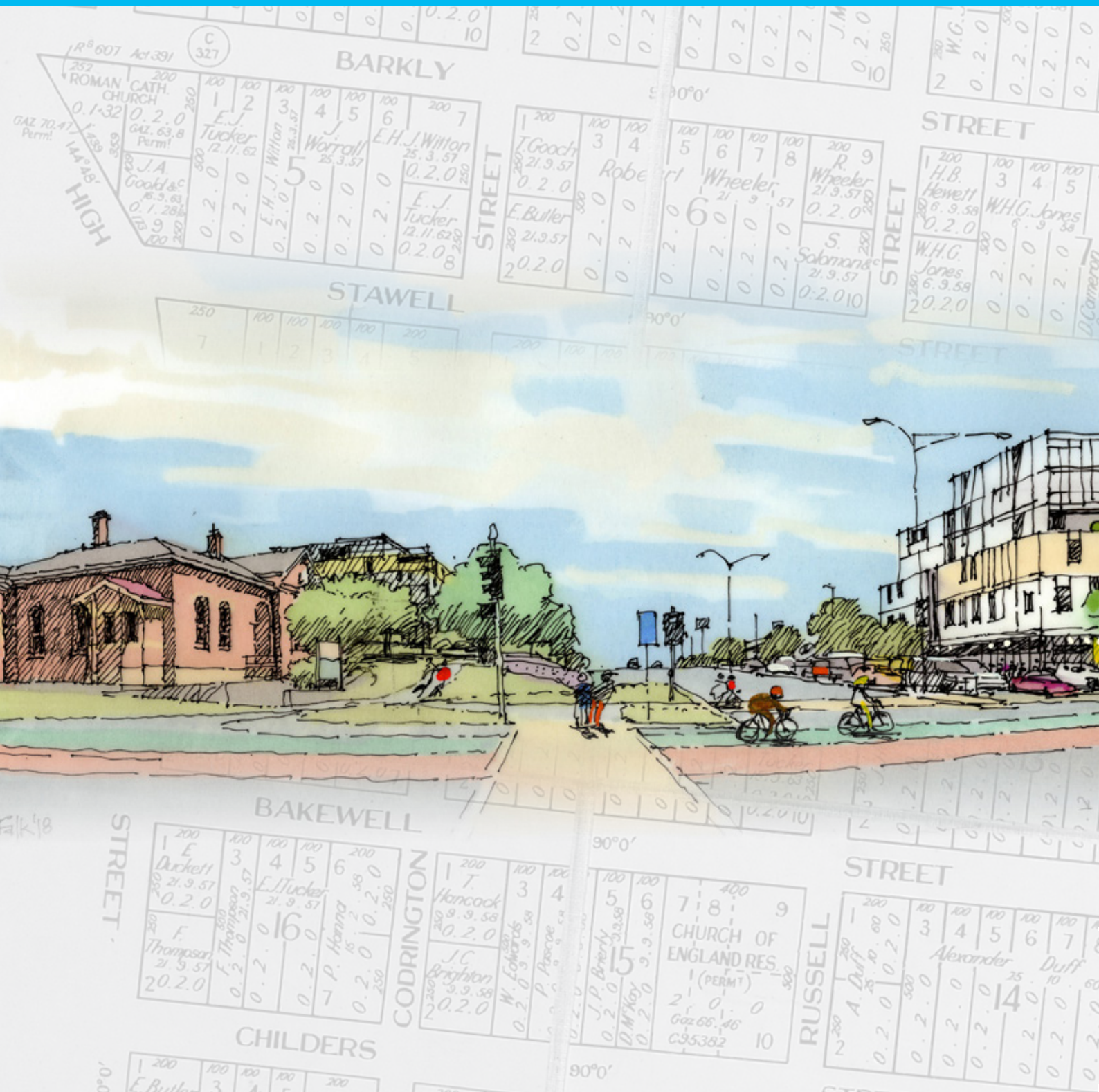


# Cranbourne Town Centre Structure Plan

June 2018





## Document Control

Council policy documents change from time to time and it is recommended that you consult the electronic reference copy at [www.casey.vic.gov.au/policies\\_strategies](http://www.casey.vic.gov.au/policies_strategies) to ensure that you have the current version. Alternatively you may contact Customer Service on 9705 5200.

Responsible Department – City Planning

Adopted by Council on 19 June 2018 as an approved Development Plan for the affected land under clause 43.04 (schedule 1) of the Casey Planning Scheme

Review Period – 5 years

Electronic reference library version 1.1

## Preamble

In accordance with a resolution of Council on 21 June 2005 to include definitions of Council, Councillors and Council officers in all Council policy documents, the following definitions are provided:

**Council** – means Casey City Council, being a body corporate constituted as a municipal Council under the Local Government Act 1989.

**Councillors** – means the individuals holding the office of a member of Casey City Council

**Council officers** – means the Chief Executive Officer and staff of Council appointed by the Chief Executive Officer.

## Administrative Updates

It is recognised that, from time to time, circumstances may change leading to the need for minor administrative changes to this document. Where an update does not materially alter this document, such a change may be made administratively. Examples include a change to the name of a Council department, a change to the name of a Federal or State Government department, and a minor update to legislation which does not have a material impact. However, any change or update which materially alters this document must be by resolution of Council.



The City of Casey would like to acknowledge the Bunurong and Wurundjeri people as Traditional Owners of the land and would like to pay their respects to their Elders, past and present.

This Structure Plan has been prepared by the City of Casey’s City Planning department in conjunction and collaboration with the City Design and Construction, City Economy, Connected Communities, Safer Communities, Child, Youth and Family, Property and Procurement, Statutory Planning and Building Services, Communications and Customer Service departments.

Officers from the City of Casey would like to acknowledge and thank K2 Planning, SGS Economics and Planning, GTA Consultants, SJB Urban, Thompson Berrill Landscape Design, Alexander Urbanism, Geoff Falk and R Architecture for their input into the preparation of this structure plan.

Last but certainly not least, Council officers would like to extend their thanks to the community in and around the Cranbourne Town Centre who have generously given their time participating in community engagement events, completing surveys and providing feedback to assist in the preparation of this structure plan.

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## What is a “structure plan”?

A structure plan is a high-level document which informs the development or redevelopment of large areas where there are multiple land owners. It does not go into a lot of detail about specific sites, but provides principles, objectives and guidelines to inform how an area should grow and change over time. Structure plans are informed by background research which helps us understand what an area may need into the future and what key projects, changes or development will support this.



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# 1.0 Context

The City of Casey covers an area of approximately 395 square kilometres with a diverse natural and built environment spanning from the foothills of the Dandenong Ranges to the built-up established areas of outer Metropolitan Melbourne down towards the coastal Western Port Bay region.

The Cranbourne Town Centre is located towards the south of the municipality, approximately 50km south-east of the Melbourne CBD. Positioned centrally within the City of Casey and the south-east growth corridor, the Cranbourne Town Centre is a key strategic centre within one of the fastest growing areas in Australia and plays a significant role as an established activity centre within a rapidly growing and changing surrounding context.

The Cranbourne Town Centre is well served by an established road network and a number of public transport options. The South Gippsland Highway dissects the centre and the Cranbourne Railway Line terminates in the town centre which is also served by several of bus routes.

After the Fountain Gate-Narre Warren CBD, the Cranbourne Town Centre is the next largest activity centre in the City of Casey. Its position in the southern part of Casey's urban area means that it should serve the daily needs of the local population but also provide higher-order employment, open space, recreation and entertainment facilities and community services for a larger catchment area.

While the Cranbourne Town Centre has historically been competing with the Fountain Gate-Narre Warren CBD and performing a local role, extensive growth and development in the surrounding suburbs supports

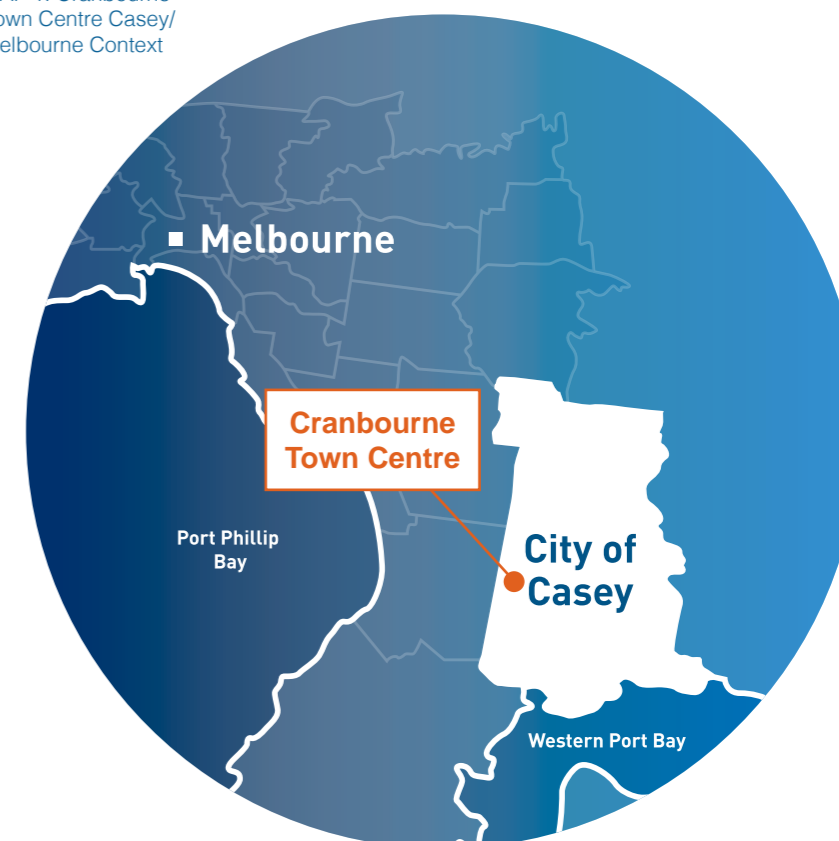
the further development of the centre as a regionally significant employment and services hub. With extensive population growth expected within the catchment area, commercial and retail floorspace demand is projected to grow steadily from the existing 288,000sqm to around 392,000sqm by 2036.

In addition to commercial and retail growth over the next 20 years, it is expected there will be a modest

increase in demand for residential properties with demand for approximately 400 dwellings in addition to the existing 1,275 found in the Cranbourne Town Centre.

The Cranbourne Town Centre Structure Plan will guide the growth and development of the centre now and into the future with the aim of becoming an active, attractive and accessible centre which meets the needs of the local and wider community.

MAP 1: Cranbourne Town Centre Casey/Melbourne Context





## 2.0 The Cranbourne Town Centre Structure Plan 2018

The Cranbourne Town Centre Structure Plan 2018 builds on and is informed by the revised Cranbourne Town Centre Structure Plan 2017, the Cranbourne Town Centre Urban Design Framework 2011 and the Casey Complex Structure Plan 2011.

The 2018 plan continues to provide a vision and direction to support anticipated growth throughout the Cranbourne Town Centre. With reasonable residential and commercial growth expected over the next 20 years, the Cranbourne Town Centre will continue playing a higher-order servicing role for Casey's growth area while new activity centres are being established.

This plan has been prepared in conjunction with the review of Casey's Activity Centres Strategy. The Cranbourne Town Centre Structure Plan 2018 is the strategic framework which will guide the redevelopment of the Cranbourne Town Centre into the future and supports the strategic direction in the City of Casey's Council Plan, Municipal Strategic Statement and Plan Melbourne 2017-2050 (the State's Metropolitan Planning Strategy).

A number of technical reports were completed to inform and provide a strong strategic direction for the Cranbourne Town Centre Structure Plan 2018. These documents include:

- » Cranbourne Town Centre Economic Assessment, SGS Economics and Planning, 2017

- » Cranbourne Town Centre Residential Demand Study, SGS Economics and Planning, 2017
- » Cranbourne Town Centre Movement and Access Strategy (including existing conditions and baseline report), GTA Consultants, 2017
- » Cranbourne Town Centre Community Facilities Analysis (including background report - evidence base), K2 Planning, 2017
- » Cranbourne Town Centre Places Audit, SJB Urban, 2017
- » Cranbourne Town Centre Public Realm Analysis, Alexander Urbanism, 2017
- » Cranbourne Town Centre Open Space Assessment, Thompson Berrill Landscape Design, 2017

These technical reports informed the Cranbourne Town Centre Background Paper 2017 which explores the opportunities and constraints identified and provides recommendations to further enhance the Cranbourne Town Centre.



### Vision:

**The Cranbourne Town Centre is a centre of choice, establishing itself as a regionally significant urban and civic destination. Innovation and growth are at the heart of providing a diversity of jobs, entertainment, transport, services, places and spaces which meet the needs of residents and the wider community set within a landscaped environment that draws inspiration from the local area.**



FIGURE 2: Indicative Casey Complex Main Street



## 3.0 Emerging Themes

Consultation with the community, stakeholders and analysis of all the technical reports and background information consistently presents three overarching themes relevant to the Cranbourne Town Centre.

### Resilience



The Cranbourne Town Centre will exemplify urban resilience through its capability of adapting, responding and growing in spite of any change to the social, physical and economic environment.

### Activity



Residents and visitors will have a range of spaces, places and services which provide opportunities to interact in the Cranbourne Town Centre. From inviting streets, plazas and open spaces to community hubs and businesses.

### Sustainability



The Cranbourne Town Centre will provide a green environment which is sustainable and resilient and balances design and development needs with environmental features. Residents and visitors will have an environment which is healthy, valued and actively cared for and used by the community.

FIGURE 3: Indicative High Street street-scape, Greg Clydesdale Square foreground





# 4.0 Principles, Goals & Objectives



## What are "principles" in the context of a structure plan?

Principles are the way that we express the purpose of the structure plan. These principles guide how the Cranbourne Town Centre should grow and develop over time, such as where improvements need to be made or existing elements enhanced. In order for the Cranbourne Town Centre to continue being a great place, decision-making needs to take into account the principles in this structure plan.

You can read more about each of the principles and their corresponding objectives in the rest of this chapter.

