

**Council Meeting  
Tuesday 15 December 2020  
Notice and Agenda of Meeting  
to be held via MS Teams  
and Live-streamed.  
Commencing at 4:00 pm**

**Vision for the future  
Australia's most liveable city.**

**Chairperson: Administrator, *Noelene Duff PSM*  
Administrator, *Cameron Boardman*  
Administrator, *Miguel Belmar***

**Chief Executive Officer: *Glenn Patterson***

---

# Order of Business

1. Statement of Acknowledgement .....	3
1.2. Reading of the Diversity Statement.....	3
2. Confirmation of Minutes .....	3
3. Declarations of Conflict of Interests and Personal Interests .....	3
4. Public Question Time .....	3
5. Officer's Reports for Consideration .....	4
5.1. Sport and Physical Activity Strategy .....	4
5.2. Affordable Housing Strategy .....	37
5.3. Payments for Public Open Space Equalisation under Clause 53.01 of the Casey Planning Scheme .....	83
5.4. Amendment C275case to the Casey Planning Scheme: Review of the Planning Framework for the Cranbourne Major Activity Centre .....	86
5.5. Appointment of Audit and Risk Independent Committee Members and Chairperson .....	490
5.6. Advisory Committees Transition to Community Reference Groups .....	493
5.7. s11A Instrument of Authorisation – Planning & Environment Act.....	496
5.8. Robert Booth Reserve Project Resolution .....	506
5.9. Community Lease – Narre Warren South Scout Centre – 87 Oakgrove Drive, Narre Warren.....	512
6. Consideration of Reports of Committees .....	516
6.1. Record of Discussion.....	517
7. Petitions .....	519
8. Urgent Business .....	519
9. Closed Council .....	519

---

**1. STATEMENT OF ACKNOWLEDGEMENT**

**1.2. READING OF THE DIVERSITY STATEMENT**

**2. CONFIRMATION OF MINUTES**

**3. DECLARATIONS OF CONFLICT OF INTERESTS AND PERSONAL INTERESTS**

**Declaration by Administrators of any Conflict of Interest pursuant to Section 130 of the Local Government Act 2020 (the Act) in any items on the Agenda Paper. (Note that Section 130(2)(a) of the Act requires Administrators to disclose the nature of a Conflict of Interest immediately before the relevant consideration or discussion). Section 130(2)(b) also requires that the Administrator declaring a Conflict of Interest exclude themselves from the decision-making process in relation to that matter.**

**4. PUBLIC QUESTION TIME**

# Officers' Reports



**Amendment C275case to the Casey Planning Scheme:  
Review of the Planning Framework for the Cranbourne  
Major Activity Centre**  
City Planning and Infrastructure  
Growth and Investment  
Kathryn Seirlis

**ITEM: 5.4.**

**Ward: NA**

**Purpose of Report:** *To consider Amendment C275case to the Casey Planning Scheme (review of the Cranbourne Major Activity Centre planning framework) and recommend that it is submitted to the Minister for Planning for Authorisation to commence the Planning Scheme Amendment process and subsequently Exhibited to the public.*

## Recommendation

1. That Council writes to the Minister for Planning to seek his authorisation under Section 8A(2) of the Planning and Environment Act 1987 to prepare Amendment C275case to the Casey Planning Scheme to:
  - Amend Planning Scheme Maps 15 ESO, 11HO, 15HO, 11ZN, 15ZN;
  - Insert Planning Scheme Maps 11PO and 15PO;
  - Replace schedule 1 to Clause 37.08 Activity Centre Zone with a new schedule;
  - Amend the schedule to Clause 43.01 Heritage Overlay;
  - Insert schedule 2 to Clause 45.09 Parking Overlay;
  - Amend the schedule to Clause 53.01 Public Open Space Contribution and Subdivision;
  - Amend the schedule to Clause 72.03 What does this Planning Scheme consist of; and
  - Amend the schedule to clause 72.04 Documents Incorporated into this Planning Scheme;

generally in accordance with Attachment 3 and confidential Attachment 4.
2. That, subject to receiving the authorisation of the Minister for Planning under point 1 of this recommendation, Council gives notice of Amendment C275case in accordance with the requirements of Section 19 of the Planning and Environment Act 1987.
3. That Council endorse the Cranbourne Major Activity Centre Structure Plan 2020 and concurrently exhibit it with Amendment C275case.
4. That Council endorse the Movement and Access Strategy (GTA Consultants, 2017), Open Space Assessment (TBLD, 2017) and Open Space Analysis (City of Casey, 2020) in accordance with Attachment 5, Attachment 6 and Attachment 7.
5. That following the exhibition of Amendment C275case and the Cranbourne Major Activity Centre Structure Plan 2020, submissions received are presented to Council for its consideration.



---

## Officer General or Material Interest

No Council officers involved in the preparation of this report have a general or material interest in matters for consideration.

## Council Plan Reference

2. A Place to Prosper

2.3 A city that sustainably plans and manages growth while protecting its diverse landscape

## Executive Summary

Amendment C275case reviews the planning framework for the Cranbourne Major Activity Centre (formally referred to as the Cranbourne Town Centre). The Cranbourne Major Activity Centre (Cranbourne MAC) is the second largest activity centre in the City of Casey after the Fountain Gate-Narre Warren CBD. Positioned centrally within the City of Casey and the south-east growth corridor, the Cranbourne MAC is located in one of the fastest growing areas in Australia and plays an important role as an established activity centre in a rapidly growing and changing surrounding context. The Cranbourne MAC contains a broad range of land uses including residential, employment, retail and community uses.

A contemporary planning framework will support the growth and development of the centre and attract investment. Amendment C275case is the culmination of a significant body of strategic work and employs a holistic place-based approach to ensure all elements of the planning framework are addressed to provide a clear and contemporary set of planning controls for this strategic centre. The changes proposed by C275case will support the Cranbourne MAC to transition through the “*covid normal*” period and continue to support the diverse employment, entertainment and housing needs of the local community.

Seeking authorisation from the Minister for Planning to prepare Amendment C275case is the first step in the Planning Scheme Amendment (PSA) process to implement new planning controls for the Cranbourne MAC into the Case Planning Scheme.

## Background

At its meeting on 19 June 2018, Council adopted the *Cranbourne Town Centre Structure Plan 2018* to provide an overarching policy framework that guides the sustainable growth and development of the centre over the next 20 years and beyond. It includes statutory (such as a PSA) and non-statutory (research, operational/capital works and advocacy) implementation actions. The Structure Plan was informed by a significant body of research seeking to address many complex and interrelated issues including demand for housing, retail and commercial floor space, community facilities, open space and an analysis of the urban environment, transport, access, movement and parking.

Council officers have progressed a number of non-statutory implementation actions including the development of the *Casey Complex Urban Design Framework 2019* (adopted by Council on 17 December 2019) and working together with the Department of Transport (DoT) to progress streetscape upgrades for the South Gippsland Highway, Cranbourne and public transport improvements, such as a re-designed bus interchange at Lyall Street, Cranbourne.

The preparation of Amendment C275case is the culmination of many years of research and analysis and is the primary statutory implementation action which will review the planning framework for the centre. Implementing the Structure Plan into the Casey Planning Scheme was also an action of the 2018 Casey Planning Scheme Review.

---

## Cranbourne Major Activity Centre Structure Plan 2020

The Cranbourne Major Activity Centre Structure Plan 2020 brings the 2018 version up to date, with some improvements to the text and mapping to enhance clarity and readability and is included as Attachment 1 to this report. At the Department of Environment, Land, Water and Planning's (DELWP) request, the name of the activity centre has been changed from "Cranbourne Town Centre" to "Cranbourne Major Activity Centre" to maintain consistency with the State's metropolitan planning strategy *Plan Melbourne:2017-2050*. The 2020 Structure Plan also incorporates key directions of the *Casey Complex Urban Design Framework 2019* (adopted by Council on 17 December 2019).

The 2018 Structure Plan provides contemporary policy direction and vision for the future growth and development of the centre underpinned by the principles of resilience, activity and sustainability, with a strong focus on:

- Culture and heritage
- Access and movement
- Open space
- Services
- Land use and built environment

These themes are translated into precinct-specific objectives and guidelines, with the location of each precinct shown in Figure 1 below and the purpose of each precinct being:

- Precinct 1: Mixed-Use Commercial Core – primary precinct for retail, commercial and entertainment uses with apartments encouraged on upper levels.
- Precinct 2: Employment and Services – encourages a range of non-retail employment generating uses such as small-scale industry and manufacturing. It is expected this precinct will transition into more commercial uses over time.
- Precinct 3: Residential Growth – location for higher density residential development such as townhouses and apartment developments of up to four storeys.
- Precinct 4: Casey Complex and Surrounds – primary location for leisure, recreation, education and community type uses. Over time it is expected that a greater diversity of uses such as some residential and retail/commercial development could locate on strategic sites, particularly in proximity to the future Cranbourne East Railway Station.

The 2020 Structure Plan seeks to promote growth in local employment opportunities by supporting a range of retail, commercial and small-scale industrial/manufacturing-type uses. Higher density residential development, particularly one- and two-bedroom dwellings is encouraged within the centre to support greater housing diversity and people living close to jobs, transport and other services. This is a key component of the "20-minute neighbourhoods" concept expressed in State policy. As the State progresses towards a "*Covid normal*" situation, supporting local places to be resilient, active and sustainable for the community to live, work and socialize is increasingly important. While the preparation of the Structure Plan pre-dates the Covid-19 Pandemic, its implementation certainly will support Casey's ongoing economic and community recovery.

It is recommended that the updated Structure Plan is endorsed by Council and exhibited together with Amendment C275case which seeks to implement it.

Figure 1: Cranbourne Major Activity Centre Precincts



## Amendment C275case to the Casey Planning Scheme

Throughout 2020 Council officers have been working on translating the 2020 Structure Plan into planning controls. Seeking the Authorisation of the Minister for Planning formally commences and is the first step in the Planning Scheme Amendment process.

Amendment C275case is a holistic and place-based review of planning controls for the Cranbourne MAC and is summarised below with greater detail provided in Attachment 2.

### *Planning controls driving employment and housing diversity*

The key planning policy components of the *Cranbourne Major Activity Centre Structure Plan 2020* have been translated into use and development controls for the Cranbourne MAC by preparing a new schedule 1 to the Activity Centre Zone (ACZ1) in the Casey Planning Scheme. The ACZ1 features clear and consistent built form controls which are largely discretionary. This provides a level of certainty for the community about the type of development expected while also recognising that development opportunities and constraints will vary across the activity centre. Where a development proposes to exceed the preferred maximum building heights specified in the ACZ1 – which vary from 4-6 storeys across the activity centre – criteria have been included to ensure new development will provide a social or environmental benefit such as affordable housing, exemplary environmentally sustainable development features and retention of mature vegetation.

---

A development that is largely consistent with the use and development outcomes sought for a precinct does not require advertising to the general public, except for the residential precinct, where most applications are expected to be advertised. This provides greater certainty to the community and development industry about the type of development expected as well as certainty of process. The ACZ1 encourages a greater diversity of employment generating uses by not requiring permits for these uses in designated retail and employment areas.

The Activity Centre Zone is a Special Purpose Zone which allows custom use and development controls to achieve the outcomes sought for a particular area. For the Cranbourne MAC, this means that the policy, objectives and guidelines for the Precincts identified in the 2020 Structure Plan can be translated into one fit-for-purpose planning control rather than applying a suit of different controls which can be cumbersome and difficult to navigate. The new ACZ1 is included in Attachment 3.

#### *Protecting areas of local heritage significance*

Plan Heritage undertook a review of existing heritage overlays in the Cranbourne MAC earlier this year which recommended a range of changes to the Casey Planning Scheme. It is necessary to implement these recommendations to maintain the integrity of Casey Planning Scheme and ensure that places of heritage significance are appropriately protected and managed.

Council prepared and referred Amendment C278case to the Minister for Planning to consider applying changes to some existing heritage controls in Cranbourne on an interim basis. Implementing heritage controls on an interim basis through a non-exhibited PSA is common practice to limit buildings and works which may otherwise compromise the heritage significance of a place while a public PSA is being prepared and exhibited. Council officers understand that DELWP will progress through the approvals process for Amendment C278case to implement the interim controls once it is evident that Council is progressing with permanent heritage controls by adopting the recommendations of this report.

Confidential Attachment 4 includes the heritage changes which form part of Amendment C275case. These changes will be made public during the exhibition of the Amendment. Owners and occupiers of affected properties will be individually notified of the proposed changes once the interim changes are implemented into the Casey Planning Scheme and they will have the opportunity to make submissions to Council about the changes through the exhibition of Amendment C275case.

#### *Managing parking and transport*

Council officers worked together with GTA consultants and a number of State Government transport stakeholders to prepare a thorough Movement and Access Strategy in 2017 – included as Attachment 5. This involved an analysis of current and future projected parking demand across the whole Cranbourne MAC and recommended lower parking rates should be adopted in the Casey Planning Scheme to encourage a shift to more sustainable transport modes and encourage development and investment in the centre.

The analysis shows that some areas have a significant oversupply in car parking while others are reaching peak capacity. It was recommended that lower parking rates could be adopted across the Cranbourne MAC together with a suit of policy and capital works changes to encourage more sustainable transport modes as well as better management of existing parking.

Since the analysis was undertaken, the State Planning Policy has made changes to parking rates as well as designating lower rates (known as “Column B” rates) to apply for land which is within 800 metres walking distance of the Principal Public Transport Network (PPTN).

---

Using the Parking Overlay to apply lower parking rates in activity centres is a common and reasonable approach. Amendment C275case will apply Colum B parking rates across the Cranbourne MAC and include objectives about how parking is to be managed by inserting schedule 2 to Clause 45.09 Parking Overlay.

#### *Meeting future public open space demand*

Thompson Beryl Landscape Design (TBLD) completed an open space assessment for the Cranbourne MAC that found as the centre continues to grow and change over time there will be demand for additional open space and upgrades to existing public open space. Because of an existing exemption in the Casey Planning Scheme, Council has not been collecting the 8% public open space contribution rate which applies when residential land is subdivided in the Cranbourne MAC. The assessment included engagement with the community to better understand their current open space usage, open space needs and also identify open space gap areas in the Cranbourne MAC.

Further analysis of the TBLD findings by Council Officers showed that *turning-on* the existing 8% contribution for residential development in the Cranbourne MAC would allow Council to collect funds to support the purchase of land and improvement of open space through the annual Capital Works Program. Amendment C275case will amend the schedule to Clause 53.01 Public Open Space Contribution and Subdivision to reinstate the 8% rate for residential development in the Cranbourne MAC.

The TBLD Open Space Assessment and Cranbourne MAC Open Space Paper are included as Attachments 6 and 7 of this report respectively.

#### *Other administrative planning scheme changed*

Amendment C275case also makes some administrative changes including

- Correcting split zoning (where more than one zone applies to a lot) of 236 South Gippsland Highway, Cranbourne and 26 William Street, Cranbourne.
- Rezoning 3 New Holland Drive, Cranbourne East which is included within the Cranbourne MAC but is in a residential zone. The proposed ACZ1 is more consistent with the use and development vision for the Casey Complex and Surrounds Precinct where the land is located.
- Correcting the mapping position of a significant tree at 1-3 Lyall Street, Cranbourne.
- Deleting a redundant incorporated document which allows fishing sales at 236 South Gippsland Highway, Cranbourne.

While amendment C275case is a wholesale review of the planning framework for the Cranbourne MAC it also makes administrative changes and fix-ups. PSAs can be lengthy and resource intensive so undertaking a holistic, place-based review of controls for a particular area is a more efficient way of managing updates to policy and maintaining the integrity of the Casey Planning Scheme.

The PSA documents which outline the proposed changes to the Casey Planning Scheme through Amendment C275case are included in Attachment 3 and Confidential Attachment 4 to this report. Confidential Attachment 4 includes the heritage changes which form part of Amendment C275case and will be made public during the exhibition of the Amendment.

### **Community Engagement**

A number of community engagement opportunities informed the preparation of background documents and the structure planning process. This has influenced the development and content in Amendment C275case. The formal exhibition of Amendment C275case will provide another opportunity for the community to provide input into the proposed planning controls for the Cranbourne MAC.

---

Subject to receiving the authorisation of the Minister for Planning, Council must exhibit Amendment C275case in accordance with the requirements of Sections 17, 18 and 19 of the *Planning and Environment Act 1987*. This includes notices to prescribed ministers, notices in local newspapers, and notices to owners and occupiers that it considers may be materially affected by the Amendment.

Additionally, a Casey Conversations web page will be created to allow easy access to information about C275case (including background materials which informed the development of C275case), as well as the ability to make submissions. Information about other projects Council is progressing in the Cranbourne MAC will also be provided.

### **Financial Implications**

Costs associated with the PSA process have been budgeted for in the Growth and Investment 2020-2021 operational budget.

There is potential to realise some efficiencies once the Amendment forms part of the Casey Planning Scheme by providing a more user-friendly planning framework.

### **Conclusion**

Amendment C275case proposes to implement the *Cranbourne Major Activity Centre Structure Plan 2020* into the *Casey Planning Scheme*. The amendment is the culmination of many years of thorough and comprehensive strategic analysis and policy preparation to facilitate employment, entertainment and housing opportunities for the Cranbourne community. C275case proposes a simple strategic framework and contemporary planning controls to guide the transformation of the Cranbourne MAC over the next 20 years. Now, more than ever, having a bold strategic vision and clear planning framework for such a significant activity centre will support the local economy and community transition through the post-pandemic period.

Requesting the authorisation of the Minister for Planning to prepare the Amendment is the first step in the Planning Scheme Amendment Process. Once the preparation of the Amendment is authorised by the Minister for Planning, Council will formally exhibit the Amendment in accordance with the requirements of Section 17, 18 and 19 of the *Planning and Environment Act 1987*.

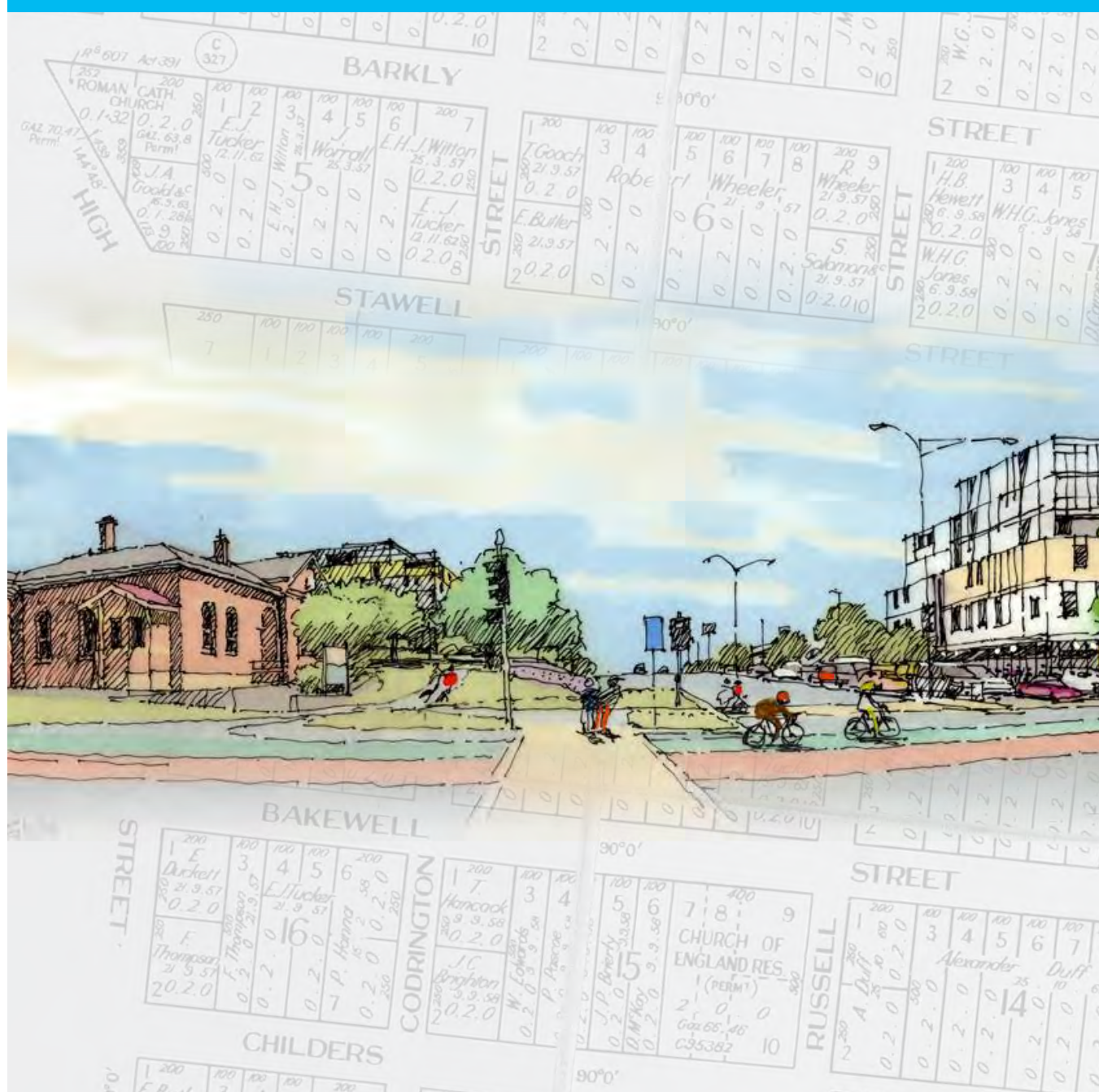
### **Attachments**

1. Cranbourne Major Activity Centre Structure Plan 2020 [5.4.1 - 25 pages]
2. Summary C275case changes [5.4.2 - 3 pages]
3. Amendment C275case to the Casey Planning Scheme [5.4.3 - 72 pages]
4. CONFIDENTIAL - Proposed Heritage Changes forming part of Amendment C 275 case [5.4.4 - 1 page]
5. Movement and Access Strategy 2017 - GTA Consultants [5.4.5 - 221 pages]
6. Cranbourne Open Space Assessment Report 2017 - Thompson Beryl Landscape Design [5.4.6 - 59 pages]
7. Cranbourne Major Activity Centre Open Space Paper June 2020 [5.4.7 - 16 pages]



# Cranbourne Major Activity Centre Structure Plan

December 2020





Approval Body:	Council
Endorsement Date:	15 December 2020
Current Version:	2.0 <i>Policy documents change from time to time and it is recommended that you consult the electronic reference copy on the Intranet to ensure that you have the current version.</i>
Compulsory Review Cycle:	4 years
Review Date:	15 December 2024 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 ELT.
Responsible Department:	Growth and Investment
Relevant Legislation:	Planning and Environment Act 1987 The document has been prepared in accordance with Planning Practice Note 58: Structure Planning for Activity Centres
Relevant Council Documents:	City of Casey Activity Centres Strategy Housing Strategy Community Facilities Development Plan Walk and Ride Strategy Casey Complex Urban Design Framework
ECM ID:	

DOCUMENT HISTORY

Date approved	Change Type	Version	Next Review Date
15 December 2020	Minor amendments to text and maps for clarity and consistency with other Council policies. Name of policy changed from Cranbourne Town Centre Structure Plan to Cranbourne Major Activity Centre Structure Plan.	a	
19 June 2018	Adopted by Council	1.0	19 June 2022



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

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

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, Plan Heritage, Geoff Falk and R Architecture for their input into the preparation of this structure plan. Officers would also like to thank officers from State Government departments for their input, including the Department of Environment, Land, Water and Planning, Department of Transport and the Environment Protection Authority.

Last but certainly not least, Council officers would like to extend their thanks to the community in and around the Cranbourne Major Activity 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.

CONTENTS

1.0 Context ..... 5

2.0 Cranbourne Major Activity Centre Structure Plan 2020 ..... 6

3.0 Principles ..... 8

4.0 Themes, Goals & Objectives ..... 11

    4.1 Culture and heritage ..... 12

    4.2 Access and movement ..... 14

    4.3 Open space ..... 16

    4.4 Services ..... 18

    4.5 Land use and built environment ..... 20

5.0 Strategic Framework..... 23

6.0 Precinct Plan..... 25

    6.1 Precinct 1: Mixed-use Commercial Core ..... 26

    6.2 Precinct 2: Employment and Services ..... 32

    6.3 Precinct 3: Residential Growth..... 38

    6.4 Precinct 4: Casey Complex and Surrounds..... 42

7.0 Indicative Implementation Plan..... 46



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. 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. 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.





MAPS

- MAP 1:** Cranbourne Major Activity Centre Casey/Melbourne Context
- MAP 2:** Culture and Heritage
- MAP 3:** Access and movement
- MAP 4:** Open Space
- MAP 5:** Services
- MAP 6:** Land use and built environment
- MAP 7:** Conceptual strategic framework plan
- MAP 8:** Precinct plan
- MAP 9:** Precinct 1 Mixed-use Commercial Core
- MAP 10:** Precinct 2 Employment and Services
- MAP 11:** Precinct 3 Residential Growth
- MAP 12:** Precinct 4 Casey Complex and Surrounds



FIGURES

- FIGURE 1:** Indicative future streetscape Intersection South Gippsland Highway and Sladen Street (cover artwork)
- FIGURE 2:** Artist illustration of Casey Complex Main Street design
- FIGURE 3:** Indicative built-form for gateway/corner site
- FIGURE 4:** Bakewell Plaza concept - subject to further investigation and detailed design
- 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
- 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
- FIGURE 13:** Indicative built-form and streetscape - Lyall Street
- FIGURE 14:** Indicative Casey Complex future built-form viewed from future Cranbourne East Railway Station Plaza
- FIGURE 15:** Indicative Casey Complex integrated water management water sensitive urban design feature

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 Major Activity 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 Major Activity 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 Major Activity 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 Activity Centre which is also served by several of bus routes.

After the Fountain Gate-Narre Warren CBD, the Cranbourne Major Activity 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 Major Activity 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.

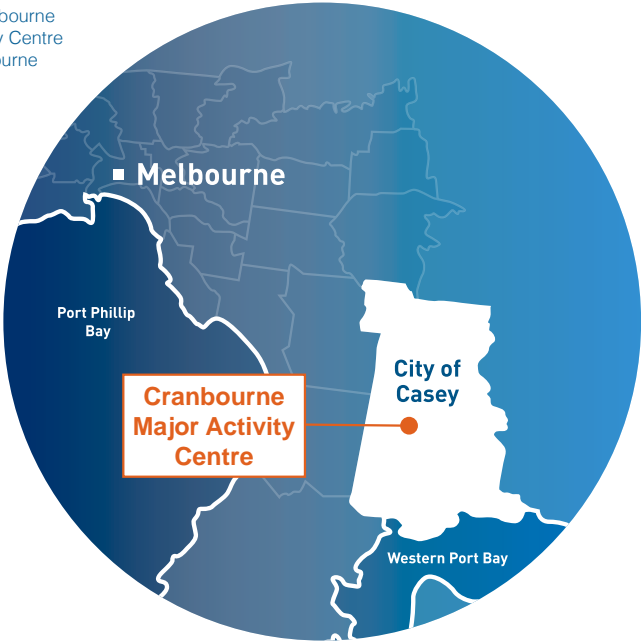
In addition to commercial and retail growth over the next 20 years, it is expected there will be a modest increase in demand for residential properties with demand for approximately 400 dwellings in addition to the existing 1,275 found

in the Cranbourne Major Activity Centre.

A number of State Government Commitments in and around the Cranbourne Major Activity Centre further support its position as an aspirational Metropolitan Activity Centre. The South East Roads Upgrade, expanded Cranbourne Community Hospital at a new location and new Cranbourne SES unit are some of the current projects which highlight the significance of this activity centre in the City of Casey and the broader region.

The Cranbourne Major Activity 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 Major Activity Centre Casey/Melbourne Context





## 2.0 The Cranbourne Major Activity Centre Structure Plan 2020

The Cranbourne Major Activity Centre Structure Plan 2020 continues to provide a vision and direction to support anticipated growth in the centre. With reasonable residential and commercial growth expected over the next 20 years, the Cranbourne Major Activity 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 Major Activity Centre Structure Plan 2020 is the strategic framework which will guide the redevelopment of the Cranbourne Major Activity 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 Major Activity Centre Structure Plan 2020. 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
- » Cranbourne Town Centre Heritage Overlays Review, Plan Heritage, 2020.

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

The Cranbourne Major Activity Centre Structure Plan 2020 is an update to the Cranbourne Town Centre Structure Plan 2018 which encompassed a wholesale refresh of the strategic framework for the centre. Together with the Casey Complex Urban Design Framework 2019, this revised structure plan will replace the earlier Cranbourne Town Centre Plan 2017, Cranbourne Town Centre Urban Design Framework 2011 and the Casey Complex Structure Plan 2011.



### Vision:

The Cranbourne Major Activity 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: Artist illustration of Casey Complex Main Street design





# 3.0 Principles

Consultation with the community, stakeholders and analysis of all the technical reports and background information consistently presents three overarching principles relevant to the Cranbourne Major Activity Centre. These themes have influenced the development of and should be considered when reading the objectives and guidelines in this structure plan.

Resilience



The Cranbourne Major Activity Centre will exemplify urban resilience through it's 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 Major Activity Centre. From inviting streets, plazas and open spaces to community hubs and businesses.

Sustainability



The Cranbourne Major Activity 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 Themes, Goals & Objectives

## Themes and goals



**4.1 Culture and heritage**  
The Cranbourne Major Activity Centre is a place that the community is proud of, where culture, heritage and history is celebrated, retained and enhanced within a distinct urban heart.



**4.2 Access and movement**  
The Cranbourne Major Activity Centre is a vibrant place by day and night 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.



**4.3 Open space**  
The Cranbourne Major Activity Centre features an activated urban town square, connected plaza spaces and open spaces which support the surrounding network of sport and recreation and passive spaces.



**4.4 Services**  
The Cranbourne Major Activity Centre has accessible and diverse services and facilities which respond to community needs.



**4.5 Land use and built environment**  
The Cranbourne Major Activity Centre is vibrant, 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.

### What are “themes” in the context of this structure plan?

Themes help to express the purpose of the structure plan and are the lens through which it has been developed. These themes guide how the Cranbourne Major Activity Centre will grow and change over time. To continue being a great place, decision-making in the Cranbourne Major Activity Centre needs to take into account the themes in this structure plan.

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





## 4.1 Culture and heritage

The Cranbourne Major Activity Centre is a place that the community is proud of, where culture, heritage and history is celebrated, retained and enhanced 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 Major Activity 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 Racecourse and Recreation reserve and the Cranbourne Gardens. The Bunurong Land Council are the Registered Aboriginal Party (RAP) for the southern part of the Cranbourne Major Activity 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 Activity 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 Activity 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 Major Activity 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.



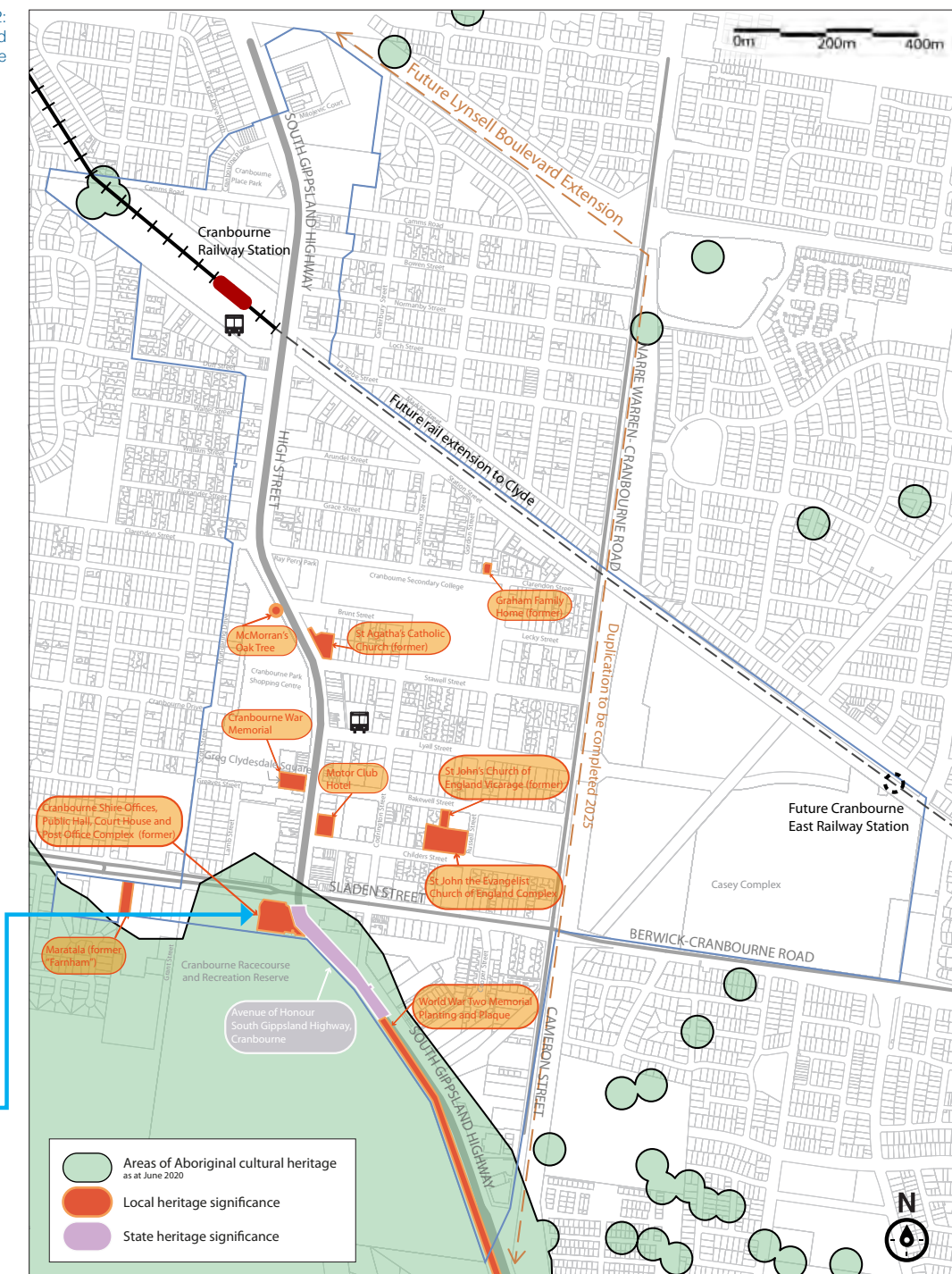
### 4.1.1 Objectives

1. Minimise the impact of new development on existing heritage sites through site-responsive design
2. Recognise and celebrate heritage features of the Cranbourne Major Activity Centre through the design of new and renewed public open spaces and streetscapes.
3. Support on-going cultural events in and around the Cranbourne Major Activity Centre such as the GP Run.
4. Support and reinforce the established grid street pattern as the preferred urban structure for the Cranbourne Major Activity Centre.

### 4.1.2 Actions

1. Review citations for existing heritage sites so that they remain current and accurate.
2. Review mapping so that places of heritage significance are appropriately protected and controls are not applied to areas which are not of heritage significance.

MAP 2:  
Culture and  
heritage







## 4.2 Access and movement

The Cranbourne Major Activity Centre is a vibrant place by day and night 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 Major Activity Centre and surrounding area comes with a challenge of providing a range of 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 main arterial roads such as Berwick-Cranbourne Road and Narre Warren-Cranbourne Road. Transport patterns indicate a reliance on vehicles and a low use of public transport. The Cranbourne Major Activity Centre is dominated by cars with a perceived under-supply of parking, but in reality, is oversupplied in many areas. The Cranbourne Railway Line terminates in the north of the Activity Centre. 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 do not 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 Major Activity Centre. A range of changes can be made to greatly improve safety, accessibility and movement to and within the Cranbourne Major Activity Centre such as vehicle speed reductions, 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 more 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 Major Activity 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 significantly improve the overall functionality and accessibility of the Cranbourne Major Activity Centre.

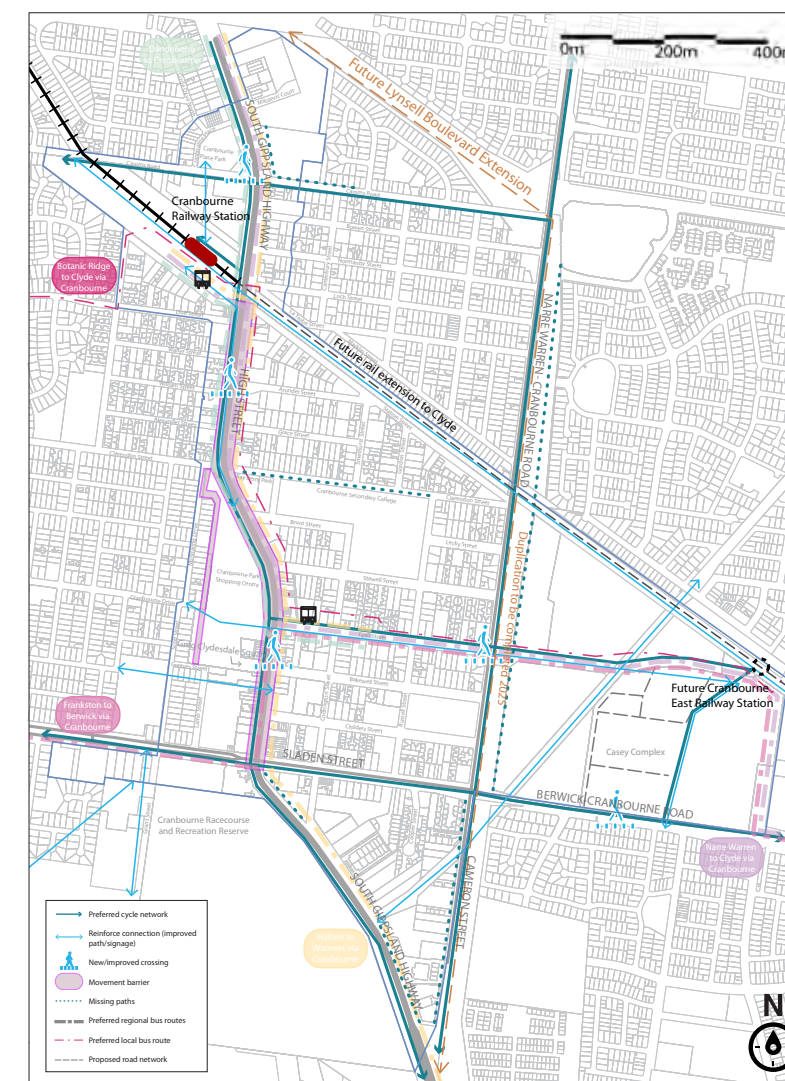
### 4.2.1 Objectives

1. Prioritise and support sustainable transport modes to assist in providing a range of transport choices.
2. Improve connectivity to and within the Cranbourne Major Activity Centre.
3. Use smart city technology to make getting around the Cranbourne Major Activity Centre easier.
4. Ensure that vehicle access, loading and parking is not a dominant feature of streetscapes.

### 4.2.2 Actions

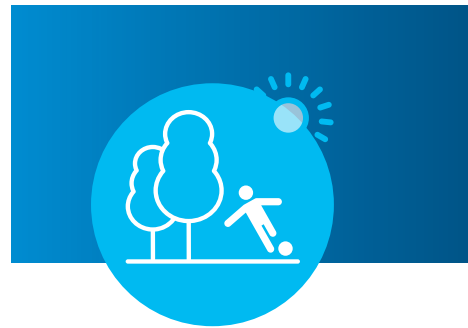
1. Improve connectivity within the Cranbourne Major Activity Centre by prioritising the delivery of missing paths and trails near schools, railway stations and hospitals as identified in the Walk and Ride Strategy.
2. Improve pedestrian and cycling infrastructure in streetscape upgrades and new development by including dedicated paths and safe access, end-of-trip facilities and providing through-block access where there is overall benefit to the activity centre.
3. Explore how the use of technology such as dynamic signage, parking guidance systems and electric and autonomous vehicles may aid connectivity to and within the Cranbourne Major Activity Centre so that residents and visitors can make informed transport choices.

4. Investigate the viability of an on-demand or loop transport service for short trips within the Cranbourne Major Activity Centre and to nearby attractions such as the Casey Complex, Cranbourne Gardens, Cranbourne Racecourse and Recreation Reserve and Casey Fields.
5. Locate parking, loading and servicing to the rear and side of new development so that it does not dominate the streetscape.
6. Continue advocating to the State Government for improved public transport services and infrastructure including the upgrade of the Lyall Street Bus Interchange and extension of the Cranbourne Railway Line to Clyde with new railway stations at Cranbourne East, Casey Fields and Clyde and the construction of the Lynsall Boulevard Extension.
7. Together with the State Government, transform the South Gippsland Highway through the mixed-use commercial core into a high amenity boulevard with an enhanced pedestrian environment.



MAP 3: Access and movement





## 4.3 Open space

The Cranbourne Major Activity Centre features an activated urban town square, connected plaza spaces and open spaces which support the surrounding network of sport and recreation and passive spaces.

Consultation with the community has helped Council gain an understanding of how open space is currently used in the Cranbourne Major Activity Centre. Large areas of public open space are located outside the Cranbourne Major Activity 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 Activity Centre and would benefit from improved links as would the Cranbourne Racecourse 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 Major Activity 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 Major Activity Centre. There is great potential to improve connectivity within and between the open spaces in the Activity 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 Activity Centre should tie in with existing features such as the Avenue of Honour and Cranbourne Gardens.

### 4.3.1 Objectives

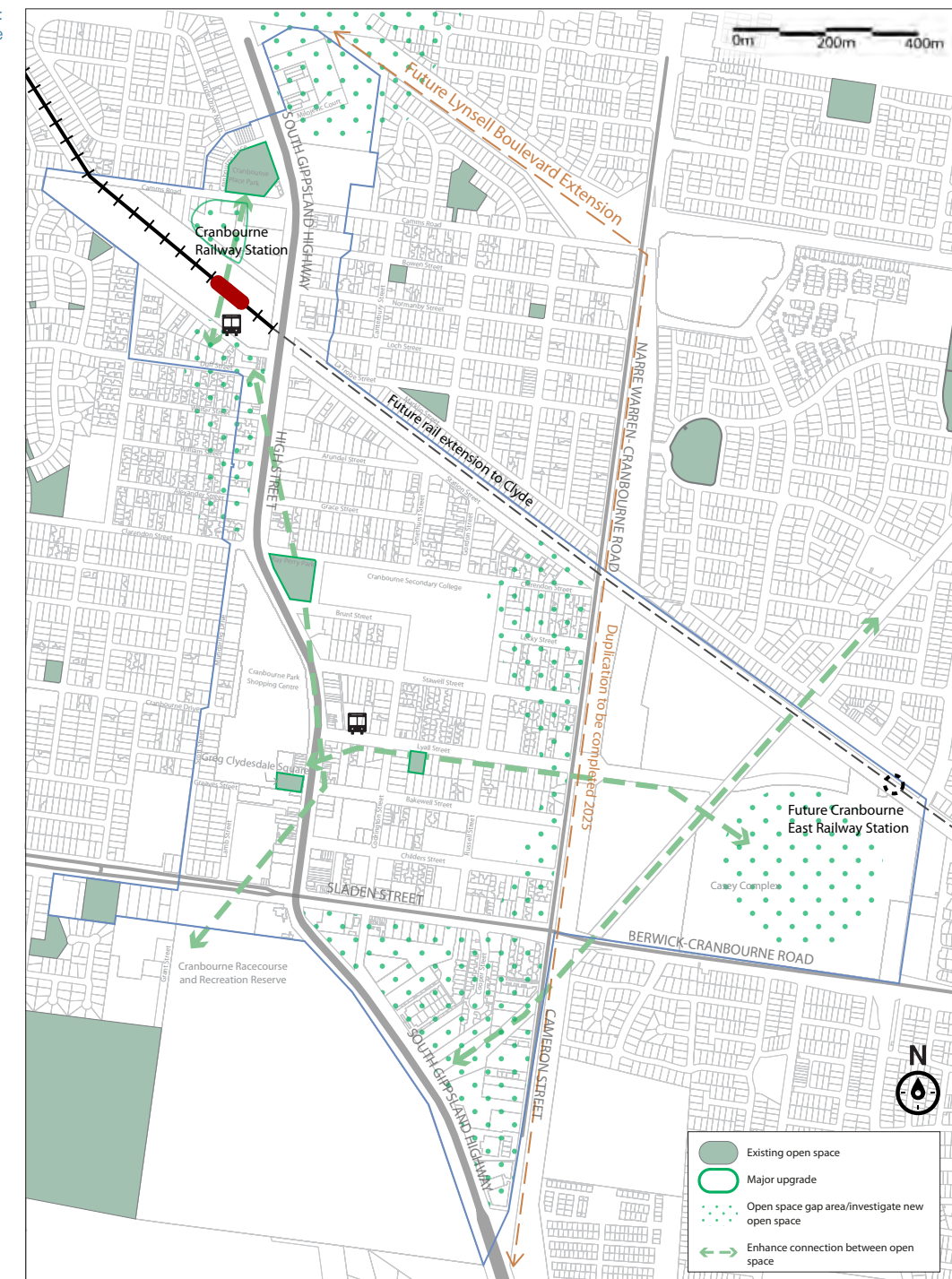
1. Provide diverse open spaces that support a range of activities.
2. Enhance the character and unique features of the Cranbourne Major Activity Centre and surrounds, such as the Cranbourne Gardens, Avenue of Honour, Cranbourne Racecourse and Recreation Reserve, boulevards and wide tree-lined streets and incorporate this into the redesign of open space and future open space.

3. Make the Cranbourne Town Centre greener by encouraging and incentivising water re-use, tree planting, productive landscapes and green infrastructure such as water-sensitive urban design (WSUD).
4. Support Greg Clydesdale Square becoming a more active, pleasant, safe and attractive community space.
5. Improve connectivity between and access to public open space.

### 4.3.2 Actions

1. Ensure that new development contributes to greening the Cranbourne Major Activity Centre by incorporating water re-use, tree planting, productive landscapes and green infrastructure.
3. Plan, renew and investigate the creation of new open spaces where there is an expected increase in demand through population growth.
4. Identify and prioritise open space improvements which will have multiple benefits such as attracting investment in jobs and services, encouraging a range of activities and improving safety.
5. Incorporate WSUD to enhance streetscapes and the pedestrian environment.
6. Formalise the ownership of public open space.

MAP 4:  
Open space







## 4.4 Services

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

The Cranbourne Major Activity 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 a 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 Major Activity Centre are mostly stand-alone single-purpose facilities. Residents are often making multiple trips within the area to access the services and facilities they need.

Anticipated demand for community facilities is expected to increase and existing facilities and services are seeking to expand to cater for a growing and increasingly diverse population. New facilities will be needed to meet this demand.

Where existing services and facilities are looking to expand, the integration and consolidation of compatible services as part of a

community hub will provide better support to the community and improve health and wellbeing outcomes. 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.

Locations of future integrated community hubs are identified in the Cranbourne Major Activity Centre in the mixed-use commercial core and at the Casey Complex. Further investigation will ensure these facilities are appropriately located and meet the needs of a diverse and growing population. Existing facilities and services may need to be moved from their current location to allow for the appropriate development of integrated community hubs.

