



Officer
Town Centre
**Urban Design
Framework
(Draft)**

February 2016

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Section 1

Introduction

This section provides an overview of the background to the UDF, outlines its purpose and places it within the strategic policy context for the Officer Town Centre.

1.1

HOW TO USE THIS DOCUMENT

Planning permit applications

All planning permit applications for land within the Officer Town Centre must be generally in accordance with the Officer Town Centre Urban Design Framework (UDF), Officer Precinct Structure Plan (PSP), Officer Native Vegetation Precinct Plan (NVPP) and the Officer Development Contributions Plan (DCP).

Use and Development

It is expected that the existing buildings within Officer Town Centre will continue to be used for a period of time until they further develop. In this respect, applications for new uses in existing buildings must have regard to the requirements of the Cardinia Planning Scheme; however, existing buildings will not need to meet the built form requirements set out in this UDF.

All applications for new development and uses within new buildings in Officer Town Centre must meet the requirements of this UDF and the Cardinia Planning Scheme.

Subdivision

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

Planning permit applications are to meet the requirements of all of relevant sections of the Officer Town Centre UDF (see right). Each section includes the following as relevant:

- **Preferred character statements** describe the desired outcome to be achieved by development.
- **Design objectives** outline the key objectives that will achieve the desired outcome and include those contained in the Officer PSP.
- **Design requirements** include mandatory guidelines (must be met) and preferred guidelines (should be met) and include tables and figures.

Plans and annotated images illustrate the spatial expression and application of objectives and design requirements.

Section 1 – Introduction

Provides an overview of the background to the UDF, its purpose and the strategic policy context for the Officer Town Centre.

Section 2 – Centre-wide elements

Articulates the overarching vision and principles for the development of Officer Town Centre including its structure and public realm.

Section 3 – Precinct guidelines

Guides the future development in the town centre in relation to land use, built form, tenancy signage, car parking and access.

Section 4 – Implementation and review

Outlines implementation including development staging and delivery, as well as management, monitoring and review.

1.2

STRATEGIC PLANNING CONTEXT

Planning in Cardinia Shire is undertaken within the context of a range of state and local policies. These policies have and will continue to inform the planning and development of Officer Town Centre.

1.2.1 Metropolitan and regional context

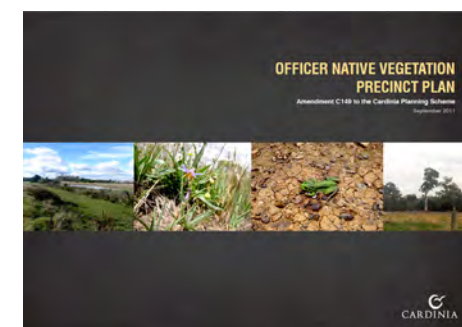
Officer Town Centre is an activity centre located within the Officer Precinct Structure Plan area within the southeast growth corridor in Cardinia Shire (see Figure 2 overleaf).

Located between Beaconsfield and Pakenham, Officer Town Centre is approximately 50 kilometres southeast of Melbourne's Central Business District, 20 kilometres from the metropolitan activity centre in Dandenong and 12 kilometres from the Narre Warren-Fountain Gate Metropolitan Activity Centre. Berwick Activity Centre is located approximately 7 kilometres to the west and Pakenham Town Centre is located approximately 8 kilometres to the east.

1.2.2 Policy context

The Officer Town Centre UDF has been prepared with regard to the following policies:

- *The State Planning Policy Framework (SPPF)*
- *Plan Melbourne: Metropolitan Planning Strategy* (May 2014)
- *Activity Centre Design Guidelines* (2005)
- *Guidelines for Higher Density Development* (2004)
- *Safer Design Guidelines for Victoria* (2005)
- *Urban Design Charter for Victoria* (2009)
- *Better Apartments* (DELWP – forthcoming)
- *The South East Growth Corridor Plan* (2012)
- *The Casey-Cardinia Growth Area Framework Plan* (2006)
- *The Local Planning Policy Framework (LPPF)*
- *The Officer Precinct Structure Plan* (September 2011)
- *The Officer Development Contributions Plan (DCP)* (September 2011)
- *The Officer Native Vegetation Precinct Plan (NVPP)* (September 2011)



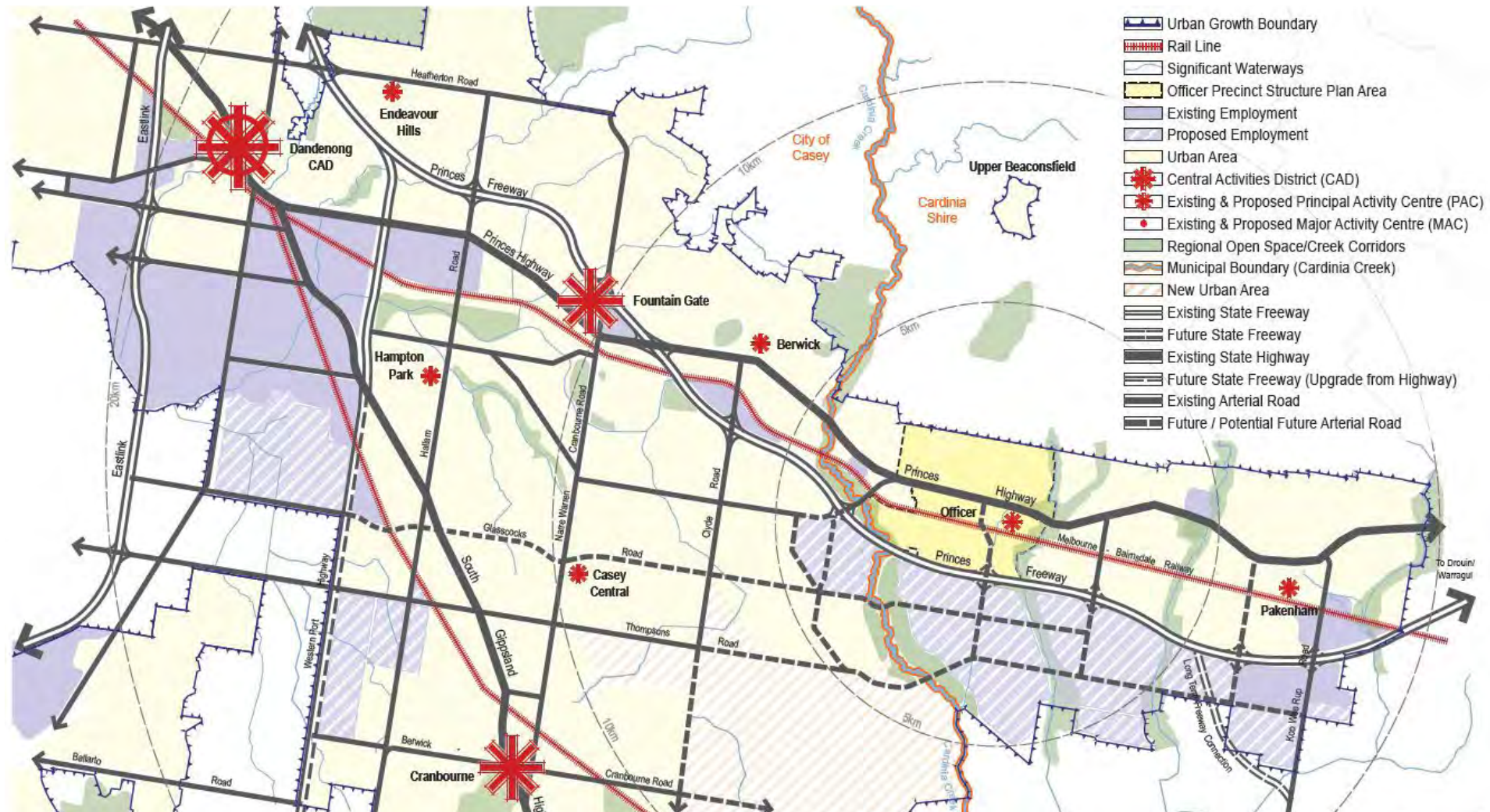


Figure 1. Context of Officer Town Centre

1.3 BACKGROUND AND PROJECT AREA

Officer Town Centre is designated as a Major Activity Centre in the Officer Precinct Structure Plan (PSP), September 2011, and will form the future community heart of the PSP area. When fully developed, the Officer PSP area will accommodate approximately 10,900 dwellings and 28,300 residents. Activity centres, schools and community facilities within the precinct will create an estimated 6,555 jobs, with approximately 4,600 jobs in activity centres.

The development of Officer Town Centre will likely occur over a number of decades, evolving from a local hub in its first decade to a regional centre in the long term. It will provide a range of regional, sub-regional and local employment, civic, retail, commercial, office, housing, recreation, entertainment and community uses and activities that provide for the needs of residents, workers, businesses and visitors.

The boundary of Officer Town Centre was defined in the Officer PSP and has remained the same for the UDF, being the area bounded by the Princes Highway to the north, Gum Scrub Creek to the east, Bridge Road to the south and the future North-South Arterial Road to the west (Figure 1).

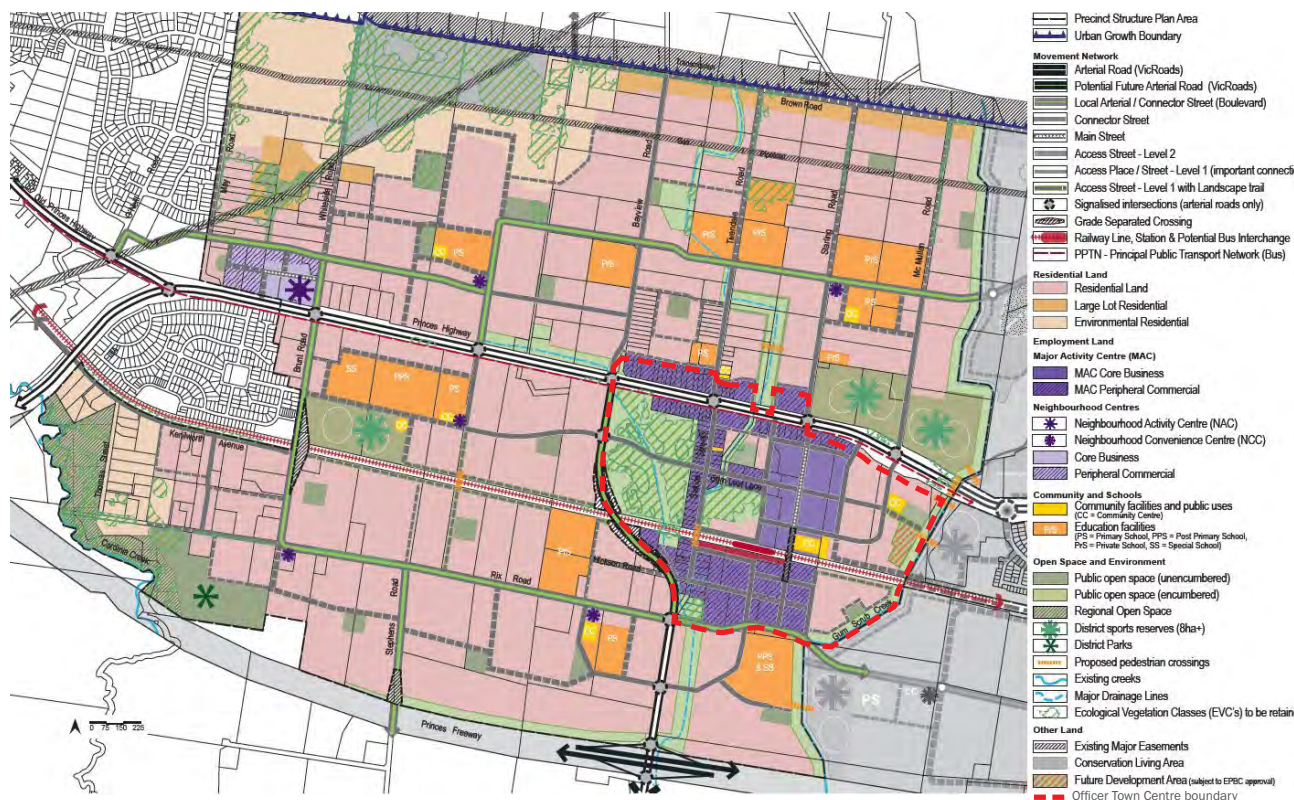


Figure 2. Location of Officer Town Centre within Officer PSP area

1.4 PURPOSE

The Officer Urban Design Framework (UDF) has been prepared to meet the requirements of the Cardinia Planning Scheme (Schedule 4 to the Urban Growth Zone). It builds on the strategic directions of the Officer Precinct Structure Plan (PSP), setting out a suite of urban design objectives, guidelines and requirements that will guide the future development of the Officer Town Centre.

With more than 130 land parcels and 80 landowners in Officer Town Centre, the purpose of the UDF is to facilitate the delivery of a well-integrated urban form with building and subdivision design that responds to adjacent developments and features of the Precinct, ensuring a high quality and high amenity outcome.

1.5 CONSULTATION

The Officer PSP underwent an extensive community consultation process prior to its adoption in the Cardinia Planning Scheme. This included stakeholder workshops with the community, developers and relevant Victorian Government departments and agencies at the visioning stages and throughout the development of the PSP.

The UDF also underwent community consultation, with the draft UDF document on public exhibition for four weeks at the beginning of 2016.



Section 2

Centre-wide elements

This section includes the vision for Officer Town Centre as well as the organising elements of the Town Centre that enable integrated precinct design. It applies to all precincts within the Town Centre and includes:

- Vision for Officer Town Centre
- Precincts and sub-precincts
- Access and movement
- Public realm

2.1

VISION FOR OFFICER TOWN CENTRE

Officer Town 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 will be a vibrant main street centre 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. This will maximise opportunities for social interaction and conviviality (friendly encounters). The 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 vibrant urban experience. The town centre will provide housing choice including affordable urban living.

Officer Town Centre will have a unique identity and a strong sense of place reflected through its intensely developed built form and highly urban public realm and streetscape character which also incorporates references to the precinct's rich rural history and cultural heritage, such as Officer's farming and industrial history and the natural landscape. It will achieve a human scale that is visually interesting, ensuring the centre is welcoming, people-friendly, attractive, accessible and safe, 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.



TOWN CENTRE KEY DESIGN OBJECTIVES



A vibrant main street centre

- A mix of activities
- A welcoming public realm
- Active frontages
- A modern interpretation of the traditional main street
- Fine grain shop frontages



A distinctive character and strong sense of place

- Contemporary character, with references to Officer's rich rural and cultural history
- Welcoming public realm and streetscape
- Consistency and variety will be balanced to ensure cohesiveness within the centre and allow for adaptability of the development over time and stages.
- Materiality expressed through contrasting natural "rural" materials with a modern "urban" palette.



An intense urban environment, based on Transit Oriented Design (TOD)

- TOD – a compact, walkable community centred around high quality public transport
- Higher density development



A supportive movement network prioritising active transport

- Shared space
- Bike lanes and pedestrian links
- Subservient parking
- Efficient and convenient internal and external access



An environmentally sustainable community

- A compact, connected, mixed use, walkable urban form, that maximises opportunities for active local transport, decreasing car dependence
- Passive design elements to optimise solar access
- Green buildings, optimising passive heating and cooling
- Water Sensitive Urban Design (WSUD)

2.2

PRECINCTS AND SUBPRECINCTS

The Officer PSP defines seven town centre precincts, which form the basis of the statutory controls outlined in Schedule 4 to the Urban Growth Zone. Within most town centre precincts are a number of sub-precincts, providing a clear framework to guide land use and development (see Table 1 and Figure 3). These precincts remain consistent within this UDF, and the document is structured to provide guidance relating to the town centre as a whole (all precincts) as well as requirements for specific precincts. Table 1 summarises each precinct and its role and function.

Precinct	Sub-precinct	Role and function
Core	Core 1 (C1) Core 2 (C2)	The retail core of Officer Town Centre oriented around the vibrant main street Siding Avenue and the primary location for major retail anchor stores, civic and entertainment uses close to Officer Railway Station.
Gateway	single precinct, no sub-precincts	The primary 'Gateway' to Officer Town Centre, accommodating office and commercial uses in high quality built form.
Highway Business	Highway Business 1 (HB1) Highway Business 2 (HB2)	Accommodates larger format uses such as bulky goods, office and commercial uses, convenience retail, food and drink premises and opportunities for leisure and recreation.
Mixed Use	Mixed Use 1 (MU1) Mixed Use 2 (MU2) Mixed Use 3 (MU3)	A key mixed use area, incorporating a variety of commercial, office, high density residential, medical and child care uses.
Residential	Residential 1 (R1) Residential 2 (R2) Residential 3 (R3)	High density residential development in the form of townhouses and apartment buildings in proximity to high amenity open space, creek corridors and public transport.
Transition	Transition 1 (T1) Transition 2 (T2) Transition 3 (T3)	Primarily light industrial uses in the short to medium term, transitioning into High Density Residential once the existing industrial use ceases operation.
Urban Village	single precinct, no sub-precincts	A continuation of retail and commercial activity along Siding Avenue in the Core mixed with high density residential development.

Table 1. Precincts and subprecincts within Officer Town Centre



Figure 3. Officer Town Centre precincts and sub-precincts

2.3 PUBLIC TRANSPORT

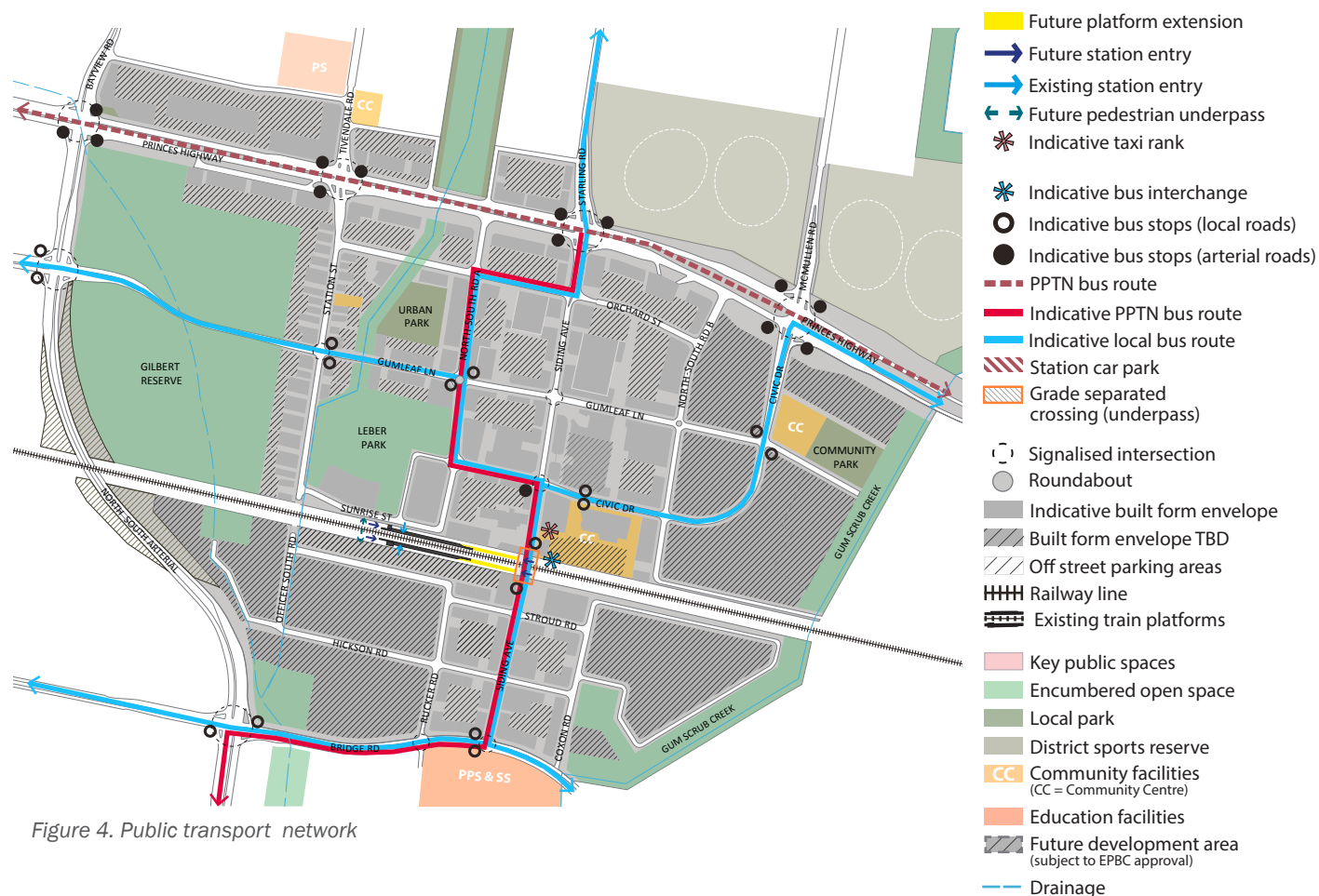
Preferred Future Character

Officer Town Centre is oriented around Officer Railway Station, enabling the centre to be developed as a Transit Oriented Development (TOD). This will maximise public transport use for a range of trips, optimise links with buses, walking and cycling routes to encourage more sustainable, healthy and convenient travel and reduce car dependence.

The existing rural standard Officer Railway Station will be upgraded as Officer Town Centre develops (see Figure 5) to further integrate it into the town centre.

The rail infrastructure is supported by a bus route through the town centre that forms part of the principal public transport network (PPTN), connecting the town centre to the broader area and beyond (see Figure 4). Bus stops at the Siding Avenue underpass will include a bus shelter with seating, and information displays for patrons.

A taxi rank is also provided for on Siding Avenue near the underpass to enable convenience for trips within and beyond the centre.



PUBLIC TRANSPORT – DESIGN REQUIREMENTS

- The Station Street level crossing must be upgraded to ensure its safe operation for all users prior to the delivery of the North South Arterial.
- Development adjoining the railway line should provide:
 - an appropriate frontage to the Railway line (for further guidance see built form guidelines in Section 3)
 - passive surveillance and opportunities for pedestrian and bicycle links to increase public safety in line with Crime Prevention Through Environmental Design (CPTED) principles (for further guidance see built form guidelines in Section 3)
 - a continual green corridor (such as canopy trees in the street reserve, drainage corridor, landscaped pedestrian pathway) along the length of the rail reserve. Tree reserves and landscape trails abutting the rail reserve must be designed to ensure safe use of these areas and minimise access to the rail reserve
 - visually transparent fencing along the boundary abutting the rail reserve to the satisfaction of VicTrack and Public Transport Victoria.
- Bus stops and routes should be provided generally in accordance with Figure 4.
- At the time the North–South Arterial is constructed, connecting Princes Highway to the intersection of Officer South Road and Rix Road, the closure of Station Street must occur at the existing at grade railway crossing.
- North–south pedestrian and cyclist access across the railway line must be maintained by providing a pedestrian underpass at the time the road is closed.
- Future upgrades to the Officer Railway Station should be consistent with Figures 4 and 5 and ensure it:
 - becomes a key focus of the new activity centre
 - accommodates safe and efficient bus movements
 - enables easy interchange to bus services
 - provides park and ride facilities
 - is well connected to the pedestrian and bicycle network.
 - incorporates extension of the station platforms from their current location eastwards towards the Siding Avenue underpass
 - provides pedestrian access to the station from the underpass, with lifts offering a greater level of access for all ages and abilities
 - provides a pedestrian underpass at the western end of the platform, linking the railway station car park directly to the platforms and Sunrise Street.

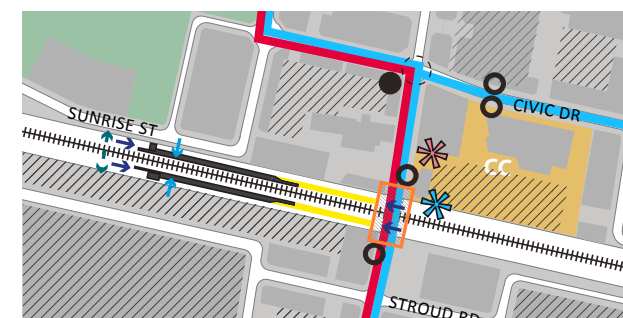
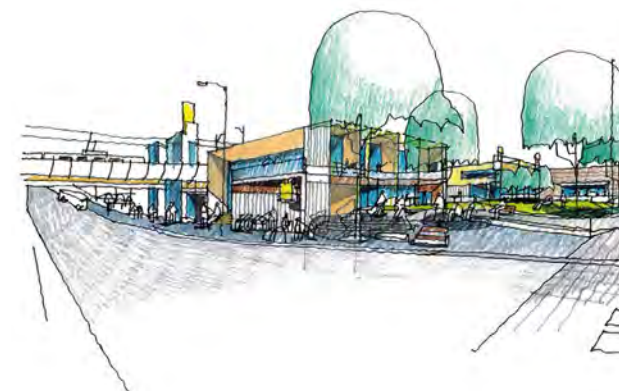


Figure 5. Indicative illustration (top) and plan (bottom) of Officer Railway Station upgrade (legend same as Figure 4)

2.4

ROADS, WALKING AND CYCLING

Preferred Future Character

Officer Town Centre will have a functional structure and road network encouraging efficient movement within the precinct and a high level of connectivity with areas beyond (see Figure 6).

The structure will contribute to a sense of place within the town centre through the provision of visual links and physical connections to natural features such as Gum Scrub Creek, Leber Reserve, and the rolling hills of the hinterland.

The movement network will prioritise active transport (walking, cycling, use of public transport) to reduce the reliance on cars through the provision of a series of on-road bike lanes, off-road bike ways, shared paths and footpaths (see Figure 7). Pedestrian and cycling infrastructure will integrate seamlessly with public transport through clear links between the railway station, bus interchange and pedestrian/cyclist networks.

ROAD NETWORK – DESIGN REQUIREMENTS

- The Officer Town Centre road network must be constructed in accordance with Figure 6, which provides:
 - A grid that is well integrated with surrounding development;
 - A block size that is capable of accommodating additional development;
 - A central north-south Main Street (Siding Avenue) from Princes Highway to Bridge Road, that provides the primary activity spine;
 - Supporting east-west streets, that provide secondary spines;
 - A multiple-loop circulation system, with several roads providing access to the retail core and its edges;
 - A road hierarchy and reservation widths that cater for all modes of transport
 - A structure that allows for flexibility and change over time.
 - key view lines / sight lines into and out of the activity centre to Gum Scrub Creek, the foothills and the Hilltop Parkland (in the Cardinia Road Precinct).
- Access to individual sites from arterial roads is subject to the approval of VicRoads.
- Use of slip lanes must be avoided where significant pedestrian flows are expected and require assessment on a case-by-case basis to the satisfaction of VicRoads.
- The grade separation of Siding Avenue from the railway line must ensure a seamless transition from one side to the other, including:
 - provision of adequate lighting
 - clear view lines through the underpass
 - a minimal break in terms of distance between active frontages on Siding Avenue
- Development must plan for the closure of Station Street at the 'at grade' level crossing at the Railway Line and Rix Road upon delivery of the new North South Arterial.
- Development must provide for landscaping of roads and streets to create key public spaces, landscape corridors and contribute to an attractive urban environment (See Section 2.5 for more detail).
- Development should provide a slow-speed environment that is self-enforcing.
- Pedestrian safety should be promoted through the use of stand up lanes for vehicle access.
- Site servicing access and public car parking accesses should be designed to be adequately separated.
- Where practical, development should retain high-quality mature, isolated trees through incorporation in road reserves

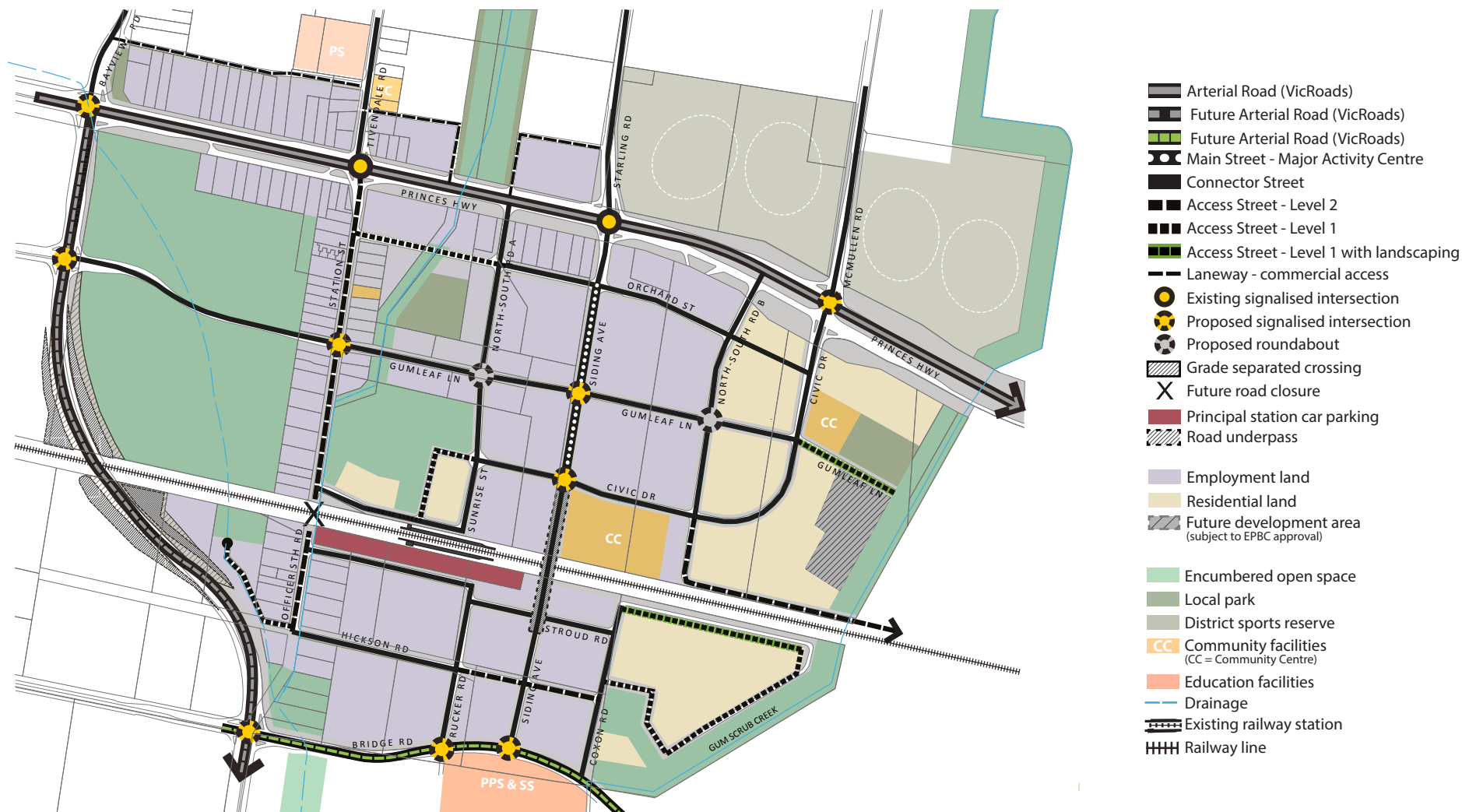


Figure 6. Road network

ROADS, WALKING AND CYCLING

WALKING & CYCLING – DESIGN REQUIREMENTS

- The walking and cycling network must be constructed consistent with Figure 7.
- Development must create an attractive and safe interface with arterial roads – for further guidance refer to Section 3
- The early provision of a safe and efficient pedestrian and bicycle network must be supported linking Officer Railway Station, bus stops, activity centres and major community facilities.
- Provision of crossing points must be included at major attractors such as shops, schools and recreation facilities.
- 2.5 metre shared paths must be provided along the open space network, in particular along the creek/drainage network.
- A regional bicycle path network must be facilitated linking Officer Town Centre to Gum Scrub Creek, the broader Officer PSP area and beyond.
- Bicycle priority at intersections of minor streets must be achieved through strong and consistent visual and physical clues and supportive road signs.
- Bicycle parking facilities must be provided throughout the town centre, including at the railway station and at other prominent and easily accessible locations (see also Section 2.5).