### Principles

### Goals

#### Culture and heritage



The Cranbourne Town Centre is a place that the community is proud of, where culture, heritage and history is celebrated within a distinct urban heart.

#### Accessibility



The Cranbourne Town Centre is a 24 hour city which is easy, comfortable and safe to get around for people of all ages and abilities, it provides transport choice, prioritises active transport and has great public transport.

#### Open space



The Cranbourne Town Centre features an active urban town square and connected plaza spaces, open spaces which support sport and recreation and green passive spaces.

#### Services



The Cranbourne Town Centre has accessible and diverse services and facilities which respond to community needs.

#### Built environment



The Cranbourne Town Centre is smart, active and green, it is a place people want to linger, they feel comfortable and safe; it supports a range of activities, jobs and housing.



## 4.1 Culture and heritage

The Cranbourne Town Centre is a place that the community is proud of, where culture, heritage and history is celebrated within a distinct urban heart.

The Cranbourne area was originally known as 'Mar-nebek' or 'excellent country' to the Bunurong people who occupied the land for more than 40,000 years. There are areas of cultural heritage sensitivity in the Cranbourne Town Centre as well as a large area in the south of Cranbourne, through to Junction Village, Devon Meadows and beyond. A significant portion of this area is made up of the Cranbourne Race Course and Recreation reserve and the Cranbourne Gardens. The Bunurong Land Council are the Registered Aboriginal Party (RAP) for the southern part of the Cranbourne Town Centre with the balance administered as part of the Metropolitan Region of Aboriginal Victoria. The historic landing of meteorites has also played an important role in the cultural heritage of Cranbourne.

Other historically significant sites in the Town Centre include: the Old Shire Offices, The Avenue of Honour, the Cranbourne War Memorial, the old Motor Club Hotel and McMorran's Oak Tree. There are also several historic homes and churches within the Town Centre. These historic features warrant preservation as they contribute to

the local character and can be used to inform the future design of nearby buildings and public spaces.

Early development in Cranbourne was slow, since most of the area was encumbered by the Koo Wee Rup Swamp until the area began to be drained around 1860. The Shire of Cranbourne was proclaimed on 24 February 1868. Council held their early meetings at the Cranbourne Hotel, which was stood close to where Greg Clydesdale Square is now found. In 1875 the Cranbourne Shire Offices (now known as the "Old Shire Offices") opened on the corner of Sladen Street and South Gippsland Highway. The City of Cranbourne was established in April 1994, and later that year the western portion together with the City of Berwick amalgamated and the City of Casey was created.

The cultural and built heritage of the Cranbourne Town Centre should be recognised and celebrated as the centre grows and develops. Redevelopment of or near heritage sites should be contextually appropriate and complement existing features.



### Objectives

- » Minimise the impact of new development on existing heritage sites through site-responsive design.
- » Ensure citations for heritage sites are reviewed so that they remain current and accurate.
- » Ensure that mapping is reviewed so that elements of significance are appropriately protected and controls are not applied to items of no significance.
- » Recognise and celebrate heritage features of the Cranbourne Town Centre through the design of new and renewed public open spaces and streetscapes.
- » Support on-going cultural events in and around the Cranbourne Town Centre such as the GP Run.
- » Support and reinforce the established grid street pattern as the preferred urban structure for the Cranbourne Town Centre.

MAP 2:  
Culture and heritage





## 4.2 Accessibility

The Cranbourne Town Centre is a 24 hour city which is easy, comfortable and safe to get around for people of all ages and abilities, it provides transport choice, prioritises active transport and has great public transport.

The continual growth of the Cranbourne Town Centre and surrounding area comes with a challenge of providing legitimate transport options for residents, visitors and workers to get to and travel within the centre.

The area is serviced by an established road network with the South Gippsland Highway dissecting the centre in addition to Berwick-Cranbourne Road and Narre Warren-Cranbourne Road. Transport patterns indicate a reliance on vehicles and a low use of public transport. The Cranbourne Town Centre is dominated by cars with a perceived under-supply of parking, but in reality, is



oversupplied in many areas. The frequency and coverage of public transport could be improved and better pedestrian connectivity would assist in making this a viable mode choice. Most roads in the centre don't present a safe, convenient or pleasant cycling environment.

The dominance of vehicles and poor pedestrian connectivity has an impact on the vibrancy and overall functionality of the Cranbourne Town Centre. A range of changes can easily be made to greatly improve accessibility and movement to and within the Cranbourne Town Centre such as separated bicycle and bus lanes, dynamic parking signage and universal street design.

The proposed extension of the Cranbourne Railway Line to Clyde will significantly assist in making public transport a viable option for accessing the centre, reducing vehicle dependence. The future Cranbourne East Railway Station will greatly improve access to the Casey Complex and surrounds.

Reliance on private cars and projected population growth will place pressure on the transport network and development of the Cranbourne Town Centre. A significant mode shift towards more sustainable modes of transport including public transport, walking and cycling is needed for Cranbourne to become a better connected and more accessible place.

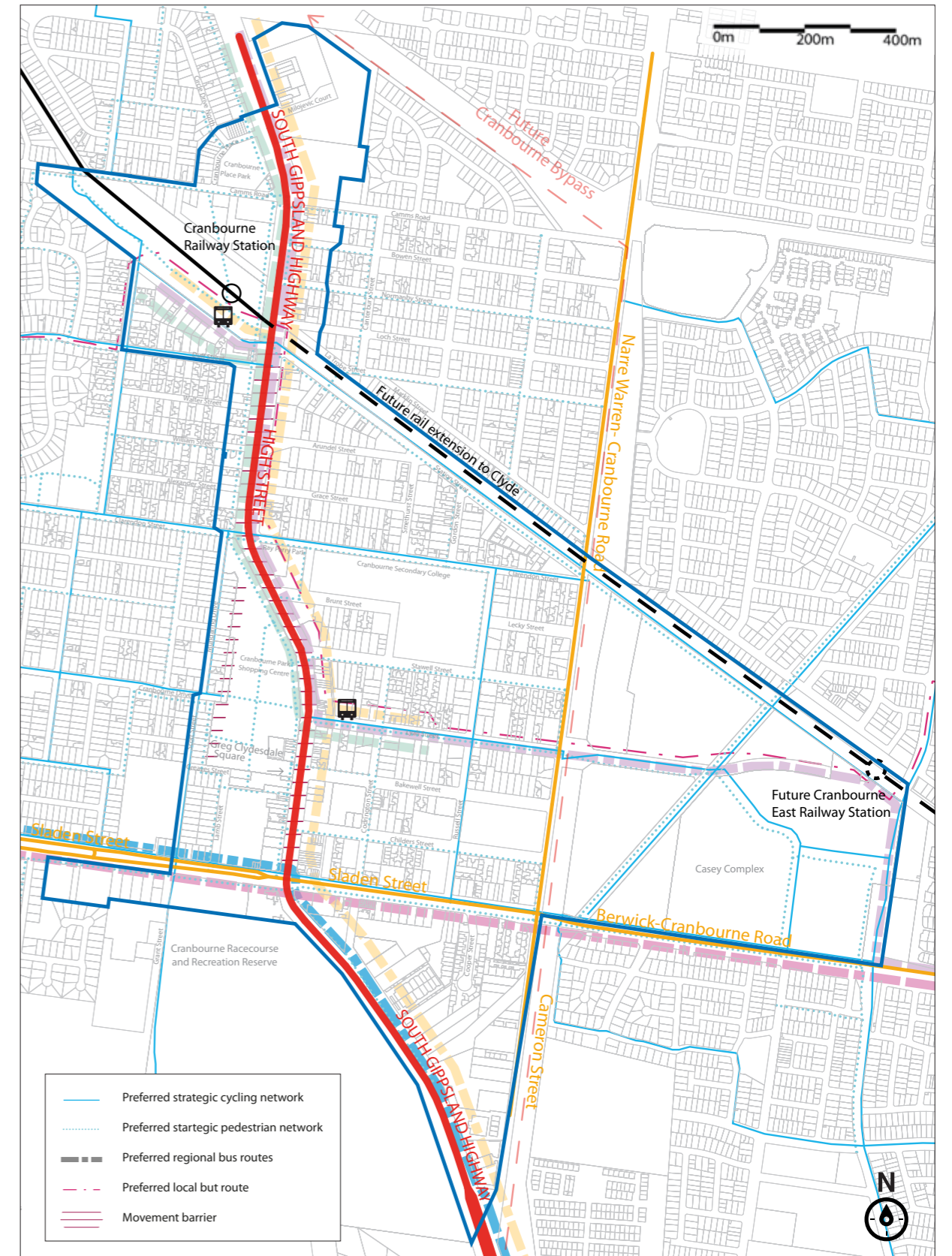
The orderly management of parking and improvements to public areas by Council together with alterations to the South Gippsland Highway and Narre Warren-Cranbourne Road and the extension of the railway line to

Clyde would together make a significant positive impact on the overall functionality and accessibility of the Cranbourne Town Centre.

### Objectives

- » Prioritise and support sustainable transport modes to assist in providing legitimate transport choice.
- » Improve connectivity within the Cranbourne Town Centre.
- » Improve pedestrian and cycling infrastructure (including end-of-trip facilities).
- » Use technology to make getting around the Cranbourne Town Centre easier. Explore how dynamic signage, electric and autonomous vehicles may aid connectivity to and from the Cranbourne Town Centre so that residents and visitors can make informed transport choices.
- » Investigate the viability of an on-demand or loop transport service for short trips within the Cranbourne Town Centre and to nearby attractions such as the Cranbourne Gardens, Cranbourne Racecourse and Recreation Reserve and Casey Fields.
- » Locate parking, loading and servicing to the rear and side of new development, ensuring it does not dominate the street scape.
- » Continue advocating to the State Government for improved public transport services including the extension of the Cranbourne Railway Line to Clyde and the construction of the Cranbourne Bypass.

MAP 3: Accessibility







## 4.3 Open space

The Cranbourne Town Centre features an active urban town square and connected plaza spaces, open spaces which support sport and recreation and green passive spaces.

Consultation with the community has helped Council gain an understanding of how open space is currently used in the Cranbourne Town Centre. Large areas of public open space are located outside the Cranbourne Town Centre providing opportunities for both passive and active recreation. These include the Cranbourne Recreation Reserve to the south, Cranbourne Gardens to the south-west and Casey Fields to the south-east.

Recent consultation found the Cranbourne Gardens is the most popular space in the area as well as being a significant tourist attraction as demonstrated by the 2016-2017 visitation numbers (263,956). The Cranbourne Gardens are currently quite disconnected from the town centre and would benefit from improved links as would the Cranbourne Race Course and Recreation Reserve. Casey Fields is the next most popular space and provides a wide variety of active sporting uses as well as a range of spaces for less formal recreation and spaces to gather and socialise.

Within the Cranbourne Town Centre there are a number of smaller diverse open spaces. Greg

Clydesdale Square is the most popular of these followed by Ray Perry Park.

The quality of public open space and street scapes will have an influence on the rate-of-change and future economic viability of the Cranbourne Town Centre. There is great potential to improve connectivity within and between the open spaces in the town centre.

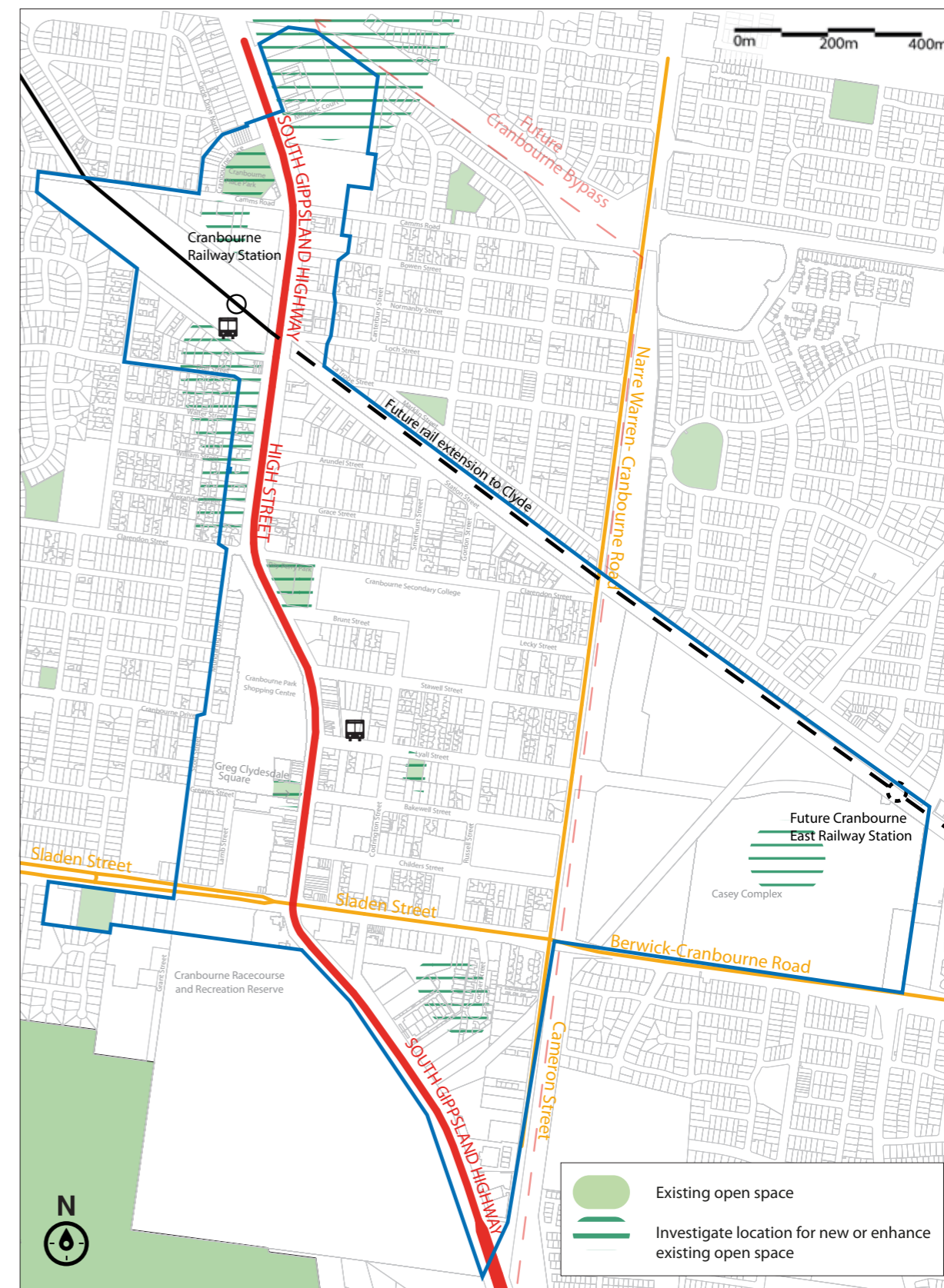
Analysis of the gaps in the open space network has found some spaces will require upgrades into the future to accommodate the expected residential and commercial growth while in some areas new spaces will need to be provided. Improvements to pedestrian connectivity and safety and the quality and character of existing open spaces within the town centre should tie in with existing features such as the Avenue of Honour and Cranbourne Gardens.

