Cardinia Shire Council

Key Changes to Officer's Urban Design Framework – Key Directions & Sections

Appendix B

Key Directions

Cardinia Shire Council

2

Exhibited:

1. A Town Centre that embraces its role as a regional destination for established and future communities.

2. A Town Centre with a vibrant and centrally positioned urban 'heart' on Siding Avenue, creating a main street environment, anchored by retail and civic functions.

3. A Town Centre that supports environmentally sustainable and convenient lifestyles.

4. A Town Centre that facilitates equitable and safe movement of people.

5. A Town Centre that celebrates its environmental setting.

6. A Town Centre that is defined by a strong north south and east west axis as inviting links into the Town Centre.

7. A Town Centre that supports a diverse development type with appropriate interface management to ensure successful integration with the surrounding established community.

8. A Town Centre that supports high density, mixed use transit oriented precinct around Officer Station.
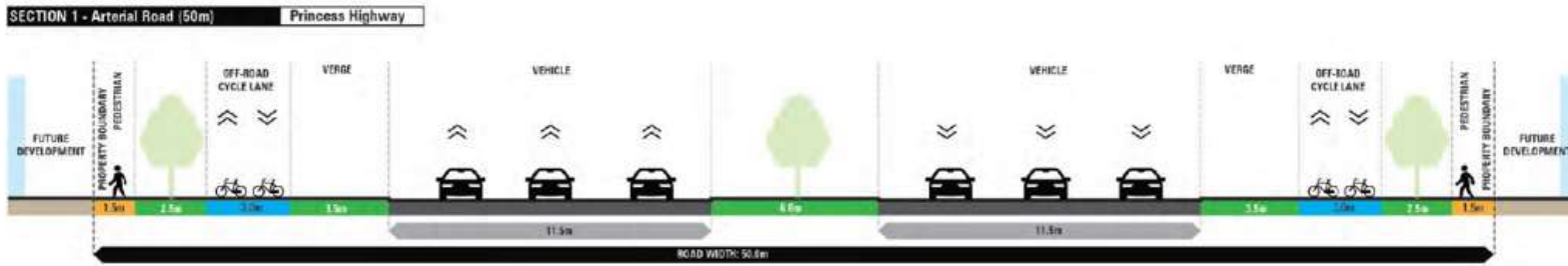
Proposed:

1. A Town Centre with a vibrant and centrally positioned urban 'heart' on Siding Avenue, creating a 'Main Street' environment, anchored by retail and civic functions.

2. A Town Centre that embraces its role as a regional destination for established and future communities.

3. A Town Centre that facilitates equitable and safe movement of people.

4. A Town Centre that supports environmentally sustainable and convenient lifestyles.

5. A Town Centre that supports a diverse development with appropriate interface management.

6. A Town Centre that is defined by a strong north south and east west axis as inviting links into the Town Centre.

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8. A Town Centre that supports high density, mixed use transit oriented precinct around Officer Station.
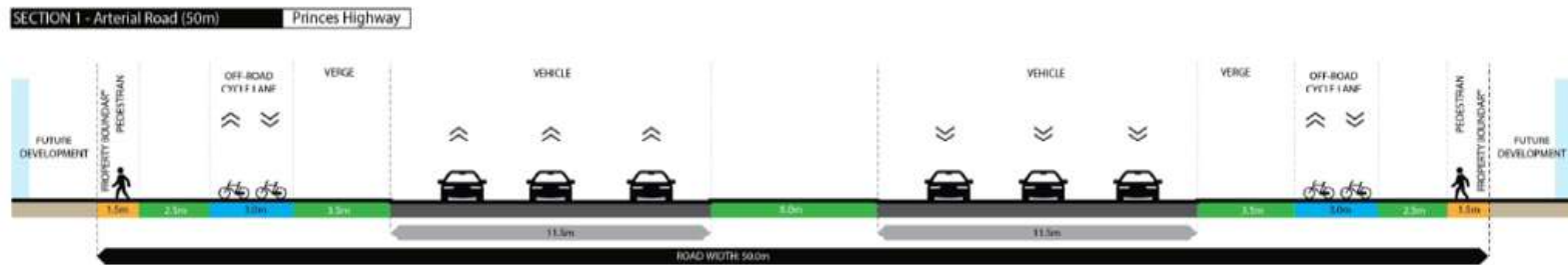
What prompted the changes:

