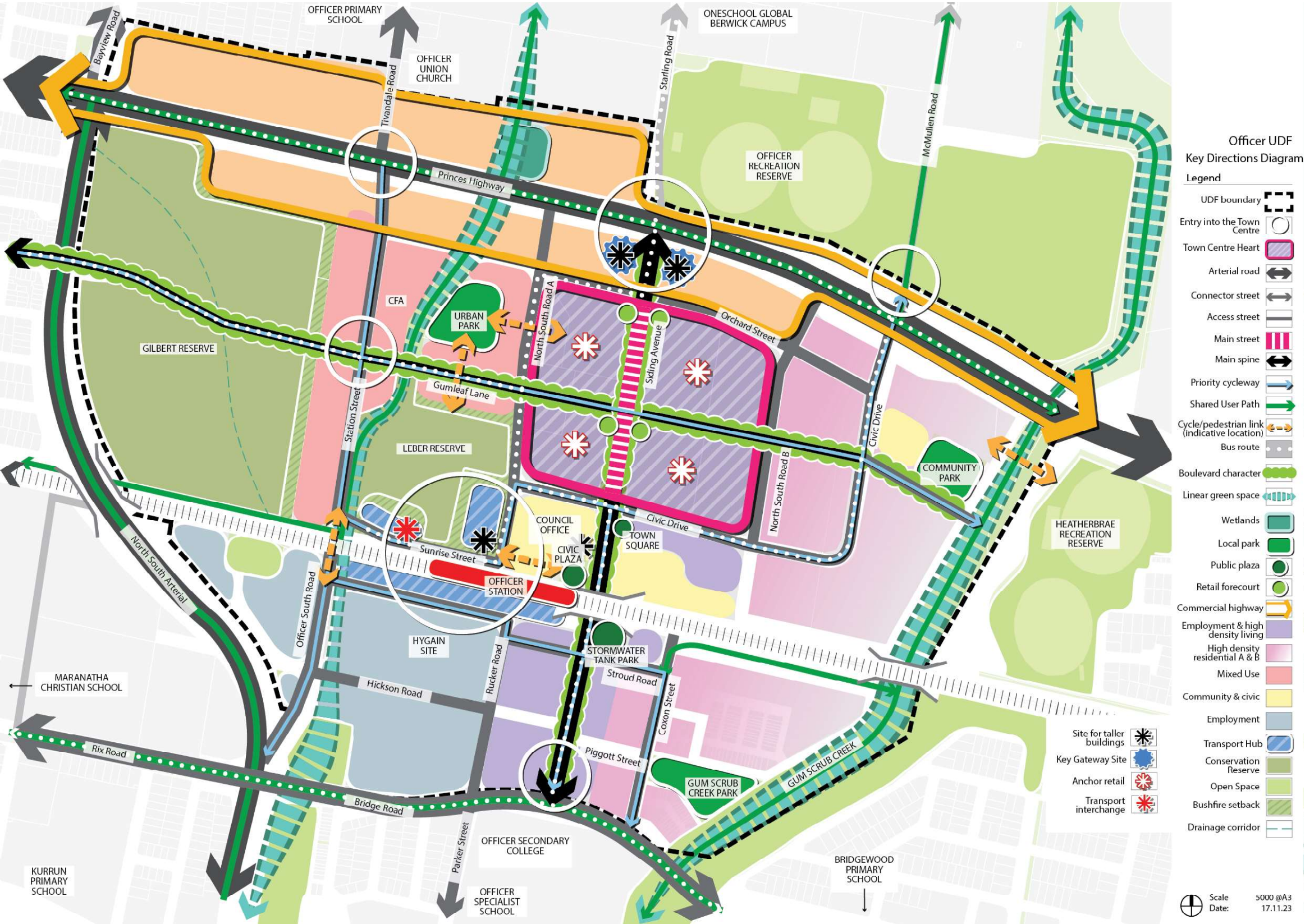


Figure 2: Key directions diagram & Officer Town Centre

3.3 The Urban Design Framework - Centre Wide Provisions

A series of urban design themes have been identified to guide Officer's Future Urban Structure Concept Plan (Figure 3) as follows:

Theme 1: Urban Structure & Land Use

Theme 2: Access & Movement

Theme 3: Development & Interfaces

Theme 4: Public Realm & Open Space

Each theme is structured to include objectives, design requirements and guidelines to assist with resolving specific design issues as practically as possible.

Objectives clearly outline the goals and ambitions for future design outcomes. They are derived from the Key Directions and Vision statements in this UDF and Officer's PSP.

Design requirements assist with implementing the objective. These requirements are informed by the mandatory guidelines in the PSP and have been shaped by the Urban Design Guidelines for Victoria to bridge the gap between the planning scheme and PSP.

Guidelines present desired outcomes. They can be more descriptive and, in this way, can only be applied to specific scenarios. They exist to illustrate how the objective can be achieved. Compliance with guidelines should be sought where alternative outcomes prejudice the objective.

Detailed description on each urban design theme and their associated objectives, requirements and guidelines are included in the following sections.

Note: Both roundabouts and signalised intersections are indicative responses for junction/intersection treatments, noting that there is opportunity to upgrade intersections as required. These upgrades are subject to Council approval to ensure pedestrian and cyclist movements are appropriately integrated into the intersections.

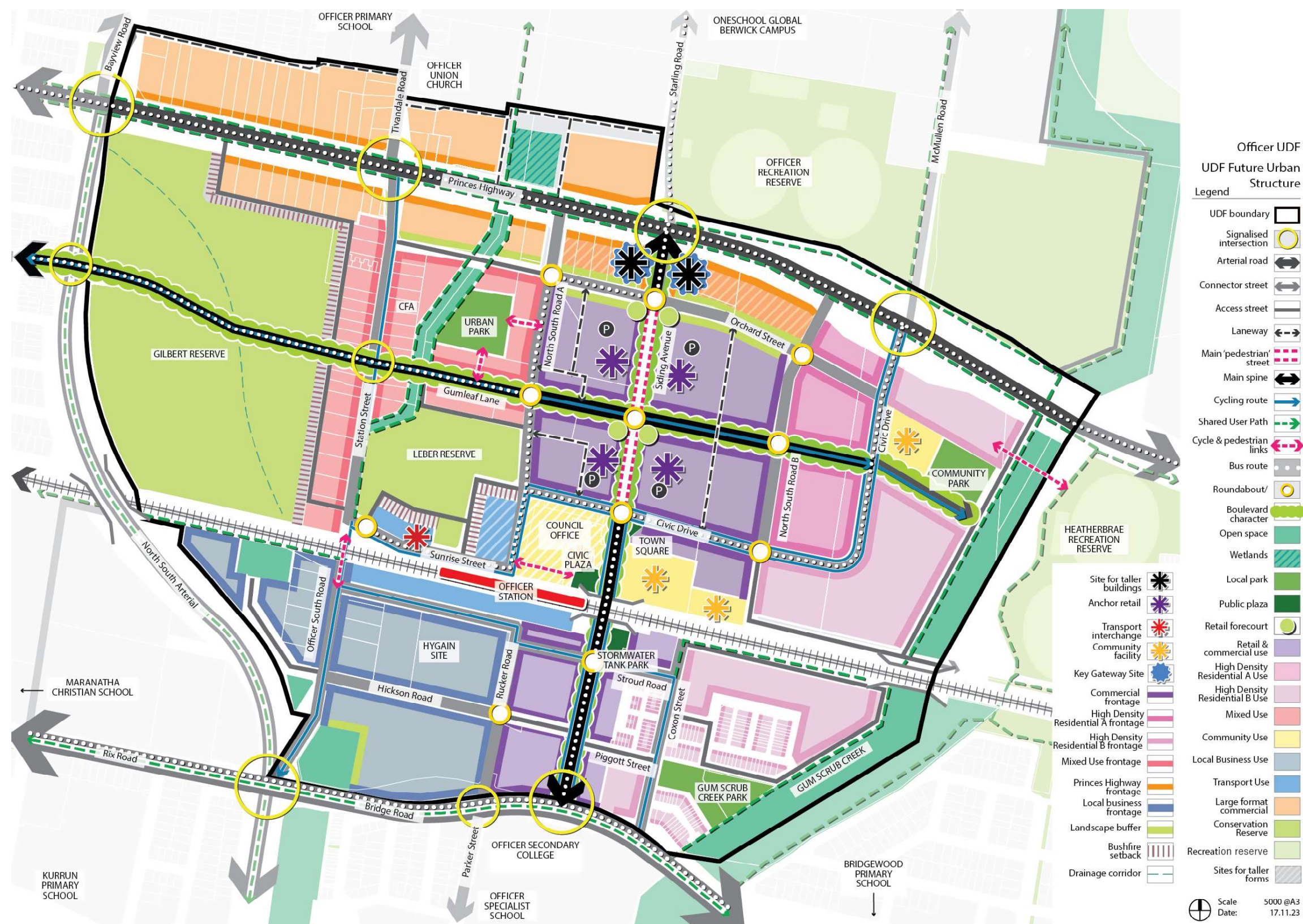


Figure 3: Future Urban Structure Concept Plan for Officer Town Centre

4.0 Design Themes

The following chapter provides objectives, requirements and guidelines for each design theme and precinct.



4.1 Urban Structure & Land Use

This theme acknowledges the ability for good urban structure to support complementary land uses. Officer's urban structure, facilitated through the PSP, will be robust; strengthened by existing connections around the periphery of the Town Centre boundary. Proposed land uses and urban connections shouldn't be compromised to facilitate one aspect of the Town Centre. Its strength is in its holistic application of connections seeking to adopt a regular grid street network for permeability and legibility. Urban blocks have been shaped to support suitable development envelopes whilst retaining a sufficient level of flexibility to encourage a diverse range of functions and individual design responses that can be sequentially delivered over time.

Designated as a key destination for mixed use in Melbourne's south-east, a variety of land uses will generate an active and lively street environment, day and night, centred around a fine grain retail interface along Siding Avenue. Larger format commercial, office, high density residential and community uses will be provided to encourage activity within the centre.

Urban structure and land use will prioritise the safety, amenity and comfort of pedestrians and active users by emphasising desire lines and sightlines.