### 4.4.1 Objectives

1. Meet community needs by providing culturally safe and appropriate facilities where diversity is welcomed and inclusivity encouraged.
2. 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.
3. Apply a transparent and service driven approach to the provision of community services and facilities to meet expected demand.
4. Future-proof new facilities by making them integrated, flexible and smart.

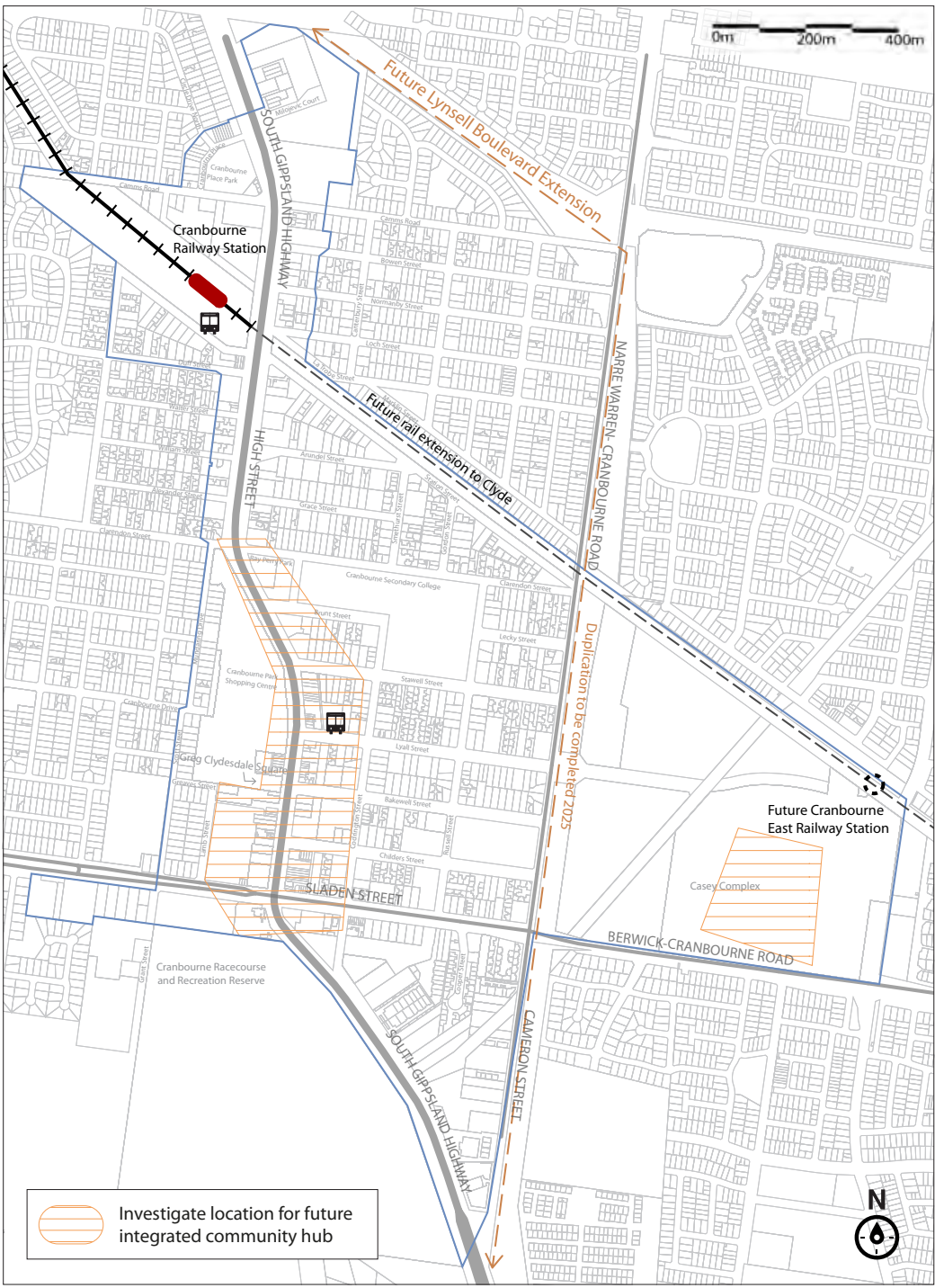


5. Appropriately locate new facilities with complementary adjoining uses in areas which are easily accessible by sustainable transport modes.

### 4.4.2 Actions

1. Advocate to the State Government for an Orange Door facility to be located in the Cranbourne Major Activity Centre.
2. Prioritise the development of an integrated community hub in the mixed-use commercial core.
3. Improve the link between facilities and services located at the Casey Complex and the core Cranbourne Major Activity Centre by strengthening Lyall Street as a key connection
4. Advocate for the Cranbourne Major Activity Centre to be the preferred location for new and expanded State Government Services in response to identified community need.

MAP 5: Services







## 4.5 Land use and built environment

The Cranbourne Major Activity Centre is vibrant, 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 Major Activity Centre tells the story of how it has grown and changed over time. Distinct areas of commercial, industrial and residential buildings are consistent with a rural township becoming an outer suburb of Melbourne transitioning into a Major Activity Centre with aspirations of being a Metropolitan Activity Centre.

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

Land around the Cranbourne Railway Station and the proposed Cranbourne East Railway Station, should encourage transit-oriented development and contribute to making the station precinct a more attractive area. Higher density residential and mixed-use development near the Cranbourne Railway Station 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 through to the High Street area to the Cranbourne Railway Station.

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 positioned to best allow for passive heating and cooling; active uses and glazing at ground level will maintain good sight-lines and canopies or balconies above provide weather protection and passive surveillance. This will contribute to creating a vibrant activity centre, particularly in retail areas.

Gateways into the Cranbourne Major Activity Centre are key sites at strategic locations which should provide a sense of arrival through architectural and landscape treatments to mark the entry into the centre. Throughout the Cranbourne Major Activity Centre there are also important corner sites which effectively act as secondary gateways. These sites mark the entry or corner of a block and reinforce the activity, scale and functions expected in a Major Activity Centre aspiring to be a Metropolitan Activity Centre. It is understood these gateways and corner sites will redevelop over time to exemplify sustainable, high-quality, contemporary architecture.

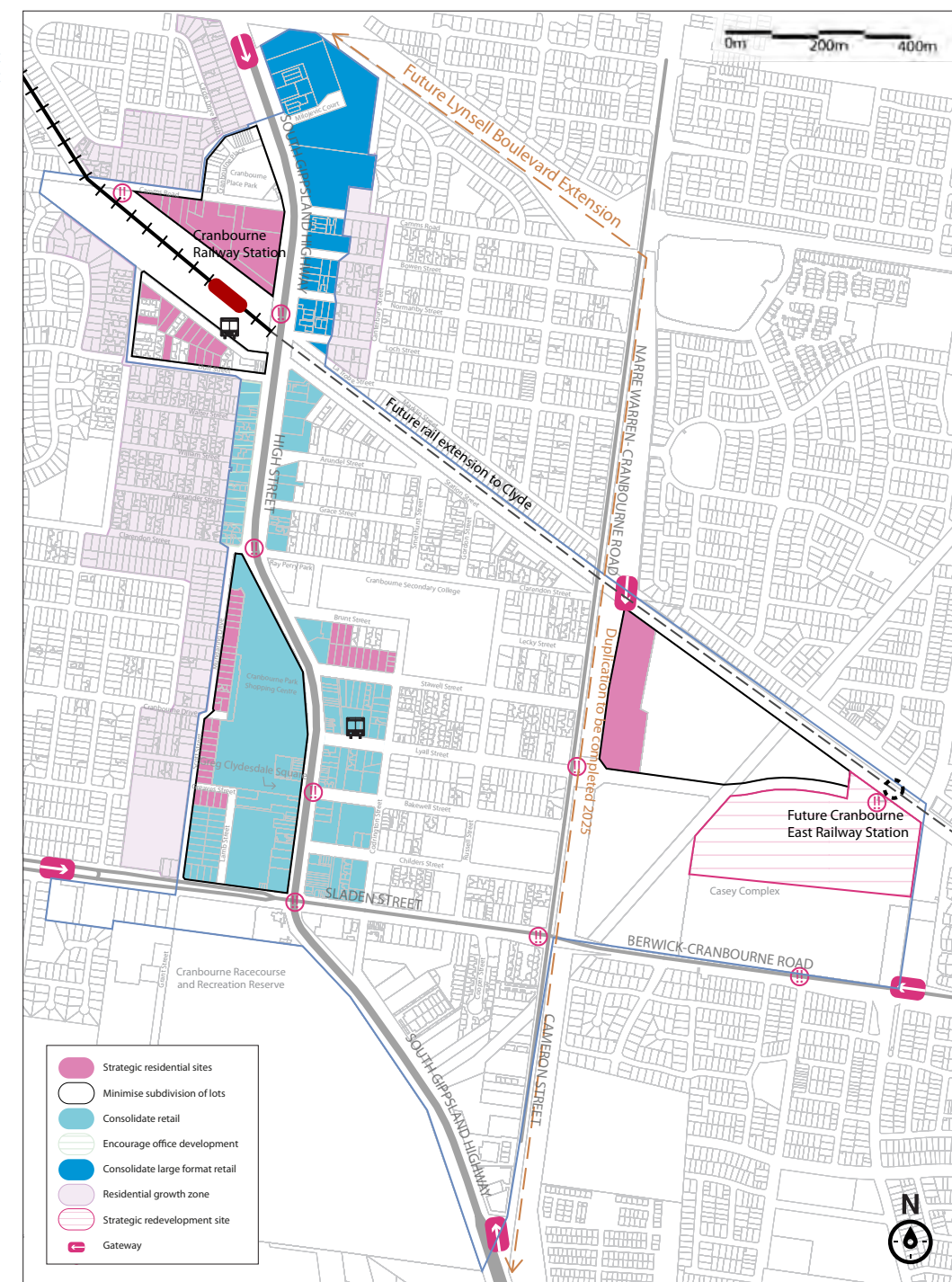
While activity centres are busy and vibrant locations, they can be prone to visual clutter. Well-designed and well-integrated signage in appropriate locations can add

colour, vibrancy and interest to an area. A proliferation of signs and poorly designed and located signs can significantly detract from the attractiveness and amenity of the Cranbourne Major Activity Centres urban environment as well as reducing the effectiveness of signs. To avoid this, advertising signage should be limited to business identification and be well-integrated with the built environment and not dominate the streetscape. Large and obtrusive signs, such as pylon signs and digital signs of all types are discouraged, particularly at gateways and important corner sites.

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 infrastructure projects are expected to attract increased private investment and redevelopment over time. As new development occurs to meet the expected demand it is important that the built environment and mix of uses is carefully considered, so that the Cranbourne Major Centre is a safe, active and resilient place which supports a range of job opportunities and services consistent with 20 minutes neighbourhood principles.

MAP 6:  
Land use and  
built  
environment





4.5.1 Objectives

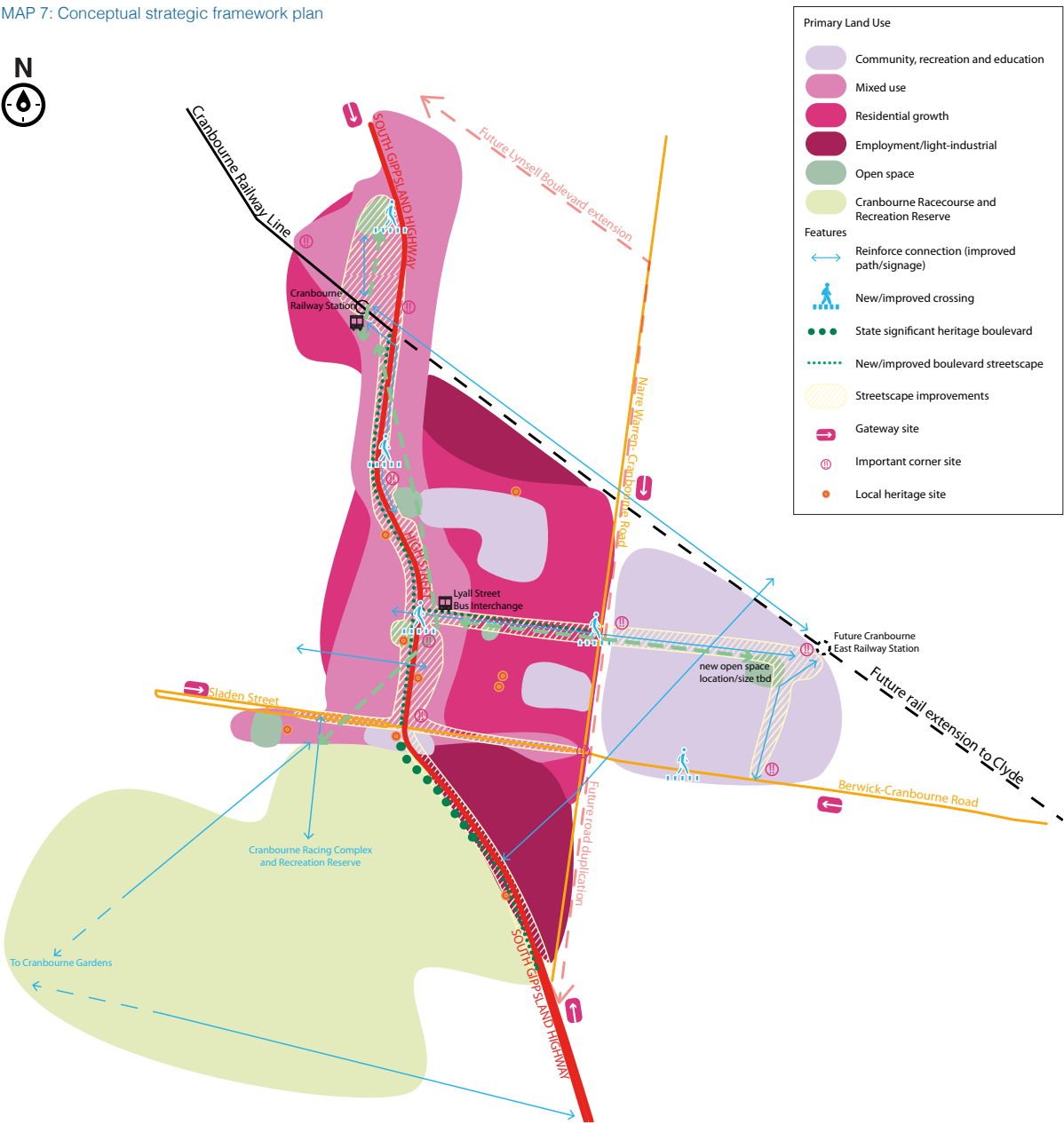
- 1. Focus community activities around the High Street and Greg Clydesdale Square to assist in establishing a sense of place.
- 2. Use the renewal of Council and other public facilities to encourage further investment in the Cranbourne Major Activity Centre and to guide future capital works.
- 3. Create a vibrant and active centre with a diversity of activities which span through the day and night by encouraging complementary land uses.
- 4. Encourage consistent building heights throughout the Cranbourne Major Activity Centre and acknowledge that higher built form may be appropriate at gateway and important corner sites. Buildings which exceed the specified preferred height will be assessed based on performance and merit and must contribute significantly to the net community benefit of Cranbourne Major Activity Centre.
- 5. Encourage development which demonstrates environmentally sustainable design and practice throughout the Cranbourne Major Activity Centre.
- 6. Encourage high quality building and landscape design and public art at gateway sites to signify a sense of arrival and positively contribute to the image of the Cranbourne Major Activity Centre. Important corner sites should also support gateways throughout the activity centre.
- 7. Metre boxes, plant, equipment and other services should be located and screened to so they are discreet and not obvious from public areas.

4.5.2 Actions

- 1. Ensure that major infrastructure improvements contribute to the Cranbourne Major Activity Centre being an active and vibrant centre.
- 2. Maintain and enhance existing laneways and through-block access points to improve pedestrian permeability. Ensure that new development includes good pedestrian access and links particularly on large lots which can provide through-block access.
- 3. Ensure building design with active frontages and windows or balconies at upper levels to achieve passive surveillance. Avoid long stretches of blank walls along street frontages or communal areas and use windows where practical.
- 4. Avoid solid and high front fencing. Security fencing should be visually permeable and attenuated with landscaping.
- 5. Explore the development of a program of free events building on the success of the GP Run

5.0 Strategic Framework

MAP 7: Conceptual strategic framework plan

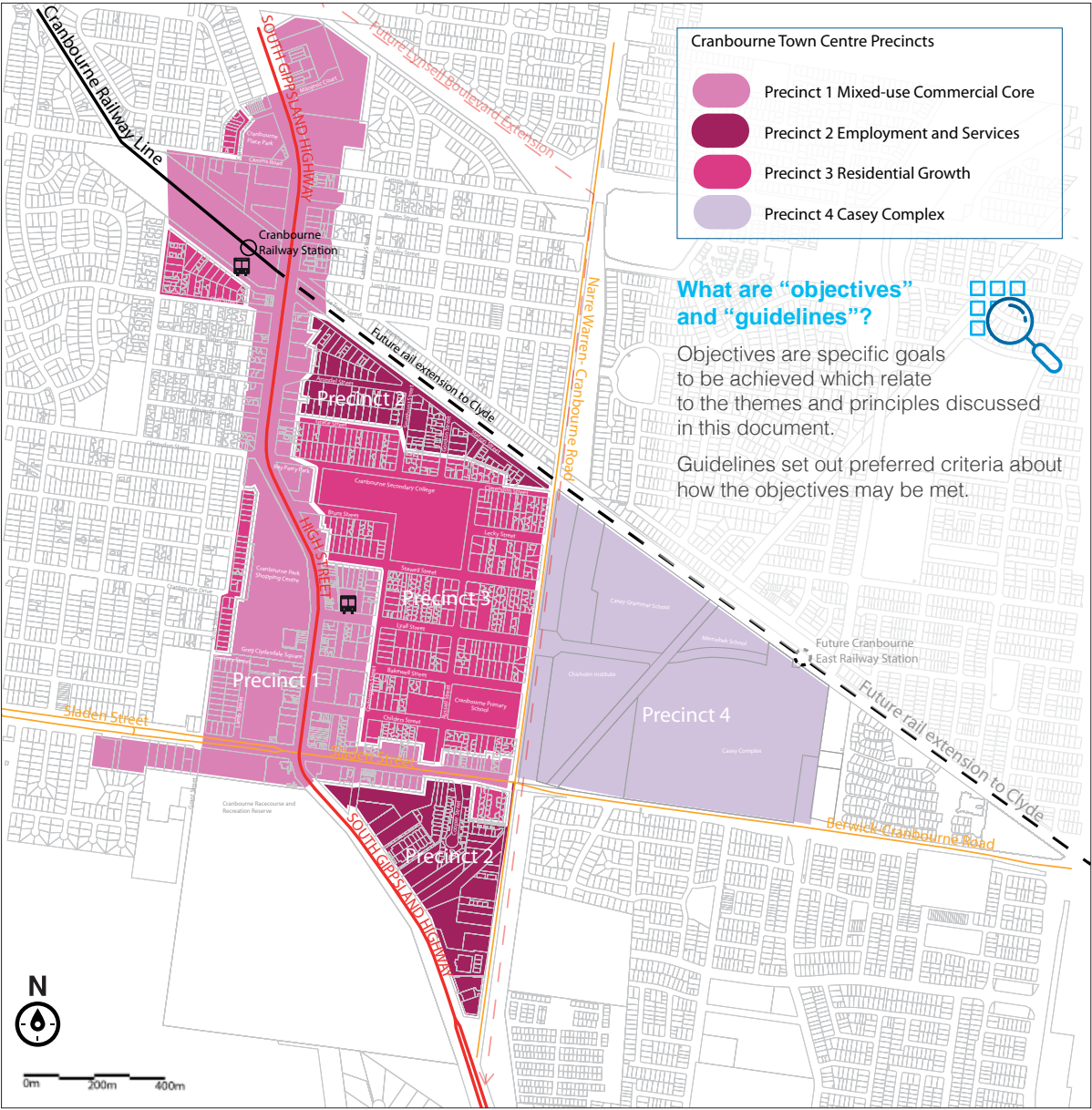






# 6.0 Precinct Plan

MAP 8: Precincts plan





PRECINCT  
1



# 6.1 Precinct 1: Mixed-use Commercial Core

## 6.1.1 Overview

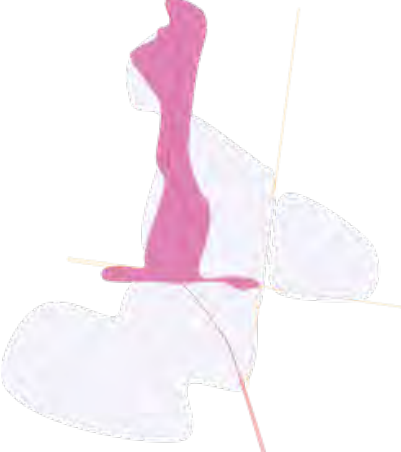
This precinct forms the northern gateway into the centre and the primary commercial core area. There are unique opportunities for substantial integrated mixed use developments where there are large vacant lots to the north of the precinct and around the Cranbourne Railway Station.

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

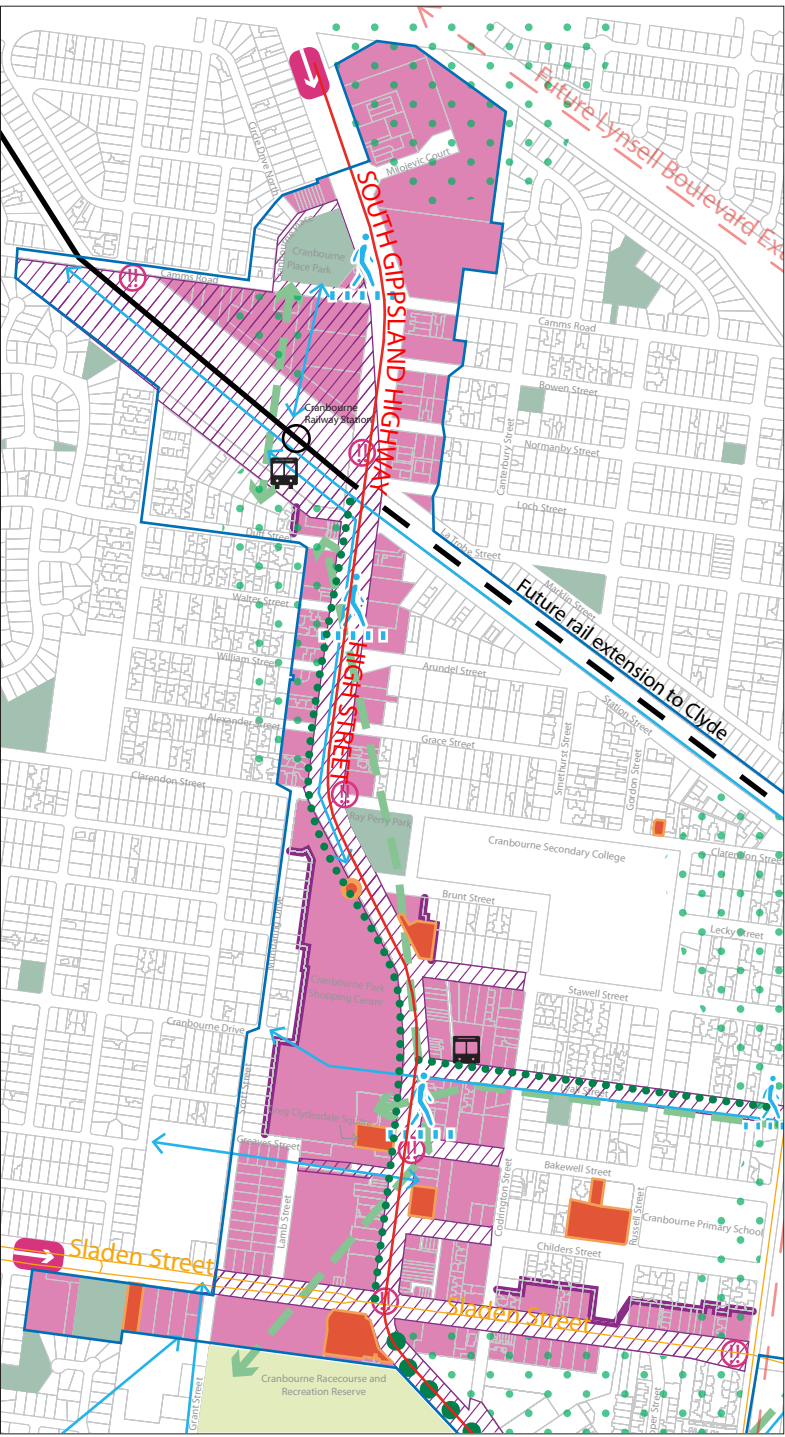
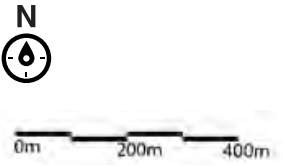
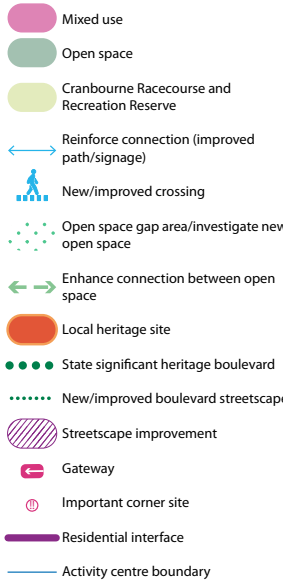
1. Facilitate high quality building and landscape design; gateway sites should signify a sense of arrival and positively contribute to the image of the Cranbourne Major Activity Centre.

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 ground floor retail or commercial uses 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 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

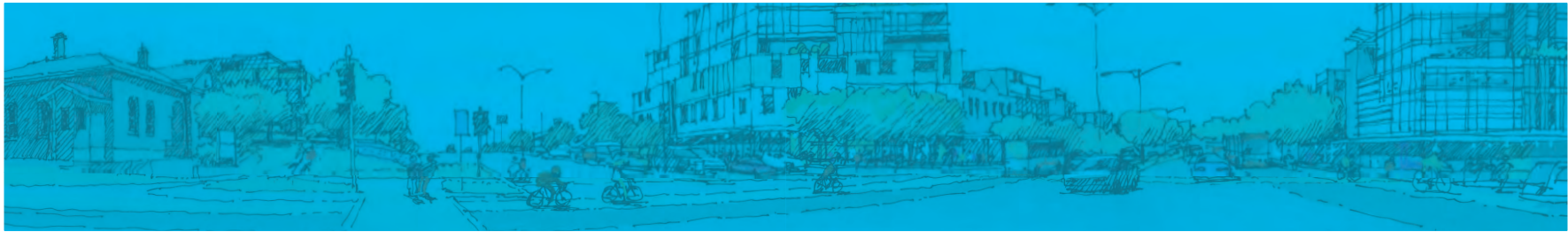


26 | Cranbourne Major Activity Centre Structure Plan

Cranbourne Major Activity Centre Structure Plan | 27



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 3 metres.
2. Redevelopment of Cranbourne Park Shopping Centre or existing at-grade car parking of 1000sqm or greater must result in a net benefit to the activity centre including but not limited to improvements to the adjoining streetscape where works interface with a street, active transport links and amenities, façade activation and demonstrate how it addresses the principles and themes of this structure plan.
3. Any development adjoining Greg Clydesdale Square must include active frontages and complementary uses and positively contribute to the image of the activity centre.
4. Facilitate the redevelopment of large sites near Cranbourne Railway Station so that they provide new active transport links to the station.
5. Improve the pedestrian environment by encouraging weather protection such as awnings and porticos which may extend into the front setback or over footpaths.
6. Encourage active commercial or retail uses at ground level in new and existing development, particularly fronting South Gippsland Highway, High Street and Sladen Street.
7. Large-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 the residential areas to the west. Redevelopment of Cranbourne Park Shopping Centre should consider a more prominent central western access.

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



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

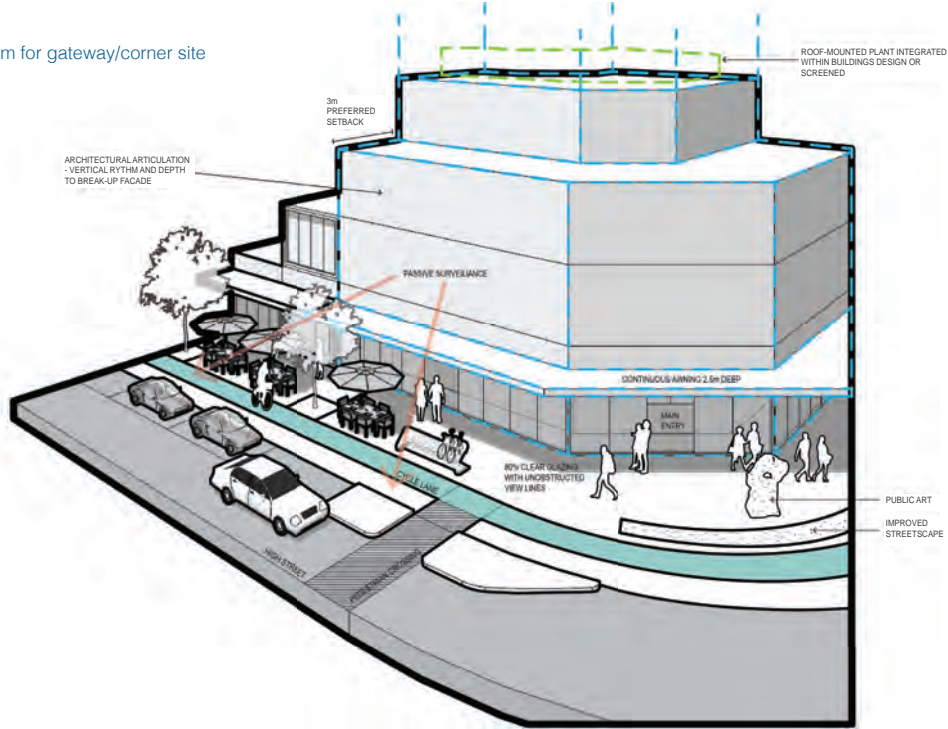
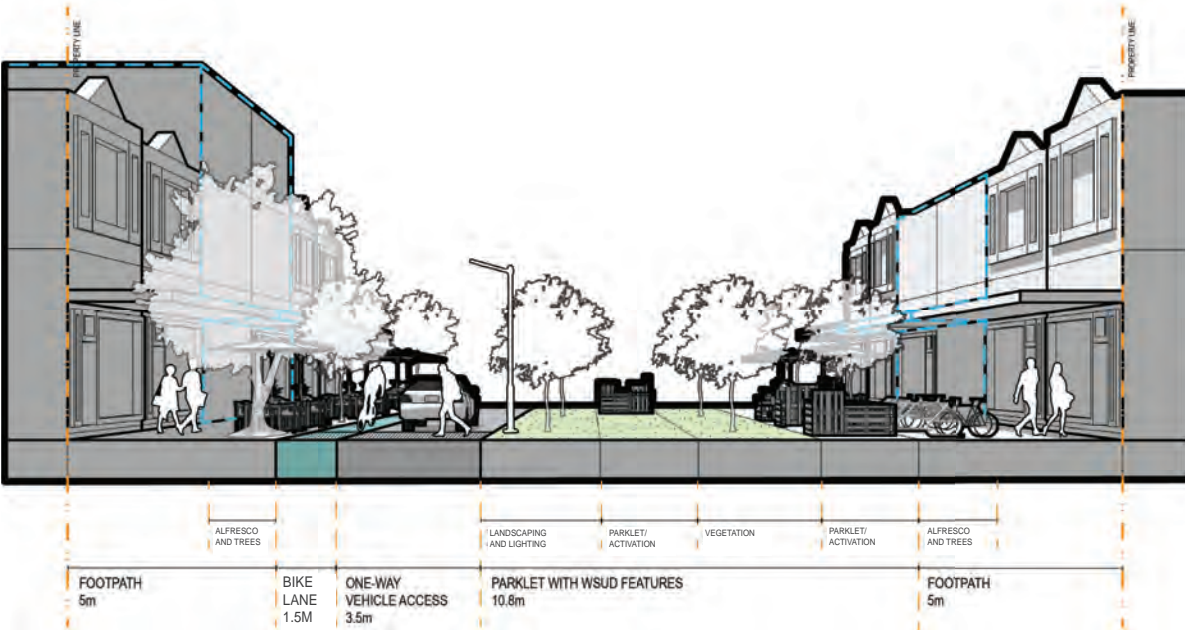


FIGURE 5: Bakewell Plaza street cross section concept -  
subject to further investigation and detailed design





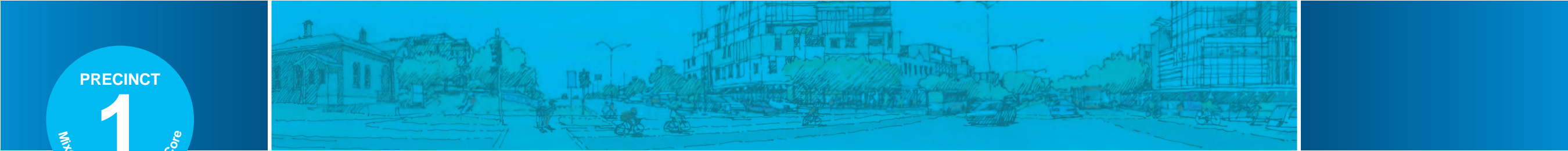


FIGURE 6: Preferred built-form - indicative High Street redevelopment of larger/consolidated site

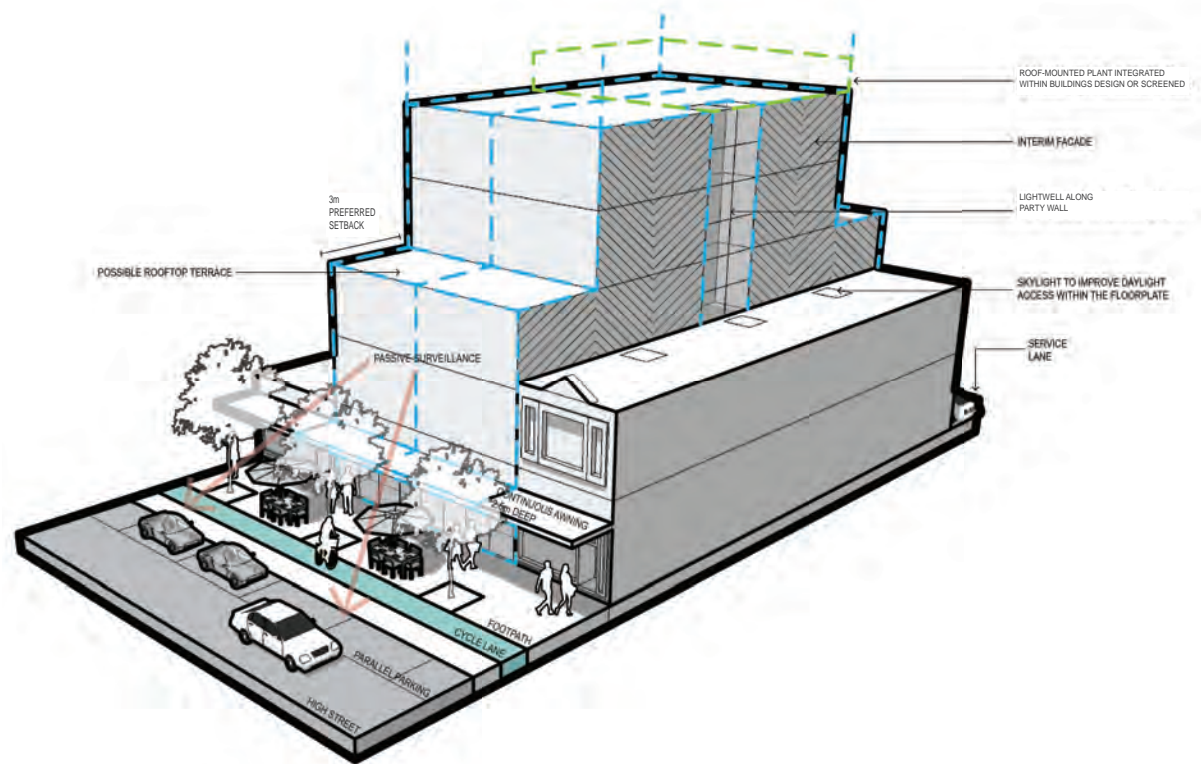


FIGURE 7: Preferred built-form - indicative High Street redevelopment

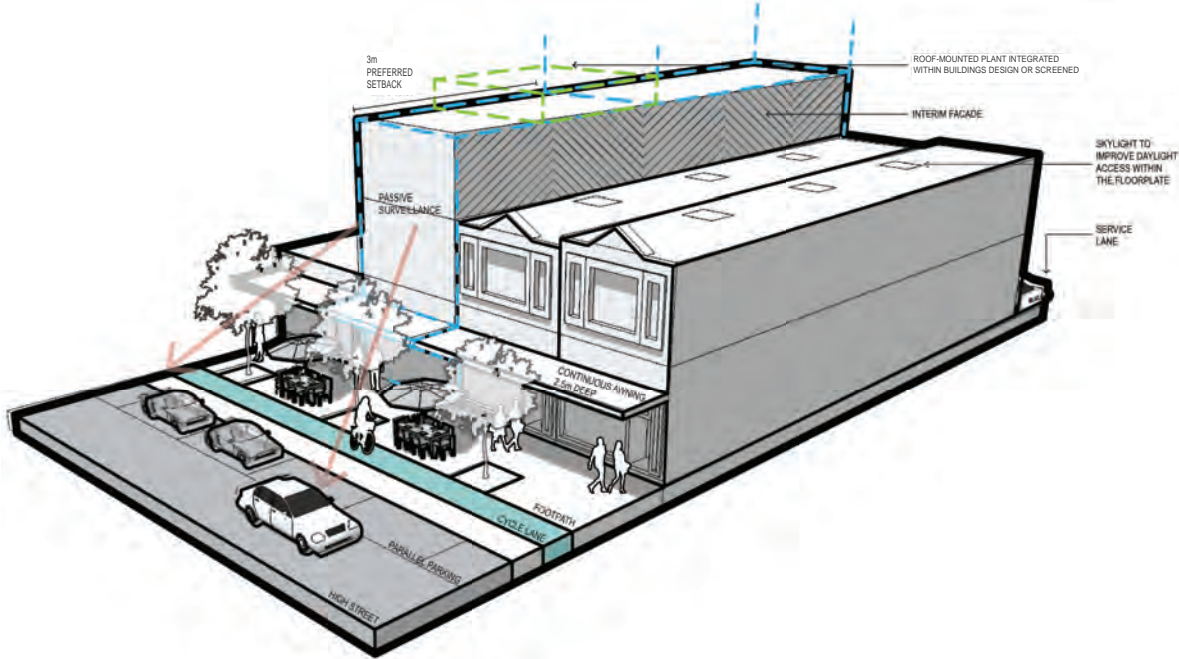
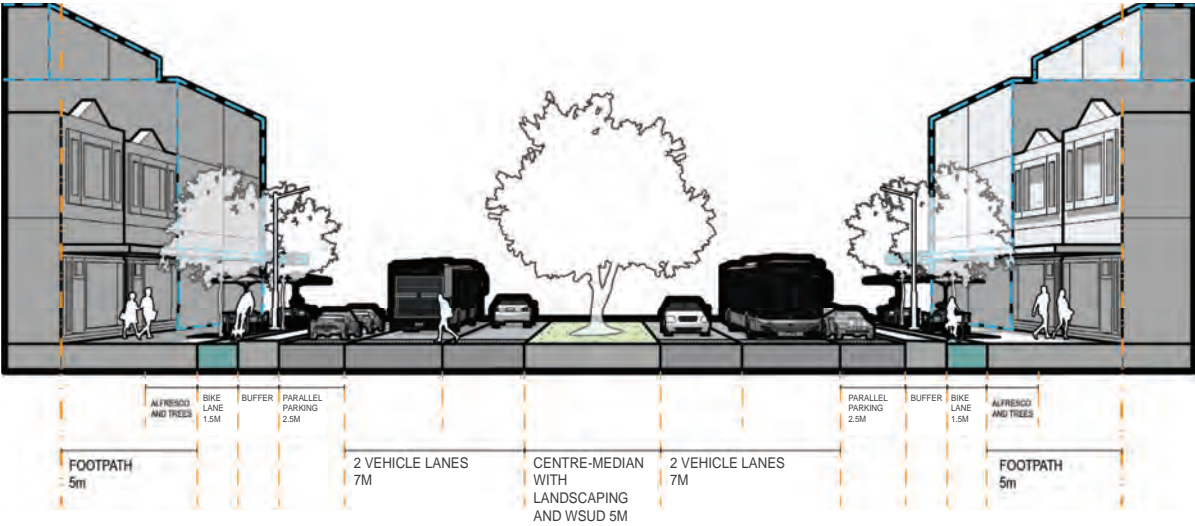


FIGURE 8: Indicative cross-section High Street (between Sladen Street and Cranbourne Railway Station) - subject to further investigation and detailed design





PRECINCT  
2



6.2 Precinct 2: Employment and Services

6.2.1 Overview

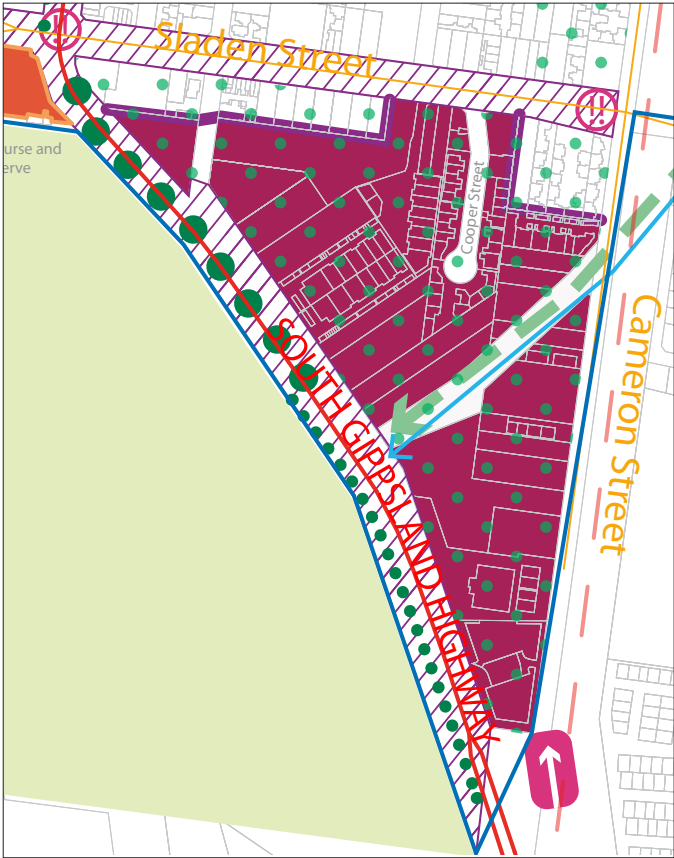
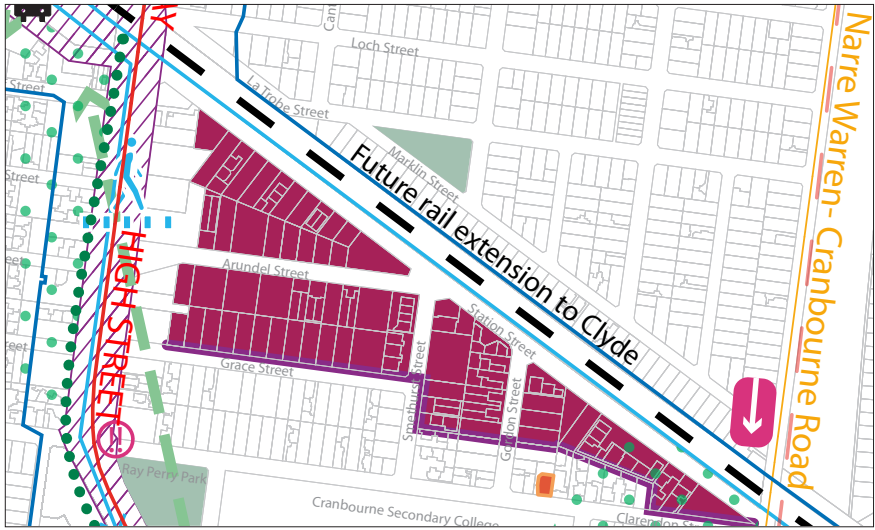
Made up of the existing northern industrial area and the southern gateway to the Cranbourne Major Activity Centre, this precinct plays a significant role as both a gateway and key commercial redevelopment area. Over time a greater diversity of employment generating uses are expected to establish, such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

6.2.2 Objectives

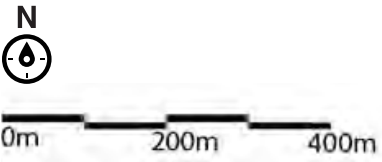
1. To provide an attractive southern gateway to the Cranbourne Major Activity Centre.
2. Encourage a diversity of business and employment opportunities including small and medium sized industry, manufacturing and local service businesses.
3. To improve interfaces with residential and other sensitive 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



- Employment/light-industrial
- Open space
- Cranbourne Racecourse and Recreation Reserve
- Reinforce connection (improved path/signage)
- New/improved crossing
- Open space gap area/investigate new open space
- Enhance connection between open space
- Local heritage site
- State significant heritage boulevard
- New/improved boulevard streetscape
- Streetscape improvement
- Gateway
- Important corner site
- Residential interface
- Activity centre boundary

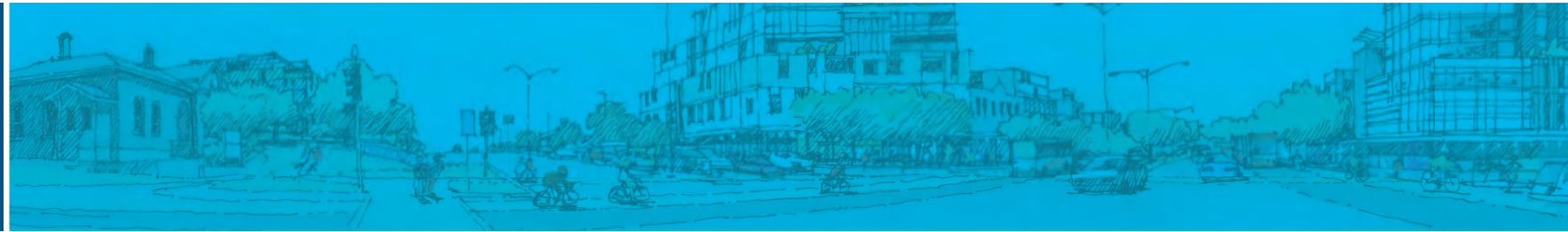




## PRECINCT

2

Employment and Services



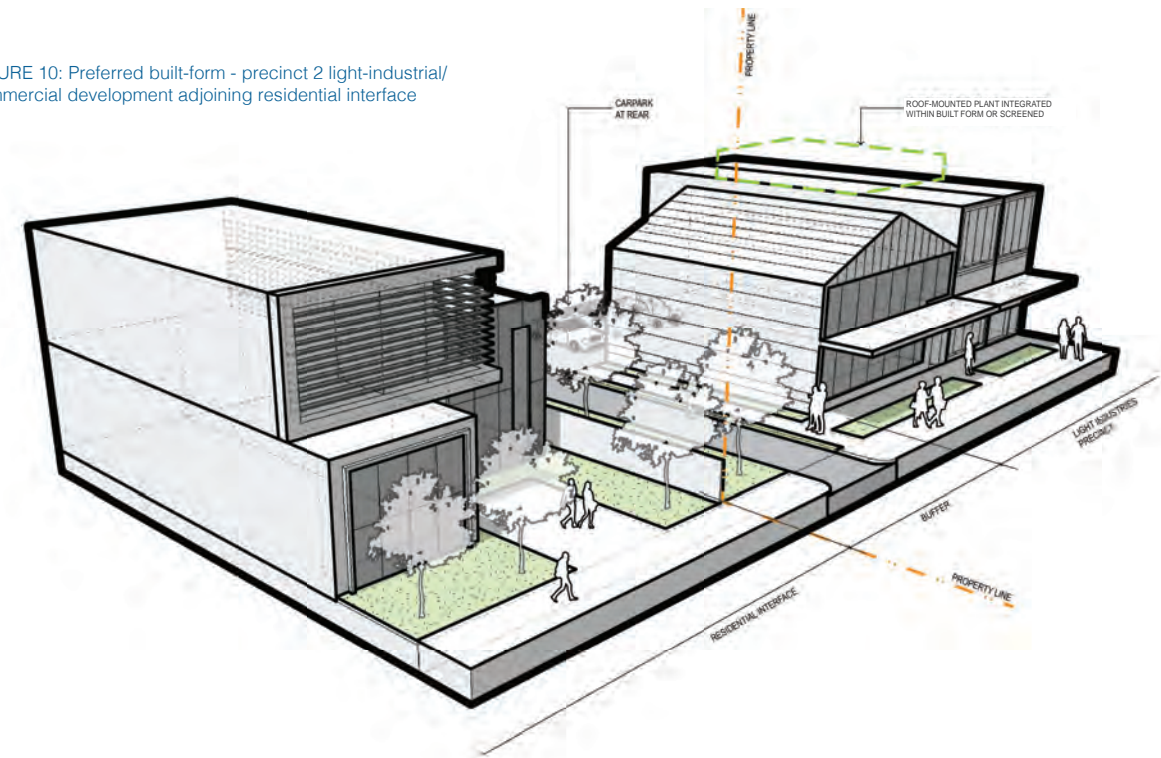
## 6.2.3 Guidelines

1. Support a preferred building height of 14 metres.
2. Buildings are to be setback at least 3 metres from the street at ground floor level and include a landscaped buffer to allow for tree planting.
3. Built form greater than 11 metres should be setback 3 metres.
4. Commercial developments should include communal spaces such as internal foyers or courtyards.
5. Large buildings should be well designed and include variations in façade treatments (such as recessed or projecting architectural features), materials, details, surfaces, colours and textures.
6. 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 siting and design to minimise these impacts.
7. Stand-alone retail uses are discouraged unless they are ancillary to another use.
8. Encourage high amenity office and commercial development along Sladen Street and the South Gippsland Highway.
9. Street trees with a generous canopy should be the dominant feature of the streetscape 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





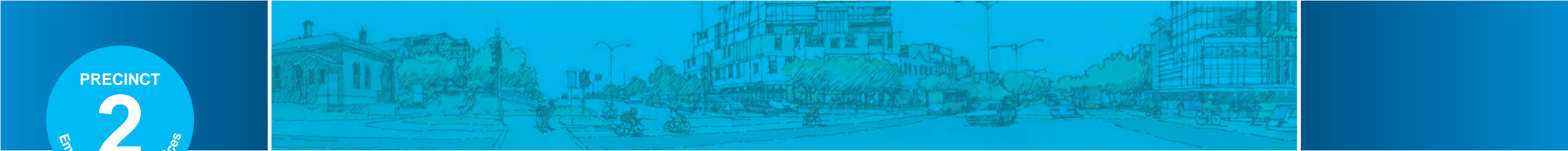
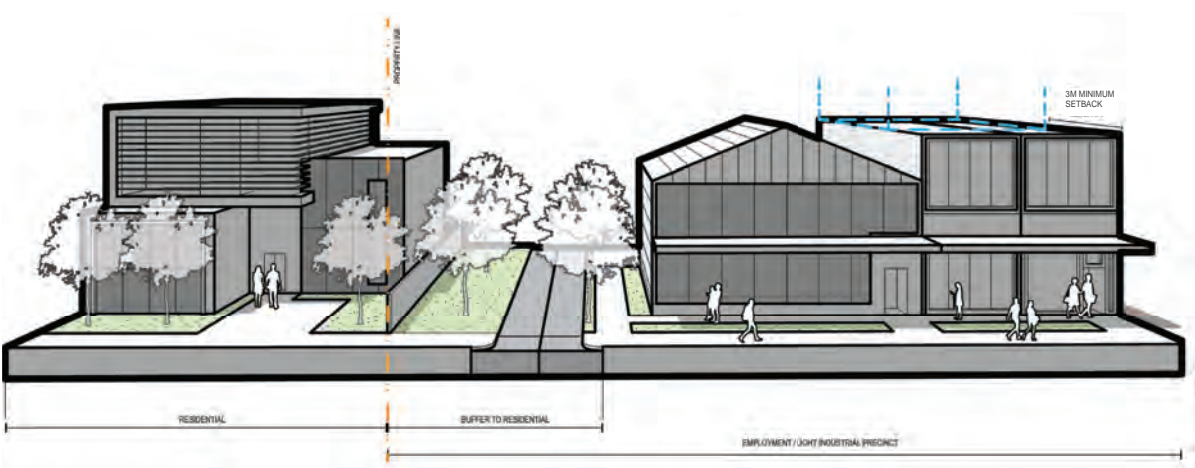


FIGURE 11: Indicative built-form - precinct 2 light-industrial/commercial development with active uses at ground floor



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





PRECINCT  
3



6.3 Precinct 3: Residential Growth

6.3.1 Overview

Residential growth is expected to continue throughout the precinct. Densities will likely increase over time as demand for more housing does. It is expected that townhouse development and smaller apartment developments will occur in the short-term. Lot consolidation is encouraged to facilitate higher density redevelopment. Medical centres, childcare centres and other small-scale non-residential uses may be permitted where they do not adversely impact surrounding dwellings.