### Objectives

- » Provide open spaces with diverse characters that support a range of activities.
- » Incorporate the character and unique features of the Cranbourne Town Centre and surrounds, such as the Cranbourne Gardens, Avenue of Honour and Cranbourne Racecourse and Recreation Reserve into the redesign of open space and future open spaces.
- » Make the Cranbourne Town Centre greener by encouraging and incentivising water re-use, tree planting, productive landscapes and green infrastructure.

- » Facilitate development around Greg Clydesdale Square which supports it becoming an active, pleasant, safe and attractive community space.
- » Plan, renew and investigate the creation of new open spaces where there is an expected increase in demand through population growth.
- » Identify that the Cranbourne Gardens, Avenue of Honour, wide tree-lined residential streets and boulevards are distinctive landscape elements which should be further enhanced and referenced in the design of open spaces.
- » Identify key areas where public open space improvements will have multiple benefits, such as attracting investment in jobs and services, encouraging a range of activities and improving safety and prioritise these in delivery.
- » Improve connectivity between open spaces through way-finding signage and improved paths and links within spaces.
- » Incorporate water sensitive urban design (WSUD) to enhance the streetscape and pedestrian environment.
- » Formalise the ownership of public open space.

MAP 4:  
Open space





## 4.4 Services

The Cranbourne Town Centre has accessible and diverse services and facilities which respond to community needs.

The Cranbourne Town Centre has a range of Council and non-council run community services and facilities. Most of these are centred around the High Street and Casey Complex. These facilities play a role in providing services to the Cranbourne community as well as residents all throughout Casey's south and beyond.

The Cranbourne community has a high proportion of recent arrivals to Australia and people from non-English speaking background. While there are a number of young families, there is also an ageing population so facilities and services need to cater for a wide variety of needs for different ages and stages in life.

The existing facilities in the Cranbourne Town Centre are mostly stand-alone single purpose facilities, so residents are often making multiple trips within the area when they want to access more than one service or facility. Anticipated demand for community facilities is expected to increase and existing facilities and services are seeking to expand to cater to a growing and increasingly diverse population.

New facilities will be needed to meet this demand. Where existing services and facilities are looking to expand, this should involve the

integration and consolidation of a number of compatible uses. This is where a range of services and facilities are located near each other or in the same building. Well-located integrated community hubs which are flexible and provide diverse services, better support the community and improve health and well-being outcomes.

Existing facilities and services may need to be moved from their current location to allow for the appropriate development of integrated community hubs. It is understood that two of these facilities are required, with a preferred location being in the core of the Cranbourne Town Centre near Greg Clydesdale Square and at the Casey Complex. Further investigation will ensure these facilities are appropriately located and meet the needs of a diverse and growing population.

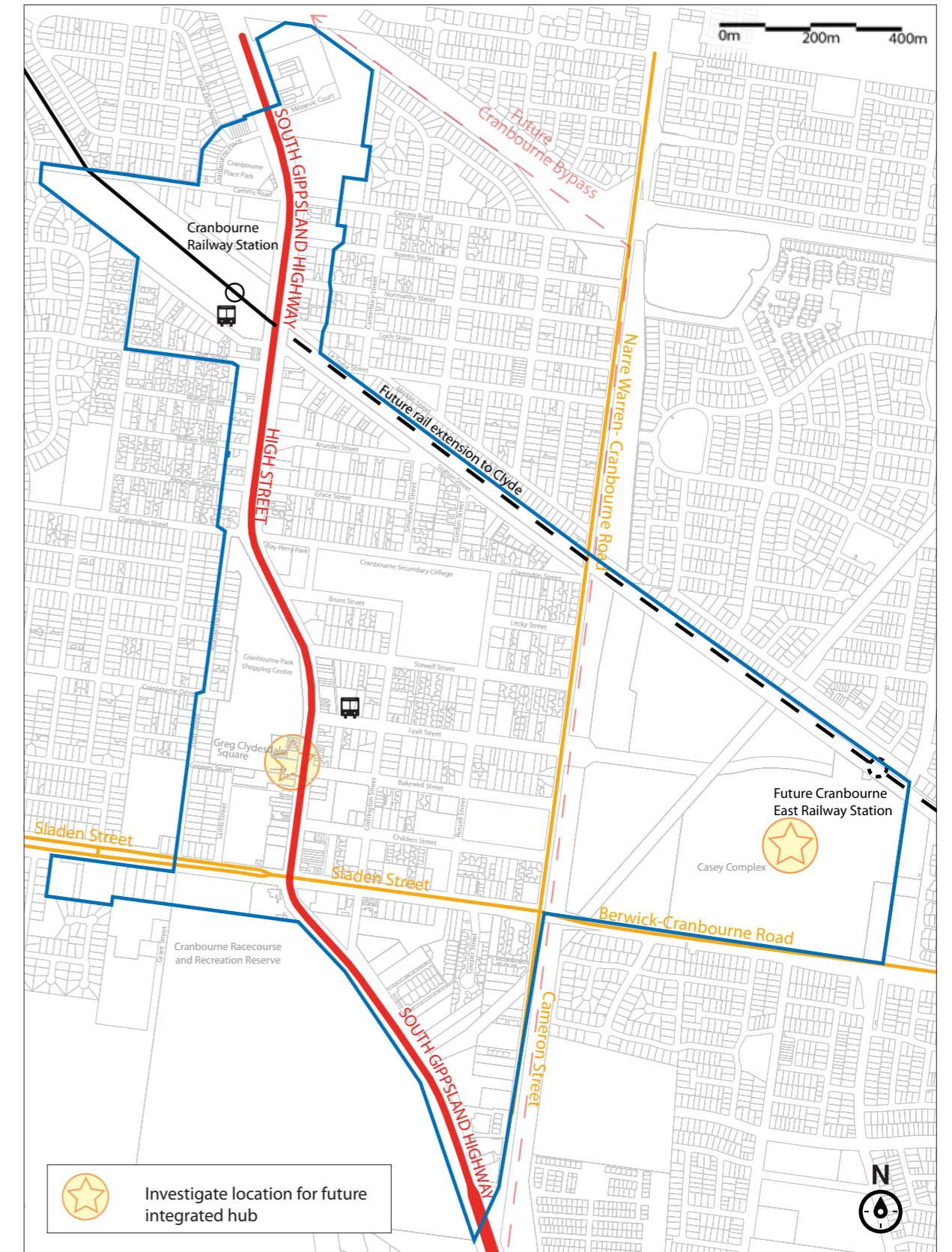
### Objectives

- » Meet community needs by providing culturally safe and appropriate facilities where diversity is welcomed and inclusivity encouraged.
- » Balance the desire to have more commercial space with community services and facilities so that they are well located and easily accessible by public and active transport.
- » Apply a transparent and service driven approach to the provision of community services and facilities to meet expected demand.
- » Future-proof new facilities by making them integrated, flexible and smart.



- » Appropriately locate new facilities with complementary adjoining uses in areas which are easily accessible by sustainable transport modes.
- » Advocate to the State Government for a support and safety hub to be located in the Cranbourne Town Centre.
- » Investigate collaboration and partnerships with Government agencies, community service organisation, not-for-profit organisations and the private sector to achieve holistic and seamless service delivery.
- » Explore how improved connections along Lyall Street can strengthen the link between facilities in the Casey Complex and the core town centre area.
- » Advocate for the Cranbourne Town Centre to be a preferred location for new and expanded State Government Services.
- » Prioritise the development of an integrated community hub in the core Cranbourne Town Centre area.

MAP 5: Services





## 4.5 Built environment

The Cranbourne Town Centre is smart, active and sustainable, it is a place people want to linger, they feel comfortable and safe; it supports a range of activities, jobs and housing.

The built form of the Cranbourne Town Centre tells the story of how it has grown and changed over time with distinct areas of commercial, industrial and residential buildings, consistent with a rural township becoming an outer suburb of Melbourne transitioning into a significant activity centre in the region.

Existing buildings throughout the town centre are primarily 1-2 storey, with some larger commercial buildings throughout. It is expected that residential and commercial development will be concentrated in the Cranbourne Town Centre in order to support the expected future demand. These building types are still apparent throughout Cranbourne, and it is expected that growth and development will contribute positively to the centre's image.

Land around the Cranbourne Railway Station should encourage transit oriented development and contribute to making the station a more attractive area. Higher density residential and mixed-use development in this location together with commercial

development in the High street north area should positively contribute to the image of the centre, creating an attractive public environment which draws people down through to the High Street area.

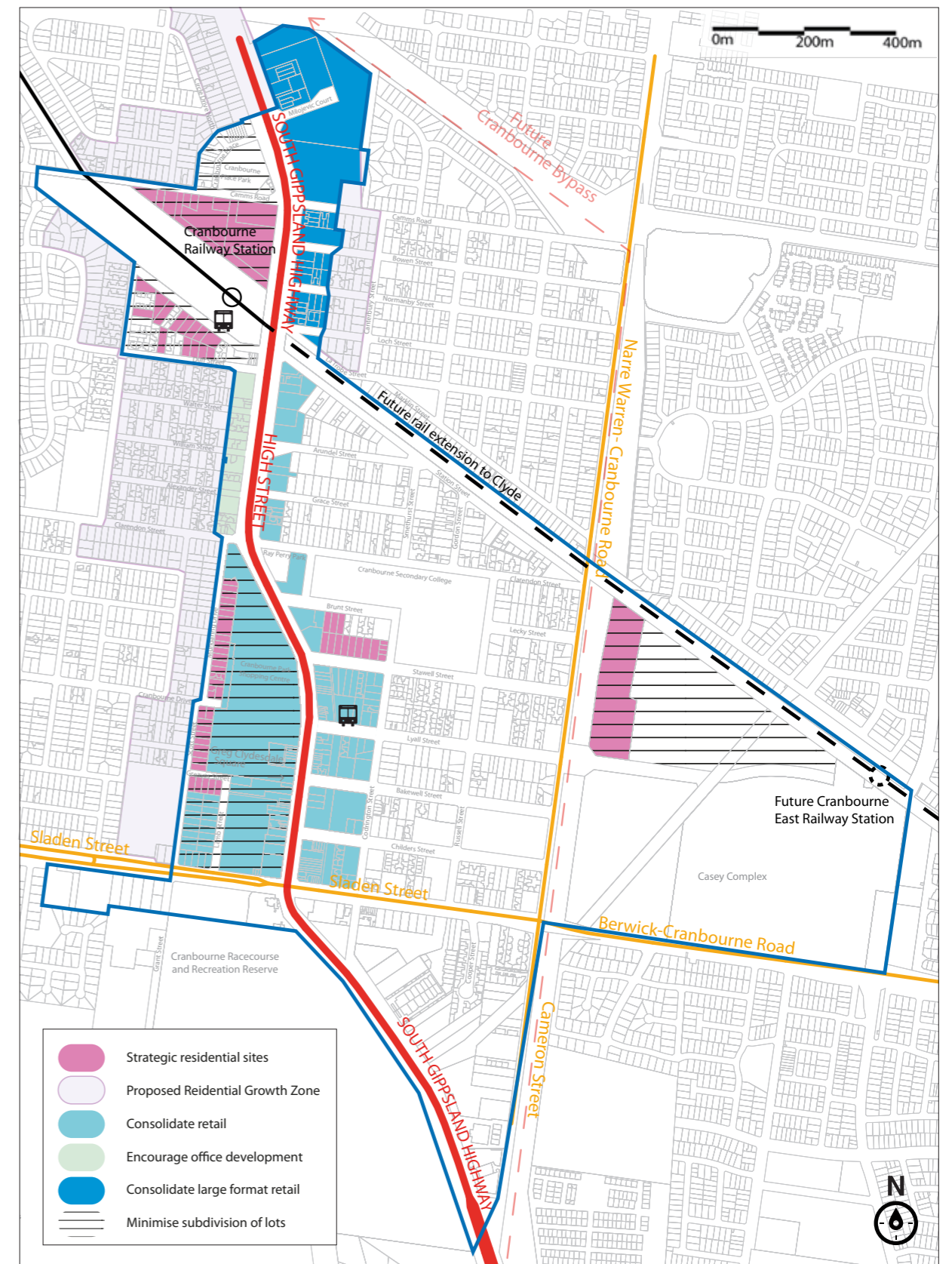
The built environment should be designed in a site responsive manner, incorporating best practice environmentally sustainable design principles to support resilience and sustainability in the community. New buildings should be appropriately designed with glazing and active uses at the ground levels and maintain good sight-lines with canopies or balconies above providing weather protection and passive surveillance. This will contribute to creating a vibrant town centre, particularly in retail areas. Commercial buildings should include reception or customer service areas fronting the street.

New buildings together with upgraded street scapes will support a more vibrant public environment with places to go and things to do. Public improvements to the town centre are expected to attract increased private investment and redevelopment of the centre over time. As new development occurs to meet the expected demand it is important that the built environment is carefully considered, so that the Cranbourne Town Centre is a safe, active and resilient place which supports a range of job opportunities and services.