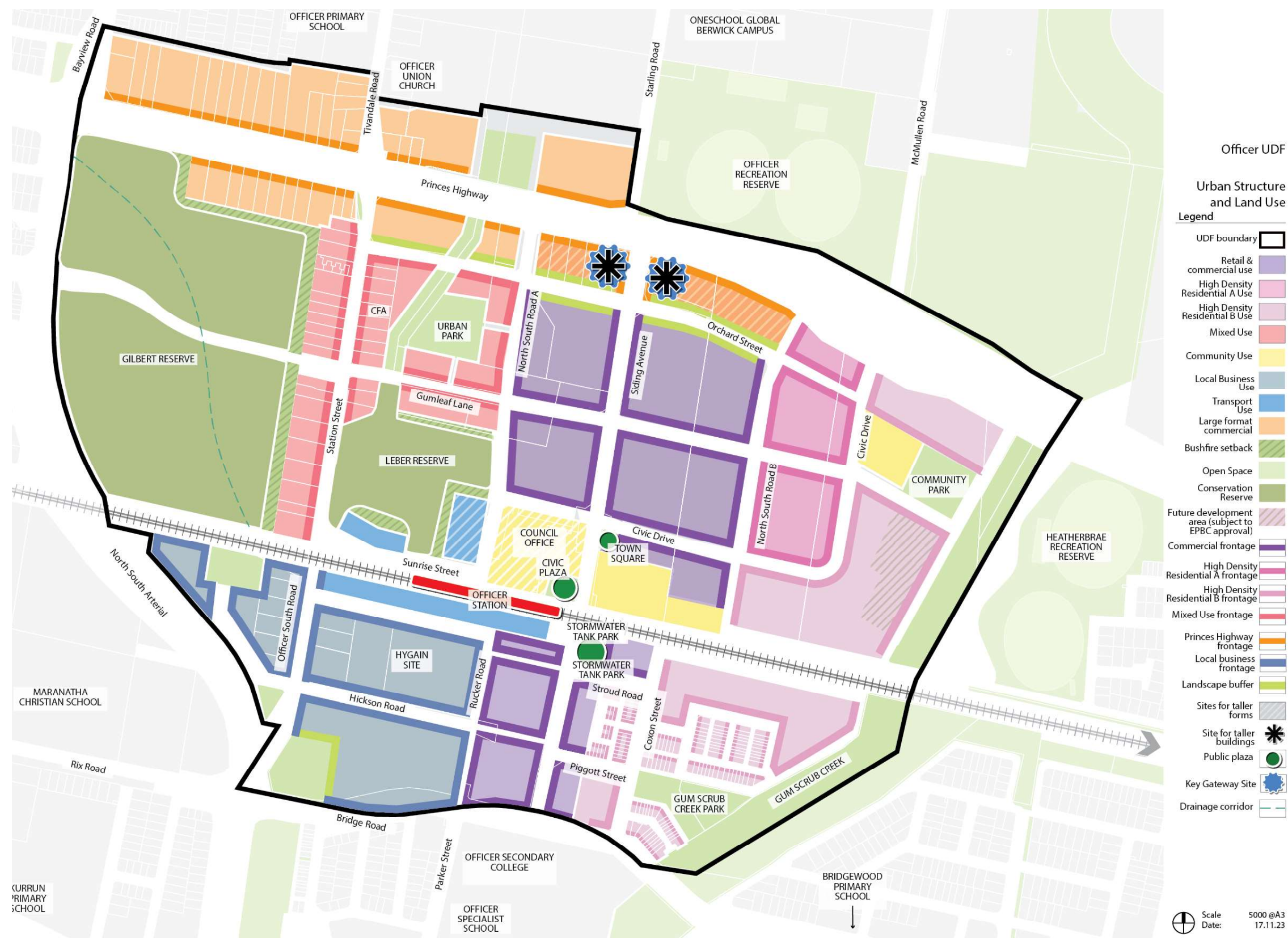


Figure 4: Urban Structure & Land Use map

Table 01: Design Considerations - Urban Structure & Land Use

Objectives		Design Requirements		Sub-precinct	Guidelines
01	To provide for local employment and business activity	R1	The location of land use must generally be in accordance with Figure 3 and Table 02.	All	G1 Street block dimensions should be closely spaced to create an interconnected network of streets and lanes.
		R2	Siding Avenue and Station Street corridors are defined as the employment spines. This must occur without significantly impinging on the continued operation of local businesses in Precinct 4.	P2	G2 Further expansion of existing industrial uses should be prevented.
		R3	Amenity for residents, workers and visitors must be considered whilst supporting on-going industries.	P4	G3 A vibrant and centrally positioned Town Centre with a ‘Main Street’ address, should be anchored by retail, commercial, community functions and quality public spaces.
02	To create highly accessible and vibrant activity centres	R4	Transit-oriented mixed use developments must be supported around Officer Station.	P3, P4	G4 A diversity of housing density and types should be supported (in line with design requirements) that is integrated within the established community including affordable housing, retirement living and aged care living.
		R5	Land must be allocated for the development of an integrated, freestanding community facility that supports residents of all ages, encourages social interaction, and creates a sense of place.	P2, P5	G5 High Density Residential A should deliver at least 50 dwellings/net developable area.
		R6	Retail, commercial and mixed use development must be facilitated in early stages of the Town Centre development.	P1, P2, P3	G6 High Density Residential B should deliver at least 35 dwellings/net developable area.
03	To create greater housing choice	R7	A mix of housing typologies including high density housing (i.e. shop top dwelling) and apartment living must be positioned within proximity to Officer Station and the Town Centre Core.	P3, P5	G7 Lots should be: <ul style="list-style-type: none">▪ generally rectangular in shape on streets aligned on a north-south or east-west axis to maximise building and energy efficiency; and,▪ designed so as to ensure garages/vehicle access are not the dominant front façade element of the streetscape.
		R8	A transition in the density of housing around the edges of the Town Centre must be provided, along bus routes, around Officer Railway Station and ‘higher’ amenity areas such as public open spaces.	P5	G8 Encourage creative artistic community-led expression within the public realm, particularly in the short to medium term, supporting multi-purpose functions of the car parks and temporarily vacant sites for events, markets which contribute to a visually engaging place creation.
04	To deliver accessible, integrated and adaptable community infrastructures	R9	Community facilities that respond to the needs and requirements of communities must be delivered.	All	G9 Corner sites that are located on an arterial road edge are critical development sites and aren’t generally suitable for fast food outlets or petrol stations. G10 Uses at upper levels in buildings abutting public spaces should provide activation and passive surveillance during the day and night.

Table 02: Applied Zones & Land Uses

Sub-Precinct	Sub-Precinct Name	Role and function	Applied Zone	Primary Land Use	Secondary Land Use	Supermarket/ Discount Department Stores/ Mini Majors	Convenience Store (less than 500sqm)
1	Gateway	The Gateway precinct creates a landmark entry to the activity centre. The precinct is to comprise high quality, highway-fronting businesses providing a range of larger format commercial uses such as showrooms, offices, bulky goods and hotels for example.	Commercial Zone (C2Z)	Highway Retail Showroom/ Bulky goods retailing.	Highway Commercial Convenience Retail Leisure & Recreation	No	Yes
2	Core	The Core precinct creates a vibrant retail built environment structured around Siding Avenue operating as a 'Main Street' to provide a streetscape that is highly defined by activated frontages and interfacing with the public realm to facilitate a vibrant town centre. Core areas combine a diversity of uses including retail, food and beverage, entertainment, commercial/professional services, recreation and residential.	Commercial Zone (C1Z)	Retail & Hospitality Commercial	Civic & Community High Density Residential Entertainment	Yes	Yes
3	Mixed Use	The Mixed Use precinct provides a variety of residential and commercial opportunities within the activity centre and create a transition zone between the Core precinct and conservation areas.	Mixed Use Zone (MUZ)	Small Office Home Office (SOHO) Civic Commercial Public Transport Interchange	High Density Residential Institution (education & health)	No	No
4	Local Business	The Local Business precinct provides a variety of residential and commercial opportunities and create a transition zone between the Core precinct and existing industrial uses.	Commercial Zone (C1Z)	Commercial	Institution (education & health) Light Industrial Residential (subject to environmental testing and HyGain site relocation)	No	Yes
5	Residential	The residential precinct, located to the north and south of the railway line, performs a number of functions to support the activity centre including providing affordable housing solutions. It also forms a transition between the more intensive development of the activity centre and the public open space of the Gum Scrub Creek to the east.	Residential Growth Zone (RGZ)	Medium - High Density Residential	Community Aged Care facilities	No	No



Image 6: Benchmark imagery of active frontages within a mixed use zone (Source: East Village Shopping Centre, Zetland)



Image 7: Benchmark imagery of Multi storey townhouse development (Source: Third Ave by Studio Nine)

4.2 Access & Movement

The Officer Town Centre supports a functional road network that facilitates safe and efficient movements through and around the Town Centre to surrounding residential areas, key destinations (i.e. schools, recreational facilities, open spaces, etc).

The Access and Movement Framework must support a greater choice of travel mode by approaching the road and street networks as ‘movement’ conduits and ‘places’ in their own right.

Street profiles, land use, landscape treatment and built form interfaces are all contributing factors in creating places which support the prioritisation of various movement modes.

To truly deliver a people-oriented, sustainable and inviting place to work, live and play, the Access and Movement framework sets out clear parameters where active transport must be provided and how active transport can still be provided where vehicle access is required.

Note: Both roundabouts and signalised intersections are indicative responses for junction/intersection treatments, noting that there is opportunity to upgrade intersections as required. These upgrades are subject to Council approval to ensure pedestrian and cyclist movements are appropriately integrated into the intersections.

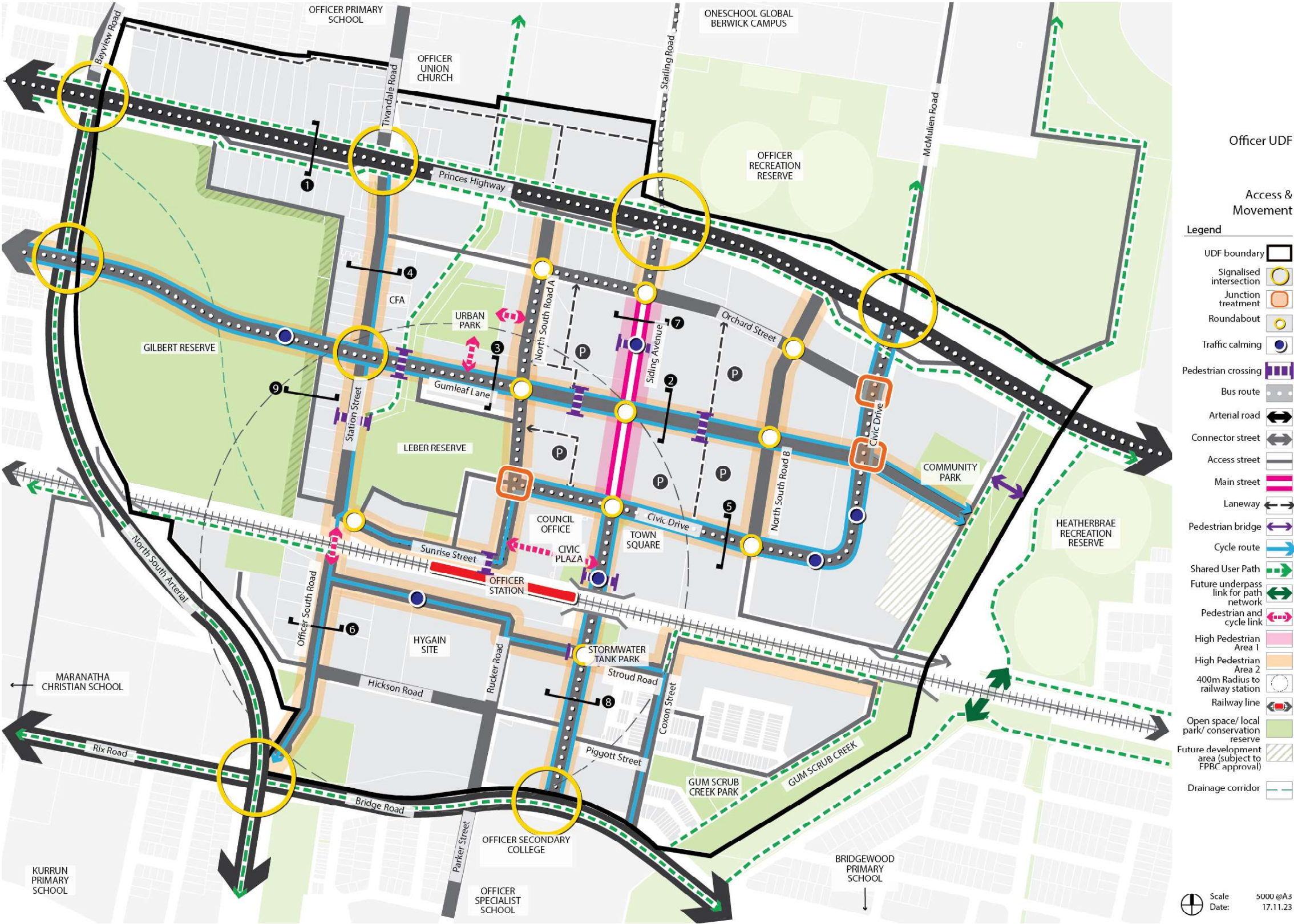


Table 03: Design Considerations - Access & Movement

Objectives		Design Requirements		Sub-precinct	Guidelines
01	To create a safe, highly accessible and vibrant activity centre	R1	The alignment of road and pedestrian gateways must maximise permeability and retain views to Officer Station, the proposed Town Centre and future public open spaces.	All	G1 Should support wider footpaths along the 'Main Street' to enable footpath trading.
		R2	Streets must be designed with provisions for pedestrian safety and amenity.	All	G2 Should avoid vehicle crossovers along 'Main Street' (High Pedestrian Area 1).
		R3	Siding Avenue's 'Main Street' must be pedestrian orientated, easily accessible and inviting.	P2	G3 Consolidation of vehicle access to minimise crossovers should be encouraged.
		R4	Conflict zones must be minimised between vehicles and other active transport users.	All	G4 Shared laneways for vehicle and servicing access should be encouraged.
		R5	The visual presence of car parking and servicing from the primary street address must be minimised.	All	G5 Rear - loading access to car parking and servicing should be encouraged.
		R6	Freight, servicing vehicles and high traffic volumes must be directed along selected Connector roads, away from the 'Main Street', Gumleaf Lane and residential streets.	All	G6 Car parking and servicing should be located away from the primary street frontage.
		R7	Roads must be designed with associated treatments to prioritise user safety and comfort.	All	G7 The provision of multi-level parking or basement parking should be supported.
02	To provide better transport choices	R7	Designated streets must be designed to be bus capable (minimum 20m wide).	All	G8 Grade separated crossings should seamlessly connect to pedestrian and cycling desire lines.
		R8	Appropriate cycle infrastructures must be provided, consistent with Table 04.	All	G9 Grade separated crossings should be designed with the safety of pedestrian and cyclists in mind, particularly after hours.
		R9	End of Trip facilities must be provided at Officer Railway Station.	P2	G11 Wayfinding through the Town Centre should create legible connections to the river/creek trails.
		R10	A grade-separated pedestrian and cycling crossing across the railway line must be provided.	P3, P4	G12 Cycle lanes should continue through the intersection.
		R11	The river/creek trail must be integrated into the active transport network.	P3, P5	G13 Priority crossings should be given to pedestrian and cyclists along high pedestrian areas, or where the street is a designated cycle route.
03	To respond to climate change and increase environmental sustainability	R12	Roads identified as boulevards ('Main St'and Gumleaf Lane) must be designed with new signalised intersections to allow for controlled vehicular connection between the site and wider area.	P2, P3, P5	G14 Position traffic calming and mid block pedestrian/ cyclist crossings should connect with destination points across the Town Centre.
04	To establish clear streets hierarchy and users' priority	R13	The modal priority must be consistent with table 04.	All	G15 Mid-block pedestrian connections should support pedestrian bridges across waterways.
		R14	Lower vehicle speeds (40km/h) on high pedestrian areas must be supported.	All	
		R15	Intersection designs must continue to support the modal priority.	All	
		R16	Must deliver safe walking and cycling crossings.	All	
		R17	Must create a permeable walking environment.	All	

▪ For further guidance, refer to Section 2.7 (On-Street Parking) and Section 2.8 (Car Parking Lots) of the Urban Design Guidelines for Victoria.