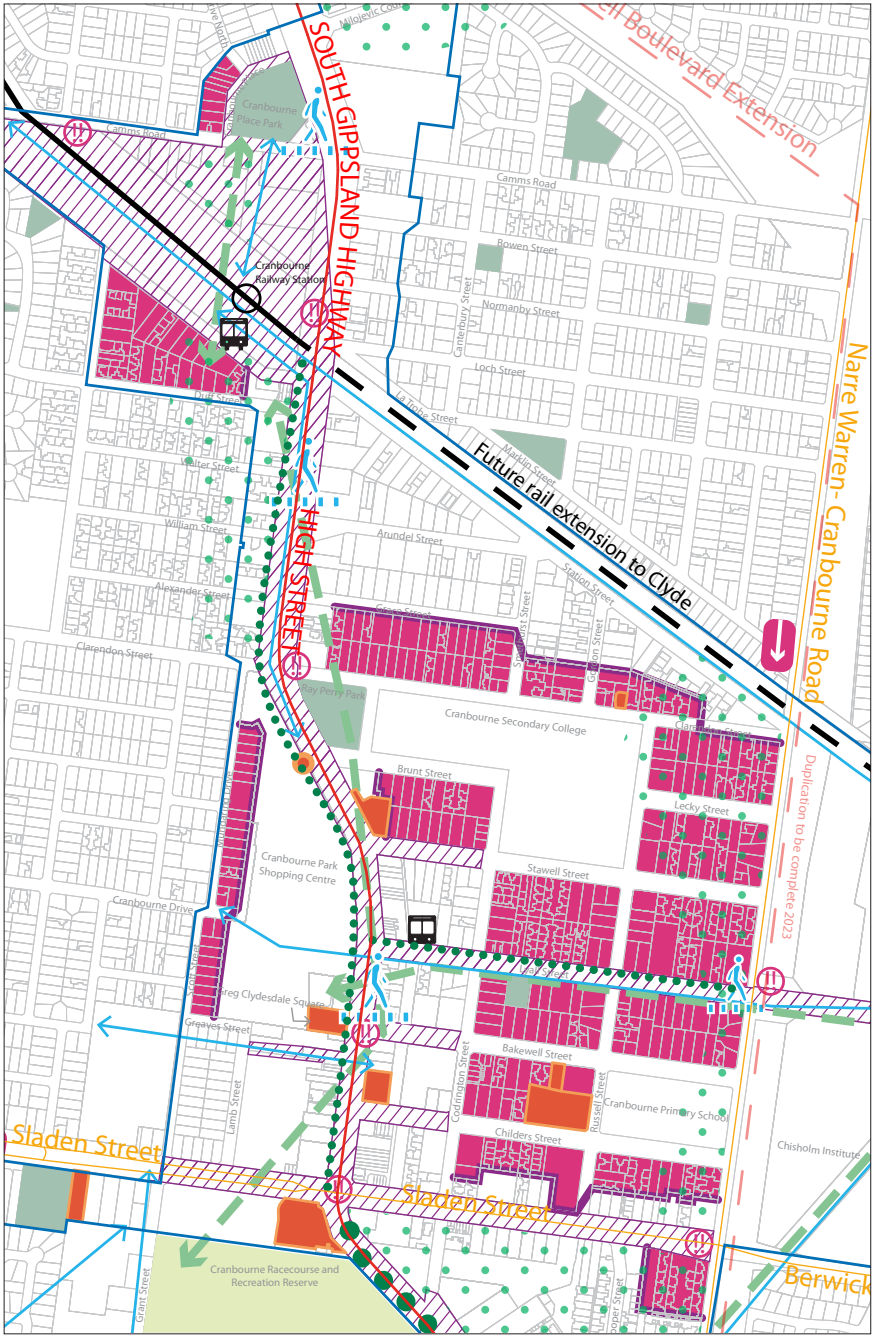
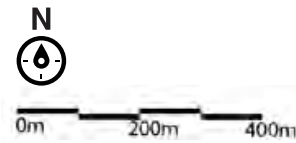
6.3.2 Objectives

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 and well-designed 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 growth
- Open space
- Cranbourne Racecourse and Recreation Reserve
- Reinforce connection (improved path/signage)
- New/improved crossing
- Open space gap area/investigate new open space
- Enhance connection between open space
- Local heritage site
- State significant heritage boulevard
- New/improved boulevard streetscape
- Streetscape improvement
- Gateway
- Important corner site
- Commercial/industrial interface
- Activity centre boundary





## PRECINCT

3

Residential Intensification



## 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. Higher built form may be considered for well-designed proposals on consolidated sites which do not unreasonably impact the amenity of surrounding lots.
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 which serve as primary secluded private open spaces should have a minimum width of 2 metres and be free of clothes lines, air-conditioning units or other services. Where this cannot be avoided, these items should be screened or concealed in the building design and the area they occupy not contribute to the overall quantum of private open space.
9. Parking structures should not be provided in the front setback.
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





## PRECINCT

4



## 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 Major Activity Centre.

Large institutional uses such as schools and tertiary education make up the balance of the precinct. Over time these uses may transition into higher intensity and a greater diversity of uses such as sport and recreation-related health and commercial services

The Casey Complex Urban Design Framework 2019 provides greater detail about the transformation of the Casey Complex over time.

### 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. Ensure community buildings and services are located with good access to public space and optimise 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. Mixed use development, including commercial and residential uses, may be considered in proximity to the future Cranbourne East Railway Station and particularly at gateway and important corner sites, subject to appropriate design and streetscape improvements.
8. Ensure new development improves the interface with Berwick-Cranbourne Road to establish a greater visual presence of the Casey Complex.



MAP 12: Precinct 4 Casey Complex and Surrounds

- Community, recreation and education use
- Indicative open space/plaza
- Existing road alignment
- Indicative future road alignment
- Reinforce connection (improved path/signage)
- New/improved crossing
- Enhance connection between open space
- Water sensitive urban design treatment
- Streetscape improvement
- Gateway
- Important corner site
- Casey Complex boundary
- Activity centre boundary

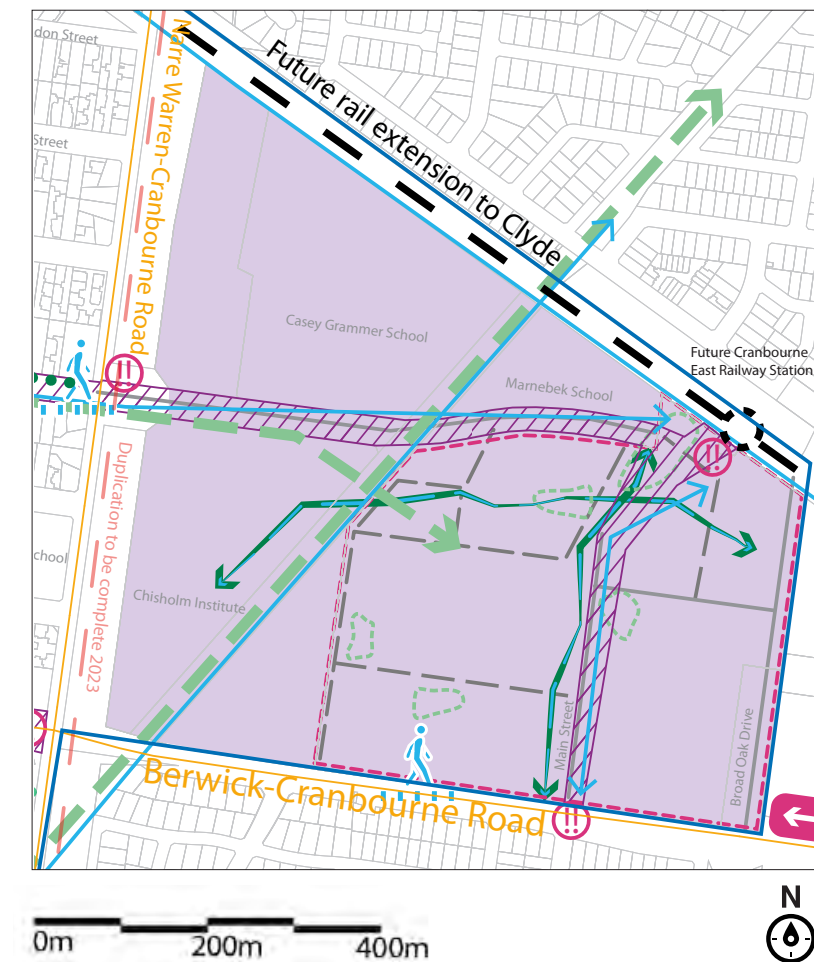






FIGURE 14: Indicative Casey Complex future built-form viewed from future Cranbourne East Railway Station Plaza



6.4.3 Guidelines

1. Support a preferred street wall height of 11 metres and upper level setback of 3 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. Encourage active frontages along Berwick-Cranbourne Road to support the development of the Casey Complex as a transit oriented precinct.
9. Improve legibility and wayfinding through the Casey Complex by establishing a local street network complemented by signage, lighting and designated pedestrian and cycle paths.
10. Development should be generally in accordance with the objectives and guidelines of the Casey Complex Urban Design Framework 2019.

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







# 7.0 Indicative Implementation Plan

Project	2020											
	1-2 Years			3-5 Years			5+ Years					
Streetscape and Infrastructure Upgrades*												
High Street Stage 1 (between Sladen Street and Stawell Street)												
High Street (surrounds) Stage 2												
Lyal Street (bus interchange)												
Lyal Street (active transport upgrades)												
Bakewell Street (pocket park/plaza)												
Greg Clydesdale Square renewal												
Sustainable transport initiatives (new and improved pedestrian and cycle paths and crossing)												
In-centre community hub (feasibility, location analysis and concept design)												
In-centre community hub (detailed design and construction)												
Casey Complex Urban Design Framework**	✓ COMPLETED											
Public realm improvements												
Public and community infrastructure review (building condition review and maintenance, service and asset planning)												
Planning Scheme implementation												
Open space planning and renewals												
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.

\*All streetscape and infrastructure upgrade projects include a feasibility and concept design phase prior to progressing to detailed design and delivery which may impact on the overall timing and scope of projects.

\*\*This structure plan was originally adopted by Council in June 2018. This action has since been completed. Refer to the Casey Complex Urban Design Framework for implementation details in this precinct.



### Contact City of Casey

03 9705 5200

**NRS:** 133 677 (for the deaf, hearing or speech impaired)

**TIS:** 131 450 (Translating and Interpreting Service)

caseycc@casey.vic.gov.au

**casey.vic.gov.au**

 facebook.com/CityOfCasey

 @CityOfCasey

PO Box 1000  
Narre Warren VIC 3805

### Customer Service Centres

#### Narre Warren

Bunjil Place  
Patrick Northeast Drive

#### Cranbourne

Cranbourne Park  
Shopping Centre



## Amendment C275case – Context and Overview



This attachment provides a summary of the planning context and overview of the changes proposed the Casey Planning Scheme as part of Amendment C275case

### Activity Centre Zone History

The Activity Centre Zone (ACZ) is a Special Purpose Zone that allows custom use and development controls to be prepared in a schedule to the zone based on an adopted Structure Plan. The ACZ is identified in *Planning Practice Note 56: Activity Centre Zone* (PPN56) as the preferred planning tool to guide the use and development of land in activity centres. PPN56 provides guidance on how to apply the ACZ and has been considered by officers in drafting a new schedule 1 to the Activity Centre Zone (ACZ1) for the Cranbourne Major Activity Centre. When preparing schedules to Special Purpose Zones it is recommended that existing planning provisions, such as commercial zones, are used as a guide as much as possible.

Amendment C157 to the Casey Planning Scheme originally introduced the ACZ1 to Cranbourne on 19 March 2015. A lengthy approvals process meant that by the time C157 was approved by the Minister for Planning, a number of significant reforms to commercial zones and residential zones had occurred which resulted in the provisions in Cranbourne being somewhat outdated, as they were modelled after controls which had since been substantially modified by DELWP.

On 4 April 2019 Amendment C204 was introduced into the Casey Planning Scheme to correct some issues which made the ACZ1 difficult to administer while a broader strategic review (involving the preparation of a new structure plan) was underway. C204 primarily made changes to allow areas identified for residential intensification to function more like the Residential Growth Zone, removed a number of redundant sub-precincts and corrected conflicting and confusing provisions. While this has improved the usability of the ACZ1 it still features nine precincts with many sub-precincts which don't particularly add value and can make using the zone unnecessarily challenging to navigate for Council planners and applicants.

### New schedule 1 to the Activity Centre Zone

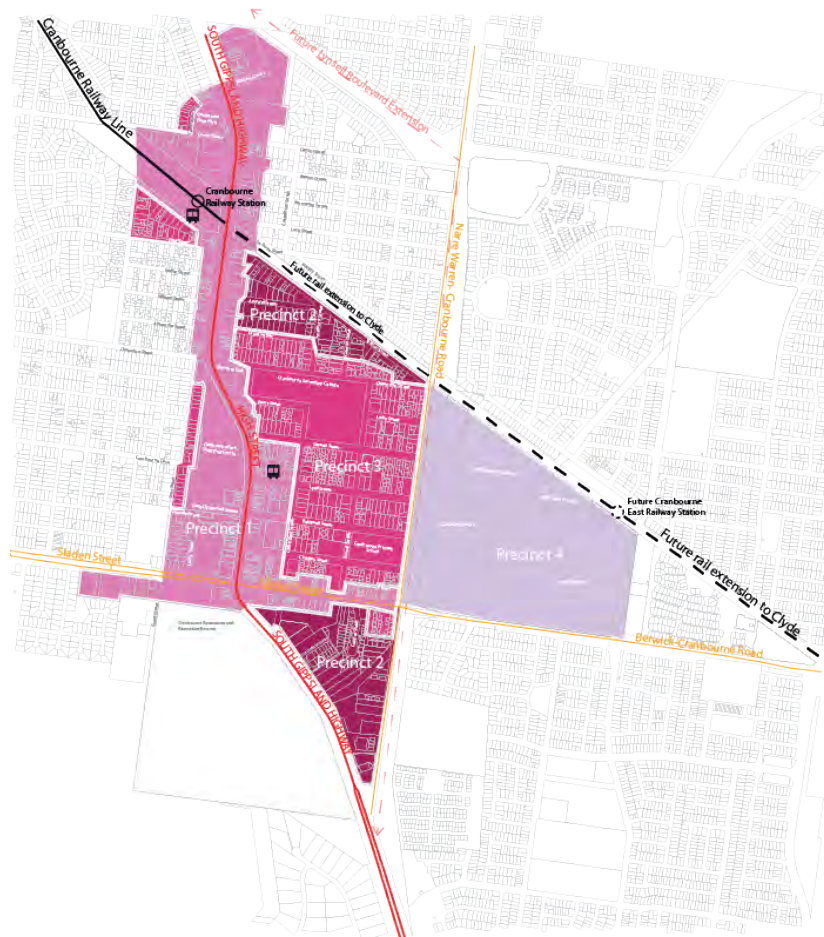
Amendment C275case is proposing to introduce a new ACZ1 to the Cranbourne MAC as the primary mechanism implementing the *Cranbourne Major Activity Centre Structure Plan 2020* and the *Casey Complex Urban Design Framework 2019*. The new ACZ1 schedule sets out clear objectives and guidelines for the use and development of land in the Cranbourne MAC and seeks to encourage the overarching principles of resilience, activity and sustainability. The four precincts (illustrated in Figure 1) identified in the ACZ1 are:

- Precinct 1: Mixed-Use Commercial Core – primary precinct for retail, commercial and entertainment uses with apartments encouraged on upper levels.
- Precinct 2: Employment and Services – encourages a range of non-retail employment generating uses such as small-scale industry and manufacturing. It is expected this precinct will transition into more commercial uses over time.
- Precinct 3: Residential Growth – location for higher density residential development such as townhouses and apartment developments of up to four storeys.



- Precinct 4: Casey Complex and Surrounds – primary location for leisure, recreation, education and community type uses. Over time it is expected that a greater diversity of uses such as some residential and retail/commercial development could locate on strategic sites, particularly in proximity to the future Cranbourne East Railway Station.

Figure 1: Cranbourne Major Activity Centre Precincts



The ACZ1 features clear and consistent built form controls which are largely discretionary. This provides a level of certainty for the community about the type of development expected while also recognising that development opportunities and constraints will vary across the activity centre. Where a development proposes to exceed the preferred maximum building heights specified in the ACZ1 – which vary from 4-6 storeys across the activity centre – criteria have been included to ensure new development will provide a social or environmental benefit such as affordable housing, exemplary environmentally sustainable development features and retention of mature vegetation.

The draft ACZ1 schedule is included in Attachment 3.

### Permanent Heritage Controls

Amendment C278case was prepared to implement interim changes to the Heritage Overlay which are expected to be approved by the Minister for Planning once it is clear Council is pursuing permanent controls through Amendment C275case. The Amendment C275case process will provide an

opportunity for those land owners or occupiers affected by the proposed heritage changes to make submissions to Council. Confidential Attachment 4 includes C275case documentation which identified the location of the proposed heritage changes and will be made public when the Amendment is formally exhibited.

### Parking Overlay

Clause 52.06 Car Parking in the Casey Planning Scheme seeks to ensure that sustainable transport alternatives are encouraged and car parking is appropriately designed, located and managed. It provides rates for the provision of parking based on land use. In 2018, reforms to parking controls across Victoria specified that Column B parking rates (lower rates) applied to land within walking distance (800 metres) of the Principle Public Transport Network (PPTN). As the PPTN runs along the South Gippsland Highway through the Cranbourne MAC Column B parking rates already apply across a large part of the activity centre.

Using the Parking Overlay to apply Column B parking rates in activity centres is a common and reasonable approach. Analysis undertaken by GTA Consultants about current and future projected parking demand found this to be an appropriate mechanism to manage parking in the Cranbourne MAC.

The Parking Overlay for the Cranbourne MAC will not include a provision for financial contributions in-lieu of providing car parking. *Cash-in-lieu* schemes can be complex and resource-intensive to prepare and administer and are often considered an out-dated mechanism to manage car parking. Requiring a lower rate of parking helps to support a range of Council and State policies which seek to encourage a shift towards greater uptake of more sustainable transport modes.

### Public Open Space Contributions

Clause 53.01 Public Open Space Contribution and Subdivision allows Council's to specify rates for public open space contributions when land is subdivided to meet the demand for new or improved open space. When the ACZ1 was originally applied to the Cranbourne MAC in 2015 the requirements in the schedule to Clause 53.01 were inadvertently *turned-off* because the land was no longer in a residential zone.

Amendment C275case is proposing to reinstate the 8% public open space contribution rate for residential development in the Cranbourne MAC in accordance with the Open Space Assessments.

### Other Administrative Changes

Amendment C275case also makes some administrative changes including:

- Correcting split zoning of 236 South Gippsland Highway, Cranbourne so that the whole lot is zoned schedule 1 to the Activity Centre Zone;
- Correcting split zoning of 26 William Street, Cranbourne so that the whole property is zoned schedule 2 to the Residential Growth Zone;
- Rezoning 3 New Holland Drive, Cranbourne East from General Residential Zone to schedule 1 to the Activity Centre Zone;
- Correcting the mapping position of a significant tree at 1-3 Lyall Street, Cranbourne; and
- Deleting a redundant incorporated document which allows fishing sales at 236 South Gippsland Highway, Cranbourne.

*Planning and Environment Act 1987*

## **CASEY PLANNING SCHEME**

### **AMENDMENT C275case**

#### **EXPLANATORY REPORT**

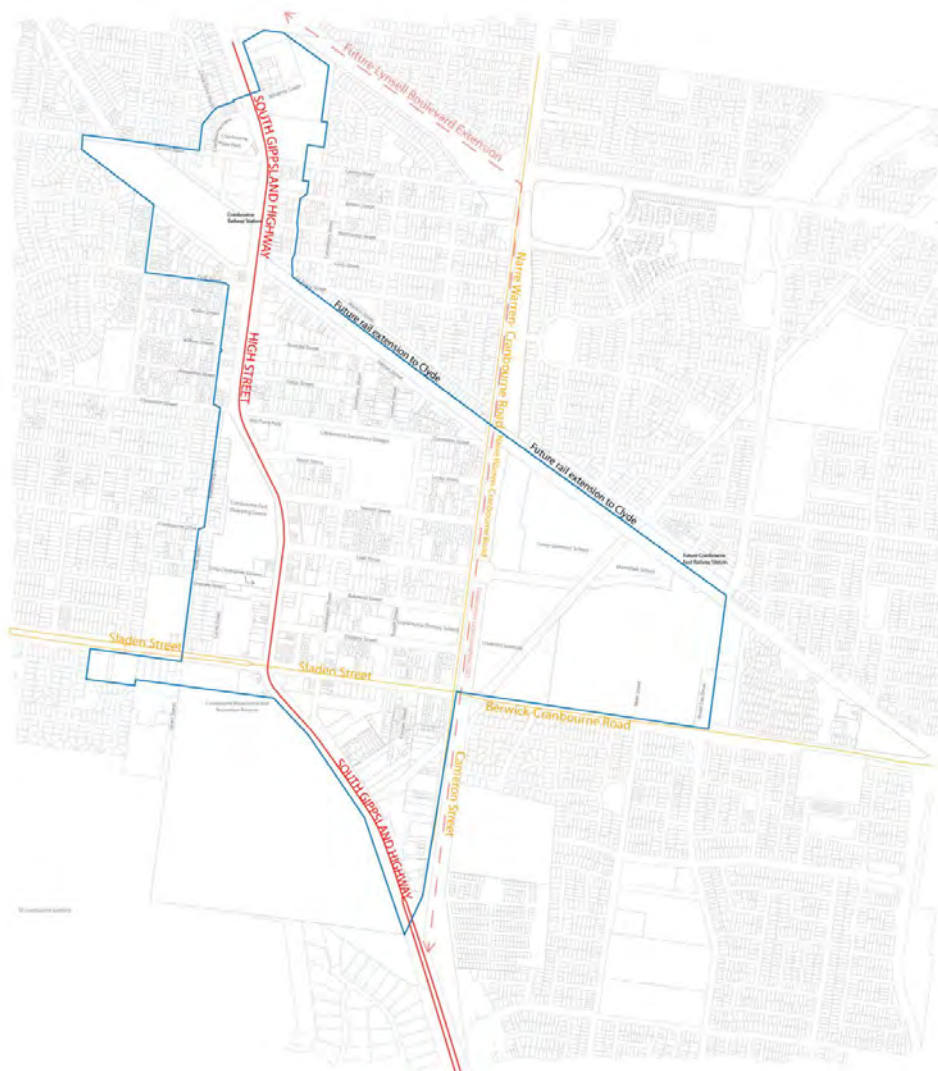
##### **Who is the planning authority?**

This amendment has been prepared by the City of Casey, which is the planning authority for this amendment.

The amendment has been made at the request of the City of Casey.

##### **Land affected by the amendment**

The amendment applies to land in the Cranbourne Major Activity Centre which is all land located within the blue boundary shown in the map below.



### What the amendment does

The amendment reviews the planning framework for the Cranbourne Major Activity Centre by implementing the *Cranbourne Major Activity Centre Structure Plan, 2020* and *Casey Complex Urban Design Framework, 2019*, reviewing existing heritage overlays, applying the Parking Overlay, modifying the schedule to clause 53.01 Public Open Space Contribution and Subdivision, modifying the schedule to clause 72.04 Documents Incorporated in this Planning Scheme and making some administrative changes to the Casey Planning Scheme

The amendment:

- Replaces the existing schedule 1 to clause 37.08 Activity Centre Zone with a new schedule that implements the *Cranbourne Major Activity Centre Structure Plan 2020* and the *Casey Complex Urban Design Framework, 2019*.
- Applies the interim heritage controls introduced by Amendment C278 on a permanent basis by modifying the curtilage of five heritage places included in planning scheme maps HO11 and HO15 to ensure only areas of local heritage significance are included in the Heritage Overlay and modifying the schedule entry for 10 individual places assessed as being of local heritage significance within the Cranbourne Major Activity Centre.
- Inserts schedule 2 to Clause 45.09 Parking Overlay to apply column B parking rates and parking objectives to be achieved across the whole Cranbourne Major Activity Centre.
- Modifies the schedule to Clause 53.01 to require the contribution already specified in the schedule for land in precinct 3 and residential development in the Cranbourne Major Activity Centre.
- Modifies the schedule to Clause 72.03 What does this planning scheme consist of? To reflect the introduction of the parking overlay.
- Modifies the schedule to clause 72.04 Documents incorporated in this planning scheme by incorporating statements of significance for 10 places of local heritage significance and deleting one redundant document – Site-Specific Control – Units 2 & 3/270 South Gippsland Highway, Cranbourne, Use of the land as a shop for the sale of fishing supplies, November 2010 which was introduced by Amendment C141
- Corrects split zoning of 236 South Gippsland Highway, Cranbourne so that the whole lot is zoned schedule 1 to the Activity Centre Zone.
- Corrects split zoning of 26 William Street, Cranbourne so that the whole property is zoned schedule 2 to the Residential Growth Zone.
- Rezones 3 New Holland Drive, Cranbourne East from schedule 1 to the General Residential Zone to schedule 1 to the Activity Centre Zone.
- Corrects the location of a significant tree at 1-3 Lyall Street, Cranbourne included in schedule 8 to Clause 42.01 Environmental Significance Overlay.

### Strategic assessment of the amendment

#### Why is the amendment required?

The amendment is required to give statutory effect to the *Cranbourne Major Activity Centre Structure Plan 2020* and *Casey Complex Urban Design Framework 2019*. The amendment intends to implement contemporary planning controls which provide greater certainty about the type of use and development expected by simplifying the existing planning framework for the Cranbourne Major Activity Centre. The structure plan was informed by a number of technical background reports.

The amendment seeks to encourage a mode-shift towards more sustainable modes of transport, such as walking, cycling and public transport usage by encouraging transit-oriented development and applying Column B parking rates across the whole centre. Column B parking rates already apply across a large portion of the Cranbourne Major Activity Centre as the Principal Public Transport Network runs through the centre. The Amendment proposes to apply the lower Column B parking rates across the whole centre in a transparent manner.

The amendment is required to update the Heritage Overlay mapping and schedule entries for existing areas of local heritage significance to ensure that it remains correct, up-to-date and incorporate their corresponding statements of significance into the Casey Planning Scheme.

The amendment is required to reinstate an 8% public open space contribution rate for residential development within the Cranbourne Major Activity Centre to enable Council to collect funds to support the acquisition and improvement of open space.

The amendment is also required to make a number of minor or administrative updates to the Casey Planning scheme such as correcting split zoning of two properties (236 South Gippsland Highway, Cranbourne and 26 William Street, Cranbourne), rezone 3 New Holland Drive, Cranbourne East to schedule 1 to the Activity Centre Zone and correct the position of a significant tree included in schedule 8 to the Environmental Significance Overlay at 1-3 Lyall Street, Cranbourne.

#### **How does the amendment implement the objectives of planning in Victoria?**

The Amendment implements the objectives of planning in Victoria identified in s 4(1) and s12(1)(a) of the *Planning and Environment Act 1987*, specifically:

- (a) to provide for the fair, orderly, economic and sustainable use, and development of land;*
- (c) to secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria;*
- (d) to conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value;*
- (f) to facilitate development in accordance with the objectives set out in paragraphs (a), (b), (c), (d) and (e);*
- (fa) to facilitate the provision of adorable housing in Victoria;*
- (g) to balance the present and future interests of all Victorians.*

#### **How does the amendment address any environmental, social and economic effects?**

The amendment addresses environmental issues by directing population, entertainment and employment growth to established areas with existing infrastructure and services to reduce pressure on continued urban expansion. The amendment also encourages environmentally sustainable development which seek to reduce energy consumption throughout the centre.

The amendment has social benefits by facilitating 20-minute neighbourhood principles which allow people to live, work and recreate within their local area. This has benefits of improving local community relationships, encouraging colocation of community services and facilities and improving quality of life for residents.

The amendment has positive economic impacts by facilitating growth and investment within a major activity centre by encouraging a greater diversity of employment-generating uses.

#### **Does the amendment address relevant bushfire risk?**

The Amendment addresses bushfire risk by directing urban growth to already established areas which are not at risk of bushfire.

#### **Does the amendment comply with the requirements of any Minister's Direction applicable to the amendment?**

The Amendment complies with the following Ministerial Directions:

- Ministerial Direction – The Form and Content of Planning Schemes
- Direction No. 9 Metropolitan Planning Strategy

- Direction No. 11 Strategic Assessment of Amendments

**How does the amendment support or implement the Planning Policy Framework and any adopted State policy?**

The amendment gives effect to supports the following policies contained in the Planning Policy Framework

- Clause 11.01-1R Settlement – Metropolitan Melbourne
- Clause 11.02-2S Structure planning
- Clause 11.03-1R Activity centres – Metropolitan Melbourne
- Clause 15.01-1R Urban design – Metropolitan Melbourne
- Clause 15.01-2S Building design
- Clause 15.01-4R Healthy neighbourhoods – Metropolitan Melbourne
- Clause 15.02-1S Energy and resource efficiency
- Clause 15.03-1S Heritage conservation
- Clause 16.01-1R Housing supply – Metropolitan Melbourne
- Clause 16.01-2S Housing affordability
- Clause 17.01-1R Diversified economy – Metropolitan Melbourne
- Clause 17.02-1S Business
- Clause 17.03-2S Sustainable industry
- Clause 18.01-1S Land use and transport planning
- Clause 18.01-2S Transport system
- Clause 18.02-1RSustainable personal transport – Metropolitan Melbourne
- Clause 18.02-2R Principal Public Transport Network
- Clause 18.02-4S Car parking
- Clause 19.02-4S Social and cultural infrastructure

**How does the amendment support or implement the Local Planning Policy Framework, and specifically the Municipal Strategic Statement?**

The amendment implements the Municipal Strategic Statement by updating the planning framework for the Cranbourne Major Activity Centre and specifically addressing policy and direction contained in:

- Clause 21.02 Key Issues and Strategic Vision
- Clause 21.03 Settlement and Housing
- Clause 21.03 Economic Development
- Clause 21.07 Built Environment
- Clause 21.15 Cranbourne
- Clause 21.16 Cranbourne East

The amendment also addresses the following policy contained in the Local Planning Policy Framework:

- Clause 22.01 Retail Policy
- Clause 22.02 Non-Residential Uses in Residential and Future residential Areas Policy
- Clause 22.03 Industrial Development Policy

The amendment does not propose any changes to the Municipal Strategic Statement or Local Planning Policy Framework as the City of Casey Planning Scheme is being translated into the new Planning Policy Framework format.

#### **Does the amendment make proper use of the Victoria Planning Provisions?**

The amendment makes appropriate use of the Victoria Planning Provisions by using zones, overlays and other provisions to implement the desired planning outcome for the Cranbourne Major Activity Centre, consistent with the Ministerial Direction - The Form and Content of Planning Schemes.

The amendment has been prepared with regard to the following Planning Practice Notes to achieve the desired use and development outcomes for land in the Cranbourne Major Activity Centre:

- Planning Practice Note 1: Applying the Heritage Overlay
- Planning Practice Note 13: Incorporated and Background Documents
- Planning Practice Note 22: Using the Car Parking Provisions
- Planning Practice Note 56: Activity Centre Zone
- Planning Practice Note 57: The Parking Overlay

#### **How does the amendment address the views of any relevant agency?**

The views of the Department of Environment, Land Water and Planning, Department of Transport and Environment Protection Authority were sought during the structure planning process which took place prior to the preparation of this amendment. The views of any relevant agency will be sought during the exhibition of the amendment.

#### **Does the amendment address relevant requirements of the Transport Integration Act 2010?**

The amendment is not considered to have a significant impact on the transport system. However it is generally considered to facilitate the relevant principles and objectives of the Transport Integration Act 2010.

#### **Resource and administrative costs**

- **What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?**

The amendment is not expected to have increased resourcing implications on the responsible authority and may in fact create efficiencies in the planning permit process. The number of planning permit applications received is not expected to vary dramatically and the planning framework which is being established by the amendment should provide a more user-friendly system for applicants and the responsible authority.



### Where you may inspect this amendment

The amendment is available for public inspection, free of charge, during office hours at the following places:

City of Casey Municipal Officer	City of Casey Customer Service Centre
Bunjil Place	Cranbourne Park Shopping Centre
2 Patrick Northeast Drive	Shop 156, South Gippsland Highway
NARRE WARREN, VIC	CRANBOURNE, VIC

The amendment can be inspected free of charge at the City of Casey website at <https://www.casey.vic.gov.au/current-planning-scheme-amendments>.

The amendment can also be inspected free of charge at the Department of Environment, Land, Water and Planning website at [www.planning.vic.gov.au/public-inspection](http://www.planning.vic.gov.au/public-inspection).

Please note that the *Planning and Environment Act 1987* has been updated to address planning processes affected by coronavirus (COVID19) public health restrictions. The changes relate to public-facing planning processes affected by social-distancing requirements and the closure of state and local government offices. The *COVID-19 Omnibus (Emergency Measures) Bill 2020* allows the planning process to continue by requiring any planning documents which previously had to be physically available to view at state and local government offices to be available online only.

### Submissions

Any person who may be affected by the amendment may make a submission to the planning authority. Submissions about the amendment must be received by [date to be confirmed].

A submission must be sent to:

[planningscheme@casey.vic.gov.au](mailto:planningscheme@casey.vic.gov.au)

or

Growth and Investment Department  
PO Box 1000  
NARRE WARREN, VIC  
3805

### Panel hearing dates

In accordance with clause 4(2) of Ministerial Direction No.15 the following panel hearing dates have been set for this amendment:

- directions hearing: [date to be confirmed]
- panel hearing: [date to be confirmed]

*Planning and Environment Act 1987***CASEY PLANNING SCHEME****AMENDMENT C275case****INSTRUCTION SHEET**

The planning authority for this amendment is the City of Casey.

The Casey Planning Scheme is amended as follows:

**Planning Scheme Maps**

The Planning Scheme Maps are amended by a total of six attached map sheets.

**Zoning Maps**

1. Amend Planning Scheme Map Nos 11ZN and 15ZN in the manner shown in the six attached map marked "Casey Planning Scheme, Amendment C275case".

**Overlay Maps**

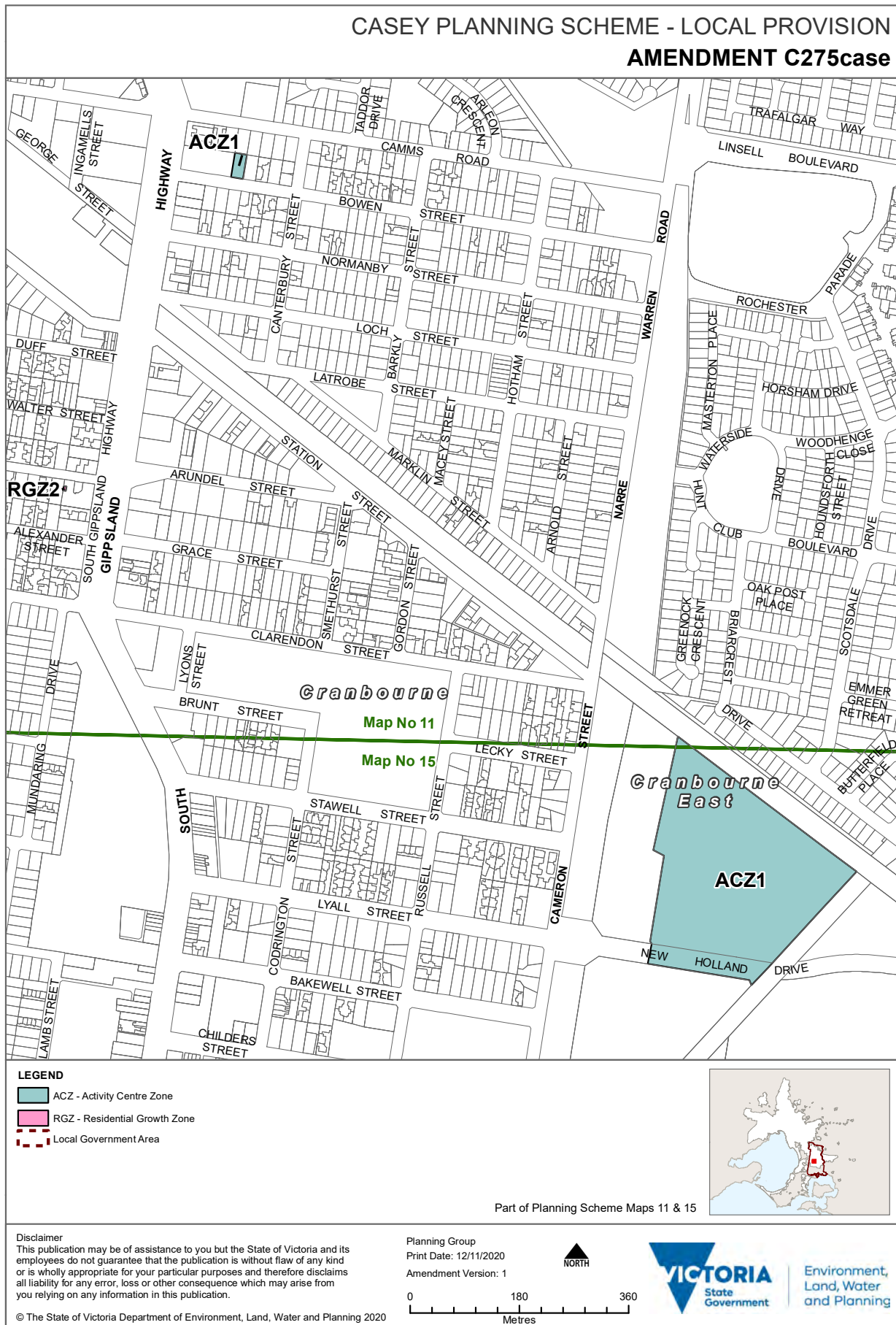
2. Amend Planning Scheme Map No 11HO and 15HO in the manner shown in the six attached maps marked "Casey Planning Scheme, Amendment C275case".
3. Amend Planning Scheme Map No 15ESO in the manner shown in the six attached maps marked "Casey Planning Scheme, Amendment C275case".
4. Insert new Planning Scheme Map No 11PO and 15PO in the manner shown in the six attached maps marked "Casey Planning Scheme, Amendment C275case"

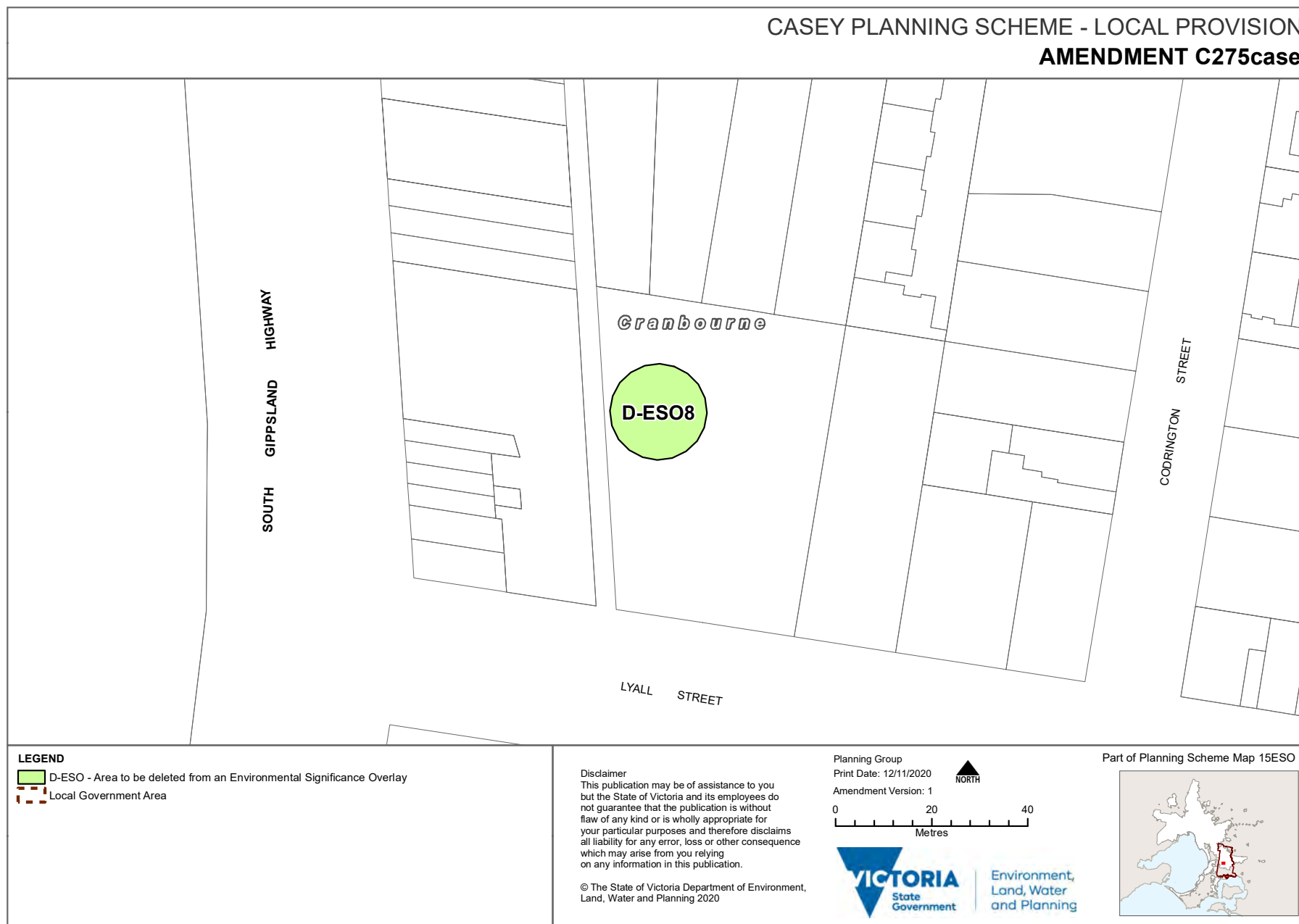
**Planning Scheme Ordinance**

The Planning Scheme Ordinance is amended as follows:

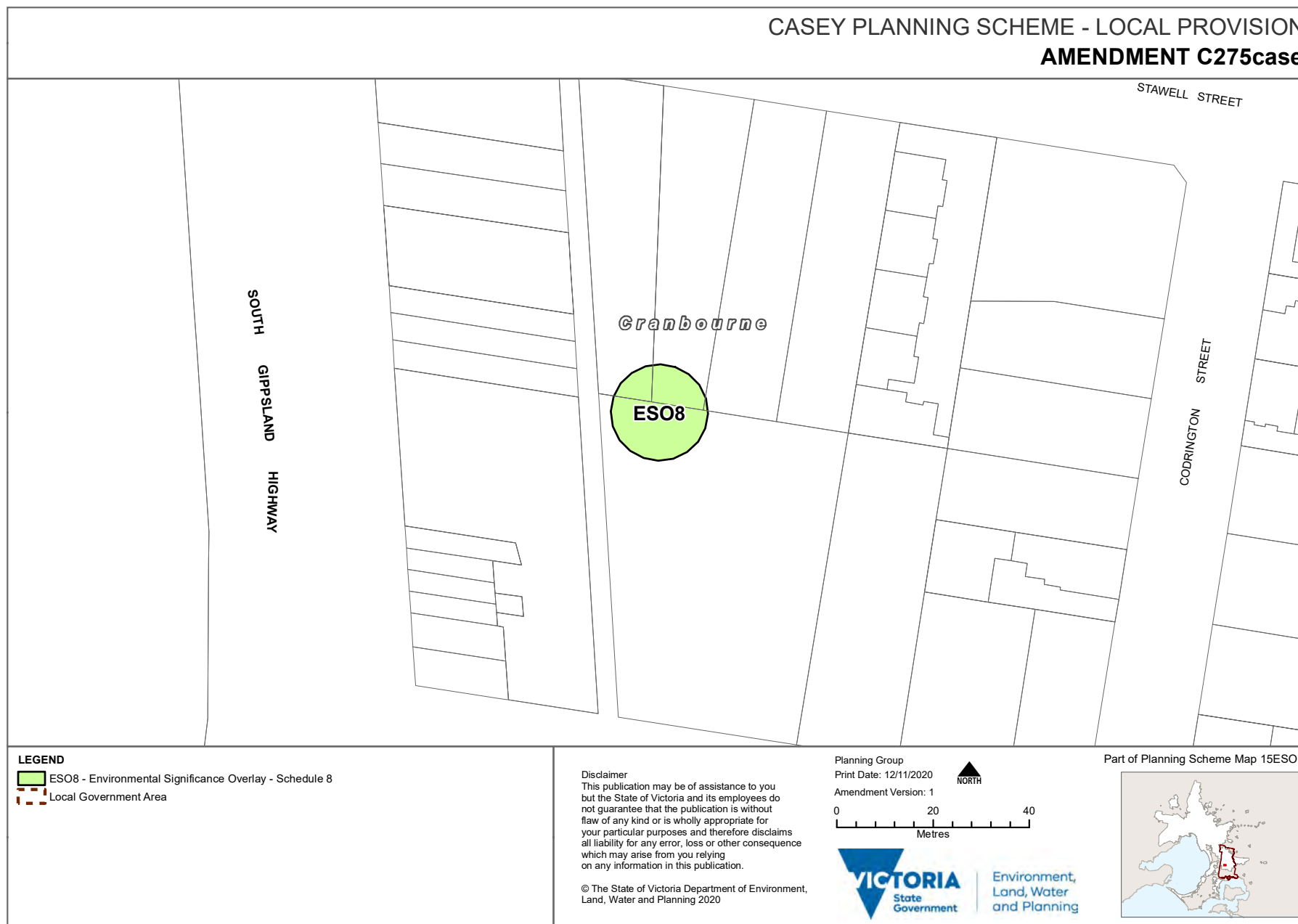
5. In **Zones** – Clause 37.08, replace Schedule 1 with a new Schedule 1 in the form of the attached document.
6. In **Overlays** – Clause 43.01, replace the Schedule with a new Schedule in the form of the attached document.
7. In **Overlays** – Clause 45.09, insert a new Schedule 2 in the form of the attached document.
8. In **Particular Provisions** – Clause 53.01, replace the Schedule with a new Schedule in the form of the attached document.
9. In **Operational Provisions** – Clause 72.03, replace the Schedule with a new Schedule in the form of the attached document.
10. In **Operational Provisions** – Clause 72.04, replace the Schedule with a new Schedule in the form of the attached document.