### Objectives

- » Focus community activities around High Street and particularly Greg Clydesdale Square to assist in establishing a sense of place.
- » Explore how the renewal of Council facilities will encourage further investment in the Cranbourne Town Centre to guide future capital works.
- » Create a vibrant centre by encouraging a diversity of activities which span throughout the day and night.
- » Ensure that future infrastructure improvements contribute to the Cranbourne Town Centre being an active and vibrant centre.
- » Maintain and enhance existing lane-ways and through-block access points to improve pedestrian permeability.
- » Buildings which exceed the preferred heights specified in each precinct will be subject to a performance based assessment.
- » Encourage built-form that demonstrates ecologically sustainable development.
- » Encourage building design with active frontages and windows or balconies at upper levels to achieve passive surveillance of public areas. Blank walls should be avoided and where practical include windows and openings.
- » Avoid solid high front fences; security fencing should be attenuated with landscaping.
- » Develop a program of free events building on the success of the GP Run.

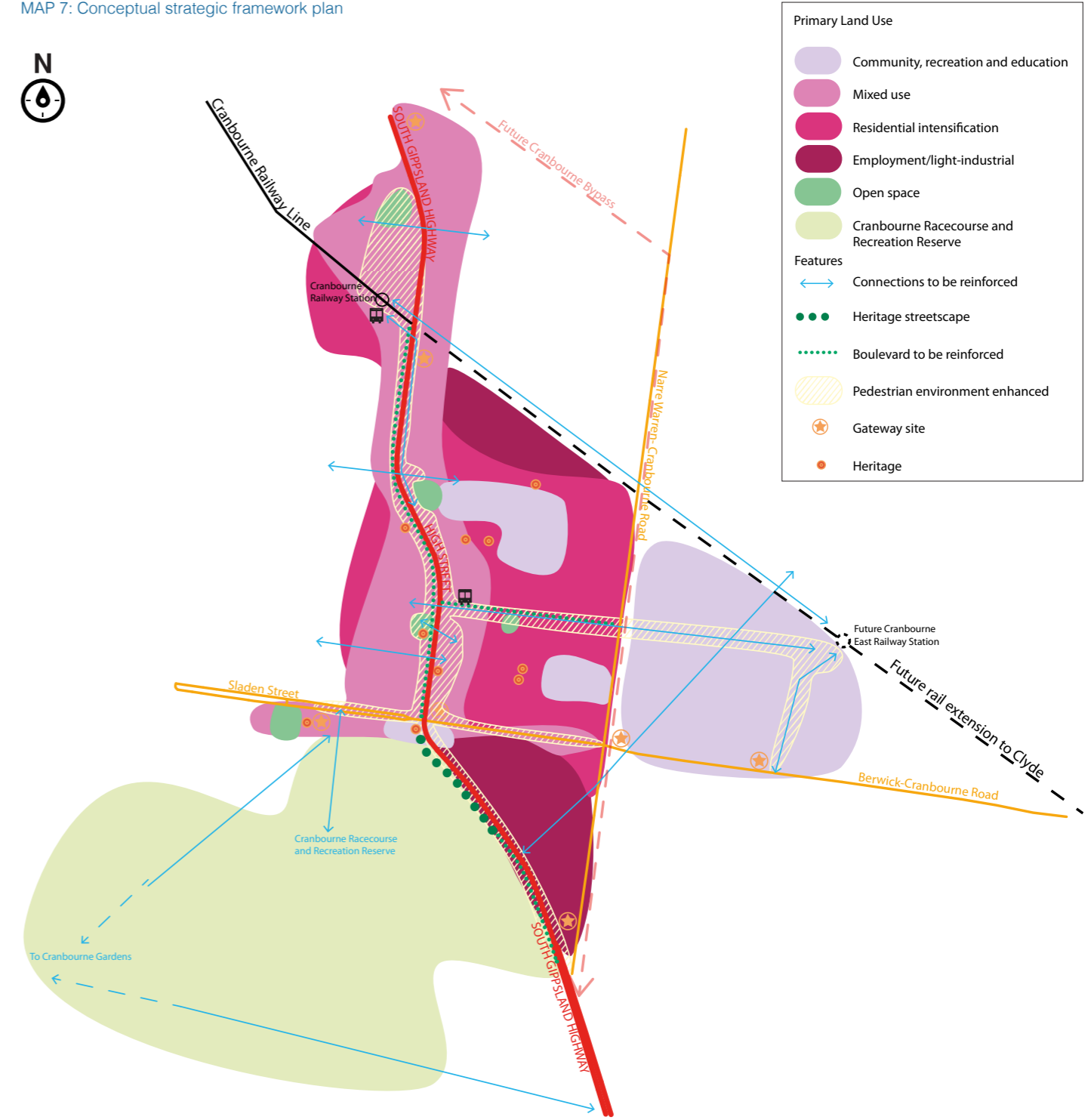
MAP 6:  
Built  
environment





# 5.0 Strategic Framework

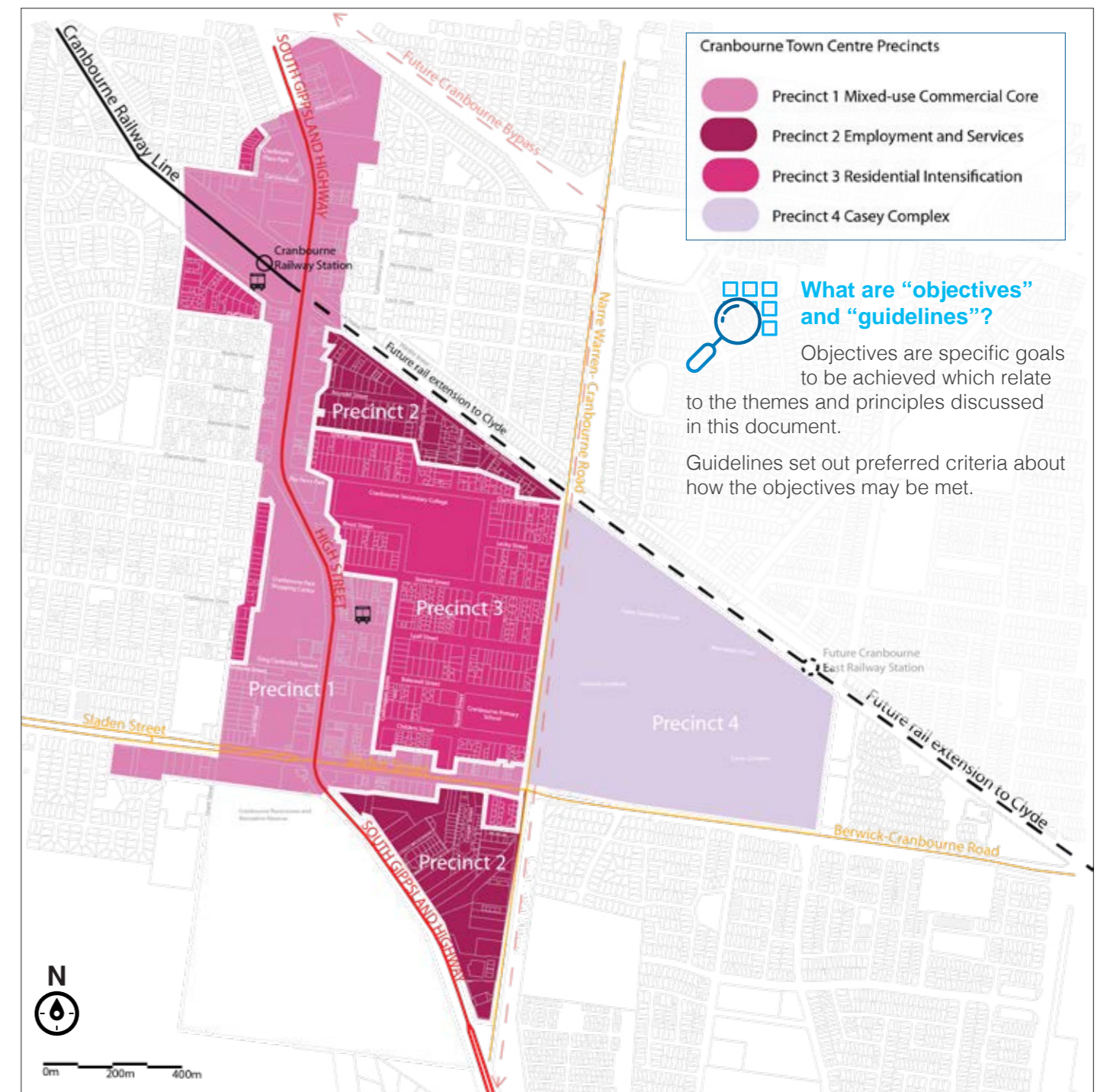
MAP 7: Conceptual strategic framework plan





## 6.0 Precinct Plan

MAP 8: Precincts plan





## 6.1 Precinct 1: Mixed-use Commercial Core

### 6.1.1 Overview

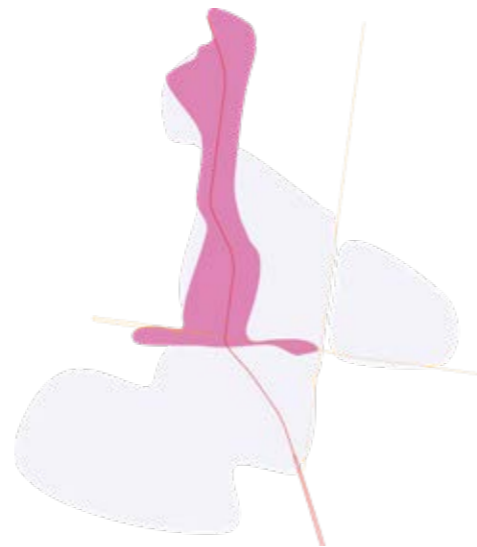
This precinct forms the northern gateway into the centre and the primary commercial core area. There are unique opportunities for substantial integrated mixed use developments where there are large vacant lots to the north of the precinct and around the Cranbourne Railway Station.

Office and business development is encouraged throughout but particularly in the area between Camms Road and Clarendon Street. Retail development and entertainment uses are encouraged in the area south of Clarendon Street as well as along Sladen Street. Medical and service-based businesses are expected to be attracted to the area around the Monash Health facility but may be located throughout the precinct.

### 6.1.2 Objectives

1. Facilitate high quality building and landscape design; gateway sites should signify a sense of arrival and positively contribute to the image of the Cranbourne Town Centre.

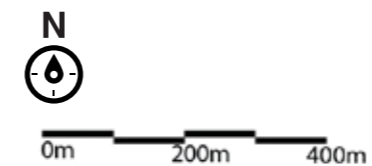
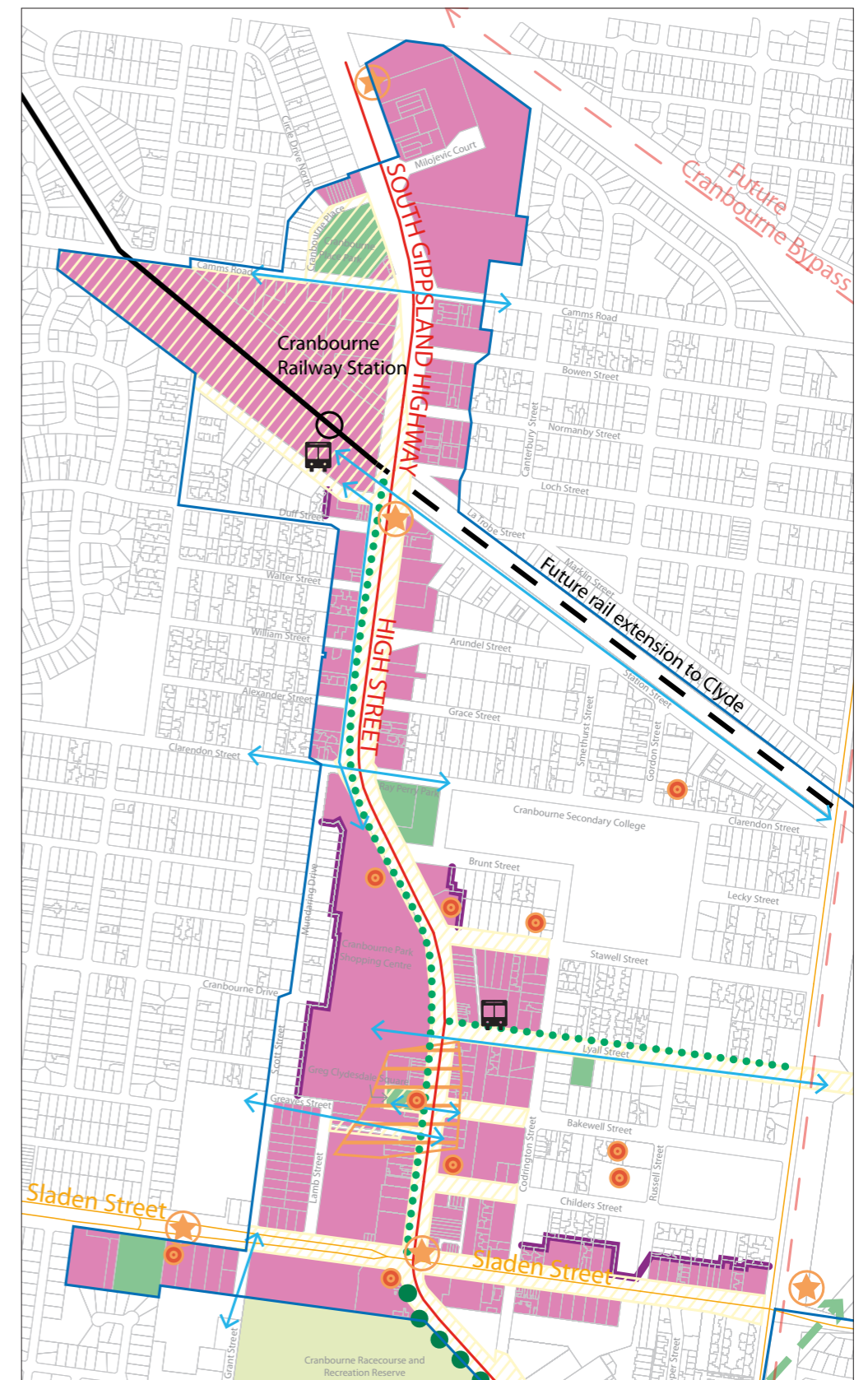
2. Locate a diversity of retail and commercial businesses appropriately with finer grain retail and active uses supported along the South Gippsland Highway/High Street and Sladen Street. Larger format uses may be located north of Camms Road.
3. Support residential development above retail or commercial uses at the ground floor throughout the precinct, particularly around Cranbourne Railway Station.
4. Avoid residential development in areas which encourage large-format retail or light-industrial uses.
5. Create and support a pedestrian friendly environment which is comfortable and easy to navigate particularly around key public spaces, the High Street activity and commercial core and around Cranbourne Railway Station.
6. Create and support an urban and civic heart around Greg Clydesdale Square as a primary public space. Adjoining commercial use should complement the space.