Table 04: Access & Movement Framework

Road/ Street Name	Modal Priority	Ultimate Reserve Width (m)	Bus Capable (Y/N)	Preferred Footpath Width (M)	Preferred Cycling Facility	On Street Parking (Y/N)
Princes Highway	Pedestrian = Medium Cycling = High Public Transport= High Vehicle = High	60m (50m road reserve + 10m landscaping)	Y	1.5	2-way off-Road cycle lanes	N
‘Main Street’ (Siding Avenue)	Pedestrian = Highest Cycling = Medium Public Transport= Low Vehicle = Medium	23	N	5	-	Y
Siding Avenue	Pedestrian = High Cycling = High Public Transport= Low Vehicle = Medium	22	Y	3	1-way on-road cycle lanes	Y
Gumleaf Lane (North South Road A to North South Road B)	Pedestrian = High Cycling = High Public Transport= Medium Vehicle = Medium	30	N	3.5	1-way on-road protected cycle lanes	Y
Station Street	Pedestrian = High Cycling = High Public Transport= N/A Vehicle = Medium	20	N	1.5	2-way on-road cycle lane	Y
Civic Drive	Pedestrian = Medium Cycling = High Public Transport= High Vehicle = Medium	22	Y	3	1-way on-road protected cycle lanes	Y
North- South Road A	Pedestrian = High Cycling = Medium Public Transport= High Vehicle = High	22	Y	3	-	Y
North - South Road B	Pedestrian = High Cycling = Medium Public Transport= N/A Vehicle = High	22	N	3	-	Y
Orchard Street	Pedestrian = Medium Cycling = Medium Public Transport= High Vehicle = High	22	N	3	-	Y
Sunrise Street	Pedestrian = High Cycling = High Public Transport= High Vehicle = Medium	25	Y	3.5	2-way on-road cycle lane	Y



Image 8: Benchmark imagery of ‘Main Street’ condition with dedicated cycle path Source: Royal Parade, Parkville)



Image 9: Benchmark imagery of activated footpaths for outdoor dining use (Source: Dorcas Street, South Melbourne)



Road/ Street Name	Modal Priority	Ultimate Reserve Width (m)	Bus Capable (Y/N)	Preferred Footpath Width (M)	Preferred Cycling Facility	On Street Parking (Y/N)
Officer South Road	Pedestrian = Medium Cycling = High Public Transport= N/A Vehicle = Medium	20	N	3	Shared User Path	N
Rucker Road	Pedestrian = Medium Cycling = Medium Public Transport= N/A Vehicle = High	22	N	3	-	Y
Coxon Street	Pedestrian = Medium Cycling = High Public Transport= N/A Vehicle = Medium	22	N	3	1-way on-road cycle lane	Y
Hickson Road	Pedestrian = Medium Cycling = Medium Public Transport= N/A Vehicle = High	22	N	3	-	Y
Stroud Road	Pedestrian = High Cycling = High Public Transport= N/A Vehicle = Medium	22	N	3	1-way on-road protected cycle lanes	Y
Piggott Street	Pedestrian = Medium Cycling = Medium Public Transport= N/A Vehicle = High	17	N	3	-	Y
Access Streets (commercial & residential)	Pedestrian = Medium Cycling = Medium Public Transport= N/A Vehicle = High	15	N	2	-	Y
Shared Trail	Pedestrian = High Cycling = High Public Transport= N/A Vehicle = N/A (except for maintenance vehicle)	N/A	N	N/A	Shared User Path	N
Laneway	Pedestrian = Medium Cycling = N/A Public Transport= N/A Vehicle = High	6 (residential) - 8 (commercial)	N	N/A	-	N



Image 10: Benchmark imagery of street with protected cycle path (Source: William Street, Melbourne)



Image 11: Benchmark imagery of shared user path (Source: Yarra Trail, Melbourne)



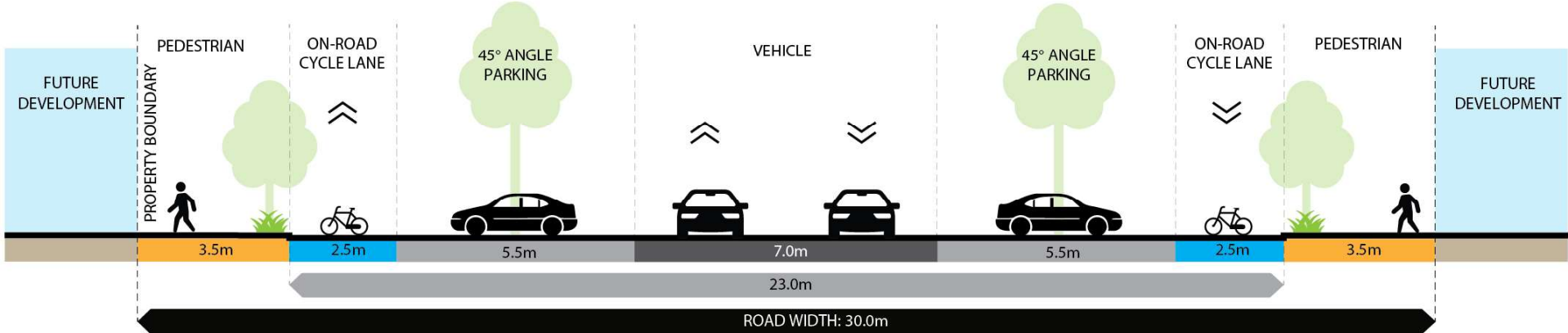
Image 12: Benchmark imagery of shared uses in a laneway environment (Source: Lombard Laneway, Wellington)

Town Centre Sections

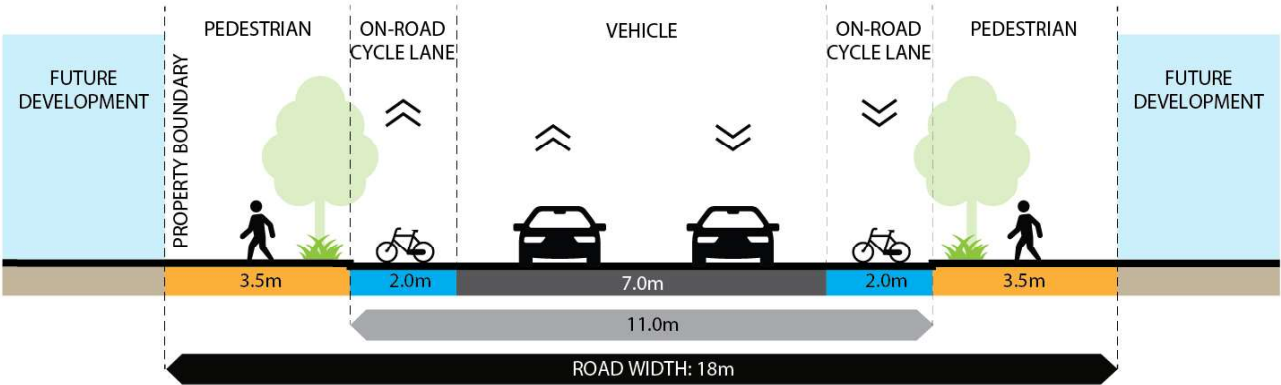
SECTION 1 - Arterial Road (50m) Princes Highway



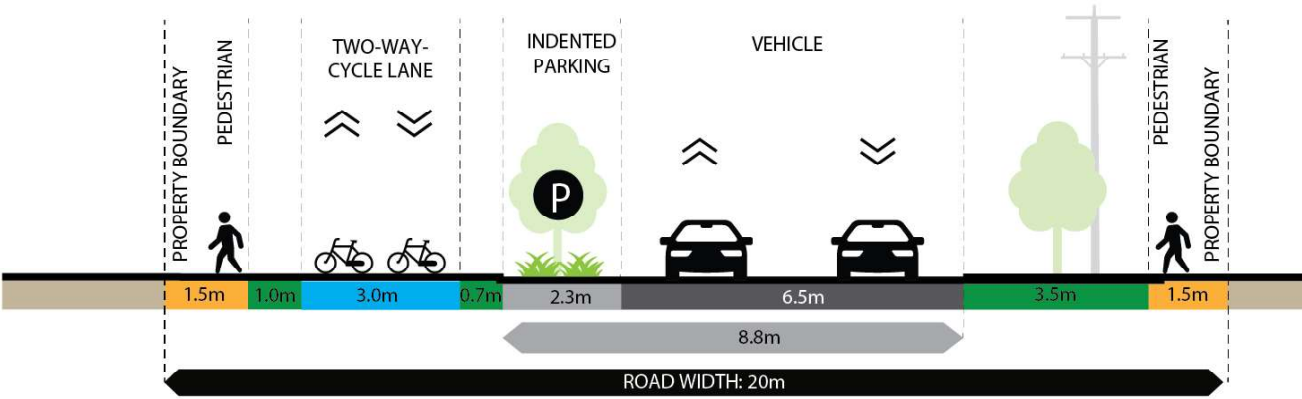
SECTION 2 - Connector Street Boulevard (30m) Gumleaf Lane (North South Road A to North South Road B)



SECTION 3 - Connector Street (18m) Gumleaf Lane

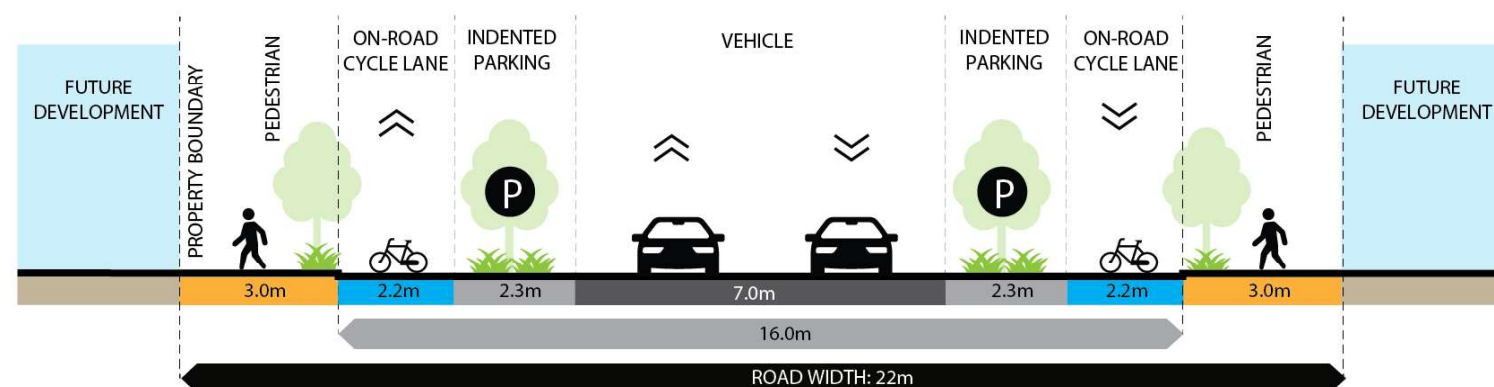


SECTION 4 - Connector Street (20m) Station Street

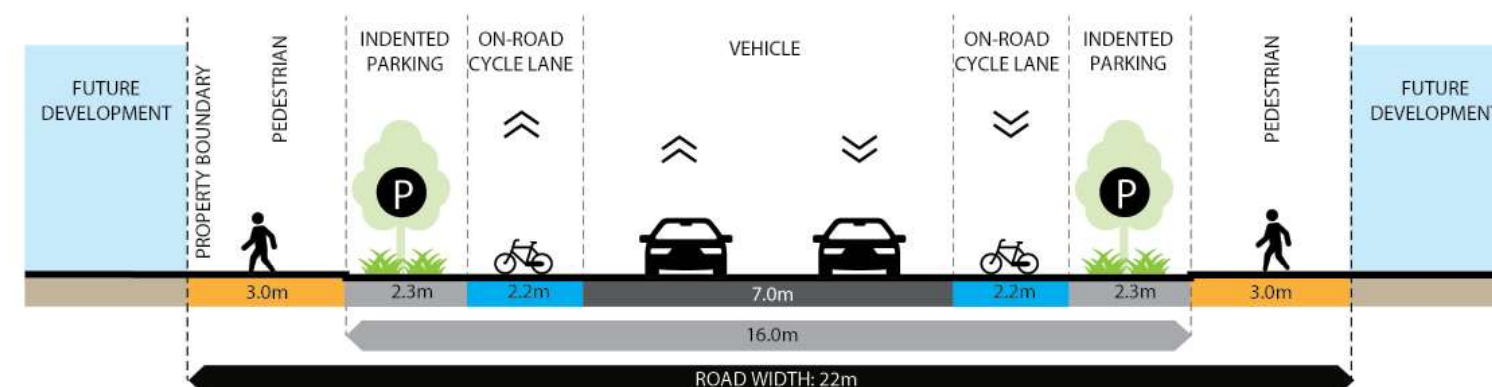


*Cross section has been designed to utilise existing road pavement as much as possible.
*Footpath width must be a minimum of 1.5 - 2 metres.

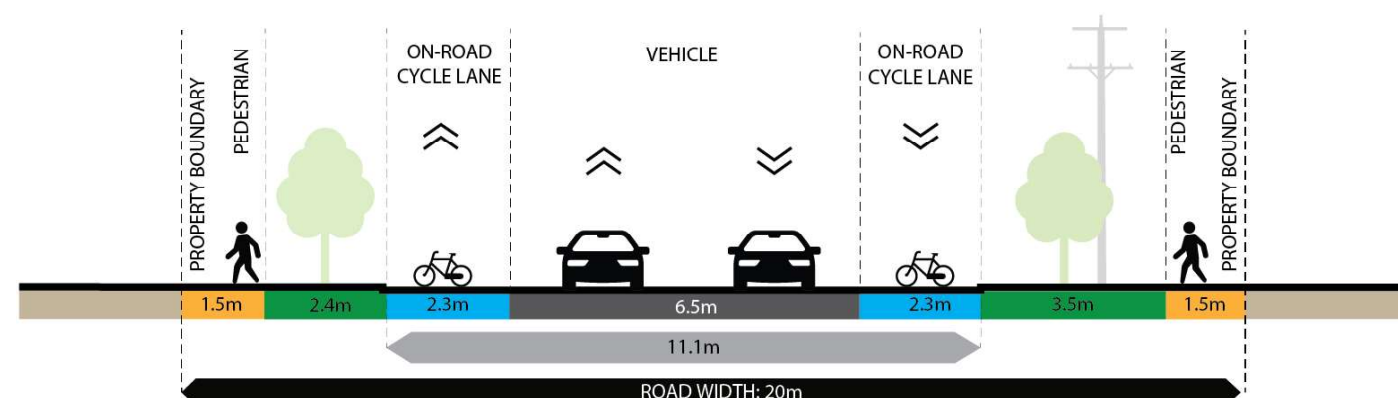
SECTION 5 - Connector Street (22m) Civic Drive



SECTION 8 - Connector Street (22m) Siding Avenue



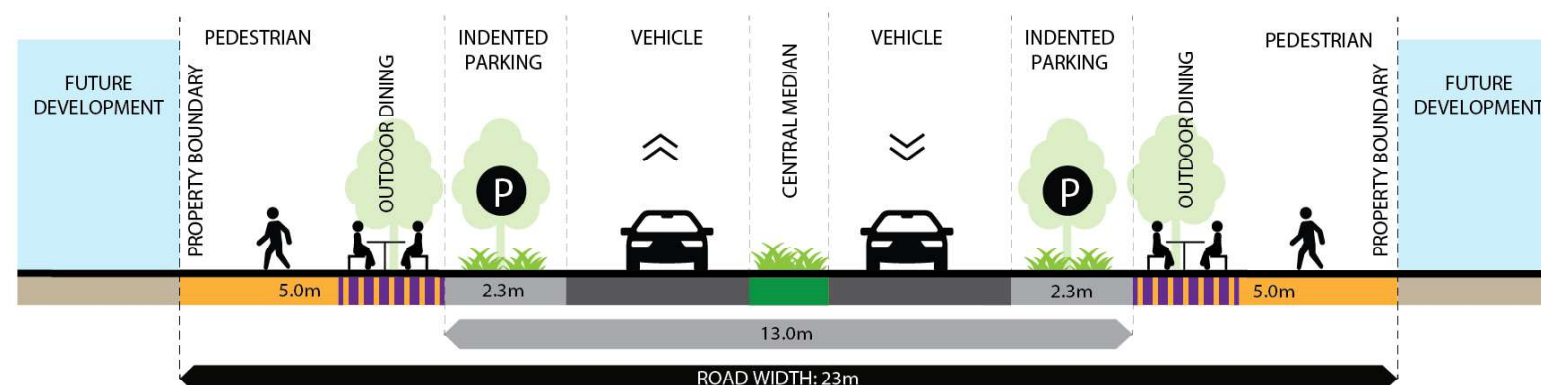
SECTION 6 - Connector Street (20m) Officer South Road (Railway line to Hickson Rd)



*Cross section has been designed to utilise existing road pavement as much as possible.