Figure 7. Walking and cycling paths and road network

2.5 PUBLIC REALM

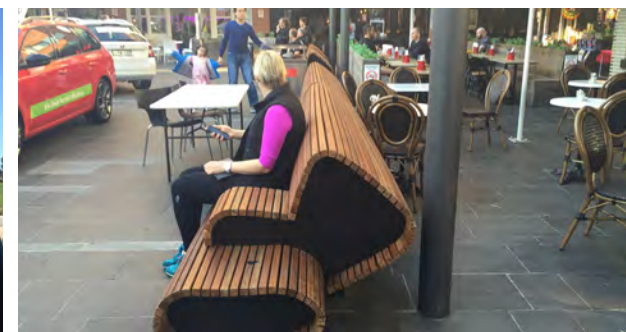
Preferred Future Character

A high quality, urban, pedestrian friendly public realm will be achieved in the Town Centre through the design of streetscapes, parks and public spaces.

The public realm will contribute to a sense of place for the Town Centre through clear definition of spaces (streets, parks and public spaces) through the use of materials, landscaping, design of use, civic importance, wayfinding, public art and legibility.

The streetscape will comprise of safe, legible and inviting streets that are accessible for people of all ages and abilities, creating a diverse, liveable and family friendly community.

A range of public spaces, parks and open space provide essential spaces for relaxing, socialising, recreation and conservation.



Images of elements that comprise the public realm, including parks and public spaces, streetscape treatment, public art and wayfinding signage.

2.5.1

STREETSCAPES

Design Objectives

- The streetscape treatment recognises the different, yet complementary future character of various streets and precincts in the Centre.
- The selection of a Materials Palette including paving, landscaping, street trees and street furniture (see Appendix A) will contribute to the highly urban character of the centre, provide a safe, comfortable, sustainable and high amenity environment incorporating elements associated with Officer's rich rural history.
- The application of materials and colours to spaces will provide continuity and consistency within the town centre, with materials used to define the hierarchy of streets and public spaces and concentrate quality, detail and material variety to priority areas.
- Well-designed street furniture, wayfinding signage and public art will enhance the character of the Town Centre while attractive landscaping will provide shade a leafy connection to nature.
- Crime Prevention Through Environmental Design (CPTED) principles will be considered during the design and development of public areas to ensure Officer Town Centre is an inviting and safe place to be – day and night.

ALL STREETSCAPES – DESIGN REQUIREMENTS

- Streetscape treatment including landscaping, paving and street furniture (dual rubbish bins/recycling bins, drink fountains, bike hoops, light poles and bollards) must be provided as per the Materials Palette (See Appendix A).
- Wayfinding signage must be provided in accordance with Section 2.5.2.
- Public Art should be provided in accordance with Section 2.5.3.
- CPTED principles must be achieved including encouraging passive surveillance, effective lighting, management of public areas and boundary demarcation.
- Streetscape treatment of internal accessways or streets internal to development must be consistent with the Materials Palette.
- Note that a landscape masterplan is currently being developed for Princes Highway.

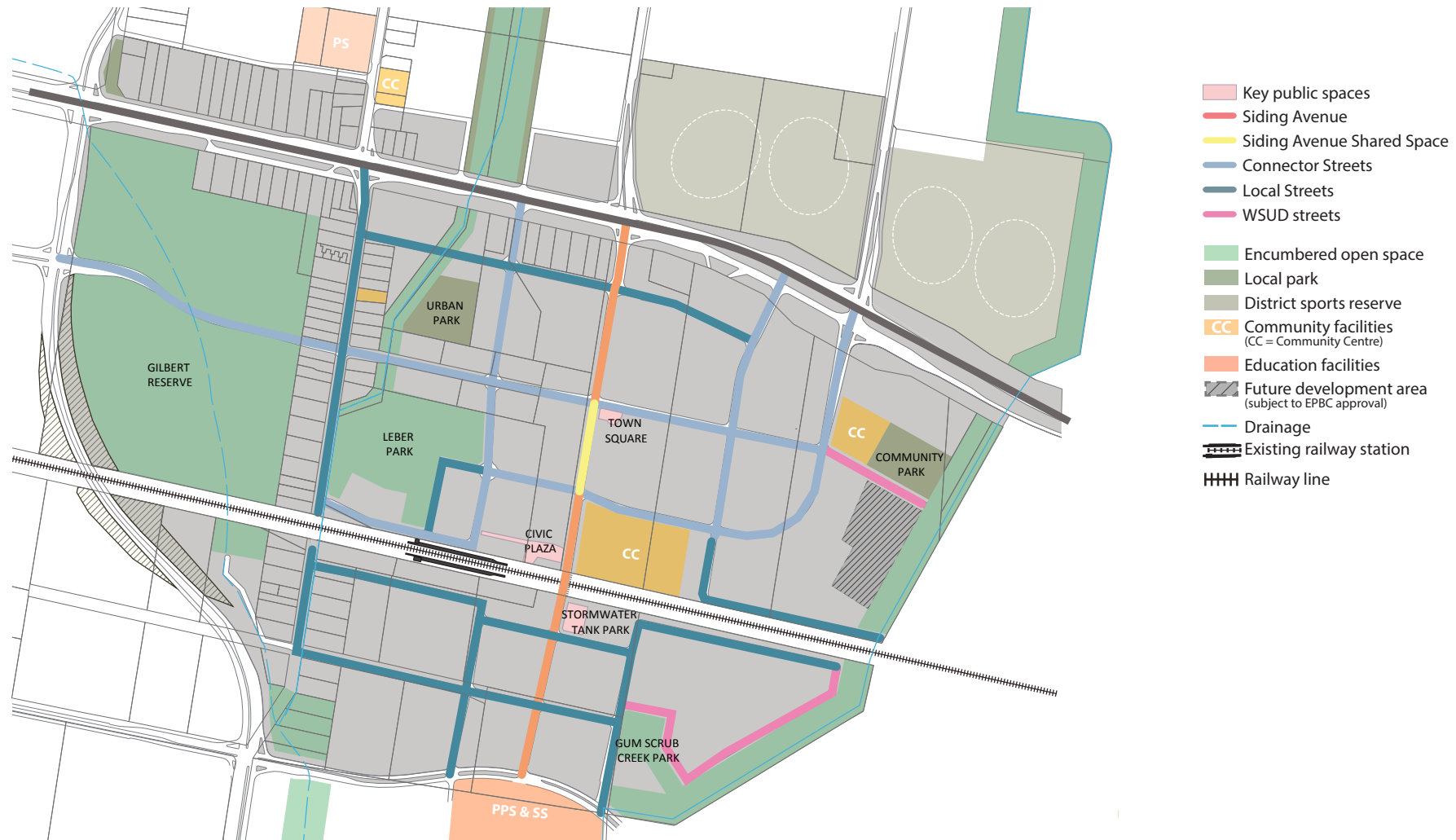


Figure 8. Streetscape plan

SIDING AVENUE SHARED SPACE



Location of Siding Avenue Shared Space

Preferred future character

Siding Avenue between Gum Leaf Lane and Civic Drive will provide a leading example of shared space, a clearly defined pedestrian priority area where cars will share the space with pedestrians and cyclists. Cyclists and pedestrians are prioritised and a slow-speed safe environment is created.

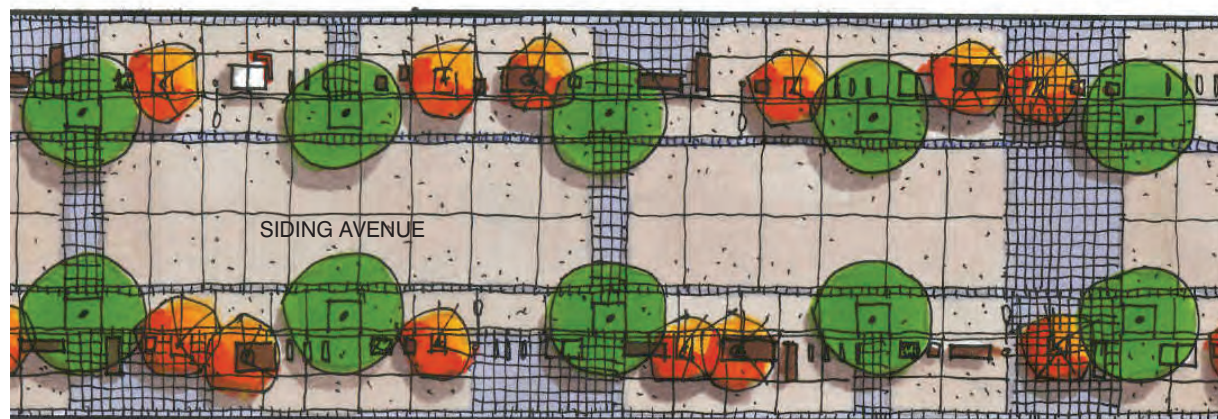
Visual cues such as no kerb or road markings, continuous paving treatment from shopfront to shopfront across the street, custom furniture, rumble strips, ramps and signage will signal to road users that the shared space is different and clearly delineated from surrounding streets – a segment where cars travel slowly and share the road and where pedestrians may feel safe to cross at their leisure.

The lack of kerb provides equal access for people using wheelchairs, push chairs and motorised buggies, while drainage grates and tactile surface indicators help to warn visually impaired people underfoot that they are moving into or out of vehicle free areas. The shared space will be seamlessly integrated with the adjacent town square, encouraging an uninterrupted flow of activity.

SHARED SPACE – DESIGN REQUIREMENTS

The shared space should be designed in accordance with Figure 9 and the Materials Palette (Appendix A) and include:

- a level surface without kerbs and road markings that are traditionally used to separate pedestrians and vehicles
- ramps and rumble strips at each end of the shared space to provide multi-sensory cues to alert drivers that they are entering a pedestrian priority zone
- drainage grates along the length of the shared space with tactile surface indicators at key locations
- continuous paving treatment from shopfront to shopfront across the street comprising exposed aggregate concrete paving to footpath, road and surface
- granite pavers used in smaller highlight areas around intersections, crossings and higher use zones
- evergreen street trees (*Eucalyptus sideroxylon*) in indented parking with tree grate surrounds
- small feature trees (*Pistachia chinensis*) in footpaths using tree grates and in planter boxes
- modular timber bench seats, individual block seats and moveable planter boxes to ensure distinction between the shared space and other streets within the town centre.
- a drinking fountain





 Granite paving 100mm + 400mm square, medium colour tone, used in selective areas such as intersections, thresholds, edgings and crossings


 Exposed aggregate concrete used in vehicular areas and footpaths

 Avenue trees species specific to Siding Avenue with tree grate

 Small trees - feature tree planted within large moveable planters and tree grates

 Modular bench seat, individual block seating, movable planters specific to the shared zone and town square

 Bicycle hoops

 Dual rubbish/recycling bins

 Light poles



Figure 9. Siding Avenue shared space sketch (bottom left) and plan (top) showing application of materials and street furniture (bottom right)

SIDING AVENUE (EXCLUDING THE SHARED SPACE)



Location of Siding Avenue (excluding the shared space)

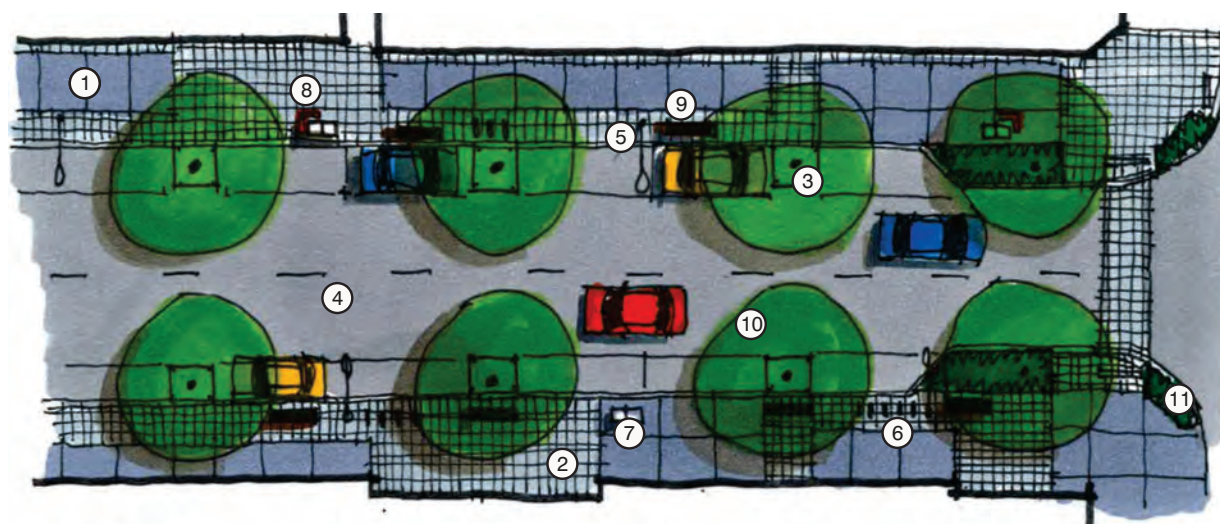
Preferred future character

Siding Avenue (see Figure 10) will form the Main Street of Officer Town Centre and the priority street within the Town Centre.

Siding Avenue 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 and placement of amenities (such as drink fountains).

SIDING AVENUE – DESIGN REQUIREMENTS

- Siding Avenue (excluding Shared Space) should be designed in accordance with Figure 10 and the Materials Palette (Appendix A) and include:
 - coloured concrete paving with granite pavers (contrasting lighter and darker tones) used to provide detail and highlight intersections and crossings
 - Lighter and darker tones can be mixed and used according to natural light levels.
 - Larger 400mm units typically used in broader pedestrian areas and smaller 100mm units used as edging, vehicular areas and thresholds
 - evergreen street trees (*Eucalyptus sideroxylon*) with permeable paving surrounds
 - low ground cover planting at key locations to direct pedestrian traffic at crossings
 - 'Siding Avenue' timber bench seats should generally be spaced at 30 metre intervals, located at the back of the kerb (at least 600mm offset). Some are to be aligned with trees while some are not, providing a mix of shaded and sunny seating opportunities.



- ① coloured concrete paving
- ② granite pavers
- ③ tree surrounded with poured permeable paving
- ④ asphalt road surface
- ⑤ light pole
- ⑥ bicycle hoops
- ⑦ dual rubbish and recycling bins
- ⑧ wayfinding signage
- ⑨ 'Siding Avenue' timber bench
- ⑩ Evergreen trees (*Eucalyptus sideroxylon*)
- ⑪ Low ground cover planting

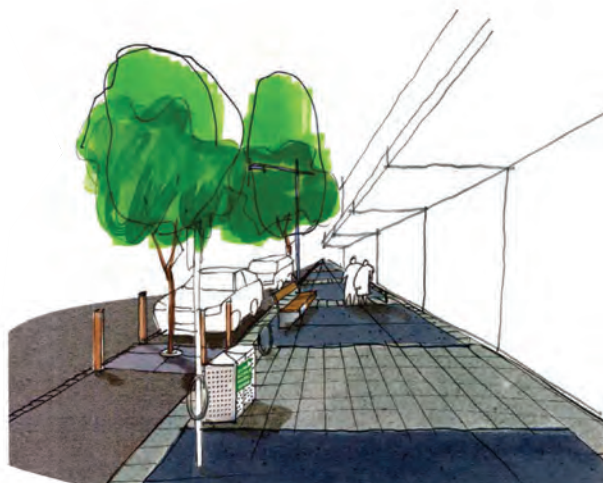


Figure 10. Siding Avenue (excluding shared space) sketch (bottom left) and plan (top) showing application of materials and street furniture

CONNECTOR STREETS



Preferred future character

Streetscape treatment of connector streets (see Figure 11) 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

CONNECTOR STREETS – DESIGN REQUIREMENTS

- Connector Streets should be designed in accordance with Figure 11 and the Materials Palette (Appendix A) and include:
 - asphalt paving and road surface
 - Granite pavers used at key intersections, pedestrian crossings and higher use zones and to add visually interesting edge to asphalt paving
 - Lighter and medium tones of granite should be used, typically 100mm units for edges, while some larger granite units should be used selectively around intersections, crossings and higher use zones
 - trees surrounded with poured permeable paving
 - deciduous trees for North-South connector streets (see Appendix A – Materials Palette)
 - large evergreen trees for East-West connector streets (see Appendix A – Materials Palette)
 - standard timber bench seat placed in ordered, evenly spaced intervals (30-100m) rather than clusters
 - other street furniture such as rubbish bins used in evenly spaced intervals.

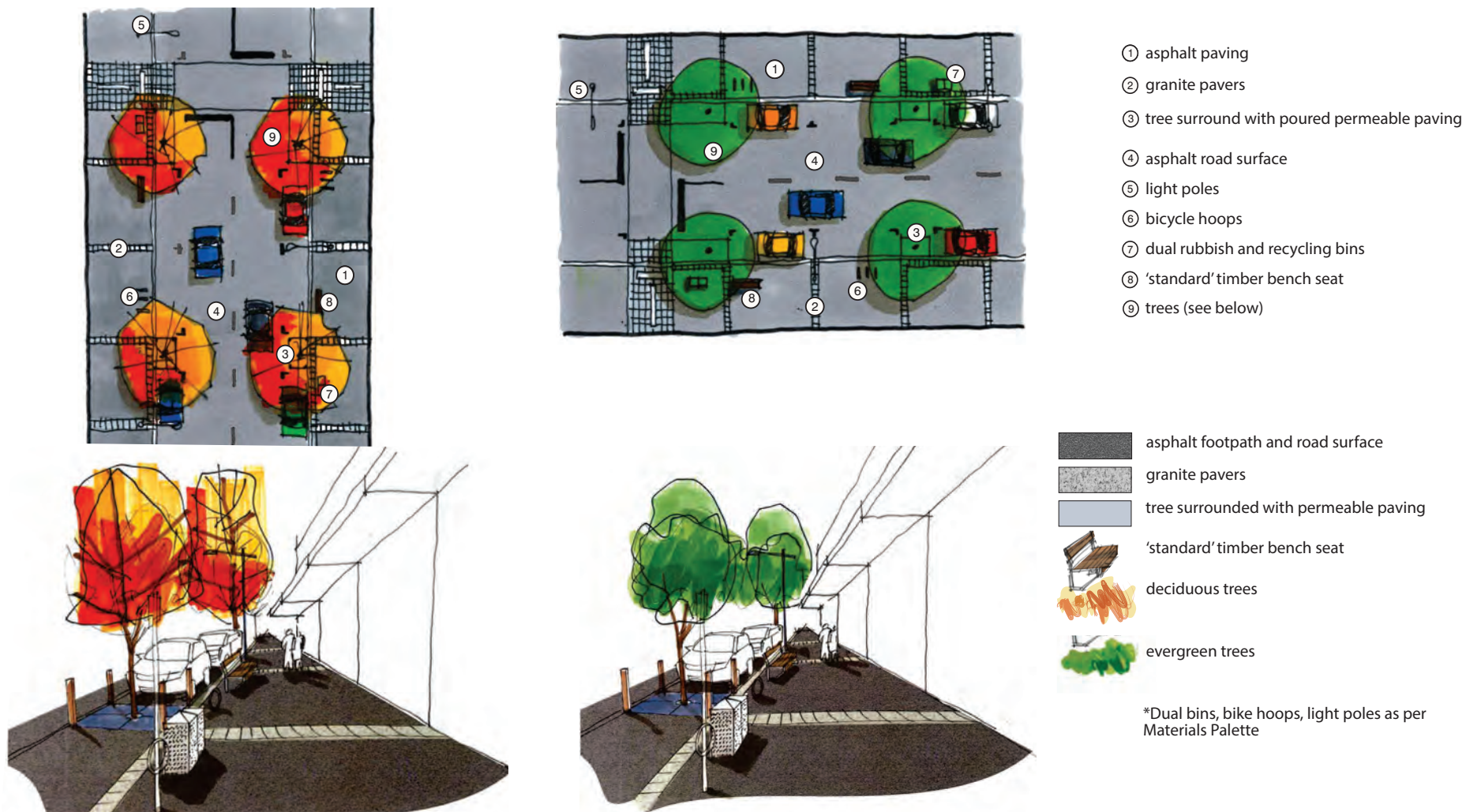


Figure 11. North-South Connector Street sketch (bottom left) and plan (top left) and East-West Connector Street sketch (bottom right) and plan (top right) showing application of materials and street furniture

LOCAL STREETS AND WSUD TREATMENT STREETS



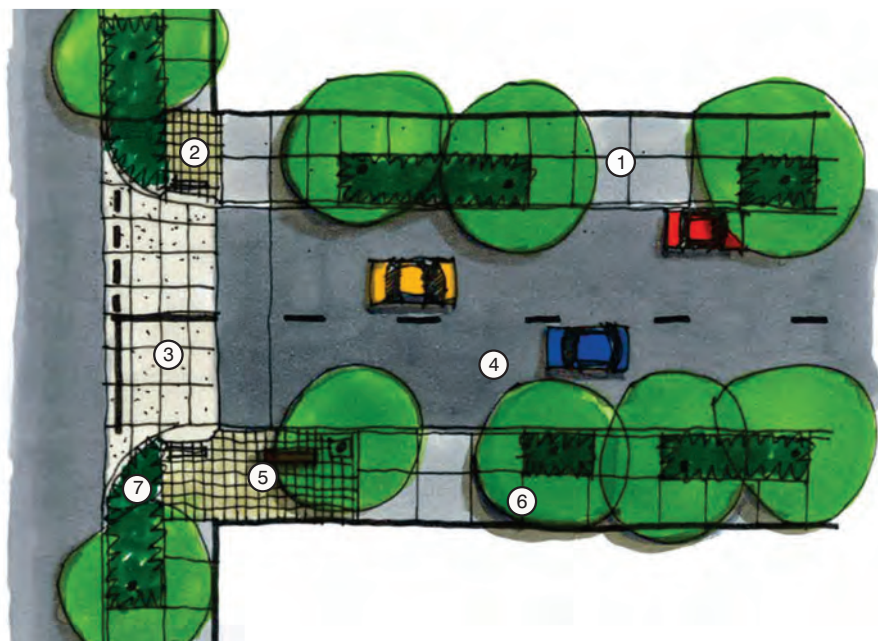
Preferred future character

Local streets (shown on Figure 12) include streets 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

Streets located at the interface with Gum Scrub Creek should more strongly reflect the character of Gum Scrub Creek by including additional water sensitive urban design (WSUD) treatments such as bioretention and raingarden areas and greater incorporation of shrubs and low-cover planting. See Materials Palette (Appendix A) for more details.

LOCAL STREETS – DESIGN REQUIREMENTS

- Local streets should be designed in accordance with Figure 12 and the Materials Palette (Appendix A) and include:
 - plain concrete paving on footpaths with permeable interlocking pavers used selectively at key intersections and gathering areas, typically collocated with street furniture to optimise pedestrian use
 - exposed aggregate paving is to be used on the road at intersection thresholds to assist in legibility
 - street tree species will include a mix of large evergreen trees, medium-sized evergreen trees and medium-sized deciduous trees, depending on location (see Appendix A - Materials Palette for species).
 - low ground cover planting in garden beds surrounding street trees (see Appendix A - Materials Palette for species)
 - Seating located strategically at intersection and junction points of key circulation routes.
- WSUD Treatment streets should meet the requirements for local streets and incorporate additional WSUD treatments.



- ① plain concrete paving
- ② interlocking pavers (permeable type used around base of trees)
- ③ exposed aggregate concrete paving
- ④ asphalt road surface
- ⑤ 'standard' ti bench seat
- ⑥ evergreen trees
- ⑦ low ground cover planting



Figure 12. Local Streets and WSUD treatment streets sketch (bottom right) and plan (top left) showing application of materials and street furniture. A photo of WSUD treatment is shown (top right) from Polaris in Whittlesea

2.5.2 WAYFINDING

Preferred future character

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 will:

- enhance legibility and safety
- contribute to the sense of place and character of the town centre
- encourage activity (particularly for pedestrians and cyclists) and vibrancy within the centre, promoting a healthier, more sustainable community
- Impact on economic activity through its ability to promote passing foot traffic.

An attractive, modern, innovative signage suite of six sign types has been developed which references the preferred future character for Officer Town Centre (see figure 13).

WAYFINDING – DESIGN REQUIREMENTS

- Wayfinding signage should be provided as part of development in accordance with Figure 13 and include (as relevant to sign type):
 - clear pictograms to communicate information effectively
 - a modern simplistic font that can be easily read at a glance
 - modular structure to accommodate a range of flexible panel options
 - timber-look ‘trespa’ panels, aluminium kickers and frames
 - place names
 - directions and pictograms
 - map directories
 - time to destination (walking, cycling).
- The placement of signs within Officer Town Centre should be provided as part of development in accordance with Figure 13 according to the following principles:
 - placement of more basic signage items (Totem A, Totem C, bollard) at the periphery of the town centre, funnelling visitors into the core precinct
 - more detailed signs incorporating map directories (Totem B) used within the core precinct to provide more in depth information enable visitors to navigate within the centre.



Example of wayfinding signage for Officer Town Centre



Figure 13. Wayfinding signage suite and allocation plan (above) and design (right)

2.5.3 PUBLIC ART

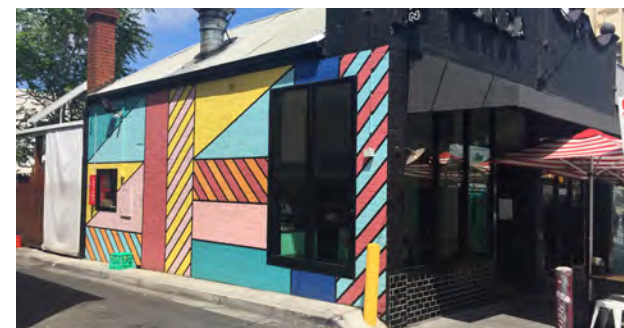
Preferred future character

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, including locations identified on Figure 14.

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

PUBLIC ART – DESIGN REQUIREMENTS

- Public art should be included in the locations shown in Figure 14 and should:
 - be of a high quality, adding to the visual interest within the town centre
 - have relevance to the site and surrounding area
 - consider opportunities for community engagement in the design of public art
 - incorporate materials and finishes that are durable and weather well.
- Consider varying forms such as freestanding within the public realm as well as integration into building façades.
- A detailed public art plan should be provided as part of any planning permit area where public art is proposed including the public art concept, materials, form, dimensions, finishes and locations
- In the interim, where buildings have developed before adjoining buildings, any buildings with exposed blank walls of greater than 15 metres in length should incorporate public art on the building facade to activate and add to the visual interest of the development.



Examples of public art from Point Cook, Richmond and St Kilda foreshore (top to bottom)



Figure 14. Potential locations for public art

2.5.4 PARKS AND PUBLIC SPACES

Preferred future character

A range of public spaces, parks and open space are planned within Officer Town Centre (see Figure 15) to provide essential spaces for relaxing, socialising, recreation and conservation. The spaces each have 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.

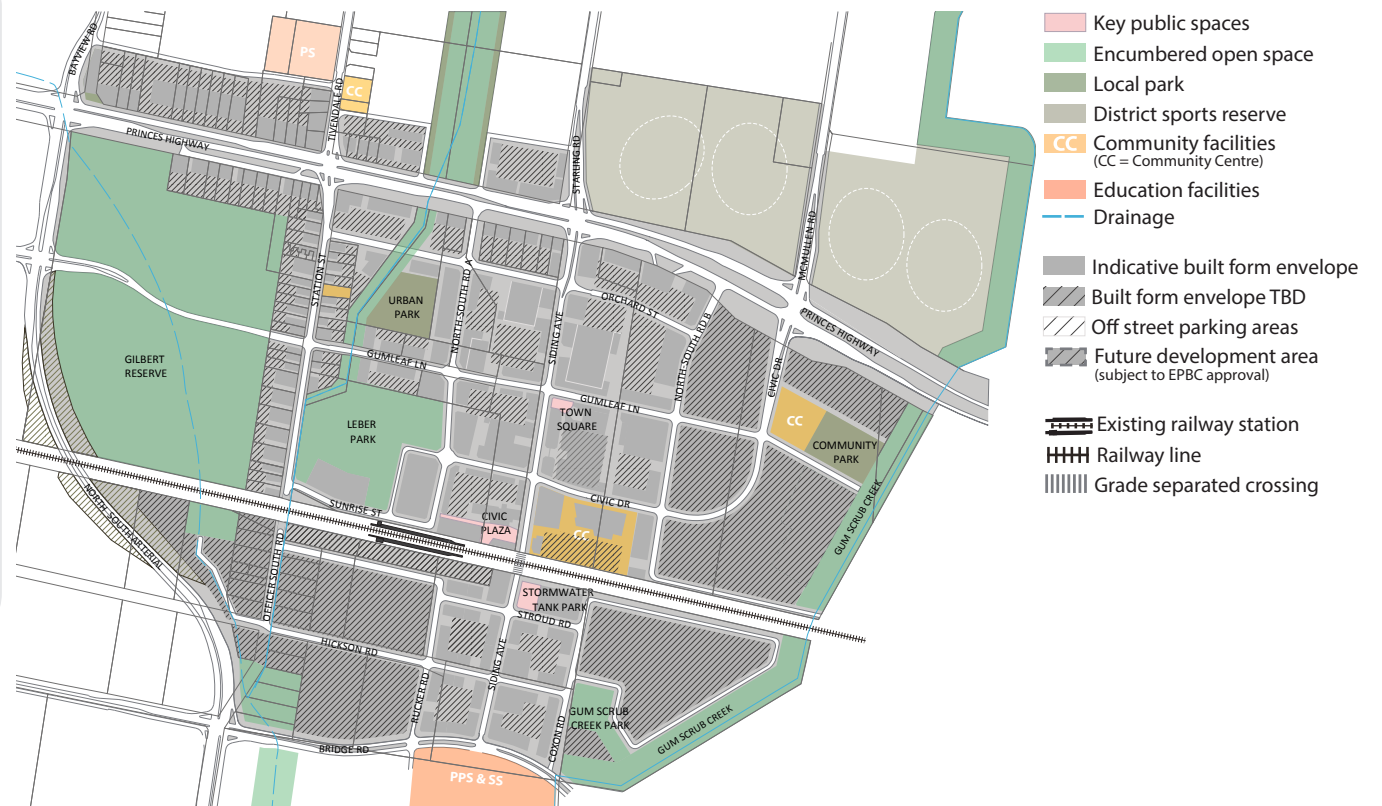


Figure 15. Parks and public spaces plan

ALL PARKS AND PUBLIC SPACES – DESIGN REQUIREMENTS

- Public spaces and parks must be:
 - well located in areas with high levels of pedestrian activity
 - integrated with pedestrian and bicycle links
 - of a high quality design using a range of streetscape materials and street furniture.
- Built form adjoining public spaces and parks must activate the space and provide passive surveillance of the space. See Section 3 for additional guidelines.
- Open space must be designed to provide appropriate buffer zones between native vegetation conservation areas and infrastructure such as paths, furniture and picnic areas. Passive or low impact activities are to be provided close to conservation areas, whilst high impact or formal activities are to be located further away.
- Design of open space must maximise efficient water use, stormwater quality and viability of vegetation through use of WSUD.
- Development must ensure open space has a road frontage to all edges, except where they are otherwise addressed by an active frontage or abutting a creek.
- Paving, landscaping and street furniture including seating, lighting, rubbish bins, planters, drinking fountains must be applied generally in accordance with all plans shown in this section and the Materials Palette (see Appendix A).
- Provision of public toilets is to be considered as development occurs in consultation with Council.
- Wayfinding signage should be provided in accordance with Section 2.5.2.
- Where practical, development should retain high-quality, mature, isolated trees through incorporation into open space and adjacent road reserves.
- CPTED principles must be achieved including encouraging passive surveillance, effective lighting, management of public areas and boundary demarcation.
- Any open space must be finished to the satisfaction of the responsible authority prior to the transfer of land, including:
 - cleared of all existing disused structures, foundations, pipelines or stockpiles
 - cleared of all rubbish and environmental weeds
 - provided with bollards or other means of restricting vehicle access to open space areas.
- In the case of unencumbered open space, the following 'base requirements' must also be undertaken:
 - site must be levelled, top soiled and grassed with warm climate grass
 - trees and shrubs must be planted in accordance with a planting schedule approved by Council in advance of the works
 - shared and local paths must be constructed
 - a water source suitable for the management of the open space must be provided.
- Where 'community improvements' such as parkland establishment, playgrounds, sports facilities and infrastructure (such as car parking, barbecues or other structures) are funded through the Officer DCP, these should be delivered concurrently to the 'base requirements' for the site.
- Where additional feature landscaping is proposed by a developer or envisaged as part of this UDF, the works must be fully funded by the developer and agreed to with Council in respect to any future maintenance requirements generated by the works.