We invited our community to place a priority on the key directions to assist us in weighing up decisions going forward. These have been included in our changes to reflect feedback received as well as Council's own policies and plans. More information about the feedback received online is provided at Appendix A.

Cardinia Shire Council

3

Sections

Cardinia Shire Council
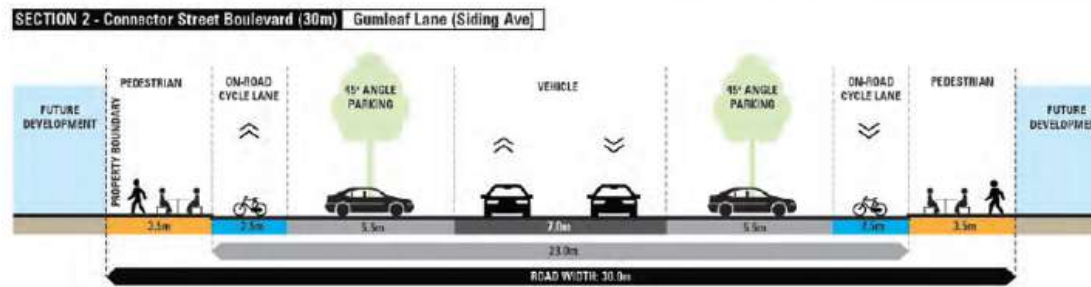
4

Section 1 Exhibited:

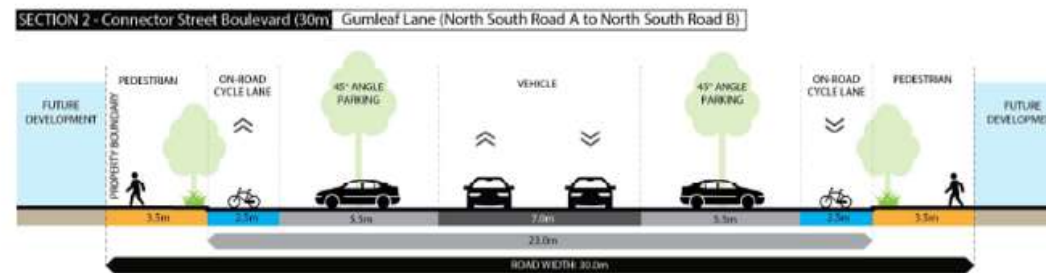## Section 1 Proposed:

What prompted the changes:

Trees removed due to comments from traffic and engineering concerning the proximity of trees along arterial roads. The Department of Transport and Planning (DTP) is the responsible authority for arterial roads.

Officers will encourage the appropriate greening of these spaces however its approval is the responsibility of DTP.