*Footpath width must be between 1.5-2m

SECTION 7 - Main Street (23m) Siding Avenue



Note: Cycle lanes have been updated from the PSP inline with current standards and guidelines.

*Cycle route along Main St has been re-directed to remove potential conflict with bicycle users

4.3 Development & Interface

There are considerable State and Local Planning Policies that support the designation of increased residential densities in proximity to a Town Centre, employment, civic uses and public transport nodes around Officer Station.

The future urban form for the Officer Town Centre will be framed around a range of mid-rise development scale and typologies.

It is pertinent that the mid rise urban form proposition is contextually grounded to create ‘people-oriented’ places and spaces, consistent with the PSP ambitions.

The Town Centre’s morphology will respond to the forecasted land use demand and the opportunity for new landmarks, transit oriented development around Officer Station and residential transition around the edges.

Variation in the precinct skyline will reflect built form transition between the taller forms (at designated gateway sites) down to low rise residential precinct outside the Town Centre.

Within the precinct, future development will be at least 2 storey high, adopting varied development types to emphasize diversity in different parts. Importantly, future forms in the precinct will continue to reinforce the hierarchy of activity centres within Cardinia (Clause 21.03), where higher density developments are encouraged in the higher-order activity centre.

Key to enhancing a ‘pedestrian-oriented’ precinct is a consideration for pedestrian amenity at street level. Future podium and upper levels should respond to the street widths and be framed around maintaining solar access to the public realm (at the equinox).

This section provides objectives and guidance on:

- Development Typology & Scale
- Interface Treatment & Management
- Amenity

Note: The setbacks proposed by this UDF for the Local Business precinct differ from the zero setback required by the PSP. This modification is to create a greater distinction in character between the Core Precinct (zero setback) and the peripheral precincts. Even though both Core and Local Business precincts are zoned as Commercial 1 Zone, it is considered appropriate that Local Business provide an urban fabric that does not compete with the Core Precinct, allowing setbacks and building separation for landscape provision and pedestrian amenity.

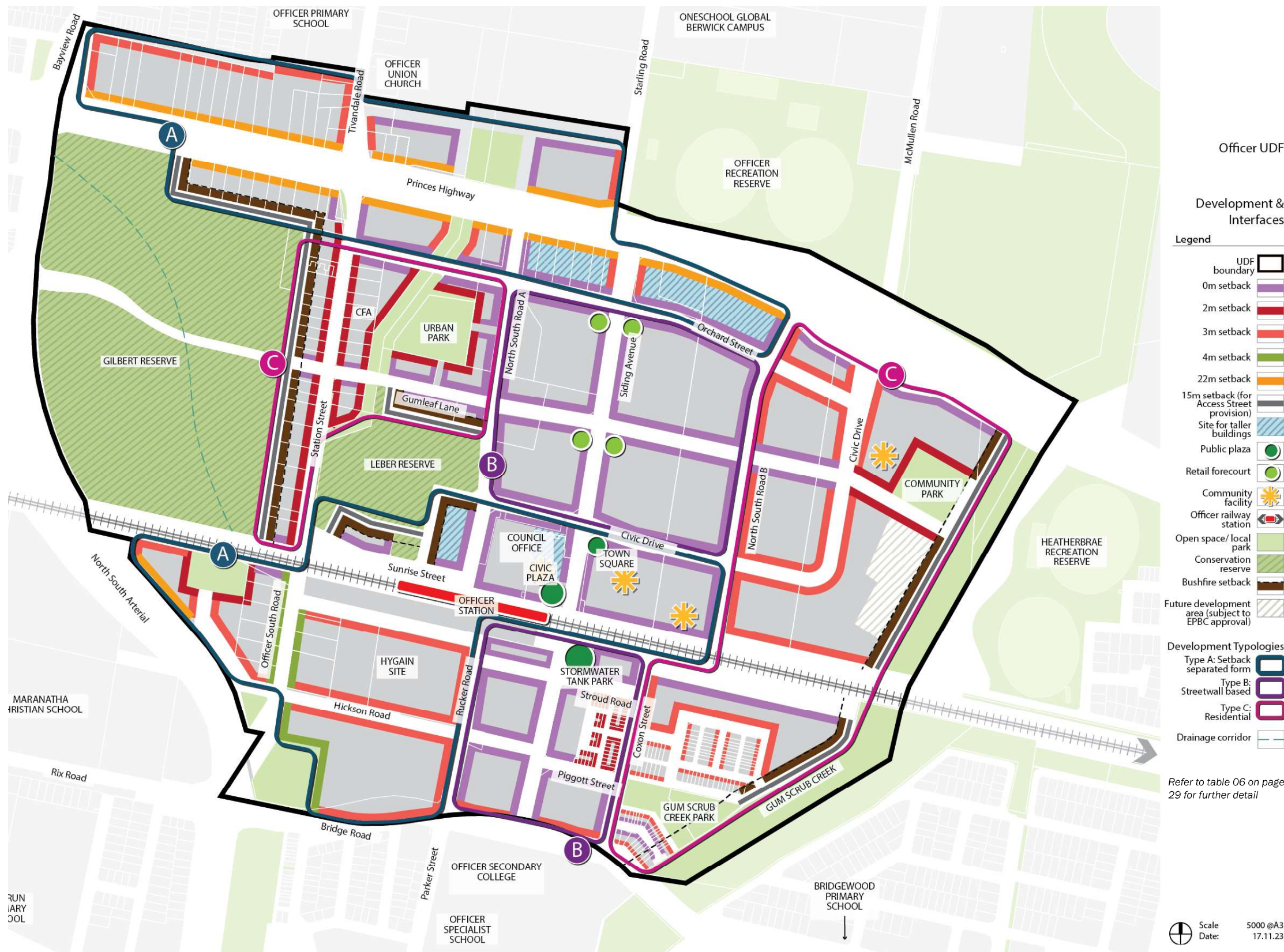


Figure 6: Development & Interfaces map






Table 05: Design Considerations - Development & Interfaces

Objectives		Design Requirements		Sub-precinct	Guidelines
01	To establish a sense of place and community	R1	Development typology and scale must be consistent with Table 06.	All	G1 Development should be designed to meaningfully address the corner without relying on surface effect for modulation and articulation.
		R2	Taller developments must be designed to enhance wayfinding and legibility at key arrival points into the Town Centre: Urban blocks framing the approaches and entry into Siding Avenue along the Princes Highway (between North South Road A and North South Road B). Around the Officer Railway Station and Bus Interchange.	P1, P2	G2 Façade design should consider a sense of depth, by balancing light and shade to create visually interesting architectural outcomes. G3 Support the integration of public art and landscaping at and around primary entry points to enhance the sense of arrival into the Town Centre.
		R3	Meaningful articulation must be provided along with distinct built form and visually engaging presentation to public realm to enhance the Activity Centre character and create places for people.	All	G4 Shop fronts and building entrances should be of high quality and aligned to the street edge to be readily visible in the street. G5 Adequate floor depths for viable retail space should be sought to contribute to activation of public realm spaces.
02	To create highly accessible and vibrant activity centres	R4	Supermarkets, discount department stores and department stores of more than 1,000 square metres must: sit behind the fine-grained shopfront environment of ‘Main Street’ and the Transport Interchange area.	P2, P4	G6 A material palette or treatment that limits views into the building at ground level should be avoided.
		R5	Development must be consistent with the street wall height and setback provisions described in Table 06.	All	G7 Glazing should be kept clear from advertising signage and colour blocking, allowing views in and out of commercial tenancies and increasing the perceived safety of streets.
		R6	Buildings must be built to street frontages to maximise activation of the public realm, unless ground level setback is required.	All	G8 All street facing commercial interfaces at ground level should be clearly glazed.
		R7	Ground level activation along streets designated as key walking and cycling links must be maximised.	All	G9 Development should be configured to maximise natural light and ventilation.
03	To respond to climate change and increase environmental sustainability	R8	Opportunities for integrated landscaping including additional canopy trees and under storey vegetation must be provided.	All	G10 On- site water collection and recycling/ composting facilities should be supported.
		R9	Buildings within flood prone areas must be freeboard from the 100 ARI flood level.	All	G11 Any encroachment of ramps or entrances into the public realm should be avoided.
04	To respond the Town Centre environmental constraints and landscape character of Gilbert, Leber and Gum Scrub Creek open space/ conservation reserves	R10	Setbacks from Leber and Gilbert Reserves, must be in accordance with requirements of Clause 13.02 of the Cardinia Planning Scheme, or 27m, and is subject to the approval of CFA.	All	G14 Substantial canopy trees should be encouraged within front property setbacks fronting streets and reserves, selected so as not to impede with sightlines. G15 Under storey vegetation should be avoided within front property setbacks fronting conservation reserves with bushfire requirements.
					G16 Blank walls that face open spaces and conservation reserves should be avoided. Passive surveillance of these areas should be maximised to encourage a perception of safety.
05	To ensure development overtime continues to contribute positively to the precinct’s vibrancy	R11	Implementation and construction staging must be managed to minimise negative impacts to both existing and future uses and users.	All	G17 The use of creative graphics and lighting on temporary structures (e.g. construction site hoarding) and vacant shopfronts should be encouraged.
		R12	Development must consider equitable development opportunities on adjoining sites by adopting appropriate interface and setback response.	All	
06	To provide passive surveillance and foster the perception of safety to open spaces and conservation reserves.				

Table 05 continued

Objectives		Design Requirements		Sub-precinct	Guidelines
06	To ensure development contributes to a sense of safety in the public realm	R15	Primary building entrances must be located to the higher order streets and large sites must incorporate multiple entrances.	All	G18 Direct access to ground floor uses from open space should be encouraged.
		R16	Ground and upper levels must offer passive surveillance onto public realm areas.	All	G19 Development should be positioned and arranged to maintain daylight and sunlight access to: <ul style="list-style-type: none">▪ Footpaths (on opposite side of development and measured 2m from property boundary) between 10am to 2pm on 22 September (equinox).▪ Existing and future open spaces, to maintain sunlight access, equivalent to the shadow cast by a 9m structure (on the boundary) between 10am to 2pm on 22 June.
		R17	Car parking, servicing and loading facilities must not dominate the street frontages or open spaces at ground and upper levels.	All	G20 Development should adopt adequate setback to minimise reliance on privacy screenings and facilitate outlook and landscaping opportunities between buildings by providing: <ul style="list-style-type: none">▪ A minimum 4.5m setback from common boundary to habitable window (residential).▪ A minimum 3m setback from common boundary to non-habitable window (including commercial/ office).
		R18	Along streets designated as key walking and cycling links, vehicle crossovers must be minimised.	All	G21 Where private balconies are proposed, it should be arranged to maximise outlook and surveillance to open space and public realm while providing for privacy.
		R19	Level changes between the public and private realms must be managed within the development site.	All	G22 Services should be integrated into façade design.
07	To ensure long-term, high quality design and amenity outcomes are achieved	R21	At least 5 hours of sunlight must be maintained to existing/ future private open space (calculated on 22 September).	All	G23 BOH (Back of House) should be configured to ensure its access and location does not negatively affect the continuity of cyclist and pedestrian movement, and avoids under croft alcoves, or entrapment spaces.
		R22	The perception of visual bulk caused by buildings must be minimised.	All	G24 Vehicle access and servicing should be provided from rear laneways where possible.
		R23	Ground level terraces must be provided with adequate amenity and privacy.	All	G25 Ramps should not run parallel to the street frontages.
		R24	Future development must be configured and designed to ensure long term viability of street trees.	All	G26 Any proposed retaining walls should be designed and constructed to include the use of dense vegetation buffers and materials of earthy-tones and natural finishes.
					G27 Development should minimise overshadowing and visual bulk impact to adjoining sensitive residential use and open spaces.
					G28 Vertical articulation should be incorporated to minimise the perception of continuous walling.
					G29 Service infrastructure such as air conditioning units should be concealed to be not visually prominent from the street. Infrastructure services should be located to minimise acoustic impact on adjacent properties.
					G30 Bin storage areas should be enclosed and positioned away from street interfaces. Bin collection and loading areas should be located to the rear, away from high pedestrian areas.
▪ For further guidance, refer to Section 5.1 (Buildings in Activity Centres) of the Urban Design Guidelines for Victoria.					