TOWN SQUARE

Preferred future character

Officer Town Square will be located at the heart of the Core 1 Precinct on the southeast corner of Siding Avenue and Gum Leaf Lane (see Figure 15). It will be a high quality, safe and inviting space accessible to a variety of users (young and old and people of all abilities) to visit day and night.

Adjacent to the cinema complex and seamlessly integrated with the Siding Avenue shared space, it will form a flexible space with perimeter seating where visitors, residents and traders can meet friends and colleagues, relax, eat and play.

Given its prime location on Siding Avenue, the town square provides a unique space to hold events and gatherings and will be designed to facilitate this through the use of moveable planter boxes in the central part of the space.

Its contemporary design will complement the active frontages of surrounding built form where opportunities for outdoor dining and trading are maximised through cafes, restaurants, shops and a cinema. The public square will provide shade via trees, shelter via canopies, street furniture, public art and wayfinding signage.

TOWN SQUARE – DESIGN REQUIREMENTS

- Officer Town Square should be designed in accordance with Figures 16 and 17 and the Materials Palette (Appendix A) and include:
 - it must be approximately 400 square metres in size and present a longer frontage along Siding Avenue than its north-south orientation
 - a seating edge adjoining active frontages of specialty shops and directly accessed by shop frontages to encourage outdoor dining
 - good solar access
 - streetscape materials including granite pavers in medium and light tones and exposed aggregate concrete
 - avenue trees (species *Eucalyptus Sideroxylon*) within the adjoining streetscapes
 - modular timber bench seats, individual block seats and moveable planter boxes to ensure integration with the shared space
 - dual rubbish/recycling bins, drink fountains, bike hoops, light poles.

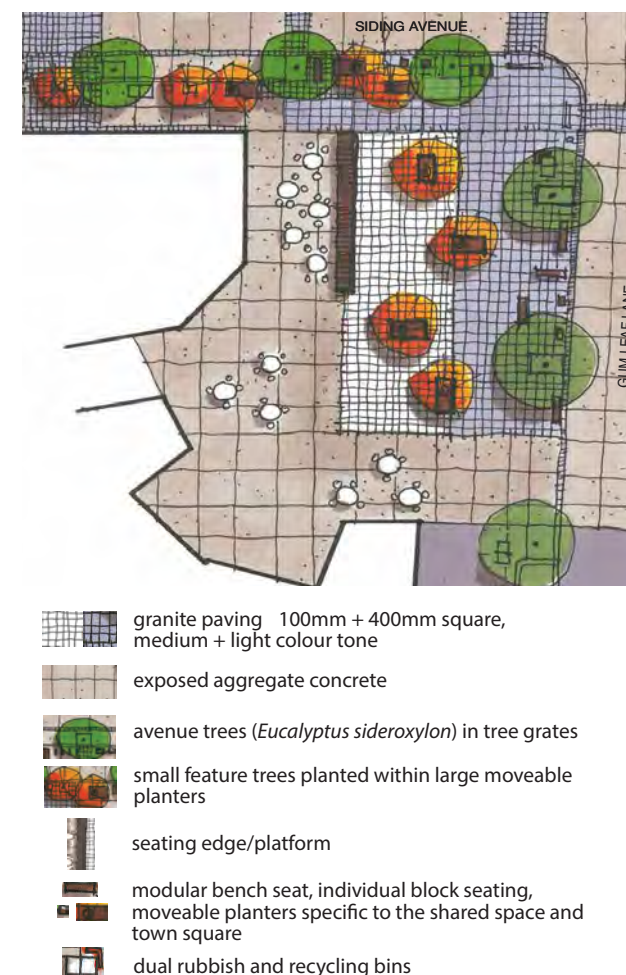


Figure 16. Plan of Town Square



Figure 17. Indicative illustration of Town Square

CIVIC PLAZA

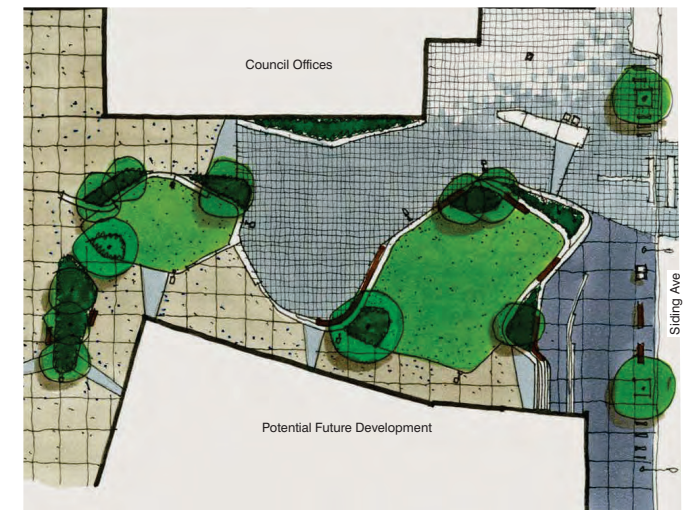
Preferred future character

Located adjacent to Cardinia Shire Council offices in the Core 2 Precinct, Civic Plaza (see Figure 15) will utilise the strong connection to Council offices to create a more 'civic' quality, where gatherings and events can be held. It will provide an inviting, high quality environment with grassy areas as well as paved areas to create a range of appealing spaces for passive recreation, socialising and relaxing.

With good connectivity to Siding Avenue, the railway station and the north-south connector street, Civic Plaza will also be an active, pleasant, safe and accessible space to pass through day and night.

CIVIC PLAZA – DESIGN REQUIREMENTS

- Civic Plaza should be designed in accordance with figures 18 and 19 and the Materials Palette (Appendix A) and include:
 - application of granite pavers in a combination of tones, coloured concrete and exposed aggregate concrete
 - planting of avenue trees (species in accordance with Appendix A)
 - street furniture in accordance with the Materials Palette (Appendix A)
 - The asphalt paving on the upper tier of the Civic Plaza must be replaced with exposed aggregate concrete paving upon the future development of the adjoining built form pad sites.









-  granite paving - 400mm square, combination of colour tones with a focus point at building entry
-  'Waterflow' insitu poured permeable paving
-  exposed aggregate concrete
-  coloured concrete footpath
-  seating on concrete wall
-  dual rubbish and recycling bins
-  pedestrian lights

Figure 18. Plan of Civic Plaza



Figure 19. Indicative illustration of Civic Plaza

STORMWATER TANK PARK

Preferred future character

Situated south of the railway line in the Urban Village Precinct (see Figure 15), Stormwater Tank Park will provide an attractive public space with a grassy lawn, enabling residents and visitors to meet, relax and play. Its location at the intersection of the railway station, the retail activity on Siding Avenue and the proximity to high density residential development makes it a convenient location for passive recreation and socialising. Play elements such as table tennis tables will help to activate the space.



Photo of table tennis table used to activate public space
(photo source: Popp - Public Outdoor Pty Ltd)

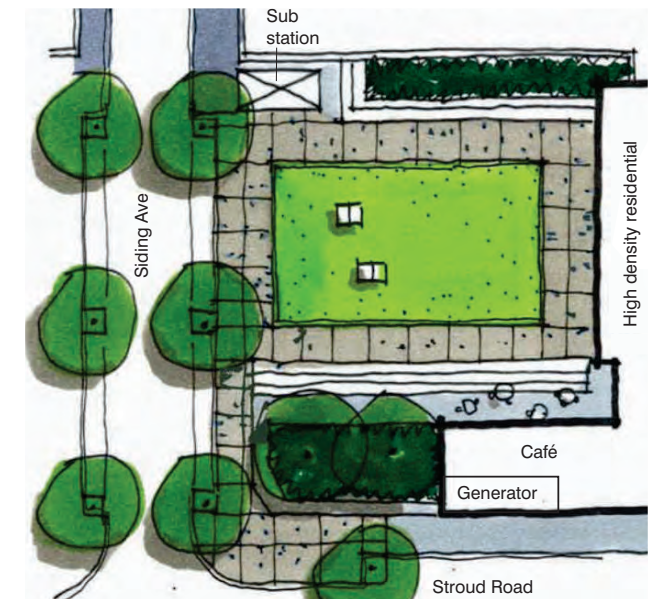
STORMWATER TANK PARK

- DESIGN REQUIREMENTS

- Stormwater Tank Park should be designed in accordance figures 20 and 21 and the Materials Palette (Appendix A) and include:
 - measures to address the level difference along Siding Avenue to ensure seamless transitions between the two spaces, including concrete tiered seating steps adjoining the lawn and landscaping planter beds with seating adjoining Stroud Road
 - a lawn area on top of the stormwater tank with play elements such as table tennis tables
 - a 5m exposed concrete aggregate trafficable maintenance access track around all sides of the lawn
 - a row of buffer planting in front of the retaining wall to the north
 - opportunities for outdoor dining from adjacent cafe uses along the southern interface, integrated into and overlooking the space.



Table tennis table in front of the Hume Global Learning Centre
(photo source: Hume City Council)



- Lawn area with stormwater tank
- Trafficable exposed aggregate concrete 5m wide around all sides of the stormwater tank
- Concrete seating steps
- Buffer planting in front of retaining wall
- Table tennis table

Figure 20. Plan of Stormwater Tank Pak

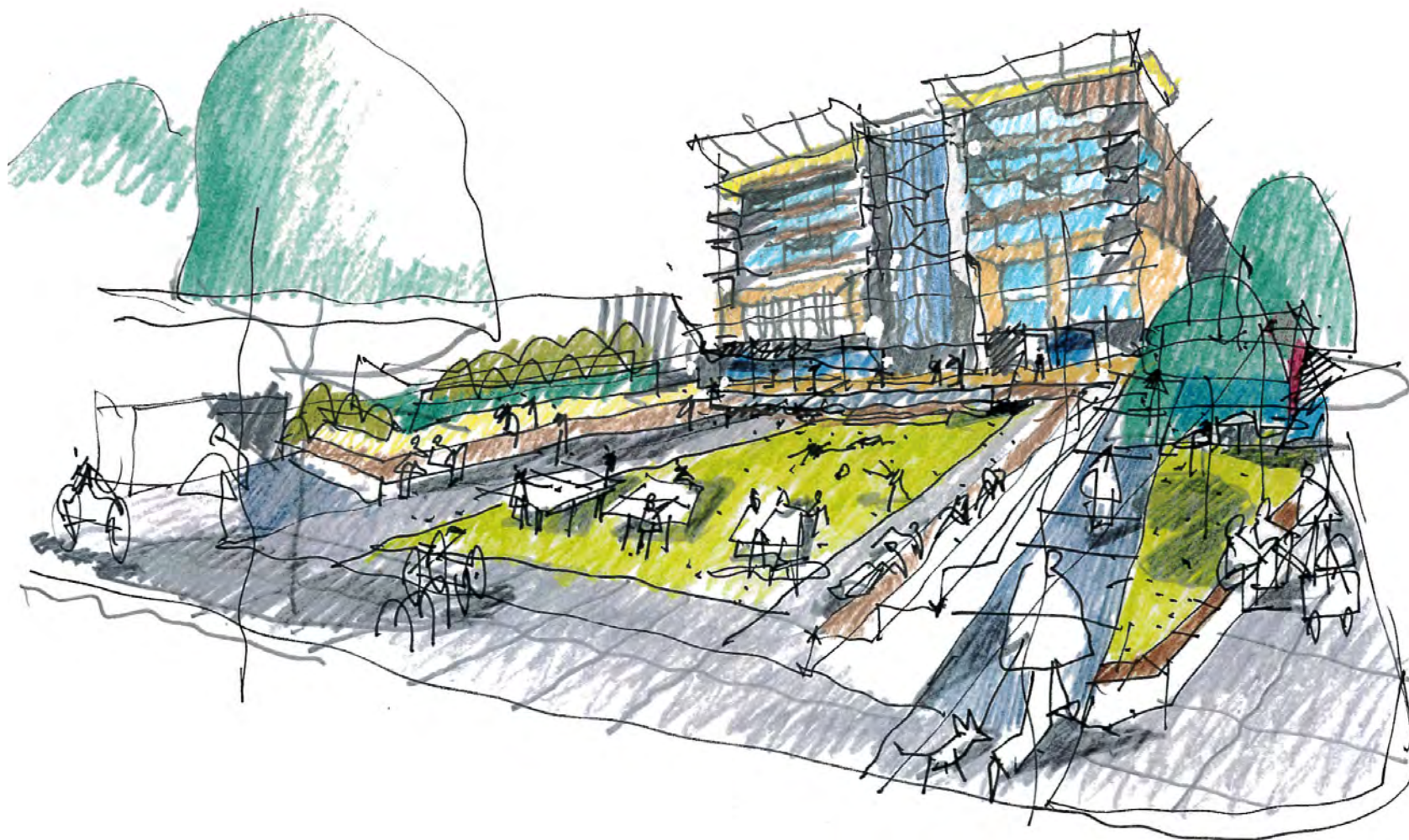


Figure 21. Indicative illustration of Stormwater Tank Park

URBAN PARK

Preferred future character

Urban Park is in the north-west of the Officer Town Centre, between Orchard Street and Gum Leaf Lane, east of Station Street in the Mixed use 3 precinct (see Figure 15).

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 a good opportunity to incorporate public art and enhance visual and path connections to the creek, which will contribute to the sense of place 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 be further addressed by provision of street furniture including lighting.

URBAN PARK – DESIGN REQUIREMENTS

- Urban Park should be designed in accordance figures 22 and 23 and the Materials Palette (Appendix A) and include:
 - a formal paved edge and vehicular laneway abutting the northern, eastern and southern sides of the park providing access to adjoining development
 - paving and decked seating areas within the space as a local, key social interaction space
 - an informal natural edge to Gum Scrub Creek ensuring integration with the creek
 - formal lawn areas.
- Public art should be incorporated within the space.



Figure 22. Plan of Urban Park



Figure 23. Indicative illustration of Urban Park

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 2 precinct (see Figure 15). 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 timber boardwalk and gravel and concrete paths will guide people through the reserve, providing a natural experience and opportunities to enjoy the natural beauty of the reserve, while ensuring the integrity of the vegetation is preserved.

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.

LEBER RESERVE – DESIGN REQUIREMENTS

- Leber Reserve should be designed in accordance with figures 24 and 25 and the Materials Palette (Appendix A) and include:
 - establishment of Leber Reserve as an 'urban forest' conservation reserve
 - a perimeter path around the reserve
 - a picnic area
 - a natural play space in the southeast corner of Leber Reserve, outside areas where vegetation is to be retained (refer to Officer NVPP)
 - consideration for the provision of a public toilet
- 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.



Photo of natural playspace

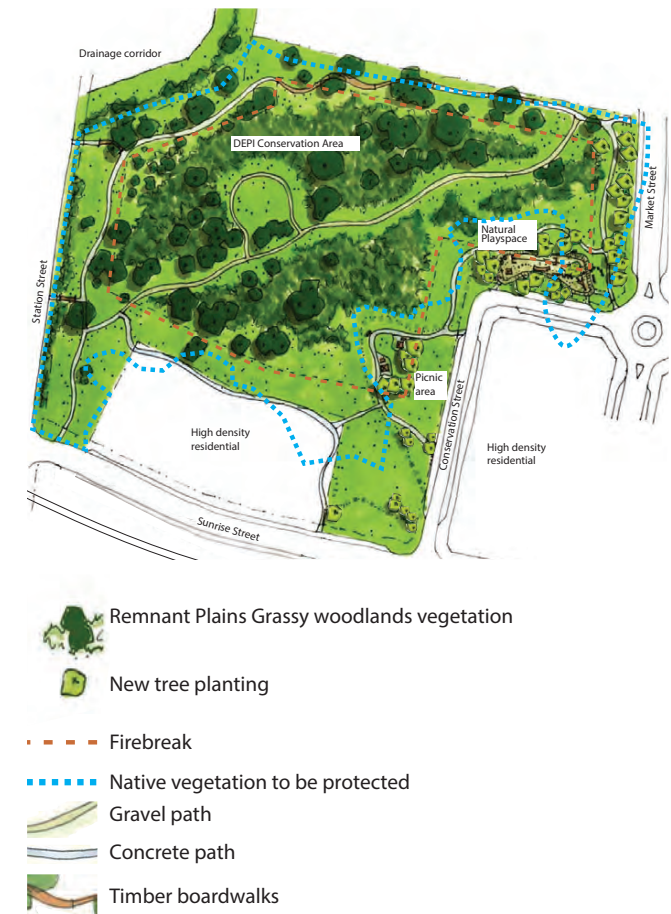


Figure 24. Plan of Leber Reserve.

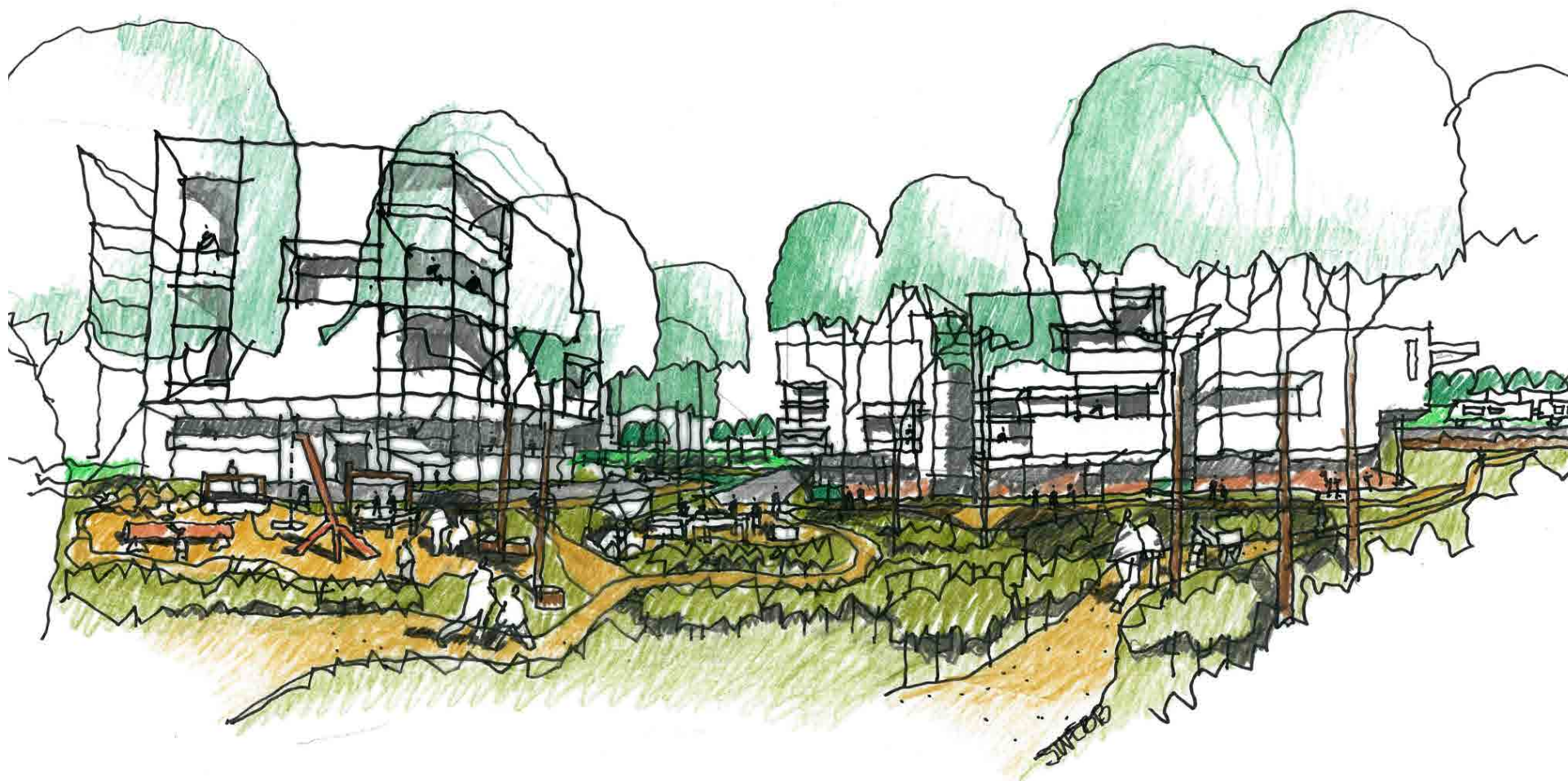


Figure 25. Indicative illustration of Leber Reserve.

GUM SCRUB CREEK PARK

Preferred future character

Gum Scrub Creek is the key waterway running through the Officer Town Centre along the eastern edge of the precinct (see Figure 15).

Gum Scrub Creek Park includes wetlands associated with the creek's drainage function, a playground and picnic areas. These will enable a broad range of activities, including gatherings, play activities and opportunities to connect with the natural parklands and waterways.

Gum Scrub Creek is a key environmental feature of Officer Town Centre, providing important conservation functions as well as enhancing the sense of place of the area. View lines throughout the town centre are oriented to capitalise on this resource.

Gum Scrub Creek Park is adjacent to high-density residential development within the Residential precinct of Officer Town Centre, and will provide high amenity outlooks for dwellings, promote greater activity within the space, and provide passive surveillance to increase safety in the area.

GUM SCRUB CREEK PARK – DESIGN REQUIREMENTS

- Gum Scrub Creek Park should be designed in accordance with Figure 26 and the Materials Palette (Appendix A) and include:
 - wetlands
 - a picnic and playground area
 - concrete paths
 - observation decks and bridges.
- 40-metre continuous native vegetation must be provided along Gum Scrub Creek.
- A 30-metre buffer zone must be provided around all growling grass frog ponds, with lights, paths and other activities causing potential direct impact located outside this buffer



Photos of Gum Scrub Creek



Figure 26. Plan of Gum Scrub Creek Park

COMMUNITY PARK

Preferred future character

Community Park is located towards to the northeast corner of the Residential 1 Precinct (see Figure 15). It adjoins Gum Scrub Creek and is also adjacent to a future community meeting place (senior centre/performing arts rehearsal space).

Barbecues, picnic tables and play equipment will complement community uses within the adjacent community centre, encouraging people to linger and inviting them to meet, hold events, play and relax within the park.

Community 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.

COMMUNITY PARK – DESIGN REQUIREMENTS

- Community Park should be designed in accordance with Figure 27 and the Materials Palette (Appendix A) and include:
 - barbecues, picnic tables and play equipment
 - community garden
 - shared paths
 - passive recreation areas
 - integration with Gum Scrub Creek
 - complementary to uses within the community meeting place (senior centre/performing arts rehearsal space).



Photos of 'Burnley Backyard' community garden in Burnley



Figure 27. Plan of Community Park

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 (see Figure 15), 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.

GILBERT RESERVE – DESIGN REQUIREMENTS

- 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.



Photos of Gilbert Reserve



Section 3 Precinct Guidelines

This section provides guidelines relating to the following aspects of development:

- land use
- built form
- tenancy signage
- car parking and access

For ease of use, where design objectives and requirements for the above elements are consistent for all uses, they have been included in the **All Precincts** section. This should be read in conjunction with the **individual precinct sections**.

3.1

ALL PRECINCTS - LAND USE

Preferred future character

Officer Town Centre will form a key mixed use destination in Melbourne's southeast, containing a variety of land uses that will generate an active and lively street environment, day and night, including retail, peripheral commercial, office and community uses.

The centre will provide a regional and sub-regional retail role potentially comprising multiple discount department stores as well as a neighbourhood retail role comprising several supermarkets and associated shops and services.

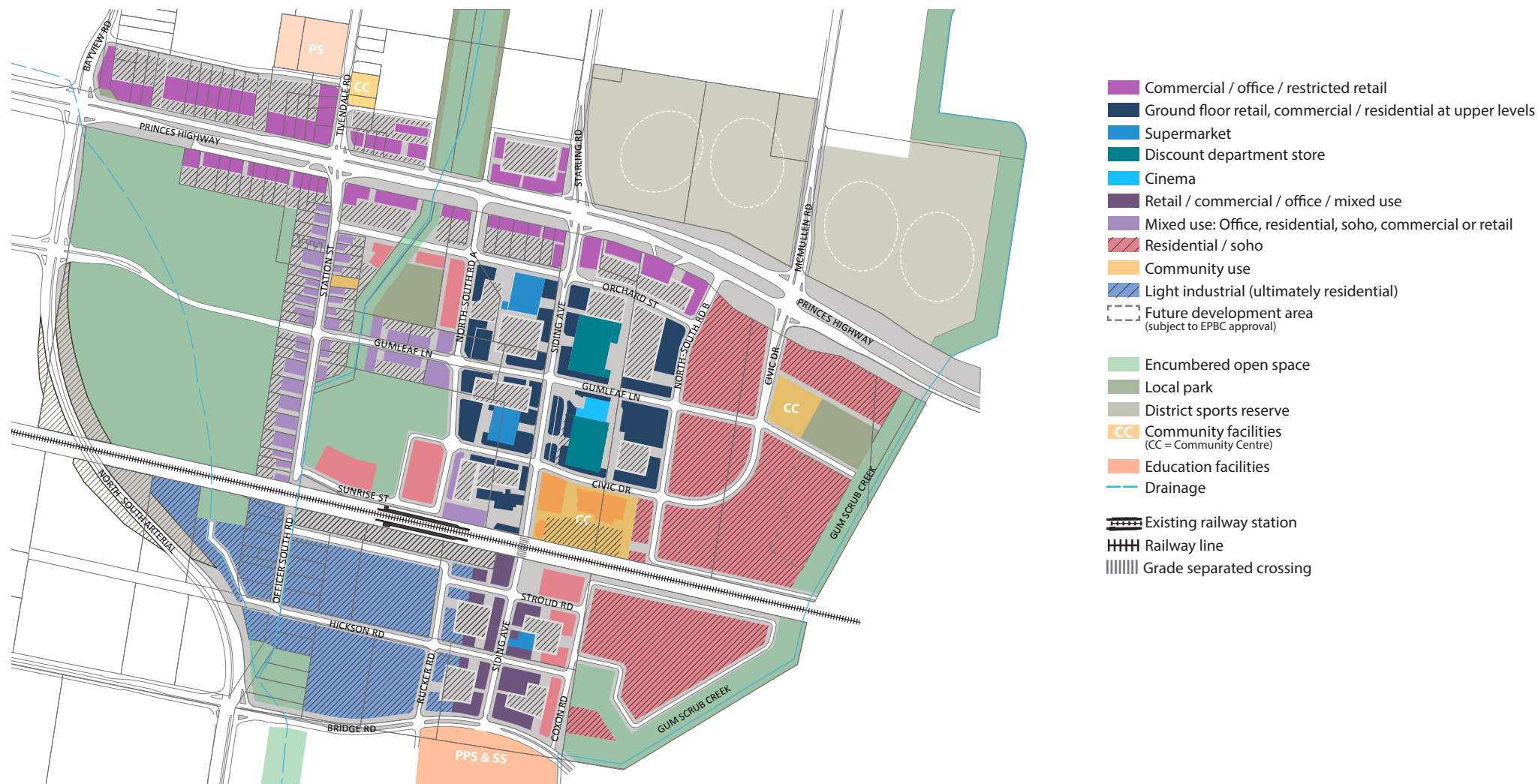
A range of high density housing including shop-top housing, apartments and small office/home offices (SoHos) will be provided to encourage activity within the centre.

Design objectives

- An activity centre with retail, peripheral commercial and office uses comprising the following indicative floor areas (variations may be permitted provided it does not change the role of the activity centre):
 - a retail 'shop' minimum 30,000 square metres (assumes single discount department store in the minimum development scenario. No floor space limits apply to Officer Town Centre)
 - other retail (including bulky goods): 25,000 square metres
 - non-retail commercial: 25,000 square metres
- A diverse mix of uses will be created by providing for regional uses (see Figure 28) including:
 - bulky goods retailing associated on Princes Highway
 - commercial office and business centres
 - hospitality and entertainment activities (e.g. cinema)
 - health services, government and municipal services
 - senior educational facilities, for example secondary college, tertiary education (e.g. TAFE, university)
 - recreation and community services, including the proposed library and aquatic centre.
- A variety of uses will provide activity day and night, for instance, uses such as a cinema and restaurants will complement shops and offices.
- Activity will be further supported by locating high density housing, shop-top housing, apartments, small office/home office (SoHos) within close proximity to shops, offices, services, recreational, entertainment facilities and public transport.

LAND USE – DESIGN REQUIREMENTS

- Uses within the Officer Town Centre must comply with Schedule 4 to the Urban Growth Zone and any other relevant sections of the Cardinia Planning Scheme.
- Corner sites that are located on an arterial road edge are critical development sites and are not suitable for single-storey fast food outlets or petrol stations.
- Where dwellings are permitted, they must be high density as per the PSP, comprising:
 - shop-top dwellings and multi-storey apartments within 400 metres of the Officer Railway Station
 - a minimum 2-storey built form
 - a range of high density dwelling types (1, 2 and 3 bedrooms) including affordable housing options
 - mixed use buildings that co-locate residential with other uses (that do not conflict with each other such as shop-top dwellings above late night uses) in relevant precincts.
- Uses at upper levels in buildings abutting public spaces should provide activation and passive surveillance during the day and night.