End of document





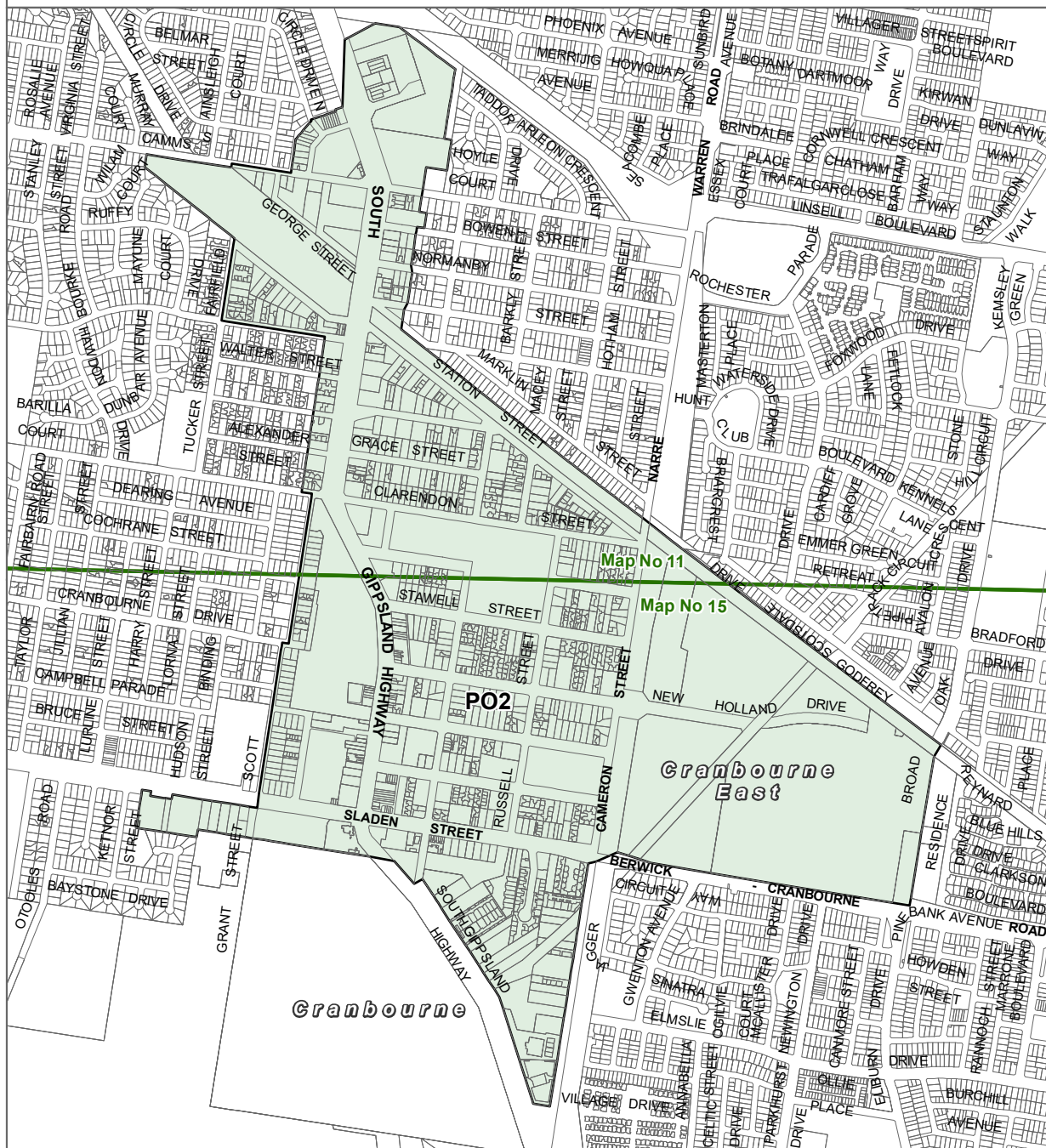
002



004



# CASEY PLANNING SCHEME - LOCAL PROVISION AMENDMENT C275case



## LEGEND

- PO2 - Parking Overlay - Schedule 2
- Local Government Area

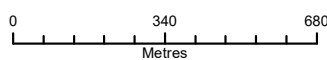
Part of Planning Scheme Maps 11PO &amp; 15PO



**Disclaimer**  
This publication may be of assistance to you but the State of Victoria and its employees do not guarantee that the publication is without flaw of any kind or is wholly appropriate for your particular purposes and therefore disclaims all liability for any error, loss or other consequence which may arise from you relying on any information in this publication.

© The State of Victoria Department of Environment, Land, Water and Planning 2020

Planning Group  
Print Date: 12/11/2020  
Amendment Version: 1



Environment,  
Land, Water  
and Planning

CASEY PLANNING SCHEME

04/04/2019  
G204

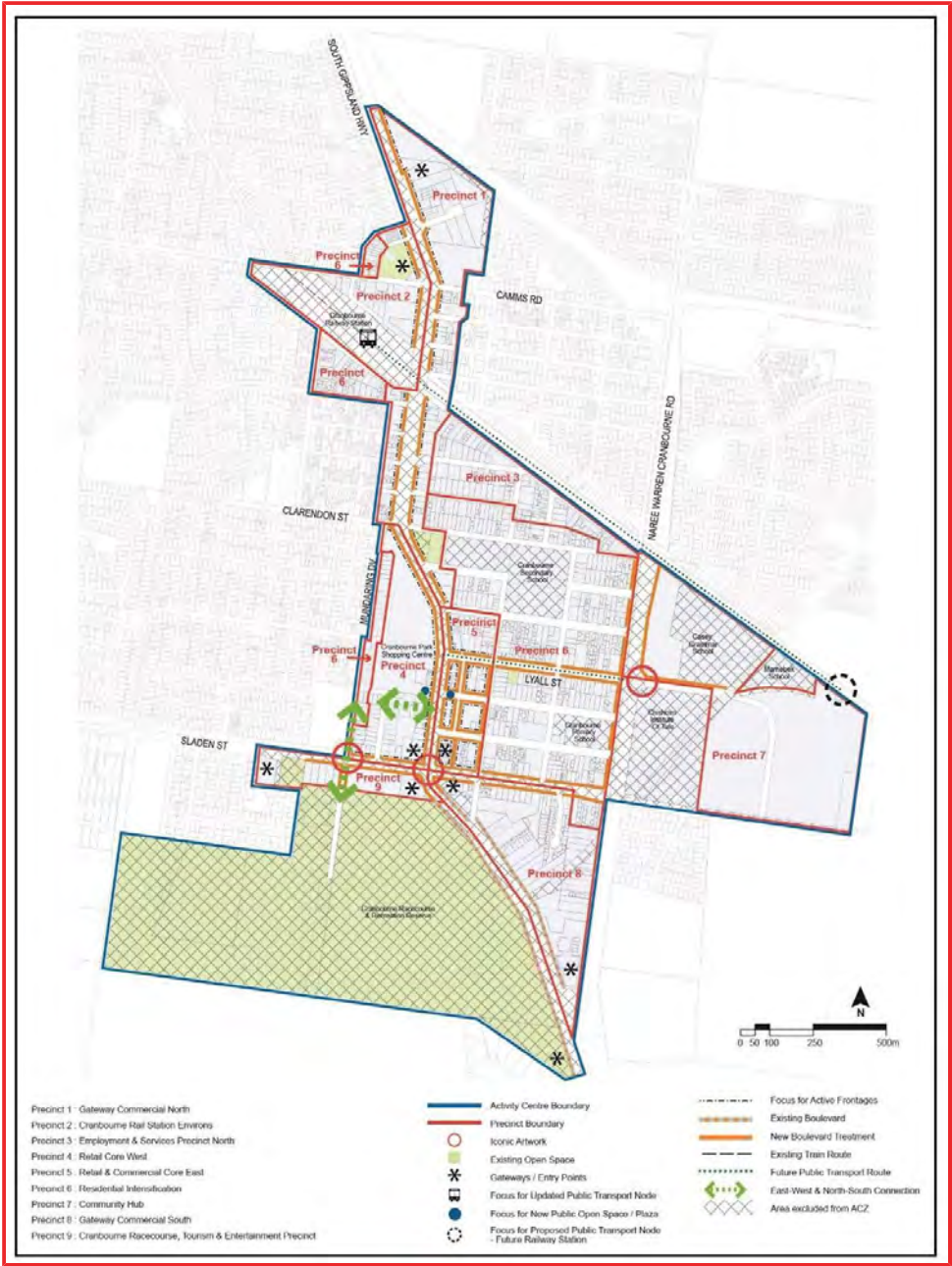
**SCHEDULE 1 TO CLAUSE 37.08 ACTIVITY CENTRE ZONE**

Shown on the planning scheme map as **ACZ1**.

**GRANBOURNE TOWN CENTRE**

1.0  
04/04/2019  
G204

**Granbourne Town Centre Framework Plan**



2.0  
04/04/2019  
G204

**Land use and development objectives to be achieved**

- To promote a sustainable and vibrant mixed-use activity-centre which is a regional destination with a strong sense of place and civic identity which serves the local and wider community.



## CASEY PLANNING SCHEME

- To develop the Cranbourne Town Centre as a focus for contemporary, high-density residential development incorporating a mix of complementary retail, commercial, entertainment, employment, education and community uses.
- To ensure land use and development facilitates a range of sustainable local employment and business opportunities.
- To promote the Casey Complex as a modern, high-standard, regional sporting and recreational facility with integrated uses and community services.
- To promote developments which are flexible with an intensity and mixture of land uses around key transport nodes
- To provide a high level of activity to attract people, provide a focal point for the community, create an attractive and safe urban environment and increase opportunities for social interaction.
- To substantially increase the provision, density and diversity of housing types by offering the community a wider range of housing opportunities.

### Built form

- To create a visually appealing built form within attractive streetscapes and increase the intensity, scale and density of development to reflect the status of the Cranbourne Town Centre as a significant location, both within Casey and the broader Melbourne metropolitan area.
- To create a sense of identity in the Cranbourne Town Centre by encouraging high quality architecture which incorporates art into the design and/or in adjacent public areas
- To ensure an appropriate transition in height from within the Cranbourne Town Centre to surrounding areas.
- To establish 'gateway' locations within the Cranbourne Town Centre with distinguishing architecture, higher built form and innovative urban design.

### Environmental sustainability

- To ensure Australian 'best practice' environmentally sustainable design is exceeded in relation to building energy management, water-sensitive urban design, construction materials, indoor environment quality, waste management and transport.

### Public realm

- To encourage active street frontages and pedestrian-generating activities to be located along roads and streets.
- To facilitate use and enjoyment of public urban spaces, pedestrian and bicycle paths, plazas and streetscapes through well considered urban design.
- To encourage artwork in suitable locations to contribute to the creation of a distinctive sense of identity.

### Open space and landscaping

- To create and maintain a healthy landscaped environment which includes treed boulevards with active frontages and high-quality landscaping along the length of High Street-South Gippsland Highway, Lyall Street and Sladen Street.
- To achieve development that provides accessible, safe, attractive and functional private and public open space opportunities that, are well connected and integrated within a permeable urban environment.

### Transport and access

- To develop well-defined movement networks and access that provide strong linkages, increase public transport patronage and improve pedestrian and bicycle users' amenity.

## CASEY PLANNING SCHEME

- To provide for well-defined vehicular, bicycle and pedestrian access.
- To strengthen pedestrian movement throughout the centre, specifically by reinforcing the east-west connections across High Street.

## 3-0

04/04/2019  
6284

## Table of uses

## Section 4 – Permit not required

Use	Condition
<b>Accommodation (other than Camping and caravan park; Garetaker's house; Corrective institution; Residential building; Residential village; Retirement village and Host farm)</b>	Must not be in Precinct 3 or Sub-precincts 1A, 8C or 8D: Any frontage at ground level in Sub-precincts 1B-1F, 1H, 2A, 2C, 4, 5, 7A, 7C, 8A or 8B must not exceed 2 metres.
<b>Animal keeping (other than Animal boarding)</b>	Must be no more than 2 animals.
<b>Bus terminal</b>	
<b>Child care centre</b>	Must be located within Precinct 4, 5, 7 or 9 or Sub-precincts 8A or 8B.
<b>Cinema</b>	Must be located in Precinct 4.
<b>Convenience shop</b>	Must not be located in Precinct 3, 6 or 9 or Sub-precinct 8C: Must be at ground level.
<b>Education centre</b>	Must be located in Precinct 4 or 7.
<b>Food and drink premises (other than Hotel and Tavern)</b>	Must not be in Precinct 3, 6 or Sub-precinct 8C.
<b>Home-based business</b>	Must meet the requirements of Clause 52.11.
<b>Industry (other than Refuse disposal and Service industry)</b>	Must be located in Precinct 3 or Sub-precincts 8C or 8D: Must not be a purpose shown with a Note 1 or 2 in the table to Clause 52.10: The land must be at least the following distances from land (not a road) which is in a residential zone, land used for a hospital or an education centre or land in a Public Acquisition Overlay to be acquired for a hospital or an education centre: <ul style="list-style-type: none"> <li>■ The threshold distance, for a purpose listed in the table to Clause 52.10:</li> <li>■ 30 metres, for a purpose not listed in the table to Clause 52.10:</li> </ul>
<b>Informal outdoor recreation</b>	

## CASEY PLANNING SCHEME

Use	Condition
<b>Leisure and recreation (other than Informal outdoor recreation, Motor racing track and Restricted recreation facility)</b>	Must be located in Precinct 7.
<b>Medical centre</b>	In Precinct 6, the gross floor area of all buildings must not exceed 250 square metres.  In Precincts 1, 3, 4, 7 or 9 or Sub-precincts 2A, 2C, 5A, 5C, 5D, 8C or 8D, any frontage at ground floor level must not exceed 2 metres, unless the frontage is a customer service area accessible to the public.
<b>Office (other than Medical centre)</b>	Must not be located in Precinct 6.  In Precinct 1, 3, 4, 7 or 9 or Sub-precincts 2A, 2C, 5A, 5C, 5D, 8C or 8D, any frontage at ground floor level must not exceed 2 metres, unless the office is a bank, real estate agency, travel agency, or other office where the floor space adjoining the frontage is a customer service area accessible to the public.
<b>Open sports ground</b>	Must be located in Precinct 7.
<b>Place of assembly (other than Cinema, Drive-in theatre, Nightclub and Place of worship)</b>	Must be located in Precincts 4 or 7.
<b>Place of worship</b>	Must be located in Precinct 6.  The gross floor area of all buildings must not exceed 250 square metres.  The site must adjoin, have access to, a road in a Road Zone.
<b>Postal agency</b>	
<b>Railway station</b>	Must be located in Precinct 2 or 7.
<b>Restricted retail premises</b>	Must be located in Sub-precincts 1A or 8D.  Must have a minimum leasable floor area of 1,000 square metres.
<b>Service industry</b>	Must be located in Precinct 3 or Sub-precinct 8C or 8D.
<b>Shop (other than Adult sex product shop, Restricted retail premises and Convenience shop)</b>	Must be located in Precinct 4 or 5 or Sub-precincts 1D-1F, 2C or 7C.
<b>Warehouse (other than Fuel depot)</b>	Must be located in Precinct 3, or Sub-precincts 8C or 8D.  Must not be a purpose shown with a Note 1 or 2 in the table to Clause 52.10.  The land must be at least the following distances from land (not a road) which is in a residential zone, land used for a hospital or an education centre or land in a Public Acquisition Overlay to be acquired for a hospital or an education centre:



## CASEY PLANNING SCHEME

Use	Condition
	<ul style="list-style-type: none"> <li>■ The threshold distance, for a purpose listed in the table to Clause 52.10:</li> <li>■ 30 metres, for a purpose not listed in the table to Clause 52.10:</li> </ul>
Any use listed in Clause 62.04	Must meet requirements of Clause 62.04

## Section 2 – Permit required

Use	Condition
Adult sex product shop	<p>Must not be located in Precinct 6:</p> <p>Must be at least 200 metres (measured by the shortest route reasonably accessible on foot) from land which is in Precinct 6 or a residential zone, land used for a hospital, primary school or secondary school or land in a Public Acquisition Overlay to be acquired for a hospital, primary school or secondary school:</p>
Animal keeping (other than Animal boarding) – if the Section 4 condition is not met	Must be no more than 5 animals:
Child care centre – if the Section 4 condition is not met	Must not be located in Sub-precincts 1A, 8C or 8D:
Cinema – if the Section 4 condition is not met	Must not be located in Precinct 2, 3, 6 or 8, or Sub-precincts 1A, 4C-4H:
Cinema based entertainment facility	Must not be located in Precinct 2, 3, 6, 7 or 8, or Sub-precincts 1A, 4C-4H:
Convenience restaurant	In Precinct 6 the site must adjoin, or have access to, a road in a Road Zone:
Convenience shop – if the Section 4 Condition is not met:	
Food and drink premises (other than Convenience restaurant and Take away food premises) – if the section 4 condition is not met	
Hotel	Must not be located in Precinct 6:
Industry (other than Refuse disposal and Service industry) – if the Section 4 condition is not met:	<p>Must not be located in Precinct 4, 5, or 6. Must be in conjunction with one or more other uses in section 1 or 2:</p> <p>Must not be a purpose shown with a Note 1 or 2 in the table to Clause 52.10:</p>

## CASEY PLANNING SCHEME

Use	Condition
Leisure and recreation (other than Informal outdoor recreation, Motor racing track and Restricted recreation facility) – if the Section 4 condition is not met	Must be located in Precinct 3, 4 and 8.
Nightclub	Must be in Precinct 1, 4, 5 or 9.
Office (other than Medical centre) – if the Section 4 condition is not met	<p>In Precinct 6:</p> <ul style="list-style-type: none"> <li>■ The land must be located within 100 metres of an adjoining precinct in the Activity Centre Zone.</li> <li>■ The land must have the same street frontage as the land in the adjoining precinct in the Activity Centre Zone.</li> <li>■ The leasable floor area must not exceed 250 square metres.</li> </ul>
Retail premises (other than Food and drink premises, Postal agency and Shop)	Must not be in Precinct 6.
Service industry – if the Section 4 condition is not met.	Must not be located in Precinct 6.
Shop (other than Adult sex product shop, Restricted retail premises and Convenience shop) – if the Section 4 condition is not met.	<p>In Precinct 6:</p> <ul style="list-style-type: none"> <li>■ The land must be located within 100 metres of land in an adjoining precinct in the Activity Centre Zone.</li> <li>■ The land must have the same street frontage as the land in the adjoining precinct in the Activity Centre Zone.</li> </ul>
Take-away food premises	In Precinct 6 the site must adjoin, or have access to, a road in a Road Zone.
Tavern	Must not be located in Precinct 6.
Warehouse (other than Fuel depot) – if the Section 4 condition is not met	<p>Must not be located in Precincts 4, 5, 6, 7 or 9.</p> <p>Must be in conjunction with one or more other uses in section 4 or 2.</p> <p>Must not be a purpose shown with a Note 1 or 2 in the table to Clause 52.10.</p>
Any other use not in Section 4 or 3	

## Section 3 – Prohibited

Use
Agriculture (other than Animal keeping and Apiculture)
Camping and caravan park

## CASEY PLANNING SCHEME

Use
Cemetery
Corrective institution
Crematorium
Drive-in theatre
Fuel depot
Motor racing track
Refuse disposal
Transport terminal (other than Railway station and Bus terminal)

**4.0**19/03/2015  
G157**Gentle-wide provisions****4.1**19/03/2015  
G157**Use of land**

A permit is not required to use public land for the purpose of public utility and community facilities or any associated use that is consistent with the intent of the public land reservation or purpose as is carried out by, or on behalf of, the public land manager.

**4.2**19/03/2015  
G157**Subdivision**

The subdivision of sites within the retail core is discouraged to facilitate the creation of viable development sites.

The consolidation of land to facilitate the creation of viable development sites is encouraged.

**4.3**04/04/2019  
G284**Buildings and works**

No permit is required to construct a building or construct or carry out works for the following:

- The installation of an automatic teller machine.
- The alteration to an existing building façade provided:
  - The alteration does not include the installation of an external roller shutter.
  - At least 80 per cent of the building façade at ground floor level is maintained as an entry or window with clear glazing.
- Buildings and works for the purpose of public utility and community facilities or any associated use that is consistent with the intent of the public land reservation or purpose as is carried out by, or on behalf of, the public land manager.
- Construct or extend one dwelling on a lot more than 300 square metres. This exemption does not apply to:
  - Construct a dwelling if there is at least one dwelling existing on the lot.
  - Extend a dwelling if there are two or more dwellings on the lot.
  - Construct or extend a dwelling if it is on common property.



## CASEY PLANNING SCHEME

- Construct or extend a front fence within 3 metres of a street if the fence is associated with two or more dwellings on a lot or a residential building, and the fence exceeds the maximum height specified in Clause 55.06-2.
- Construct a dwelling that is to be used for the purpose of a caretaker's house or a bed and breakfast.
- Construct or carry out works normal to a dwelling.
- Construct or extend an out-building (other than a garage or carport) on a lot, provided the gross floor area of the out-building does not exceed 10 square metres and the maximum building height is not more than 3 metres above ground level.
- Construct one dependent person's unit on a lot.

**4.4**04/04/2019  
6284**Design and development**

The following design and development requirements apply to an application to construct a building or construct or carry out works:

**Residential development**

On a lot of less than 300 square metres, a development must meet the requirements of Clause 54 if it proposes to:

- Construct or extend one dwelling; or
- Construct or extend a front fence within 3 metres of a street if the fence is associated with one dwelling.

A development up to four storeys, excluding a basement, must meet the requirements of Clause 55 if it proposes to:

- Construct a dwelling if there is at least one dwelling existing on the lot.
- Construct two or more dwellings on a lot.
- Extend a dwelling if there are two or more dwellings on the lot.
- Construct or extend a dwelling if it is on common property.
- Construct or extend a residential building.
- Construct or extend a front fence within 3 metres of a street if:
  - The fence is associated with 2 or more dwellings on a lot or a residential building, and
  - The fence exceeds the maximum height specified in Clause 55.06-2.

**Building height**

Buildings and works should not exceed the preferred heights specified in the precinct provisions at Clause 5 of this schedule.

Consideration will be given to higher built form where any of the following occur:

- A proposal demonstrates design excellence;
- A proposal meets the objectives and decision guidelines of this Schedule;
- A proposal is on a designated gateway or significant building site;
- Where the additional height will benefit the activity centre.

For the purposes of this Schedule, the preferred height does not apply to service equipment including plant rooms, lift overruns, solar collectors and other such equipment provided the following criteria are met:

- No more than 50% of the roof area is occupied by the equipment.

## CASEY PLANNING SCHEME

- The equipment is located in a position on the roof so as to minimise additional overshadowing of neighbouring properties and public spaces.
- The equipment is designed, screened and finished in a non-reflective material and of a colour to the satisfaction of the responsible authority.

**Building setbacks**

Minor works such as verandahs, architectural features, balconies, sunshades, screens and artworks may be constructed within the setback area specified in the precinct provisions at Clause 5 of this Schedule, provided they are designed and located to the satisfaction of the responsible authority.

Buildings and works should not exceed the preferred setback specified in the precinct provisions at Clause 5 of this Schedule.

**Landscape design**

Landscape design should:

- Create private and public open space areas that are accessible, safe, attractive and functional.

**Access and mobility**

New development should:

- Comply with the Australian Standard AS1428 Part 2 provisions for access and mobility.
- Provide a high level of accessibility at the principal front entry for any residential development.



## CASEY PLANNING SCHEME

## 5.0

04/04/2019  
G284

## 5.1

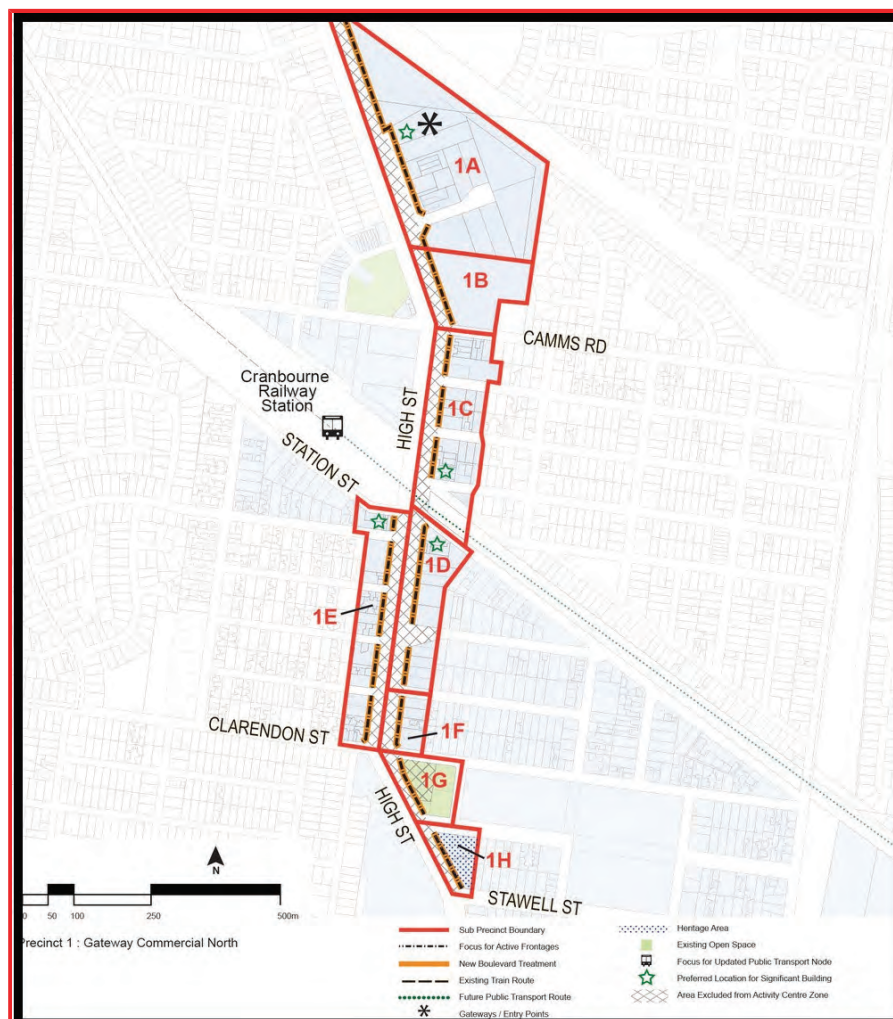
19/03/2015  
G457

## 5.1-1

## Precinct-provisions

## Precinct 1: Gateway Commercial North

## Precinct map



## 5.1-2

## Precinct objectives

- To improve the visual quality of the northern gateway to Cranbourne and encourage development that will have a positive impact on the area.
- To encourage diverse employment and business opportunities that can capitalise on highway exposure and principally serve the local community.
- To intensify development and bring built form closer to South Gippsland Highway and High Street.
- To provide the majority of car parking at the rear of buildings.
- To encourage the development of an appropriate gateway building in the north-eastern corner of the precinct and landmark significant building/s in the area adjacent to the railway crossing.

## CASEY PLANNING SCHEME

## 5.4-3

## Precinct requirements

Sub-precinct	Preferred height (excluding basement)	Preferred Setbacks
4A	14 metres (significant building up to 21 metres)	9 metres to east boundary No more than 21 metres to South Gippsland Highway
4B	14 metres	0 metres to South Gippsland Highway 0 metres to south boundary (Gamms Road) 6 metres to east boundary
4C	14 metres	0 metres to west boundary 6 metres to east boundary
4D	9 metres (significant building up to 14 metres)	0 metres to west boundary
4E	14 metres	0 metres to east boundary 6 metres to west boundary
4F	14 metres	0 metres to west boundary 6 metres to east boundary
4G	None specified	None specified
4H	None specified (Historic site)	None specified

## 5.4-4

## Precinct guidelines

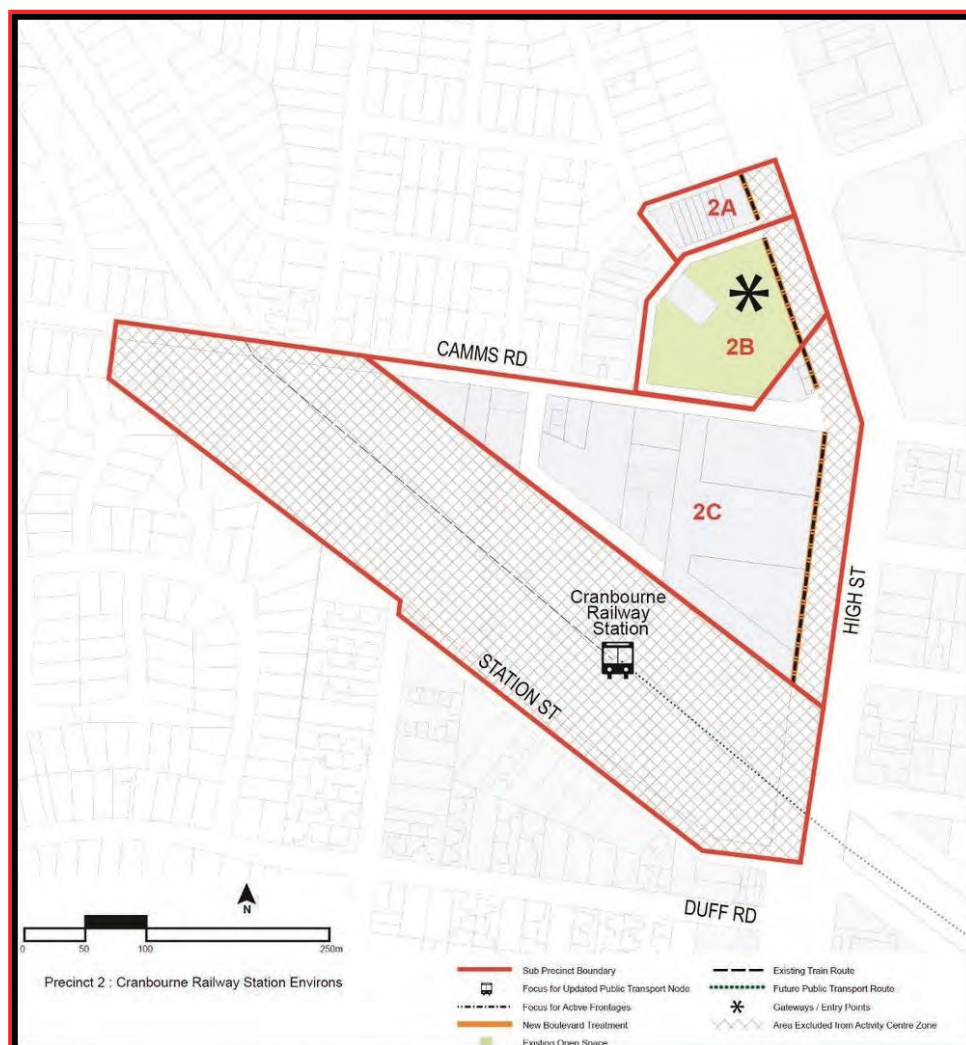
- New development in Sub-precincts 1C, 1D, 1E and 1F fronting South Gippsland Highway and High Street should provide active and accessible frontages and pedestrian canopies above the footpath.
- In Sub-precinct 1H, new development should include setbacks to High Street to retain the views of the heritage church building and allow for visual permeability through Ray Perry Park.
- Development should not negatively impact Ray Perry Park which provides a community focal point.
- Development abutting residential areas should include a suitable landscaped buffer along the interface boundary to prevent overlooking or overshadowing.
- Solid fencing is not permitted and any security fencing must be attenuated with landscaping.
- Development should provide for appropriate setbacks and a transition in scale and height to complement the adjoining residential areas to the east and west.
- Development of significant buildings should be directed to those corner sites immediately adjacent to the railway crossing in Sub-precincts 1C, 1D and 1E.
- On-site car parking should be provided to the rear or side of buildings.
- In Sub-precincts 1B and 1C, new development should consist of commercial activity at the ground level with a minimum 3.8 metres in height and residential on the upper levels.



## CASEY PLANNING SCHEME

**5.4-5 Any other requirements**

None specified.

**5.2 Precinct 2: Cranbourne Railway Station Environs**19/03/2015  
G457**5.2-1 Precinct map****5.2-2 Precinct objectives**

- To ensure development contributes positively to the amenity of the public and private realm and presents an appealing entry into the town centre from the northern gateway.
- To encourage an appropriate mix of residential, retail and commercial uses.
- To encourage increased residential density and multi-level development that optimises the use of the Cranbourne Railway Station and public transport facilities.
- To encourage the consolidation of sites to facilitate a broader range of medium and higher density developments.

## CASEY PLANNING SCHEME

- To encourage diverse employment and business opportunities that can capitalise on the High Street exposure to serve the local community.
- To encourage a range of smaller format commercial uses at ground floor level with accommodation above.

## 5.2-3

**Precinct requirements**

Sub-precinct	Preferred height (excluding basement)	Preferred setbacks
2A	11 metres	6 metres to north boundary
2B	None specified	None specified
2C	11 metres west of Ingamells Street 15 metres east of Ingamells Street 24 metres Significant building	0 metres to east boundary (High Street)

## 5.2-4

**Precinct guidelines**

- Provide higher scale buildings at the eastern end of the precinct towards High Street and adjacent to the Cranbourne Railway Station.
- Built form should achieve a general stepping down of the buildings towards the adjacent residential areas.
- New residential development should incorporate appropriate acoustic treatments responding to the railway environment to minimise adverse amenity impacts.
- Development in Sub-precincts 2A, that is located adjacent to an existing residential development should be setback from side boundaries to allow adequate separation to achieve privacy of habitable rooms and private open space, solar access and landscaping.

## 5.2-5

**Any other requirements**

None specified.



## CASEY PLANNING SCHEME

**5.3**19/03/2015  
6457**Precinct 3: Employment and Services****5.3-1****Precinct map****5.3-2****Precinct objectives**

- To encourage business and employment opportunities ranging from small to medium-sized industry and local service businesses.
- To create and promote attractive streetscapes with landscaped interfaces at the property frontage of new development.

## CASEY PLANNING SCHEME

**5.3-3 Precinct requirements**

	Preferred height (excluding basement)	Preferred setbacks
	14 metres	3 metres to street boundary 6 metres to adjoining residential boundary

**5.3-4 Precinct guidelines**

- Buildings should be setback from the street boundary with a 3-metre-wide landscaping strip along the street frontage to enable tree planting.
- Solid front fencing is discouraged and the visual effect of any security fencing should be attenuated with landscaping.
- Redevelopment of industrial uses that interface with existing residential development should incorporate additional screening along the street frontage and common boundaries, comprising mainly landscaping and acoustic treatments.
- Improve the interface with residential development through the use of landscaping and built form.
- Service structures, such as meter boxes, plant and equipment, should be set back from the street boundary and suitably screened with landscaping. Roof plant and equipment should be appropriately screened.
- Ensure new development includes acoustic mitigation for nearby residential development.

**5.3-5 Any other requirements**

None specified.

## CASEY PLANNING SCHEME

## 5.4

19/03/2015  
G157

## Precinct 4: Retail Core West

## 5.4-1

## Precinct map



## 5.4-2

## Precinct objectives

- To allow for the expansion of the existing retail core providing more comprehensive retail and commercial uses to improve the viability and function of the Town Centre as a regional retail facility.
- To support and improve the connection and interface with High Street.
- To encourage improvement of rear façades and pedestrian connectivity from the residential area to the west.
- To resolve access and parking requirements.
- To support the establishment of retail anchors and speciality shops on the Council-owned car park in Sladen Street.



## CASEY PLANNING SCHEME

- To provide a mix of uses to facilitate extended hours of activity in the Town Centre and additional services available to the community.
- To encourage a range of commercial uses at lower levels with accommodation above.
- To encourage active uses to be developed along the edges Greg Clydesdale Square.
- To provide pedestrian and visual links between Greg Clydesdale Square and the proposed village square in Bakewell Street.
- To reinforce a north-south pedestrian connection from Cranbourne Park Shopping Centre to the Council car parks.

## 5.4-3

## Precinct requirements

Sub-precinct	Preferred podium height (excluding basement)	Preferred overall height	Preferred podium setbacks	Preferred setbacks above podium
4A	12 metres	20 metres	0 metres to east boundary (High Street) 6 metres to west boundary	6 metres above 2-storey podium to High Street
4B	12 metres	20 metres on High Street	0 metres to east boundary (High Street) 6 metres to west boundary	6 metres above 2-storey podium to High Street
4C	12 metres	20 metres	None specified	6 metres above 2-storey podium to High Street
4D	12 metres	20 metres	0 metres to Sladen Street	6 metres above 2-storey podium

## 5.4-4

## Precinct guidelines

- Any redevelopment of the Cranbourne Park Shopping Centre or Council owned car parks over 1000 square metres should include streetscape improvements and activation of the existing building treatments to High Street and to the west.
- Development must include glazed surfaces along façades fronting streets.
- Significant buildings are to be included in any redevelopment proposal fronting Sladen Street or High Street or the northern frontages of the Retail Core West precinct.
- Building design should take advantage of views wherever possible.
- Architecture should include variation in façade treatments, materials, colours and textures to reduce building massing and blank walls.
- Development along High Street that adjoins car parking areas should provide walk-through pedestrian facilities to achieve a pedestrian link to Lamb Street.
- In Sub-precinct 4A, new development should be appropriately elevated to retain the integrity of the retarding basin.

## CASEY PLANNING SCHEME

**5.4-5 Any other requirements**

None specified.

**5.5 Precinct 5: Retail and Commercial Core East**19/03/2015  
G457**5.5-1 Precinct map****5.5-2 Precinct objectives**

- To create a new village destination ('The Avenue') for Cranbourne for the enjoyment of local residents and to activate the eastern side of High Street.
- To investigate the potential to closure of Bakewell Street to through vehicle traffic.
- To establish a new central public space on Bakewell Street opposite and visually connected with Greg Clydesdale Square providing the closure of Bakewell Street and the new public space area represents a net community benefit for the Activity Centre.

## CASEY PLANNING SCHEME

- To create a pedestrian-friendly High Street.
- To provide residential and office development on top of retail and commercial uses within the Cranbourne Town Centre.
- To encourage a variety of commercial, shops and food and drink premises at ground level with office and high-density residential above.

## 5.5-3

## Precinct requirements

Sub-precinct	Preferred podium height (excluding basement)	Preferred overall height	Preferred podium setbacks	Preferred setbacks above podium
5A	12.5 metres	17.5 metres	0 metres to High Street 0 metres to Lyall Street. 0 metres to Stawell Street.	6 metres above a 2 storey podium to High Street
5B	12.5 metres	14 metres	3 metres to Stawell Street 6 metres to Godrington Street 3 metres to Lyall Street	None specified
5C	12.5 metres	17.5 metres	0 metres to High Street, 'The Avenue' and Bakewell Street 0 metres to Sladen Street	6 metres above a 2 storey podium to High Street and 'The Avenue'
5D	12.5 metres	14 metres	0 metres to 'The Avenue' 0 metres to Lyall Street 6 metres to Godrington Street 0 metres to Sladen Street	None specified

## 5.5-4

## Precinct guidelines

- Development along 'The Avenue' should incorporate active building frontages and contribute to a pedestrian-friendly streetscape design to create an intimate local street character.
- Development along High Street, 'The Avenue' and Bakewell Street (between High Street and 'The Avenue') should be subject to detailed urban design, incorporating elements such as pedestrian shelters, fine-grain shop fronts, on-street parking, active frontages and a high level of glazing to provide a sense of human scale.
- Translucent elements (including balconies) may encroach up to 3 metres from the edge of any podium buildings.
- Development should recognise heritage elements within the precinct.
- Developments providing pedestrian connections between High Street and 'The Avenue' are encouraged.
- In Sub-precinct 5B or 5D, awnings and porticos should be provided that may extend into the setback area along Godrington Street.