Table 06: Development Typology Framework

Element	Mandatory Height (minimum)	Typology	Sub-precinct	Designation	Potential Land Use	Justification
Area A	2 storeys	 Setback and separated commercial forms.	P1, P2, P3, P4	<ul style="list-style-type: none">Located along Princes Highway.Located around the periphery of the Town Centre (outside the Town Centre core).Located at the topographical low points.	<ul style="list-style-type: none">Large format commercial, Industrial, Transport, Mixed Use, and Community uses	Built forms to provide setbacks to distinguish the nature of bulky goods, warehouses and large redevelopment areas.
Area B	2 storeys	 Street wall based forms.	P2, P4	<ul style="list-style-type: none">Located within the Officer Town Centre core.Located within the commercial precinct along Siding Avenue.	<ul style="list-style-type: none">Commercial	Street wall to create sense of enclosure within the Town Centre.
Area C	2 storeys	  Setback and attached forms. Attached town houses.	P3, P5	<ul style="list-style-type: none">Located adjacent to sensitive environmental context.Located in residential and mixed use precinct.Located around the periphery, or edges of the Town Centre.	<ul style="list-style-type: none">Residential, Mixed Use	Attached forms and setbacks to improve amenity on the residential streetscape.
Taller forms	4 storeys	 Taller street wall based forms.	P1, P2, P3	<ul style="list-style-type: none">Located at key entries into Officer Town Centre, at key designation junctions within the MAC.Located on sites which can contribute to the overall wayfinding, legibility and sense of place for Officer MAC, including around the Officer Station.Located on large lots (minimum 2,000sqm) where off-site amenity can be minimised.	<ul style="list-style-type: none">Large format commercial, Transport and Community Uses	Enhance the sense of arrival to the Town Centre.

Note 1: It is assumed that each level is developed at 4m to allow for a greater flexibility for commercial or non commercial uses at ground and upper levels.

Note 2: The setbacks proposed by this UDF for Local Business Precinct differ from the zero setback required by the PSP. This modification is to create a greater distinction in character between the Core Precinct (zero setback) and the peripheral precincts. Even though both Core and Local Business precincts are zoned as Commercial 1 Zone, it is considered appropriate that Local Business provide an urban fabric that does not compete with the Core Precinct, allowing setbacks and building separation for landscape provision and pedestrian amenity.

Table 07: Street Wall Height & Setback

Element	Mandatory Street Wall Heights	Street Setback (minimum)	Comment
Area A	2 storeys	Princes Highway= 22m	Support meaningful landscaping within the front setback to minimise the visual dominant of surface car parking. A 22m front setback allows an efficient double isle of car parking (16.4m) and landscape planting to both sides (5.6m).
		Perpendicular Side Streets= 3m	Support small size canopy tree and understorey provision within front and side setbacks
		Access Street= 0-3m	
		Open Space= 2m	Support small size canopy tree and understorey provision within the front setbacks. No understorey planting in setbacks fronting Conservation Reserves is supported.
Area B	2 storeys	Primary Streets= 0m	Except where forecourt, or entry plaza is encouraged.
		Bridge Road= 3m	Support small size canopy tree and understorey provision within the front setbacks.
Area C	2 storeys	Connector & Access Streets= 3m	Support small size canopy tree and understorey provision within the front setbacks.
		Gumleaf Lane= 0m	Support a strong built edge.
		Open Space= 2m	Support small size canopy tree and understorey provision within the front setbacks. No understorey planting in setbacks fronting Conservation Reserves is supported.
Taller forms	4 storeys	Princes Highway= 22m	Support meaningful landscaping within the front setback to minimise the visual dominant of surface car parking.
		Sunrise Street and North South Road A= 0m	Support a strong built edge.



Image 13: Benchmark imagery of 2 storey attached residential townhouses typology (Source: Roseneath Street, Victoria)



Image 14: Benchmark imagery of potential street wall based forms typology (Source: Ed Square, Sydney)



Image 15: Benchmark imagery of separated commercial/ industrial typology (Source: Ed Square, Sydney)

4.4 Open Space & Public Realm

The public realm is to include open spaces and streets that provide gathering places for the community.

The Open Space and Public Realm consideration is underpinned by strong east-west green corridor along Gumleaf Lane and a north-south chain of open spaces and environmental reserves.

These corridors are varied in character and function in response to environmental opportunities and constraints and the opportunity to create inviting, tree-lined parks and streets which direct views and pedestrian/ cyclist movement into the Town Centre.

New open spaces are well- distributed across the precinct (within 400m walking radii) with the opportunity to provide delineation between sub-precincts, contributing to a rich sense of place and site legibility.

This section provides objectives and guidance on:

- Open Space Typology, Role & Function
- Landscaping
- Climate Resilience

The UDF has not included preferred future character statements or design guidelines on open spaces/ public realms which are managed by Melbourne Water. Similarly, no preferred future character statements or design guidelines are provided for open spaces which are considered to be constructed.

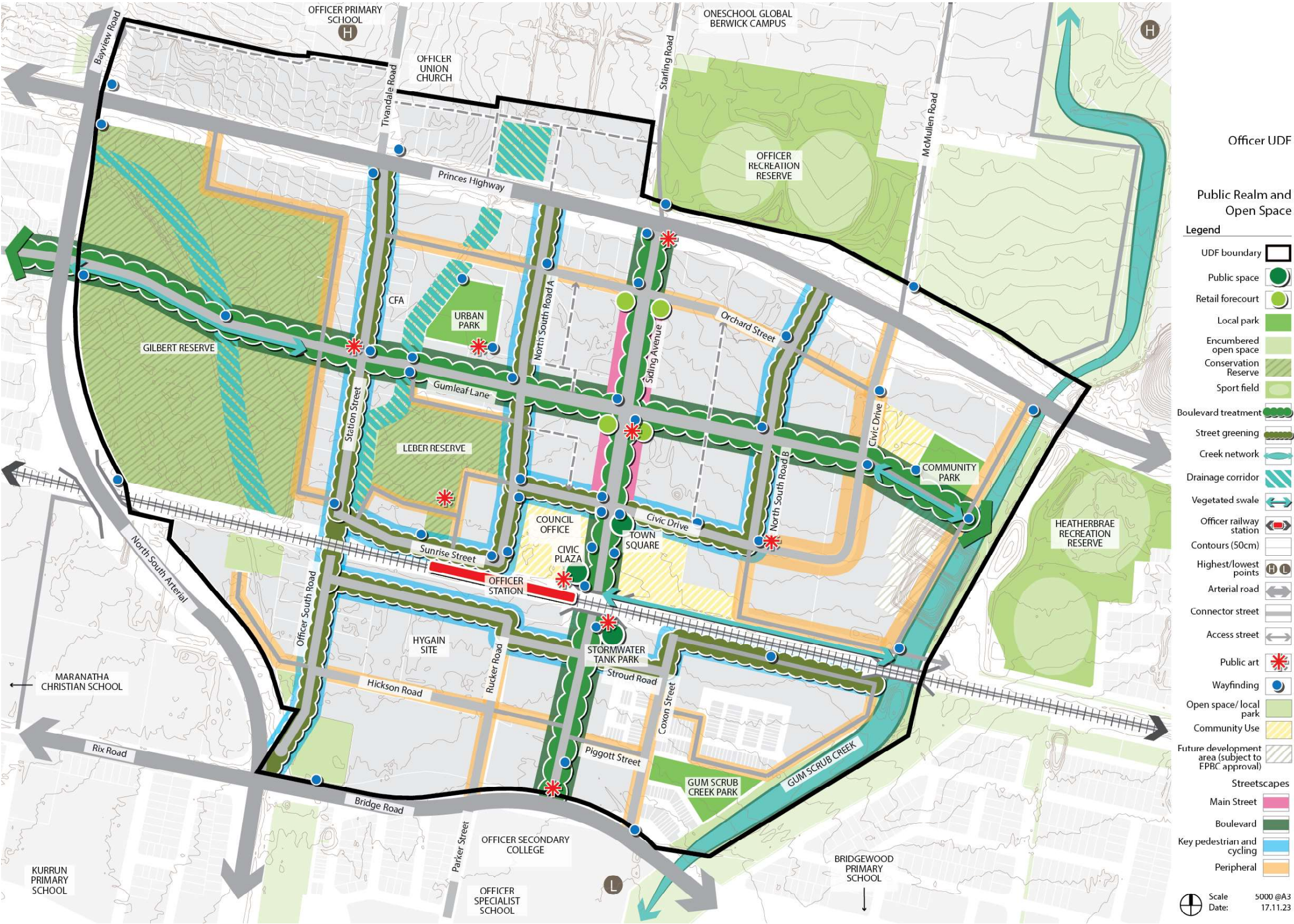


Figure 7: Public Realm & Open Space map

Table 08: Design Considerations - Public Realm & Open Space

Objectives	Design Requirements		Sub-precinct	Guidelines
01 To provide fair and equitable access to a range of high quality open space within the precinct to optimise amenity and sense of place for existing and future community	R1	Type, size, role and function of open space and public realm areas must be consistent with Table 09.	All	G1 Parks and open space should contain canopy tree planting that are suitable to the urban environment, local climate and soil conditions.
	R2	Design and configuration of open space must be functional and benefit from maximum passive surveillance.	All	G2 Town centre design should include hard and soft landscape features, supporting a range of day and night activities. Future ground level retail and commercial functions should contribute to its activation and provide weather protections and shading where appropriate.
	R3	Design of open spaces must integrate Crime Prevention Through Environmental Design principles to minimise risk of crime and create a perception of safety.	All	G3 Street trees should be provided on both sides of all roads/ streets (excluding laneways) and at regular intervals appropriate to tree size at maturity and to the satisfaction of the Responsible Authority.
	R4	Each open space must be designed to act as a focal point to its respective sub-precinct and demonstrate its distinct role and preferred character.	All	G4 Street trees should be arranged at regular intervals according to tree canopy at maturity. Intervals should be shown at: <ul style="list-style-type: none">▪ 8-10 metres for small trees;▪ 10-12 metres for medium trees; and▪ 12-15 metres for large trees.
	R5	Street tree planting patterns and species selection must respond to Council’s guidelines and provide a scale of avenue planting and visual character that matches street widths.	All	G6 Opportunities for ESD features including WSUD initiatives should be incorporated in future streetscape and open space design.
	R6	Material palettes must reinforce a street hierarchy and contribute to wayfinding within the Activity Centre.	All	G7 The provision of communal open space should be encouraged on roof areas and where applicable within ground level setbacks for a ‘borrowed landscape’ effect to the abutting public realm.
	R7	Street trees must be incorporated in kerb outstand, median and in front setbacks, contributing to positive streetscape presentation, identity and pedestrian amenity.	All	G8 New streets should accommodate substantial canopy vegetation and other shade mechanisms to facilitate a comfortable public realm during summer months.
	R8	Design of drainage easements must maximise amenity value of open spaces and provide opportunities for passive recreation.	All	G9 Anchor retail development within the core should incorporate a well- sized retail forecourt of at least 250m2 in size.
	R9	Street furniture and wayfinding of the Town Centre must adopt a consistent design standard and palette to provide for continuity whilst also providing opportunity for custom design at specific places where appropriate.	All	G10 A minimum of 30% tree canopy should be achieved within urban squares, local parks and streetscapes.
	R10	Public art must be promoted within open spaces at key entries into the Town Centre and around the Town Centre’s heart (shown at Figure 2).	P1, P2, P3	
02 To respond to climate change and increase environmental sustainability	R11	The extent of native vegetation to be retained within conservation reserves must be consistent with the Officer Native Vegetation Precinct Plan.	All	
	R12	Pedestrian/ bicycle paths, bridges and boardwalks must be designed to be above a minimum of the 1:100 year flood line to the satisfaction of the relevant authority.	All	
	R13	At-grade car parking must comprise substantial tree planting at the perimeter and between bays for shading and amenity.	All	
03 To encourage the provision of private open space and landscape contribution				

▪ For further guidance, refer to Section 3.2 (Streets Spaces and Plazas) & Section 6 (Objects in the Public Realm) of the Urban Design Guidelines for Victoria.



