

# **Cranbourne North Service Business Precinct Development Plan**

## **Document Control**

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*Responsible Department – Strategic Development*

*Adopted on 19 August 2014*

*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.

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## 1. Introduction

The Cranbourne North Service Business Precinct Development Plan (“Plan”) has been prepared in accordance with Clause 43.04 to the Casey Planning Scheme for land known as the Cranbourne North Service Business Precinct (“Precinct”).

This commercially zoned Precinct is located approximately 45km from the central business district of Melbourne. It is recognised as a key employment precinct for the City of Casey and State of Victoria in accordance with *Casey C21 – Building a Great City* and the *South East Growth Corridor Plan*. Council also directs its strategic focus through the *Council Plan 2013-17* on attracting investment and business growth to increase local employment opportunities.

This Plan will guide future employment use and development whilst respecting the amenity of nearby residential areas through a detailed, strategically driven development framework. It will inform Council when assessing planning applications for the use, development and subdivision of land in the area. Land use, development and subdivision must be generally in accordance with this Plan.

## 2. Objective

The objective of this Plan is to facilitate high quality development that supports local jobs for local people whilst protecting residential amenity.

## 3. Key attributes

This Precinct presents a number of key attributes as outlined below and illustrated in Plan 1.

### ***“An innovative precinct welcoming a wide range of business types”***

Council has committed to facilitate delivery of more employment opportunities for local people in this Precinct. A wide range of commercial, office and retail businesses are welcomed.

### ***“A business precinct located in the heart of a rich workforce with diverse skills”***

Future businesses within this Precinct will benefit from a large and diverse local population. Within a radius of four kilometres of this Precinct, there is an existing large residential labour pool of 104,000 with potential to grow to 153,000 people by 2036. These residents offer a wide range of skill sets with the top three occupations of employment being technicians and trades workers, clerical and administrative workers, and professionals.

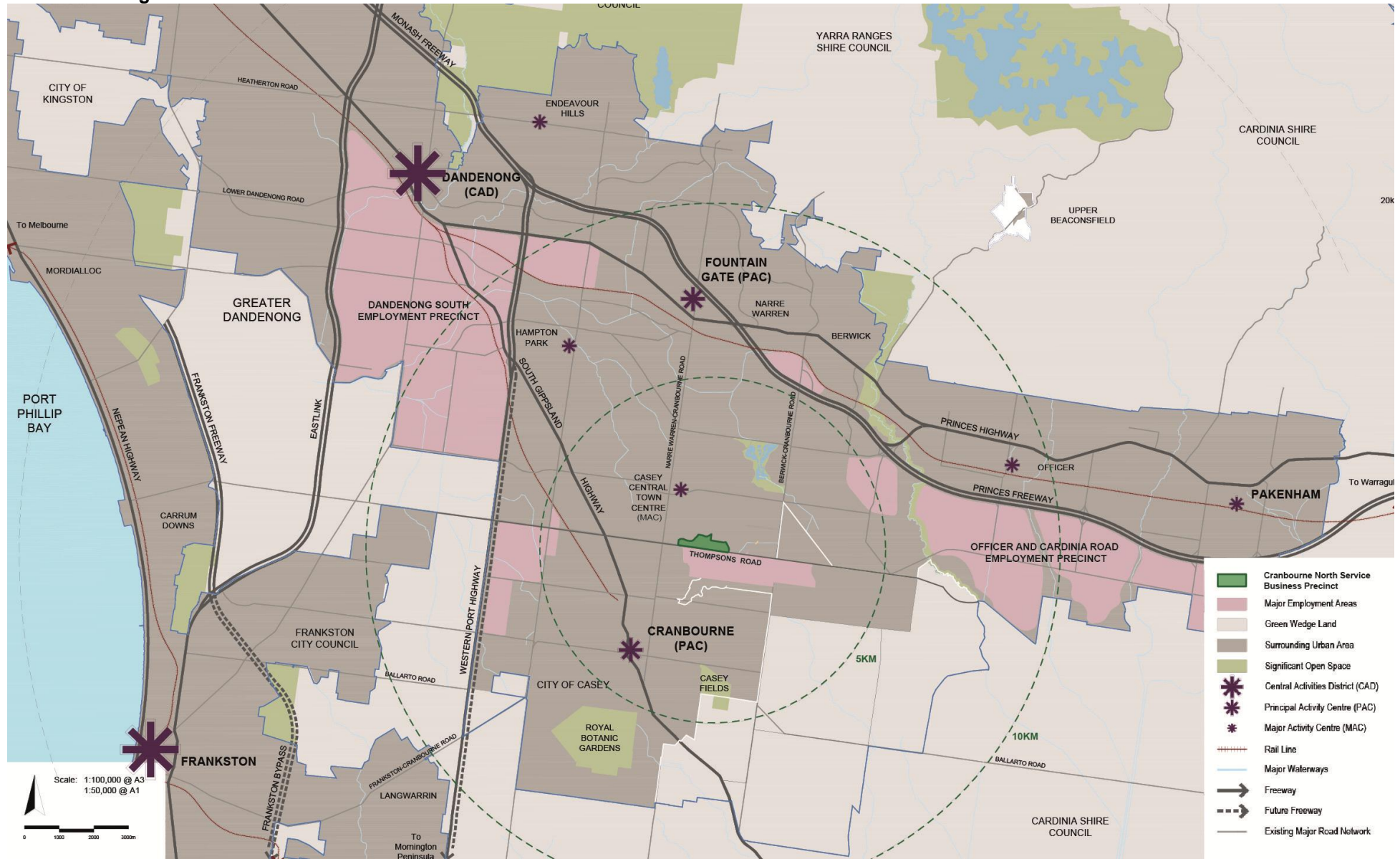
### ***“A strategic precinct with great accessibility”***