CASEY PLANNING SCHEME

5.5-5

~~Any other requirements~~

~~None specified.~~

## CASEY PLANNING SCHEME

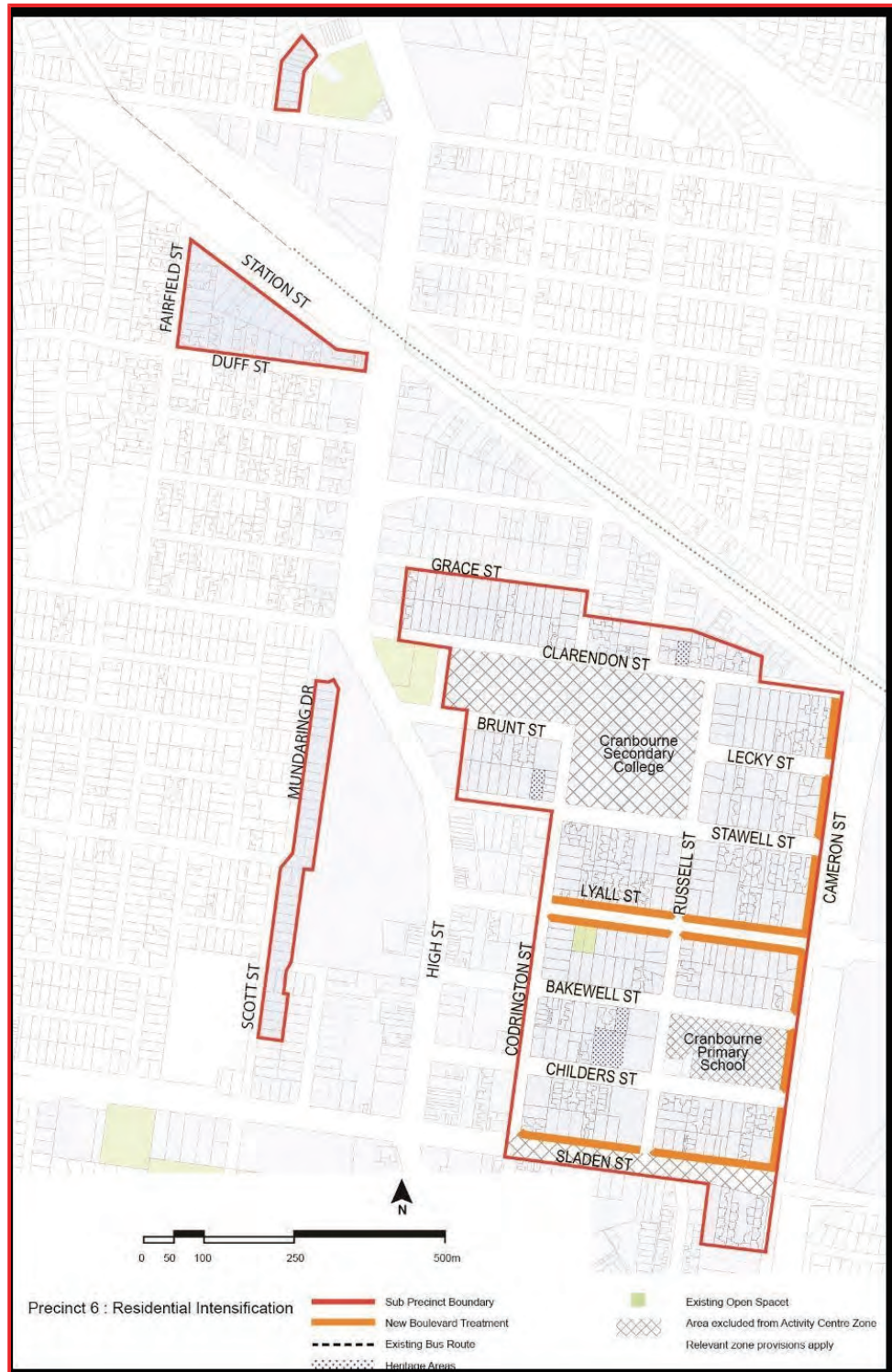
5.6

19/03/2015  
G457

5.6-4

## Precinct 6: Residential Intensification

## Precinct map



## CASEY PLANNING SCHEME

**5.6-2 Precinct objectives**

- To provide diverse housing at increased densities in buildings up to and including four storey buildings.
- To promote a high standard of residential amenity for new development, including optimum solar access and privacy through design.
- To encourage a scale of development that provides a transition between areas of more intensive use and development and other residential areas.
- To encourage the consolidation of sites to facilitate a broader range of medium and higher density residential developments.
- To encourage the development of Lyall Street as a boulevard providing an east-west link between the Retail Core West Precinct, High Street and the Casey Complex.
- To manage the interface with existing commercial uses to mitigate acoustic impacts on new residential development and ensure that new residential development includes appropriate acoustic protection.

**5.6-3 Precinct requirements**

	Preferred height (excluding basement)	Preferred Setbacks
	13.5 metres	For the construction or extension of one dwelling on a lot standard A3 or 5 metres, whichever is lesser and standard A10 at clause 54.  For the construction of two or more dwelling on a lot or a residential building standard B6 or 5 metres, whichever is lesser and standard B17 at clause 55.

**5.6-4 Precinct guidelines**

- Translucent elements such as balconies should extend within front setbacks to encourage building articulation.
- Consideration will be given to higher built form and residential density for consolidated sites.
- No on-site parking should be provided forward of the front setback area.
- Tree planting should form part of the front setback treatment in all development.
- Tree planting buffers are required at the rear boundary on multi-level apartment developments.
- High solid front fences that prevent passive surveillance of the street should be avoided.
- New residential development of two or more storeys adjoining Precinct 1, 3, 4 or 8 should include acoustic protection from nearby industrial and commercial uses.
- New development along Lyall Street must complement the pedestrian nature of the street through landscaping and by avoiding the use of high front fences.

**5.6-5 Any other requirements**

None specified.



## CASEY PLANNING SCHEME

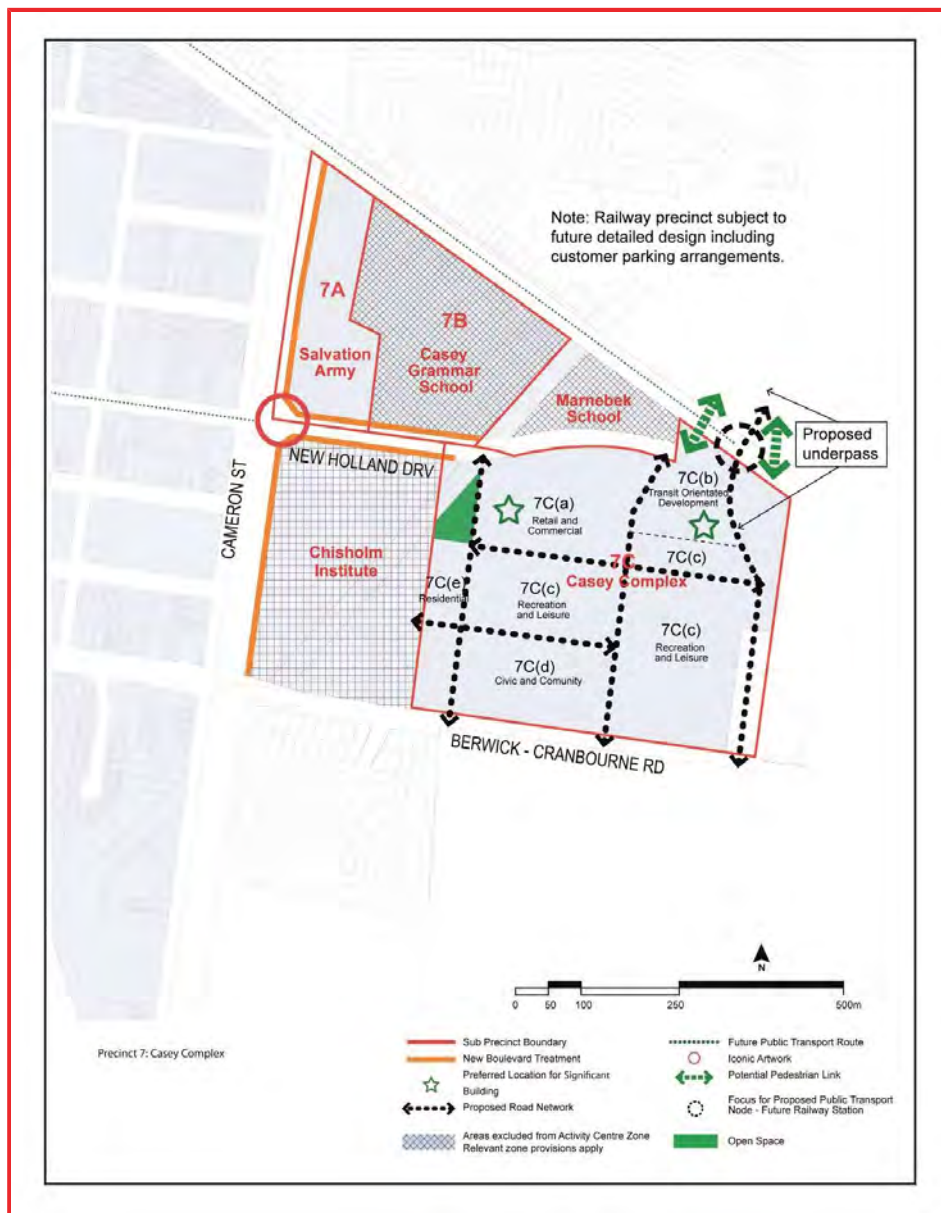
## 5.7

19/03/2015  
G157

## Precinct 7: Casey Complex

## 5.7-4

## Precinct map



## 5.7-2

## Precinct objectives

- To promote the establishment of a community hub for the Cranbourne Town Centre that provides for a mix of uses as well as civic and community facilities and services.
- To facilitate and prioritise the delivery of the Cranbourne East Railway Station.
- To promote an integrated transport interchange in the vicinity of the proposed Cranbourne East Railway Station.

## CASEY PLANNING SCHEME

- To encourage the provision of Transit Oriented Development (TOD), including a mix of uses to maximise the interface with the future Cranbourne East Railway Station.
- To upgrade the existing sports/recreation facilities and to provide new, modern and international standard sports facilities that cater for regional needs.
- To encourage an appropriate range of retail, entertainment and commercial facilities to serve the needs of residents and the users of the Casey Complex.
- To provide civic facilities and space for community activities/festivals.
- To create a grid transportation network to facilitate ease of pedestrian, cycling and vehicular movement throughout the precinct.

## 5.7-3

**Precinct requirements**

Sub-precinct	Preferred height (excluding basement)	Preferred setbacks
7A	None specified	None specified
7B	None specified	None specified
7C(a) Retail and Commercial	10 metres	0 metres setback to east, south and west boundaries.
7C(b) Transit Oriented Development	10 metres	
7C(c) Recreation and Leisure	None specified	
7C(d) Civic and Community	11 metres	
7C(e) Residential	13 metres	

## 5.7-4

**Precinct guidelines**

- Development should capitalise on the links with the future Cranbourne East Railway Station.
- Development should link with Lyall Street as the principal access to the Cranbourne Town Centre.
- A road and a pedestrian link should be provided between the precinct and land to the north of the future Cranbourne East Railway Station.
- In Sub-precinct 7C, development must be generally in accordance with an approved Casey Complex Master Plan.
- Development facing the future Cranbourne East Railway Station should incorporate acoustic treatments and buffered setbacks responding to the railway environment.
- Provision should be made for a variety of medium density housing types, including affordable housing.
- Development along key pedestrian routes should provide active frontages and weather protection above the footpath.
- The future road and pedestrian network should be generally in accordance with the north/south and east/west connections shown on the precinct map.

## 5.7-5

**Any other requirements**

None specified.

## CASEY PLANNING SCHEME

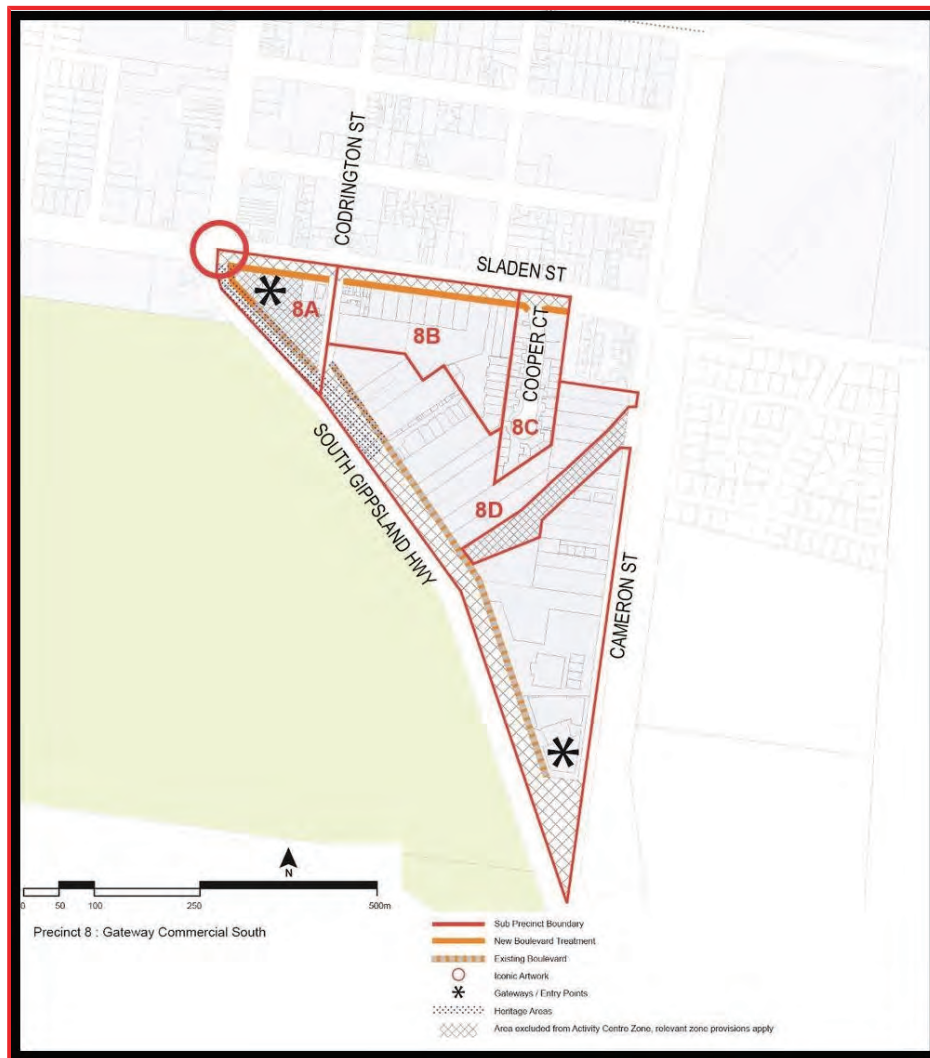
## 5.8

04/04/2019  
G284

## Precinct 8: Gateway Commercial South

## 5.8-1

## Precinct map



## 5.8-2

## Precinct objectives

- To provide an attractive southern gateway to the Cranbourne Town Centre.
- To build upon established community services and facilities.
- To encourage continued business and employment opportunities ranging from small to medium-sized industry and local service businesses.
- To provide attractive streetscapes and improved amenity within the precinct incorporating elements of the Avenue of Honour and Royal Botanic Gardens Cranbourne.



## CASEY PLANNING SCHEME

## 5.8-3

**Precinct requirements**

Sub-precinct	Preferred height (excluding basement)	Preferred setbacks
8A	12 metres (Significant buildings at designated Gateway/ Entry points may be higher)	None specified
8B	12 metres	0 metres to north boundary (Sladen Street)
8C	11 metres	3 metres to east boundary adjoining residential area
8D	12 metres (Significant buildings at designated Gateway/ Entry points may be higher)	No more than 21 metres to South Gippsland Highway and Cameron Street 6 metres to adjoining residential boundary

## 5.8-4

**Precinct guidelines**

- In the case of large buildings, promote variation in the building form such as recessed or projecting architectural and design elements.
- Promote variation in architectural or structural modules, materials, details, surface colour and texture to break up large building forms and the visual bulk of large wall surfaces.
- Development abutting residential areas should include a suitable landscaped buffer along the interface boundary.
- Existing street trees should be retained as the dominant element at gateway locations.
- Flexible car parking layouts are required to be linked across site boundaries and should be located generally to the rear and side of buildings.
- Development along Cameron Street and Sladen Street should incorporate active façades.
- Development should incorporate views towards the Cranbourne Racecourse and Training Complex and the Royal Botanic Gardens Cranbourne.
- In Sub-precincts 8C and 8D, ensure new development includes acoustic protection for nearby residential development.
- For Sub-precinct 8B, encourage high amenity office/commercial development fronting Sladen Street.

**In Sub-precinct 8D:**

- Encourage continued business and employment opportunities from small to medium-sized industry and local service businesses.
- Encourage the consolidation of sites to create efficient development parcels and reduce the number and frequency of access lanes.
- Encourage a significant public artwork on the gateway site on the south-east corner of Sladen Street and the South Gippsland Highway.
- No retail uses aside from restricted retail premises will be permitted in the area.

## 5.8-5

**Any other requirements**

None specified.

## CASEY PLANNING SCHEME

5.9

19/03/2015  
G157**Precinct 9: Cranbourne Racecourse, Tourism & Entertainment Precinct:**

5.9-4

**Precinct map**

5.9-2

**Precinct objectives**

- To build upon the established civic uses and community services based around the original Shire of Cranbourne offices.
- To investigate and facilitate opportunities for tourist accommodation and related activities to serve nearby Cranbourne businesses, the Cranbourne Racecourse and Training Complex and the Royal Botanic Gardens Cranbourne.
- To ensure that interim redevelopment does not compromise the future potential of the precinct as the principal tourism component of Cranbourne.
- To improve the connection between the Cranbourne Racecourse and Training Complex and the Cranbourne Town Centre.

## CASEY PLANNING SCHEME

- To provide an attractive entrance to the Cranbourne Racecourse and Training Complex.
- To reinforce the identity of the Cranbourne Racecourse and Training Complex as part of Cranbourne.
- To redevelop the old Council Depot to meet ongoing community needs.
- To integrate the Royal Botanic Gardens Cranbourne into the Cranbourne Town Centre.

## 5.9-3

**Precinct requirements**

	Preferred height (excluding basement)	Preferred setbacks
	12 metres	3 metres to adjoining residential boundary

## 5.9-4

**Precinct guidelines**

- Development should recognise heritage elements within the precinct.
- New development east of Grant Street should not block views of the original Shire of Cranbourne offices from High Street and Sladen Street to enhance the heritage significance of the building.
- Consideration should be given to a higher built form to accommodate a significant building at the corner of Sladen Street and Grant Street.
- New development should take advantage of views towards the Cranbourne Racecourse.

## 5.9-5

**Any other requirements**

None specified.

## 6.0

04/04/2019  
G204

**Application requirements**

The following application requirements apply to an application for a permit under Clause 37.08, in addition to those specified in Clause 37.08 and elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A site analysis and urban context report which demonstrates how the proposal provides an appropriate transition to adjoining land.
- A traffic and car parking assessment that includes existing traffic conditions, parking allocation, likely traffic generation and distribution, impact of generated traffic on the existing road network, parking generation rates and traffic management recommendations.
- For residential development in Precinct 6 on land adjoining Precincts 1, 3, 4 or 8, an acoustic report by a suitably qualified consultant which demonstrates how the proposal includes appropriate noise attenuation measures to reasonably protect the amenity of future residents from nearby commercial or industrial uses.
- An application for a permit on publicly owned land by a person other than the relevant public land manager must be accompanied by the written consent of the public land manager, indicating that the public land manager consents generally or conditionally to the application for permit being made and to the proposed use or development.

## 7.0

11/06/2020  
G265case

**Notice and review**

An application to:

- Construct a building or construct or carry out works that exceed the preferred height or setback requirements contained within Clause 5 of this schedule



## CASEY PLANNING SCHEME

- In Precinct 4, construct a building or construct or carry out works within 30 metres of land (not a road) which is in a residential zone or Commercial 1 Zone, land used for a hospital, a primary school or secondary school or land in a Public Acquisition Overlay to be acquired for a hospital, a primary school or a secondary school
- In Precinct 6, use land or construct a building or construct or carry out works is not exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

**8.0**04/04/2019  
G204**Decision guidelines**

The following decision guidelines apply to an application for a permit under Clause 37.08, in addition to those specified in Clause 37.08 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

**Use**

- Whether the proposal provides for an appropriate scale of development in order to accommodate the mix and intensity of uses envisaged for each precinct.
- Whether an application for a night club, hotel or tavern ensures that there is no unreasonable amenity impact on the surrounding neighbourhood.

**Design and built form**

Whether the proposed development:

- Is an under-utilisation of the lot.
- Creates a strong visual interest by providing building types based on innovative and contemporary architecture, urban design and ecologically sustainable development principles.
- Provides overhead weather protection adjoining key pedestrian footpaths and main boulevards.

**Non-residential use and development in Precinct 6**

- Whether the proposed use or development is compatible with nearby residential uses.
- Whether the proposed use generally serves local community needs.
- The scale and intensity of the use and development.
- The design, height, setback and appearance of the proposed buildings and works.
- The proposed landscaping.
- The provision of car and bicycle parking and associated accessways.
- Any proposed loading and refuse collection facilities.
- The safety, efficiency and amenity effects of traffic to be generated by the proposal.

**Subdivision**

Whether the subdivision:

- Is associated with a development proposal that supports the objectives promoted by this schedule.

**Access**

Whether the proposed development:

- Integrates car parking requirements into the design of buildings and landform by encouraging the use of undercroft or basement parking and minimises the use of open lot/half basement/ground floor car parks at the street frontage.
- Provides vehicular access to buildings fronting key boulevards off side streets or via rear access.

## CASEY PLANNING SCHEME

- Limits the number of vehicle crossings to each development.

**9.0**04/04/2019  
G204**Signs**

Sign requirements are at Clause 52.05. All land located within Precinct 6 is in Category 3. All other land is in Category 1.

**40.0**04/04/2019  
G204**Other provisions of the scheme**

None specified.

**41.0**04/04/2019  
G204**Background documents**

*Cranbourne Town Centre Plan (City of Casey, 2017)*

*Cranbourne Town Centre Urban Design Framework (City of Casey, 2011)*

*Casey Complex Structure Plan (City of Casey, 2011)*

## CASEY PLANNING SCHEME

Proposed C275case

**SCHEDULE 1 TO CLAUSE 37.08 ACTIVITY CENTRE ZONE**

Shown on the planning scheme map as ACZ1.

**CRANBOURNE MAJOR ACTIVITY CENTRE****1.0****Cranbourne Major Activity Centre Framework Plan**

Proposed C275case





## CASEY PLANNING SCHEME

**2.0**

---/---/---  
Proposed C275case

**Land use and development objectives to be achieved****Use**

- Promote land use which is conducive to high levels of activity through the day and night in the non-residential precincts of the activity centre.
- Recognise the importance the Cranbourne Major Activity Centre plays in providing community services.
- Encourage uses which are consistent with and enhance the objectives and guidelines identified for each precinct.

**Built form**

- Facilitate high quality building design and ensure development improves the image of the Cranbourne Major Activity Centre, including by avoiding rendered surfaces and ensuring building materials are attractive, durable and easy to maintain.
- Reduce the impact of non-residential development adjoining residential areas by including acoustic protection, landscape buffers and finer grain commercial uses at ground level along street frontages.
- Avoid large stand-alone signs and signs becoming a dominant feature in the streetscape by incorporating them into the built form where possible.
- Avoid high and visually impermeable fencing along streets, laneways and public areas and where this cannot be avoided ensure fencing is attenuated with landscaping.
- Land at gateways and important corner sites should signify a sense of arrival, positively contribute to creating a contemporary character and improve the image of the Cranbourne Major Activity Centre.

**Access and movement**

- Create a vibrant activity centre which is easy, comfortable and safe to get around for people of all ages and abilities.
- Prioritise and support sustainable transport modes to assist in providing a diversity of transport choices to and within the Cranbourne Major Activity Centre.
- Ensure that vehicle access loading and parking is not a dominant feature of streetscapes.
- Minimise the effects of Cranbourne Park Shopping Centre and the South Gippsland Highway as a pedestrian movement barrier by reinforcing east-west connections and modifying the South Gippsland Highway cross section to increase priority to active transport modes.
- Reinforce Lyall Street as the primary east-west active and public transport link between the mixed-use commercial core and the Casey Complex and surrounds.
- Ensure the redevelopment of large sites improves accessibility by including pedestrian accessways.

**Culture and heritage**

- Minimise the impact of development within or adjoining areas of heritage significance through site-responsive design which retains view of the heritage site from adjoining public areas.

**Environment, landscape and open space**

- Facilitate high quality landscape design.
- Ensure environmentally sustainable development principles and features are incorporated into development to reduce energy, water and waste impacts and manage stormwater runoff.

## CASEY PLANNING SCHEME

- Create comfortable microclimates which improve the pedestrian environment by shading footpaths with awnings and tree canopy cover and incorporating vegetation into building facades.
- Create buildings which maximise natural light and ventilation and require minimal heating and cooling.
- Encourage green infrastructure such as water re-use, tree planting, vegetation incorporated into facade design and water-sensitive urban design.
- Enhance the landscape character of the Cranbourne Major Activity Centre by drawing on surrounding features such as the Cranbourne Gardens, Avenue of Honour, Cranbourne Racecourse and Recreation Reserve, boulevards and wide tree-lined streets and incorporate this into the design of public and private open space.
- Support Greg Clydesdale Square to become a more active, pleasant, safe and attractive community space.
- Encourage the retention of existing mature vegetation.

## 3.0

Proposed C275case

## Table of uses

## Section 1 - Permit not required

Use	Condition
Accommodation (other than Camping and caravan park, Corrective institution, Dependent person's unit, Group accommodation, Host farm and Residential building)	Must be in Precinct 1, 3 or 4. In Precinct 1 or 4 any frontage at ground floor level must not exceed 2 metres.
Cinema Cinema-based entertainment facility	Must be in Precinct 1 or 2. In Precinct 2, the site must have access to, or adjoining, a road in a Road Zone.
Exhibition centre	Must be in Precinct 1 or 4.
Food and drink premises	Must be in Precinct 1, 2 or 4. In Precinct 2 or 4 the leasable floor area must not exceed 100 square metres.
Industry (other than Materials recycling, Refuse disposal, Research and development centre, Rural industry, Service industry and Transfer station)	Must be in Precinct 2, Must not be a purpose listed in the table to Clause 53.10 except boiler makers, bakery, small goods production and joinery. Must not be a purpose listed in the table to Clause 53.10 with no threshold specified. The land must be the following distance from land in Precinct 1, 2 or 4, in a residential zone, land used for a hospital, an education centre or a corrective institution or land in a Public Acquisition Overlay to be acquired for a hospital, an education centre or a corrective institution: <ul style="list-style-type: none"> <li>▪ The threshold distance, for a purpose listed in the table to Clause 53.10.</li> <li>▪ 30 metres, for a purpose not listed in the table to Clause 53.10.</li> </ul> Must not: <ul style="list-style-type: none"> <li>▪ Exceed a fire protection quantity under the Dangerous Goods (Storage and Handling) Regulations 2012.</li> </ul>

## CASEY PLANNING SCHEME

Use	Condition
	<ul style="list-style-type: none"> <li>Require a notification under the Occupational Health and Safety Regulations 2017.</li> <li>Require a license under the Dangerous Goods (explosives) Regulations 2011.</li> <li>Require a license under the Dangerous Goods (HCDG) Regulations 2016.</li> </ul>
Informal outdoor recreation	
Major sport and recreation facility	Must be in Precinct 4.
Medical centre	<p>In Precinct 1, 2 or 4 any frontage at ground floor level must not exceed 2 metres except where the floor space adjoining the frontage is a customer service area accessible to the public.</p> <p>In Precinct 3 the gross floor area of all buildings must not exceed 250 square metres.</p>
Place of worship	<p>Must be in Precinct 1 or 3.</p> <p>The gross floor area of all buildings must not exceed 250 square metres.</p> <p>In Precinct 3 the site must adjoin, or have access to, a road in a Road Zone.</p>
Postal agency	<p>In Precinct 3:</p> <ul style="list-style-type: none"> <li>The land must be located within 100 metres of land in Precinct 1, 2 or 4 and have the same street frontage as that land.</li> <li>The leasable floor area must not exceed 250 square metres.</li> </ul>
Racing dog husbandry	<p>Must be in Precinct 3,</p> <p>Must be no more than 2 animals.</p>
Research and development centre	<p>Must be in Precinct 1, 2 or 4.</p> <p>Any frontage at ground floor level must not exceed 2 metres except where the floor space adjoining the frontage is a customer service area accessible to the public.</p>
Restricted retail premises	Must be in Precinct 2 or Sub-precinct 1B.
Retail premises (other than Food and drink premises, Gambling premises, Motor vehicle, boat or caravan sales, Postal agency and Shop)	
Service industry	<p>Must be in Precinct 2.</p> <p>Must not be a purpose listed in the table to Clause 53.10.</p>
Supermarket	<p>Must be in Precinct 1.</p> <p>The leasable floor area must not exceed 4000 square metres.</p>
<b>Any use listed in Clause 62.01</b>	Must meet requirements of Clause 62.01.



## CASEY PLANNING SCHEME

## Section 2 - Permit required

Use	Condition
Adult sex product shop	Must be in Precinct 1 or 2. Must be at least 200 metres (measured by the shortest route reasonably accessible on foot) from Precinct 3 or a residential zone, land used for a hospital, preimary school or secondary school or land in a Public Acquisition Overlay to be acquired for a hospital, primary school or secondary school.
Agriculture (other than Animal production, Animal training, Domestic animal husbandry, Horse husbandry, Racing dog husbandry, Rice growing and Timber production)	
Bar	Must be in Precinct 1, 2 or 4.
Bottle shop	Must be in Precinct 1 or 2. In Precinct 2, the site must adjoin, or have access to, a road in a Road Zone.
Brothel	Must be in Precinct 1 or 2.
Camping and caravan park	Must be in Precinct 1 or 4. Must be in conjunction with a food and drink premises. A permit must not be granted for more than 5 year
Car park	Must be in conjunction with another use in Section 1 or 2.
Car wash	In Precinct 3 or 4 must have access to a road in a Road Zone.
Care taker's house	
Cinema	Must be in Precinct 2 or 4.
Cinema-based entertainment facility	
Dependent person's unit	Must be in Precinct 1, 3 or 4.
Domestic animal boarding	Must be in Precinct 1, 2 or 4.
Domestic animal husbandry (other than Domestic animal boarding)	In Precinct 3 must be no more than 5 animals.
Dry cleaning	Must be in Precinct 1, 2 or 4.
Dwelling (other than Caretaker's house)	Must be in Precinct 1, 3 or 4.
Education centre (other than Employment training centre and Tertiary institution)	
Exhibition centre	Must be in Precinct 3.
Extractive industry	Must be in Precinct 1, 2 or 4.
Employment training centre	In Precinct 3:

## CASEY PLANNING SCHEME

Use	Condition
Food and drink premises (other than Bar and Hotel)	<ul style="list-style-type: none"> <li>The land must be located within 100 metres of land in Precinct 1, 2 or 4 and have the same street frontage as that land.</li> <li>The leasable floor area must not exceed 250 square metres.</li> </ul>
Gambling premises	Must be in Precinct 1.
Hotel	Must be in Precinct 1, 2 or 4.
Industry (other than Materials recycling, Refuse disposal, Research and development centre, Rural industry, Service industry and Transfer station)	Must be in Precinct 1 or 4. Must not be a purpose listed in the table to Clause 53.10
Landscape gardening supplies	Must be in Precinct 1 or 4.
Leisure and recreation (other than Informal outdoor recreation, Major sports and recreation facility and Motor racing track)	
Mail centre	
Major sport and recreation facility	Must not be in Precinct 1, 2 or 3.
Manufacturing sales	Must be in Precinct 1 and 4.
Market	
Materials recycling	Must be in Precinct 2.
Motor repairs	
Motor vehicle, boat or caravan sales	Must be in Precinct 2 or Sub-precinct 1B.
Office (other than Medical centre)	In Precinct 3: <ul style="list-style-type: none"> <li>The land must be located within 100 metres of land in Precinct 1, 2 or 4 and have the same street frontage as that land.</li> <li>The leasable floor area must not exceed 250 square metres.</li> </ul>
Place of assembly (other than Cinema, Cinema-based entertainment facility, Exhibition centre and Place of worship)	Must be in Precinct 1, 2 or 4.
Place of worship	In Precinct 2 the site must adjoin, or have access to, a road in a Road Zone.
Racing dog husbandry	In Precinct 3 must be no more than 5 animals.
Residential building (other than Residential hotel)	Must be in Precinct 1, 3 or 4.
Residential hotel	Must be in Precinct 1, 2 or 4.
Research and development centre	In Precinct 3:

## CASEY PLANNING SCHEME

Use	Condition
	<ul style="list-style-type: none"> <li>The land must be located within 100 metres of land in Precinct 1, 2 or 4 and have the same street frontage as that land.</li> <li>The leasable floor area must not exceed 250 square metres.</li> </ul>
Restricted retail premises	Must not be in Precinct 3.
Service station	<p>The site must not exceed 3,000 square metres.</p> <p>In Precinct 3:</p> <ul style="list-style-type: none"> <li>The land must adjoin Precinct 1 or 2; or</li> <li>The land must adjoin or have access to, a road in a Road Zone.</li> </ul>
Store	In Precinct 3 must be a building, not a dwelling, and used to store equipment, goods, or motor vehicles used in conjunction with the occupation of a resident of a dwelling on the lot.
Supermarket	<p>Must be in Precinct 1, 2 or 4.</p> <p>In Precinct 2 or 4 the leasable floor area must not exceed 1,800 square metres.</p>
Tertiary institution	<p>In Precinct 3:</p> <ul style="list-style-type: none"> <li>The land must be located within 100 metres of land in Precinct 1, 2 or 4 and have the same street frontage as that land.</li> <li>The leasable floor area must not exceed 250 square metres.</li> </ul>
Trade supplies	Must not be in Precinct 3.
Transport terminal	Must be in Precinct 1, 2 or 4.
Utility installation (other than Minor utility installation and Telecommunications facility)	
Warehouse (other than Mail centre)	<p>Must be in Precinct 1, 2 or 4.</p> <p>Must not be a purpose listed in the table to Clause 53.10.</p>
<b>Any other use not in Section 1 or 3</b>	

**Section 3 – Prohibited**

Use
Animal production (other than Grazing animal production)
Animal training
Corrective institution
Horse husbandry
Host farm



## CASEY PLANNING SCHEME

**Use**

Motor racing track  
 Refuse disposal  
 Rice growing  
 Rural industry  
 Sale yard  
 Transfer station  
 Timber production

**4.0 Centre-wide provisions**

---/---/---  
 Proposed C275case

**4.1 Use of land**

---/---/---  
 Proposed C275case

A permit is not required to use land for the purpose of local government, provided the use is conducted by or on behalf of the public land manager.

**4.2 Subdivision**

---/---/---  
 Proposed C275case

The consolidation of land is encouraged to facilitate the creation of viable development sites. The subdivision of land without a development proposal is discouraged.

**4.3 Buildings and works**

---/---/---  
 Proposed C275case

No permit is required to construct a building or construct or carry out works for the following:

- The installation of an automatic teller machine.
- The alteration of an existing building facade provided:
  - The alteration does not include the installation of an external roller shutter.
  - At least 80% of the building facade at ground floor is maintained as an entry or windows with clear glazing and the alteration does not include obstructing views into a premises including through the application of a film, covering or screening which is less than 75% visually transparent on or in close proximity to any clear glazing which forms part of the facade.
- An awning which projects over a road, if it is authorised by the relevant public land manager.
- Buildings and works for the purpose of local government, provided the use is conducted by or on behalf of the public land manager.
- Construct or carry out works normal to a dwelling.
- Construct one dependent person's unit on a lot. This exemption does not apply if there is already one or more dependent person's unit on the lot.
- Construct or extend an outbuilding (other than a garage or car port) associated with a dwelling provided the gross floor area does not exceed 10 square metres, the maximum building height is not greater than 3 metres above natural ground level and the gross floor area of all out buildings on the lot do not exceed 40 square metres.
- Extend one dwelling on a lot more than 300 square metres. This exemption does not apply to:
  - Extend a dwelling more than 40 square metres

## CASEY PLANNING SCHEME

- Construct or extend a dwelling if it is on common property
- Construct or extend a front fence within 3 metres of a street if the fence is associated with two or more dwellings on a lot or a residential building and the fence exceeds the maximum height specified in Clause 55.06-2.

### 4.4

Proposed C275case

### Design and development

The following design and development requirements apply to an application to construct a building or construct or carry out works:

#### Dwellings and residential buildings

On a lot less than 300 square metres, a development must meet the requirements of Clause 54 if it proposes to:

- Construct or extend one dwelling on a lot.
- Construct or extend a front fence within 3 metres of street if the fence is associated with one dwelling.

A development up to four storey, excluding a basement, must meet the requirements of Clause 55 if it proposes to:

- Construct a dwelling if there is at least one dwelling existing on the lot.
- Construct two or more dwellings on a lot.
- Extend a dwelling if there are two or more dwellings on the lot.
- Construct or extend a dwelling if it is on common property.
- Construct or extend a residential building.
- Construct or extend a front fence within 3 metres of a street if:
  - The fence is associated with two or more dwellings on a lot or a residential building.
  - The fence exceeds the maximum fence height specified in Clause 55.06-2.

#### Building height

Buildings and works should not exceed the preferred maximum building height specified in Clause 5 of this schedule.

A building may exceed the preferred maximum building height specified in Clause 5 of this schedule by up to 1 metre if the slope of the natural ground level, measured at any cross section of the site of the building wider than 8 metres, is greater than 2.5 degrees.

The preferred maximum building height does not apply to service equipment including plant rooms, lift overruns, solar collectors and other such equipment provided all of the following requirements are met:

- The equipment does not extend higher than 2 metres above the preferred maximum building height.
- No more than 50% of the roof area is occupied by the equipment.
- The equipment is located in a position on the roof so as to avoid additional overshadowing of neighbouring properties and public space.
- The equipment is designed to be concealed within the built form where practical or is screened and finished in a non-reflective material and of a colour which is to the satisfaction of the responsible authority.

A permit should not be granted to exceed the preferred maximum building height specified in Clause 5 of this schedule unless one or more of the following applies:

### CASEY PLANNING SCHEME

- The owner has entered into an agreement with the responsible authority under s 173 of the Planning and Environment Act 1987 or the permit includes a condition (or conditions) requiring the owner to enter into an agreement with the responsible authority under s 173 of the Planning and Environment Act 1987 for the provision of affordable housing which must provide the following:
  - The land owner must make a contribution towards affordable housing to the satisfaction of Council (Affordable Housing Agreement).
  - For the purposes of the agreement "affordable housing" is to have the same meaning as any definition of that phrase in the Planning and Environment Act 1987.
  - The agreement must provide for the Affordable Housing Contribution that is to be made by the landowner to be determined in accordance with the Affordable Housing Strategy (2020) to the satisfaction of the responsible authority.
- The additional height supports the centre-wide objectives in Clause 2.0 of this schedule, precinct-objectives in Clause 5 of this schedule and is designed to achieve all of the following:
  - Avoid additional overshadowing of public or private open space (beyond that which would be generated by a proposal that complies with the specified height and setback requirements)
  - Floor-to-ceiling heights and floor-plate depths with adaptive re-use capabilities
  - Providing spaces or facilities accessible to the public such as meeting rooms, halls and open space that are free of charge or available at a discounted rate
  - The retention of existing mature vegetation (where applicable)
  - Avoid any adverse amenity impacts on adjoining areas of heritage significance (where applicable)
- At a gateway or important corner site, in addition to the above criteria, a development should make a positive design statement which enhances the character of the activity centre.
- The proposal incorporates an innovative design response that includes exemplary environmentally sustainable development principles, such as:
  - Carbon neutral development
  - Integrated water management
  - Water sensitive urban design
  - Passive heating and cooling
  - Maximising daylight through building siting
  - Retention of existing mature vegetation (where applicable)
  - Incorporation of new vegetation at natural ground level

#### Building setbacks

Buildings and works should be setback from the front, side and rear property boundaries as specified in the precinct provisions in Clause 5 of this Schedule.

Minor works such as verandahs, architectural features, balconies, shades, screens and artworks may be constructed within the setback areas specified in the precinct provisions in Clause 5 of this Schedule.

Where no side or rear setback is specified in Clause 5 of this Schedule and Clause 54 or 55 do not apply, buildings and works should be sufficiently setback to enable the equitable development of adjoining properties and provide for the reasonable amenity of adjoining properties having regard to solar access, daylight access, air circulation and walls on boundaries.



## CASEY PLANNING SCHEME

### **Access and mobility**

Development and buildings and works should be designed to comply with Australian Standards for access and mobility and provide accessible entries at the principle front entry.

### **Site layout**

Development should be sited to make the most efficient use of land within the activity centre and oriented to maximise passive design opportunities.

### **Service equipment**

Service equipment including plant rooms, lift overruns, solar collectors, metre boxes and other equipment should be concealed within the built form. Where this is not practical it should be screened and finished in a non-reflective material which is not visually obtrusive and allows it to blend within the surrounding built form.

## CASEY PLANNING SCHEME

## 5.0 Precinct provisions

Proposed C275case

## 5.1 Precinct 1 – Mixed-use commercial core

## 5.1-1 Precinct map



## CASEY PLANNING SCHEME

## 5.1-2 Precinct objectives

- Support a diversity of retail and commercial businesses which operate throughout the day and night to locate throughout the precinct with fine grain development along street frontages at ground floor level.
- Support residential development above ground floor retail or commercial uses, particularly near Cranbourne Railway Station, except for sub-precinct 1B.
- Improve pedestrian comfort and accessibility by encouraging active uses at ground floor level, encouraging passive surveillance and having clearly defined paths and entries, particularly for larger sites.
- Create and support an urban and civic heart around Greg Clydesdale Square. Establish complementary secondary plaza spaces around Bakewell Street and Lyall Street to prioritise pedestrians in public spaces and encourage activity throughout Precinct 1.
- Improve connectivity between High Street and the residential area to the west.
- Facilitate placemaking opportunities which encourage temporary activities and events on vacant or underdeveloped public and private land, such as car parking.
- Manage and mitigate acoustic impacts from commercial uses and the Cranbourne Railway Line on new residential development within the precinct by ensuring new or intensified residential development includes appropriate acoustic protection.

## 5.1-3 Precinct requirements

Preferred front setback	Preferred maximum building height	Preferred street wall height	Preferred setback above street wall	Preferred setback
0 metres	20 metres	11 metres	3 metres	3 metres including a landscaped buffer of at least 1 metre for land adjoining Precinct 3 or a Residential Zone
3 metre landscaped front setback where a permit is required for an accommodation use at ground floor level				

## 5.1-4 Precinct guidelines

- Buildings and works at Cranbourne Park Shopping Centre or at an existing at-grade car park of 1,000 square metres or greater should result in a net benefit to the activity centre by improving the appearance of adjoining streetscapes where works interface with a street and may include active transport links and amenities, and facade activation.
- Ensure that redevelopment near Cranbourne Railway Station provides new active transport links to the railway station.
- Encourage development with active uses that would provide passive surveillance adjoining public areas such as parks, squares and plaza spaces.
- Buildings and works at Cranbourne Park Shopping Centre should improve pedestrian accessibility to the residential areas to the west.
- Where no vegetation is able to be provided in a ground floor front setback, incorporate vegetation into the building facade design.
- Ensure buildings are appropriately set back from sensitive interfaces and include a landscape buffer which is at least 1 metre wide and capable of achieving adequate levels of solar access.
- New residential development or an intensification of existing residential development should include appropriate acoustic protection from surrounding non-residential uses.



## CASEY PLANNING SCHEME

## 5.1-5 Any other requirements

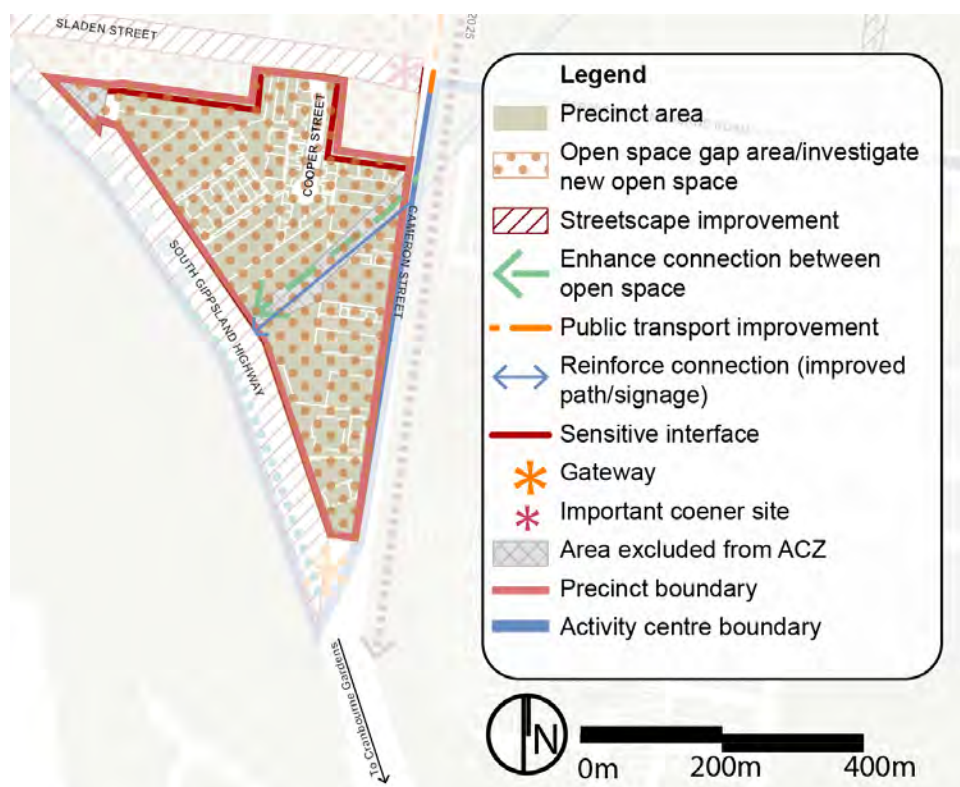
None specified.

## 5.2 Precinct 2 - Employment and services

## 5.2-1 Precinct map



## CASEY PLANNING SCHEME



### 5.2-2 Precinct objectives

- Support a broad-range of non-retail employment uses.
- Support a transition from industrial to more commercial-based industries.
- 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.
- Create attractive streetscapes through landscaped front setbacks and attractive building design.

### 5.2-3 Precinct requirements

Preferred front setback	Preferred maximum building height	Preferred street wall height	Preferred setback above street wall	Preferred setback
5 metres including at least 3 metres of landscaped area	14 metres	11 metres	3 metres	3 metres including a landscaped buffer of at least 1 metre for land adjoining Precinct 3 or a Residential Zone

### 5.2-3 Precinct guidelines

- Commercial development should provide a high level of internal amenity including through the provision of common spaces such as courtyards, balconies or rooftops.
- Development comprising industrial uses which adjoin which adjoin Precinct 3 or a sensitive interface should actively address potential human health and amenity impacts and demonstrate

**CASEY PLANNING SCHEME**

that they have used appropriate measures such as landscaping, acoustic treatments, engineering and building siting and design to minimise these impacts.

- Encourage office and commercial development along Sladen Street and South Gippsland Highway.
- Ensure buildings are appropriate setback from sensitive interfaces and include a landscape buffer which is at least 1 metre wide and capable of achieving adequate levels of solar access.