Cardinia Shire Council

5

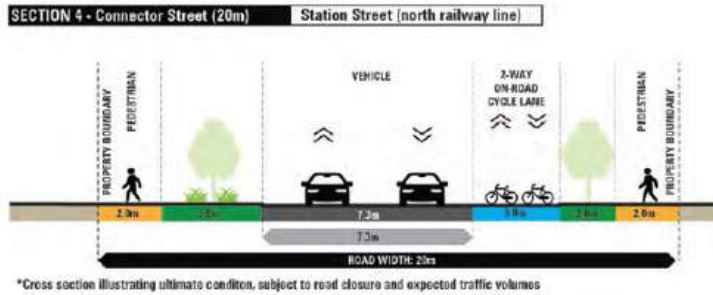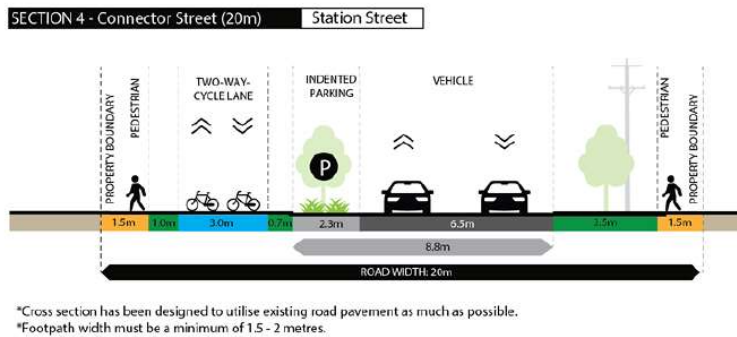## Section 2 Exhibited:

Section 2 Proposed:

What prompted the changes:

VPA requested additional trees to assist in achieving a 30% tree canopy coverage within streetscapes. This change is prompted by new guidelines from VPA, introducing increased standards for greening and cooling communities.

Cardinia Shire Council

6

Section 4 Exhibited:
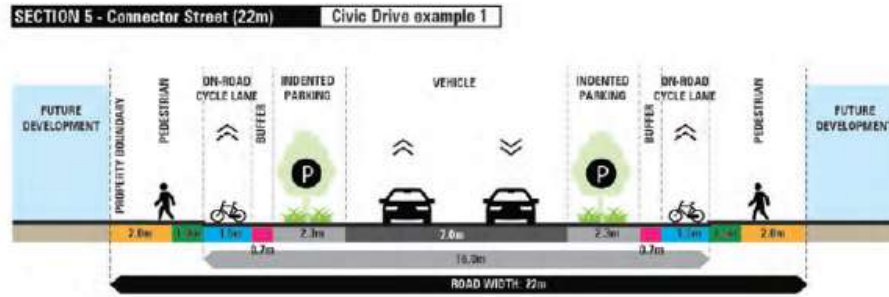

Section 4 Proposed:

What prompted the changes:

The electricity lines and open drain along the western side of Station St compromise the area available for a pedestrian path and protected cycle lanes.
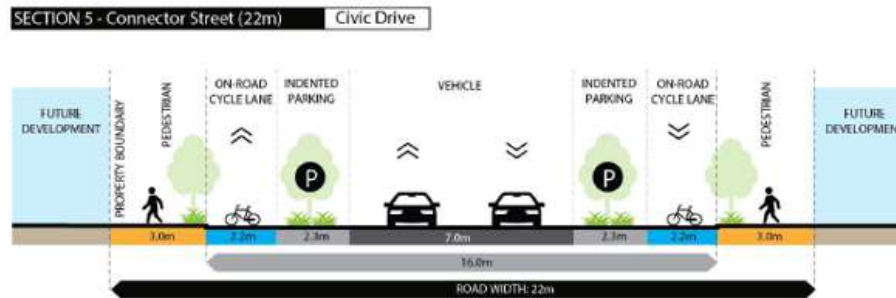
Traffic requested indented parking be provided given the street is adjacent to commercial properties.

VPA requested that path widths be shown as a range to ensure a wider pedestrian area where the road section permits.

Cardinia Shire Council

7

Section 5 Exhibited:

Section 5 Proposed:
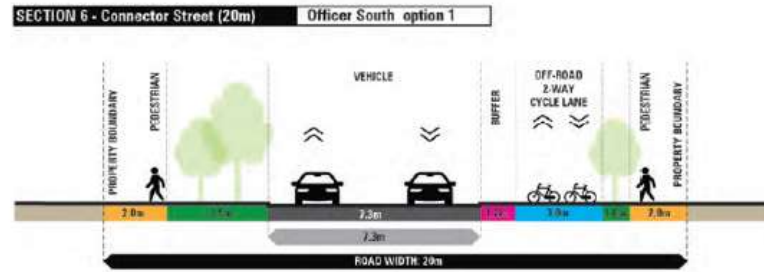

What prompted the changes:

VPA requested additional trees to assist in achieving a 30% tree canopy coverage within streetscapes.