This Precinct is strategically located along Thompsons Road with a frontage of 1450 metres. Thompsons Road will become a major six lane arterial road linking the employment precincts in Officer and Cardinia Road with the existing industrial node in Dandenong South. Two signalised intersections will provide direct access into the Precinct.

### ***“A unique precinct providing rich working and living amenity with an improved operational productivity”***

This Precinct is within walking distance to existing regional conservation parkland and nearby wetlands to the east. As a result of these locational advantages, it will offer a rich working amenity to the business employees. Adjacent to existing residential areas, this Precinct presents countless opportunities to attract skilled local residents as well as some challenges to protect local residential amenity.

Plan 1 – Strategic Context



Plan 2 – Urban Structure Plan



LEGEND

- |  |  |  |                                       |
|--|--|--|---------------------------------------|
|  | Cranbourne North Service Business Precinct |  | Roundabout                            |
|  | Property Boundary                          |  | Pedestrian Priority                   |
|  | Unencumbered Passive Open Space            |  | Shared Path Within Road Reserve       |
|  | Tree Reserve (12m)                         |  | Shared Path Within Public Open Space  |
|  | Interface Areas                            |  | Shared Path (format to be determined) |
|  | Proposed Road Network                      |  | Future Pedestrian Connectivity        |
|  | Established Road Network                   |  | Commercial Zone                       |
|  | Gateway Sites                              |  |                                       |



URBAN STRUCTURE PLAN

Cranbourne North Service Business Precinct



JULY 2014

## **4. The Plan**

Plan 2 has been prepared to achieve the objective of this Plan and it must be read in conjunction with Sections 4 and 5 of this Plan.

### **4.1 Land Use**

Within all interface areas as shown on Plan 2, land uses which could potentially generate adverse off-site amenity impacts are generally discouraged.

### **4.2 Urban Design Principles and Guidelines**

The following urban design guidelines for this Plan should address, to the satisfaction of Council:

- Estate layout
- Site layout and external site design
- Building design
- Interface with other uses
- Public realm
- Open space
- Shared paths

#### **4.2.1. Estate layout**

Development including subdivision should:

- Provide a range of lot types that are regular in shape.
- Identify, protect and enhance the existing flora, fauna and habitats where appropriate.
- Ensure a well-designed interface between development and public open spaces areas to maximise the utilisation of public open space and to enhance public safety.
- Provide well located, informative and high quality estate identification signage.