**5.2-5****Any other requirements**

None specified

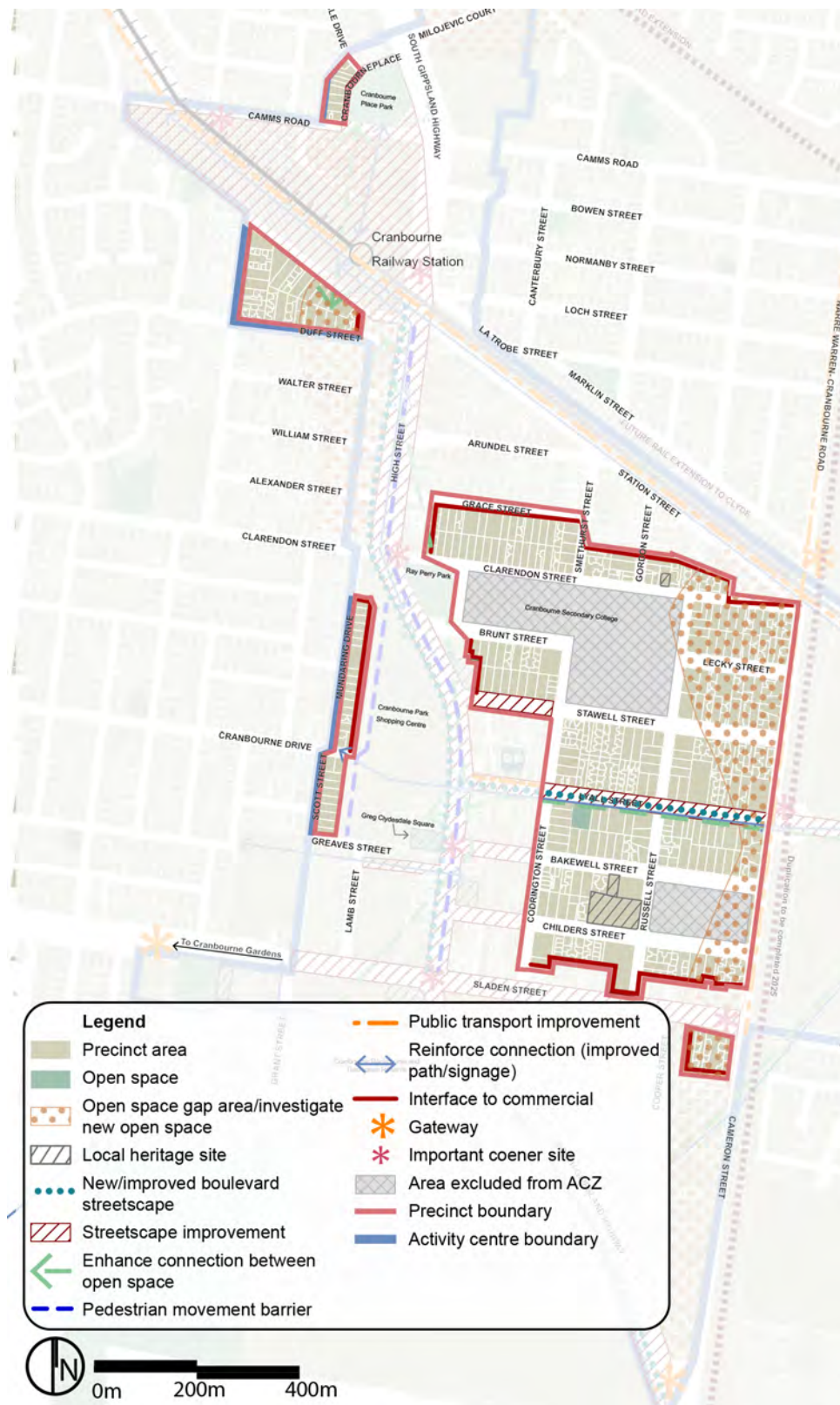


CASEY PLANNING SCHEME

**5.3**            **Precinct 3 - Residential growth**

**5.3-1**        **Precinct map**

## CASEY PLANNING SCHEME



## CASEY PLANNING SCHEME

**5.3-2 Precinct objectives**

- Encourage a diversity of housing in terms of lot size, number of bedrooms and tenure.
- Limit non-residential uses within the precinct except for where they are near another precinct and address a local need.
- Create landscaped front setbacks which contribute positively to the streetscape and provide a clear delineation between public and private space.
- Avoid garages and parking structures dominating the streetscape by locating them to the side or rear of buildings and ensuring private vehicle access is integrated within the building design.
- Avoid the underdevelopment of sites which would limit its future development potential.
- Encourage site layout and building massing which allows for the equitable development of adjoining lots.

**5.3-3 Precinct requirements**

Preferred front setback	Preferred maximum building height	Preferred side setback
5 metres  Include at least one medium canopy tree capable of reaching a height of 7 metres at maturity	13.5 metres	Standard A10 and B17 where they apply.

**5.3-4 Precinct guidelines**

- Avoid south-facing habitable rooms and where this cannot be avoided design solutions such as light courts, sky lights and natural ventilation should allow for as much solar access and air circulation as possible.
- Increase housing diversity by seeking to achieve a target of 60% one bedroom dwellings and 30% two bedroom dwellings in new development.
- Balconies which comprise a dwelling's primary secluded private open space should have a minimum width of 3 metres and be free of clothes lines, air-conditioning units and other services. Where this cannot be avoided, these items should be screened or concealed within the built form and the area they occupy be excluded from the overall quantum of private open space provided.
- Avoid parking structures within the front setback.
- Tree planting and landscaping in the front, side and rear setbacks is encouraged to soften the appearance of built form.
- Solid front fences and primary ground level secluded private open space in the front setback is discouraged.
- New residential development or an intensification of existing residential development adjoining Precinct 1 or 2 should include appropriate acoustic protection from existing non-residential uses.
- Non-residential uses may be included as part of an apartment development where there are minimum on and off-site adverse amenity impacts.
- Stand-alone non-residential uses are discouraged in this precinct but may be considered where there are minimum off-site amenity impacts.



CASEY PLANNING SCHEME

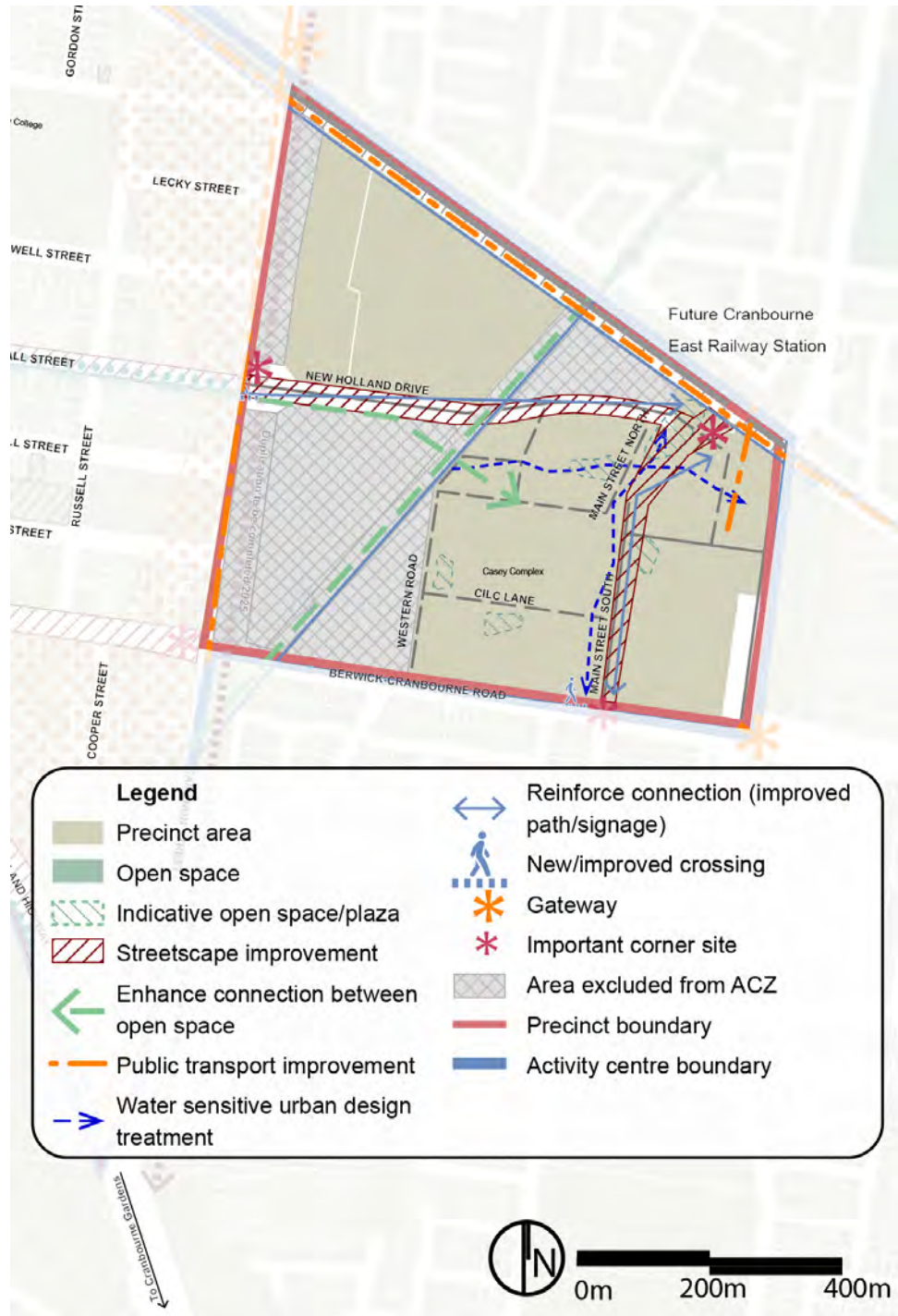
**5.3-5 Any other requirements**

None specified.

## CASEY PLANNING SCHEME

## 5.4 Precinct 4 - Casey Complex and surrounds

## 5.4-1 Precinct map



## CASEY PLANNING SCHEME

**5.4-2 Precinct objectives**

- Support mixed-use transit-oriented development, including residential and commercial uses in proximity to the future Cranbourne East Railway Station and at gateway or important corner sites.
- Ensure the future Cranbourne East Railway Station and grade separation responds appropriately to its surrounds by being appropriately sites and designed.
- Create improved connections within and to the Casey Complex.
- Incorporate water-sensitive urban design principles and integrated water management into new development, including landscape design.
- Create public spaces which are enjoyable and functional to navigate through and linger in by appropriately designing building interfaces and locating parking so that built form and parking structures are not visually dominant.
- Ensure community buildings and services are located with good access to public space.
- Support the expansion of community and recreation activities and services in an integrated and coordinated manner.
- Improve the Berwick-Cranbourne Road interface of the Casey Complex through the development of new and expanded buildings.
- Develop the Casey Complex street network with a hierarchy of roads and ensure the sequencing of development provides for efficient interim and ultimate access to and between lots and throughout the precinct.
- Develop a central plaza and Main Street which connects all facilities and activities.

**5.4-3 Precinct requirements**

Preferred front setback	Preferred maximum building height	Preferred street wall height	Preferred setback above street wall	Preferred side setback
0 metres	20 metres	11 metres	3 metres	None specified

**5.4-4 Precinct guidelines**

- New development and external alterations and additions to existing buildings fronting streets and public spaces should provide active interfaces, be of high architectural quality and provide weather protection for pedestrians.
- Prioritise pedestrian movement and active transport through the central plaza and Main Street by providing weather protection, wide footpaths, separated cycle lanes and attractive landscaping.
- Locate parking so that it is away from the Main Street and is convenient to access from facilities and the surrounding road network.
- Develop active frontages along Berwick-Cranbourne Road to support the development of the Casey Complex as a transit-oriented precinct.
- Improve legibility and wayfinding through the Casey Complex by establishing a local street network complemented by signage, lighting and designated pedestrian and cycle paths.
- Modifications to the existing road network, subdivision or development proposals should provide road reserves generally in accordance with the Casey Complex Urban Design Framework (2019).

**5.4-5 Any other requirements**

None specified.



## CASEY PLANNING SCHEME

## 6.0

Proposed C275case

**Application requirements**

The following application requirements apply to an application for a permit under Clause 37.08, in addition to those specified in Clause 37.08 and elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority.

**Use**

An application to use land must specify how it is consistent with and achieved the centre-wide and precinct objectives and guidelines in Clause 5 of this schedule.

**Buildings and works**

An application to construct a building or construct or carry out works must be accompanied by the following information:

- For the construction of new dwellings in buildings of four storeys or less, an assessment against the relevant provisions of Clause 54 or Clause 55.
- An Arboricultural Report where it is proposed to remove a tree of 5 metres or greater and a trunk diameter of 0.3 metres or greater at 1.2 metres above ground level. This requirement does not apply to a tree listed as an environmental weed species within the City of Casey which will not be considered for retention.
- For residential development in Precinct 1, 3 (where the site adjoins Precinct 1 or 2) and 4 an Acoustic Report prepared by a suitably qualified consultant demonstrating how the proposal includes appropriate noise attenuation measures to reasonably protect the amenity of future residents from nearby commercial or industrial uses.
- An application for development up to four storeys should include and an application for development of four or more storeys must include a 3D model which shows:
  - The potential overshadowing impact of the development on the open space and habitable rooms of adjoining properties and within the proposed development and how the development design minimises overshadowing impacts and ensures maximum solar access internally for dwellings, to neighbouring properties and public spaces.
  - The potential overshadowing impact of the development on public spaces adjoining the proposal, ensuring that overshadowing of boulevards, heritage sites, parks and other public open space is minimised. Reasonable solar access should also be maintained to the ground floor of buildings opposite in winter, where practical.
- For developments of 3-9 dwellings and all non-residential development with a gross floor area between 500 square metres and 1,000 square metres, a Sustainable Design Assessment which includes:
  - A simple assessment of the development, which may use tools such as BESS or STORM or an equivalent assessment approach to the satisfaction of the responsible authority; and
  - The identification of environmentally sustainable development measures proposed which considers the site's opportunities and constraints.
- For the development of 10 or more dwellings and all non-residential development with a gross floor area greater than 1,000 square metres, a Sustainability Management Plan which includes:
  - A detailed assessment of building energy management, water sensitive urban design features, construction materials, indoor environment quality, waste management and transport which may use relevant tools such as BESS, STORM, MUSIC or Green Star or an alternative assessment approach to the satisfaction of the responsible authority; and

## CASEY PLANNING SCHEME

- The identification of achievable environmental performance outcomes, having regard to the site's opportunities and constraints, documentation of the means by which the outcomes can be achieved and demonstration that the building has the design potential to achieve the outcomes; and
- A Green Travel Plan.
- In addition to the Sustainable Management Plan specified above, a development with a gross floor area greater than 5,000 square must demonstrate it has the ability to achieve a 4-star rating or above under a current version of the Green Star rating tool or equivalent.
- For all mixed use development, the above requirements for a Sustainable Design Assessment or Sustainable Management Plan apply as they relate to each use.

The above Environmentally Sustainable Design application requirements will expire if and when they are superseded by an equivalent application requirement in a Victoria Planning Provision.

- Where an application exceeds the preferred maximum building height specified in Clause 5 of this schedule, a statement which demonstrates how the proposal addresses the additional building height criteria in Clause 4.4 of this schedule.
- For a staged development, a masterplan which includes future indicative or likely uses and built form for the balance of the land.

### 7.0

---/---/---  
Proposed C275case

#### Notice and review

An application:

- To construct a building or construct or carry out works that exceed the preferred building height or setback requirements contained in Clause 5.0 of this schedule except where the additional building height criteria in Clause 4.4 is met to the satisfaction of the responsible authority.
- To use land or to construct a building or construct or carry out works in Precinct 1 or 2 within 30 metres of Precinct 3, a residential zone, land used for a hospital, a primary school or secondary school or land in a Public Acquisition Overlay to be acquired for a hospital, primary school or secondary school.
- To use land or construct a building or construct or carry out works in Precinct 3.

is not exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.”

### 8.0

---/---/---  
Proposed C275case

#### Decision guidelines

The following decision guidelines apply to an application for a permit under Clause 37.08, in addition to those specified in Clause 37.08 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

#### Use

- For a staged development, whether a future indicative use for the balance of the land is nominated in a site masterplan or similar.

#### Subdivision

- Whether an application to subdivide land is accompanied by a suitable development proposal that achieves the centre-wide objectives in Clause 2.0 and the precinct objectives in Clause 5.0 of this schedule..
- Whether the future development potential is unreasonably constrained by the proposed subdivision.

## CASEY PLANNING SCHEME

**Design and built form**

- The extent to which a proposal addresses and achieved the centre-wide objectives in Clause 2.0 and the precinct objectives in Clause 5.0 of this schedule.
- The adaptive capability of a development to change in function over time to support the Cranbourne Major Activity Centre becoming more resilient to changes in the social, physical and economic environment.
- The extent to which a proposal supports the Cranbourne Major Activity Centre being a more active and vibrant place.
- Whether a proposal contributes to making the Cranbourne Major Activity Centre more sustainable by including vegetation where possible and incorporating environmentally sustainable design features.

**9.0**

---/---/---  
Proposed C275case

**Signs**

Sign requirements are at Clause 52.05. All land located within Precinct 1 and 4 is in Category 1, all land located within Precinct 2 is in Category 2 and all land in Precinct 3 is in Category 3.

**10.0**

---/---/---  
Proposed C275case

**Other provisions of the scheme**

None specified.

**11.0**

---/---/---  
Proposed C275case

**Reference documents**

*Affordable Housing Strategy* (City of Casey, 2020)

*Casey Complex Urban Design Framework* (City of Casey, 2020)

*Cranbourne Major Activity Centre Structure Plan* (City of Casey, 2020)



## CASEY PLANNING SCHEME

--/--/---  
Proposed C275case

**SCHEDULE 2 TO CLAUSE 45.09 PARKING OVERLAY**

Shown on the planning scheme map as **PO2**.

**CRANBOURNE MAJOR ACTIVITY CENTRE****1.0****Parking objectives to be achieved**

--/--/---  
Proposed C275case

- Avoid parking dominating the streetscape by locating it to the side or rear of new development.
- Require access to parking areas and loading and service access located within parking areas to be clearly signed to avoid unnecessary vehicle circulation.
- Avoid the provision of at-grade car parking, where it is provided, ensure parking layouts are designed so they can be shared across sites.
- Avoid reliance on on-street or other publicly accessible parking to address demand generated by a new use or an intensification of an existing use.
- Design parking structures (excluding basements or garages integrated within a dwelling or residential building and carports) with adaptive re-use capabilities including a minimum floor to ceiling height of 3 metres.

**2.0****Permit requirement**

--/--/---  
Proposed C275case

The requirements of Clause 52.06-3 apply.

**3.0****Number of car parking spaces required**

--/--/---  
Proposed C275case

The *Rate* in Column B of Table 1 in Clause 52.06-5 applies.

**4.0****Application requirements and decision guidelines for permit applications**

--/--/---  
Proposed C275case

None specified.

**5.0****Financial contribution requirement**

--/--/---  
Proposed C275case

None specified.

**6.0****Requirements for a car parking plan**

--/--/---  
Proposed C275case

None specified.

**7.0****Design standards for car parking**

--/--/---  
Proposed C275case

None specified.

**8.0****Decision guidelines for car parking plans**

--/--/---  
Proposed C275case

None specified.

**9.0****Background document**

--/--/---  
Proposed C275case

*Cranbourne Major Activity Centre Structure Plan* (City of Casey, 2020)

*Cranbourne Town Centre Movement and Access Strategy* (GTA Consultants, 2017)

## CASEY PLANNING SCHEME

31/07/2018  
VC148  
Proposed C275case

## SCHEDULE TO CLAUSE 53.01 PUBLIC OPEN SPACE CONTRIBUTION AND SUBDIVISION

### 1.0

### Subdivision and public open space contribution

25/07/2019  
G224case  
Proposed C275case

Type or Location of Subdivision		Amount of contribution for public open space
All land shown on Plans 1.1 and 1.2 forming part of this schedule		
CR1:		10%
CR2:		8%
CR3:		7.5%
CR4:		7%
CR5:		5%
CR6:		11%
CR7:		3.08%
CR8:		3.75%
CR9:		5.9%
CR10:	(Land north of Ballarto Road)	7.52%
	(Land south of Ballarto Road)	1.61%
CR11:		3.54%
CR12:		1.5%
CR13:		4.04%
		As to the composition of the contribution, it must be made in the manner set out and explained in the Cranbourne North Stage 2 Precinct Structure Plan, June 2011.
CR14:		4.21%
		As to the composition of the contribution, it must be made in the manner set out and explained in the Botanic Ridge Precinct Structure Plan, December 2012.
CR15		1.85% Employment 4.25% Residential As to the composition of the contribution, it must be made in the manner set out and explained in the Thompsons Road Precinct Structure Plan, October 2015.
CR16		3.99%

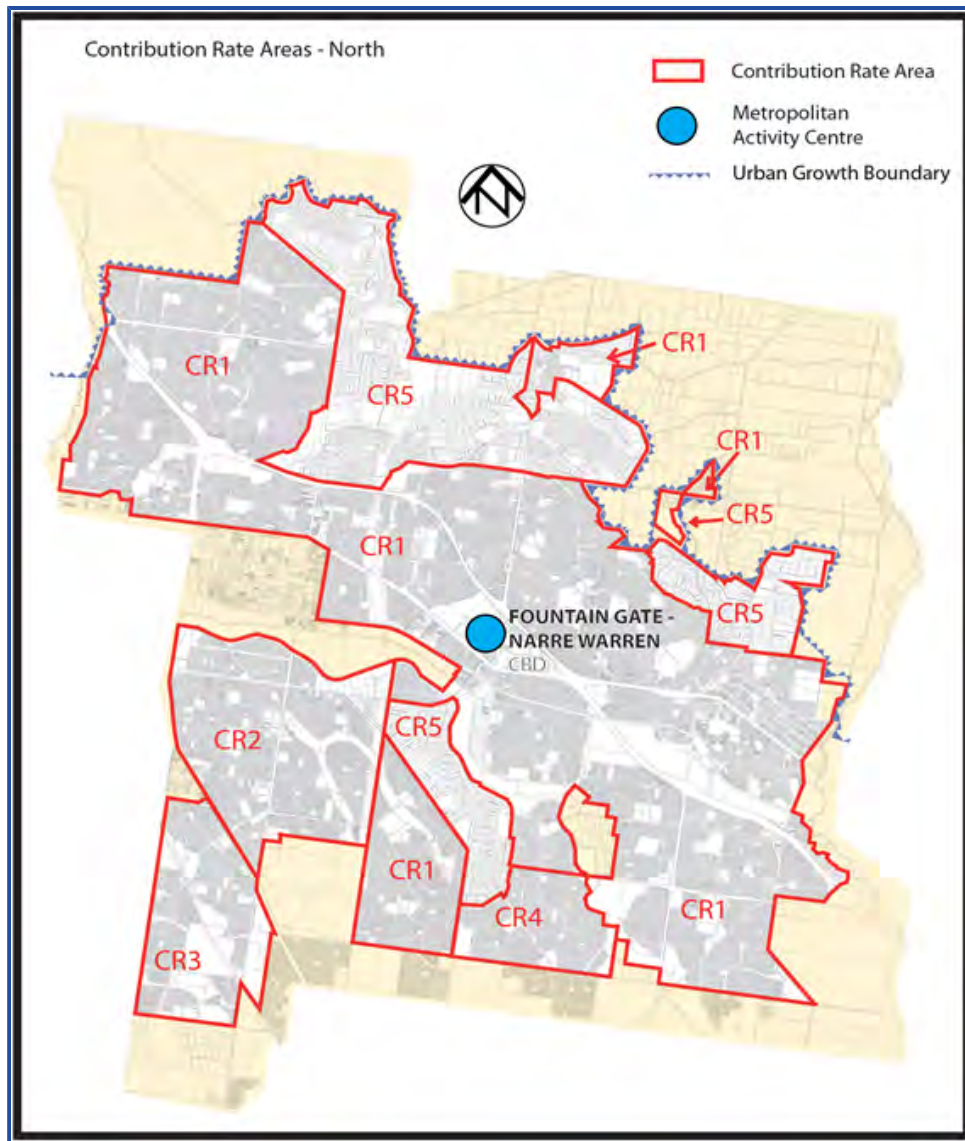
## CASEY PLANNING SCHEME

Type or Location of Subdivision	Amount of contribution for public open space
	As to the composition of the contribution, it must be made in the manner set out and explained in the Clyde Creek Precinct Structure Plan, October 2015.
CR17	4.01%  As to the composition of the contribution, it must be made in the manner set out and explained in the Casey Fields South Residential Precinct Structure Plan, October 2015.
CR18	20%  As to the composition of the contribution, it must be made in the manner set out and explained in the Former Amstel Golf Course Development Plan.
CR19	5.32%  As to the composition of the contribution, it must be made in the manner set out and explained in the Brompton Lodge Precinct Structure Plan, August 2016.
CR20	6.51%  As to the composition of the contribution, it must be made in the manner set out and explained in the Casey Central Town Centre Precinct Structure Plan, May 2016.
These amounts do not apply to: the subdivision of land to create lots for existing dwellings, for which the amount is:	Not specified
<div> <div></div> <div>the subdivision of any land not in a residential zone, Urban Growth Zone or Precinct Structure Plan area for which the amount is:</div> <div> <div>- This exemption does not apply to land in Cranbourne North Service Business Precinct (CR12):</div> <div>- This exemption does not apply to land identified for residential purposes or located in Precinct 5, in the Fountain Gate-Narre Warren CBD under Schedule 2 to the Activity Centre Zone:</div> </div> </div>	Not specified
These amounts do not apply to: <div> <div></div> <div>The subdivision of land for existing dwellings.</div> <div></div> <div>The subdivision of any land not in a residential zone, Urban Growth Zone or Precinct Structure Plan area. This exemption does not apply to:               <div> <div></div> <div>Land in Cranbourne North Service Business Precinct (CR12)</div> </div> </div> </div>	

## CASEY PLANNING SCHEME

- Land identified for residential purposes or located in Precinct 5, in the Fountain Gate-Narre Warren CBD under Schedule 2 to the Activity Centre Zone.
- Land in Precinct 3 of schedule 1 Cranbourne Major Activity Centre to the Activity Centre Zone.

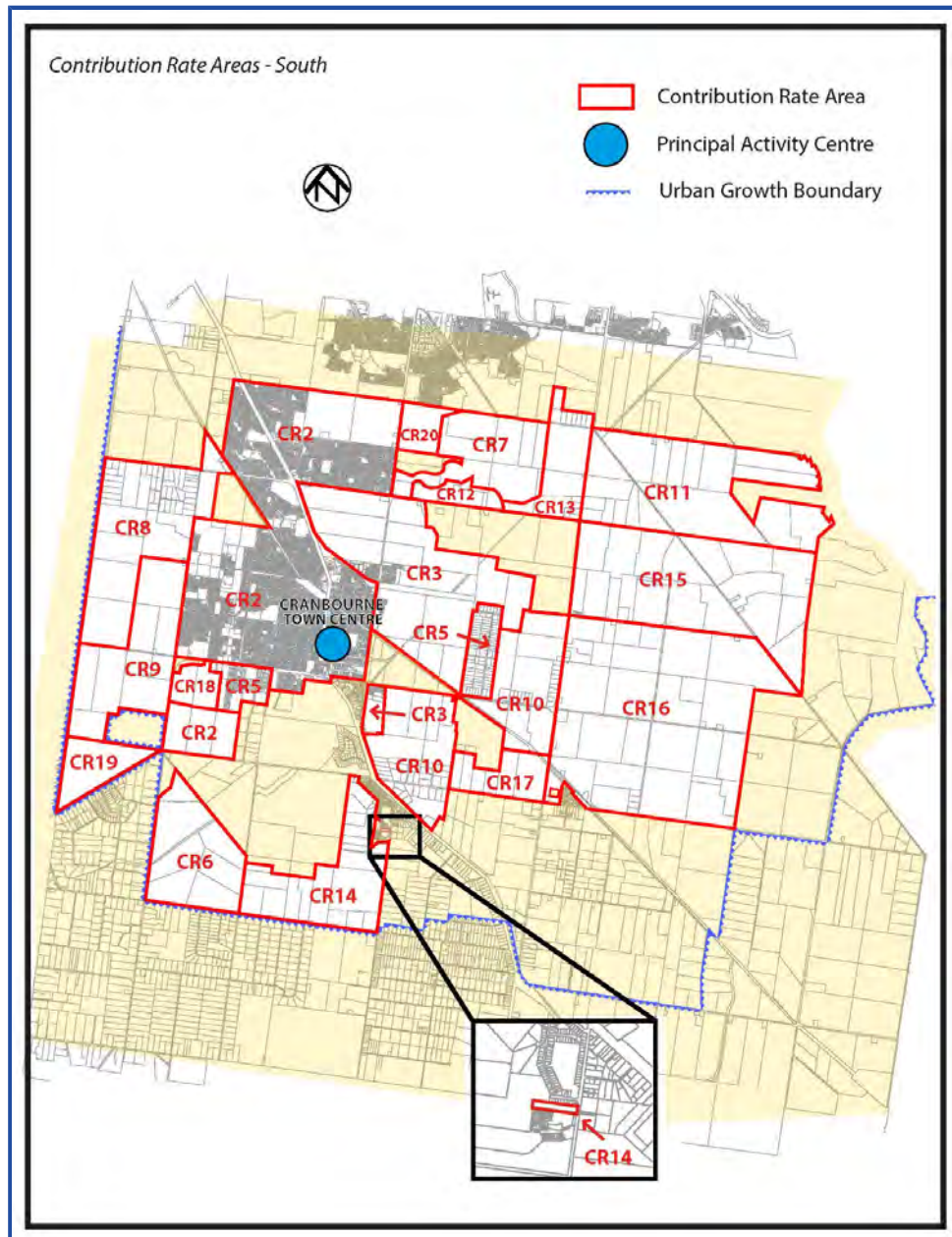
Plan 1.1 to Clause 53.01





CASEY PLANNING SCHEME

Plan 1.2 to Clause 53.01



## CASEY PLANNING SCHEME

17/01/2019  
GC116**SCHEDULE TO CLAUSE 72.03 WHAT DOES THIS PLANNING SCHEME CONSIST OF?****1.0****Maps comprising part of this planning scheme:**14/06/2020  
G265caseProposed C275case

- 1, 1ESO8, 1HO, 1LSIO, 1SBO, 1BMO
- 2, 2ESO7, 2DPO, 2HO, 2LSIO, 2SBO, 2SLO, 2BMO
- 3, 3ESO8, 3DPO, 3HO, 3LSIO, 3PAO, 3SBO, 3SLO, 3BMO
- 4, 4ESO7, 4ESO8, 4DPO, 4HO, 4LSIO, 4SBO, 4SCO, 4RXO
- 5, 5ESO7, 5ESO8, 5DCPO, 5DPO, 5HO, 5PAO, 5SBO, 5SLO, 5LSIO, 5BMO, 5RXO, 5SCO
- 6, 6ESO8, 6DPO, 6HO, 6LSIO, 6SBO, 6SLO, 6BMO
- 7, 7ESO7, 7ESO8, 7DCPO, 7DDO, 7DPO, 7HO, 7LSIO, 7PAO, 7SBO, 7SCO
- 8, 8ESO7, 8ESO8, 8DCPO, 8DDO, 8DPO, 8EAO, 8HO, 8LSIO, 8PAO, 8SBO, 8SCO
- 9, 9ESO7, 9ESO8, 9DCPO, 9DPO, 9HO, 9ICO, 9LSIO, 9PAO, 9SBO, 9SLO, 9VPO, 9BMO, 9PO, 9SCO
- 10, 10ESO7, 10DCPO, 10DPO, 10HO, 10LSIO, 10PAO, 10SBO, 10SCO
- 11, 11ESO7, 11ESO8, 11DCPO, 11DPO, 11EAO, 11HO, 11LSIO, 11PAO, 11PO, 11SBO, 11SCO
- 12, 12ESO7, 12ESO8, 12DCPO, 12EAO, 12HO, 12ICO, 12LSIO, 12PAO, 12SCO
- 13, 13DCPO, 13EAO, 13ESO, 13ESO7, 13HO, 13ICO, 13IPO, 13LSIO, 13PAO, 13SCO
- 14, 14DCPO, 14DPO, 14EAO, 14ESO, 14ESO7, 14ESO8, 14HO, 14LSIO, 14PAO, 14SBO, 14SCO, 14VPO, 14BMO
- 15, 15DCPO, 15DPO, 15EAO, 15ESO, 15ESO7, 15ESO8, 15HO, 15LSIO, 15PAO, 15PO, 15SBO, 15BMO, 15SCO
- 16, 16ESO8, 16DCPO, 16EAO, 16HO, 16ICO, 16LSIO, 16PAO
- 17, 17ESO, 17ESO7, 17LSIO, 17PAO, 17BMO
- 18, 18ESO, 18ESO7, 18ESO8, 18HO, 18LSIO, 18PAO, 18SLO, 18BMO
- 19, 19ESO, 19ESO8, 19HO, 19LSIO, 19SLO, 19PAO, 19BMO
- 20, 20ESO, 20ESO8, 20HO, 20LSIO, 20 PAO, 20SBO, 20SLO, 20BMO
- 21, 21ESO, 21HO, 21LSIO, 21PAO, 21SLO, 21BMO
- 22, 22ESO, 22ESO8, 22HO, 22LSIO, 22PAO, 22SLO, 22BMO

---

# Confidential Attachment

---



ITEM: **Governance only**

***Amendment C275 case to the Casey Planning Scheme: review of the planning framework for the Cranbourne Major Activity Centre***

*In accordance with section 3(5), the information in this attachment has been deemed confidential information by the Chief Executive Officer under section 3(5)c of the Local Government Act 2020 as it contains land use planning information, being information that if prematurely released is likely to encourage speculation in land values*



# Cranbourne Town Centre Movement and Access Strategy

Client // City of Casey  
Office // VIC  
Reference // V118270  
Date // 19/12/17

Document Set ID: 12331517  
Version: 1, Version Date: 19/12/2017



## Cranbourne Town Centre

### Movement and Access Strategy

Issue: A 19/12/17

Client: City of Casey  
Reference: V118270  
GTA Consultants Office: VIC

#### Quality Record

Issue	Date	Description	Prepared By	Checked By	Approved By	Signed
A-Dr	28/09/17	Preliminary Draft	Jacquelyn Viti	Chris Greenland	Reece Humphreys	
A-Dr2	01/12/17	Final Draft	Jacquelyn Viti	Chris Greenland	Reece Humphreys	
A	19/12/17	Final	Jacquelyn Viti	Chris Greenland	Reece Humphreys	

TIA/RSAMA - VIC (16/05/17)

© GTA Consultants (GTA Consultants (VIC) Pty Ltd) 2017  
The information contained in this document is confidential and intended solely for the use of the client for the purpose for which it has been prepared and no representation is made or is to be implied as being made to any third party. Use or copying of this document in whole or in part without the written permission of GTA Consultants constitutes an infringement of copyright. The intellectual property contained in this document remains the property of GTA Consultants.

  
**GTA consultants**  
 Melbourne | Sydney | Brisbane  
 Canberra | Adelaide | Perth  
 Gold Coast | Townsville

Document Set ID: 12331517  
Version: 1, Version Date: 19/12/2017

## Executive Summary

The Cranbourne Town Centre has a variety of services that provides a range of transport choices for travellers, with good rail and bus provision. Internally, the challenge for the growth and viability of the Cranbourne Town Centre is being able to encourage and promote the movement of people, rather than vehicles, to enhance the vibrancy for its visitors.

As a car-centric municipality, journey to work data suggests that a significant proportion of residents in the Casey municipality work within the immediately surrounding employment clusters such as Frankston, Dandenong in addition to those that live and work locally. The majority of commuters from Cranbourne work within the City of Casey. Additionally, the majority of commuters to Cranbourne live within the City of Casey. Therefore, most daily commutes are contained within the local government area.

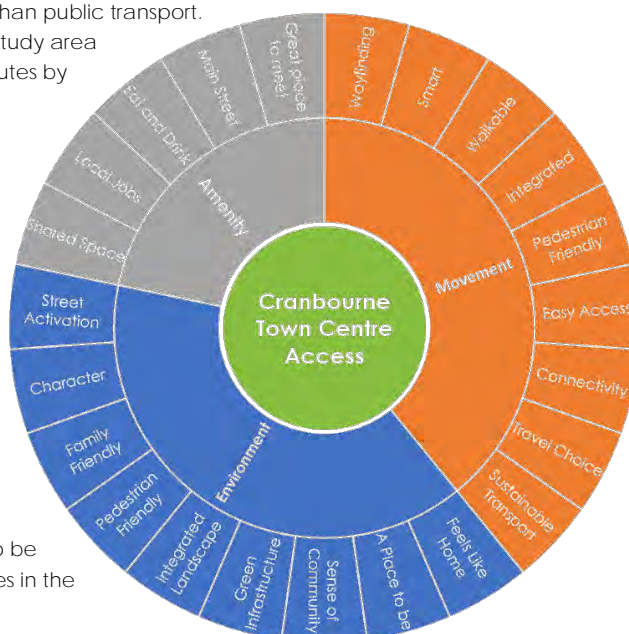
The spatial nature of the key generators and attractors in Cranbourne mean that people are generally more attracted to travelling by motorised vehicle rather than more sustainable modes such as walking, cycling and public transport. Whilst the suburb of Cranbourne and the more specifically the Town Centre feature several public transport options, it is not without its challenges. The Cranbourne Railway Line currently terminates towards the north part of the Town Centre which is also served by several bus routes. An additional bus interchange is also located more centrally at Lyall Street, near its intersection with South Gippsland Highway.

Although the retail uses in Cranbourne are located in reasonably close proximity to Cranbourne Rail Station, it is much easier to access Cranbourne via car than public transport for a large proportion of metropolitan Melbourne. Of note are suburbs that are located east and west of the study area or those areas not proximate to the Cranbourne rail line which are generally more than 20 minutes quicker to access via car than public transport.

By way of example, a trip travelling to the study area from Frankston would take less than 30 minutes by car and up to an hour by public transport.

Parking surveys identified a total supply of 5,474 car spaces with a peak demand of 2,850 and 2,092 spaces on the Friday and Saturday, respectively. Readily available car parking opportunities encourages town centre visitors to preference the private vehicle above alternative transport modes.

Cranbourne as a regional centre will play a key role in the City of Casey which is expected to approximately double its population to 2041 from 261,000 to 514,000 residents. Of this increase, approximately 10,000 additional residents are expected to be located in Cranbourne with higher increases in the neighbouring suburbs.



V118270 // 19/12/17

Movement and Access Strategy // Issue: A

Cranbourne Town Centre



### The Desired Outcome for Cranbourne

Consultation with stakeholders has identified three key themes for an improved outcome for Cranbourne including Amenity, Environment and Movement. Achieving improvement with the themes will result in a range of successful outcomes as shown in the figure to the right.

In achieving the desired outcomes for access and movement, two key transport projects were identified that would have a substantial impact on easing congestion and heavy vehicle traffic **for the Cranbourne Town Centre that are outside of Council's control, being:**

- i Construction of a bypass of the Cranbourne Town Centre
- ii Extension of the Cranbourne railway line to East Cranbourne and Clyde.

It is recommended that Council endeavour to advocate for these projects as a matter of strategic importance.

Having regard for the two projects **outside of Council's control, the strategy necessarily sits within** the uncertainty provided. To address this uncertainty, the key action aims are as follows:

- Conversion of all or part of South Gippsland Highway through the Cranbourne Town Centre into a more enhanced street for its residents (street for people),
- Strong east-west connection between the Cranbourne Town Centre and Casey RACE to create a single consolidated activity axis,
- Reduction in car parking provision to encourage the use of sustainable modes,
- Pedestrian and bicycle connectivity improvements both into and through the town centre by improving access arrangements such as footpath widening, pram ramps, cycle lanes, wayfinding signage, street lighting upgrades and end-of-trip facilities, and
- Local public transport improvements for effective and useful connection to neighbouring activity centres including Frankston and Narre Warren.

To reduce the barrier west of Cranbourne Park Shopping Centre to east of South Gippsland Highway, it is recommended that Council provide objectives for The Cranbourne Park Shopping Centre owners. In conjunction with future development, these will help achieve connectivity within the Shopping Centre that links Lyall Street to the east to Cranbourne Drive to the west. Various modifications to the South Gippsland Highway cross-section are also detailed in our report (depending on the status of the Cranbourne Bypass) to transform this area to a great public space and reduces the east-west barrier that is evident through Cranbourne.

Recommendations have been made regarding both the existing transport characteristics of Cranbourne, as well as necessary improvements to accommodate future growth of the study area.

Table ES1 summarises the recommendations and nominate the relevant stakeholders/authorities for each Option.

Table ES1: Cranbourne Movement and Access Recommendations

Recommendation	Timeframe			Key Stakeholder/ Authority Responsible [1]
	Short Term (0-5 years)	Medium Term (5-15 years)	Long Term (15-30 years)	
Reduce car parking provision for both retail and residential developments to promote walking and cycling.	✓	✓	✓	Council
Council to implement each of the key actions themes (with the assistance of others) for the Infrastructure Options depending on the status of the two key projects out of Council's control.	○	○	✓	Council, VicRoads, Transport for Victoria, PTV
Advocate for the construction of the Cranbourne bypass and the extension of the Cranbourne railway line to East Cranbourne and Clyde.	✓	✓	✓	Council
Council to develop objectives for the future expansion of Cranbourne Park Shopping Centre which achieved improvements in connectivity from Lyall Street to Cranbourne Drive.	○	✓	✓	Council
The cross-section of South Gippsland Highway be modified in the immediate future (two lanes in each direction).	✓	✓	✓	Council, VicRoads
The cross-section of South Gippsland Highway be modified following the completion of the Cranbourne Bypass (one lane in each direction).	○	✓	✓	Council, VicRoads
Amend the current speed limit of 60km/hr on South Gippsland Highway (between Clarendon Street to Sladen Street) to 40km/hr to improve pedestrian amenity and assist with better street tree outcomes. This should be in the form of a variable speed sign.	✓	✓	✓	Council, VicRoads
Develop a strategic cycling network, supported through infrastructure such as cycling lanes, head start boxes and lights, wayfinding signage and end-of-trip facilities. Ensure that all four roads in the vicinity of the study area that make up part of the VicRoads Principal Bicycle Network include these dedicated facilities.	✓	✓	✓	Council
Develop a strategic pedestrian network, supported through infrastructure such as footpaths, pram ramps, street furniture, wayfinding signage and street lighting.	○	✓	✓	Council
Implement several regional bus routes (high frequency with dedicated bus lanes) along primary arterial roads to connect to railway stations activity centres and regions with higher job rates.	○	✓	✓	Council, PTV, VicRoads
Implement several local bus routes within Cranbourne between key areas (such as Cranbourne station, Cranbourne Park Shopping Centre, schools and Casey RACE).	✓	✓	✓	Council

[1] Any Council responsibility could be assisted by GTA Consultants where required.



- works recommended to be undertaken / completed



- works to be considered

V118270 // 19/12/17

Movement and Access Strategy // Issue: A

Cranbourne Town Centre





## Table of Contents

1.	Introduction	1
1.1	Background	1
1.2	Study Objectives	1
1.3	Report Structure	2
1.4	References	2
2.	Existing Conditions	3
2.1	Location	3
2.2	Site Characteristics	5
2.3	Transport Network	13
3.	Existing Network Performance	18
3.1	Methodology	18
3.2	Active Travel	18
3.3	Public Transport	25
3.4	Victorian Integrated Transport Model (VITM)	30
3.5	Road Network	31
4.	Car Parking	38
4.1	Overview	38
4.2	Car Parking Supply	38
4.3	Car Parking Demand	39
4.4	Assessment of Car Parking	43
4.5	Future Car Parking Requirements	46
4.6	Summary and Recommendation	49
5.	Place Making	51
5.1	Current Place Making Conditions	51
5.2	The Role of the Street	53
5.3	The Vision	54
5.4	Melbourne, Casey and Cranbourne – A City of the Future	55
5.5	Demand Management	55
6.	Cranbourne Movement Strategy	57
6.1	Future Aspirations	57
6.2	Other Key Transport Developments	58
6.3	What is the Current Key Movement Barrier?	59
7.	Option Testing	66
7.1	Background	66
7.2	Option Testing Options	66

7.3	Land Use	69
7.4	Option Outcomes	71
7.5	Basic Intervention (Option 2) Outcomes	73
7.6	Connected Cranbourne (Option 3) Outcomes	75
8.	Key Recommendations	78

## Appendices

- A: Calibration and Validation Report
- B: Car Parking Demand Per Zone – Friday
- C: Option Testing
- D: Model Option Outputs

## Figures

Figure 1.1:	Report Structure	2
Figure 2.1:	<b>Cranbourne within Melbourne's South-East Suburbs and the City of Casey</b>	4
Figure 2.2:	Study Area (Local Context)	6
Figure 2.3:	Population Forecast (Cranbourne)	7
Figure 2.4:	Where People Live (Housing Density)	8
Figure 2.5:	Reliance on Motor Vehicles (Car Ownership)	9
Figure 2.6:	Where Residents Work (Residents of Casey)	10
Figure 2.7:	Where Employees Live (Employees of Casey)	10
Figure 2.8:	Journey to Other Activity (from Casey)	11
Figure 2.9:	Journey to Other Activity (to Casey)	12
Figure 2.10:	Journey to School (from Casey)	12
Figure 2.11:	Journey to School (to Casey)	13
Figure 2.12:	Reported Crash History	14
Figure 2.13:	Existing Bicycles Facilities	15
Figure 2.14:	Public Transport Map	16
Figure 2.15:	VicRoads SmartRoads Network Operating Plan	17
Figure 3.1:	Where People Walk Thursday (Total: 7:00am-8:00pm)	19
Figure 3.2:	Where People Walk Friday (Total: 7:00am-8:00pm)	20
Figure 3.3:	Where People Walk Saturday (Total: 10:00am-4:00pm)	20
Figure 3.4:	Where People Walk Sunday (Total: 10:00am-4:00pm)	21
Figure 3.5:	Five Minute Walking Catchment	23
Figure 3.6:	400m Catchment Area	24
Figure 3.7:	PTV Bus Boarding by Stop	26
Figure 3.8:	Public Transport Coverage (Casey)	26
Figure 3.9:	Public Transport Coverage (Cranbourne)	27

V118270 // 19/12/17

Movement and Access Strategy // Issue: A

Cranbourne Town Centre



Figure 3.10:	Public Transport Frequency (Weekday AM Peak)	27
Figure 3.11:	Public Transport Travel Times (from Cranbourne in AM Peak Hour)	28
Figure 3.12:	Public Transport Travel Times (to Cranbourne in AM Peak Hour)	28
Figure 3.13:	Public Transport Travel Times (from Cranbourne in PM Peak Hour)	29
Figure 3.14:	Public Transport Travel Times (to Cranbourne in PM Peak Hour)	29
Figure 3.15:	AM Peak Private Vehicle Travel Times (from Cranbourne)	31
Figure 3.16:	AM Peak Private Vehicle Travel Times (to Cranbourne)	32
Figure 3.17:	PM Peak Private Vehicle Travel Times (from Cranbourne)	32
Figure 3.18:	PM Peak Private Vehicle Travel Times (to Cranbourne)	33
Figure 3.19:	Mode of Travel to Work – Driver (By Place of Residence)	33
Figure 3.20:	Mode of Travel to Work – Train (By Place of Residence)	34
Figure 3.21:	Mode of Travel to Work – Bicycle (By Place of Residence)	34
Figure 3.22:	Mode of Travel to Work – Walk (By Place of Residence)	35
Figure 3.23:	Intersection LOS – AM Peak	36
Figure 3.24:	Intersection LOS – PM Peak	36
Figure 3.25:	Intersection LOS – SAT Peak	37
Figure 4.1:	Car Parking Inventory Area	38
Figure 4.2:	Overall Study Area Daily Car Parking Demands	40
Figure 4.3:	Peak Car Parking Demand Zone Summary (11:00am)	40
Figure 4.4:	Off-Street and On-Street Supply and Demand (Friday)	42
Figure 4.5:	Zoning Alteration – To Match SGS Economic Report	44
Figure 5.1:	What Makes a Great Place	51
Figure 5.2:	Cranbourne (South Gippsland Highway) Great Place Assessment	52
Figure 5.3:	Road Type and Function (Source: Austroads)	53
Figure 5.4:	Potential Movement and Place Framework for Cranbourne Town Centre	54
Figure 5.5:	Cranbourne Town Centre and the Vision	54
Figure 6.1:	Cranbourne Town Centre Future Aspirations	57
Figure 6.2:	Cranbourne Infrastructure Options	59
Figure 6.3:	South Gippsland Highway Existing Cross-Section	60
Figure 6.4:	South Gippsland Highway Future (Interim) Cross-Section	61
Figure 6.5:	South Gippsland Highway Future (Ultimate) Cross-Section	62
Figure 6.6:	Ringwood Before	63
Figure 6.7:	Ringwood After	63
Figure 6.8:	Dandenong Before	63
Figure 6.9:	Dandenong After	63
Figure 6.10:	South Gippsland Highway/Cranbourne Park Shopping Centre Aerial Image	65
Figure 7.1:	Road Network Change and Locations	68
Figure 7.2:	Option 1 Case Bus Network Coverage (2046)	69
Figure 7.3:	Option 3 Bus Network Coverage (2046)	69

V118270 // 19/12/17

Movement and Access Strategy // Issue: A

Cranbourne Town Centre



Figure 7.4:	Town Centre and Study Area Extent	71
Figure 7.5:	Percentage Change in Public Transport use by area from Option 2 to Option 3 (2031 Daily - Enhanced Density)	72
Figure 7.6:	Change in number of Public Transport trips by area from Option 2 to Option 3 (2031 Daily - Enhanced Density)	72
Figure 7.7:	Volume Capacity Ratios – AM Peak – 2031 – Business As Usual (Option 1)	73
Figure 7.8:	Volume Capacity Ratios – AM Peak – 2031 – Basic Interventions (Option 2)	73
Figure 7.9:	Difference Plot between Option 1 and Option 2 (AM Peak 2031)	74
Figure 7.10:	Volume Capacity Ratios – AM Peak – 2031 – Business As Usual (Option 1)	75
Figure 7.11:	Volume Capacity Ratios – AM Peak – 2031 – Connected Cranbourne (Option 3)	75
Figure 7.12:	Difference Plot between Option 1 and Option 3 (AM Peak 2031)	76

#### Tables

Table 3.1:	Bluetooth Reader Station Timings	18
Table 3.2:	Walking Travel Time Estimates to/from Key Study Area Locations	22
Table 3.3:	Guidance on Acceptable Walking Distances	22
Table 4.1:	Cranbourne Parking Supply – By Location (11:00am)	39
Table 4.2:	Summary of Land Use Data within Study Area	43
Table 4.3:	Theoretical Car Parking Demand	45
Table 4.4:	Observed Car Parking Demand	46
Table 4.5:	Total Parking Supply v Observed and Predicted Demands (from Car Parking Assessment)	46
Table 4.6:	Future Land Use Data – By Year - Non-Residential (sqm)	47
Table 4.7:	Future Land Use Data – By Zone – Non-Residential (sqm)	47
Table 4.8:	Future Land Use Data – Theoretical Residential Capacity	47
Table 4.9:	Theoretical Future Car Parking Demand, by Use and Year	48
Table 4.10:	Theoretical Future Car Parking Demand, by Zone and Year	48
Table 4.11:	Cranbourne Parking Supply – By Location	49
Table 5.1:	'City of the Future' trends to be considered in planning	55
Table 5.2:	Land Use Factors Affect Travel Behaviour	56
Table 7.1:	Option Testing	66
Table 7.2:	Land Use Projections – Cranbourne and surrounds	70
Table 7.3:	2031 Options – Private Vehicles Travel Statistics - Wider Cranbourne and Clyde	72
Table 7.4:	Station Boardings of Cranbourne Merinda Park and Lynbrook in 2031	74
Table 7.5:	Station boardings of Cranbourne Merinda Park and Lynbrook in 2031	76
Table 7.6:	Improvement (Reduction) in Travel Time (mins) from Option 3 to Option 2, 2031 Enhanced Density	77
Table 8.1:	Cranbourne Movement and Access Recommendations	78

V118270 // 19/12/17

Movement and Access Strategy // Issue: A

Cranbourne Town Centre





# 1. Introduction

1

## 1.1 Background

The Cranbourne Town Centre has a variety of services that provides a range of transport choices for travellers, with good rail and bus provision. Internally, the challenge for the growth and viability of the Cranbourne Town Centre is being able to encourage and promote the movement of people rather than vehicles to maintain robust growth into the future.