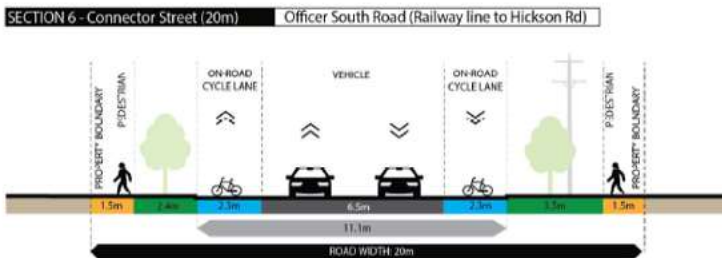Buffer distances incorporated into cycle lane widths.

Pedestrian path shown at a minimum width of 3m allowing for outdoor dining opportunities as well as landscaping.

Cardinia Shire Council

8

Section 6 Exhibited:

Section 6 Proposed:

*Cross section has been designed to utilise existing road pavement as much as possible.
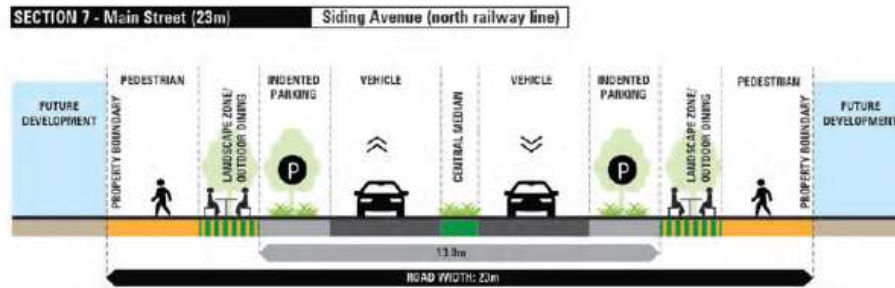*Footpath width must be between 1.5-2m

What prompted the changes:

The electricity lines and open drain along the western side of Station St compromise the area available for a pedestrian path and protected cycle lanes.
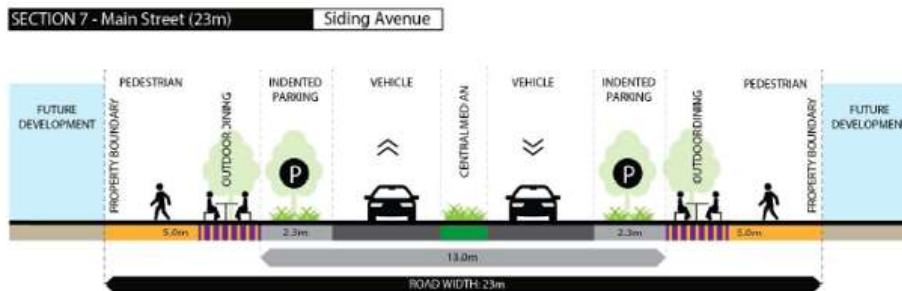
Buffer distances incorporated into cycle lane widths.

VPA requested that path widths be shown as a range to ensure a wider pedestrian area where the road section permits.