#### **4.2.2. Site layout and external site design**

The layout and individual sites within the Precinct should:

- Ensure the separation of pedestrian and vehicle circulation and the location of visitor parking at the entrance to each site.
- Ensure landscaping is appropriate to the character of the area and softens the appearance of car parks and buildings.
- Provide the following building setbacks:
  - Front setbacks ranging from 2 metres to 12 metres to allow for high quality planting that accentuates the front entrance and compliments the street character along internal road networks or service roads. Other setbacks may be considered on their merits and within the broader development context.
  - Minimum of 4.5 metres rear setback for large footprint industrial buildings with a row of tree planting to avoid overlooking and to screen service areas. Flexible setback to be considered for the triangle land to the south of Hilltop Park; and
  - Minimum of 2 metres side setback on corner developments with landscape treatment to soften the building edges.
- Locate loading and storage areas to the rear or side of buildings with screening as appropriate. Where loading and storage areas are located at the front of the development, these areas should be integrated with building architecture.
- Ensure visibility to all parking spaces from the interior of the building.
- Integrate fences and gates with the overall site design and architecture. Visual linkages to the street are encouraged.

### 4.2.3. Building design

The design of new buildings within the development plan area should:

- Ensure development on the gateway sites identified in Plan 2 provide high quality landscaping and architectural elements and features to address key street corners and enhance the image and branding of the Precinct. The high quality architectural elements and features may include large windows, balconies, canopies, integrated lighting and highlights with colours and materials.
- Have office or showroom components orientated to the front of the site.
- Avoid blank walls along street frontages or boundaries to the public realm.
- Incorporate facades on corner buildings that address both streets.
- Ensure signage is integrated with building architecture and landscape design.
- Incorporate existing vegetation into the design response of the site and building wherever possible.
- Have active frontages that promote safety and comfort for users of the public realm, particularly where adjoining public open space or residential areas.

### 4.2.4. Interface with other uses

Development within the Interface Areas identified in Plan 2 should:

- Be separated from existing and future residential uses and community uses by appropriate landscape buffers and /or a road.
- Minimise the potential for industrial traffic to filter through the residential areas.
- Maintain off-site residential amenity by reducing any visual impact of building scale/height and storage areas.

Development within proximity to or visible from the Sierra Estate must be designed to mitigate against any potential visual and amenity impacts. Specific considerations include:

- The visual impact of building scale and height.
- The location and screening proposed for storage areas.
- External finishes.
- Landscape screening.
- Location of illumination and signage.

### 4.2.5. Public realm

The public realm is to be developed as a high quality setting helping to attract businesses to the estates and offer a high level of amenity to workers through access to open space networks. Key elements of the public realm are streets, open space including the linear connections, entry features and natural features.



#### 4.2.6. Open space

The network of public open space is designed to:

- Provide a high amenity setting for development.
- Co-locate pedestrian, cycle and vehicle routes to maximise activity and passive surveillance.

Linear public open space must be provided as shown on Plan 2 with the following dimensions:

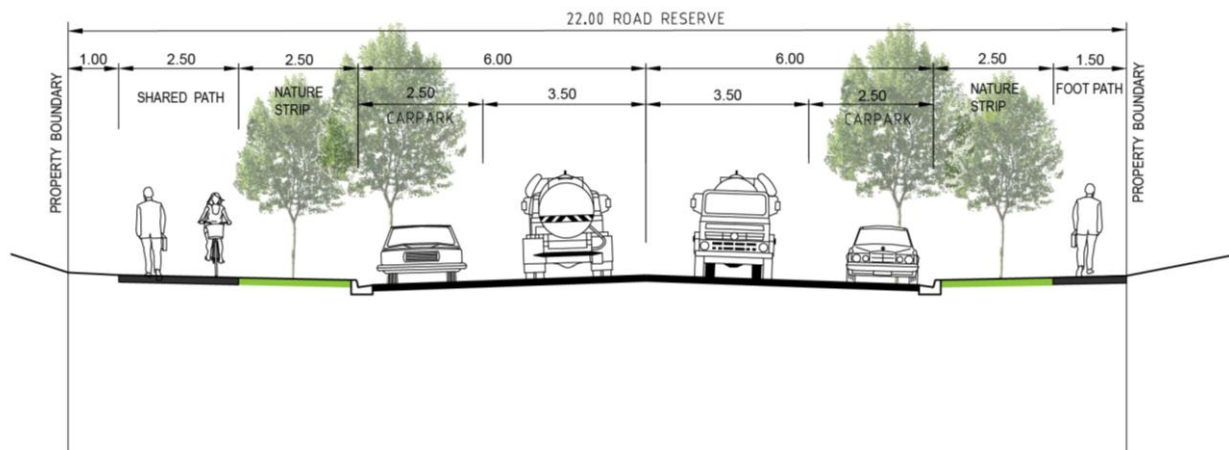
- A width ranging from 12 metres to 6 metres (west to east), south of the northern Precinct boundary within Property 3, 4 and 5 (south of the Active Open Space Reserve); and
- An approximate width of 4.7 meters, south of the northern Precinct boundary within Property 6.

#### 4.2.7. Shared paths

Shared paths including along arterial road frontages must be provided in accordance with Plan 2 and constructed by development proponents as part of subdivision works (prior to the issue of a statement of compliance for the relevant stage) or development works, whichever happens earlier. All shared paths must have a minimum width of 2.5 metres with exception of a minimum width of 3 metres if abutting arterial roads.

### 4.3 Road Cross Section

The cross section of all industrial connector roads identified in Plan 2 must be generally consistent with the following cross section.



TYPICAL SECTION FOR ULTIMATE CONNECTOR ROAD WITH SHARED PATH OPTION

22m ROAD RESERVE

SCALE: 1:100

Kerb outstands to accommodate canopy trees within the car parking is encouraged along the industrial connector roads. A ratio of 5 car parking spaces to 1 tree within a kerb outstand space is a guide.

## **5. Implementation**

### **5.1 Development Staging**

Staging of development must facilitate the timely provision of infrastructure.

### **5.2 Land Use Budget**

The Summary Land Use Budget is outlined at Table 1 with a more detailed Property Specific Land Use Budget at Table 2. Table 2 correlates with the property specific land budget illustrated at Plan 2. The Net Developable Area (NDA) for the Plan is approximately 39 hectares.

Land required for road widening including right of way flaring for the ultimate design of any intersection within an existing or proposed local road must be transferred or vested in Council at no cost unless specifically funded by the Cranbourne North Development Contributions Plan

### **5.3 Public Open Space Contribution Equalisation**

All land within the Precinct must make an open space contribution equal to 1.5% of Net Developable Area (NDA). All landowners must provide the public open space shown in Plan 2 and make a payment or receive a payment as necessary to ensure that each landowner's open space contribution is the same or equal. This process is referred to as equalisation. Table 2 – Property Specific Land Budget identifies the amount of open space to be provided as land and the payment in respect of equivalent land area that must be paid by or paid to the land owner.

All land within the Cranbourne North Service Business Precinct Development Plan must make an open space contribution equal to 1.5% of Net Developable Area (NDA).

Where land is required for unencumbered open space purposes and that area of land is less or equal to 1.5% of NDA that land is to be transferred to Council at no cost.

Where no land or less than 1.5% of NDA is provided, a cash contribution is to be made to Council to bring each property's total open space contribution up to an amount equal to 1.5% of NDA.

Where the land required for unencumbered open space purposes is more than 1.5% of NDA, Council will pay an amount equivalent to the additional land being provided by that property required in order to provide 1.5% of NDA as a public open space contribution but Council will not pay an amount for land which is in excess of the land required to be set aside as specified in Table 2 for Public Open Space.