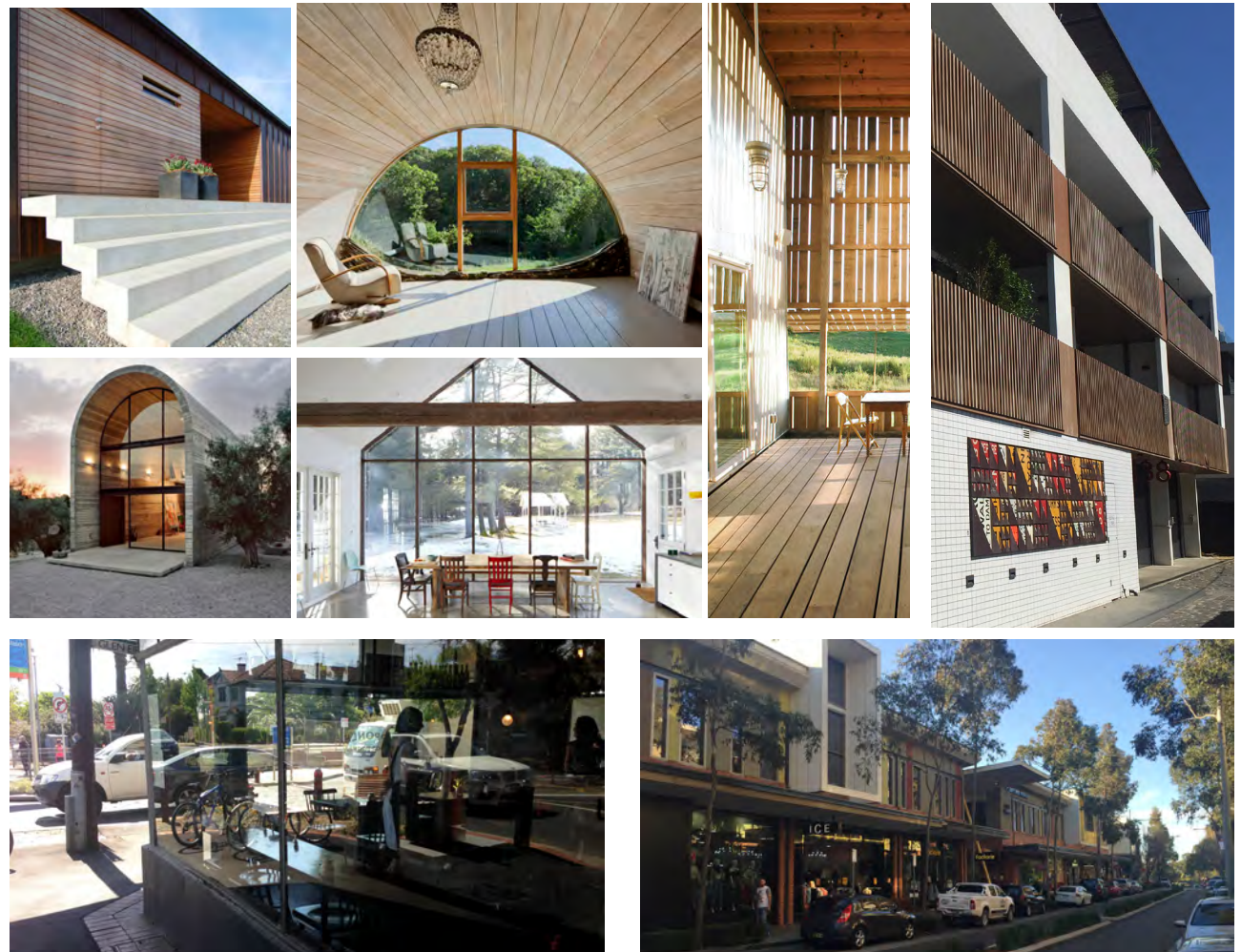
ALL PRECINCTS - BUILT FORM

Preferred future character

Officer Town Centre will be distinctly 'urban' and intensively developed in form, and buildings will contribute positively to the amenity of the area and the quality of people's experience of the town centre. A cohesive built form will provide vibrancy and diversity in architecture and encourage activation, animation and development of a place that is modern, warm, welcoming and comfortable.

Building siting, massing and heights will create a sense of enclosure, signifying to people they are in the town centre, with a hierarchy of scale in the built environment and building elements to be subsets of a greater whole. Development will present a multi-storey form and active frontages to the public realm to establish streets with a strong human scale.

High-quality architectural design will take inspiration from a 'modern farmhouse' concept, with building expression integrating the new (modern, clean lines and shapes) with references to Officer's rich natural and cultural history (such as taking architectural cues from farm buildings and equipment, potteries, timber siding and the natural landscape).



Examples of built form references, including palette of materials and shapes including the 'modern farmhouse' design concept (top left cluster*)

*'Modern farmhouse' design cluster photo sources (clockwise from top left)
freshome.com, dnbutler.com, dwell.com, Givone Home Pty Ltd, www.trendir.com

Design objectives

- A strong edge to the public realm and a sense of containment appropriate for a town centre will be provided through a multi-storey built form and zero or minimal front setbacks (depending on the precinct) to the street frontages, creating a strong urban feel.
- Taller development on gateway and landmark sites will create visual markers which help to orient users within the precinct, enhancing a sense of arrival in the town centre and directing them into the precinct as an important meeting place. These buildings will be characterised by distinctive height, roof form and detailed design.
- Built form will present an active edge to streets and public spaces to create a vibrant and interesting public realm, reinforce the pedestrian scale and provide passive surveillance through 'eyes on the street' to enhance feelings of safety.
- Active frontages provide a high level of connection between the public realm and the interior of buildings and are achieved through the design of frontages, maximising the use of clear glazing, and the orientation of activity within buildings towards the public realm. The application of these principles will depend on the use within buildings and may include a combination of:
 - maximising the extent of clear glazing above footpath level and the number of pedestrian entries along the streetscape
 - the use of canopies along street frontages to provide a comfortable pedestrian environment with shade and weather protection to encourage walking (and lingering) throughout the precinct
 - the use of windows and balconies at upper levels to provide a connection between people in buildings and those in the street
 - facade design such as openable windows and retractable doors, window design with deep reveals and thick edges that provides places to sit, stand and observe
 - the positioning of activity within buildings, for example not blocking the windows with shelves and furniture, orienting registers within shops or tables and benches within restaurants/cafes to overlook the street.
- High quality architectural design within the centre will take inspiration from:
 - the 'modern farmhouse' design concept, where built form creates a highly urban character while incorporating references to traditional materials and details of Officer's rural township history within elements such as form, structure and the use of materials and textures
 - a 'many hands' approach, where buildings within a street block appear to have been designed and developed by many hands over time to provide variety and visual interest within the streetscape and make the centre seem more organic
 - building articulation that promotes a vertical grain with concentration of articulation and building detail to priority areas including corners, end conditions and a ground-level human scale while maintaining simplicity of form and consistency of streetscape mid-block
 - a defined Materials Palette for the built form including base materials and feature materials which will be selected appropriate to the size and scale of the built form to reinforce the human scale of development and achieve the preferred character of the centre.

ALL PRECINCTS - BUILT FORM

LAYOUT AND STRUCTURE, BUILDING SITING, HEIGHT AND MASSING – DESIGN REQUIREMENTS

- Street blocks
 - should be highly permeable to allow ease of pedestrian and cyclist movement through and within the activity centre
 - must be designed with buildings that front onto all adjoining streets with active frontages
 - should avoid the creation of common property
 - where practical, development should retain high quality, mature, isolated trees through incorporation in landscaped areas and parking areas.
- Built form height must be a minimum of two storeys at the street frontage in all precincts except the Gateway Precinct which must be a minimum of three storeys. It should be in accordance with Figure 29, providing:
 - additional storeys to the minimum required for development at prominent locations including landmark, gateway and corner sites
 - single storey retail anchor stores where they do not have direct street frontage
 - a transition of heights from higher scale buildings to lower scale adjacent development to ensure a sense of proportion in the centre.
- Front setbacks must be minimised (see sub-precinct specific guidelines). Upper levels should maintain the setback (or lack thereof) of the ground floor.
- Breaks in the built form of retail, commercial and mixed use buildings should be minimised, except for the provision of pedestrian access to retail anchor stores, central car parking areas and public plazas.
- Where breaks in the built form are provided for pedestrian access, these must be of an appropriate width and design to ensure safe and attractive pedestrian environment.
- Built form on corner sites must highlight important view lines, particularly north-south along Siding Avenue and east-west towards public open space and conservation areas.
- Fences:
 - must be avoided between retail, commercial and mixed use buildings
 - where front fences are sought for dwellings, they should be visually transparent allowing passive surveillance and must be no higher than 1.2 metres high.
- The minimum net floor area for any residential unit (excluding car parking, garaging, or balconies allocated to each unit) should be:
 - Studio: 40 square metres
 - 1 bedroom: 50 square metres
 - 2 bedrooms: 70 square metres
 - 3 or more bedrooms: 90 square metres.



Photos showing multistorey built form with natural materials and finishes and zero front setbacks

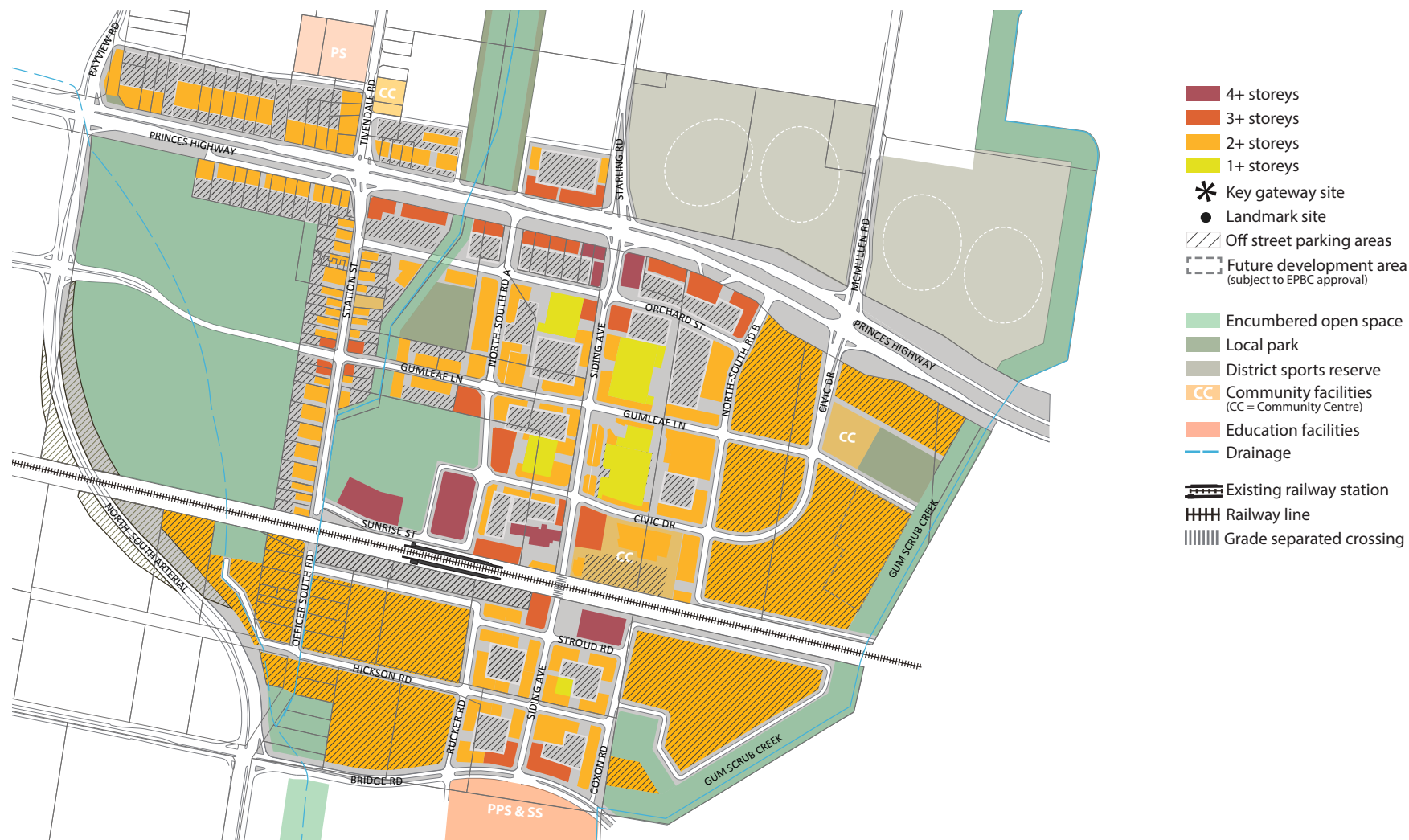


Figure 29. Preferred heights and key built form sites

ALL PRECINCTS - BUILT FORM

BUILDING DESIGN – DESIGN REQUIREMENTS

- Architectural design should reflect the preferred urban character for Officer Town Centre to provide a streetscape that is diverse and vibrant:
 - building expression should interpret the timeless legacy of rural connections by incorporating elements such as large framed ground floor openings, positive roof forms, occupied roof forms, inventive use of materials and elements, simple, singular forms with facade/surface textures
 - a ‘many hands’ approach to architecture, where buildings within a street block appear to have been designed and developed by many hands over time to provide variety and visual interest within the streetscape and make the centre seem more organic
 - building articulation should promote a vertical grain with concentration of articulation and building detail to priority areas including corners, end conditions and a ground level human scale while maintaining simplicity of form and consistency of streetscape mid-block.
- Development of corner sites must:
 - ‘wrap’ architectural features (such as articulation, materials and detailing)
 - incorporate design detail such as well articulated frontages with visually interesting architectural features, windows, materials, finishes and landscaping to create a visually interesting presence
 - create the illusion of height through landmark architecture
 - address all street frontages with active façades at all levels
 - a high quality of building materials must be demonstrated in the design.
- Rooftop plants and equipment must be obscured from view by built form, screens or false façades.
- Where development within a block is staged, exposed blank walls must incorporate a visually interesting design in the interim until adjacent sites develop.



Photos demonstrating built form variety and ‘many hands’ approach (top), visually interesting development that is well articulated (middle) and corner development with architectural treatment wrapping the corner and active frontages (bottom)

ACTIVE FRONTAGES – DESIGN REQUIREMENTS

- Buildings must be designed with their primary frontage(s) presenting an active edge to the public realm (street, park or public space) and secondary frontage(s) providing activation and passive surveillance over car parking areas and/or rear laneways, through:
 - the extent of clear glazing at the ground level fronting the street should be maximised for retail, commercial and mixed use development
 - windows must incorporate transparent, clear glazing and avoid reflective finishes
 - upper level tenancies must engage with activity in the public realm through the use of balconies, terraces and/or openable, clear glazed windows
- Pedestrian entrances to buildings
 - primary entries must be from the street and/or public space at ground level, providing an environment that promotes seamless movement between the public and private realm; steps into entries for ground floor retail, commercial and mixed use tenancies are not permitted
 - upper level tenancies that are not integrated with ground floor tenancies must have their own entries on the ground floor from the street, independent to entries of ground floor tenancies
 - secondary (staff) entries to buildings at the ground level should be provided from rear laneways or car parking areas.
- Minimising blank walls
 - the extent and visibility of blank walls from any public area (including car parks) must be minimised, particularly from street frontages and public spaces
 - blank walls facing streets or the public realm should be no more than 10 metres in length or account for no more than 50 per cent of any one side of a building (whichever is smaller), with the exception of Siding Avenue where continuous active frontages must be provided
- Commercial, retail and mixed use buildings
 - canopies to the street and over pedestrian walkways must be provided which emphasise a pedestrian scale (no higher than 4m) and avoid the use of cantilever posts adjacent to roads or car parking areas
 - lighting to façades and underneath canopies or verandas must be provided to ensure safety at night time
 - the layout of the internal area of developments should be oriented to provide activity in windows.
- Outdoor dining or displays must not impede a 2 metre-wide unobstructed pedestrian zone between the shopfront and the dining/display area. The dining/display area must allow a minimum of 600 millimetres to the edge of the kerb, without obstructions protruding into this space.



Photos demonstrating visual permeability through corners of buildings (top) canopies and passive surveillance over car parking areas (bottom)

ALL PRECINCTS - BUILT FORM

MATERIALS – DESIGN REQUIREMENTS

- A materials and colour palette separated into base materials and feature materials must be used to create a strong urban character that complements and is sensitive to the surrounds:
 - base materials, applied to the majority of the built form, are to include predominantly neutral and warm colours through the use of materials such as terracotta, brick, metals and wood, as well as other complementary materials such as concrete
 - feature materials are to be applied as highlights to buildings and include textures and/or brighter coloured material such as tiles, rusted copper and coloured concrete.
- The application of materials to buildings should:
 - promote consistency of material and natural colours within the centre, with the use of contrasting materials to add visual interest, for example recycled timber next to polished steel, brick/stone next to glass, weathered steel next to concrete, textured screens next to metal cladding.
 - concentrate quality, detail and material variety to priority areas
- For retail and commercial buildings:
 - ground floor tenancies should include diversity in materials and finishes to give individual character and identity to each premises
 - materials should be carried across both ground floor and upper levels to emphasise verticality in built form
 - where a building houses multiple tenancies, materials must be used to define individual tenancies, rather than being used as a treatment over the entire building.
- Buildings should be constructed of:
 - durable materials that have a low lifecycle environmental impact, maximising the longevity and utilisation of a development, with minimal maintenance
 - materials that minimise embodied energy and consider whole-of-life impacts, including mining, manufacturing, transport, construction/fitting, maintenance and disposal.



Examples of built form materials and application of base and feature materials to buildings

RAIL CORRIDOR INTERFACE – DESIGN REQUIREMENTS

- Development adjacent to the Officer Railway Station must:
 - provide for passive surveillance of the platforms and car parking from ground and upper levels through the provision of windows at all levels, encouraging greater safety in line with CPTED principles
 - meet high acoustic standards to minimise the amenity impact of the railway line and provide an innovative design response to ensure the design addresses the opportunities and constraints of the site
 - where front fences are to be provided they must be a maximum of 1.2 metres in height and visually transparent to allow passive surveillance of the rail corridor
 - provide visually transparent fencing along the boundary abutting the rail reserve to the satisfaction of the Director of Public Transport and VicTrack.
- Development adjacent to the Officer Railway Station should:
 - front directly onto the Railway line
 - incorporate measures to attenuate the noise impacts associated with train movements (acoustic insulation and double glazing on windows for instance).
 - ensure that where development is not fronting the rail corridor minimum lengths of fence about the corridor to ensure surveillance of the space.
- Subdivision adjacent to the Railway line must:
 - Maximise the number of lots fronting onto the railway line; and
- Tree reserves and landscape trails abutting the rail reserve must be designed to ensure safe use of these areas and minimise access to the rail reserve.
- Where a lot has a side boundary to the rail corridor:
 - the length of the fence must be minimised
 - no more than 50 per cent of the length of the lot must be a solid fence or wall
 - the balance of the fence along the side boundary must be a maximum of 1.5 metre high and be visually transparent.



Example of development with interfaces to railway reservations from Toorak (top) and Officer (bottom) including windows and frontages oriented towards the railway

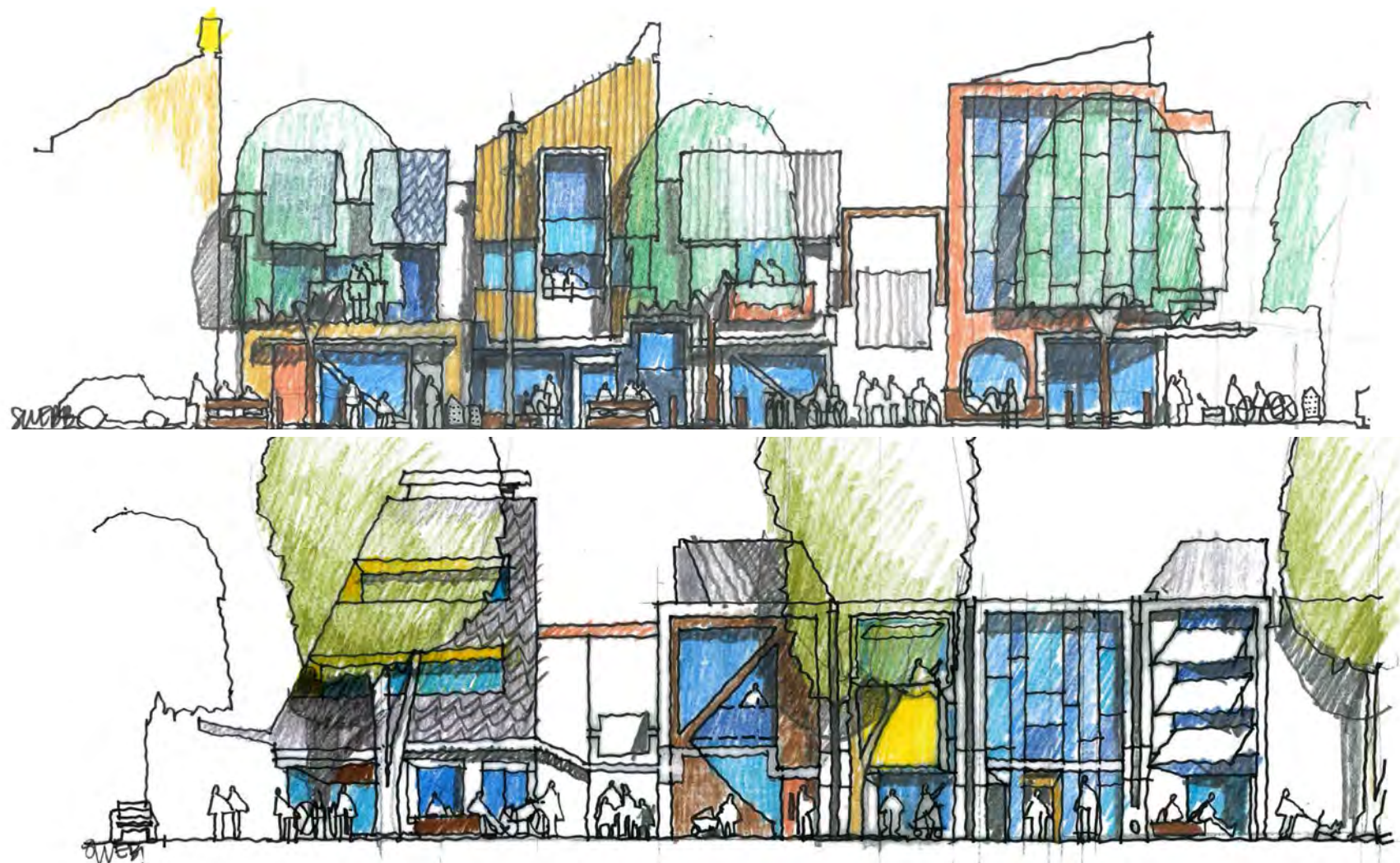
ALL PRECINCTS - BUILT FORM

PUBLIC OPEN SPACE INTERFACE – DESIGN REQUIREMENTS

- Development must:
 - front onto public open space, drainage or conservation reserves to promote activity and surveillance
 - provide active frontages that address all public open space areas, with windows and balconies at upper levels oriented towards the public open space.
- Development should:
 - maximise use of available spaces for informal passive recreation
 - encourage use of the public space through the orientation of development and selection of uses for development adjoining open space.
- Where dwellings are adjacent to or abut public open space, they should:
 - have a frontage to parkland, drainage reserves and the street
 - have no front fence or a low or visually transparent front fence may be provided to a maximum of 1.2 metres
 - if the lot is rear-loaded, then the frontage abutting open space may be set back by no more than 3 metres.
- Where a residential lot has a side boundary to open space:
 - the dwelling must be set back by a minimum of 2 metres from the title boundary with habitable room windows abutting the open space
 - the length of the side fence must be minimised
 - no more than 50 per cent of the length of the lot is to be a solid fence or wall along the side boundary; and
 - the balance of the fence along the side boundary must be no higher than 1.5 metres and visually transparent.
- Residential lots with an interface with public open space should:
 - take advantage of views/aspect over open space by orienting lots to face towards the open space area
 - overlook open space to increase the sense of safety/surveillance
 - where lots have direct frontage to parkland that footpath access is provided along the front boundary to provide for surveillance and a sense of address.



Examples of built form fronting onto public space, providing passive surveillance and activation of the space



Illustrations of built form envisaged within Officer Town Centre, including Siding Avenue (top) and Gumleaf Lane (bottom)

ALL PRECINCTS - TENANCY SIGNAGE

Preferred future character

Tenancy identification signage will complement built form, provide visual interest, and emphasise diversity within the streetscape.

Importantly, signage will not clutter nor visually dominate the streetscape. Tenancy signage will also contribute to wayfinding within the town centre, assisting pedestrians and vehicles to identify businesses from multiple directions.

Design objectives

- Attractive and complementary signage will be integrated into the design of buildings, with a range of signage types such as hanging signs under canopies and signs on the facade of the buildings. This will enable businesses to be identifiable by pedestrians on various sides of the street and by passing vehicles.
- Visual interest and diversity within the streetscape will be created through a mixture of signage types – variation in sizes, shapes, colour, form and graphics will assist in providing visual interest and diversity within the streetscape.
- Signage will be of an appropriate scale so as to not unnecessarily clutter or dominate the streetscape.



Examples of signage

TENANCY SIGNAGE – DESIGN REQUIREMENTS

- Tenancy identification signage must not visually clutter the streetscape or obscure sightlines and must maintain visual connection from the street at eye-level.
- Tenancy identification signage must:
 - be appropriately scaled, so that it does not dominate the public realm
 - include a mix of signage types including signs on the facade and hanging signs under canopies to ensure identification of businesses from users from multiple directions
 - be integrated into the facade design at both ground and upper levels where it is provided on the facade of the building
 - provide visual interest through variation in the design of the form and graphics of signs and add to the character of the built form and individual precinct.
- Signage should be:
 - confined to hanging signs under canopies, signs on the facade of building and pylon signs
 - provided at a rate of no more than two signs per tenancy on the built form with no more than one under each canopy
 - the background colour of signs is encouraged to be the same as, or complement the building/ facade material/colour.
- Decal signage on windows should:
 - be minimised to maintain the transparency and visual permeability of at least 80 per cent of the windows, ensuring tinting, films, paint or similar treatments do not impair passive surveillance to and from premises
 - permanent decal signage on windows should be restricted to tenancy identification and business details (opening hours, contact details) so that it does not cover up active edges.
- Temporary window displays may be used; however, they must not obscure more than 60 per cent of the window area.
- Signage should be consistent with Cardinia Shire Council's Advertising Signage Policy 2009.



Examples of visually interesting and complementary signage that provides diversity in the streetscape

ALL PRECINCTS - CAR PARKING, ACCESS AND SERVICING

Preferred future character

Car parking within Officer Town Centre will be convenient, safe and accessible for road users while preserving pedestrian networks and causing minimal disruption to the public realm. On-street car parking will be maximised and off-street car parking areas will be integrated between developments to ensure efficient circulation and consolidated access points. Car parking within the centre will predominantly be provided at grade, with the exception of the Core Precinct, where car parking will also be provided at basement level and in multi-level decks. Figure 36 shows an indicative parking plan for the Core Precinct, while Figure 30 shows an indicative parking plan for the centre as a whole.

Design objectives

- A safe environment for all users of the town centre will be provided by prioritising pedestrian and cyclist mobility, with off-street parking areas that are subservient to pedestrian networks. This will be achieved through providing access through secondary streets (not priority pedestrian streets) that are generally running in an east–west direction in contrast to the key retail strip on Siding Avenue and pedestrian and cyclist flows, which are drawn through the precinct in a north–south direction.
- Convenient and accessible parking will be provided by maximising on-street parking and enabling provision for smaller service vehicles, taxis, couriers and public transport. Road users with needs for a greater level of access, such as people with disabilities, will be provided for predominantly through off-street car parking in prioritised locations to facilitate ease of access. On-street Disability Discrimination Act (DDA) compliant car parking will also be provided in key locations.
- On-street and convenient ground level off-street parking will prioritise short-stay parking to cater for customers and visitors, with medium and longer stay parking encouraged to park in off-street areas, this will optimise availability of convenient parking opportunities for a range of road users.
- Off-street car parking areas are to be centralised with safe, convenient access and circulation to allow for shared usage between tenancies.
- Screening of car parking, loading bays and service areas through the use of built form, landscaping and provision facade treatments will minimise visibility of off-street car parking from the street, maintaining the visual amenity of the streetscape.
- Within the Core Precinct, car parking will be provided by integrating parking across several structures (including at grade, basement and multi-level deck parking). Due to the restricted land area and required built form outcomes, car parking will not be able to be provided on a block-by-block basis and a cash-in-lieu contribution will apply for car parking that is not able to be accommodated on-site to facilitate multi-level deck construction. On balance, this will provide for shared usage between tenancies and optimise efficient use of space.



Figure 30. Car parking plan for Officer Town Centre

ALL PRECINCTS - CAR PARKING, ACCESS AND SERVICING

CAR PARKING, ACCESS AND SERVICING – DESIGN REQUIREMENTS

- Retail blocks must minimise use of carriageway easements and rear access rights, except where the middle of the block is being developed at the outset.
- Motorcycle parking should be provided in all precincts, positioned at the start or end of blocks.
- Accessible parking bays should be provided in locations close to building entries in on-street and off-street car parking areas. The most direct route from the accessible parking spaces to the activity must be DDA compliant.
- Where practical, development should retain high quality, mature, isolated trees through incorporation in landscaped areas and parking areas.

Site servicing

- Service areas should be internalised wherever possible. Where internalised service areas cannot be provided, they are to be secured and screened at the rear of buildings.
- Loading bays and service areas must be visually and acoustically screened from the public realm (including car parking areas) and present a well-designed and secure facade.
- Site servicing should be provided from east–west streets, rather than north–south streets.

On-street parking

- On-street parking is to be maximised and is to be provided via indented on-street parallel car parking.
- On-street short-stay parking is to be provided at the start or end of parking blocks, outside high frequency land uses such as post offices and banks.

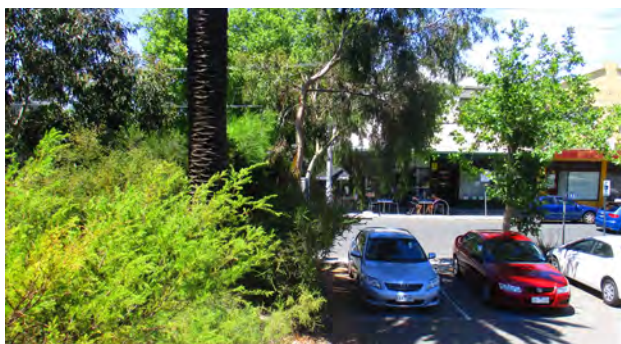
Off-street parking

- Car parking is to be provided in locations generally in accordance with Figure 30.
- Car parking rates for the Core Precinct and Urban Village Precinct must be provided as per Table 2 (below). All other precincts are as per the Cardinia Planning Scheme.
- Multi-decked or basement car parking is preferred to at-grade car parking.
- Off-street parking should be minimised to encourage use of other modes of travel.
- Off-street parking must be provided behind active frontages and be rectilinear in shape to enable future development opportunities.
- Car parking for businesses in all precincts except Mixed Use, Residential and Transition should be coordinated between landholdings and designed to:
 - consolidate the number of access points
 - provide for efficient circulation
 - allow for shared usage between tenancies

- set carriageway easements through car parks, ensuring connectivity between lots.