Cardinia Shire Council   9

Section 7 Exhibited:
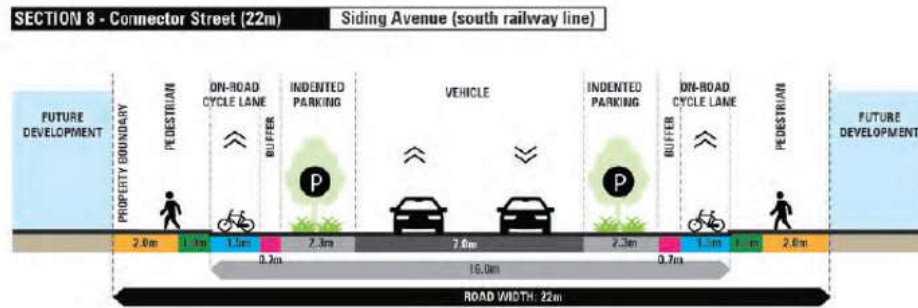

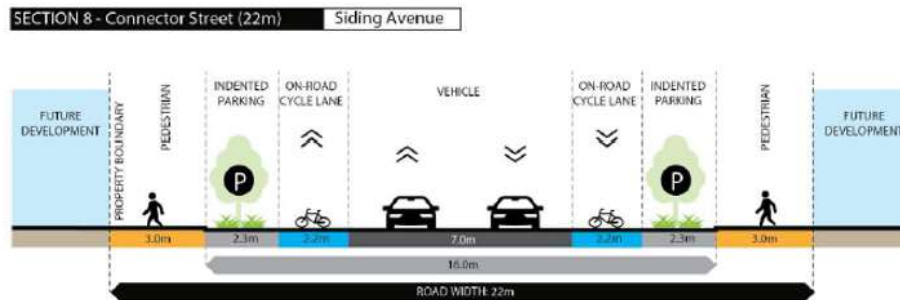## Section 7 Proposed:

What prompted the changes:

Terminology updated to assist with the distinction between an outdoor dining area and a landscaped area.

Note: VPA inflexible on the central median being altered.

Cardinia Shire Council
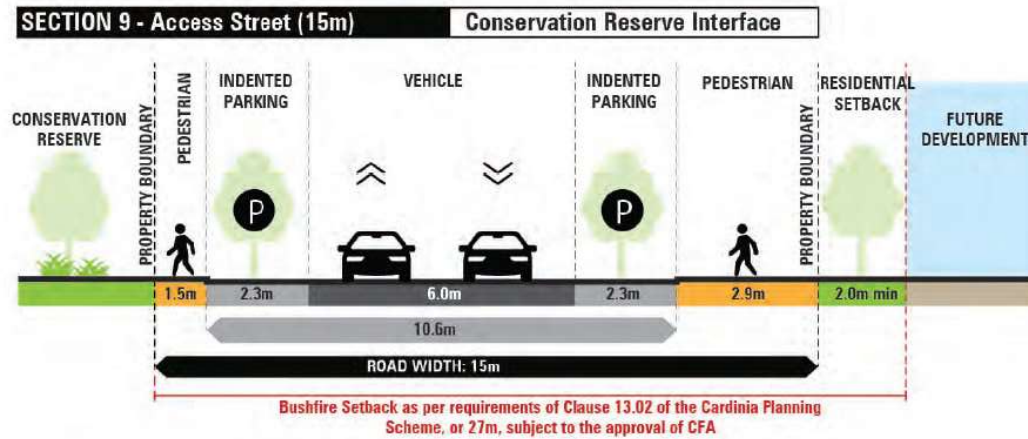
10

Section 8 Exhibited:

Section 8 Proposed:

What prompted the changes:

Whilst the exhibited section is the desired outcome by Council's urban design team offering greater protection to active transport users, there are sections of Siding that have already been built e.g., south of the railway line. Council's engineering team has requested that the section be consistent with as constructed conditions.

Cardinia Shire Council

11

Section 9 Exhibited:

- Passive surveillance to the reserve from future development.
- 2m Residential setback for canopy tree without understorey planting.
- No car parking at residential setback.
- Note that footpaths widths differ from the PSP to allow two people using wheelchairs to pass each other easily, complying with Sports and Recreation Victoria standards.

What prompted the changes:

This section has been deleted at the request of VPA. This section is in the PSP and doesn't require repetition in the UDF.

Cardinia Shire Council   12