7. Establish secondary break-out plaza spaces around Bakewell Street and Lyall Street to encourage activity throughout the centre.
8. Encourage the establishment of a cinema, restaurants and other entertainment uses in the precinct to support a range of day and night-time activities.
9. Facilitate place-making opportunities which encourage activity as temporary events in public areas.

MAP 9: Precinct 1 Mixed-use Commercial Core

- Mixed use
- Open space
- Cranbourne Racecourse and Recreation Reserve
- Activity centre boundary
- Residential interface
- Heritage streetscape
- Boulevard to be reinforced
- Open space link to be enhanced
- Connection to be reinforced
- Pedestrian environment enhanced
- Integrated community hub (exact location to be determined)
- Gateway to be enhanced
- Heritage



**PRECINCT**  
**1**  
Mixed-use Commercial Core



**6.1.3 Guidelines**

1. Support a preferred building height of 17-20 metres throughout the precinct with a preferred street-wall height of 11 metres and upper level setback of 5 metres.
2. Redevelopment of Cranbourne Park Shopping Centre or existing at-grade car parking of 1000sqm or greater must include street scape improvements, active transport links, facade activation and achieve net community benefit to demonstrate how it supports the themes and principles of this structure plan.
3. Any redevelopment of Cranbourne Park Shopping Centre of 1000sqm or greater must include improvements to Greg Clydesdale Square.
4. Facilitate redevelopment of large sites near Cranbourne Railway Station that improves existing and provides new active transport links to the station.
5. Improve the pedestrian environment by encouraging awnings and porticos which may extend into the front setback or over footpaths.
6. Encourage new development which includes active commercial or retail uses at ground level, particularly fronting South Gippsland Highway, High Street and Sladen Street.
7. Larger-format commercial development should be setback from sensitive residential interfaces, include landscape buffers and finer grain commercial uses at ground level along street frontages.
8. Facilitate dining and other entertainment uses adjoining public squares, plaza spaces and along High Street.
9. Strengthen and improve the connection between High Street and residential areas to the west.

FIGURE 4: Bakewell Plaza concept - subject to further investigation and detailed design



FIGURE 3: Indicative built-form for gateway/corner site

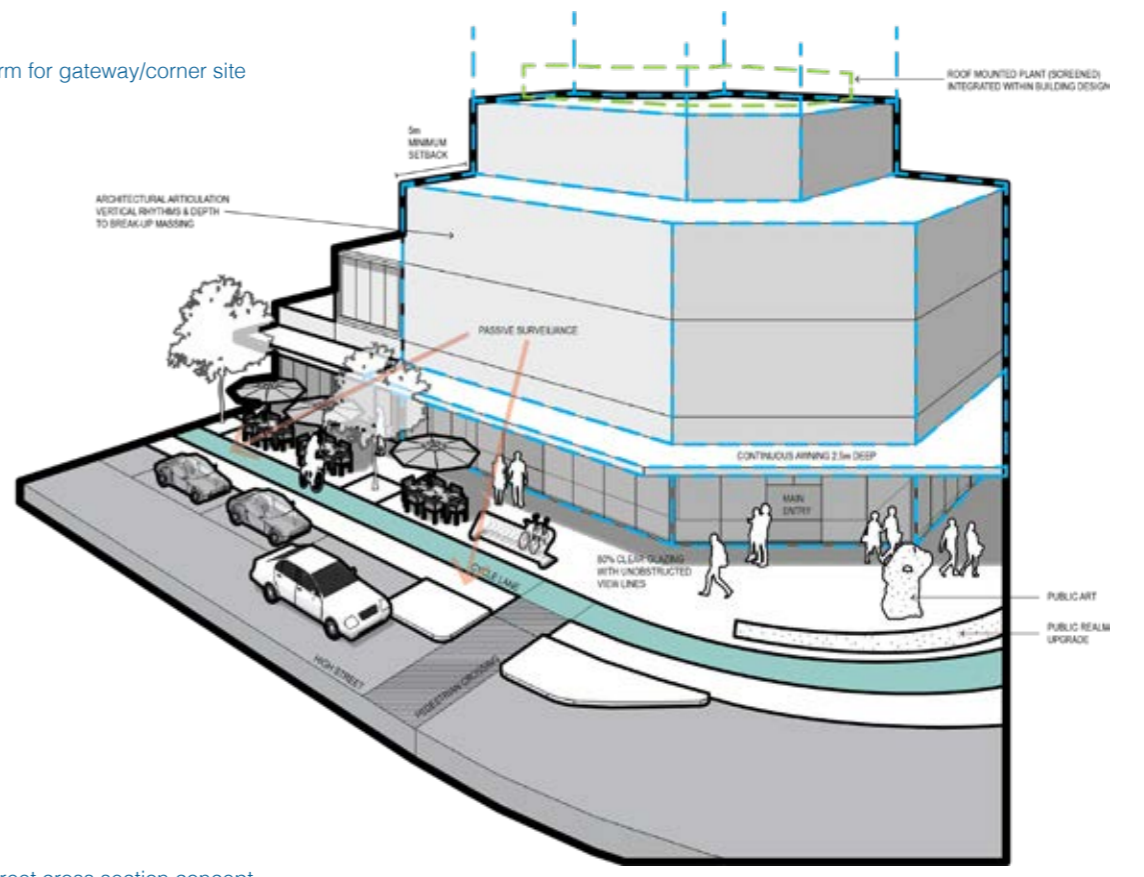


FIGURE 5: Bakewell Plaza street cross section concept - subject to further investigation and detailed design

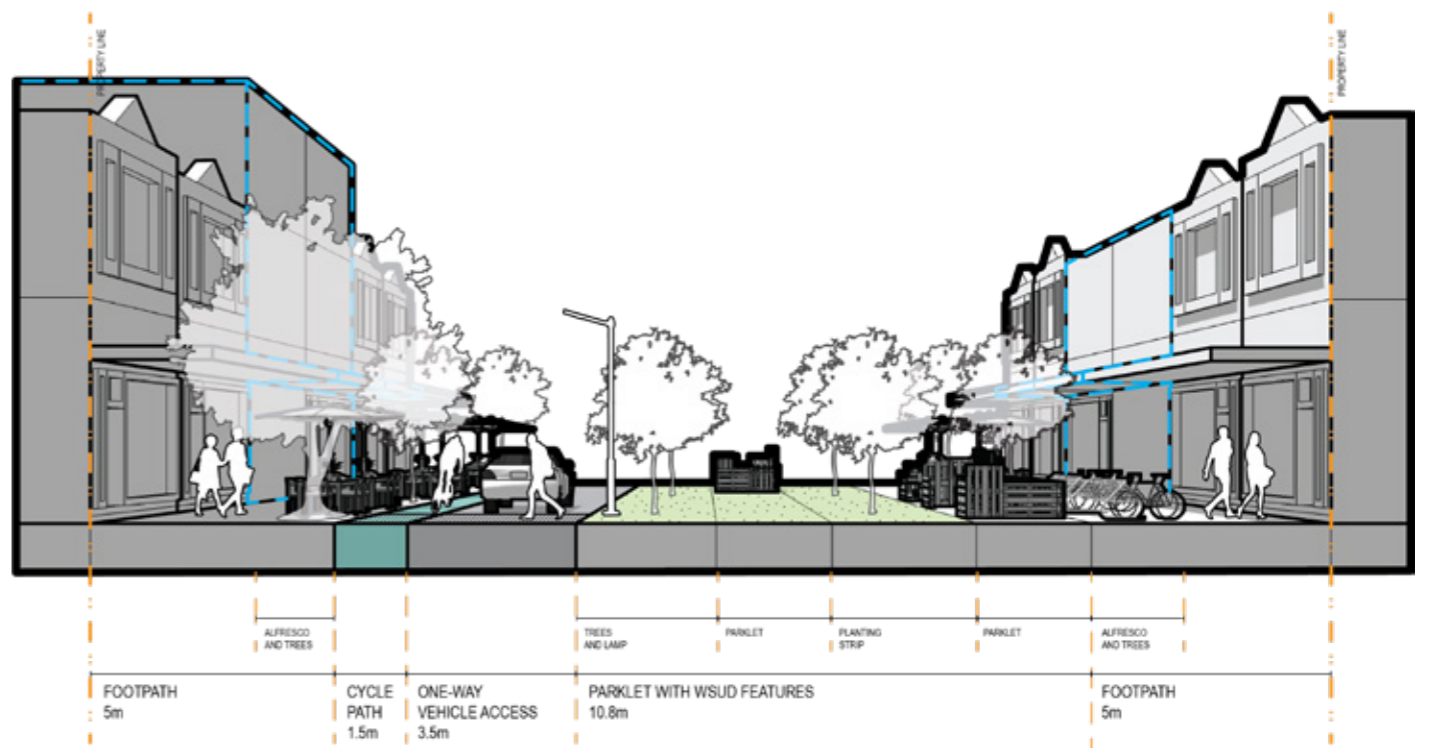




FIGURE 6: Preferred built-form - indicative High Street redevelopment of larger/consolidated site