- Entries to car parking areas must not disrupt the continuity of the public realm. No more than two vehicle access points to each off-street car park should be provided per street block frontage.
- The design of off-street car parking and access ways must ensure:
 - it is accessible from the roads carrying higher volumes of traffic to the centre
 - car parking areas are screened from street frontages through the use of built form, landscaping or facade treatments
 - safely designed pathways are incorporated to, from and within the car park
 - appropriate detail has been considered such as landscaping and provision of canopy trees to enhance amenity
 - passive surveillance can be provided from adjacent development, while not adversely impacting on future development opportunities.
- Creation of at-grade car parking in common property is not permitted.
- Any car park areas visible from streets in the short term, should be replaced by commercial buildings and/or multi-storey or basement car parks in the longer term.
- See appendix A for guidance on bicycle parking

Parking rates that apply to the Core and Urban Village precinct are outlined below in Table 2. Elsewhere throughout the precinct, car parking rates are to adhere to those specified within the Cardinia Planning Scheme.

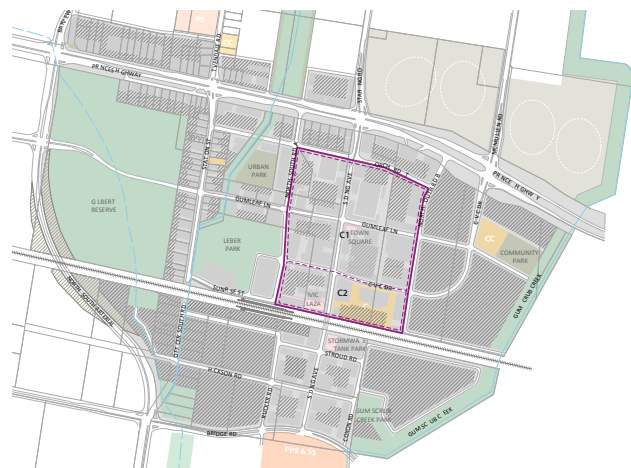


Photos showing treatment of car parking areas including screening (bottom) and landscaping (top)

Use	Planning Scheme definition	Unit	Rate
Discount department store (DDS)	Shop	per 100sqm	3.5
Mini major	Shop	per 100sqm	3.5
Specialty shop	Shop	per 100sqm	3.5
Office	Office	per 100sqm	3.5
Cinema	Cinema	per person	0.05
Food and beverage outlet/cafe/restaurant	Food and drink premises	per 100sqm	3.5
Supermarket	Supermarket	per 100sqm	5
Library/community use	Library (undefined)	per 100sqm	3
Aquatic centre and gym	Swimming pool	per 100sqm	5.6
Farmers market	Shop	per 100sqm	3.5
Mixed use	Shop/hotel/office/education	per 100sqm	3.5
Bulky goods	Restricted retail	per 100sqm	1.5

Table 2. Car parking rates for the Core Precinct and Urban Village Precinct

3.2 CORE PRECINCT



The Core Precinct within Officer Town Centre, encompasses the area from the railway line to the south, North-South Road B to the east, Orchard Street to the north and North-South Road A to the west.

Core Precinct 1 (C1) is located north of Civic Drive while Core Precinct 2 (C2) is located to the south of Civic Drive.

Preferred Future Character

The Core precinct will form the vibrant heart of Officer Town Centre centred around Siding Avenue as the main street and the primary location for major retail anchor stores, civic and entertainment uses and supporting commercial activity. The precinct will be characterised by high quality building design which creates a pedestrian environment that supports a vibrant and active shopping strip with a focus on core retailing at the street frontage.

C1 will provide opportunities for shopping, entertainment and recreation, local employment and local service needs. A cinema, supermarkets, discount department stores and a range of specialty retail, food and drink premises, offices and mixed use buildings will ensure the centre is active from the early morning well into the night. A fine-grain shop-front environment will be provided, in line with a traditional high street, rather than a shopping

mall to create a pedestrian-friendly scale that adds visual interest to the streetscape and provides for a range of retail premises. A high-quality public realm will include the shared space on Siding Avenue and a vibrant public square 'Town Square'.

C2 will be a hub for recreation and community services, including Council offices, a potential aquatic centre, library and community centre. These will be positioned adjacent to Officer Railway Station to encourage pedestrian activity and use of public transport, promoting more sustainable, healthier communities. Coarser grain development will enable the development of civic uses in Core 2. It will contain a 'civic plaza' adjacent to Council offices.

Residential development in both sub-precincts will complement the primarily retail, commercial and civic focus of the precinct.

Design Objectives

Core 1 (C1)

- To establish a strong and vibrant 'heart' for the Officer Town Centre as a focus for social activity.
- To provide a fine-grain, active street environment, reinforcing Siding Avenue as the primary pedestrian spine, and a leading example of a 'shared space'.
- To deliver a multi-storey built form that is in-scale and proportionate to the width of the street.
- To create a focus for retail activity, as the location for all major attractors and anchor stores.
- To encourage diversity of uses, including hospitality, entertainment, commercial/professional services, retail, leisure, recreation and residential uses.
- To support an active and lively street environments from the early morning to the late evening, seven days a week.

Core 2 (C2)

- To provide a focus for civic and community activities.
- To establish a safe and attractive pedestrian-prioritised street environment.
- To integrate the main street underpass with surrounding built form.
- To provide positive interfaces with the Officer Railway Station and rail line

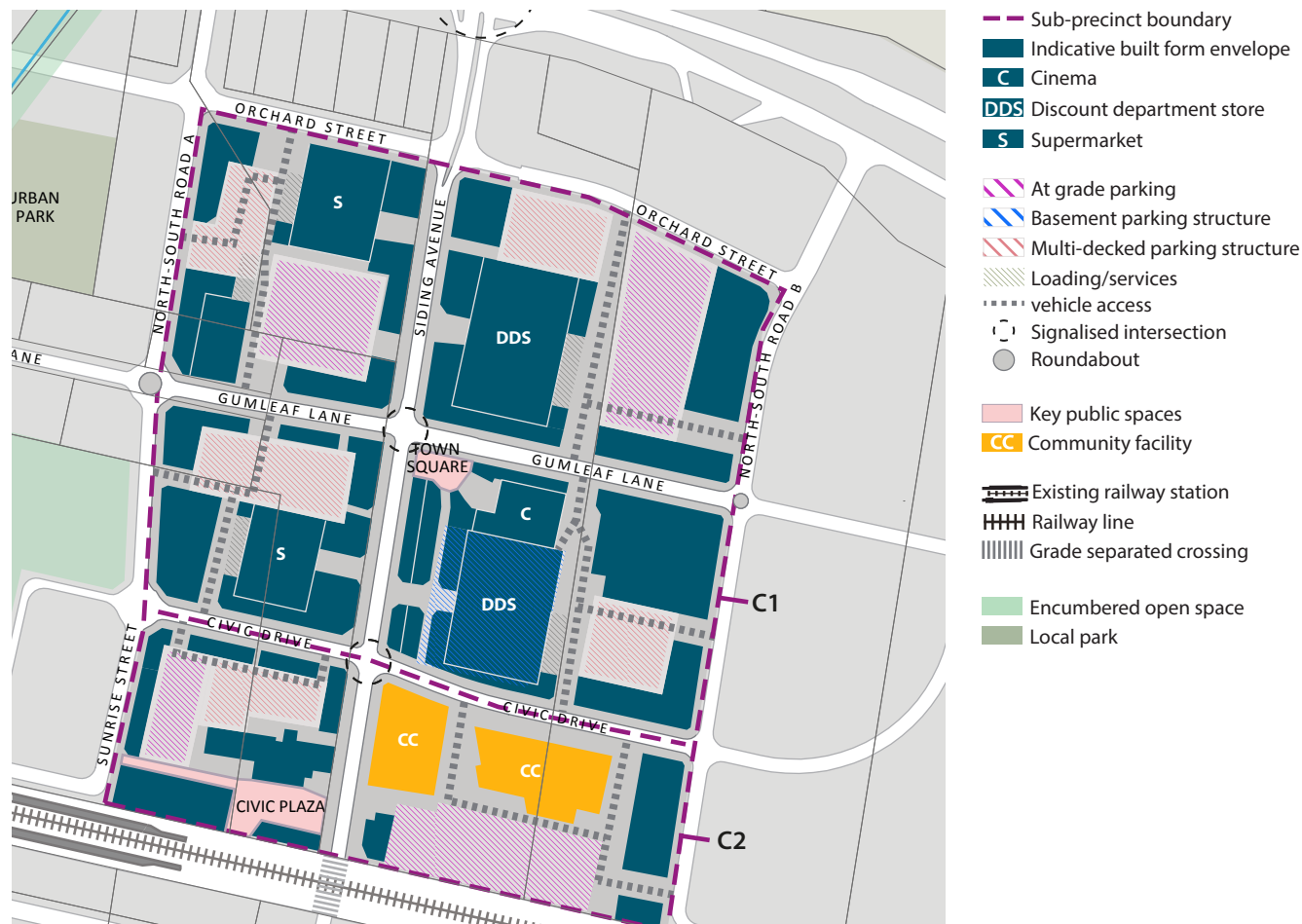


Figure 31. Core precinct indicative masterplan

CORE PRECINCT - BUILT FORM

LAND USE – DESIGN REQUIREMENTS

- | | | | |
|-----------|--|----|--|
| C1 and C2 | <ul style="list-style-type: none"> Public spaces, including public open space and plazas will be located and designed in accordance with Section 2. Development for retail/commercial purposes should be maximised, though residential development may be permitted in the form of shop-top housing or apartment buildings where commercial/retail uses are provided at the ground floor. The composition of land uses within the precinct must ensure compatibility with possible future land uses. Commercial and retail activity is encouraged at upper floors. | C2 | <ul style="list-style-type: none"> Community services should be clustered together to maximise opportunities for sharing of common spaces (reception, meeting rooms, toilets etc.). |
|-----------|--|----|--|



Indicative illustration showing fine-grain development in the C1 Precinct along Gumleaf Lane



Examples of coarser grain development for civic uses (Ringwood)



Examples of coarser grain development for civic uses (Broadmeadows)



Photo showing retail use at ground floor and residential uses at upper floors (St Kilda)

BUILT FORM – DESIGN REQUIREMENTS

- C1 and C2
- Development should occur generally in accordance with the Core Precinct masterplan (See Figure 31).
 - Retail blocks must be designed with buildings that front onto all four street frontages and public spaces, with off-street car parking at the middle of the block, consolidated into a rectilinear site for future development. This will retain the ability to accommodate additional major retail anchor stores in the long term.
 - Buildings must be built to the street boundary with zero setbacks.
 - Continuous active frontages must be provided along Siding Avenue and any pedestrian gallerias and arcades running parallel to and access from Siding Avenue.
 - Development must provide an appropriate interface with surrounding development, offering physical and visual connectivity between the Officer Railway Station, the town centre, and surrounding development.
 - Development on corner sites should
 - contain windows that span both sides of the corner, encouraging lines of sight through and around the corner
 - locate entries for tenancies at the corner or have an entry on each street frontage.

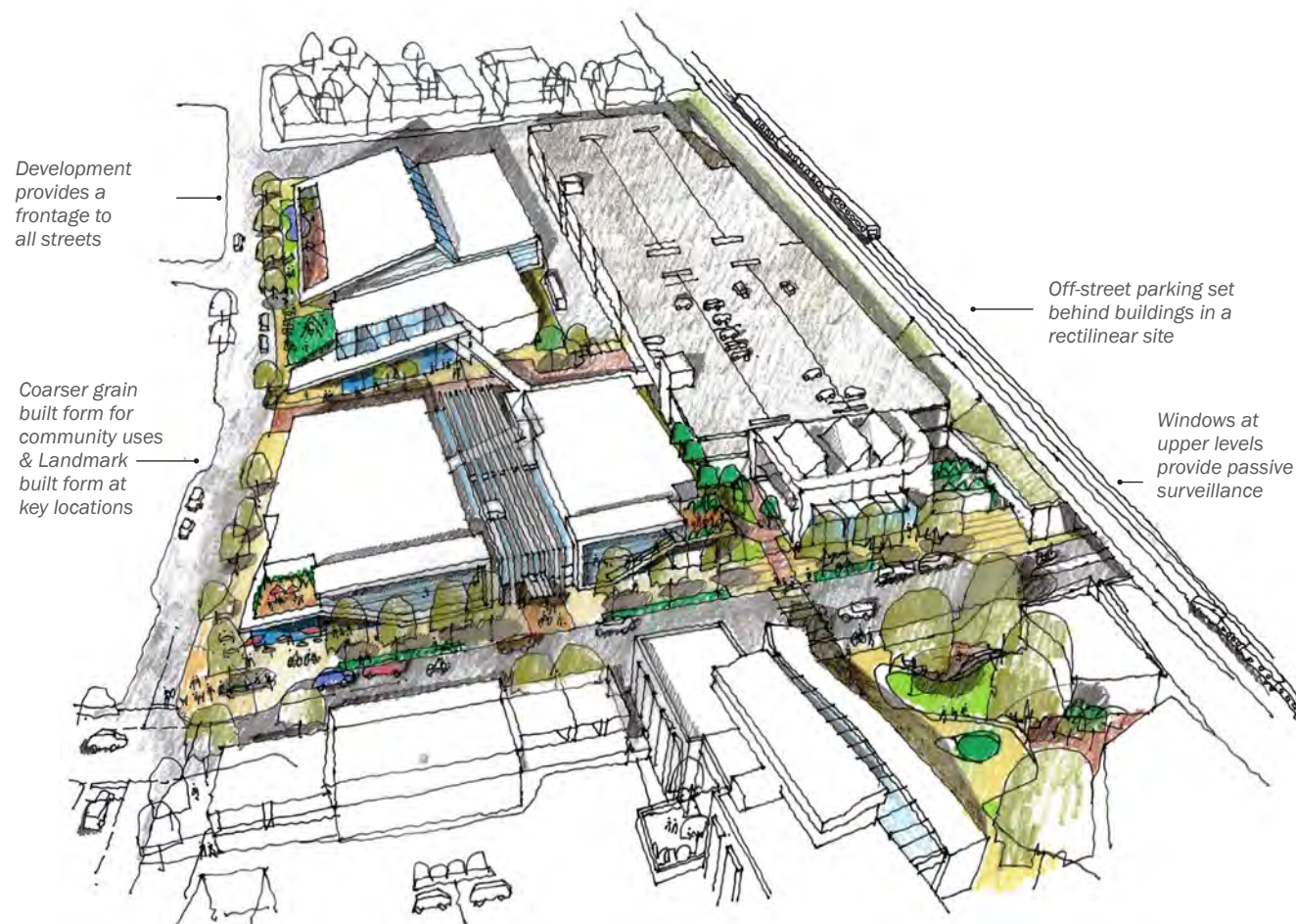


Figure 32. Annotated illustration of the Core 2 precinct

CORE PRECINCT

BUILT FORM – DESIGN REQUIREMENTS

- C1
- Building height must be a minimum of two storeys at the street frontage, with a preferred height of three storeys at the street frontage.
 - Supermarkets, discount department stores and department stores of more than 1,000 square metres must:
 - sit behind the fine grained shopfront environment of Siding Avenue
 - not present long façades to the public realm and must sleeve all edges with other tenancies or buildings
 - must have direct access from Siding Avenue only.

An exception to this requirement will only be considered only if:

- the building is directly accessed from an arcade or galleria which has direct access to and runs parallel to Siding Avenue
- the edge that is not ‘sleeved’ by small tenancies is Orchard Street.
- Where breaks in the built form including pedestrian arcades are provided, they are to provide a direct link between car parking and significant anchor/attractor, or link significant anchor/attractors to each other.

- Where it does not constrain opportunities for future infill development and does not compromise the provision of tenancies accessed from the street, separate tenancies with active frontages should be provided to rear car parks as well as street frontages.
- Development on Siding Avenue, Gum Leaf Lane and Civic Drive must incorporate architectural treatments emphasising verticality to ensure that the streetscape is ‘read’ as a collection of fine-grain development. Tenancy width should be between 4.5–8 metres wide.
- Materials should be applied to ensure visual interest at a human scale throughout the streetscape.
- Built form design should prioritise window design
 - incorporating deep reveals and thick edges to provide places to sit stand and observe activity.
- Continuous canopies must be provided to ensure weather protection for pedestrians. Variation should be provided in canopy design through the use of a range of covering types such as retractable awnings, glazed canopies, posted verandas or boxed eaves to provide visual interest and a ‘many hands’ feel in the built form.
- No more than two tenancies in a row should have matching architectural facade design including window design, canopy treatment and application of materials to provide variety within the streetscape.

Active frontages:

- Active frontages along Siding Avenue (including any pedestrian arcades or gallerias), Gum Leaf Lane and Civic Drive must be characterised by a predominantly clear glazed facade from the footpath level to a height of 2 metres with pedestrian entries at least every 15 metres.
- Active frontages along Orchard Street, North–South Road A and North–South Road B should be at least 70 per cent clear glazed from the footpath to 2 metres above footpath level with pedestrian entries at least every 30 metres.
- Built form frontages adjacent to car parking and/or service areas should be at least 60 per cent clear glazed between a height of 1 metre and 2 metres above ground level to provide passive surveillance of these areas.
- Where there are breaks in the built form to enable access to anchor stores or car parking, clear glazed windows must provide passive overlooking and activation of these spaces. The primary entrance to tenancies on these sites must be from Siding Avenue, with secondary access also provided from pedestrian arcades and/or car parks.



Figure 33. Indicative illustration of Siding Avenue, Core Precinct 1

CORE PRECINCT

BUILT FORM – DESIGN REQUIREMENTS

- C2
- Building height must be a minimum of two storeys at the street frontage, with a preferred vertical scale of at least three storeys.
 - A coarser built form may be provided for civic buildings and community facilities.
 - Buildings in C2 containing retail uses should achieve the same design requirements as C1.
 - Height and massing of buildings must ensure passive surveillance is provided at street level, in addition to overlooking the Officer Railway Station platforms, with clear glazed windows at all levels of development.
 - Buildings adjoining the grade separation of Siding Avenue from the railway line must ensure a seamless transition from one side to the other, including:
 - provision of adequate lighting
 - clear view lines through and passive surveillance of the underpass
 - a minimal break in terms of distance between active frontages on Siding Avenue.
 - Buildings adjacent to the Civic Plaza must activate the plaza and provide passive overlooking of the Civic Plaza and Officer Railway Station.
 - Shops and other premises should be integrated into the railway underpass in order to activate the area.

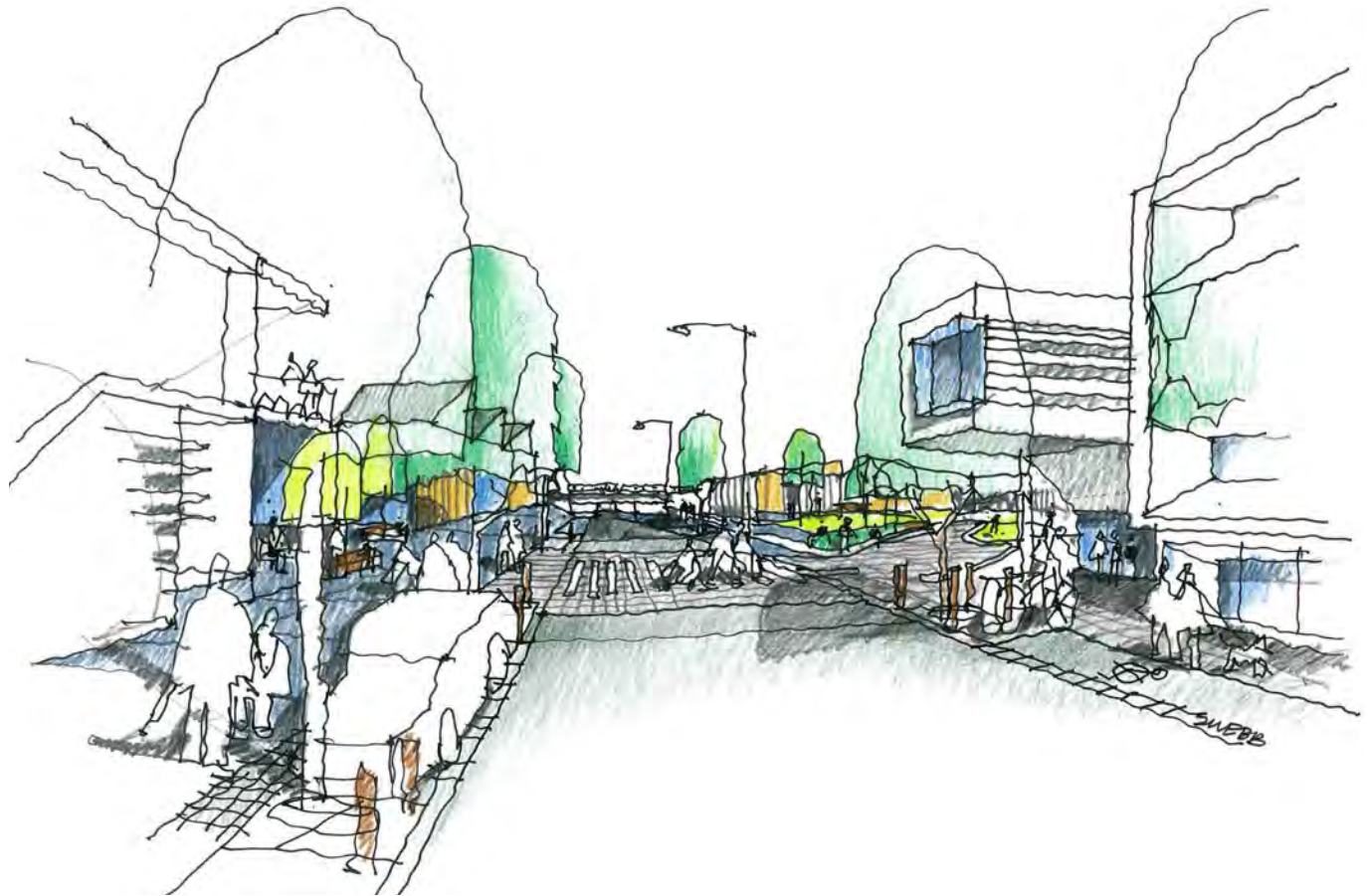
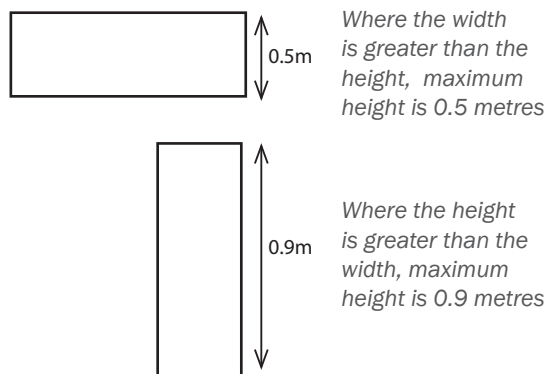


Figure 34. Indicative illustration of built form in the C2 precinct

TENANCY SIGNAGE – DESIGN REQUIREMENTS

- C1 and C2
- Signage must be appropriately scaled, so that it does not dominate the public realm
 - for retail and commercial development along Siding Avenue, Civic Drive and Gum Leaf Lane at the ground level, the maximum height of signage should be 0.5 metre for signs where the width exceeds the height. Where the height is greater than the width, the maximum height should be 0.9 metre
 - at upper levels, the maximum height should be 1 metre for signs where the height is greater than the width and 0.8 metre for signs where the width exceeds the height.
 - No more than three tenancies in a row may have matching signage design to provide variety within the streetscape.



Examples of variation in signage design and integration of signage into built form.

CORE PRECINCT

CAR PARKING AND ACCESS – DESIGN REQUIREMENTS

- C1 and C2
- Off-street car parking must be provided as a mixture of at-grade, basement and multi-level decked structures, generally in accordance with Figure 31. On-site at-grade car parking must be provided as part of development, with cash-in-lieu contributions provided to Council for required car parking that cannot be accommodated on-site to fund the future construction of multi-storey decked car parks.
 - Core retail blocks must minimise use of carriageway easements and rear access rights, except where the middle of the block is being developed at the outset.
 - Vehicle access to car parks and site servicing must not to be provided from Siding Avenue; rather it must be provided from other roads abutting the blocks in C1 and C2. Access should be provided generally in accordance with Figures 31 and 36, positioned to east-west connector streets.
 - Truck access should be positioned to east-west connector streets; Orchard Street (north) and Civic Drive (south) (see Figure 36).
 - Multi-level decked parking structures must be screened from view behind buildings. Where elements are visible from the streets, these must incorporate facade treatment.
 - On-street loading bays should be provided at the start or end of blocks and are to be a minimum of 12 metres long (or equivalent to two parallel car parking spaces). Canopies are to be set back from the face of the street kerb to prevent damage through loading.
 - Accessible parking, loading bays, taxi ranks, motorcycle parking and short-stay parking should be provided generally in accordance with Figure 35.



Examples of at grade car parking with active frontages (top), screening of services (middle) and facade treatment of multi level decked structures (bottom)

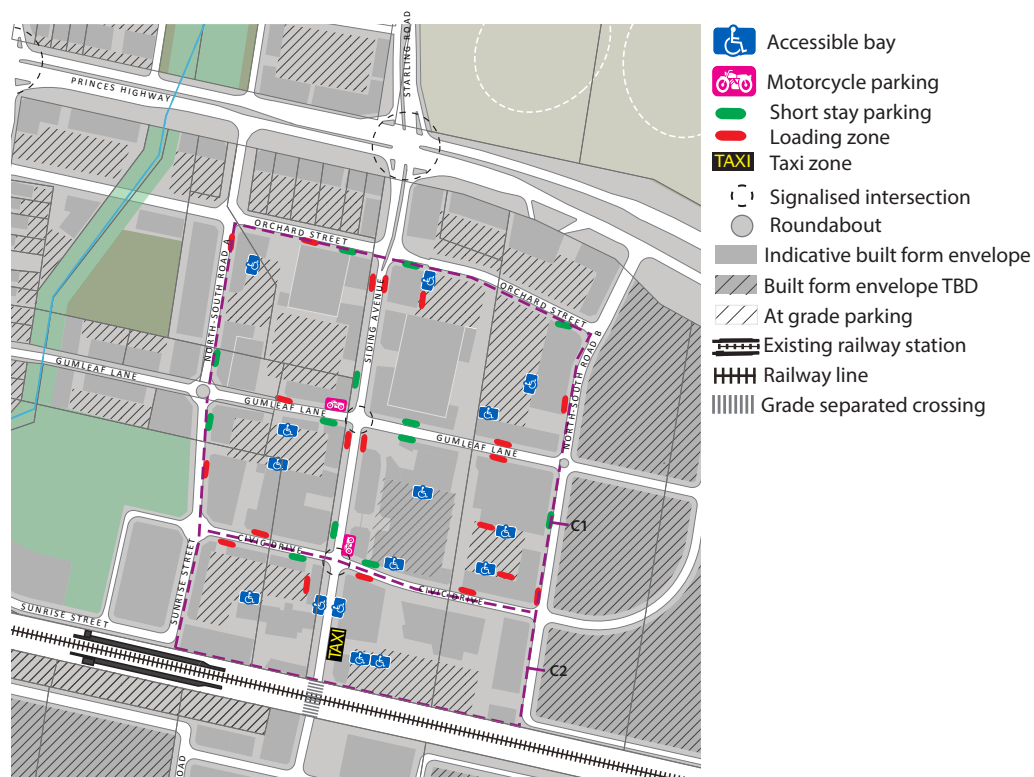


Figure 35. Car parking elements within the Core Precinct

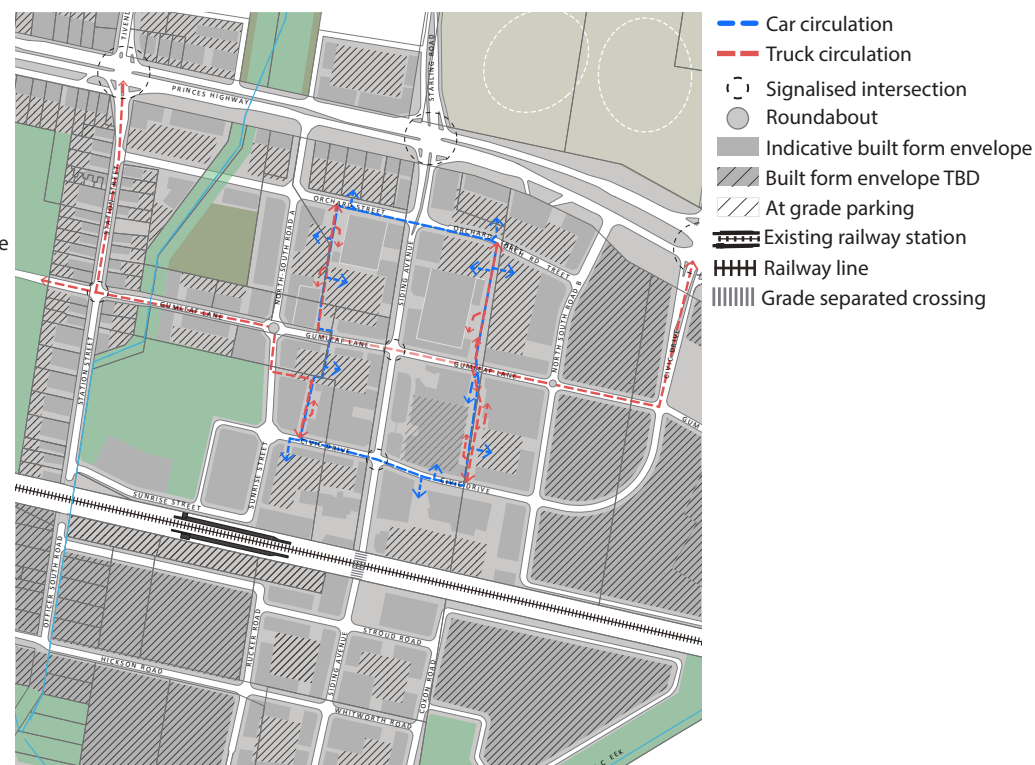
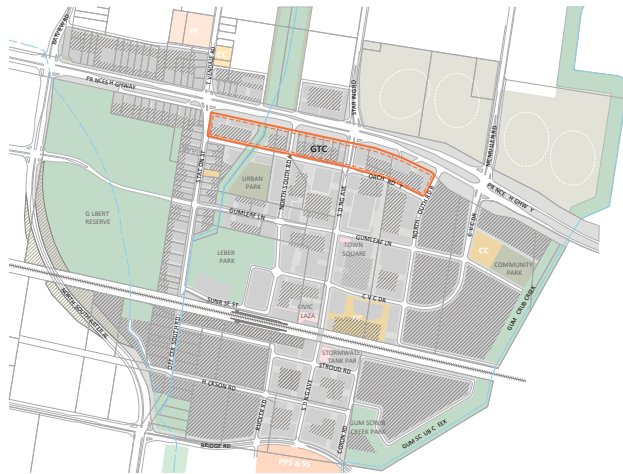


Figure 36. Indicative car and truck circulation routes within the Core Precinct

3.3 GATEWAY PRECINCT



Gateway Precinct within Officer Town Centre, encompassing the area from Orchard Street to the south, North-South Road B to the east, Princes Highway to the north and Station Street to the west.