Image 16: Benchmark imagery of public open space with outdoor seating and landscaping provision (Source: Docklands Park, Victoria)



Image 17: Benchmark imagery of outdoor seating and effective landscaping within a pedestrian spine (Source: Ed Square, Sydney)



Image 18: Benchmark imagery of pedestrian footpath with landscaping provision (Source: Glengala Pocket Park, Brimbank)

Table 09: Public Realm & Open Space Framework

Element Name	Type	Size (sqm)	Responsibility	Role and function
Stormwater Tank Park (completed)*	Urban Square	1,722sqm	Council	An attractive public space within Core precinct accessible and visible from Siding Avenue, employment and residential precincts. It has been designed to incorporate educational elements on water sensitive urban design. Existing structures and layout of the Park allow for small temporary events, or a gathering space for community and visitors alike.
Civic Plaza (completed)*	Urban Square	2,180sqm	Council	Public space within the Core precinct, enjoying good connectivity to Siding Avenue and the railway station, the Civic Plaza will be an active, pleasant, safe and accessible space.
Gum Scrub Creek Park (to be completed)*	Local Park	9,880sqm	Council	A passive open space and a playground space within the residential precinct abutting the wetlands and the Gum Scrub Creek, to provide a broad range of activities and opportunities to connect with the natural parklands and waterways.
Urban Park	Local Park	1,0130sqm	Council	A passive open space integrated with the Officer Creek (east of Station Street), within the Mixed Use precinct. It provides access to green space for nearby residents and workers, as well as direct connections to the Officer Creek Trail, linking this part of the Town Centre to the Officer Station (south) and Princes Highway (north). It will consider a playground space, lookout, new planting, lighting, accessible paths, street furnishing and public art.
Community Park	Local Park	8,530sqm	Council	A passive open space within the residential precinct with frontage adjoining Gum Scrub Creek and accessible from the other uses in the activity centre. It will include BBQ facilities, shade structures, a playground and has the potential for a community garden. It will cater to local community and will be accessible from the Town Centre, as well as from Gum Scrub Creek.
Town Square	Urban Square	370sqm	Council	Public space area within the Core precinct to provide opportunities for gathering and to define the key entry, or arrival point for the community facility.
Retail Forecourt	Urban Square	500sqm min. (each)	Developer	Specialised public open space area within the Core precinct to provide opportunities for gathering and to be interfaced by a shopfront environment.
Siding Avenue ‘Main Street’	Streetscape	7,270sqm	Council	To be structured as traditional ‘Main Street’, framed by a shopfronts and active frontages. Wide footpaths will cater for high pedestrian volume while also supporting outdoor retail activities in a slow - zone environment. Street design will prioritise pedestrian amenity and safety with distinctive landscaping and urban design elements that enhances the ‘Main Street’ as the ‘heart’ of Officer Town Centre. It will cater for outdoor seating, dining and maximise after-hours activities.
Gilbert Reserve	Encumbered open space	195,930sqm	Council Developer Melbourne Water	The Gilbert property located west of Station Street, located between Princes Highway & the railway reservation. Part of the site also acts as a retarding basin for drainage as part of Melbourne Water’s Development Services Scheme.
Leber Reserve	Encumbered open space	34,700sqm	Melbourne Water Developer	The Leber property located east of Station Street, located between Gumleaf Lane and the railway reservation, also accommodates some overland stormwater flows and support conservation of flora and fauna in an urban setting. Improving of native vegetation is supported within this passive open space to establish it as an ‘urban forest’ conservation reserve. Provide for a range of passive recreation facilities on the edges of Leber, outside areas where vegetation is to be retained (refer Officer NVPP). Manage public access through Leber by providing boardwalks or similar, demarcating the area as environmentally sensitive.
Officer Creek (East of Station Street)	Encumbered linear open space	13,980sqm	Part Melbourne Water (encumbered), part CSC (unencumbered)	To serve a variety of purposes including: <ul style="list-style-type: none">▪ drainage and/or water management;▪ wildlife corridors;▪ visual buffers; and,▪ movement corridors (for pedestrians and cyclists).
Gum Scrub Creek	Encumbered linear open space	44,100sqm	Part Melbourne Water (encumbered), part CSC (unencumbered)	

Note: The UDF has not included preferred future character statements or design guidelines for open spaces/ public realms which are managed by Melbourne Water or other. Similarly, no preferred future character statements or design guidelines have been included for open spaces which are considered to be constructed.

Public Realm & Open Space - Preferred Future Character Statements & Design Requirements

Urban Park

Preferred Future Character

Urban Park is in the north-west of the Officer Town Centre, between Orchard Street and Gumleaf Lane, east of Station Street in the Mixed Use precinct. Surrounded by mixed use and high density residential development, the park plays an important role in providing access to green space for nearby residents and workers as well as visitors to the Centre. Urban Park provides good opportunity to incorporate a playground, a lookout, public art and enhance visual and path connections to the creek, which will contribute to the sense of space and identity of the Officer Town Centre. A mix of grassy lawns, paving and informal edge to the creek environs will accommodate a range of activities within the space and encourage movement along the creek within the Town Centre. Passive surveillance from nearby development will enhance the safety of the space, which will further be addressed by provision of street furniture and lighting.

Size 10,130sqm

Design Requirements

The Urban Park is to be designed generally in accordance with Figure 7 and is to provide the following elements:

- A formal paved edge abutting the northern, eastern and southern sides of the park providing access to adjoining development.
- Paving and decked seating areas within the space as local, key social interaction space.
- An Informal natural edge to creek ensuring integration with creek.
- Formal lawn areas.
- Opportunities for public art.



Figure 8: Perspective of Preferred Character at Urban Park

Community Park

Preferred Future Character

Community Park is located towards the northeast corner of the residential precinct. It is an area of passive open space and adjoins the Gum Scrub creek. 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 over looked from north, west and south and is to be fronted by residential dwellings on its north boundary; and by a street on its east and south boundary. The space is to provide high quality landscaping, shade trees, shelter and park furniture. The park also forms part of a key green spine running through the precinct, encouraging visual connection east-west into the core of the town centre and north-south from Princes Highway, along Gum Scrub Creek to the southern part of the precinct and beyond.

Size 8,530sqm

Design Requirements

The Community Park is to be designed to provide the following elements:

- Landscaped with trees and carefully considered understorey planting, ensuring sightlines are maintained throughout the space.
- Use of native species that require low maintenance and the incorporation of permeable paving and treatments for water infiltration.
- Playground area and park furniture elements.
- Paved footpath network.
- An Informal natural edge to creek ensuring integration with creek.
- Observation deck and bridges.
- Opportunities for public art.
- It could potentially include BBQ facilities, shade structures and community gardens



Image 19: Benchmark imagery of high quality and engaging public open space (Source: Cary Street Pocket Park, Sunshine North)

Town Square

Preferred 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 positioned at the core of the activity centre. The square will be located on Siding Ave at the intersection with Civic Drive, to the south east corner.

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, a community facility is to interface with this space to its south east boundaries.

Size 370sqm

Design Requirements

The Town Square is to provide the following elements:

- High quality paving treatments and street furniture that is consistent with the Siding Ave ‘Main Street’ streetscape treatments.
- Feature canopy trees, preferably native species, suitably selected for site conditions to provide shade and amenity.
- 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.



Image 20: Benchmark imagery of town square civic space within a Town Centre (Source: Lonsdale, Dandenong)

Retail Forecourt

Preferred Future Character

Acknowledging the need of spaces for community interaction and green infrastructure in the activity centre, Retail Forecourts in the form of squares will be located at the core of the activity centre. The Retail Forecourts will be located along Siding Ave at the intersection with Gumleaf Lane and Orchard Street at both corners of the south side.

These spaces can be delivered within commercial development and should be publicly accessible (relevant to design considerations). They are 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 Retail Forecourt, the shopfronts of specialty retail are to interface with this space.

Size 500 sqm minimum each

Design Requirements

The Retail Forecourt is to provide the following elements:

- High quality paving treatments and street furniture that is consistent with the Siding Ave ‘Main Street’ streetscape treatments.
- Feature street trees that provide shade and amenity, preferably native species, and are suitable for the site’s conditions.
- 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.



Image 21: Benchmark imagery of retail forecourt (Source: Brickworks, Burwood)

Siding Avenue 'Main Street'

Preferred Future Character

The focal point of the Major Activity Centre is the northern part of Siding Avenue between Orchard Street and Civic Drive. This section of Siding Avenue is to function as the primary area of activity for the MAC. Entrances to anchor retail premises and specialty retail premises are to address this section of Siding Avenue and be accessed from it.

This section of Siding Avenue is to be constructed as a high pedestrian area. 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.

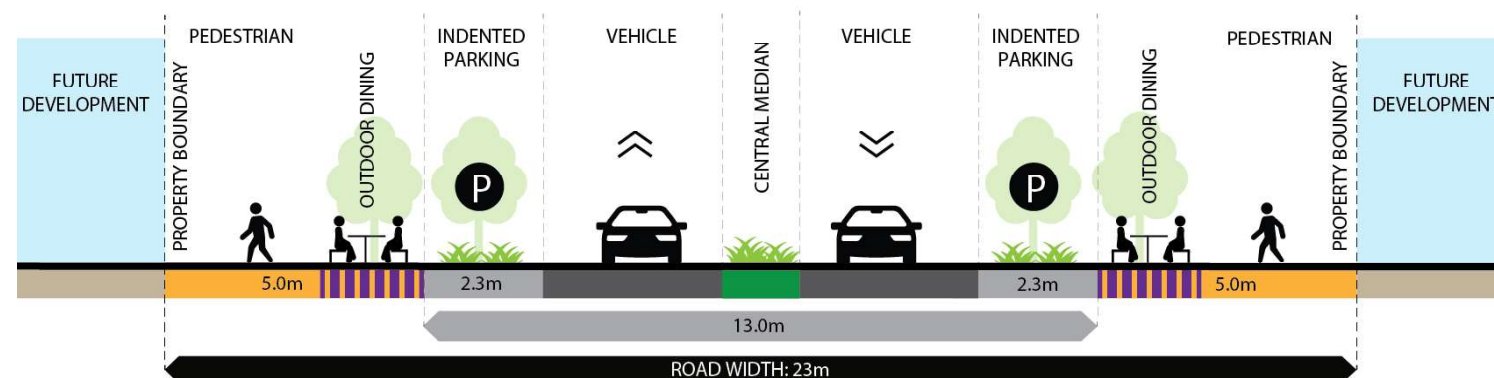
Siding Avenue must provide wide footpaths that can accommodate street trees, parallel parking, street furniture, comfortable pedestrian movement, outdoor dining, lighting and landscape treatments. Footpaths must provide extensive areas of feature pavers particularly in high pedestrian areas.

Size 7,270sqm

Design Requirements

Siding Avenue is to be designed in accordance with Figure 8 and is to meet the following specifications and provide the following elements:

- 23 metre road reserve including 5m footpath, including an outdoor dining area (approx, 2m wide), and indented car parking to both sides.
- 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.



Cycle route along Main St has been re-directed to remove potential conflict with bicycle users

Figure 9: Cross section of Siding Avenue 'Main Street'

Gilbert Reserve

Preferred Future Character

Gilbert Reserve is a conservation reserve that retains significant vegetation, including 'plains grassland' and 'plains grassy wetland' (refer to the Officer NVPP). Habitat for protected species also occurs in the area.

Located at the western edge of Officer Town Centre, adjacent to the Mixed Use Precinct, Gilbert Reserve will be closed off to the public; however, the extension of Gumleaf Lane extends through the precinct providing east-west connectivity beyond the Officer Town Centre and it will provide amenity benefit to surrounding development.

Size 195,930sqm



Image 21: Photos of Gilbert Reserve

Design Requirements

Gilbert Reserve is to provide the following elements:

- Create a strong 'green break' between the Officer residential areas and the Officer Town Centre, by maintaining Gilbert Reserve as expansive open grassland.
- Development must overlook Gilbert Reserve to provide passive surveillance and form a strong and active edge to Officer Town Centre.



Leber Reserve

Preferred Future Character

Leber Reserve provides a leafy nature reserve located on Sunrise Street across the road from Officer Railway Station within the Mixed Use precinct. Leber Reserve is based around the conservation of the state significant remnant ‘plains grassy woodland’, which will be further enhanced with additional landscaping. The habitat of Leber Reserve also supports a variety of protected animal species.

A carefully designed boardwalk and path network will serve as a picturesque route, guiding users through the reserve while safeguarding the integrity of its natural vegetation. These scenic pathways will highlight the reserve’s innate beauty, creating an immersive experience for visitors while preserving the existing plant life.

Interactive space, including a natural play space and picnic area will be incorporated, ensuring a variety of activities can occur within the reserve, with minimal disruption to the conservation area. Adjacent high density residential development will be oriented towards the space, providing passive surveillance and enhancing the activity and safety of the area.

Design Requirements

Leber Reserve should include:

- Establishment of Leber Reserve as an ‘urban forest’ conservation reserve
- A perimeter path around the reserve
- A picnic area
- Public access should be managed through Leber
- Reserve by providing boardwalks or similar, demarcating the area as environmentally sensitive.
- Informative signage should be provided explaining the type and significance of the native vegetation.
- Must use indigenous species that are compliant with the Cardinia Indigenous Plant guide

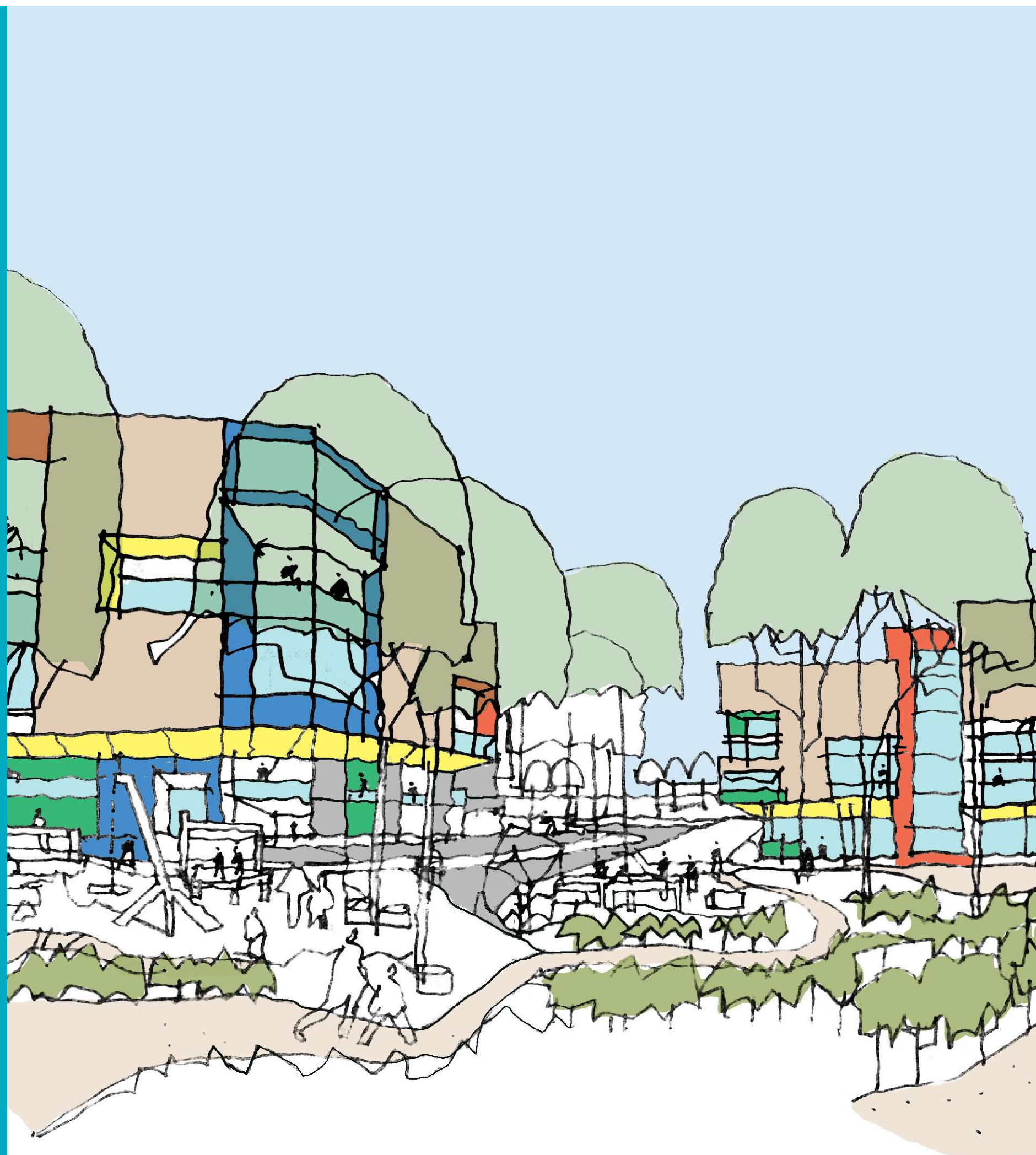
Size 34,700sqm



Image 22: Benchmark imagery of interactive play area incorporated into public open space (Source: Halliday Park, Mitcham)

5.0 INDICATIVE CONCEPT PLAN

The following chapter illustrates an indicative concept plan for Officer Town Centre.