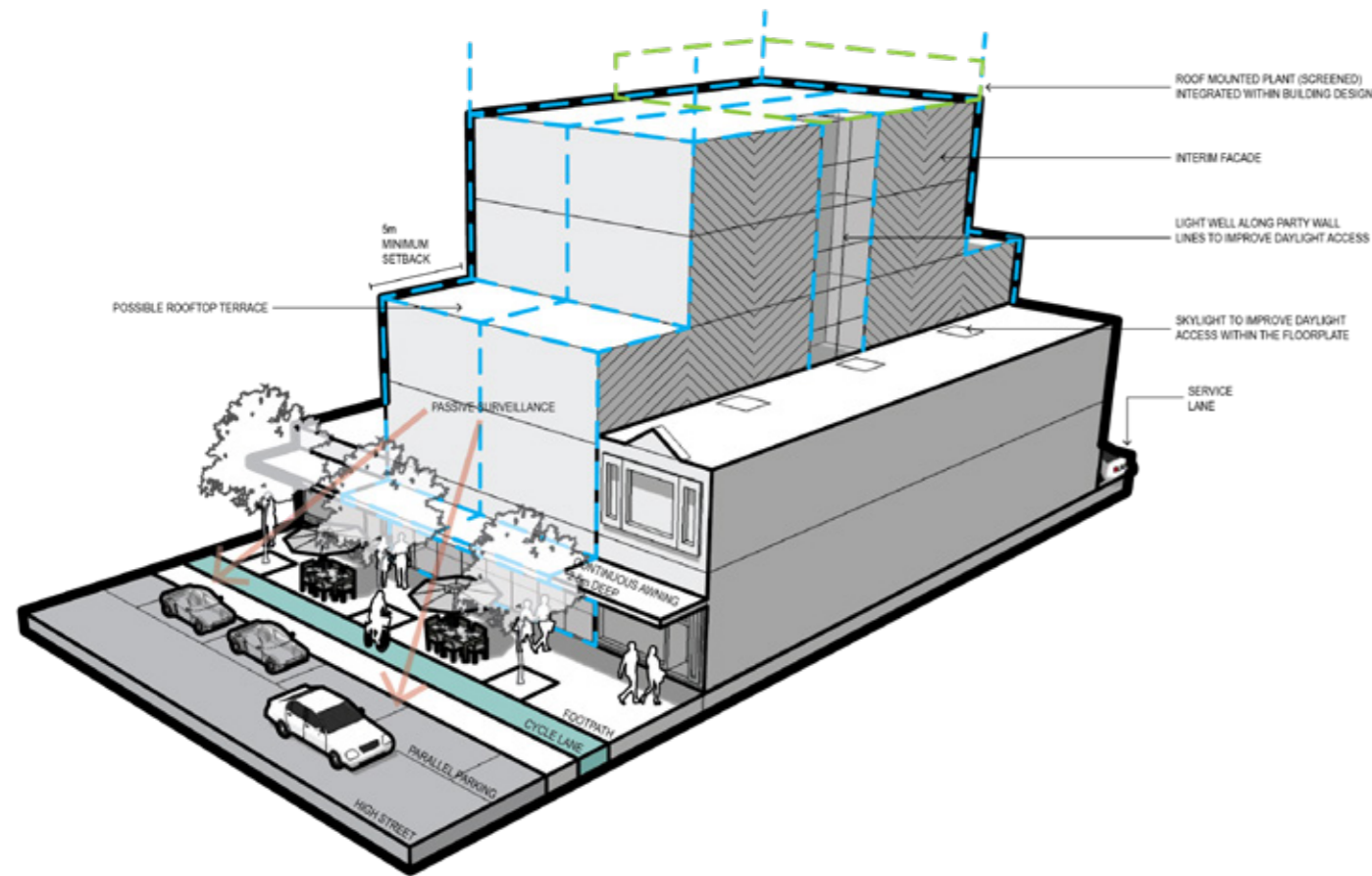


FIGURE 7: Preferred built-form - indicative High Street redevelopment

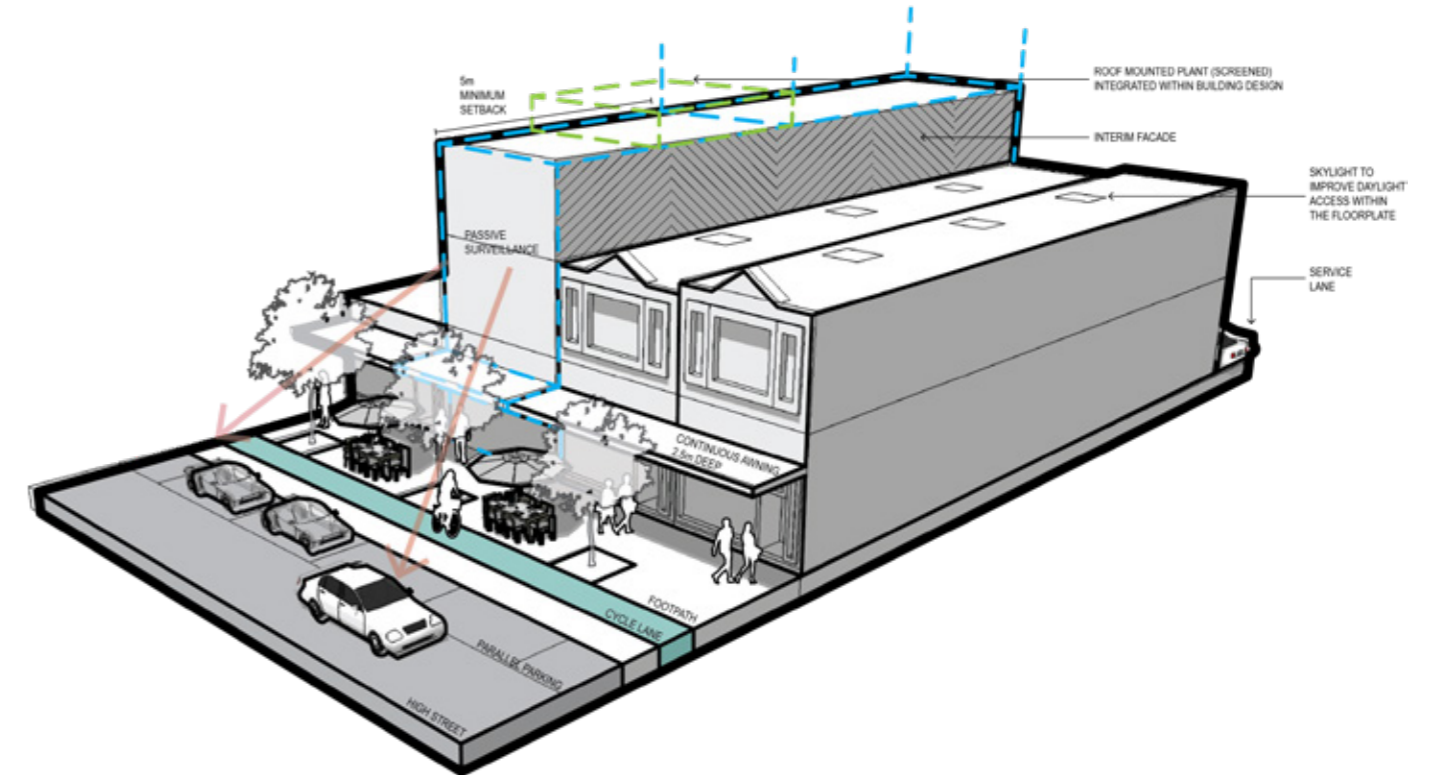
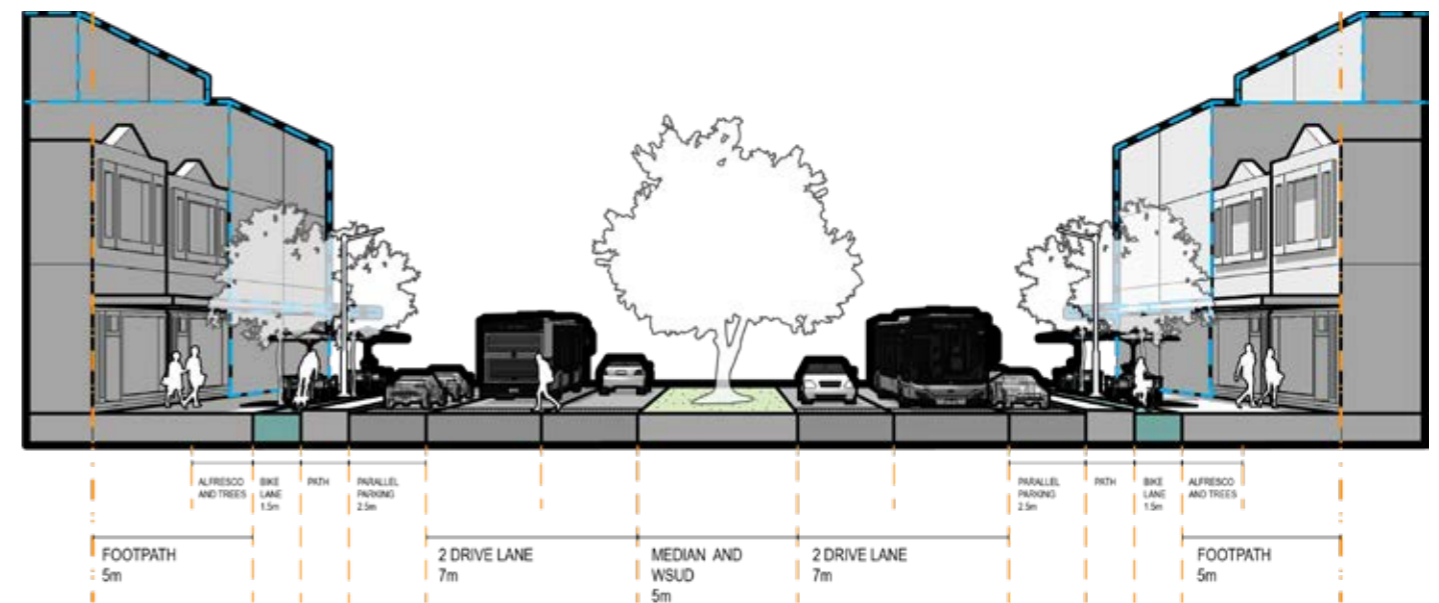


FIGURE 8: Indicative cross-section High Street (between Sladen Street and Cranbourne Railway Station) - subject to further investigation and detailed design







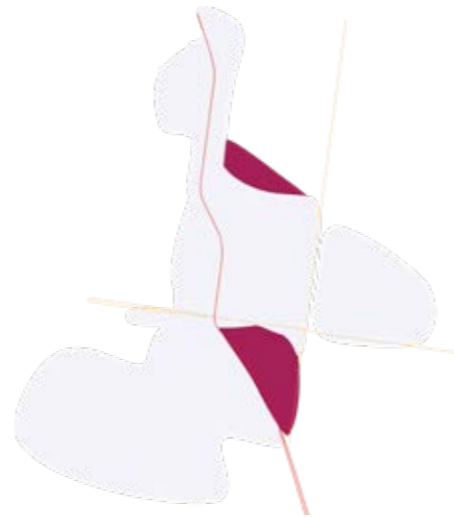
## 6.2 Precinct 2: Employment and Services

### 6.2.1 Overview

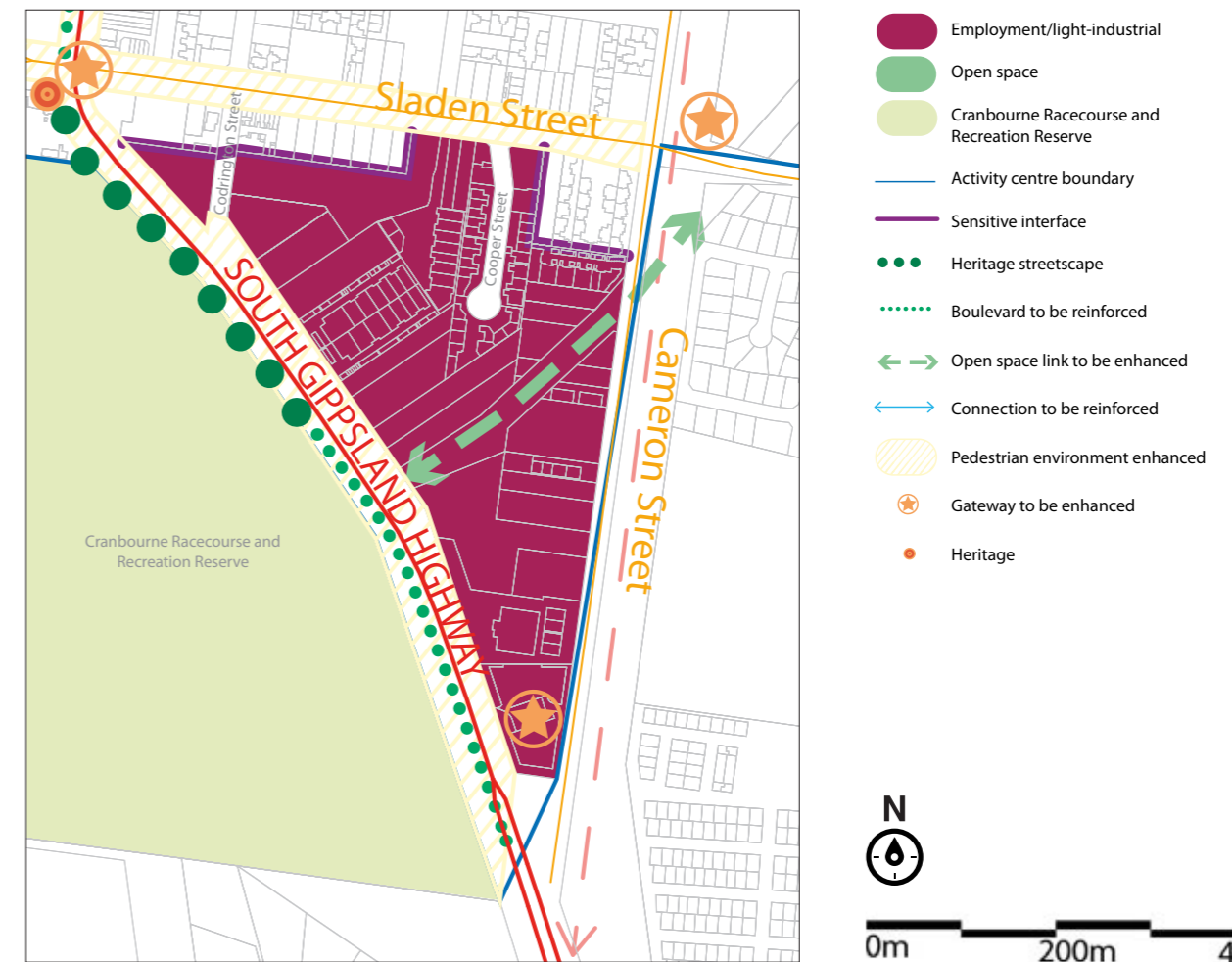
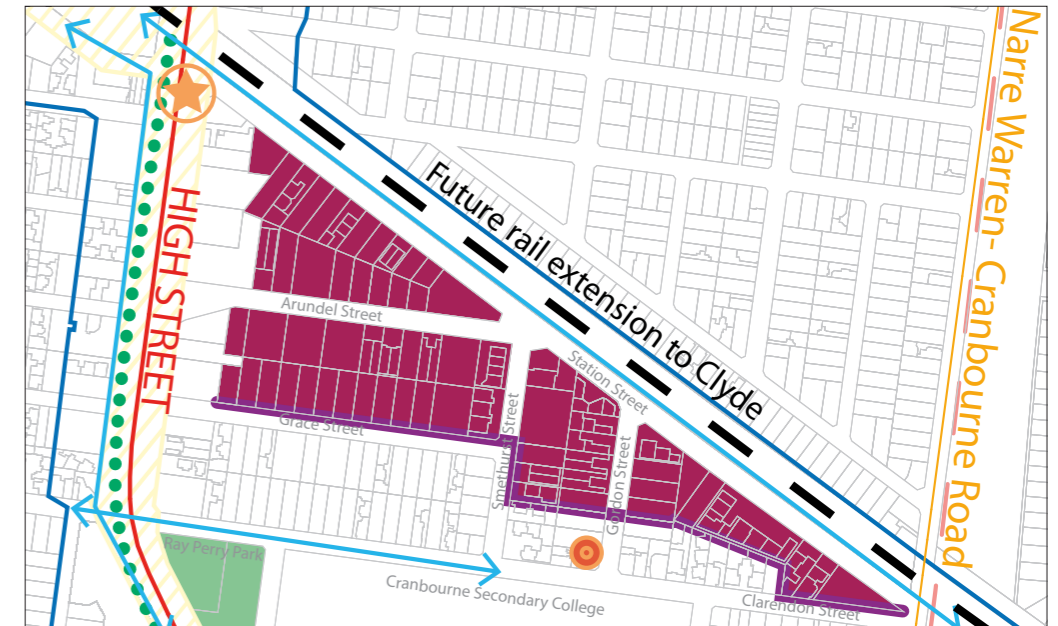
Made up of the existing northern industrial area and the southern gateway to the Cranbourne Town Centre, this precinct plays a significant role as both a gateway and key commercial redevelopment area. Over time a greater diversity of employment generating uses are expected to establish, such as office developments, small-scale industrial and manufacturing uses, showrooms and other non-commercial retail uses.

### 6.2.2 Objectives

1. To provide an attractive southern gateway to the Cranbourne Town Centre.
2. To encourage business and employment opportunities including small and medium sized industry and local service businesses.
3. To improve interfaces with residential and other sensitive land uses and minimise off-site amenity and human health impacts through siting, landscaping, engineering measures and appropriate building design.
4. To create and promote attractive streetscapes through landscaped front setbacks and good building design.
5. To support a transition from industrial to more commercial-based industries.
6. To provide attractive street scapes and improved amenity within the precinct by drawing on existing landscape elements such as the Avenue of Honour and the Cranbourne Gardens.