Preferred Future Character

The Gateway Precinct signifies the entry to Officer Town Centre and will contain a range of high density commercial buildings suited to its location on a busy arterial road (Princes Highway) with supporting uses such as showrooms, conference centres and hotels. Landmark buildings will be positioned at key corners to draw users into the core area of the town centre.

A high standard of architectural design will provide a visually interesting, continuous, intensive (multi-storey) built form edge to Princes Highway emphasising a sense of containment to the public realm, an attractive environment for vehicles travelling at speed, providing protection from the elements for pedestrians and animation at street level.

An integrated car parking area accessed from Orchard Street will minimise breaks between buildings, further reinforcing the robust presentation of the built form to Princes Highway and a creating a visually interesting and safe pedestrian environment.

Design Objectives

- To provide a landmark entry to Officer Town Centre.
- To establish Princes Highway as a strong, attractive and interesting corridor that promotes a sense of arrival to Officer Town Centre.
- To promote high density commercial development with a range of supporting uses such as hotels and showrooms.
- To facilitate a coordinated development solution for existing small lots.



Photo of showroom development (Nunawading)



Figure 37. Gateway precinct indicative masterplan

GATEWAY PRECINCT

LAND USE – DESIGN REQUIREMENTS

- Showrooms, offices, non-retail services and leisure and recreation facilities are encouraged within this precinct.
- Child care and community uses must not abut Princes Highway.
- Medical centres and gyms may be located at edge locations on Princes Highway west of the core business area (west of North–South Road A).
- Commercial and retail activity is encouraged upper floors.
- Any individual ‘shop’ should not be more than 1,200 square metres.



Commercial development at multiple floors (with residential above)
(Richmond)



Higher in scale compared to surrounding development (Richmond)

BUILT FORM – DESIGN REQUIREMENTS

- Development should occur generally in accordance with the Gateway Precinct masterplan (Figure 37).
- Building height must be a minimum of three storeys or equivalent height.
- Zero setbacks of buildings must be provided from the lot line on the Princes Highway.
- Buildings must be provided to the Princes Highway frontage as well as to the corner sites of streets.
- Buildings must obscure car parks from view from the Princes Highway.
- Higher built form should be provided on landmark sites.
- Length of individual tenancies presenting to street frontages should be restricted to a maximum of 30 metres.
- Upper level tenancies must engage with activity on the street through the use of balconies, terraces and/or openable, clear glazed windows.
- Development must minimise the length of blank façades that present to the public realm (including car parks).
- Blank walls should not comprise more than 30 per cent of the length of a frontage.
- Where any building has façades to a street and car parking area:
 - separate tenancies should be provided fronting onto the street and internal car parking areas (the street frontage is to be prioritised)
 - where single tenancies exist, active frontages must be provided on both sides; except where rear tenancies would overlook site servicing facilities of other uses.
- Active frontages abutting streets should be predominantly clear glazed (70% of the frontage) from the footpath at ground level to a height of at least 2 metres above footpath level with pedestrian entries provided at least every 30 metres.
- Materials and finishes must be applied to define individual tenancies, modulate and articulate the built form, with vertical/horizontal detail ensuring the streetscape is visually diverse and interesting.
- Built form should be architecturally designed to create a distinctive entrance to the precinct that visually differentiates and signifies the entrance to the town centre. This could be achieved through a robust building design, visually interesting materials, finishes and architectural treatments, articulation, modulation and landscaping.
- Landmark buildings should be located at key corners (see Figure 29) to enhance the sense of arrival in the town centre and aid wayfinding through the provision of additional height and well-defined architectural elements such as floating upper levels that are distinct from the base.



Modulated by vertical and horizontal elements with clear glazing animating the streetscape (Woolongong)

GATEWAY PRECINCT



Figure 38. Annotated illustration showing indicative built form within the Gateway Precinct looking down Siding Avenue

TENANCY SIGNAGE – DESIGN REQUIREMENTS

- Signage must be scaled appropriately, so it does not dominate the public realm and provides wayfinding for both fast-moving traffic on Princes Highway and at the pedestrian scale. Smaller scale signage such as signs on the facade of the building and hanging signs under canopies will provide visual interest and assist wayfinding at the pedestrian scale.
- Pole signs that provide for all tenancies within that street block may be provided on Orchard Street; however, they must not exceed a maximum of 7 metres and no more than two per street block frontage is permitted. Advertising area must not exceed 10 square metres per sign.

CAR PARKING, ACCESS AND SERVICING – DESIGN REQUIREMENTS

- Direct vehicle access to individual sites must not be provided from Princes Highway.
- The existing service road along the Princes Highway west of Siding Avenue should be closed or reconfigured at the time North–South Road A connects to Princes Highway as a left-in–left-out access.
- Car parking should be provided in accordance with Figure 37 and include:
 - a coordinated car parking system between lots within each street block
 - an integrated car parking layout providing efficient circulation and shared use by tenancies
- Consolidated access points from Orchard Street
- Service areas must be provided from Orchard Street and are to be appropriately screened.



Photos of signage on larger scale buildings

3.4 HIGHWAY BUSINESS PRECINCT



Highway Business Precinct within Officer Town Centre.

Highway Business 1 (HB1) encompasses the area from Princes Highway to the south, Starling Road to the east, the town centre boundary to the north and Bayview Road to the west.

Highway Business 2 (HB2) encompasses the area from Gilbert Reserve to the south and west, Station Street to the east and Princes Highway to the north.

Preferred Future Character

The Highway Business precinct will promote a sense of arrival to Officer Town Centre, leading into the Gateway precinct.

HB1 will provide the premier location for bulky goods and highway based sales with a high quality sense of address to the highway, while providing a sensitive response and transition to the residential interface to the north.

HB2 will provide a range of convenience retail, food and drink premises (benefiting from an existing service road to ensure safe and efficient access), as well as opportunities for leisure and recreation. Development will provide passive surveillance to Gilbert Reserve to the south.

Multi-storey built form will be designed with minimal breaks to provide a sense of containment within the street, proportional to the scale of Princes Highway. Buildings will have a coarser grain that provides distinct treatment for tenancies, ensuring the streetscape is visually diverse, interesting and easy to 'read' for passers-by. The precinct will provide a vibrant, safe and attractive pedestrian environment with buildings actively fronting the Highway.

Design Objectives

Highway Business 1(HB1)

- To provide the premier location for bulky goods and highway based sales in Officer Town Centre.
- To establish Princes Highway as a strong, attractive and interesting corridor that promotes a sense of arrival to Officer Town Centre.
- To achieve a cohesive built form and coordinated development solution for existing small lots.
- To rationalise access from the Princes Highway as development occurs.

Highway Business 2 (HB2)

- To provide opportunities for a range of convenience-oriented businesses, including convenience retail, food and drink premises and leisure and recreation.
- To establish Princes Highway as a strong, attractive and interesting corridor that promotes a sense of arrival to Officer Town Centre.
- To establish an appropriate, attractive interface with Gilbert Reserve.



Figure 39. Highway Business Precinct indicative masterplan

HIGHWAY BUSINESS PRECINCT

LAND USE – DESIGN REQUIREMENTS

- HB1
- Total floor space for use as a 'shop' other than restricted retail must not exceed 1,500 square metres
 - Any individual 'shop' other than restricted retail should not be more than 250 square metres.
- HB2
- Any individual 'shop' should not be more than 100 square metres.



Examples of development appropriate for a Highway frontage

BUILT FORM – DESIGN REQUIREMENTS

<p>HB1 and HB2</p> <ul style="list-style-type: none"> • Development should occur generally in accordance with the Highway Business Precinct masterplan (see Figure 39). • Buildings must actively address the Princes Highway street frontage as well as the corner sites of streets, providing passive surveillance and enhancing the vibrancy and safety of the streetscape. • Consolidation of lots to provide greater development opportunities is encouraged. • A consistent building setback at the front of properties must be achieved, with minimal setbacks except where a new service road or a single row of car parking along the front of properties is proposed. Setbacks should include landscaping to soften the built form. • Higher built form should be provided on landmark sites providing visual markers and signature buildings (see Figure 29). • Where any building has façades to a street and car parking area: <ul style="list-style-type: none"> – separate tenancies are to be provided fronting onto the street and internal car parking areas (the Princes Highway street frontage is to be prioritised) • Where single tenancies exist, active frontages are to be provided on both sides; except where 	<ul style="list-style-type: none"> rear tenancies would overlook site servicing facilities of other uses. • Built form should create a distinctive entrance to the town centre by incorporating: <ul style="list-style-type: none"> – high quality architecture that contains vertical and/or horizontal modulation and articulation on façades to break up the bulk of the built form – projecting and recessive elements or architectural elements – variation in form – use of high quality materials and finishes – landscaping of setbacks and between breaks in the built form. • The width of individual tenancies presenting to street frontages should not exceed 30 metres. • Blank walls should not comprise more than 30 per cent of the length of a frontage. • Active frontages along streets must be at least 50 per cent clear-glazed between a height of 1 metre and 2 metres above footpath level. • Three quarters of the frontage height along street frontages should be transparent, clear glazed facade. • Pedestrian entries must be provided at least every 30 metres and should ensure ease of pedestrian access. 	<p>HB1</p> <ul style="list-style-type: none"> • Buildings must be a minimum of two storeys in height or equivalent at the Princes Highway frontage. • The scaling down of building heights towards residential properties at the rear of the site is encouraged. • Where setbacks are proposed, they must not exceed 3 metres except where a service lane or a single row of car parking is provided along the Princes Highway frontage. <p>HB2</p> <ul style="list-style-type: none"> • Buildings must be a minimum of two storeys or equivalent height. • Zero setbacks must be provided from the lot line on Princes Highway. • Buildings must overlook Gilbert Reserve to provide surveillance to the space. • Where properties directly abut Gilbert Reserve, visually permeable fencing must be provided to limit access to the site while maintaining site surveillance. Such fencing should be no higher than 1.8 metres in height, the width of posts should not exceed 15 centimetres, and spacing must be provided between each post to ensure visual permeability.
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HIGHWAY BUSINESS PRECINCT



Figure 40. Annotated illustration showing indicative built form along Princes Highway

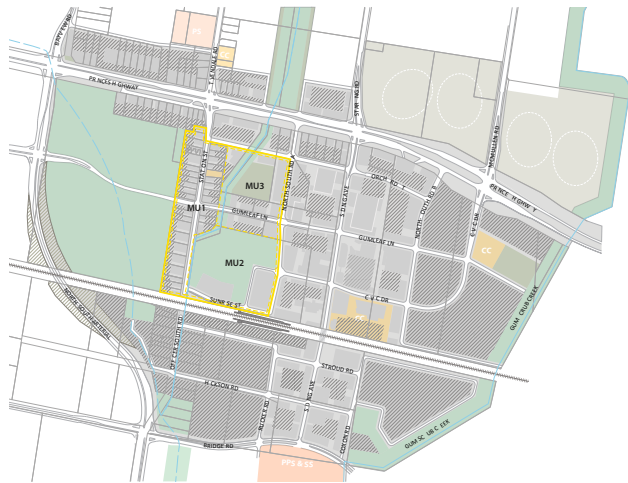
TENANCY SIGNAGE – DESIGN REQUIREMENTS

- HB1 and HB2
- A graduation in the scale of signage should be included with larger scale elements enabling visibility to fast moving traffic along Princes Highway and smaller elements such as signs on the facade of buildings and hanging signs under canopies ensuring the visibility of tenancies by pedestrians and cyclists.
 - Pole signs are permitted on Princes Highway; however, they must:
 - not exceed the height of the adjacent built form, or a maximum of 7 metres (whichever is lower)
 - no more than two signs are permitted per Princes Highway street block frontage and one pylon sign on each north-south connector street street-block frontage
 - the advertising area must not exceed 10 square metres.

CAR PARKING, ACCESS AND SERVICING – DESIGN REQUIREMENTS

- HB1 and HB2
- Car parking should be provided in accordance with Figure 39 including:
 - a coordinated car parking system between lots within each street block
 - an integrated car parking layout providing efficient circulation and shared use by tenancies
 - minimises the number of access points to the Princes Highway
 - set carriageway easements through car parks, ensuring connectivity between lots.
- HB1
- A single left-in-left-out access should be provided for each of the street blocks contained within the precinct, as per Figure 41.
 - A service road must be provided within HB1 between Bayview Road and Tivendale Road allowing access from Princes Highway for east-bound traffic in accordance with Figure 41. Access is further provided within the HB1 precinct from commercial laneways to the rear of the blocks.
 - Car parking at the front of tenancies on Princes Highway must be minimised to a single row of car parking along a front service road or internal road.
 - A consistent car park depth is to be provided at the front of properties.
 - Site servicing must be provided from rear commercial laneways.
- HB1
- Access to HB2 must be provided from the existing service road along Princes Highway and from Station Street.
 - Site servicing should be provided from the service road on Princes Highway.

3.5 MIXED USE PRECINCT



Mixed Use Precinct within Officer Town Centre, encompassing the area of the railway line to the south, North-South Road A to the east, Orchard Street to the north and Gilbert Reserve to the west.

Mixed Use 1 (MU1) contains the properties abutting Station Street, Mixed Use 2 contains the area north of Leber Reserve and Mixed Use 3 contains the area including and south of Leber Reserve.

Preferred Future Character

The Mixed Use Precinct will be a work-live precinct containing a mix of uses including offices, services (such as medical, child care, leisure and recreation activities) and high density residential development. A high quality public realm will further support the precinct's role in complementing retail and commercial activity in the core precinct and enabling residents and visitors to fulfill a range of needs.

MU1 will accommodate most of the commercial development within the precinct, mixed with residential development. Due to the large number of relatively small lots with existing dwellings, it is envisaged that the development of sites and transition of uses from residential to mixed use will occur over time. MU2 and MU3 will principally comprise of high density residential uses.

High quality, fine to medium grain development will present a vibrant and human scale built form with activated frontages to Station Street, Gum Leaf Lane and Sunrise Street as well as providing activity and passive surveillance to Leber Reserve, Urban Park, Gilbert Reserve and the Railway line.

Design Objectives

Mixed Use 1 (MU1)

- To facilitate the transition of the area from residential to mixed use over time.
- To manage more intensive development of sites in the short term in response to anticipated traffic volumes and limited parking until the north-south arterial is delivered.
- To provide an attractive, appropriate interface with Gilbert Reserve to the west.

Mixed Use 2 (MU2)

- To provide a high-density mixed use area, principally comprised of residential development.
- To optimise the amenity and landscape value offered by the Leber Reserve through the design of buildings.
- To design sensitive uses to mitigate any potential amenity impacts from industrial uses south of the rail line.
- To provide active interfaces with Offer Railway Station and the rail line.

Design Objectives (continued)

Mixed Use 3 (MU3)

- To provide a high density mixed use area, principally composed of residential development.
- To ensure the urban park provides an urban open space in contrast to other parks and public spaces in Officer Town Centre.
- To optimise the amenity and landscape values offered by the urban park through the design of buildings.
- To establish a flexible built form that can adapt in use over time.



Figure 41. Indicative Mixed Use Precinct masterplan

MIXED USE PRECINCT

LAND USE – DESIGN REQUIREMENTS

- | | | |
|---|---|---|
| <p>ALL</p> <ul style="list-style-type: none"> • The composition of land uses within the precinct must ensure compatibility with possible future land uses. • The creation of strata titled units in Station Street must be avoided to allow for conversion of properties once the north-south arterial is constructed. • High density residential development should contain a combination of dwelling types with one, two and three bedroom apartments and townhouses and should meet an average density of 50 dwellings per hectare. • Where new residential developments are provided, they should incorporate live/work opportunities (i.e. SoHo). • Redevelopment of sites prior to the delivery of the north-south arterial is to be limited to ensure traffic generation from existing lots does not substantially increase and minimise potential for movement conflicts. | <p>MU1 and MU2</p> <ul style="list-style-type: none"> • A predominantly high density residential development must be provided with a variety of dwelling types. | <p>MU1</p> <ul style="list-style-type: none"> • A range of uses within the precinct are encouraged, including buildings comprising solely commercial uses, solely residential uses and mixed commercial and residential uses. • Consolidation of lots should be encouraged. • Existing house conversions to business use should be enabled. |
| | <p>MU2</p> <ul style="list-style-type: none"> • Non-residential uses should be located on the southern and eastern edges of the sub-precinct, adjacent to the railway reserve and abutting collector streets. | |



High density housing, with live-work options (SoHo) at Ground floor, activating the street and providing flexibility of use that can adapt over time



Building design optimises amenity of the adjacent parkland by presenting active frontages by addressing the reserve with direct entries, windows and balconies that overlook the reserve

BUILT FORM – DESIGN REQUIREMENTS

- ALL
- Development should occur generally in accordance with the Mixed Use Precinct masterplan (Figure 41).
 - Buildings should be designed with a fine to medium grain emphasising verticality within the streetscape. Detailed design elements such as articulation, roof forms and façades should be used to add visual interest to the streetscape and enhance the sense of place, character and vibrancy of the precinct.
 - Setbacks must be minimised. Where setbacks are provided, they are to be landscaped with a combination of shrubs, trees and grasses and provide safe and clear pedestrian entry points into buildings.
 - Blank walls facing streets or the public realm should be no more than 10 metres in length or account for no more than 50 per cent of any one side of a building (whichever is smaller).
 - Active frontages should be:
 - characterised by a predominantly clear-glazed facade from footpath level to a height of 2 metres for buildings with retail uses at the ground floor with pedestrian entries at least every 15 metres
 - at least 70 per cent clear-glazed between a height of 1 metre and 2 metres above footpath level for buildings with commercial uses at the ground floor with pedestrian entries at least every 30 metres
 - include many pedestrian entries to dwellings within a single building from the public realm and clear glazing for residential uses.
 - Lots with an interface to open space should:
 - be oriented to face towards the open space areas, taking advantage of views over the open space
 - overlook open space to increase sense of safety
 - provide footpath access along the front boundary to provide for surveillance and a sense of address (with the exception of Gilbert Reserve).
 - Residential development at the street frontage should be designed with appropriate interior building heights to allow for conversion into commercial uses in the future.
 - Multiple garages per lot should not be provided on street frontages, rather access to multiple dwellings within a lot should be provided internal to the site with a common access point from the street.
 - Where dwellings with garages are proposed, garagescapes should be minimised through:
 - locating garages at the side or rear of the development, accessed by rear laneways via consolidated access point/s from the street
 - integration of garages into the built form with upper levels including windows above.
 - Front fences should be avoided.

MIXED USE PRECINCT

BUILT FORM – DESIGN REQUIREMENTS

- | | | |
|--|--|---|
| <p>MU1</p> <ul style="list-style-type: none"> • Buildings should be a minimum of two storeys in height. • Redevelopment of lots must provide a frontage to Station Street, and Gilbert Reserve to activate both edges, provide a sense of address, increase activity and provide passive surveillance of the street and reserve. • Buildings should be setback no more than two metres from Station Street to encourage a strong built edge along the street. • Gateway sites at the corners of Station Street and Gumleaf Lane and Gumleaf Lane and the edge of the Gilbert Reserve must provide high quality multi-storey buildings. • Side fences are permitted between lots on Station Street. | <p>MU2</p> <ul style="list-style-type: none"> • Buildings must be a minimum of two storeys in height. • Front setbacks must be minimised to encourage a strong built form along the street edge. • Private open space areas should be located on the north side of buildings containing dwellings. • An active frontage must be provided to Leber Reserve as well as adjoining street frontages. • Buildings should be designed to provide surveillance over the railway line. • Residential buildings with shared access should incorporate an airlock where the primary pedestrian access is provided from the southern facade to avoid the creation of a place of concealment (in line with CPTED principles). • Any buildings and works for sensitive uses are to incorporate measures to protect residents from amenity impacts from nearby existing industry. • Sensitive uses should incorporate non-opening windows on any southern facade. | <p>MU3</p> <ul style="list-style-type: none"> • Buildings must be a minimum of two storeys in height. • Buildings must be designed to be flexible in use, enabling residential to be converted into offices and other mixed commercial buildings over time. • Where setbacks are proposed along Gum Leaf Lane, they must be no more than 2 metres to encourage a strong built form along the street edge. • Development of properties along Gum Leaf Lane should provide dual frontages as follows: <ul style="list-style-type: none"> – buildings are to front onto Gumleaf Lane – studios are to be located above garages at the rear – a dwelling is to be located at the rear – integrated developments are to be designed with buildings abutting and overlooking the rear lane and adjoining open space. – Sensitive uses should incorporate non-opening windows on the southern facade. • Active frontages must be provided to the Urban Park and the drainage easement to provide activate the edge and provide passive surveillance to the park. |
|--|--|---|

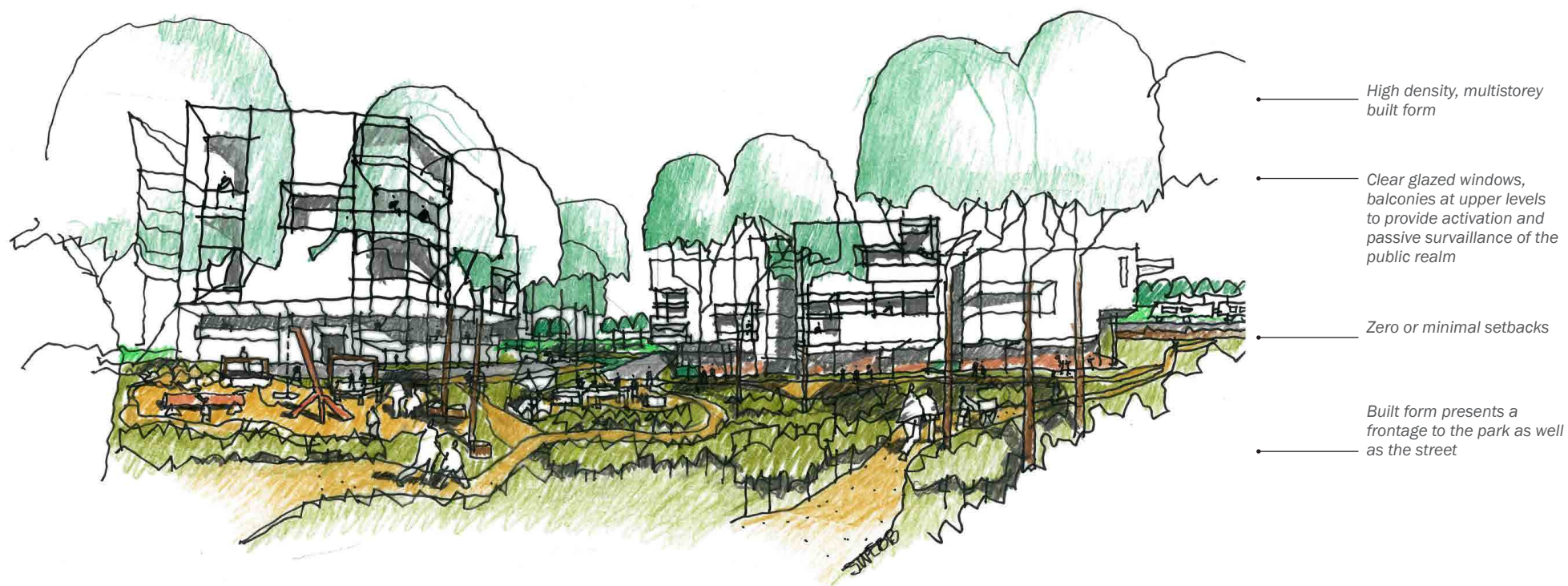


Figure 42. Annotated illustration showing built form within the Mixed Use precinct shown from Leber Reserve

MIXED USE PRECINCT

TENANCY SIGNAGE – DESIGN REQUIREMENTS

- ALL
- Signage must be scaled appropriately, so it does not dominate the public realm.
 - Signage should be integrated into the built form and freestanding signs should not be permitted along the street frontage.

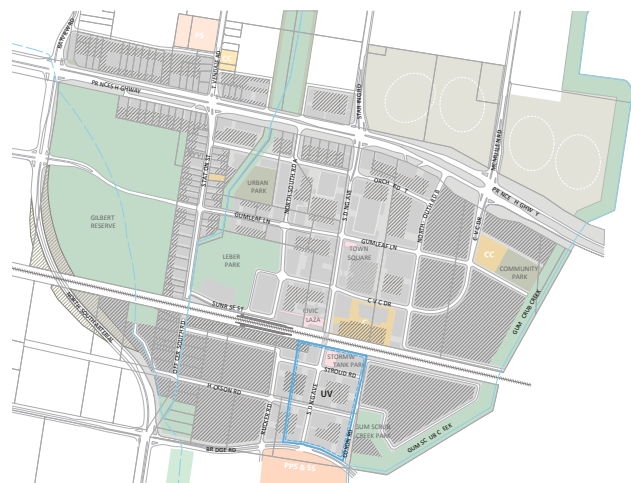
CAR PARKING, ACCESS AND SERVICING – DESIGN REQUIREMENTS

- ALL
- Each development is must provide off-street parking on site, with minimal impact on the public realm.
- MU1
- A single access point from the street is permitted to each lot, unless lots have been consolidated for development.
 - Access to development on Station Street must be from Station Street, with the exception of lots on the corner of Gum Leaf Lane and Station Street which are to be accessed from Gum Leaf Lane.
 - Access to individual dwellings should be provided internal to sites to avoid the creation of a garage scape along the street frontage.
- MU2
- Streets must be provided abutting Leber Reserve and the railway reserve. Access to development is to be provided from these streets.
- MU3
- Car parking for lots adjoining Gum Leaf Lane should be coordinated at the rear of sites, with consolidated vehicle access points from Gum Leaf lane.
 - A north-south laneway must be provided adjacent to the eastern side of the Urban Park between Orchard Street and Gum Leaf Lane.
 - Use of rear-accessed parking groves for visitor parking is encouraged with pedestrian access to Gum Leaf Lane.



Example of development with rear-access parking

3.6 URBAN VILLAGE PRECINCT



Urban Village Precinct within Officer Town Centre, encompassing the area of Bridge Road to the south, Coxon Road to the east, the railway line to the north and the area mid-block between Siding Ave and Rucker Street to the west.

Preferred Future Character

The Urban Village precinct will be a vibrant high density mixed use area centred around commercial development on Siding Avenue which is active day and night. With convenient access to Officer Railway Station, a pedestrian-oriented environment will comprise a range of commercial uses, offices, shops, cafes and restaurants, services and high density housing.

High quality, multilevel, fine grain built form will define the street edge and continue the urban character and pedestrian-oriented environment of Siding Avenue north of the railway line.

The underpass at Siding Avenue will enable a strong physical and visual link to the core of the precinct and encourage pedestrian activity, drawn south of the railway line by the retail, commercial and residential uses. Stormwater Tank Park will provide a public open space for residents and visitors to meet and linger.

Landmark development at Bridge Road will create a welcoming gateway to the town centre from the south, with high-quality architecture, greater height and well-modulated and articulated built form.

Design Objectives

- To establish a safe and attractive pedestrian-prioritised environment.
- To integrate the Siding Avenue underpass with surrounding built form.
- To provide a high density mixed use area, with commercial development focussed on Siding Avenue.
- To create a strong southern gateway to Siding Avenue.



Photo of development envisaged in the Urban Village precinct.

URBAN VILLAGE PRECINCT

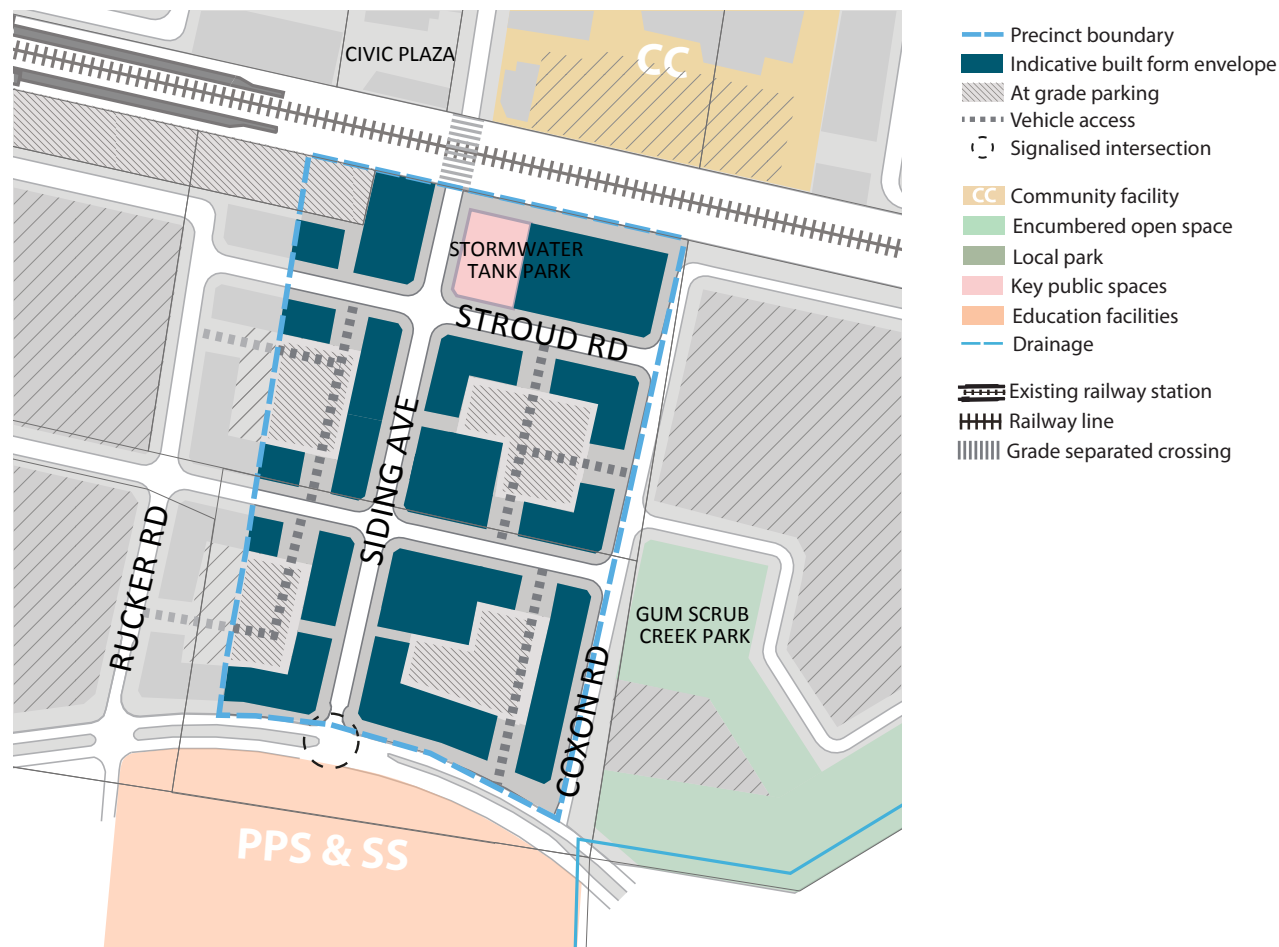


Figure 43. Indicative Urban Village precinct masterplan

LAND USE – DESIGN REQUIREMENTS

- Commercial development should be focused on Siding Avenue.
- The boundary of UV adjoining sub-precinct T2 must be located parallel to and at least 65 metres east of the eastern boundary of Lot 1 TP602076.
- The boundary of UV adjoining sub-precinct T1 must be located parallel to and at least 30 metres east of the eastern boundary of Lot B\PS639911. (see Figure 44 below).
- Residential development should not form the ground floor of buildings along Siding Avenue.
- A cafe or restaurant should be provided adjacent to Stormwater Tank Park to activate this space and integrate with the design as per Figure 21 and Figure 43.