5.1 Indicative Concept Plan

The Indicative Concept Plan illustrates how the Vision, Key Directions, Design Requirements and Guidelines for each precinct can be realised across the study area.

It is acknowledged that future applications within the UDF area may vary from this Indicative Concept Plan whilst still meeting Design Requirements and Guidelines

This plan demonstrates urban design consideration, the intent of the UDF and its compliance with Urban Design Guidelines for Victoria.

Note: Both roundabouts and signalised intersections are indicative responses for junction/ intersection treatments, noting that there is opportunity to upgrade intersections as required. These upgrades are subjects to further urban design and traffic testing, ensuring that pedestrian and cyclist movements are appropriately integrated into the intersections.

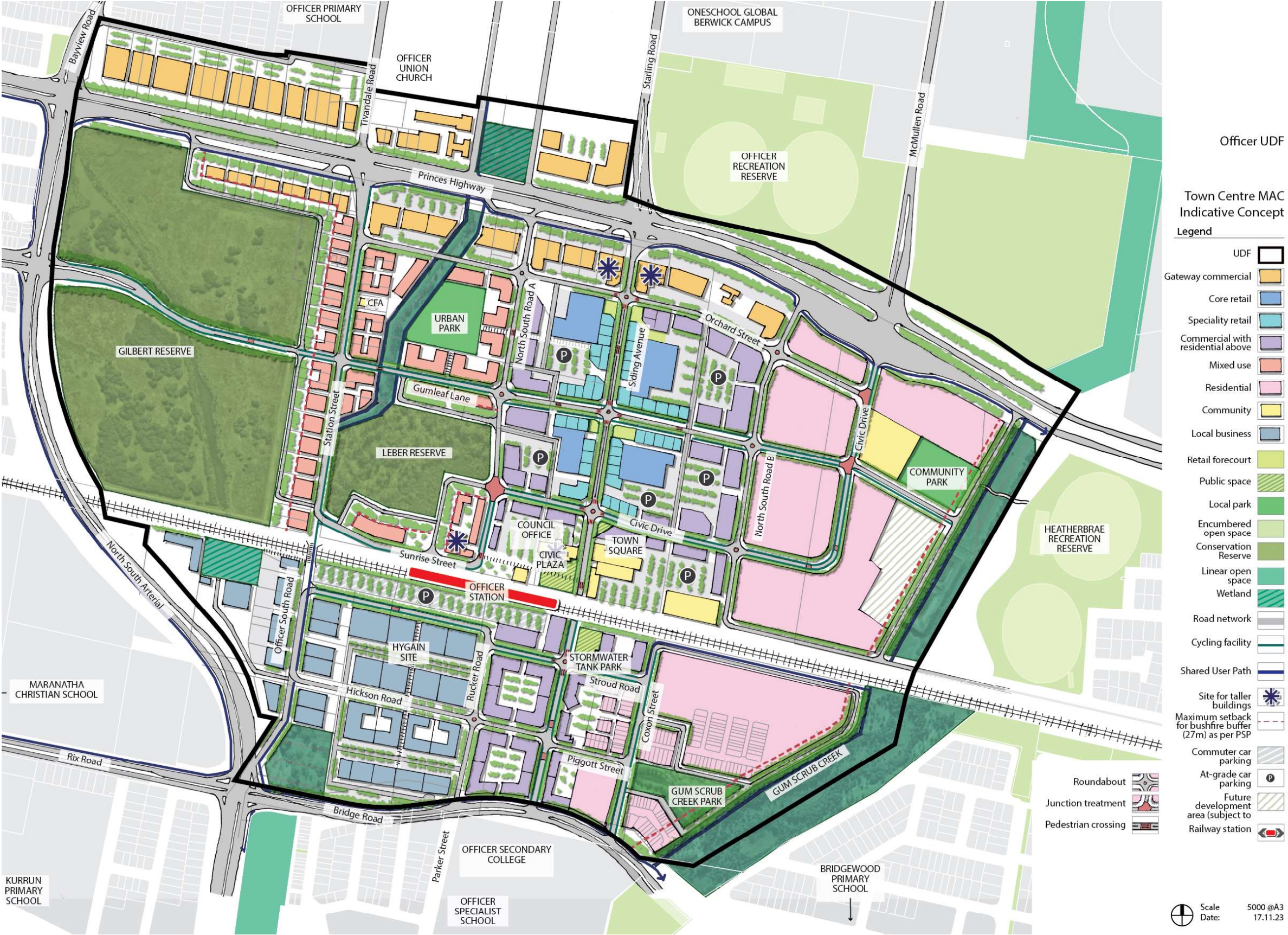
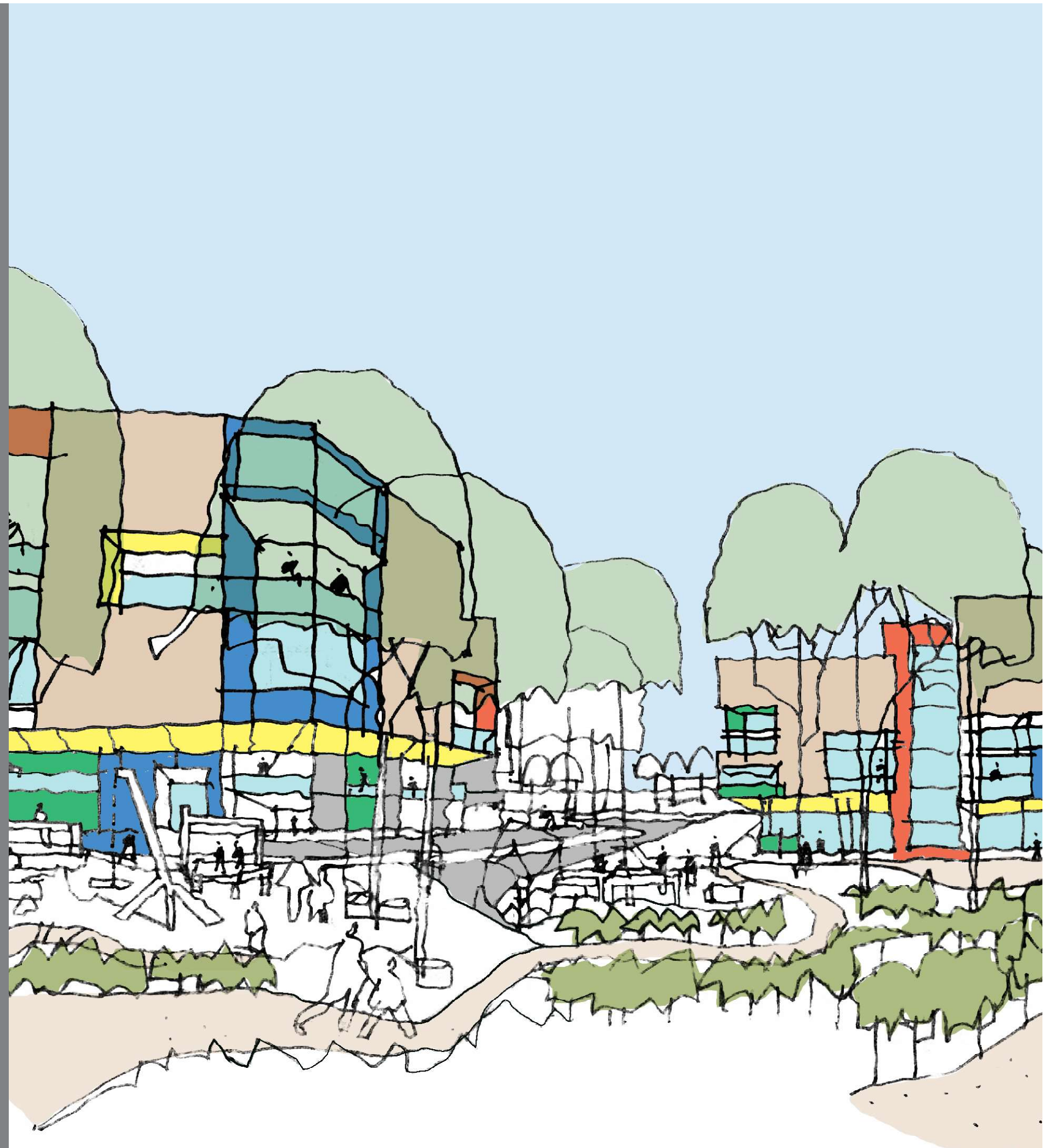


Figure 10: Indicative Concept Plan

Appendix A

Benchmarking

This appendix provides graphic support including benchmark images and recommendations to inform the implementation of the different themes.



Benchmarking: Access & Movement



Image 23: Benchmark imagery of bus exchange with adequate seating and weather protection (Source: Rosanna Station, Rosanna)



Image 24: Benchmark imagery of street with pedestrian crossing and vehicle traffic calming measures (Source: Brickworks, Burwood)



Image 25: Benchmark imagery of street with pinch point and pedestrian crossing (Source: Warragul Town Centre, Victoria)

Public Transport

Public transport is a critical ingredient for the success of a sustainable Town Centre and the legitimacy of Transit Oriented Development outcomes.

The Officer Town Centre will be serviced by a network of bus capable streets. The expanded bus routes will connect the Town Centre Core, the Officer Railway Station and Community Facilities to residential areas within and beyond the Town Centre.

A seamless intermodal hub will be achieved through the improved Officer Station and a new bus interchange. Additional bus stops will be required closer to key destinations and will be determined by PTV.

Vehicle Movement

Connector roads of North South Road A, North South Road B, Civic Drive, parts of Siding Avenue, Station Street and Orchard Street will provide the highest level of access into and around the Town Centre.

Where high pedestrian footfall and where pedestrian movement is prioritised, streets should be designed for 30km/h speed limit, or less. Traffic calming, landscaping and streetscape design will contribute to the perception of a ‘slower’ zone, reducing the road stress level for less confident road users.

A network of access streets and laneways will provide supporting access opportunities to minimise the presentation of car parking and services within the primary street frontages.



Image 26: Benchmark imagery of footpath with landscape buffer and outdoor seating (Source: Lonsdale Street, Dandenong)



Image 27: Benchmark imagery of dedicated two-way cycle lanes (Source: Bourke Street, Sydney)



Image 28: Benchmark imagery of shared user path (Source: Wyndham Park, Werribee)

Walking

Walking and cycling are essential to support active transport ambitions of the PSP, as well as catering for the recreational opportunities.

In order to create a highly pedestrian-friendly environment, all streets within the Town Centre will feature sidewalks on both sides, ensuring accessibility for walkers. Additionally, strategically placed pedestrian crossings will be available at regular intervals, facilitating safe and convenient crossing points along desire lines and in close proximity to key destinations. This design approach aims to promote walkability and enhance the overall pedestrian experience within the Town Centre.

Officer Town Centre will create a vibrant urban environment that prioritises safety and comfort for residents both day and night. Street activation, passive surveillance, and universally accessible public spaces will foster inclusivity, accommodating people of all ages, genders, and abilities to cultivate welcoming and secure spaces that cater to the diverse needs of the community and visitors, ensuring a pleasant experience for everyone within the town centre, regardless of the time of day.

Cycling

Cycling confidence is a big contributing factor in influencing active travel behaviour. Cycling paths must cater to a wide range of users, by implementing separated or protected lanes. The overall network along with areas of transition between cycling routes must be clear, legible, and seamless particularly at intersections and around destination points.

Supporting facilities such as bike storage/ bike racks, bike servicing station and End of Trip facilities must be provided.

Shared User Paths

Officer’s Town Centre benefits from natural waterways and green corridors, offering amenity and connectivity. Shared User Paths running along Gum Scrub Creek and the drainage corridor (refer to Figure 6) provide strategic north-south connections for walking and cycling, as well as key destinations for recreation and biodiversity. Opportunities for an east-west pedestrian bridge or a north-south grade separated connection across Princes Highway are encouraged to ensure a fully connected network.



Image 29: Benchmark imagery of kerbside street parking with landscaping buffer (Source: Port of Brisbane, Brisbane)



Image 30: Benchmark imagery of sleeved car park with architectural treatments (Source: Atkinson Street Car Park, Oakleigh)

Car parking & Loading

Access to car parking and servicing (i.e. loading) must be facilitated across the Town Centre without compromising the overarching active transport objectives. Pedestrian experience and opportunities for improving street-activation and passive surveillance must also be prioritised.