MAP 10:  
Precinct 2 Employment and Services





**6.2.3 Guidelines**

1. Support a preferred building height of 14 metres; higher built-form may be considered on gateway sites.
2. Buildings are to be setback from the street and include a 3 metre landscaped buffer along street frontages to allow for tree planting.
3. Buildings greater than 11 metres should include a 5 metre upper level setback.
4. Metre boxes, plant, equipment and other services should be setback from the street and appropriately screened.
5. Commercial development should include common spaces such as internal foyers or courtyards.
6. Large buildings should be well-designed including variation in facade treatments (such as recessed or projecting architectural elements), materials, details, surfaces, colours and textures.
7. Development of industrial and infrastructure uses which adjoin areas where residential development is encouraged should actively address potential human health and amenity impacts and demonstrate that they have used appropriate measures such as landscaping, acoustic treatment, engineering and building sitting and design to minimise these impacts.
8. Retail uses will not be permitted (except for lots fronting Sladen Street) unless they are ancillary to another use.

9. Encourage high amenity office and commercial development along Sladen Street and the South Gippsland Highway.
10. Encourage continued business and employment opportunities throughout the precinct.
11. Encourage significant public artwork or buildings of high architectural quality on gateway sites.
12. Street trees with a generous canopy should be the dominant element of the street scape along the South Gippsland Highway and High Street.

FIGURE 9: Indicative built-form - gateway site intersection South Gippsland Highway and Cameron Street



FIGURE 10: Preferred built-form - precinct 2 light-industrial/commercial development adjoining residential interface

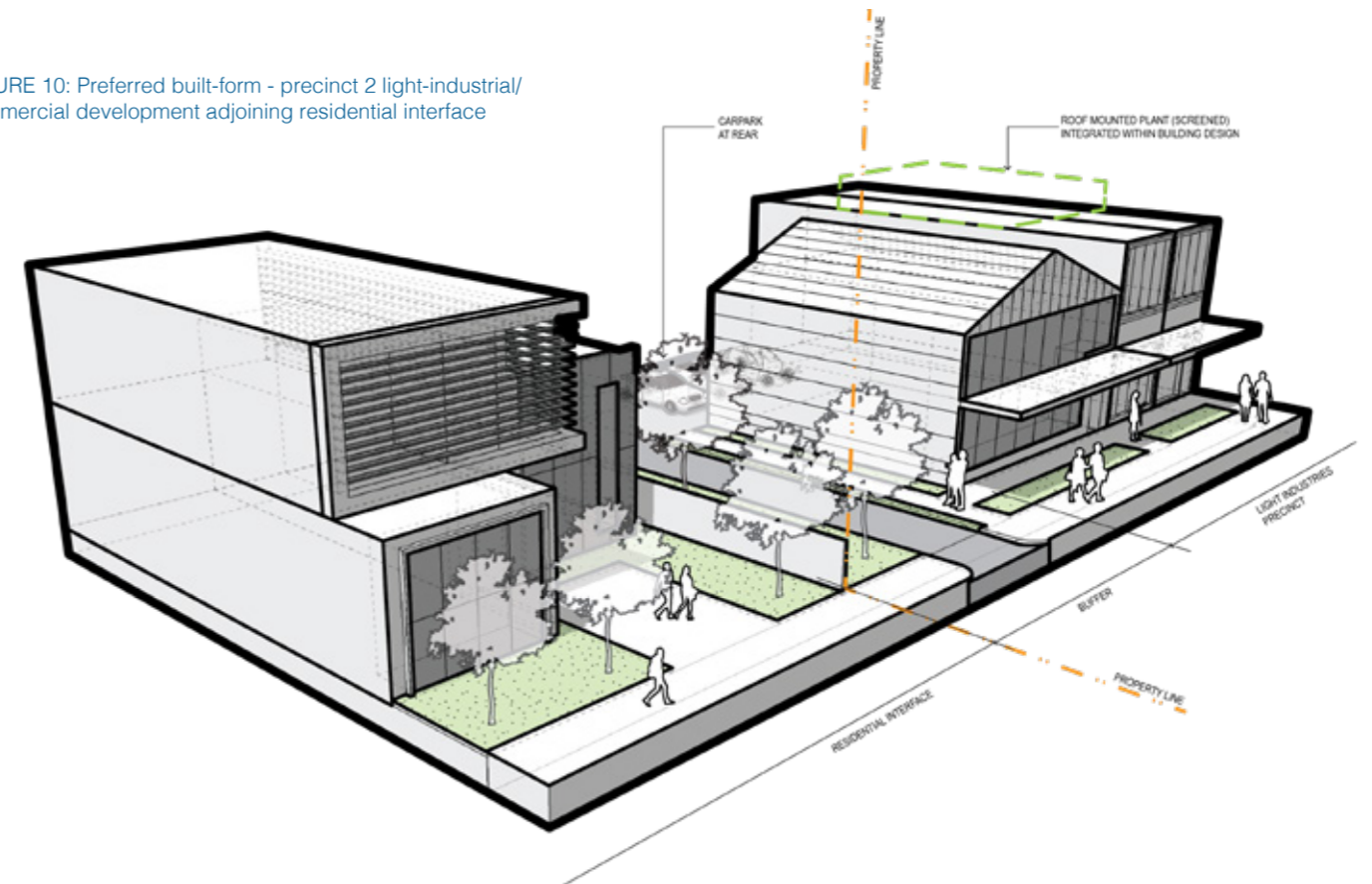
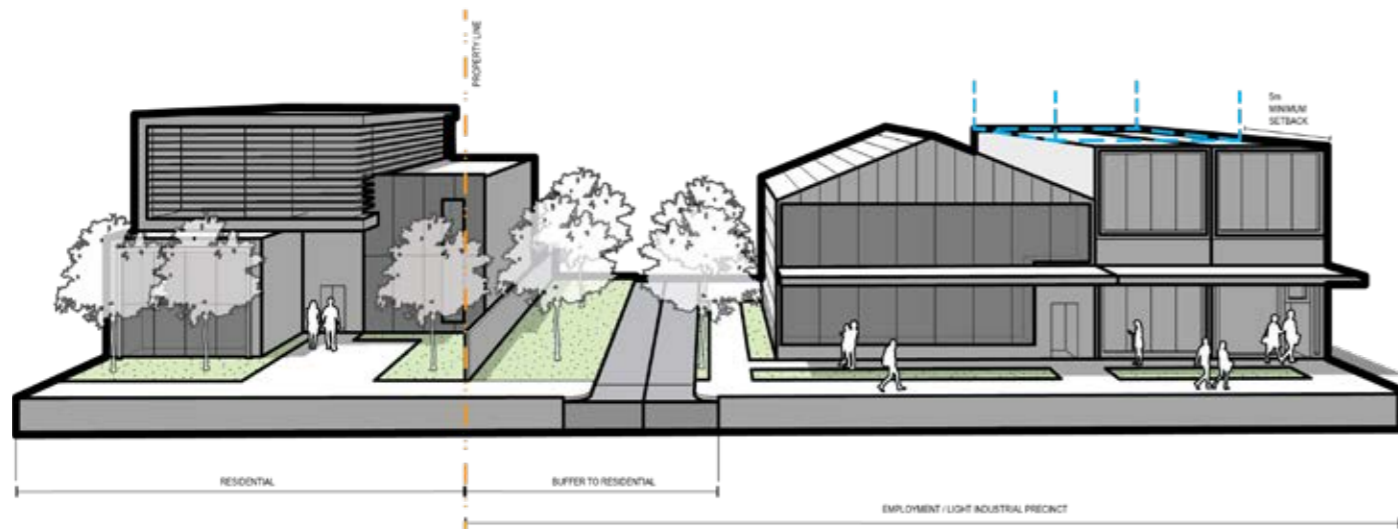




FIGURE 11: Indicative built-form - precinct 2 light-industrial/commercial development with active uses at ground floor



FIGURE 12: Preferred built-form - precinct 2 light-industrial/commercial development adjoining residential interface





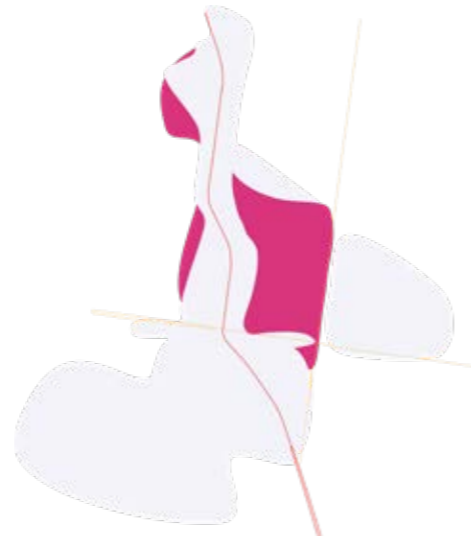
## 6.3 Precinct 3: Residential Intensification

### 6.3.1 Overview

Residential intensification is expected to continue throughout the precinct. Densities will likely increase overtime as demand does; it is expected that town-house development and small unit and apartments developments will occur in the short term. Lot consolidation is encouraged to facilitate higher density redevelopment. Medical and childcare centres may be permitted where they don't adversely impact surrounding dwellings.

### 6.3.2 Objectives

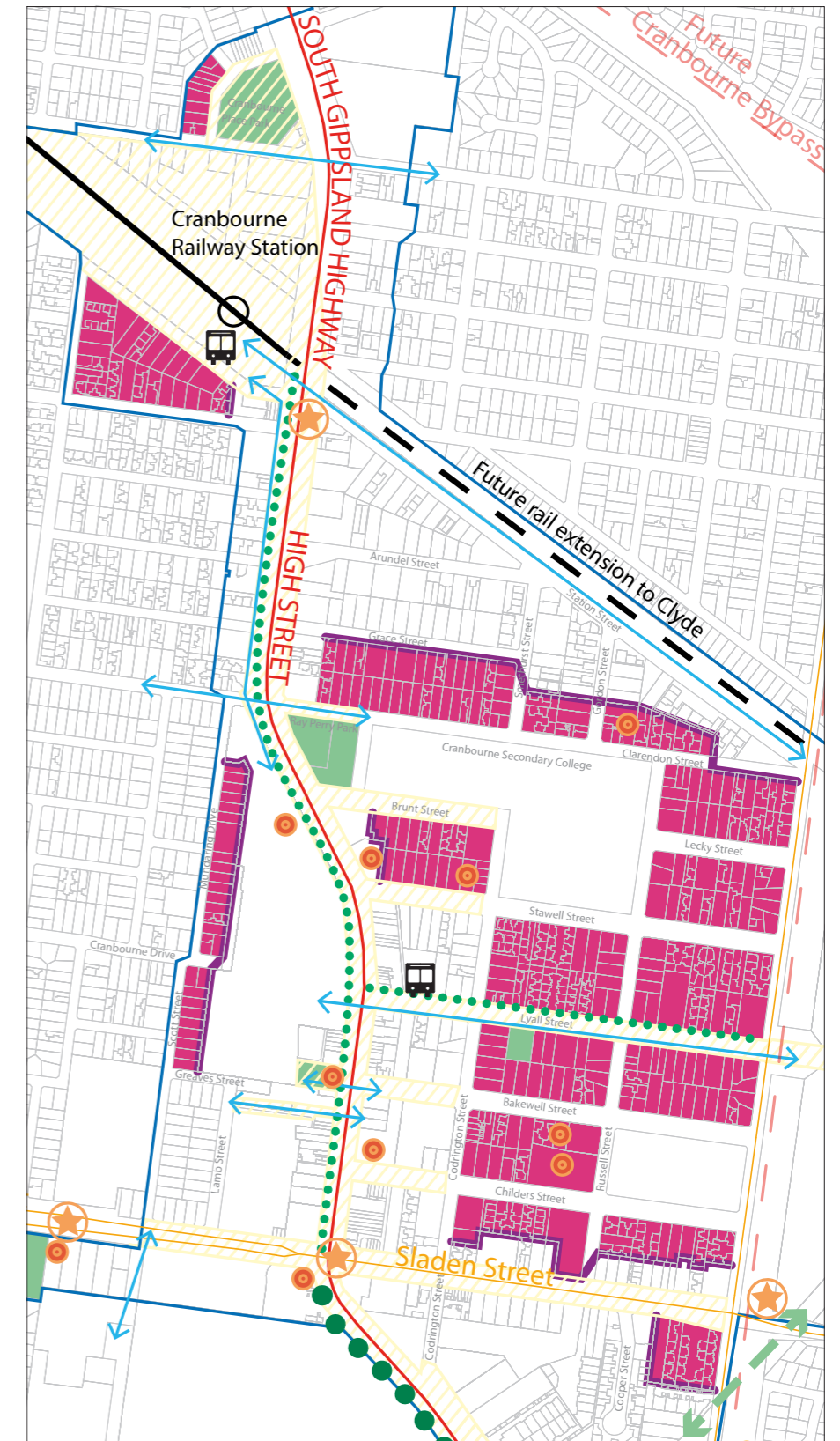
1. To increase housing diversity.
2. To ensure new development achieves a high standard of internal amenity including solar access, air circulation and privacy.
3. To encourage site consolidation to facilitate higher density housing.
4. To encourage landscaping which contributes positively to the streetscape and provides a clear delineation between public and private space.
5. To develop Lyall Street as the primary east-west link between the retail core and Casey Complex.