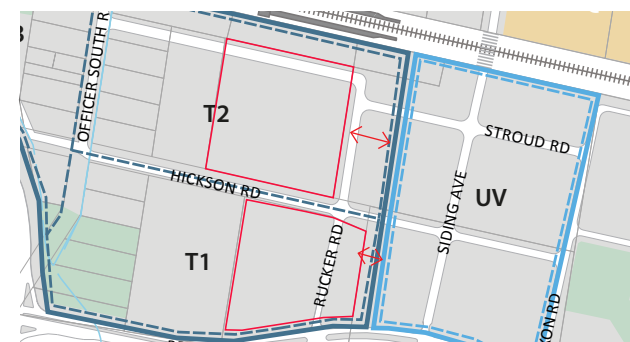


Figure 44. The boundary of UV adjoining sub-precincts T1 and T2

BUILT FORM – DESIGN REQUIREMENTS

- Development should occur generally in accordance with the Urban Village Precinct Masterplan (Figure 43).
- The grade separation of Siding Avenue from the railway line must ensure seamless transition from one side to the other, including:
 - provision of adequate lighting
 - maximise natural light
 - safe pedestrian access
 - a minimal break to the active frontages along Siding Avenue
 - clear view lines through the underpass.
- Buildings along street frontages must be a minimum of two storeys.
- Buildings must have zero front setbacks along Siding Avenue and setbacks must be minimised elsewhere to provide a strong urban edge to the street.
- Development should present a fine grain scale to street frontages with a maximum tenancy width of 12 metres.
- Large format stores (including supermarkets) may provide part of their frontage to a street, provided it is the shorter edge and has at least 70 per cent glazing to the wall.
- Landmark buildings must be provided at the intersection of Siding Avenue and Bridge Road that provide greater heights and massing than their surrounds.
- Buildings on corner sites should:
 - contain windows that span both sides of the corner, encouraging lines of sight through and around the corner
 - locate entries for retail and commercial tenancies at the corner or have an entry on each street frontage.
- Where any building has façades to a street and internal car parking areas, development must:
 - provide separate tenancies fronting onto the street and internal car parking areas
 - where single tenancies exist, active frontages are to be provided on both sides; except where rear tenancies would overlook site servicing facilities of other uses.
- Where pedestrian arcades are provided, they must:
 - maximise the length of the active frontages within the arcade
 - provide a direct link between car parking and a significant anchor/attractor
 - link significant anchors/attractors to each other.
- Active frontages should be:
 - characterised by a predominantly clear-glazed facade from footpath level to a height of 2 metres for buildings with retail uses at the ground floor with pedestrian entries at least every 15 metres
 - at least 70 per cent clear-glazed between a height of 1 metre and 2 metres above footpath level for buildings with commercial uses at the ground floor with pedestrian entries at least every 30 metres
 - include many pedestrian entries to dwellings along the streetscape and clear glazing on buildings for residential uses.
- No more than five tenancies in a row should have matching architectural facade design including window design, canopy treatment and application of materials to provide variety within the streetscape.
- Development along street frontages, particularly Siding Avenue should have continuous canopies.
- Where dwellings with garages are proposed, garage scapes should be minimised through:
 - locating garages at the rear of the development, accessed by rear laneways via consolidated access point(s) from the street
 - integration of garages into the built form with upper levels including windows above.

URBAN VILLAGE PRECINCT

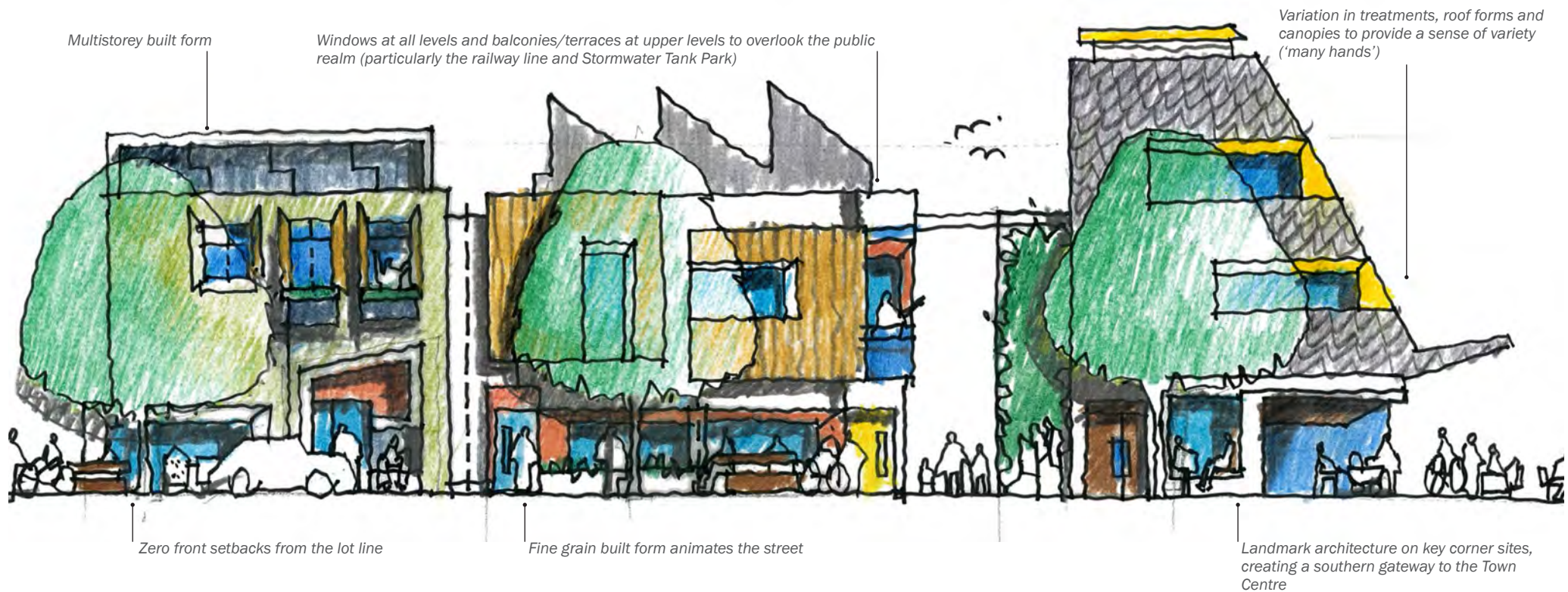


Figure 45. Annotated illustration showing built form principles within the Urban Village precinct

TENANCY SIGNAGE – DESIGN REQUIREMENTS

- No more than three tenancies in a row must have matching signage design to provide variety within the streetscape.
- Signage should be appropriately scaled, so that it does not dominate the public realm. For development along Siding Avenue:
 - the maximum height of signage at the ground level should be 0.5 metres, for signs where the width exceeds the height. Where the height is greater than the width, the maximum height should be 0.9 metres
 - At upper levels, the maximum height should be 1 metre for squarer shaped signs, and 0.8 metre for signs that extend the majority of the length of the facade.

CAR PARKING, ACCESS AND SERVICING – DESIGN REQUIREMENTS

- Access to car parks and site servicing must not be from Siding Avenue.
- Access to car parks should be via east–west streets.
- Parking is to be consolidated in rectilinear lots behind street frontages. This will minimise disruptions to the public realm, and maintain flexibility for further development in the future.
- Loading bays should be provided at the start or end of blocks and are to be a minimum of 12 metres long (or equivalent to two parallel car parking spaces). Canopies are to be set back from the face of the street kerb to prevent damage through loading.
- Rear laneway access is encouraged for residential development.

3.7 RESIDENTIAL PRECINCT



Residential Precinct within Officer Town Centre, encompassing the area adjoining Gum Scrub Creek.

R1 adjoins Gum Scrub Creek north of the Railway line, whilst R2 adjoins Gum Scrub Creek south of the Railway line. R3 runs adjacent to R1, bounded by McMullen Road and North-South Road B.

Preferred Future Character

The Residential Precinct will provide high density housing within the Town Centre comprising multi-storey apartments, townhouses, retirement options and housing that accommodates work /live options (such as SoHo).

This will provide housing choice, diversity and affordability and provide living options within a short walking distance of services and amenities in the town centre including shops, services and open space. Opportunities for active transport will be optimised, forming a transit-oriented development by maximising dwellings close to public transport, cycling and walking trails, creating a healthier, more sustainable community.

A highly urban environment will be provided with buildings of high architectural quality providing active frontages to streets and public open space to enhance vibrancy, amenity and safety within the precinct. Connections to Gum Scrub Creek, Community Park and Gum Scrub Creek Park via retaining view lines and providing dwellings overlooking these areas, will add to the amenity and unique character of the precinct.



Townhouse residential development

Design Objectives

Residential 1 (R1) and Residential 2 (R2)

- To provide a higher density residential area, offering a range of different housing types.
- To promote a distinct urban character through built form and landscape design.
- To establish strong east-west links to Gum Scrub Creek from the Main Street.

Residential 3 (R3)

- To establish a high density residential area with a strong urban character.
- To provide a flexible built form that can adapt in use over time.
- To encourage transition to a mixed use area in the longer term.
- To protect future development or redevelopment opportunities for sites.

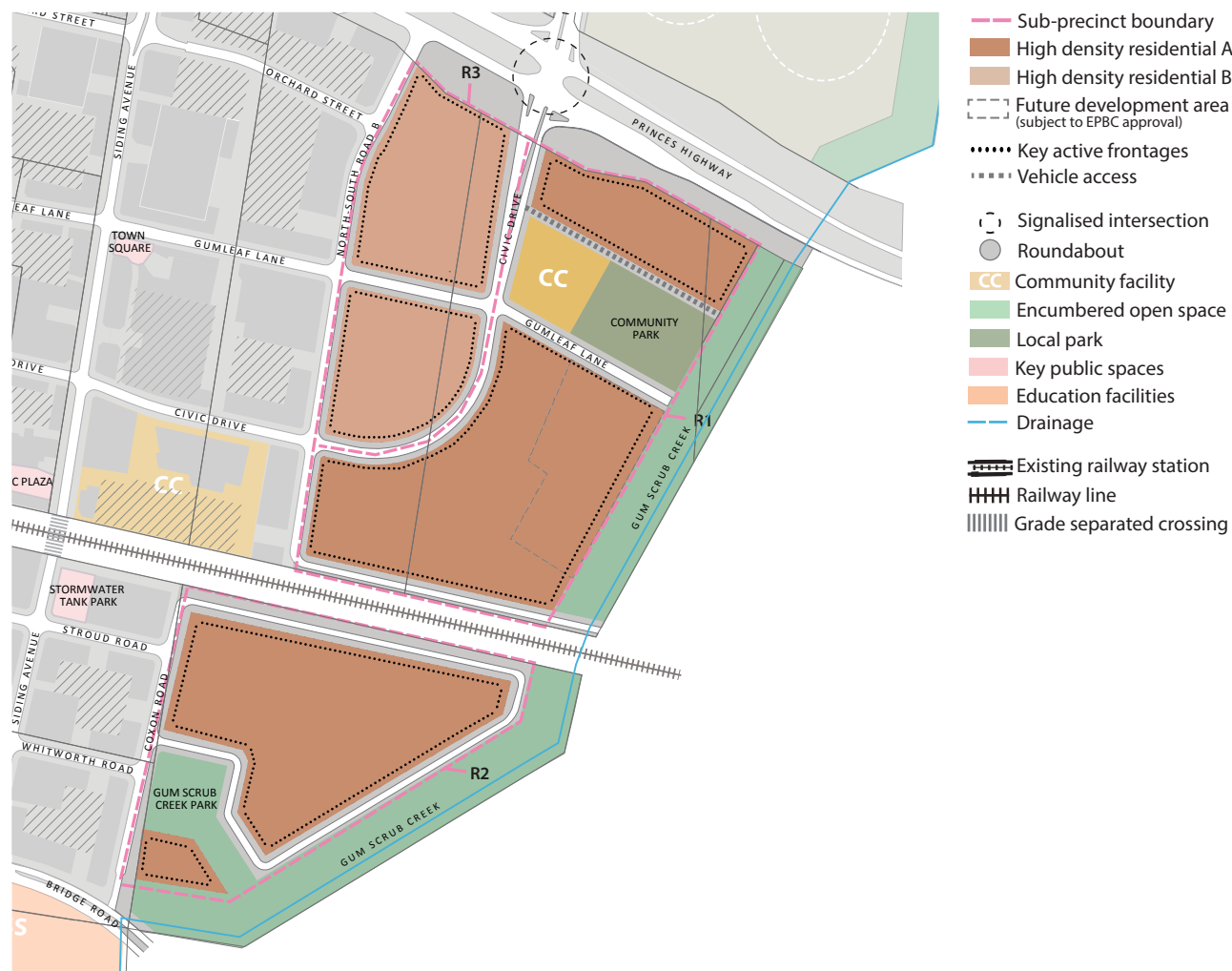


Figure 46. Indicative Residential Precinct masterplan

RESIDENTIAL PRECINCT

LAND USE AND SUBDIVISION – DESIGN REQUIREMENTS

- ALL
- Development must provide a range of high density dwelling types including apartments, townhouses and integrated developments:
 - the High Density Residential A area should include an average density of 50 dwellings per hectare
 - the High Density Residential B area should include an average density of 35 dwellings per hectare.
 - Multi-storey apartment buildings are encouraged.
 - Retail spaces, cafes, restaurants or home offices should be incorporated in the ground floor street edges of new residential development to increase visual and physical connections between the interiors of new buildings and adjacent streets.
 - Subdivision design must:
 - ensure lanes are well lit and provide a safe environment
 - locations of single title townhouses do not compromise opportunities for higher density living in integrated housing sites adjacent to the Core Business Area and Officer Railway Station
 - support and/or create a finer grain of streets that encourages higher levels of local pedestrian and cycle use.
 - The subdivision of land for housing that creates lots less than 300 square metres must contain a building envelope that is in accordance with the Small Lot Housing Code forming part of the Officer PSP.
 - Lots should be no larger than 230 square metres.



Photo of townhouse development

BUILT FORM – DESIGN REQUIREMENTS

- ALL
- Development must provide a variety of high density dwelling types that are a minimum of two storeys in height.
 - Development must support and/or create a finer grain of streets (see Figure 46) that encourages higher levels of pedestrian and cycle use.
 - Building design must:
 - maximise ground level clear glazed windows, pedestrian entrances and verandas to promote active frontages to ensure informal or passive surveillance of streets and other public open spaces
 - provide high architectural quality and visual interest
 - provide safe and convenient access between car parking and bicycle areas and the pedestrian entry to buildings
 - buildings adjacent to laneways must contain windows at upper levels to provide passive surveillance, promoting a safe environment.
 - Residential buildings are include modulation, articulation and landscaping to address visual bulk.
 - Street setbacks must be minimised to create a strong built form along the street edge. Where setbacks are provided, they are to be landscaped for their width with a combination of shrubs, trees and grasses and provide safe and clear pedestrian entry points into buildings.
 - Where dwellings with garages are proposed, garagescapes should be minimised through:
 - locating garages at the side or rear of the development, accessed by rear laneways via consolidated access point/s from the street
 - integrating garages into the built form rather than stand-alone garages.
 - Lots with rear lane access should:
 - encourage dwellings, home based businesses or habitable areas over garages to ensure surveillance of the laneway
 - ensure dwellings/offices are designed to add visual interest such as balconies over garages or articulated frontages.



Photo of apartment building

RESIDENTIAL PRECINCT

BUILT FORM – DESIGN REQUIREMENTS

- | | | |
|---|--|---|
| <p>R1 and R2</p> <ul style="list-style-type: none"> • A fine grain, highly permeable east-west road network must be provided, optimising sightlines from the core and urban village precincts through to Gum Scrub Creek. • Development must be staged to ensure a buffer is provided around the existing Turkeys Nest Dams on Gum Scrub Creek (R1) until such time as they are removed or modified to be safe in an urban context – subject to approval under the Environmental Protection and Biodiversity Conservation Act (EPBC). | <p>R3</p> <ul style="list-style-type: none"> • Individual lot frontages should be no wider than 10 metres. • Street blocks must be designed with: <ul style="list-style-type: none"> – off-street parking at the middle of the block, consolidated into a rectilinear site for future development – buildings that front on to all street frontages – off-street parking – minimal use of carriageway easements and rear access rights. | <p>R3</p> <ul style="list-style-type: none"> • Lot frontages must be minimised and thinner, longer lots provided. • Buildings must be designed to be flexible in use, enabling residential to be converted into officer or other mixed commercial buildings over time. • Where it does not constrain opportunities for infill development, separate tenancies with active frontages should be provided to rear carparks as well as street frontages. |
|---|--|---|

Minimal setbacks provide a strong street edge

Buildings are articulated with high quality materials and finishes

Garages do not dominate the street front

Buildings front on to all streets

Variety of dwelling types provided, with live-work options encouraged

Multi-storey buildings provide high density housing and robust built form

Clear glazed windows and balconies at upper levels provide activation and passive surveillance of the public realm

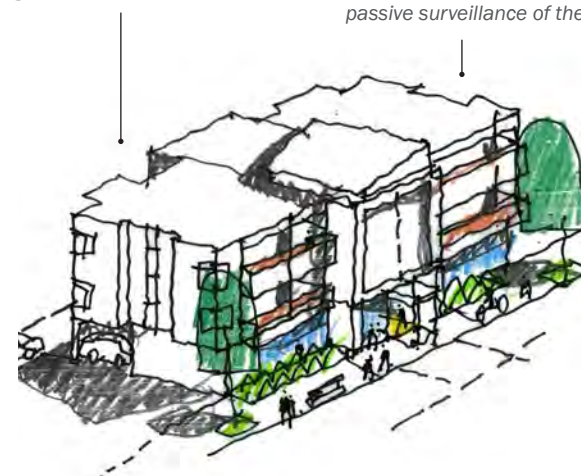
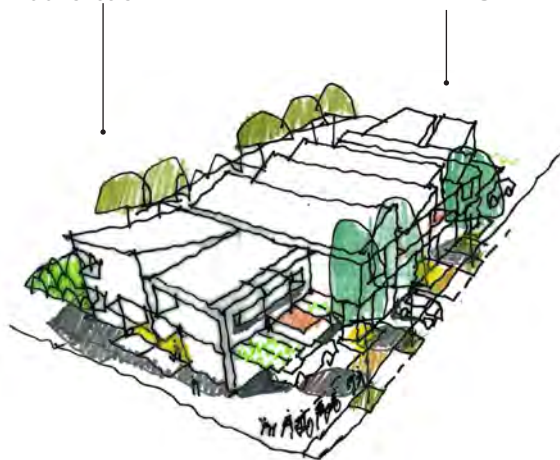


Figure 47. Annotated illustrations of residential development including townhouses (left and middle) and apartments (right)

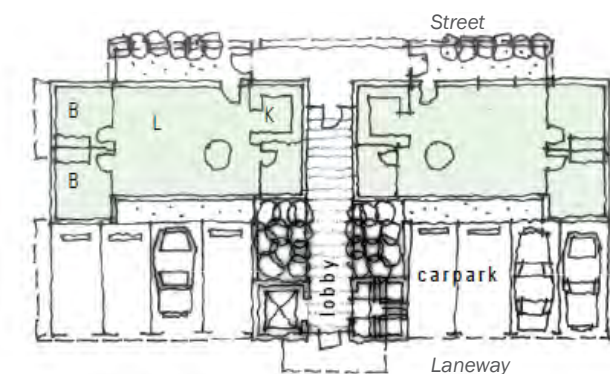
CAR PARKING, ACCESS AND SERVICING – DESIGN REQUIREMENTS

- ALL
- Integrated parking solutions must be provided which minimise private garage access points and ensure private garage access will only be via rear or side lane.
 - On-street car parking for residents and visitors must be maximised.
 - Single frontage car garages (rather than double frontage garages) should be provided for dwellings.
 - Where rear access lanes are provided they must:
 - be no more than 150 metres long
 - be designed with no alcoves or obscured places, to maintain safety and security
 - provide consistent setbacks from the road reserve
 - not be heavily landscaped to ensure view lines are not obscured, with low-lying vegetation and climbing plants and clean trunked canopy trees.
 - Where rear access lanes are provided they should:
 - be linear, with no t-intersections or bends
 - ensure garages and rear fences are constructed on the edge of the road reserve of the laneway (with zero setback)
 - be a maximum paved width of 6 metres.

- R1 and R3
- Direct access to lots must be provided from the local road network, not Princes Highway.
- R3
- Garagescapes should be minimised and rear lane access encouraged.
 - Development must include shared car parking areas at the rear of street front properties.

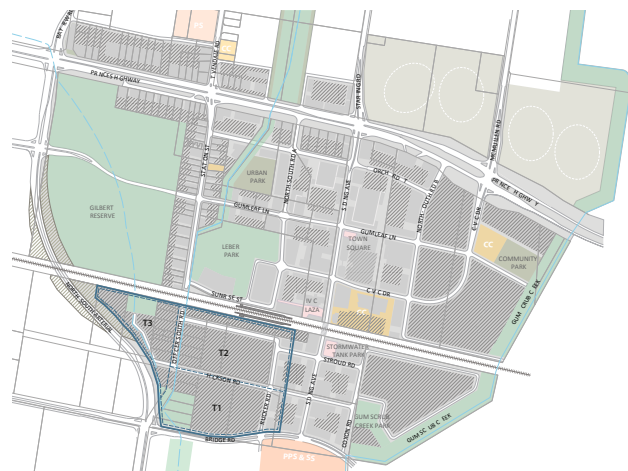


Photo showing rear access to garages



Example plans for apartment development showing ground floor (bottom) and upper floors (top), with rear loaded access

3.8 TRANSITION PRECINCT



Transition Precinct within Officer Town Centre encompasses the area of the Bridge Road to the south, mid-block between Siding Avenue and Rucker Road to the east, the Railway line to the north and the future north-south arterial to the west.

Transition 1 (T1) is located south of Hickson Road and east of Officer South Road, Transition 2 (T2) is located north of Hickson Road and east of Officer South Road and Transition 3 is located west of Officer South Road.

Preferred Future Character

The Transition Precinct will provide a strong gateway entry to Officer Town Centre along Bridge Road. It is so named because it is currently constrained by existing industrial uses; however, it is envisaged it will gradually transition to a mixed use precinct over time including higher density residential development in the long term.

The precinct will provide high quality, safe pedestrian friendly environment with active frontages along streets and overlooking Officer Railway Station, the railway line and obscuring the future north-south arterial road.

Development in the short term will prohibit residential and other sensitive uses until the existing industrial activity ceases. In the short term, light industrial, warehousing and commercial buildings will be provided which protect for future development and redevelopment opportunities for sites to convert in the future to mixed use and high density residential development.

Design Objectives

All Transition precincts (T1, T2, T3)

- To protect future development or redevelopment opportunities for sites.
- To prohibit development of residential and other sensitive uses until such a time as nearby existing industry ceases operation.

Transition 1 and Transition 2 (T1 and T2)

- To establish a flexible built form that can adapt in use over time.
- To plan for a transition to mixed use, including higher density residential in the longer term.
- To encourage development of uses that are compatible to sensitive uses.

Transition 1 (T1)

- To develop a strong gateway to the town centre along Rix / Bridge Road.

Transition 2 (T2)

- To provide active interfaces with Officer Railway Station and the railway line.

Design Objectives (continued)

Transition 3 (T3)

- To manage more intensive development of sites in the short term in response to anticipated traffic volumes and limited parking until the North South Arterial is delivered
- To provide an active interface with the rail line
- To deliver an attractive, appropriate interface with the future North South Arterial

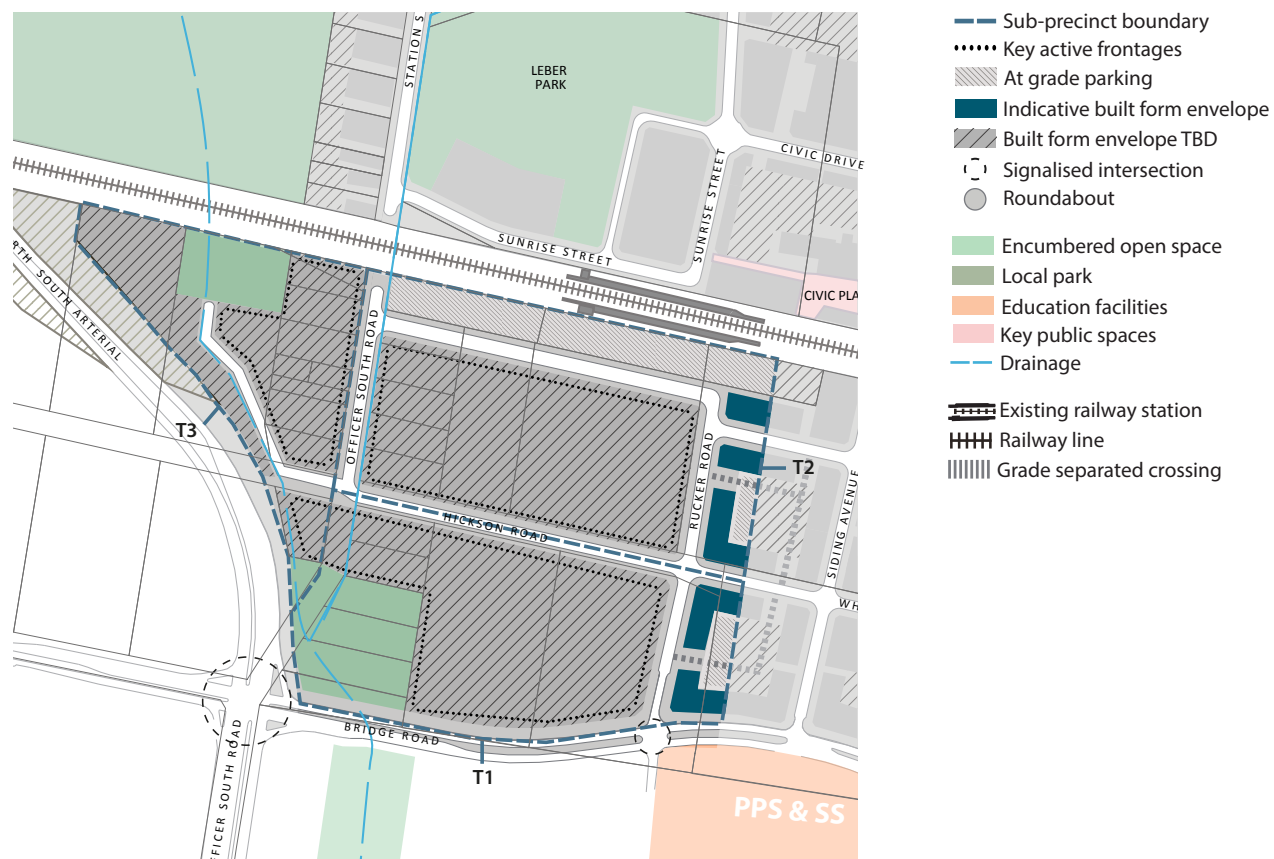


Figure 47. Indicative Transition Precinct Masterplan

TRANSITION PRECINCT

LAND USE AND DEVELOPMENT – DESIGN REQUIREMENTS

- | | | |
|--|---|--|
| <p>ALL</p> <ul style="list-style-type: none"> • Development must avoid the creation of common property. • Encourage land extensive uses that do not require construction of substantial buildings and works lots abutting Hickson Road or Officer South Road. • Residential development and other sensitive uses must be prohibited until such time as existing industry ceases operations. • Development of uses that are compatible to sensitive uses should be provided in the short term. | <p>T2</p> <ul style="list-style-type: none"> • Further expansion of existing industrial premises must be strongly discouraged. • Encourage conversion of existing industrial properties over time. • The boundary of sub-precinct T2 adjoining UV must be located parallel to and at least 65 metres east of the eastern boundary of Lot 1 TP602076 (see Figure 44 on page 98). • Existing uses must not further encroach upon adjacent areas planned for development as sensitive uses. | |
| <p>T1</p> <ul style="list-style-type: none"> • Subdivision and development must enable more intensive development of the area over time, including incorporation of higher density residential housing. • Development must allow for conversion of existing industrial properties over time. • The boundary of sub-precinct T1 adjoining UV must be located parallel to and at least 30 metres east of the eastern boundary of Lot B\ PS639911 (see Figure 44 on page 98). | <p>T3</p> <ul style="list-style-type: none"> • Existing uses must not further encroach upon adjacent areas planned for development as sensitive uses. • Encourage consolidation of lots. | |

BUILT FORM – DESIGN REQUIREMENTS

<p>ALL</p> <ul style="list-style-type: none"> • Development should occur generally in accordance with the Transition Precinct masterplan (Figure 47). • A variety of high-density dwelling types are to be provided that must be no less than two storeys in height. • Development should support and/or create a finer grain of streets that encourages higher levels of pedestrian and cycle use. • Development of higher density residential dwellings in this precinct should also regard to the appropriate guidelines in the Mixed Use Precinct section (Section 3.6). • Active frontages to commercial and light industrial buildings should comprise at least 70 per cent clear-glazed between a height of 1 metre and 2 metres above footpath level with pedestrian entries at least every 30 metres. • Active frontages to high density residential buildings should incorporate many entries to individual buildings from the public realm and clear glazing 	<p>T1</p> <ul style="list-style-type: none"> • A strong built form to Bridge Road must be provided comprising: <ul style="list-style-type: none"> – minimal setbacks of buildings from the road reserve – active frontages to Bridge Road – a minimum or equivalent height of two storeys for buildings along Bridge Road. • Zero lot-line setbacks should be provided on Bridge Road. • Street setbacks must be minimised to encourage a strong edge along other streets. • Active frontages must be provided to the drainage reserve, with entries, windows, balconies and terraces facing the reserve. 	<p>T2</p> <ul style="list-style-type: none"> • Street setbacks must be minimised to encourage strong built form where appropriate. • Where offices, medical centres, leisure and recreation uses are proposed, buildings: <ul style="list-style-type: none"> – must be a minimum of two storeys or equivalent height – should have a maximum setback of 2 metres. • Development must: <ul style="list-style-type: none"> – create a high amenity streetscape suitable for future residential development within the area – have minimal amenity impacts outside the boundaries of the individual property to protect the future residential development potential of the area – provide passive surveillance over the Officer Railway Station and car park, with frontages, windows and/or balconies oriented towards it. <p>T3</p> <ul style="list-style-type: none"> • Ensure the height of buildings abutting the proposed grade separated overpass of the rail line obscure the overpass from surrounding areas to minimise its visual intrusion into the public realm. • Ensure development provides passive surveillance over Officer Railway Station and station car park, with frontages, windows and balconies oriented towards it.
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TRANSITION PRECINCT

TENANCY SIGNAGE – DESIGN REQUIREMENTS

- ALL
- Signage must be scaled appropriately, so it does not dominate the public realm.
 - Signage should be integrated into the built form and freestanding signs should not be permitted along the street frontage.