Significant transformation has occurred in Cranbourne, from a local town centre to a major activity centre servicing the growing population and employment demands of the City of Casey. This growth has resulted in a significant transformation of the precinct and its surrounding areas.

From a transport perspective, these changes have resulted in an increase in the number of trips for people wishing to travel to the retail and commercial core. The land use mix enables some trips purposes to be contained within the town centre, whilst more broadly encourage more trips from locally based catchments.

Into the future, the movement of people by non-motorised modes will be key to the success of a vibrant Cranbourne Town Centre and will present opportunities for residents and workers to achieve a higher mode share of public and active transport.

## 1.2 Study Objectives

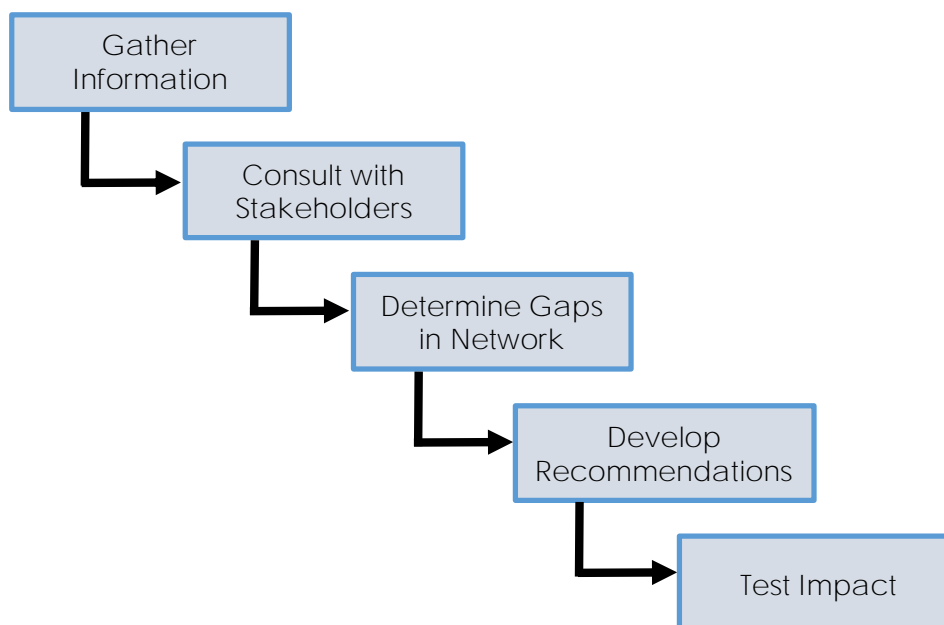
Casey City Council has engaged GTA Consultants (GTA) to develop a Movement and Access strategy for the Cranbourne Town Centre. The aims of this strategy are summarised as follows:

- *"To establish a better understanding of traffic patterns, parking supply and demand as well as opportunities for a more pedestrian friendly movement environment within the study area.*
- *To design mobility and accessibility within the town centre in accordance with the sustainable transport hierarchy of pedestrians/cyclists as first priority, public transport second followed by private vehicles.*
- *To create a well-connected pedestrian orientated activity centre that can provide safe and clear connectivity to all key destinations.*
- *To review and improve the quality of public transport access with regards to the existing rail station and bus interchange, and create better linkages to access these public transport facilities.*
- *To assess the existing road network and intersections within the study area and enhance their functions without compromising on the pedestrian and public transport connectivity.*
- *To manage congestion and parking demand through appropriate parking controls for future density increase of housing and retail/commercial developments within the study area.*
- *To promote local area traffic management plans and traffic calming strategies that will enhance traffic safety and support active transport.*
- *To establish a range of short term and medium term transport and parking strategies as well as outline necessary infrastructure improvements to support the above objectives."*

### 1.3 Report Structure

The intended report structure for this study has been summarised in the flow chart shown in Figure 1.1.

Figure 1.1: Report Structure



### 1.4 References

In preparing this report, reference has been made to the following:

- Casey Planning Scheme
- traffic, car parking, and Bluetooth pedestrian surveys commissioned by GTA Consultants as referenced in the context of this report
- SCATS traffic volume data sourced from VicRoads
- Victorian Integrated Transport Model (VITM)
- Australian Bureau of Statistics (various)
- Victorian Integrated Survey of Travel and Activity (VISTA)
- an inspection of the site and its surrounds
- four meetings with the 'Transport Working Group' for the project<sup>1</sup>
- one workshop with Casey City Council
- other documents as nominated.

<sup>1</sup> Consisting of representatives from Casey City Council, VicRoads, Transport for Victoria, PTV and GTA.

## 2. Existing Conditions

2

### 2.1 Location

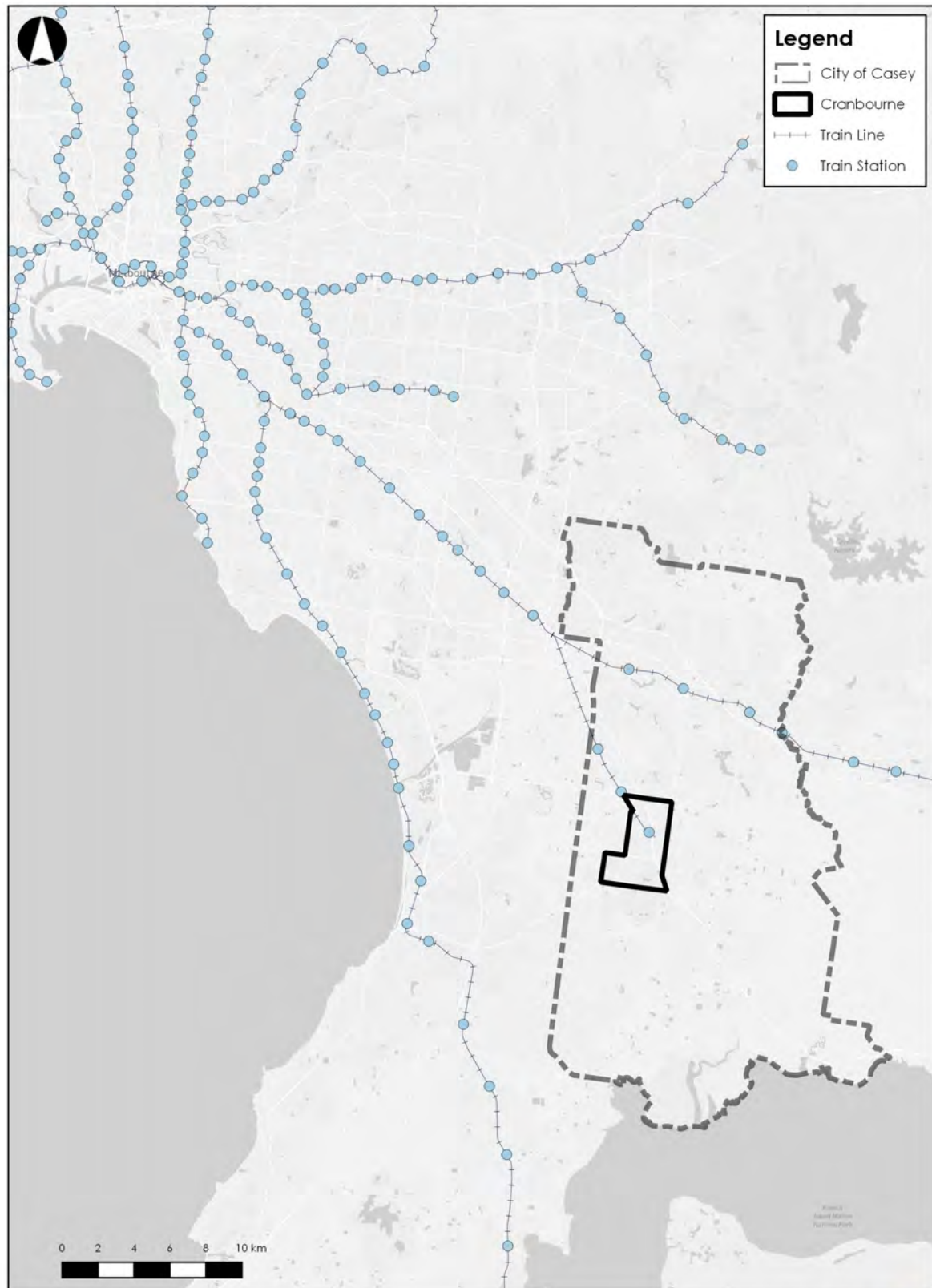
The Cranbourne Town Centre is located in the City of Casey approximately 50km south-east of Melbourne's Central Business District (CBD). It is located in the south of the City of Casey's existing urban area and is one of the City's two major activity centres along with the Fountain Gate-Narre Warren CBD. The Centre accommodates a diversity of uses including retail, commercial, institutional and residential activity.

Given its location, the Town Centre serves the daily needs of a local and extended catchment and provides regional level retail, commercial, entertainment and community services to residents, workers and visitors to the City and the wider region.

The Town Centre measures approximately 200 hectares and is zoned as an Activity Centre (ACZ1) in the Casey Planning Scheme.

The location of the study area in the context of both the south-eastern suburbs of Melbourne and the City of Casey is shown in Figure 2.1.

Figure 2.1: Cranbourne within Melbourne's Southeast Suburbs





## 2.2 Site Characteristics

### 2.2.1 Land Uses

A variety of land uses occupy the Cranbourne Town Centre and its surrounding area. Retail and commercial functions dominate the High Street retail core, with some activities spilling into the intersecting streets. Supermarkets and discount departments stores (DDS) – such as Woolworths, Coles, Kmart, Target – are largely contained within Cranbourne Park Shopping Centre.

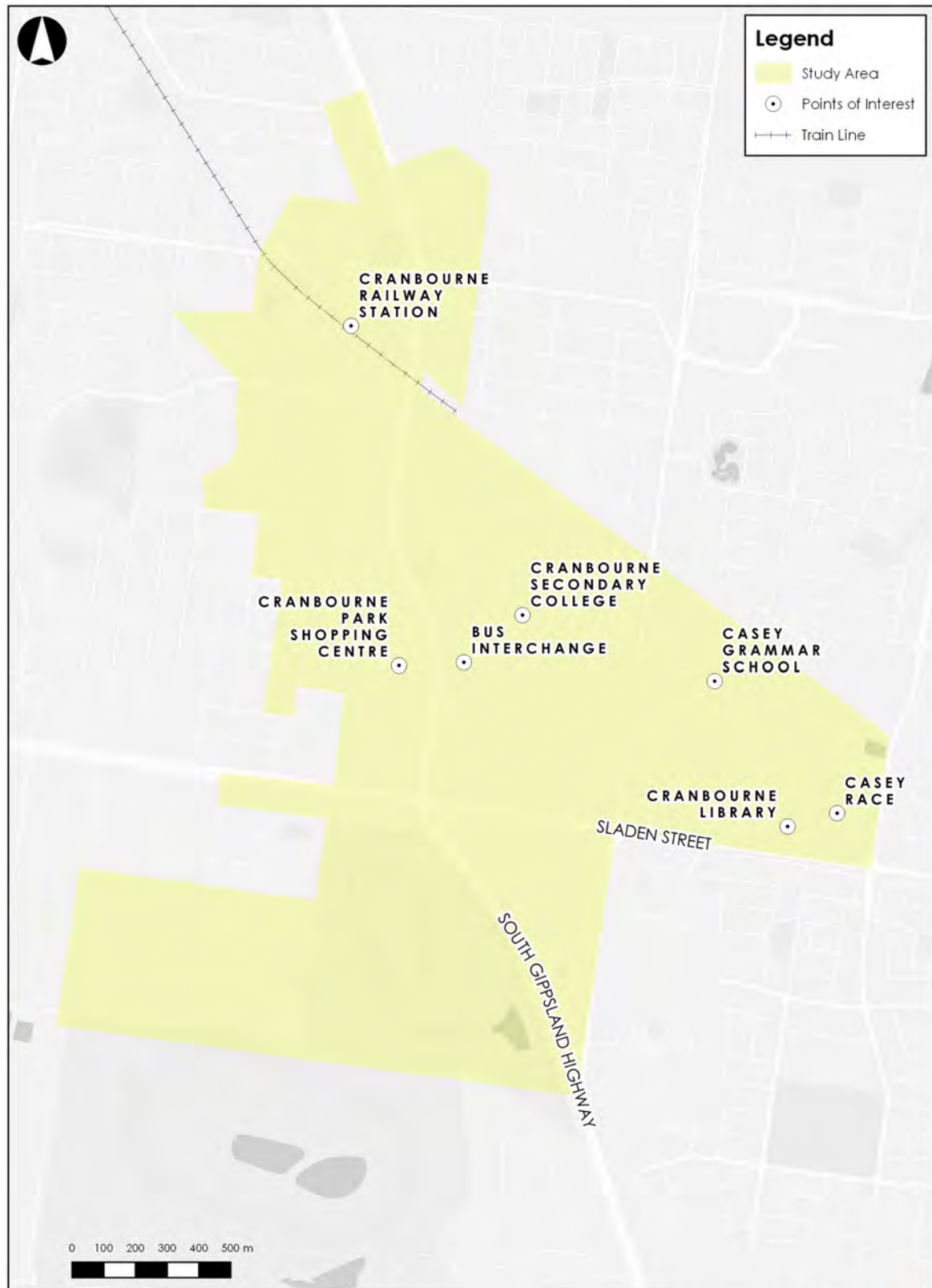
An Aldi supermarket is located off Childers Street, with the remainder of retail and commercial offerings outside the Cranbourne Park Shopping Centre being primarily smaller specialty retail stores, food and drink premises and convenience shops.

The retail premises located north of the High Street core are primarily larger sites, and include several motor vehicle sales yards and trade supplies type uses. Restricted retail and trade supply type uses continue further along the South Gippsland Highway, north of the Cranbourne Railway line. Similar uses occupy land along South Gippsland Highway, south of the High Street retail core together with some smaller warehouses and the Cranbourne Race Track located on the west of the highway.

To the east and west of the High Street are primarily residential areas comprised of older style single detached dwellings and multi-unit developments as well as more recent in-fill development. Further east, along Berwick-Cranbourne Road is the Casey Recreational Complex which houses several sports, recreation and community facilities including Casey RACE, Indoor Leisure Centre, Archery Club as well as Cranbourne Library and The Shed.

For reference, Figure 2.2 shows the location of the study area that includes the key points of interest.

Figure 2.2: Study Area (Local Context)

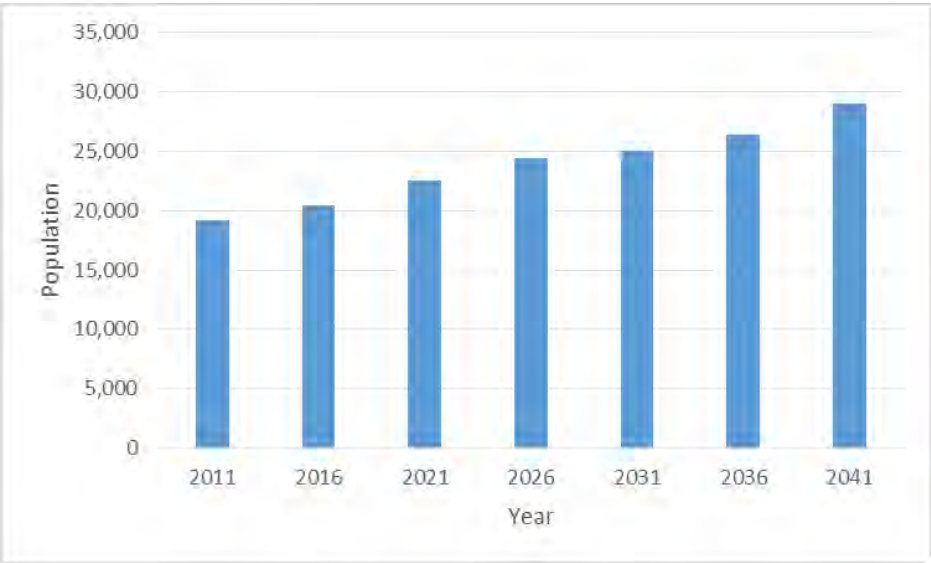


2.2.2 Population

The existing population of Cranbourne is approximately 19,000 residents based on the 2011 Census data. More broadly, the City of Casey is expected to approximately double its population between 2011 and 2041 from 261,000 to 514,000 residents. Of this increase, approximately 10,000 additional residents are expected to be located in Cranbourne. This is anticipated to add significantly more traffic onto the network, thus increasing the importance of the major infrastructure projects recommended in this report.

Figure 2.3 outlines the population forecast for Cranbourne<sup>2</sup>.

Figure 2.3: Population Forecast (Cranbourne)

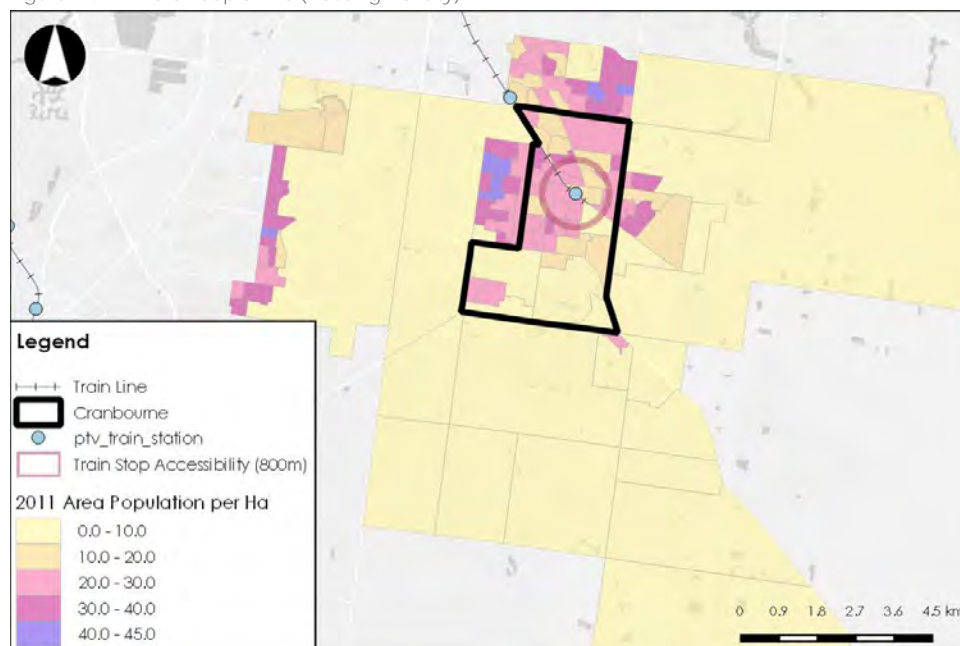


2.2.3 Where People Live

The existing dwelling density for the suburb of Cranbourne has been sourced from 2011 ABS Census data and is shown graphically in Figure 2.4.

<sup>2</sup> Source: <http://forecast.id.com.au/casey/population-summary>

Figure 2.4: Where People Live (Housing Density)



The data indicates dwelling density is generally between 10 and 30 dwellings per hectare within the Activity Centre, excluding areas categorised as predominantly non-residential zones (e.g. the industrial area immediately southeast of Cranbourne Rail Station). This indicates that not many people live near the Town Centre currently.

The Town Centre is generally identified as a 'Substantial Change Area' in the City of Casey Housing Strategy. Substantial Change Areas are categorised by having high accessibility to railway stations and activity centres where opportunities for higher density and more diverse housing will be supported.

Infill development along the Town Centre spine and within close proximity of Cranbourne Rail Station is expected to cater for a sizeable proportion of population increases within the suburb.

2011 census data was used in preparation of this report as the most recently available at the time of its inception. For consistency, this data was also used as inputs for the relevant models and tools employed as part of this project. 2016 census data has since been released and as expected, has shown an increase in the number of residents.

#### 2.2.4 Reliance on Motor Vehicles

The existing car ownership levels for the suburb of Cranbourne has been sourced from 2011 ABS Census data and is shown in Figure 2.5.



Figure 2.5: Reliance on Motor Vehicles (Car Ownership)



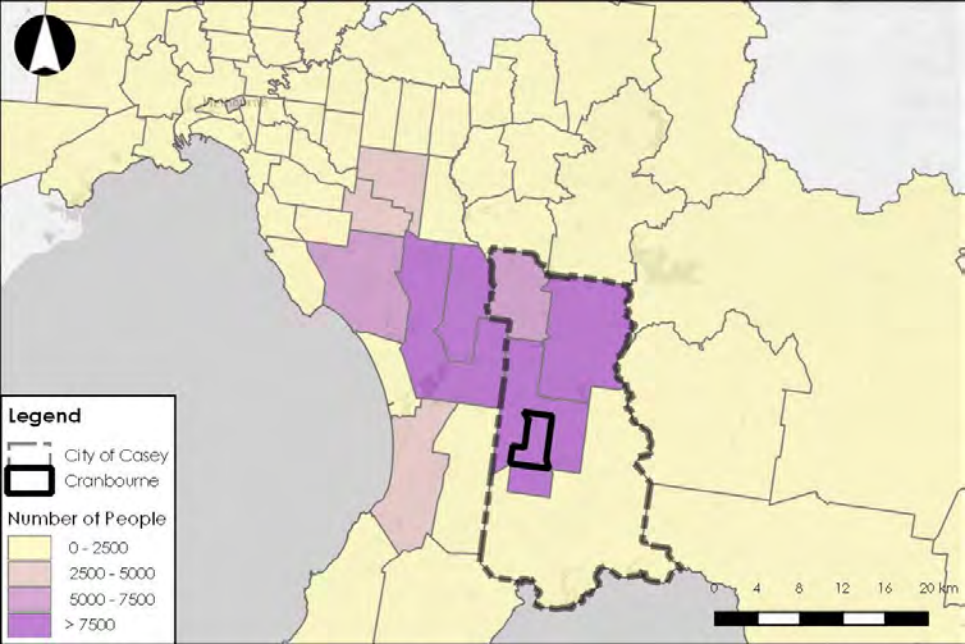
The data indicates car ownership ranges from 1.1 to 1.2 cars per dwelling within the Activity Centre, to generally 1.5 to 2.0 cars per dwelling on the outer fringe of the study area. This therefore indicates heavy reliance on motor vehicles in Cranbourne.

2.2.5 Where People Work

Journey to work data suggests that approximately 50% of residents that live within the City of Casey work within the same municipality or in the immediately surrounding employment clusters such as Frankston, Dandenong. A proportion of residents also work within the Melbourne CBD.

The location of work places for residents within the City of Casey is shown geospatially in Figure 2.6.

Figure 2.6: Where Residents Work (Residents of Casey)



A similar catchment exists for employees working within the City of Casey, with workers residing locally and within bordering municipalities such as Cardinia, Frankston, Dandenong and Monash. This shown geospatially in Figure 2.7.

Figure 2.7: Where Employees Live (Employees of Casey)



In summary, most people who live in Cranbourne work in that region and most people who work in Cranbourne live in that region.

This strong relationship between place of residence and place of work further stimulates the importance of achieving the principles of a '20-minute neighbourhoods' for the Cranbourne Town Centre area.

## 2.2.6 Where People Travel

Journey to 'other activity' and 'education' trip data indicates that the majority of leisure and school trips are made within the Casey municipality. The data suggests a strong reliance of non-work related inner-municipal trips favouring private car use given the limited local public transport coverage.

This relationship is shown in Figure 2.8 to Figure 2.11 on the following pages.

Figure 2.8: Journey to Other Activity (from Casey)

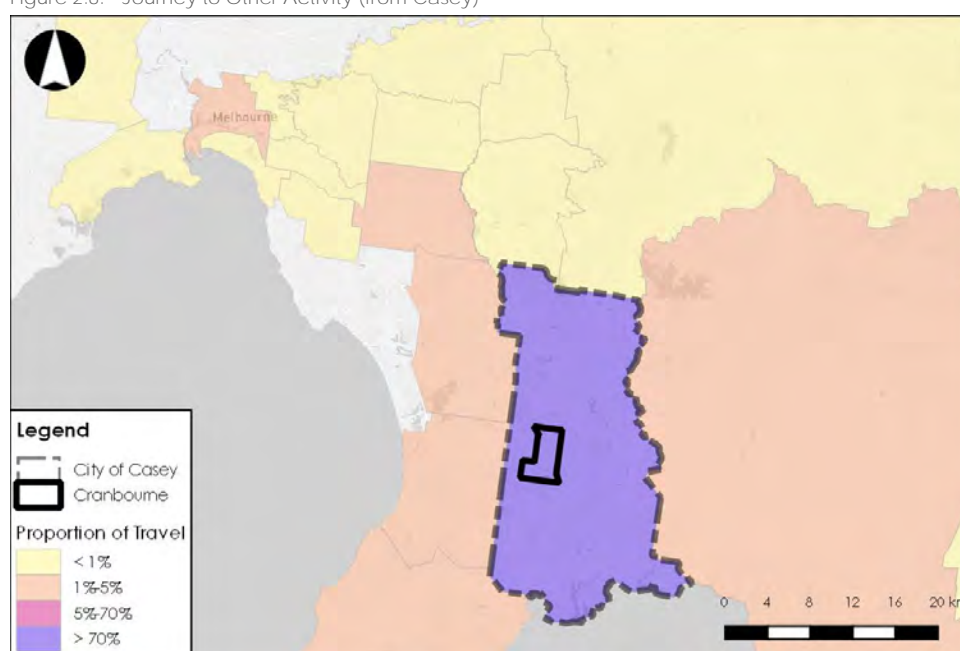


Figure 2.9: Journey to Other Activity (to Casey)

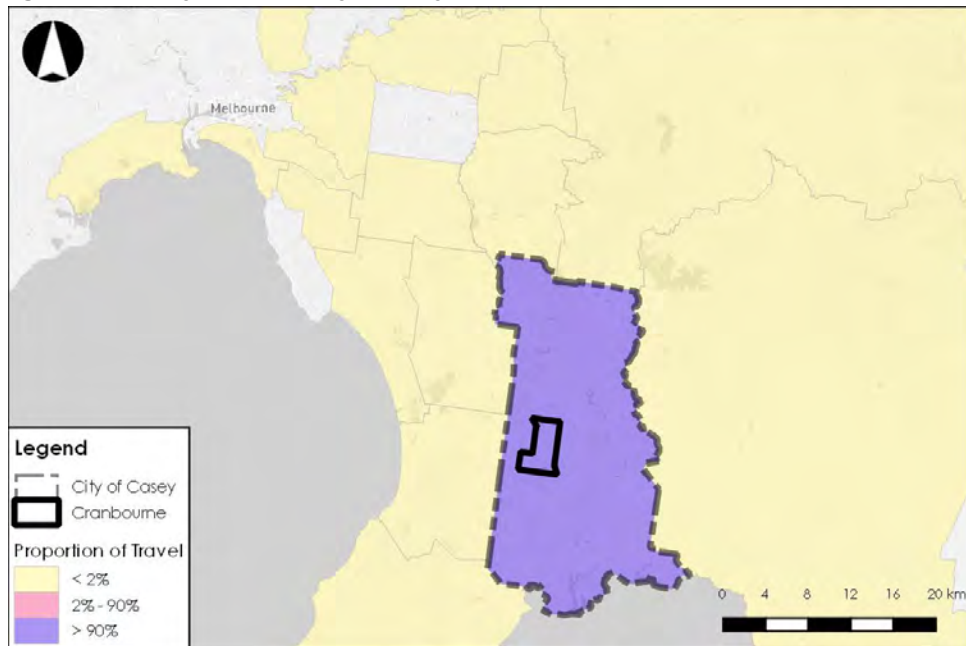


Figure 2.10: Journey to School (from Casey)

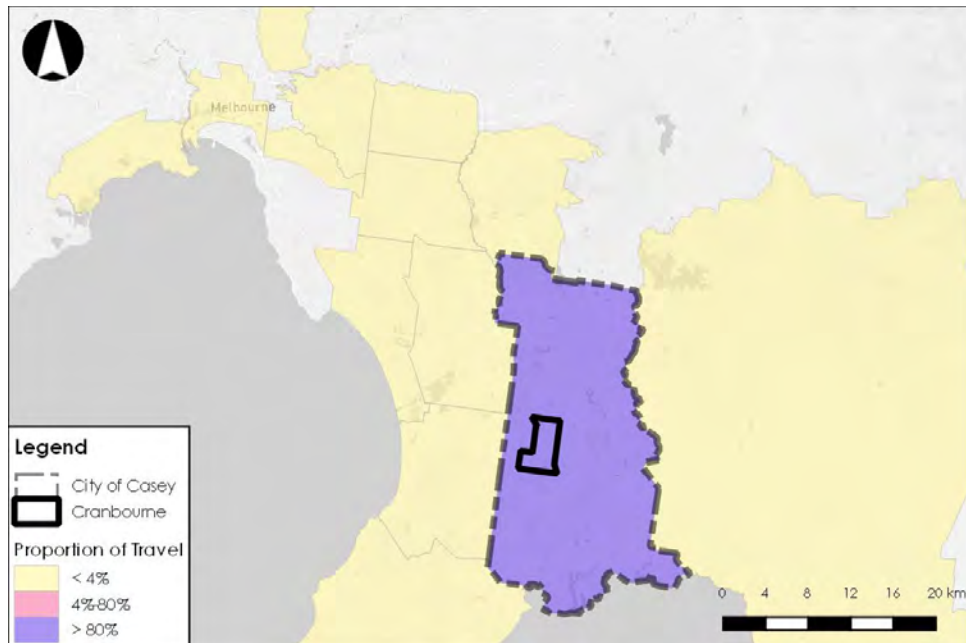
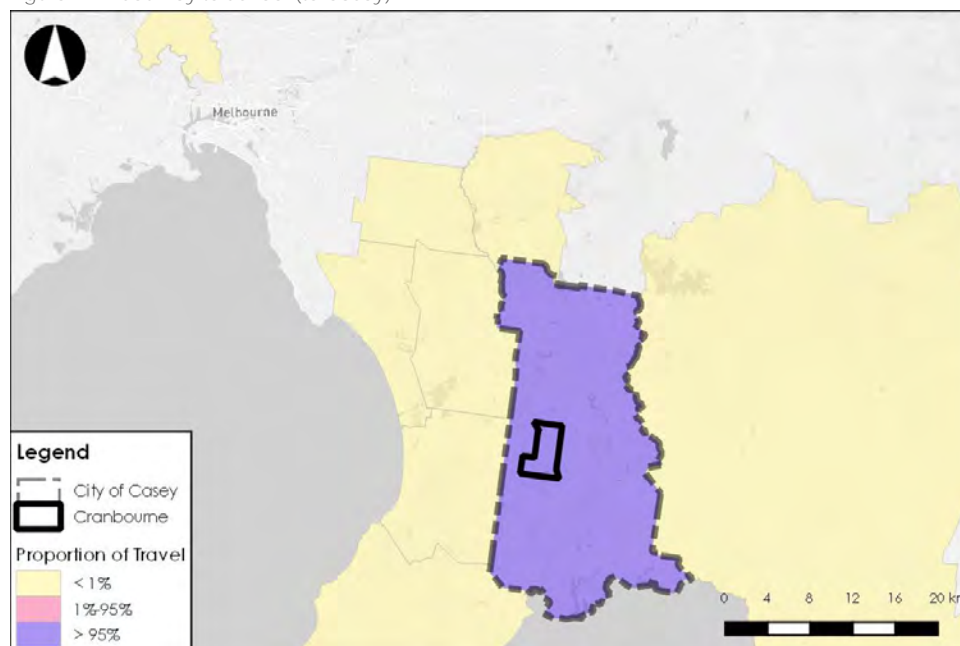




Figure 2.11: Journey to School (to Casey)



## 2.3 Transport Network

### 2.3.1 Road Network

The Cranbourne Town centre is well served by an established road network. The South Gippsland Highway (M420) runs through the centre with Berwick-Cranbourne Road (C407) to the south and Narre Warren-Cranbourne Road (C404) to the east which are all VicRoads managed arterial roads. Local major and collector roads provide connection to the greater local road network.

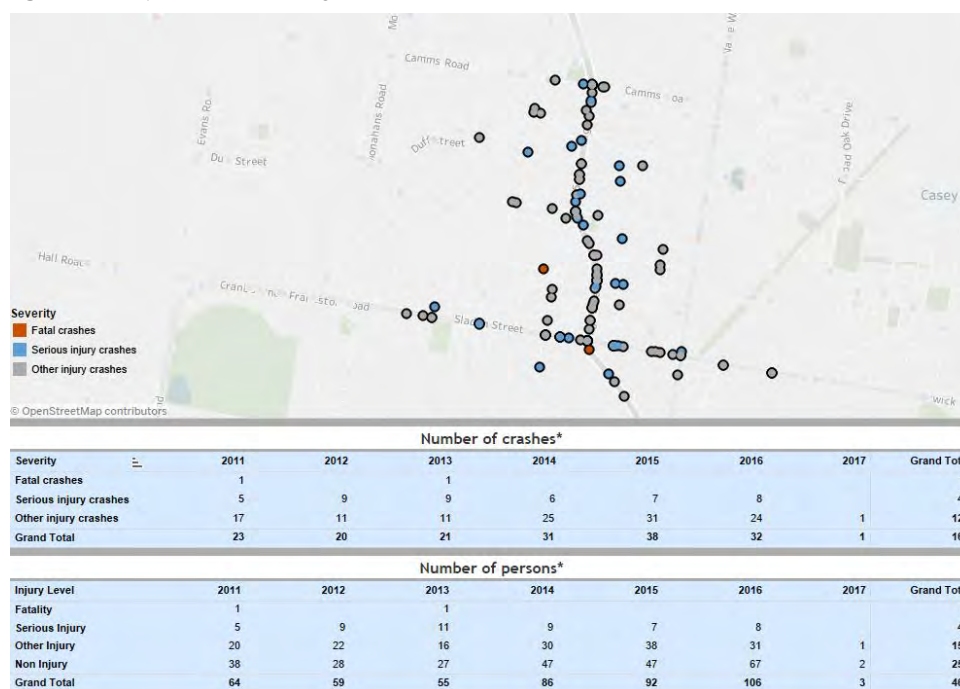
### 2.3.2 Accident Review

A review of the reported casualty accident history for the roads and intersections with the study area has been sourced from VicRoads CrashStats accident database. This database records all accidents causing injury that have occurred in Victoria since 1987 (as recorded by Victorian Police) and categorises these accidents as follows:

- Fatal injury: at least one person was killed in the accident or died within 30 days as a result of the accident.
- Serious injury: at least one person was sent to hospital as a result of the accident.
- Other injury: at least one person required medical treatment as a result of the accident.

A summary of the accidents in the study area for the last available five-year period is presented in Figure 2.12.

Figure 2.12: Reported Crash History



Source: VicRoads

A review of the crash history indicates that the majority of reported casualty accidents within the study area have occurred on South Gippsland Highway over the last five-year period. Of the 166 reported casualty accidents, only two of have been fatalities.

The data indicates that the number of reported casualty accidents has generally increased over time within the study area. In addition, the number of accidents have increased every year to 2015, with a reduction in 2016 (although the number of people involved in a crash increased). Whilst this increase is not considered significant, it is likely to be primarily due to an increase in traffic volumes resulting from population growth in the area.

### 2.3.3 Active Travel Network

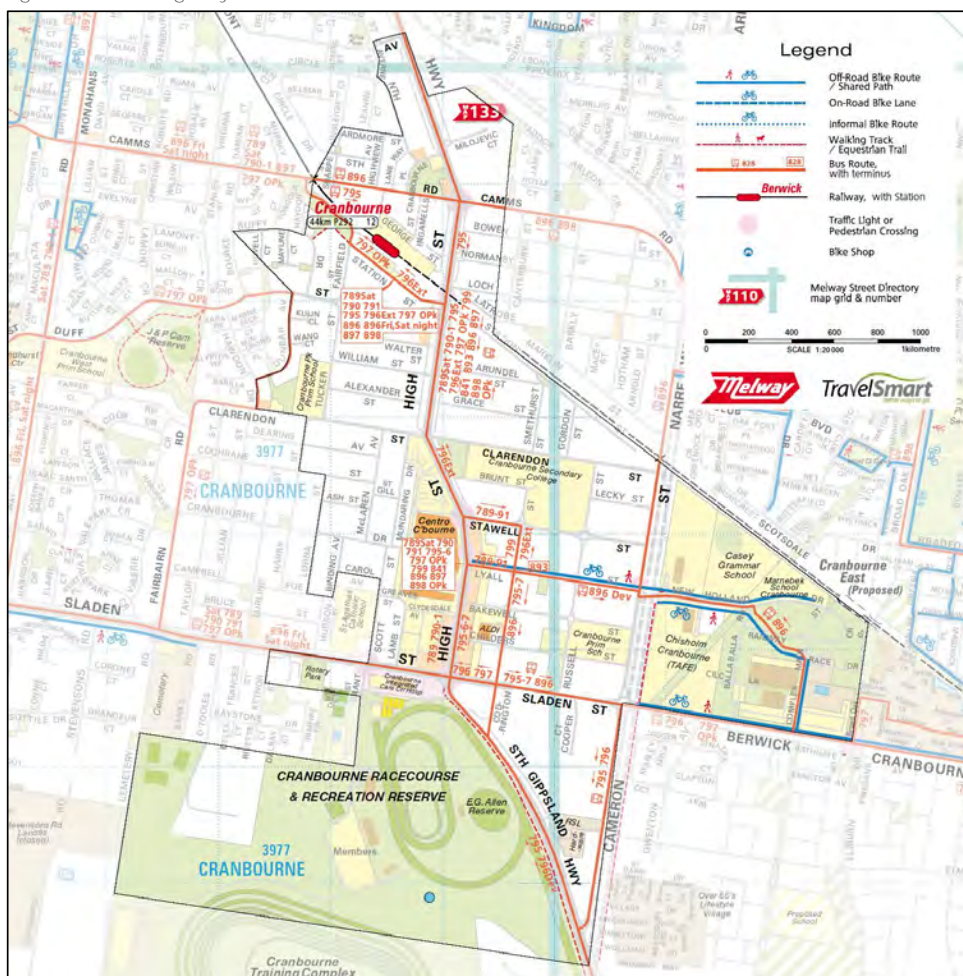
While the Cranbourne Town Centre is in close proximity to rail and bus services and is a high activity area (particularly along its High Street retail strip), the sprawling nature of the Cranbourne Town Centre, with unguided low amenity pedestrian linkages, does little to promote active travel in the area.

The Centre's low level of connectivity has an impact on its functionality. The amenity and legibility of the Centre has the ability to influence community perception regarding its role as a formal and informal meeting place, its sense of community identity and its inclusiveness.

Four roads in the vicinity of the study area make up part of the VicRoads Principal Bicycle Network. Of these four roads, only Sladen Street (Berwick-Cranbourne Road) contains dedicated bicycle facilities in the form of on-road bicycle lanes which provide east-west connectivity. No dedicated north-south facilities near the Town Centre.

The above information is shown in Figure 2.13.

Figure 2.13: Existing Bicycles Facilities



Source: TravelSmart

Having regard to the above, the study area is not considered well serviced by formal cycling infrastructure.

### 2.3.4 Public Transport Network

The suburb of Cranbourne and the more specifically the Town Centre feature a number of public transport options. The Cranbourne Railway Line currently terminates towards the north part of the Town Centre which is also served by several bus routes. An additional bus interchange is also located more centrally at Lyall Street, near its intersection with South Gippsland Highway.

Bus services generally run at 20-minute frequencies and predominantly service the Cranbourne area and nearby activity centres such as Frankston, Narre Warren and Dandenong.

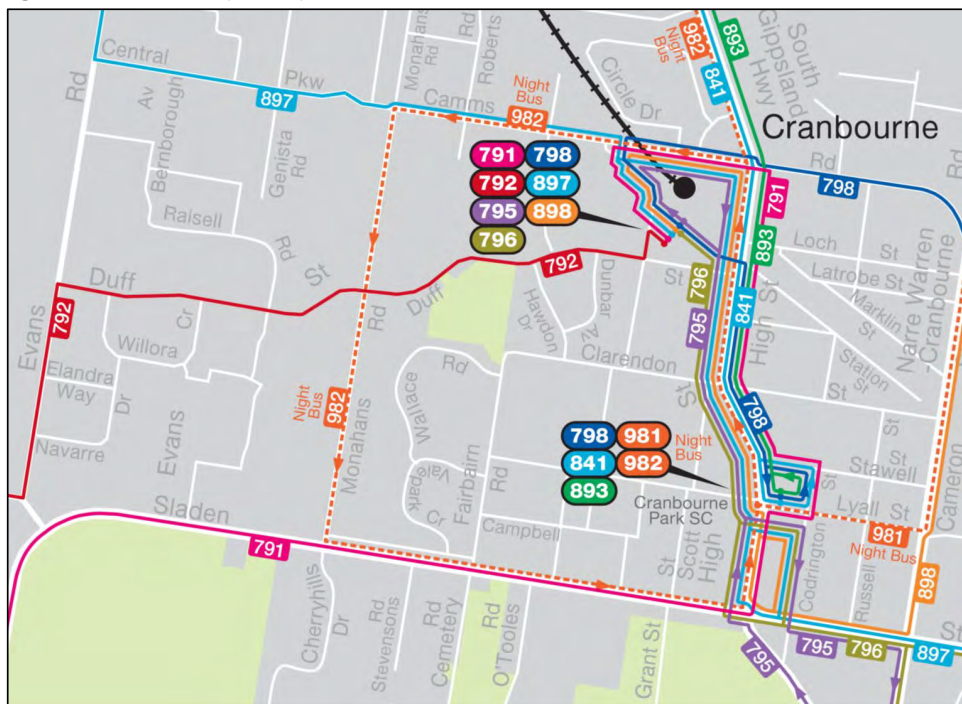
Figure 2.14 shows the subject site in relation to existing public transport routes within its vicinity.

V118270 // 19/12/17

Movement and Access Strategy // Issue: A  
Cranbourne Town Centre



Figure 2.14: Public Transport Map



Source: PTV

More discussion on the suitability of the PT network is provided in Section 3 of this report.

### 2.3.5 SmartRoads

SmartRoads is a VicRoads policy which sets 'modal' priorities on the road network and underpins many of the strategies significant to the operational directions that support broader strategies around land use and transport.