The value of the land for equalisation purposes is to be assessed on an area proportion of the site value, in accordance with Section 18 of the Subdivision Act 1988, of the whole of the land.

TABLE 1 – SUMMARY LAND USE

DESCRIPTION	Precinct		
	Hectares	% of Total Precinct	% of NDA
<b>TOTAL PRECINCT AREA (ha)</b>	<b>40.35</b>	<b>100.0%</b>	
<b>Transport</b>			
6 Lane Arterial Roads	0.00	0.00%	0.00%
4 Lane Arterial Roads	0.00	0.00%	0.00%
<b>Sub-total</b>	<b>0.00</b>	<b>0.00%</b>	<b>0.00%</b>
<b>Open Space</b>			
<b>Encumbered Land Available for Recreation</b>			
Gas Easements	0.00	0.00%	0.00%
Water / Sewer Pipe Easement	0.00	0.00%	0.00%
Waterway / Drainage Line / Wetland / retarding	0.00	0.00%	0.00%
Heritage	0.00	0.00%	0.00%
Conservation	0.00	0.00%	0.00%
<b>Sub-total</b>	<b>0.00</b>	<b>0.00%</b>	<b>0.00%</b>
<b>Unencumbered Land Available for Recreation</b>			
Active Open Space	0.00	0.00%	0.00%
Passive Open Space	0.59	1.46%	1.50%
<b>Total</b>	<b>0.59</b>	<b>1.46%</b>	<b>1.50%</b>
<b>TOTALS OPEN SPACE</b>	<b>0.59</b>	<b>1.46%</b>	<b>1.50%</b>
<b>Other</b>			
Tree Reserve	0.51	1.26%	1.30%
Heritage Site	0.00	0.00%	0.00%
<b>Sub-total</b>	<b>0.51</b>	<b>1.26%</b>	<b>1.30%</b>
<b>NET DEVELOPABLE AREA (NDA) ha</b>	<b>39.25</b>	<b>97.28%</b>	

TABLE 2 – PROPERTY SPECIFIC LAND USE BUDGET

Property Number	Property Details	Total Area (Hectares)	Transport		Community		Encumbered Land Available for Recreation					Unencumbered Land Available for Recreation		Tree Reserve		Total Net Developable Area (Hectares)	Key Percentages				Open Space Del target % from overall land budget table	Difference % NDA	Equivalent Land Area
			6 Lane Arterial Road / Widening	4 Lane Arterial Road / Widening	Community Facilities	Government Education	Gas Easement	Water / Sewer Pipe Easement	Waterway / Drainage Line / Wetland / Retarding	Heritage	Conservation	Active Open Space	Passive Open Space	Tree Reserve	Heritage Site		Net Devpt Area % of Precinct	Active OS % NDA	Passive OS % NDA	Total Pass & Active OS % NDA			
1	1455 Thompsons Road, Cranbourne North	3.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00	2.98	99.20%	0.00%	0.00%	0.00%	1.50%	-1.50%	-0.045
2	1475 Thompsons Road, Cranbourne North	5.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.00	5.39	98.00%	0.00%	0.00%	0.00%	1.50%	-1.50%	-0.081
3	1545 Thompsons Road, Cranbourne North	19.60	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.32	0.12	0.00	19.16	97.76%	0.00%	1.67%	1.67%	1.50%	0.17%	0.033
4	1575 Thompsons Road, Cranbourne North	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.00	1.96	97.84%	0.00%	2.21%	2.21%	1.50%	0.72%	0.014
5	1585S Thompsons Road, Cranbourne North	4.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.12	0.00	3.88	96.09%	0.00%	0.97%	0.97%	1.50%	-0.52%	-0.020
6	1495 Thompsons Road, Cranbourne North	6.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.00	0.00	6.02	96.96%	0.00%	3.14%	3.14%	1.50%	1.64%	0.099
		40.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.59	0.37	0.00	39.39	97.61%	0.00%	1.50%	1.50%			



### **Customer Service Centres**

**Cranbourne**  
Centro Cranbourne

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Amberly Park  
Shopping Centre

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