CAR PARKING, ACCESS AND SERVICING – DESIGN REQUIREMENTS

- | | | | |
|----|---|----|---|
| T1 | <ul style="list-style-type: none">• Site servicing must be located so that they are not visible from Bridge Road.• Access for site servicing should be provided from Hickson Road. | T2 | <ul style="list-style-type: none">• Access for site servicing should be provided from Hickson Road. |
|----|---|----|---|



Section 4

Implementation and review

The section outlines the implementation plan for Officer Town Centre, giving effect to the provisions contained within this document. Implementation is a complex process, requiring collaboration between Cardinia Shire Council, Victorian Government agencies, developers and the community. It is envisaged development will occur over the long term.

4.1 COMMUNITY CONSULTATION

Public consultation is occurring in December 2015 and January 2016. Submissions to Council will be considered and the draft will be subsequently finalised.

4.2 COUNCIL ADOPTION

Once finalised, following public consultation, the Officer Town Centre Urban Design Framework will seek formal adoption by Council.

4.3 IMPLEMENTATION

To give the Officer Town Centre UDF effect, it will be brought into the Cardinia Planning Scheme. This will require a Planning Scheme Amendment, enabling the UDF to form an incorporated document within the Planning Scheme, with references in the Municipal Strategic Statement and local policies as appropriate. A car parking overlay will be also be applied to collect cash contributions in lieu of on-site car parking and set the appropriate car parking rates.

The Planning Scheme Amendment will be prepared by Council, will include an additional consultation phase and may be subject to a hearing by Planning Panels Victoria, enabling the panel to provide recommendations to Council on the proposed amendment.

4.4 PARTNERSHIPS

Transport, public realm, character, community facilities are not covered by formal statutory processes. Council, therefore, will continue to work with key stakeholders and identify funding sources to ensure that development occurs in line with the visions and objectives of the UDF. It is critical that Council continue to develop strong relationships with Victorian Government agencies, the private sector and businesses to achieve successful implementation of the UDF.

4.5 MONITORING AND REVIEW

A process for review will be determined following adoption of the UDF. Monitoring and review of the UDF is envisaged to report on the ability of the UDF to guide development to meet the visions and objectives for Officer Town Centre.

4.6

STAGING

Development staging

- Staging must, to the extent practicable, be integrated with adjoining developments, including the timely provision of connecting roads and walking/cycling paths.
- Access to each new lot must be via a sealed road.
- Stage development to enable the early delivery of community facilities.
- Road closures
- Station Street is to close at the existing level crossing once the north-south arterial is constructed.

Road construction

- Permits for subdivision, use or buildings and works not related to pre-existing uses (whichever is first) will trigger the following road construction requirements. Each road is to be delivered to the satisfaction of the relevant road authority:
 - commercial access lanes to provide rear access to peripheral commercial lots between Tivendale and Starling roads are to be provided to the satisfaction of the relevant roads authority.

Open space

- Where landscaping and provision of park infrastructure is not funded by the DCP, it is to be fully funded by the developer.

Public transport delivery (bus network)

- The Public Transport Plan in the Officer PSP (see Figure 16) sets out the future public transport route(s) throughout the PSP area and identifies potential bus stops. Bus stops are identified as concrete hard stand areas, with shelters required in locations of higher activity including activity centres, schools and active open space reserves.
- The plan also details how the PSP area integrates with surrounding precincts to ensure connectivity for potential public transport routes. Subdivisions that contain roads identified for a potential public transport route and associated bus stops will require mandatory conditions as outlined Schedule 4 to the Urban Growth Zone.
- For the purpose of Clause 52.36-1 of the Scheme, a development is consistent with the Officer Precinct Structure Plan (September 2011) where the following requirements are met:

- a road nominated on Plan 16: Public Transport of the Officer PSP as a potential bus route is constructed in accordance with its corresponding cross section specified in Section 4.6.3 of the PSP
- signalised intersections that contain an existing or proposed principal public transport network (PPTN) route (see Plan 16 of the Officer PSP) include bus priority measures to mitigate delays to bus travel times, to the satisfaction of the Director of Public Transport
- any roundabouts or other road management devices on potential bus routes are constructed to accommodate ultra-low floor buses in accordance with the Public Transport Guidelines for Land Use and Development (DOT 2008).

The following design guidelines should be met:

- out-of-sequence development will be considered on a case-by-case basis, subject to considerations of land supply levels and housing affordability.

GLOSSARY

Active frontage Building façade facing the public realm that facilitates visual and/or social interaction between people outside and people and goods inside, through proximity to the public realm, windows (at all levels) and doors, rooms behind that are occupied for extended periods of time and/or activities that spill out onto the footpath. Active frontages allow a high degree of connection between the public realm or street and the interior of the building, providing a vibrant and interesting public realm. Active frontages also contribute to casual surveillance and perceptions of safety through more eyes on the street. ^

Animation A quality of the built environment that supports activity within the streetscape through architectural and artistic embellishment of materials and details and the visual and physical connection of activities inside and out. *

Articulation Elements that visually break up the façade of a building such as windows, balconies, sunshades, projecting or recessive elements, steps in the built form, changes of material (colour and texture), and joints between cladding features for instance. ^

At grade parking Car parking at the street level (not in basements or multilevel car parks).

Awning An adjustable roof-like covering fitted over windows, doors and building frontages to provide shelter from the sun, rain and wind, and also provide opportunities for decoration and advertising. *

Blocks/Street Blocks Vary in size and shape, however, generally includes an area of contiguous lots bounded by the public realm, typically streets, on all sides.

Buffer A strip of land established to provide separation between land uses, often typically developed as a landscaped area. *

Building envelope Indicates the space that may be occupied by a building.

Built form Built form is the collective term of all human made structures in a neighbourhood, town and/or city. It is principally (but not exclusively) made up of buildings.

Canopy A suspended projecting element over building frontages, doors, windows or openings. Canopies provide a 'cover' to the space below

Cantilever A projecting element over building frontages, doors, windows or openings that is supported by beams, posts or walls fixed to the ground. Cantilevers provide 'cover' or shade to the space below.

Crime prevention through environmental design (CPTED) A multidisciplinary approach to deterring criminal behaviour through environmental design.

DDA Compliance Compliance with the Disability Discrimination Act 1992. Includes a legal framework ensuring public spaces are accessible for people with disabilities.

Design objective The key objectives that will achieve the desired outcome and include those contained in the Officer PSP.

Design requirements Include mandatory guidelines (must be met) and preferred guidelines (should be met) and include tables and figures.

Environmentally Sustainable Design (ESD) The use of principles and strategies to reduce the environmental impact of buildings. These impacts include reductions in energy use and greenhouse gases, potable water usage, waste and improving the quality of stormwater run off. Some strategies may include measures such as optimal solar

GLOSSARY

orientation, good insulation and increasing permeable areas.

Façade The exterior face of a building exposed to public view.

Gateway A site, building or landscape symbolising an entrance or arrival to a distinct area.

Grade separation The avoidance of level rail crossings by making any roads crossing the railway line either pass under or over railway bridges (see also ‘underpass’).

Grain Grain refers to rhythm created by a repeated urban element, such as building widths and spacing along a street. It is closely related to the nature and extent of subdivision of an area into smaller parcels or blocks. ‘Fine urban grain’ might constitute a network of small or detailed streetscapes with generally small lots, whereas a ‘course urban grain’ may constitute larger blocks.*

Human Scale The quality of the physical environment reflecting a sympathetic proportional relationship to human dimensions which contributes to that person’s perception and comprehension of the size, scale height, bulk and

massing of buildings. Can also refer to the degree of façade articulation that is visually satisfying at walking pace ** ^

Landmark Distinct visual orientation point. Typically buildings, structures, spaces or natural features that ‘stand out’ from their surroundings.

Legible/Legibility The ease of which people are able to work out where they are and how to get where they want to go.*

Masterplan An integrated spatial plan developed for a precinct that may show detail such as indicative road network, public space and built form envelopes.

Modulation Variation in the plane of a building wall, often used to provide visual interest.*

Passive surveillance Also sometimes referred to as ‘eyes on the street’ passive surveillance refers to the potential for people in the public realm to be informally observed by others in passing by, or from other buildings. This enhances safety and the perception of safety by deterring crime and antisocial activity.^

Pedestrian Any person wishing to travel by foot, wheelchair or authorised electric scooter,

throughout the community (Source: Pedestrian Council of Australia).

Permeability Ensuring a place is easy to get to and move through. A permeable place gives people maximum journey choice taking into account all forms of movement (foot / cycle / public transport and car), and minimises travel distances and maximises access to facilities and services.

Public realm Land that is freely accessible by the public. Usually public owned streets and public open spaces, but can include privately owned plazas and thoroughfares. Public realm considerations are usually focused on pedestrian experience.^

Public Art Site specific artwork that enhances publicly accessible spaces such as parks, plazas and streets through artistic interpretations. Often these are sculptural, and may be integrated architectural and landscape features.*

Road reserve A linear allotment of land provided for a public street. It spans between lots on either side, and includes paths (footpaths or shared paths) and unpaved nature strips.^

GLOSSARY

Roads, Arterial Major traffic and transit routes, intended to carry large volumes of vehicular traffic and provide continuous routes across urban areas.

Roads, Collector Traffic and transit routes designed to carry lower volumes of traffic than arterial roads, and providing continuous access across neighbourhoods.

Sense of place The unique identity of a place linked to its location and setting including memorable natural and introduced features. Sense of place increases the appeal of the place and fosters a sense of belonging in its users. ^

Shared space A space that is shared by pedestrians, cars and cyclists, where the emphasis is on pedestrians, with cars and cyclists moving at a slower pace. This is often controlled through the use of paving and other treatments.

Shared path A path that accommodates pedestrians and cyclists together.

Small Office Home Office (SoHo) A flexible type of housing that is designed so that the front part of the dwelling at ground level may be used for a small office or a home office by the occupant of the dwelling.

Street furniture Fixtures placed in the public realm, including benches, light fixtures, waste bins, drinking fountains and bike racks.

Streetscape The distinguishing elements and character of a particular street as created by its width, degree of curvatures, paving materials, design of street furniture, landscaping, pedestrian amenities and setback and form of surrounding buildings.

Transit-oriented development (TOD) Urban development especially designed to maximise access to public transport and support its use by increasing density and mix of uses surrounding public transport and providing a walkable catchment.^

Underpass Avoids a level crossing of the railway.

Visual Bulk The visual impact of development on neighbouring properties and the public realm. Usually influenced by height, setbacks, detailed design and landscaping.^

Water Sensitive Urban Design (WSUD)

Incorporates measures addressing stormwater management into the design of the public realm. With the goal of protecting and improving waterway health, WSUD often includes measures

such as stormwater tanks, rain gardens and swales, which affect the extent and quality of stormwater entering natural systems.#

Wayfinding Wayfinding is a tool used in physical environments to help people orient themselves within a physical space and assists them to navigate their way within and through a space. Wayfinding signage is a component of this and can include information such as destinations, maps, arrows and journey time frames.

Sources:

*City of Hamilton Site Plan Guidelines <http://www.hamilton.ca/develop-property/policies-guidelines/site-plan-guidelines>

**Urban Design Protocol for Australian Cities, Australian Government

^ Sheppard, M (2015). *Essentials of Urban Design*. CSIRO Publishing: Melbourne

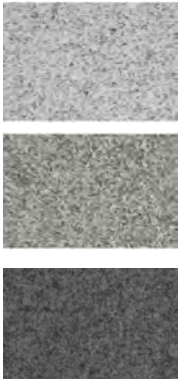
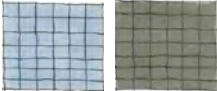


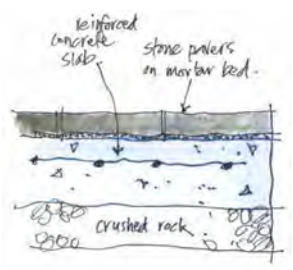

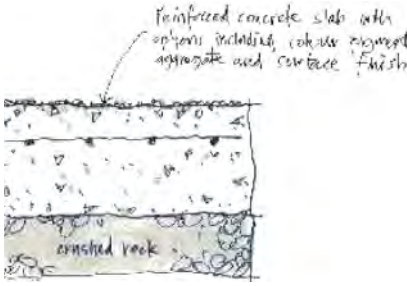

Melbourne Water



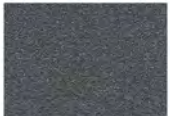
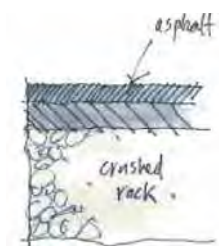

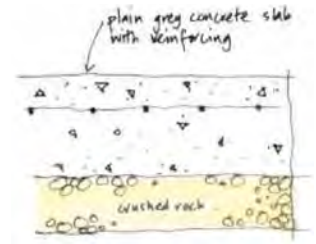

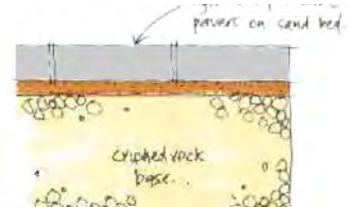

Appendix A **Materials Palette**

The materials palette identifies the materials (paving, street furniture and fixtures and landscaping) for the public realm in Officer Town Centre.


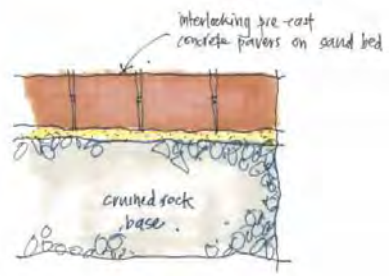

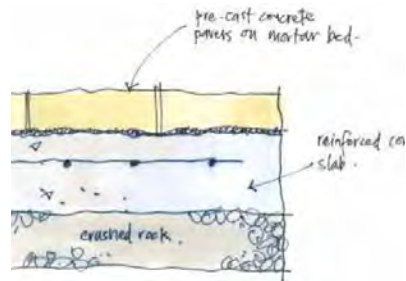

PAVING

Item	Image	Application	Specifications	Vertical pavement profile*
Granite paving - 3 colours	<p>Light, medium, dark (top to bottom)</p> 	<p>Use selectively to define key civic spaces, custom spaces and highlight areas and key intersections.</p> <p>Natural variation in tones.</p> <p>Texture with various size and grain of pavers.</p> <p><i>Single tone</i></p>  <p><i>Combination tone</i></p>  <p><i>Different sizes providing grain</i></p> 	<p>Various sized pavers</p> <p>400mm square - used in pedestrian zones</p> <p>100mm square - used in selective areas such as intersections, thresholds, edgings, crossings</p> <p>3 Colour Variations</p> <p>Light- Typically used in shaded, south facing areas.</p> <p>Medium - Typically used in conjunction with other tones.</p> <p>Dark - Typically used in north facing, sunny areas.</p> <p><i>All tones to be used either as a mix or separately</i></p> <p>Finish - anti-slip finish - hammered or exfoliated</p> <p>Set out - typically square bond, especially within trafficable areas. Opportunity for deviation from this standard within key spaces in non-trafficable areas.</p>	 <p>Stone paver thickness: 50 -100mm reinforced concrete slab: 200 mm crushed rock base: 150mm</p>
Exposed aggregate pavement		<p>Used within medium priority areas within key civic spaces, adjacent to granite areas. Used within vehicular areas, at crossings within Siding Avenue and throughout the Shared Space. Compliments and provides a high quality alternative to granite. Combine with small format pavers to break up large expanses and add finer grain.</p>	<p>Finish - water washed exposed aggregate pavement. Maximum 20mm aggregate, depth of exposing to be an even 2-3mm.</p> <p>Colour - aggregate to be warm tone locally sourced granite. Matric to be plain grey concrete.</p> <p>Joints - saw cut jointing pattern to be at typical 4m centres.</p>	 <p>reinforced concrete slab: 200mm crushed rock base: 150mm</p>
Coloured concrete pavement		<p>Used in lower priority areas within key civic spaces and generally within footpaths in lower priority areas of Siding Avenue. Option for use as a temporary treatment in some civic spaces and footpaths</p>	<p>Finish - Light exposed aggregate finish, water-washed</p> <p>Colour - normal grey cements, 6% black oxide.</p> <p>Joints - decorative saw cuts, 1.5 x 3.0m.</p>	<p>As above</p>




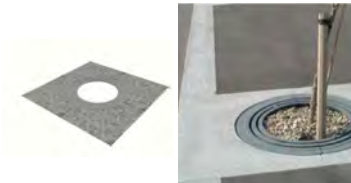

PAVING

Item	Image	Application	Specifications	Vertical pavement profile*
Asphalt pavement		<p>Local and connector road surfaces and footpaths within the urban precinct in specific areas.</p> <p>Not to be used in large expanses but broken up with various other paving typologies and used with small unit pavers at intersections.</p> <p>Option for use as a temporary treatment in some civic spaces and footpaths.</p>	Warm mix asphalt with base and tack course	 <p>asphalt wearing course: 30mm asphalt base course: 50mm crushed rock base: 250mm</p>
Plain concrete pavement		Used within medium priority areas within key civic spaces, adjacent to granite areas. Used within vehicular areas, at crossings within Siding Avenue and throughout the Shared Space. Compliments and provides a high quality alternative to granite. Combine with small format pavers to break up large expanses and add finer grain.	<p>Finish - water washed exposed aggregate pavement. Maximum 20mm aggregate, depth of exposing to be an even 2-3mm.</p> <p>Colour - aggregate to be warm tone locally sourced granite. Matric to be plain grey concrete.</p> <p>Joints - saw cut jointing pattern to be at typical 4m centres.</p>	 <p>reinforced concrete slab: 200mm crushed rock base: 150mm</p>
Permeable paving - option 1		Used in lower priority areas within key civic spaces and generally within footpaths in lower priority areas of Siding Avenue. Option for use as a temporary treatment in some civic spaces and footpaths	<p>Finish - Light exposed aggregate finish, water-washed</p> <p>Colour - normal grey cements, 6% black oxide.</p> <p>Joints - decorative saw cuts, 1.5 x 3.0m.</p>	
Permeable paving - option 2		<p>Around trees and garden beds in Siding Avenue, Connector Streets and other Urban zones as appropriate.</p> <p>Used for infiltration and drainage where necessary.</p>	<p>Product - 'waterpave' permeable paving. In situ poured within galvanised tree surround.</p> <p>Colour - waterpave blue used in conjunction with timber posts.</p>	<p>Profile to include structural soil and drainage - refer to detailed specifications by 'Aspect' (consult with Council).</p> <p>Bonded aggregate: 20mm Bonded recycled rubber: 30mm</p>

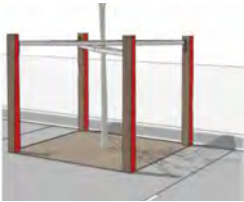
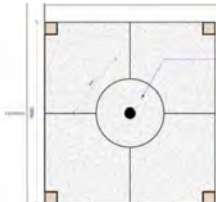

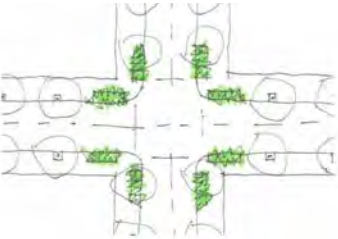



PAVING AND TACTILES

Item	Image	Application	Specifications	Vertical pavement profile*
Permeable paving - option 3		Around trees and garden beds in pedestrian zones. Used for infiltration and drainage where necessary. Thresholds and bandings where deemed appropriate or where grain is necessary. Used with interlocking paving.	Product: Interlocking Eco Tri-Hex permeable paver in 'Oatmeal' colour. Finish: Opportunity for custom colour, aggregate and finish	 <p>interlocking pavers: 100mm permeable crushed rock base: 200mm</p>
Interlocking paving		Medium priority mixed use zones. Interlocking paving is not to be used in trafficable areas. Highlight areas at intersections in residential areas. Used in conjunction with Interlocking Permeable Paver.	Product: Interlocking Eco Tri-Hex permeable paver in 'Oatmeal' colour. Finish: Opportunity for custom colour, aggregate and finish	 <p>interlocking pavers: 100mm permeable crushed rock base 200mm reinforced concrete slab 150mm (nom.)</p>
Tactile ground surface indicators (TGSi)		Standard Item to be used throughout Officer (subject to luminance contrast) in key public spaces and main streets.	Stainless steel buttons with black colour polymer insert used in key Public Spaces and Main Streets (Siding Avenue). Black polymer tactile used in Local Streets and lower priority areas	







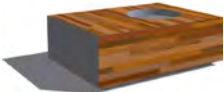



FURNITURE AND FIXTURES

Item	Image	Application	Specifications
drinking fountain		Standard item to be used in key public spaces, main streets and parks. To be placed x1 drinking fountain per key public space/park, and x1 drinking fountain along Siding Avenue.	Stainless steel drinking fountain, with or without dog bowl. To be Botton and Gardiner Propspect Fountain (or similar). Orientation parallel to path of travel along footpaths, avoiding any protrusion into bicycle and pedestrian path of travel.
standard litter and recycling receptacle		Standard Item to be used in key public spaces, main streets and parks. Dual receptacles to be provided in all key public space/park. Number and distribution to be resolved through detailed design. Bins to be provided in all precincts subject to detailed design drawings. 1 dual receptacle at each intersection (on opposite diagonal sides of the intersection) and one mid-block on both sides of the street.	Stainless steel with perforated triangular pattern as shown. Commercial Systems LR6158 SSF Stainless Steel Flat Lid (Garbage bin). Commerical LR6158 SSRH 304 Stainless Steel High Pyramid Lid (Recycling bin) to accommodate 120L bin size.
Stainless steel bollard		Standard Item to be used throughout Officer to protect from vehicle traffic - typically 1800mm spacing	Stainless steel square bollard 100mm x 100mm
Standard tree grate		To be used within key civic spaces and Siding Avenue Slow Zone.	Granite Paving cut to shape. Stainless Steel Round Tree Grate.
Timber bollard		Standard Item to be used within Parks and reserves , for example Leber Reserve.	Square timber bollard with galvanised steel capping. Urban Design Systems Park80 FCS Certified Hardwood Timber Bollard or similar 100mm x 100mm.

FURNITURE AND FIXTURES

Item	Image	Application	Specifications	Context
Permeable paving to tree surround		To be used within Siding Avenue, Connector Streets and other urban areas as appropriate.	Waterflow insitu poured permeable paving with galvanised grate. Used with cypress pine posts	 Refer to Aspect detailed drawings and specifications
Garden bed to tree surround		To be used within residential precincts and at intersections and crossings within the other precincts.	Garden bed	
Standard bicycle rack		Standard Item to be used throughout Officer.	Custom Stainless Steel Flat Bicycle Rack, fixed to paving or sign poles. 1200mm spacing typically, generally 20 per block. Typical groupings of 2-5	
Custom bicycle rack		To be used where deemed appropriate	Custom	
Street lighting		Typically used in all streets, under VicRoads/ Government authority managed area.	LED Vicroads/ SP AusNet approved Sylvania 'Clip' lighthouse Coslee 'University Hill' Pole Powdercoat, Colour Dulux Duralloy Blue Ridge 88480, nom. 20-30m spacings.	Blue Ridge 88480 Duralloy colour to compliment Colorbond.

FURNITURE AND FIXTURES

Item	Image	Application	Specifications	
Uplight		Used in public spaces, under Council managed areas.	We-ef VL02 Inground LED uplight	
Siding Avenue Timber bench seat		A standard high quality timber bench seat to be used within Siding Avenue, typical spacings approx. 30m.	Recycled timber slats with refined finishing, stainless steel frame. Various versions including simple bench seat, with or without back and with or without arm rest.	
Standard bench seat		A standard bench seat to be used throughout Officer Town Centre. Alternative colour / slat material may be developed for specific areas such as parks and reserves, typical spacings approx. 30m - 100m according to precinct	Detailed specs to developed for Officer. Typically galvanised steel frame, timber slats.	
Modular bench seat		A custom chunky timber seat, to be used within higher priority areas within Siding Avenue, specifically the shared space and Town Square. Modular forms can be applied as appropriate to Sited typically in pairs or clusters. Spacings approx. 30m.	Custom Bench Seat developed for Officer. Timber bench with galvanised steel sheet wrapped end and side.	
Individual seat		Individual block seating to be used within key civic spaces along Siding Avenue specifically the shared space. Sited typically in clusters of up to 5 with mixed orientation. Overall spacings of clusters approximately 10.-30m.	Custom Block Seat developed for Officer. Timber seat with galvanised steel sheet wrapped end and side.	
Moveable planter - trees		Siding Avenue, specifically the shared space and Town Square. May be individually sited or arranged in pairs/small clusters with overall spacing approximately 10m-30m.	Recycled timber planter box with forklift lifting points to base. Steel collar to tree cut-out. Steel sheet to one side.	
Moveable planter - shrubs		Siding Avenue, specifically the shared space and Town Square. May be individually sited or arranged in pairs/small clusters with overall spacing approximately 10m-30m	Recycled timber planter box with forklift lifting points to base. Steel collar to planting cut-out. Steel sheet to one side. Suitable plant species nominated within low cover planting list.	

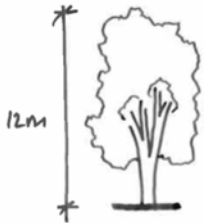

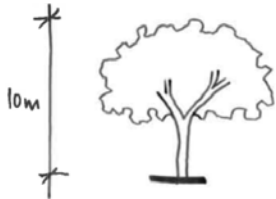

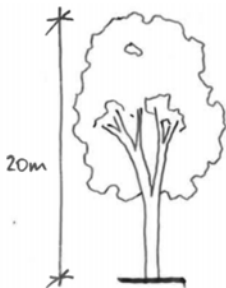

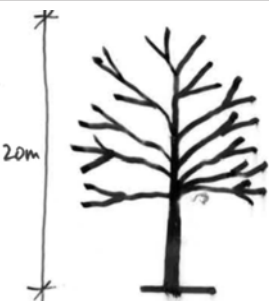

STREET TREES AND VEGETATION



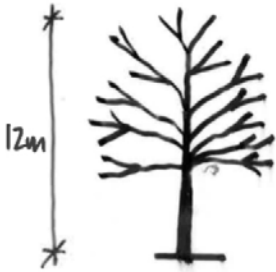

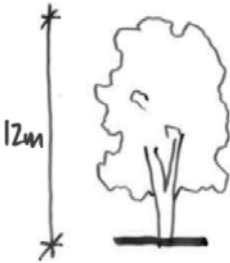

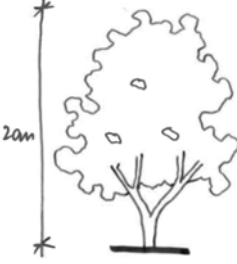

Legend

- Shared Space** - Small Feature Tree
- Siding Avenue** - Avenue Tree
- North South Streets** -large sized Deciduou
- Orchard / Gum Leaf Lane / Civic Drive / Sunrise Street** -large sized evergreen
- Parks and Reserves** - mixed indigenous
- Mixed Use Zone** - large sized street trees evergreen
- Residential Zone** - large sized street trees evergreen
- Transition Zone** -medium sized street tree
- Deciduous (north south) and evergreen (east west)
- Urban Village** -medium sized street trees -
Deciduous (north south) and evergreen (east west)



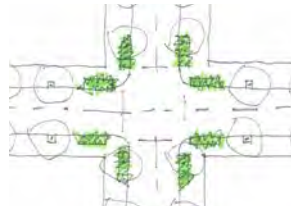


STREET TREES AND VEGETATION

Item	Image	Application	Specifications	Image
Evergreen, tall clear trunked, narrow canopy avenue tree		Siding Avenue	Planted within Tree Grate or permeable paving. Species: Eucalyptus sideroxylon planted at regular spacings typically 30m. To be located within kerb outstand in between parking bays. Inlet for passive irrigation. Note all street trees to have below ground staking / rootball anchors	
Small feature street tree		Siding Avenue Shared Space and Town Square	Planted within large moveable planters and Tree Grate or Permeable Paving. Species include combinations of Pistacia chinensis, Eucalyptus gregsoniana. To be arranged in clusters and irregular spacings of typically 5m - 10m.	
Evergreen, large sized street tree		East-West Connector Streets including Gum Leaf Lane, Civic Drive, Orchard Street, Sunrise Street, East-West Streets within Residential Zones, East-West Streets within Mixed Use Zone	Planted within compacted gravel surround with Steel Edge. Species: Corymbia maculata 'Little Mac' (Civic Drive Sunrise Street, and within Residential zone), Eucalyptus leucoxylon ssp. Megalocarpa (Gum Leaf Lane, Orchard Street and Mixed Use Zone). Single species to be selected for each street, not mixed combination. Regular spacings typically 30m. To be located within kerb outstand in between parking bays. Inlet for passive irrigation. Residential areas - located within median at back of kerb, typically within compacted gravel of low ground cover planting. Tree spacings and locations in the vicinity of Parks, reserves and ecological corridors to be varied and grouped to reflect a natural character.	
Deciduous, large sized street tree		North-south connector streets	Species: Acer x Freemanii 'Autumn Blaze' placed with regular spacings typically 30m. To be located within kerb outstand in between parking bays. Inlet for passive irrigation.	

STREET TREES AND VEGETATION

Item	Image	Application	Specifications	Image
Deciduous, medium sized street tree		North-south streets within the Transition Precinct.	Species: Melia arerdarach regular spacings typ. 20m. Located at back of kerb. Planted within compacted gravel with Steel Edge. Possibilities for use of interlocking permeable paving.	
Evergreen medium sized tree		East-west streets within the Transition Precinct.	Species: Hymenosporum flavum regular spacings typ. 20m. Located at back of kerb. Planted within compacted gravel with Steel Possibilities for use of interlocking permeable paving.	
Feature specimen tree		Large scale key public spaces used at nodal points, typically within generous in-ground applications, not contained areas with paved surround.	Angophora costata	

STREET TREES AND VEGETATION

Item	Image	Application	Specifications	Image
Shrubs and low cover planting - parks, open spaces and ecological corridors		General use in parks, open spaces and ecological corridors	Native, 150mm pot size, Low height, massing groundcovers, low, maintenance, hardy species. Indicative species include Goodenia ovata, Hibbertia riparia, Leucopogon ericoides, Myoporum parvifolium, Correa decumbens Dianella 'Little Jess', Hardenbergia violacea Kennedia prostrata, Lomandra longifolia, Poa morrisii.	
Low cover planting - streetscape		In streetscapes - only in selective areas around intersections and key public spaces. Planting to be typically set down below pavement level (50mm) to encourage passive water infiltration and limit overspill to footpaths. Species selected to maintain sightlines (typically less than 500mm high)	Native, 150mm pot size, Low height, massing groundcovers, Low, maintenance, hardy species. Indicative species include Myoporum parvifolium (suitable for moveable planters), Carex apressa, Dianella 'Little Jess' (suitable for moveable planters), Hardenbergia violacea, Poa morrisii, Lomandra filiformis (suitable for moveable planters), Lomandra tanika (suitable for moveable planters) and Dianella tasmanica	
Water Sensitive Urban Design (WSUD)		Bioretention and raingarden areas within streets and reserves.	Native plant, 150mm pot size. Indicative species include Carex apressa, Dianella revoluta, Ficinia nodosa, Lomandra filiformis, Lomandra tanika, Myoporum parvifolium.	
Mulch		Organic - parks and open spaces, ecological corridors. Gravel - WSUD and key public spaces.		