Locating car parking and servicing away from key walking, cycling and public transport routes will reduce potential conflict between vehicles and pedestrians.

Car parking demand changes throughout the day subject to operational hours and activities. Opportunities to enable shared access and parking between adjoining uses is a more efficient way to maximise land efficiency across the Town Centre.

Where relevant and appropriate, alternative car parking structures (i.e. multi-decked, undercroft, or basement) is highly supported. In all instances, a sleeved parking area, concealed behind other 'active' uses would be required.

Loading areas should be accessible via access way, or laneway. Loading should also be visually concealed from key pedestrian and cycling routes and be configured to minimise amenity impact onto residential uses.

The use of screening elements for loading areas to conceal them behind 'active' uses is supported, or by deploying a landscaped buffer.



Image 31: Benchmark imagery of permeable pedestrian network with landscaping provision (Source: Avenue Mermoz, Lyon)



Image 32: Benchmark imagery of ride sharing mobility scooter (Source: Indiana University, USA)



Image 33: Benchmark imagery of raised pedestrian crossing including bike crossing (Source: Moray and Dorcas Street, South Melbourne)

Pedestrian/ Cycle Links

Additional pedestrian/ cycle links to improve permeability around the Town Centre are essential in ensuring key destinations are easily accessible and inviting.

Improved permeability can potentially be achieved within building setbacks, or separation between buildings. In some instances, a more substantial infrastructure including grade-separated bridges, or connections are required to overcome movement barriers (i.e. railway line).

Where a pedestrian link is promoted, it should connect to pedestrian desire lines, be visible from the public realm, provided with well-lit and well-surveilled environments to ensure it is not perceived to attract anti-social behaviours.

Universal Access & Personal Mobility Device

Wider paths should cater for people in wheel chairs, parents/ carers with prams or on mobility scooters. To ensure universal access, footpaths and kerb ramps are to comply with DDA requirements.

Particularly, motorised scooters cannot currently be used on road or footpaths according to VicRoads Standard. The preference is for personalised micro-mobility devices (i.e. e-scooter, electric bikes up to 20km/h) to be facilitated on bicycle lanes, shared paths and local streets where posted speed limit is lower (i.e. 40km/h or less).

Junctions and intersections

Future opportunities for signalised intersections should be supported without compromising walking and cycling facilities. Roundabouts are considered as a potential traffic management response that avoids the need for turning lanes and, therefore, the removal of on-street parking. Roundabouts on potential bus routes are to be constructed to accommodate ultra low floor buses, similarly, when bicycle lanes are traversing roundabouts, they need to be designed to provide continuity for cyclists.

Other traffic calming devices are to be considered in lower category intersections or mid block crossings, such as raised T intersections or speed tables.

Benchmarking: Development & Interface



Image 34: Benchmark imagery of attached multi-storey town house developments (Source: YarraBend Townhouses, Alphington)



Image 35: Benchmark imagery of active shop frontages (Source: East Village Shopping Centre, Zetland)



Image 36: Benchmark imagery of shopping centre (Source: Eastland Shopping Centre, Ringwood)

Development Typology

Considering the considerable growth capacity (including at least 5.5Ha of commercial floor space) and new residential population to support a new Major Activity Centre/ Town Centre (multiple full line supermarket and standalone community centres), there is logic in shaping development density and form to be distinguishable as a new Town Centre, that is distinct from its surrounding.

The urban form proposition has generally been tailored on the premise of development typology (arrangement of forms within the site) and interfaces (relationship between development with streets, or other boundaries).

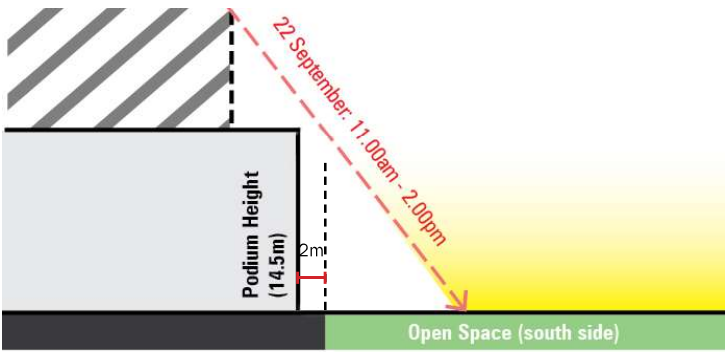
Place Activation & Vibrancy

There are aspects of urban structure, land use and built form interface management that contribute to the creation of a vibrant and active place. However, it is also unrealistic to expect the same level of activation and vibrancy throughout the precinct.

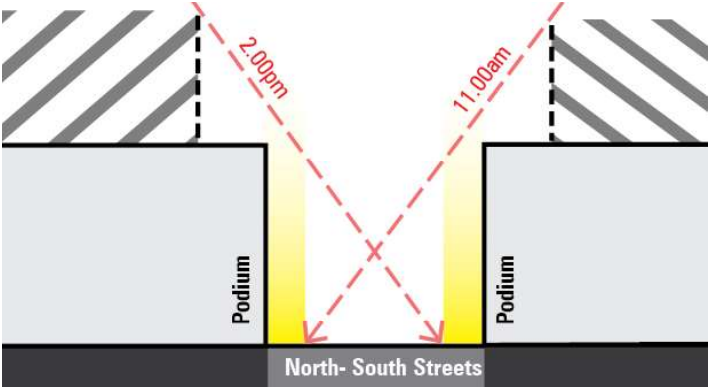
The urban structure concept identifies the Town Centre ‘Heart’ and Officer Station as places where the highest level of activation and surveillance are encouraged.

New open space will support day and night activity and community events. Future development should define the streets, with retail activities spilling onto the footpath, promoting a high level of street activation.

Around the site’s edges where pedestrian footfall is lower, a more appropriate response will be to encourage passive surveillance onto the public realm.



Avoid additional overshadowing to open space beyond shadow cast by 4 storey podium (14.5m) at the equinox.



Maintain solar access to footpath at the equinox.



Image 37: Benchmark imagery of town house development with native species plantings to minimise urban heat island effect (Source: Roseneath Street, Clifton Hill)

Daylight and sunlight access

Future urban form should maintain sufficient daylight and sunlight access to key public realm and open spaces to ensure ‘life and attraction’ at the street level. The Urban Design Guidelines for Victoria contains the following relevant Objectives and Guidelines:

- ‘Objective 5.1.3 To ensure buildings in activity centres provide equitable access to daylight and sunlight’, and
- ‘5.1.3a Locate and arrange the building to allow daylight and winter sun access to key public spaces and key established street spaces.’

Future development must protect daylight and sunlight access to public realm for 5 hours at the spring equinox and minimise overshadowing of open spaces and sensitive residential uses.

Mitigating Urban Heat Island Effect

Future developments are to maximise planting opportunities in buildings and structures, providing ‘green façades’ and roof gardens where appropriate.

The use of native species that require low maintenance is encouraged, along with the incorporation of permeable paving and treatments for water infiltration.

It is preferred that established mature trees with ecological and cultural values are retained, while new trees are to be positioned to maximise shade for protection of façades from solar radiation.

Environmental Sustainable Development

Environmental Sustainable Development principles and elements should be considered in all future developments. The incorporation of these principles will assist to improve the health and comfort of developments while reducing negative impacts on the environment.



Image 38: Benchmark imagery of attached townhouse development with front garden setbacks (Source: Clock House Gardens, UK)



Image 39: Benchmark imagery of mixed use development with active retail frontages at ground level (Source: Lutanda Manor, NSW)



Image 40: Benchmark imagery of residential interface with public open space providing passive surveillance (Source: Brickworks, Burwood)

Residential interfaces

Where ground level residential can be expected, setback behind front gardens (between 2 to 5m). A commensurate medium density residential with rear-loaded garages provides a suitable transition along this external residential interface. The provision for rear-loaded garages will also maximise landscaping opportunity within street setbacks.

Ground level residential within the site must also be provided with adequate level of amenity and privacy without compromising passive surveillance of the public realm. A clear separation between the public realm and private terraces must be achieved either via ground level setback, or through elevating the ground level for vertical separation.

Highway & Railway interfaces

Future urban form needs to respond to the profile of Princes Highway. It is pertinent that future residential within mixed use development with frontage to Princes Highway be provided with quality amenity and not adversely be impacted by heavy traffic and industrial activities.

The highway and rail line corridors create additional internal interfaces within the activity centre. The built form of the activity centre along the highway interface will need to respond to the commercial environment that provides high volumes of passing trade and highly accessible sites for vehicles. Development interfacing with the rail line is to orientate frontages toward the corridor to maximise passive surveillance of the space.

Open Space Interfaces

Interfaces of future development that abut open spaces should incorporate design responses that offer passive surveillance, by orienting building addresses towards the open space. This will assist on an increased the sense of safety. In case a fence is provided, it should be visually transparent with a maximum height of 1.2m.

Setbacks fronting open spaces should be used for planting opportunities, while car parking in these areas is highly discouraged.



Image 41: Benchmark imagery of residential interface with adequate built form response to open space (Source: Heller Street Townhouses, Brunswick)



Image 42: Benchmark imagery of potential future commercial form (Source: Zone X Productions, Atlanta, USA)



Image 43: Benchmark imagery of a streetscape representing CPTED principles (Source: Cardinia Shire Council)

Conservation Reserve Interfaces

In conjunction with open space interface recommendations, Conservation Reserves interfaces need to provide an adequate response considering bushfire risks. It is expected that built forms are setback to meet the requirements of clause 13.02 of the Cardinia Planning Scheme or apply a 27m buffer, subject to the approval of CFA.

Within this setback can be included an Access Street (15m) and a setback of a minimum of 2m for tree planting without understorey planting to minimise the spreading of a potential fire.

Building separation, amenity and equitable development

Future development should provide design response that considers opportunities of adjacent properties in terms of outlook and solar/ daylight access to windows and balconies. Development should be setback from common boundaries to provide separation between buildings at ground and upper levels:

- A minimum 5m setback at ground level for laneway/ accessway creation to enable access to car parking and servicing.
- Additional upper level setback above podium to minimise overshadowing impact to future private open space and mitigate the effect of excessive visual bulk.

Integration of Crime Prevention Through Environmental Design (CPTED) principles

The consideration of crime prevention principles is crucial in creating safer communities and reducing opportunities for crime. These principles are designed to inform the approach to different built environments, guiding a design solution which considers: surveillance, access control, target hardening, territorial reinforcement and, management and maintenance.

Benchmarking: Open Space & Public Realm



Image 44: Benchmark imagery of high quality and engaging public open space (Source: Southbank Boulevard, South Melbourne)



Image 45: Benchmark imagery of retail forecourt condition (Source: Brickworks, Burwood, Victoria)



Image 46: Benchmark imagery of public space with outdoor seating and landscaping provision (Source: Lonsdale, Dandenong)

Parks and Public Spaces

A range of public spaces, parks and open space are planned within Officer Town Centre to provide essential spaces for relaxing, socialising, recreation and conservation. Each space has a unique role and character within the Town Centre. These parks and public spaces will be vibrant, safe places, fringed with active edges from the built form. High quality landscaping and visual connectivity between these parks and public spaces will reinforce the ‘green’ parkland character of Officer Town Centre and ensure that visitors and residents feel connected to parks and public spaces throughout the Town Centre.

‘Main Street’

Siding Avenue between Gumleaf Lane and Civic Drive will be the ‘heart’ of the Officer Town Centre. It is a clearly defined pedestrian priority area where street design will influence slow moving vehicles.

Visual cues such as narrow carriageway, framed street edges, street planting and traffic calming treatments will signal to street users that the ‘Main Street’ is clearly delineated to prioritise safe and comfortable pedestrian movement – a segment where cars travel slowly and share the road and where pedestrians may feel safe to cross at their leisure.

Boulevards

Siding Avenue and Gumleaf Lane will form the main axis of Officer Town Centre and the priority streets within the Town Centre. Both will have a distinctive character from the rest of Officer Town Centre through the use of high quality and visually interesting paving materials and finishes, custom street furniture, trees with a ‘boulevard’ feel, public arts and public amenities.



Image 47: Benchmark imagery of connector street with dedicated cycle path (Source: Avenue Mermoz, Lyon)



Image 48: Benchmark imagery of wayfinding signage (Source: Royal Park, Parkville)



Image 49: Benchmark imagery of public art (Source: Bay Point, California)

Key Pedestrian and Cycling Streetscapes

Connector Streetscape treatment of connector streets will emphasise a ‘civic’ quality suited to define these streets as being within the heart of the town centre. North-south streets are to be treated differently to east-west streets to provide some visual variety to aid user orientation within Town Centre. Variety in street tree planting will also take advantage of trees’ seasonal suitability, affected by orientation. The town centre is to comprise two high pedestrian priority areas:

- High Pedestrian Area 1: ‘Main Street’ character along Siding Avenue will prioritise safe and comfortable pedestrian movement while integrating opportunities for on-street activities such as outdoor dining and seating areas.
- High Pedestrian Area 2: Will correspond to all other streets which are to be designed with sufficient provision of footpath with a minimum dimension of 1.5 metres and a nature strip to both sides.

Peripheral Streetscapes

Roads and streets which are generally at the periphery of the town centre, primarily within the residential area. This is reflected in simpler streetscape materials, tree planting and fixtures, with additional soft landscaping to add to the character of these streets

Wayfinding

Wayfinding signage will be provided in Officer Town Centre to facilitate movement throughout the centre, assisting users (primarily pedestrians, cyclists and public transport users) to navigate their way. It will be used to convey information and maps regarding distance to key destinations and places of interest within the Town Centre and support economic activities by supporting a legible, walkable environment.

Public Art

Public art will be used to enhance the sense of place, identity and character of Officer Town Centre. It will be used strategically throughout the centre to emphasise key public spaces and gateway entry points.

Public art will also be incorporated on building facade in instances where large blank walls are exposed as part of interim development.