MAP 11: Precinct 3 Residential Intensification

- Residential intensification
- Open space
- Cranbourne Racecourse and Recreation Reserve
- Activity centre boundary
- Commercial interface
- Heritage streetscape
- Boulevard to be reinforced
- Open space link to be enhanced
- Connection to be reinforced
- Pedestrian environment enhanced
- Gateway to be enhanced
- Heritage

0m 200m 400m





### 6.3.3 Guidelines

1. Support a preferred building height of 13.5 metres and front setback of 5 metres throughout the precinct.
2. Encourage town-house and apartment developments and particularly one and two bedroom dwellings to support an increase in housing diversity.
3. Greater consideration will be given to higher built form and density for well-designed proposals on consolidated sites.
4. Translucent architectural elements, such as balconies, may extend into the front setback to encourage building articulation.
5. Materials should be attractive, durable and easy to maintain.
6. Side and rear setbacks should provide for good levels of solar access, air circulation, privacy and landscaping.
7. South-facing habitable rooms should be avoided; where this cannot be avoided, design solutions should allow for as much solar access as possible and natural air circulation.
8. Balconies should have a minimum width of 2 metres and be free of clothes lines, airconditioning units or other services; where this cannot be avoided these items should be screened or concealed in the building design.
9. Parking should not be provided in front of buildings.
10. All development should include tree planting in the front and rear setbacks.
11. Solid front fences and primary ground level secluded private open spaces in the front setback are discouraged.
12. New or an intensification of residential development near existing commercial and industrial areas should include acoustic protection.
13. Small scale non-residential uses may be included as part of an apartment development where there are minimal on and off-site adverse amenity impacts.
14. The preferred location for stand-alone non-residential uses (such as medical centres and child care centres) is outside this precinct; they may be considered where there are minimal off-site amenity impacts.



FIGURE 13: Indicative built form and streetscape - Lyall Street





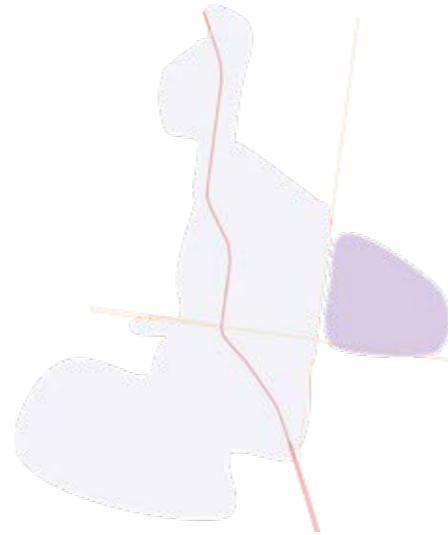
## 6.4 Precinct 4: Casey Complex and Surrounds

### 6.4.1 Overview

The Casey Complex is primarily a leisure and recreation precinct which plays a supporting role in providing community facilities and services. The future extension of the Cranbourne Railway Line to Clyde will include the construction of Cranbourne East Railway Station at the Casey Complex. This provides a unique opportunity for a truly transit oriented development by encouraging some commercial and residential development supporting growth and development of the Cranbourne Town Centre.

### 6.4.2 Objectives

1. Improve connections within and to the Casey Complex.
2. Leverage off existing landscape features by incorporating water sensitive urban design principles and integrated water management within the landscape.
3. Ensure that public spaces are enjoyable, adequate and functional places to navigate through and linger in by appropriately locating parking so that it is not visually dominant.
4. Investigate an appropriate location for an integrated community facility which has good access to public space and optimises the use of existing buildings.
5. Ensure that the Cranbourne East Railway Station and future grade separation responds appropriately to its surrounds by being appropriately sited and designed.
6. Facilitate the expansion of recreation and leisure activities and services in an integrated and coordinated manner.
7. Alternative land uses, such as commercial and residential, may be considered at gateway sites and in proximity to the future Cranbourne East Railway Station subject to appropriate design and street scape improvements.



MAP 12: Precinct 4 Casey Complex and Surrounds

- Community, recreation and education
- Indicative future open space
- Activity centre boundary
- Connection to be reinforced
- Pedestrian environment enhanced
- Integrated community hub (exact location to be determined)
- Open space link to be enhanced
- Integrated water sensitive urban design wetland
- Existing local road alignment
- Indicative future road alignment
- Gateway to be enhanced
- Future integrated housing site

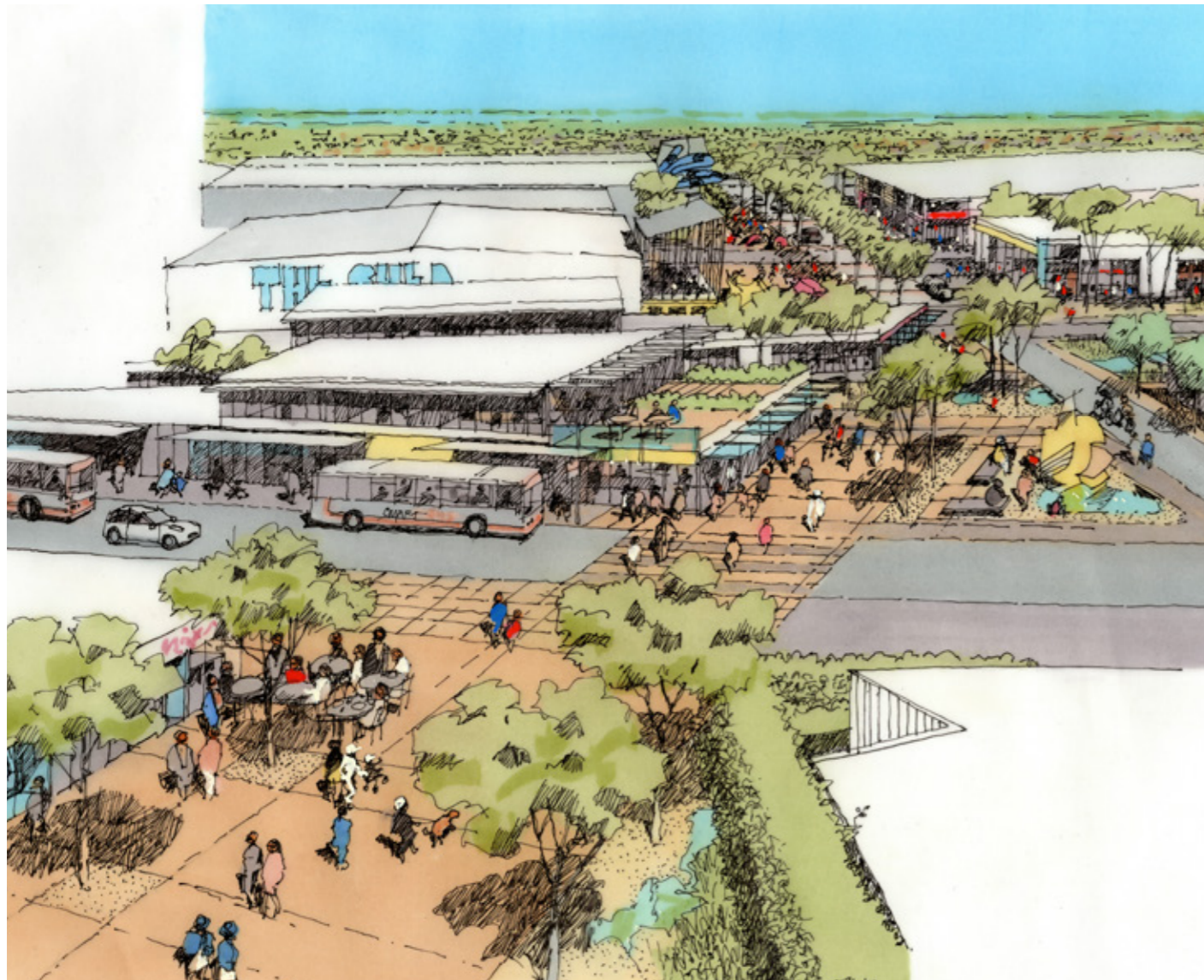


0m 200m 400m





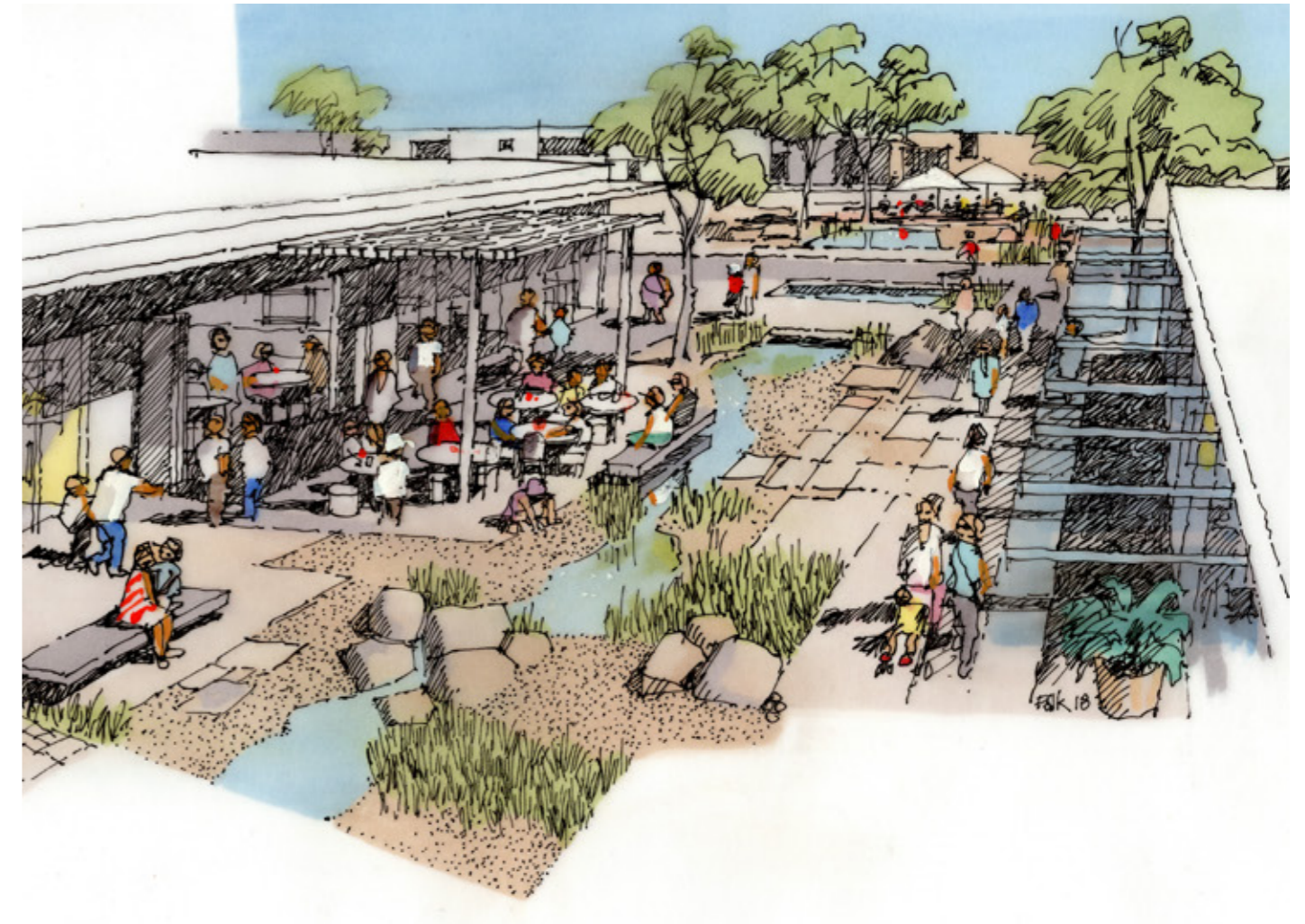
FIGURE 14: Indicative Casey Complex future built-form viewed from future Cranbourne East Railway Station Plaza



### 6.4.3 Guidelines

1. Support a preferred street wall height of 11 metres and upper level set back of 5 metres.
2. New development and external alterations and additions to existing buildings fronting streets and primary public spaces should provide an active interface, be of high architectural quality and provide weather protection for pedestrians.
3. Incorporate water sensitive urban design principles in the design and development of the Casey Complex.
4. Develop a central plaza and main street which connects all facilities and activities.
5. Prioritise pedestrian movement and active transport through the central plaza and main street by providing weather protection, wide foot paths, separated cycle lanes and attractive landscaping.
6. Locate parking so that it is away from the main street and is convenient to access from facilities and the surrounding road network.
7. Incorporate integrated water management throughout the Casey Complex and Chisholm Institute site.
8. Improve the Berwick-Cranbourne Road interface of the Casey Complex.

FIGURE 15: Indicative Casey Complex integrated water management water sensitive urban design feature





# 7.0 Indicative Implementation Plan

| Project                                                                         | 1-2 Years | 3-5 Years | 5+ Years |
|---------------------------------------------------------------------------------|-----------|-----------|----------|
| Landscape masterplan                                                            | █         |           |          |
| Infrastructure upgrades                                                         | █         | █         | █        |
| High Street Stage 1                                                             |           | █         |          |
| Mc Morran Plaza                                                                 |           | █         |          |
| Lyll Street (bus interchange)                                                   |           | █         |          |
| Lyll Street (cycle and bus lane upgrades)                                       |           |           | █        |
| Sustainable transport initiatives                                               | █         | █         | █        |
| Bakewell Street (pocket park)                                                   |           |           | █        |
| High Street Stage 2                                                             |           |           | █        |
| In-centre community hub (feasibility, location analysis and concept design)     | █         |           |          |
| In-centre community hub (detailed design and construction)                      |           | █         |          |
| Casey Complex Urban Design Framework                                            | █         |           |          |
| Public realm improvements                                                       |           | █         | █        |
| Casey Complex community hub (feasibility, location analysis and concept design) |           |           | █        |
| Casey Complex community hub (detailed design and construction)                  |           |           | █        |
| Open space planning and renewals (including Ray Perry Park)                     | █         | █         |          |
| Planning Scheme implementation                                                  |           | █         |          |
| Advocacy to other levels of Government                                          | █         | █         | █        |

Time-frames and projects are indicative only and are subject to funding through Council's annual capital works program, additional feasibility analysis and further consultation with the community, key stakeholders and other Government departments or agencies where there is a joint responsibility.





## Contact City of Casey

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## Customer Service Centres

### Narre Warren

Bunjil Place  
Patrick Northeast Drive

### Cranbourne

Cranbourne Park  
Shopping Centre