*"There is no single solution to managing congestion on our roads. Sustainable management of congestion will require an integrated approach involving better management of the existing network, building new infrastructure, visionary land use planning, encouraging sustainable transport modes, and changes in behaviour by individuals, businesses and a level of government."*<sup>3</sup>

All road users will continue to have access to all roads. However, certain routes will be managed to work better for cars while others for public transport, cyclists and pedestrians during the various peak and off-peak periods. In this regard, the following is noted by VicRoads for the various modes assigned to arterial roads across the network that form part of the Network Operating Plans:

- "Facilitate good pedestrian access into and within activity centres in periods of high demand
- Prioritise trams and buses on key public transport routes that link activity centres during morning and afternoon peak periods
- Encourage cars to use alternative routes around activity centres to reduce the level of 'through' traffic

<sup>3</sup> Sourced from VicRoads

V118270 // 19/12/17

Movement and Access Strategy // Issue: A  
Cranbourne Town Centre





- Encourage bicycles through further developing the bicycle network
- Prioritise trucks on important transport routes that link freight hubs and at times that reduce conflict with other transport modes"

The VicRoads SmartRoads Network Operating Plan for the area surrounding the study area has been reproduced in Figure 2.15.

Figure 2.15: VicRoads SmartRoads Network Operating Plan

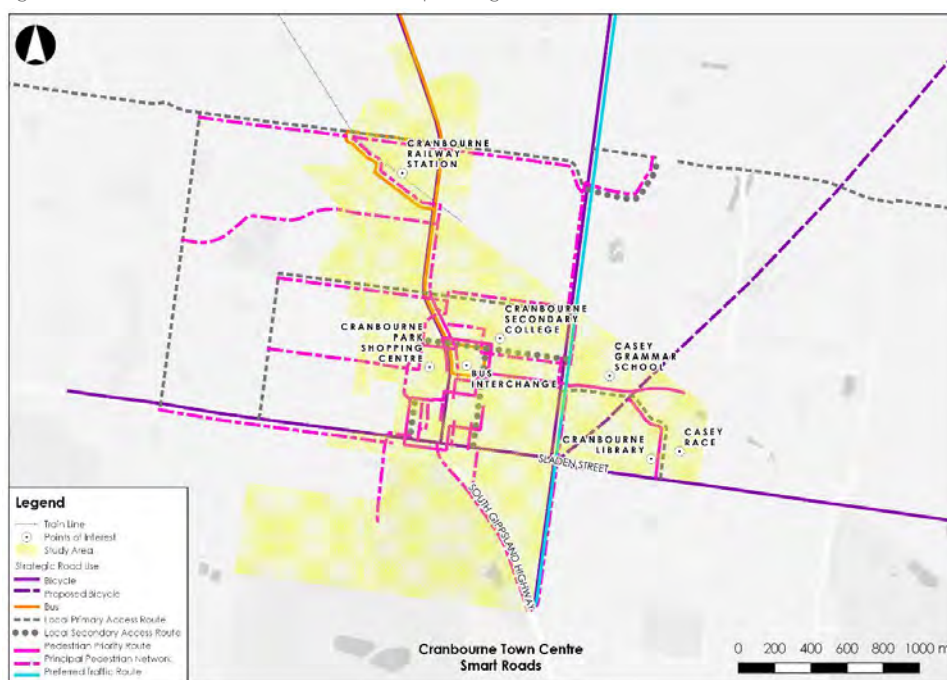


Figure 2.15 indicates that South Gippsland Highway is a bicycle and bus priority route, that also notes a requirement to carry traffic through the Cranbourne Town Centre. In addition, South Gippsland Highway is also a pedestrian priority area south of Clarendon Street. As such, there are competing modal priorities in this area.

It should also be noted that there are several north-south and east-west pedestrian priority routes in the Town Centre, with the preferred traffic route in the area being Narre-Warren Cranbourne Road that runs north-south to the east of the Town Centre. Whilst these are a representation of the VicRoads priorities, further examination on the suitability of various pedestrian/cyclist connections will be examined within this report.

## 3. Existing Network Performance

3

### 3.1 Methodology

Significant traffic and transport data collection was undertaken to determine a baseline transport network performance measure for the Cranbourne Town Centre. Data obtained for this baseline included:

- Pedestrian directional surveys and Bluetooth pedestrian desire line surveys at 20 key locations within the study area to determine existing walking patterns and routes
- Car parking surveys of some 5,500 car parking spaces to determine existing demand in across various parts of the study area and for the study area as a whole
- Traffic volume surveys of 25 intersections to feed into the development of a sub-area transport model from VITM to produce a calibrated and validated 2017 base model, and
- Relevant public transport data to influence GIS map projections.

This section of the report provides a summary of the traffic data and the performance of the network.

### 3.2 Active Travel

#### 3.2.1 Pedestrian Bluetooth Data

A collective total of 532 hours of Bluetooth pedestrian movements surveys were undertaken around the Town Centre. Bluetooth loggers were installed at 20 locations around the Town Centre which recorded origin-destination movements between key sites including:

- Cranbourne Rail Station
- Bus interchange at Lyall Street
- Cranbourne Park Shopping Centre
- Cranbourne Secondary College
- Casey Grammar School
- Casey RACE
- Cranbourne Library.

The surveys were undertaken Thursday 23 March – Sunday 26 March 2017 and are summarised in Table 3.1 in relation to the timing of surveys at each site.

Table 3.1: Bluetooth Reader Station Timings

Site	Days/Times				
	Thursday 23/3	Friday 24/3	Saturday 25/3	Sunday 26/3	Total
Cranbourne Rail Station (2 locations)	7am-11am 3pm-8pm	7am-11am 3pm-8pm	10am-4pm	10am-4pm	30 hours x 2
Bus Interchange (3 locations)	7am-11am 3pm-8pm	7am-11am 3pm-8pm	10am-4pm	10am-4pm	30 hours x 3
Shopping Centre (8 locations)	9am-8pm	9am-8pm	10am-4pm	10am-4pm	34 hours x 8
Cranbourne Secondary (3 locations)	7am-10am 2:30pm-4:30pm	7am-10am 2:30pm-4:30pm	-	-	10 hours x 3

Site	Days/Times				
	Thursday 23/3	Friday 24/3	Saturday 25/3	Sunday 26/3	Total
Casey Grammar (2 locations)	7am-10am 2:30pm-4:30pm	7am-10am 2:30pm-4:30pm	-	-	10 hours x 2
Casey RACE (1 location)	8am-8pm	8am-8pm	10am-4pm	10am-4pm	36 hours x 1
Library (1 location)	10am-8pm	10am-6pm	10am-4pm	-	24 hours x 1
Total					532 hours

To illustrate the outputs in an easily identifiable format, sites were grouped together for analysis purposes (e.g. two loggers were provided at Cranbourne Rail Station and these were combined into one site when assessing pedestrian movements to and from the Station as opposed to each individual location at the Station specifically).

The pedestrians captured by Bluetooth for each of the four daily periods<sup>4</sup> are shown in Figure 3.1 to Figure 3.4, with the pedestrian volumes grouped in three summary data ranges.

It should be noted that given these volumes are pedestrians carrying Bluetooth devices only, the results should be used for comparative purposes only (i.e. the total number of pedestrian movements between these locations would naturally be greater but moreover the relative magnitude to the other routes).

Figure 3.1: Where People Walk Thursday (Total: 7:00am-8:00pm)



<sup>4</sup> 'Daily periods' are for all times listed in Table 3.1 for that particular day.

Figure 3.2: Where People Walk Friday (Total: 7:00am-8:00pm)



Figure 3.3: Where People Walk Saturday (Total: 10:00am-4:00pm)





Figure 3.4: Where People Walk Sunday (Total: 10:00am-4:00pm)



The maps indicate that generally, the largest (Bluetooth captured) movements were around the Cranbourne Park Shopping Centre, with other popular routes being north-south to the Cranbourne Railway Station and east-west to the Bus Interchange (Lyal Street) and Casey Grammar.

In addition, the following summarises other key items that can be derived from the Bluetooth data outputs:

- Low pedestrian movements to/from Casey RACE to any other key location within the study area likely due to the spatial separation.
- The majority of pedestrians at Cranbourne Railway Station to either Cranbourne Park Shopping Centre, the bus interchange at Lyall Street or the nearby schools.
- High pedestrian movements are shown between different areas of the Cranbourne Park Shopping Centre and surrounding retail areas.

It is critical to note that the outputs summarise all point to point movements captured. For example, if a pedestrian walked from Cranbourne Railway Station to Cranbourne Secondary College via the Cranbourne Park Shopping Centre, the above maps would show separate movements from Cranbourne Railway Station to Cranbourne Park Shopping Centre and Cranbourne Park Shopping Centre to Cranbourne Secondary College, as opposed to simply Cranbourne Railway Station to Cranbourne Secondary College.

### 3.2.2 Pedestrian Movement

Due to the sheer span and distance of the study area, it is evident that there are limitations for pedestrian movement between key destinations as shown by the Bluetooth data results shown previously.

Indeed, Table 3.2 indicates that walking times to/from key destinations within the study area generally vary from between 10-30 minutes.

Table 3.2: Walking Travel Time Estimates to/from Key Study Area Locations

Locations	Distance	Walking Travel Time
Casey Grammar to Cranbourne Central	1.0km	13 minutes
Casey RACE to Cranbourne Central	1.6km	21 minutes
Casey Race to Cranbourne Station	2.6km	32 minutes

Source: Google

A summary of appropriate walking distance by activity is provided in Table 3.3.

Table 3.3: Guidance on Acceptable Walking Distances<sup>5</sup>

Adjacent (Less than ~50m)	Short (Less than ~250m)	Medium (Less than ~400m)	Long (Less than ~500m)
People with disabilities Deliveries and loading Emergency services Convenience store	Grocery store Professional services Medical clinic Residents	General Retail & Visitors Restaurant Employees Entertainment centre Religious institution	Airport parking Major sport or cultural event Overflow parking

Research indicates that a distance of 500m is considered to be the upper limit of acceptable range for typical walking distances to key locations.

Furthermore, Figure 3.5 and Figure 3.6 illustrate both a five-minute walking catchment area and a 400m radial catchment from key locations, respectively. These diagrams further illustrate the time required to walk from one side of the study area to the other due to both distance and lack of infrastructure.

<sup>5</sup> Guidance from the Victorian Transport Policy Institute, Canada

Figure 3.5: Five Minute Walking Catchment

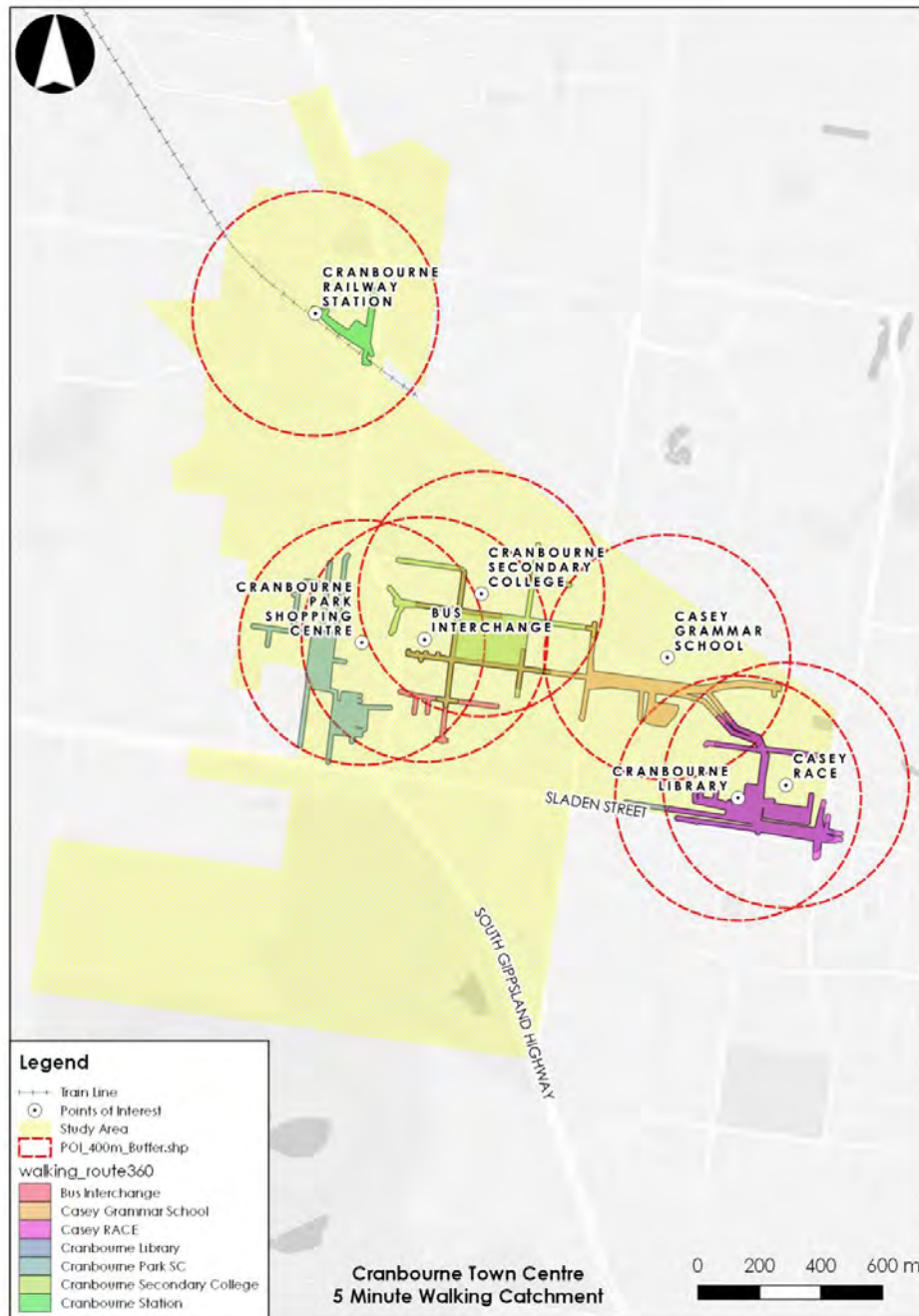
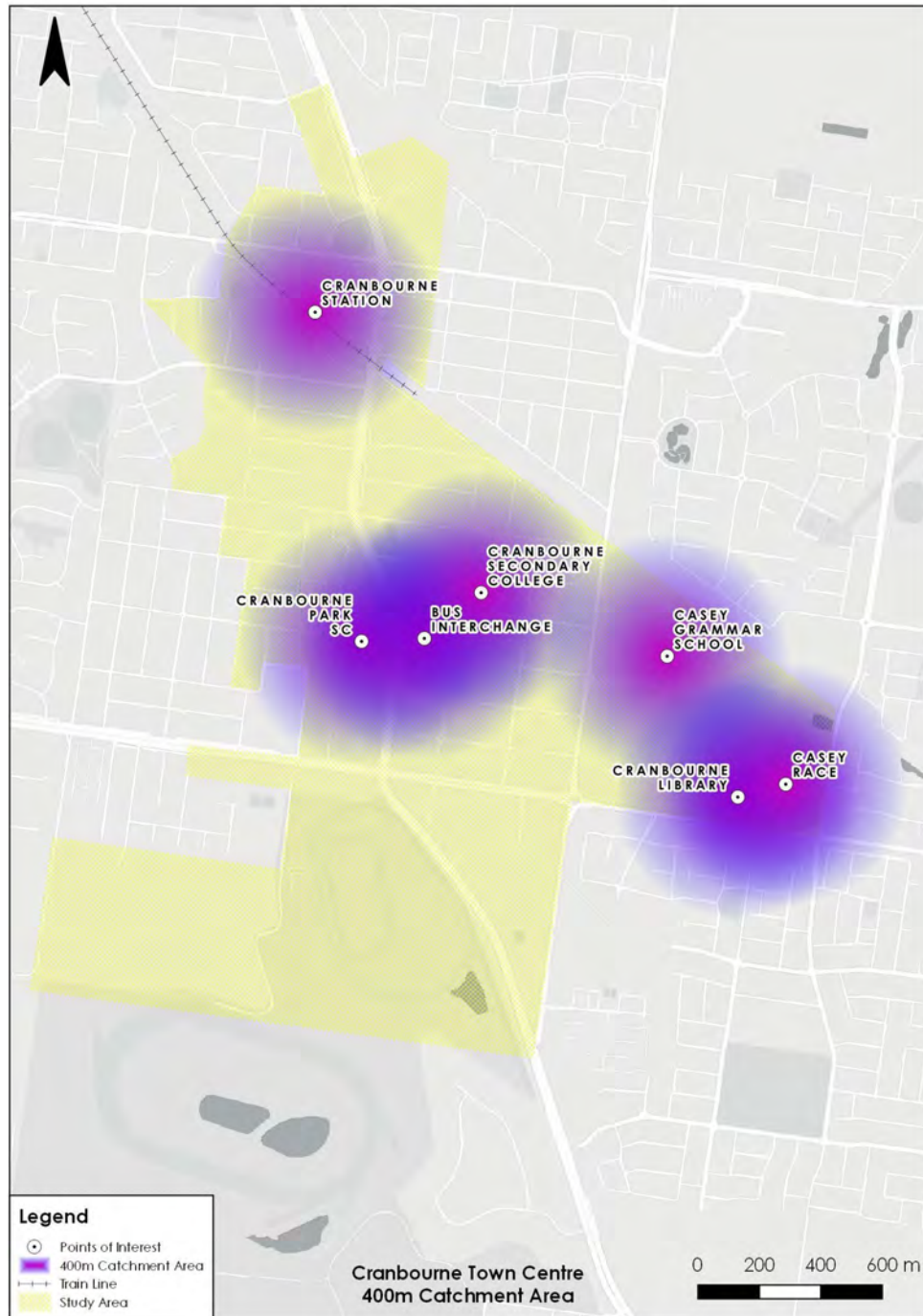


Figure 3.6: 400m Catchment Area



The above figures of the 5-minute walking and 400m catchment areas clearly demonstrate that it is not conducive to walk between either Casey RACE/Casey Grammar and Cranbourne Park or the Cranbourne railway station. This highlights the difficulty to achieve outcomes of a 20-minute neighbourhood.



Further commentary regarding improving the ability to connect key locations through local services is provided later in this report.

### 3.3 Public Transport

A range of statistical information on existing public transport frequencies, patronage utilisation and network coverage for the Town Centre and the greater Casey municipality.

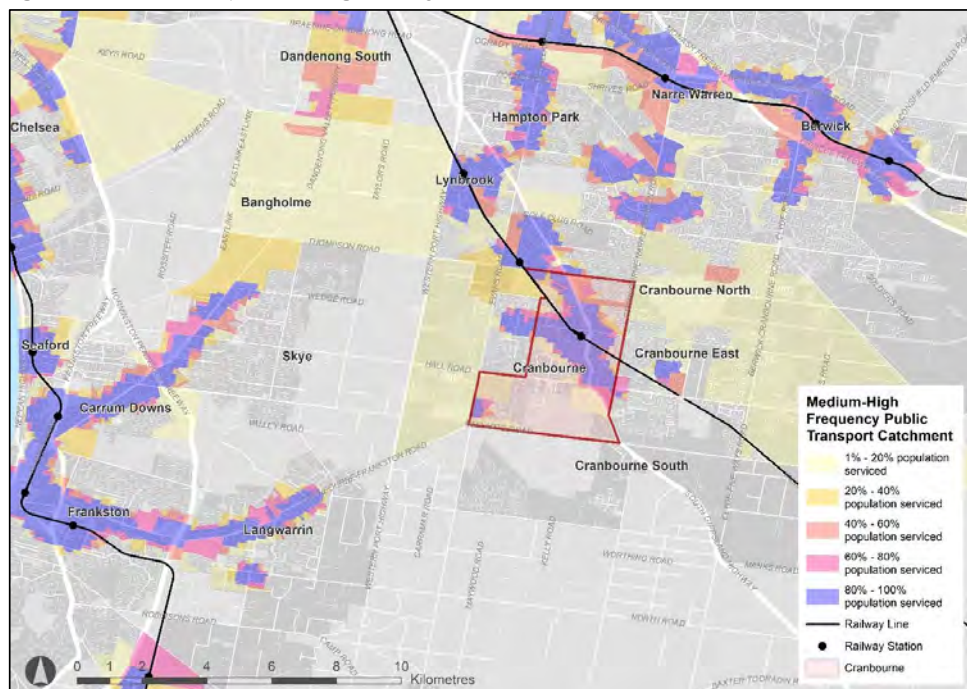
This data has been analysed spatially to develop several GIS outputs to represent the existing conditions for public transport accessibility:

- i Average boarding and alighting data for bus stops in the vicinity of the Town Centre was obtained for November 2016 to March 2017. The predominant bus boarding locations were at the Cranbourne Rail Station and at the interchange on Lyall Street. A heat map of boarding locations near of the Town Centre is shown in Figure 3.7.
- ii Relative access to medium to high frequency public transport for the Town Centre in comparison to activity centres in the vicinity of the site is shown in Figure 3.8. The data identifies similar catchment areas that are located on the rail lines including Narre Warren, Berwick and Frankston. However, it is evident that Cranbourne is not well connected to these areas.
- iii Access to public transport within the Town Centre in comparison to the suburb of Cranbourne is shown in Figure 3.9. The data identifies average to poor public transport accessibility for properties outside of the Activity Centre, particularly to the south of the study area.
- iv Figure 3.10 details public transport service frequency by stop in and around the Town Centre. Similar to those identified in Figure 3.9, public transport stops located away from the core of the Activity Centre and Cranbourne Station are generally identified as 'low' frequency (i.e. bus frequencies of 15 minutes or greater in the peak hour). It is important to note that whilst some locations inner to the Activity Centre are classed as 'medium' or 'high' frequency locations, a review of the data indicates that this is due to multiple routes servicing these bus stops. As discussed in Section 2.3.4, individual bus route frequencies are typically 20 minutes or higher.
- v Public transport travel time catchments have been sourced from 2017 VITM (Victorian Integrated Transport Model) model for trips to and from the Town Centre. The travel times have been separated into the AM and PM peak hours and are shown in Figure 3.11 to Figure 3.14.

Figure 3.7: PTV Bus Boarding by Stop



Figure 3.8: Public Transport Coverage (Casey)



V118270 // 19/12/17

Movement and Access Strategy // Issue: A

Cranbourne Town Centre



Figure 3.9: Public Transport Coverage (Cranbourne)

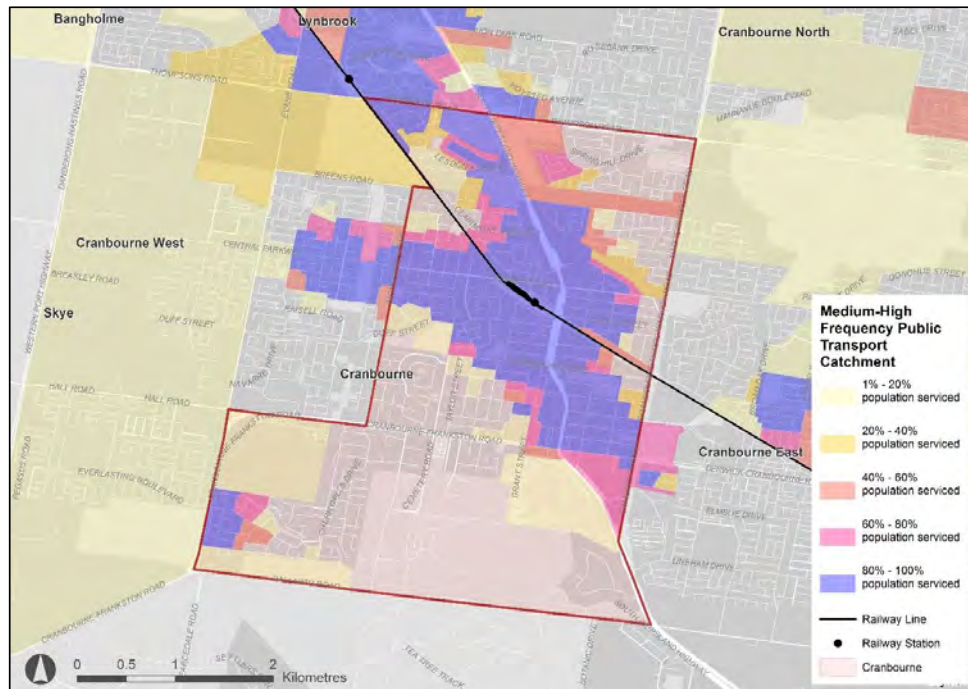
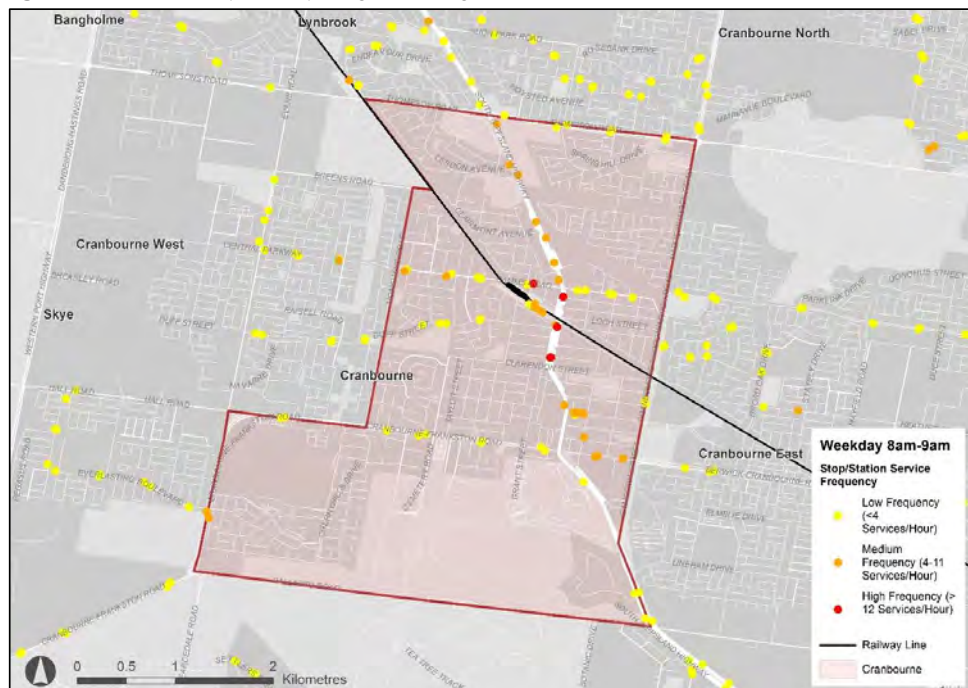


Figure 3.10: Public Transport Frequency (Weekday AM Peak)



V118270 // 19/12/17

Movement and Access Strategy // Issue: A

Cranbourne Town Centre





Figure 3.11: Public Transport Travel Times (from Cranbourne in AM Peak Hour)

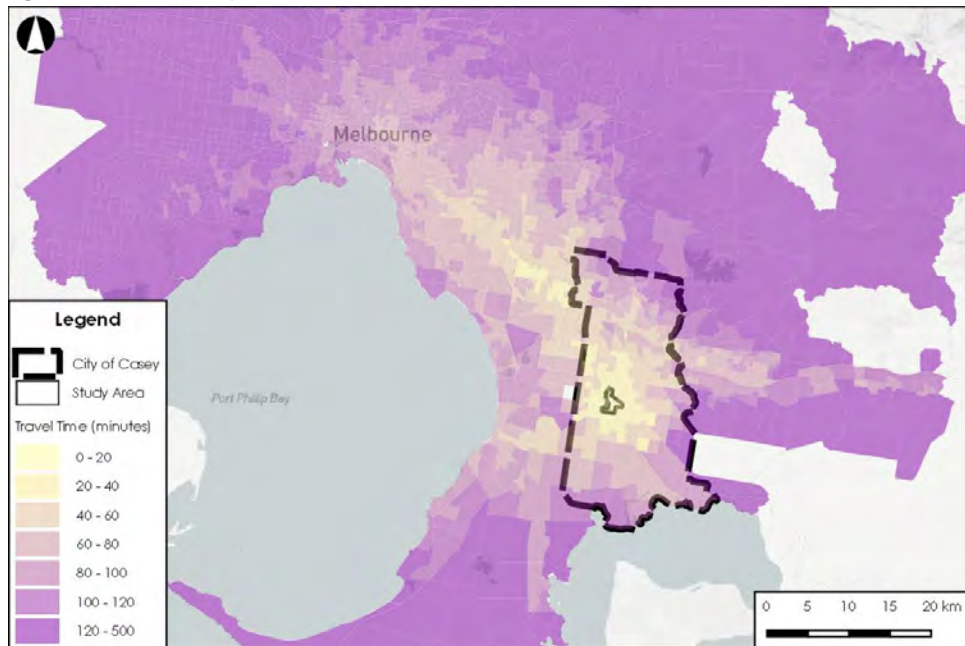


Figure 3.12: Public Transport Travel Times (to Cranbourne in AM Peak Hour)

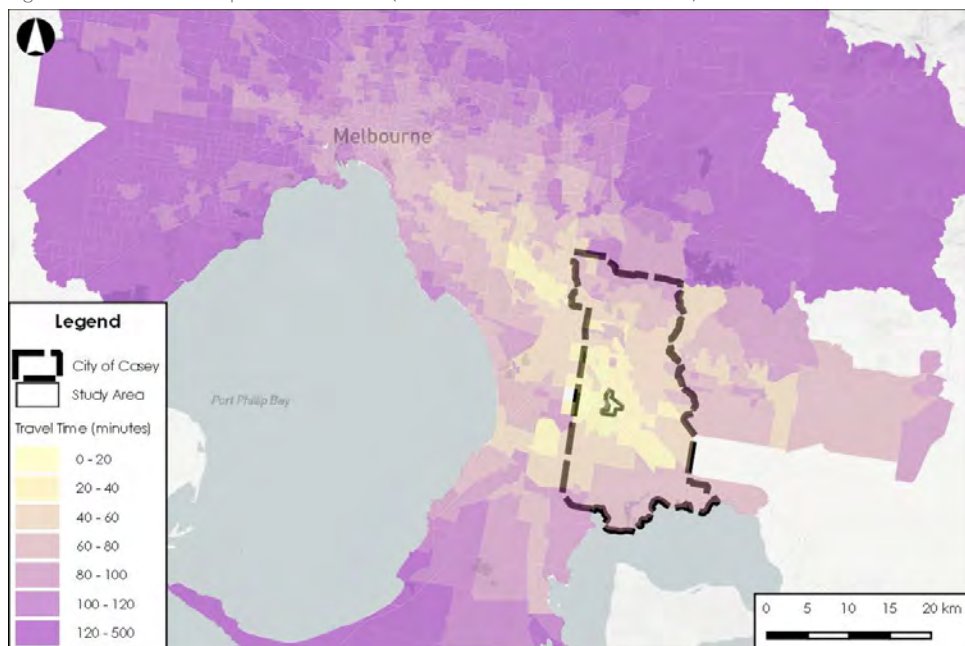




Figure 3.13: Public Transport Travel Times (from Cranbourne in PM Peak Hour)

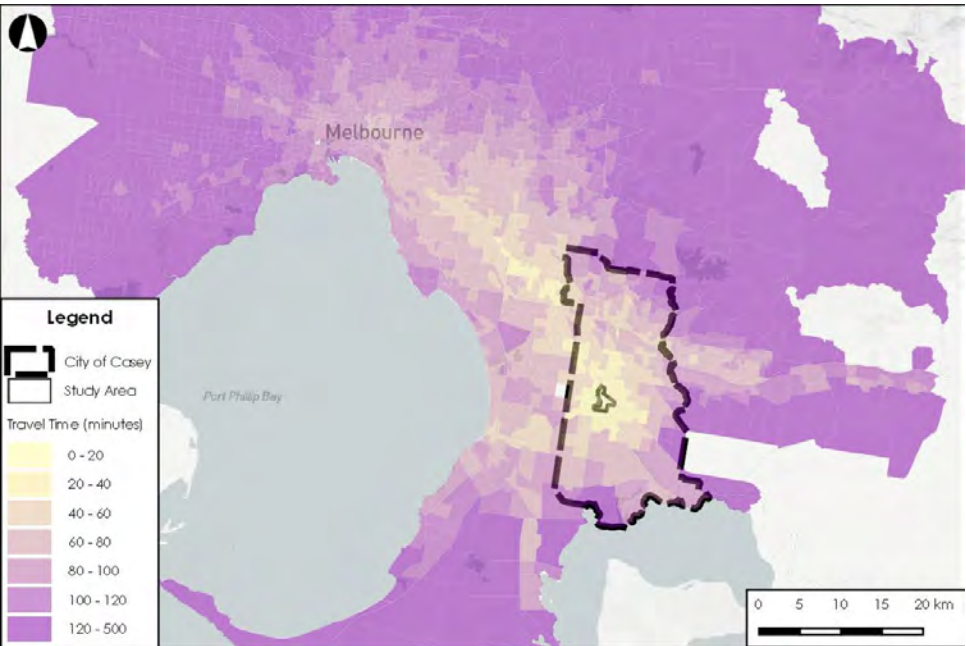
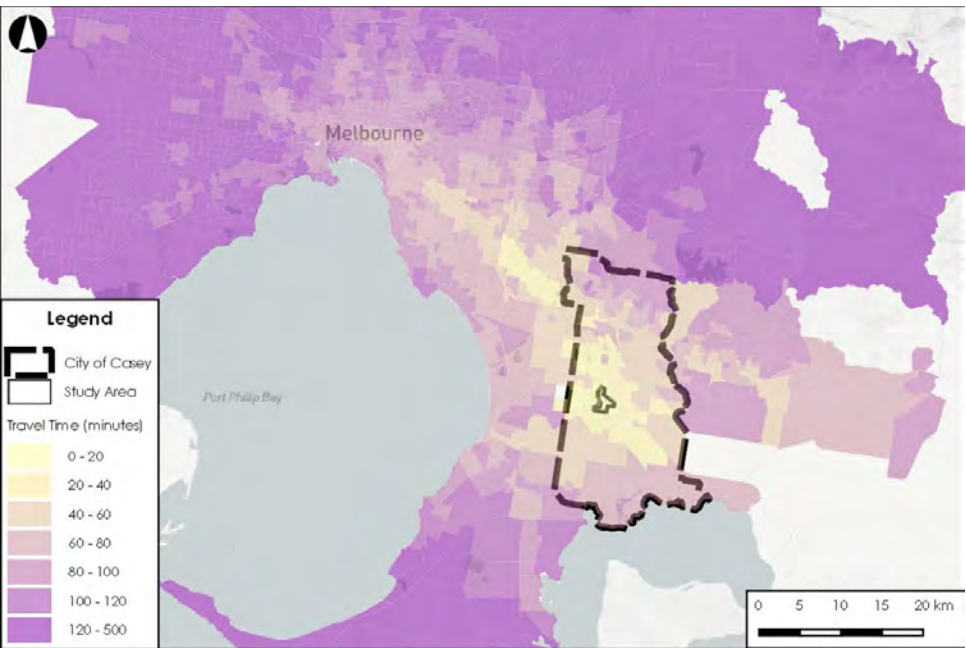


Figure 3.14: Public Transport Travel Times (to Cranbourne in PM Peak Hour)



In terms of annual heavy rail boarding numbers, Cranbourne Rail Station attracts some 600,000 boarding's per year, ranking it as a relatively average Station in comparison to the entire metropolitan region (91st in total boarding's from the 208 stations).

Although the study area is in close proximity to Cranbourne Rail Station, the data suggests the site is much easier to access via car than public transport for a large proportion of metropolitan Melbourne. Further, suburbs that are located not proximate to the Cranbourne rail line are

generally more than 20 minutes quicker to access via car than public transport. For example, a trip travelling to the study area from Frankston would take less than 30 minutes by car<sup>6</sup> and up to an hour by public transport.

It is also noted that some areas in close proximity to the study area would take more than 30 minutes' travel time via public transport, highlighting the limited accessibility of the site and that car travel is the currently preferred mode.

### 3.4 Victorian Integrated Transport Model (VITM)

#### 3.4.1 Overview

It is recognised the importance of understanding the travel patterns both broadly and locally and as part of this study have undertaken transport modelling using the Victorian Integrated Transport Model (VITM). The purpose of the modelling is to understand the existing travel behaviour in Cranbourne and to broadly estimate future travel patterns as a result of land use and employment changes.

The VITM is a tool developed by the Department of Transport (DoT) (now Department of Economic Development Jobs, Transport and Resources (DEDJTR)) to assist in the planning of road and public transport infrastructure in Victoria. VITM is a multimodal strategic model that uses future population, employment and land use data projections to forecast travel behaviour and the impacts of changes to the road and public transport networks. VITM contains all major freeways, main arterials and connector roads within the Melbourne Statistical Division.

#### 3.4.2 Calibration and Validation

Model calibration is a process in which the model inputs are refined to reflect observed conditions. It allows the model to produce travel demands in line with actual measured traffic conditions and public transport usage.

Existing traffic counts are compared to the corresponding modelled link volumes for a current year. Following any model adjustments, the model is rerun, and modelled results compared to the traffic counts. This process is repeated until the model results come to a point where they meet a number of calibration criteria (called convergence).

Strategic network models are generally calibrated to reflect existing traffic counts across a wide corridor or regional area. Strategic network models are not expected to accurately match traffic counts at individual locations, instead model calibration is typically measured by comparing counts across a number of locations such as a screenline, and/or a group of counts at a regional level.

Model Calibration and Validation guidelines have been developed by VicRoads for use in strategic modelling work. The document entitled 'Transport Modelling Guidelines, Volume 2: Strategic Modelling (April 2012)' has been used as a reference in this case. This document outlines the model calibration targets for VITM modelled traffic volumes.

For reference, the Calibration and Validation report associated with the traffic modelling study can be found in Appendix A of this report and has been satisfactorily signed off by both VicRoads and Transport for Victoria.

<sup>6</sup> Private vehicle travel times discussed within Section 3.5 of this report

### 3.5 Road Network

#### 3.5.1 Travel Times and Travel

GTA has obtained a range of statistical information for existing road network performance for the Town Centre and the greater Casey municipality. This data has been analysed spatially to develop several GIS outputs summarised as follows:

- i Vehicle travel times to and from Cranbourne in the AM and PM peak periods have been sourced from VITM and are shown in Figure 3.15 to Figure 3.18. As shown, a 60-minute catchment generally extends to the eastern suburbs to the north, Warragul to the east and the extent of the Mornington Peninsula to the south.
- ii Accessibility and travel times are far superior by car when compared with public transport currently available in Cranbourne.
- iii 2011 ABS Journey to Work details method of travel to work (by place of residence) by mode of travel of driver, train, bicycle or walking. each metric details a very high reliance on private motor vehicle travel in comparison to all other modes of travel within the study area. The outputs are shown in Figure 3.19 to Figure 3.22.

Figure 3.15: AM Peak Private Vehicle Travel Times (from Cranbourne)

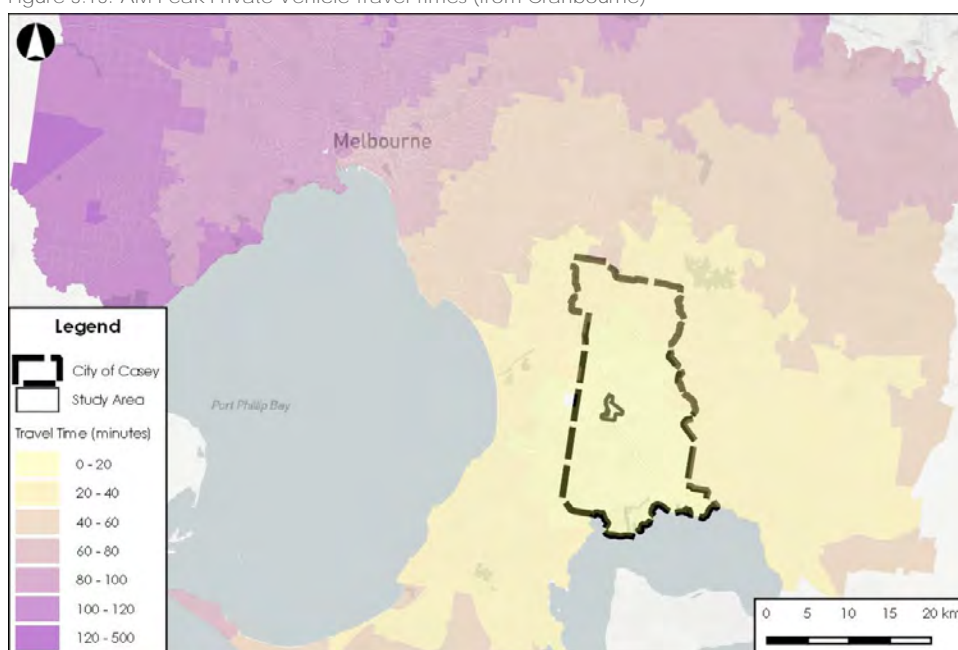


Figure 3.16: AM Peak Private Vehicle Travel Times (to Cranbourne)

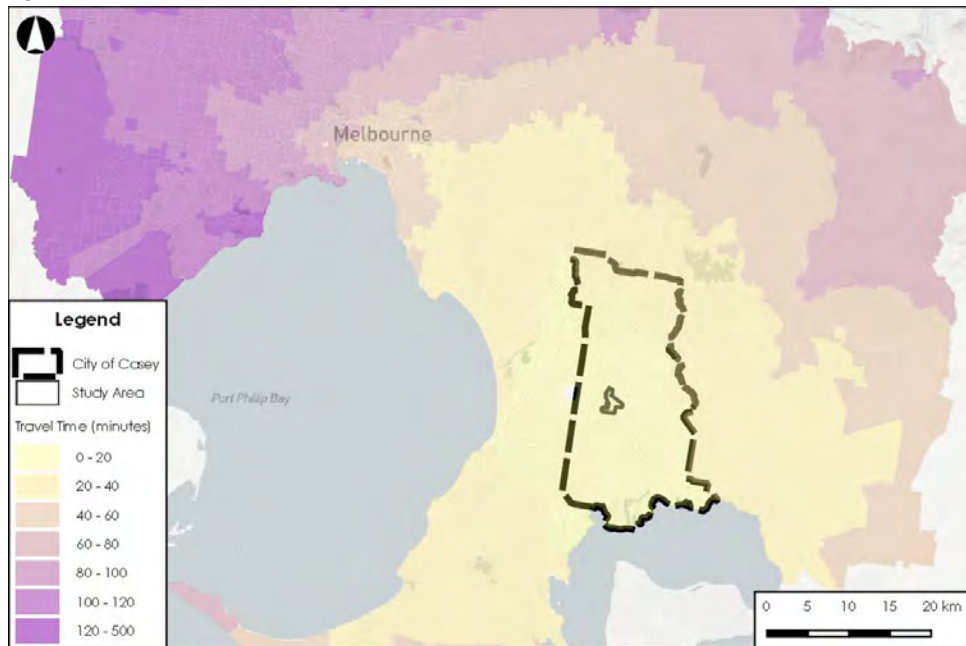


Figure 3.17: PM Peak Private Vehicle Travel Times (from Cranbourne)

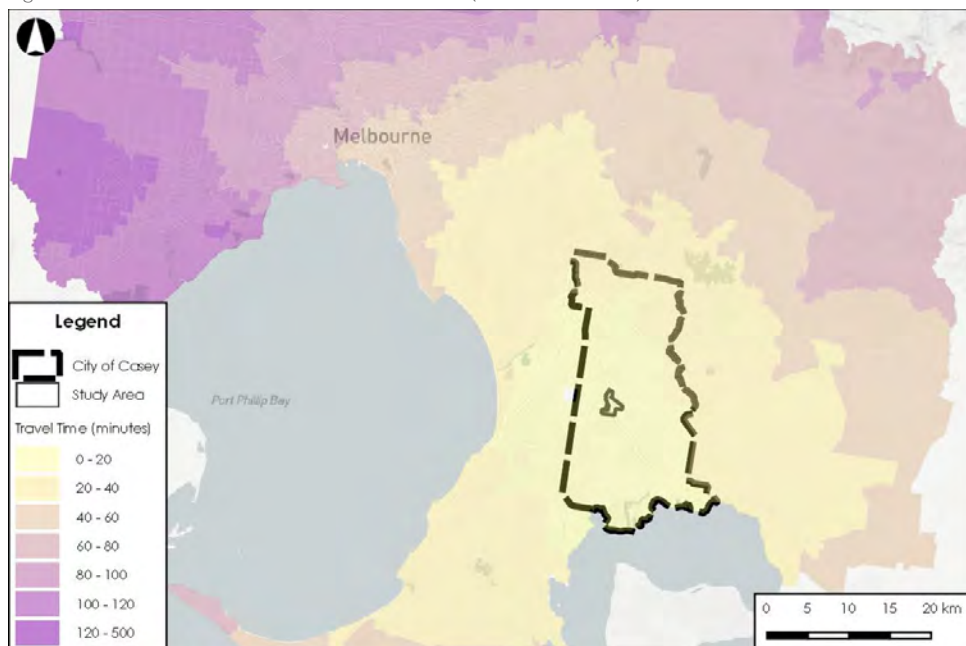




Figure 3.18: PM Peak Private Vehicle Travel Times (to Cranbourne)

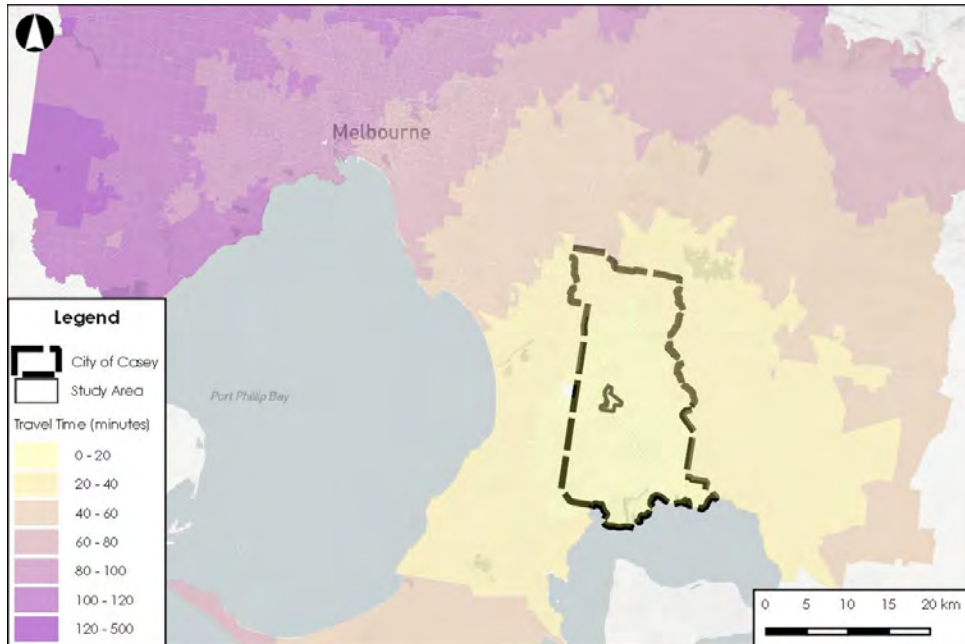


Figure 3.19: Mode of Travel to Work – Driver (By Place of Residence)

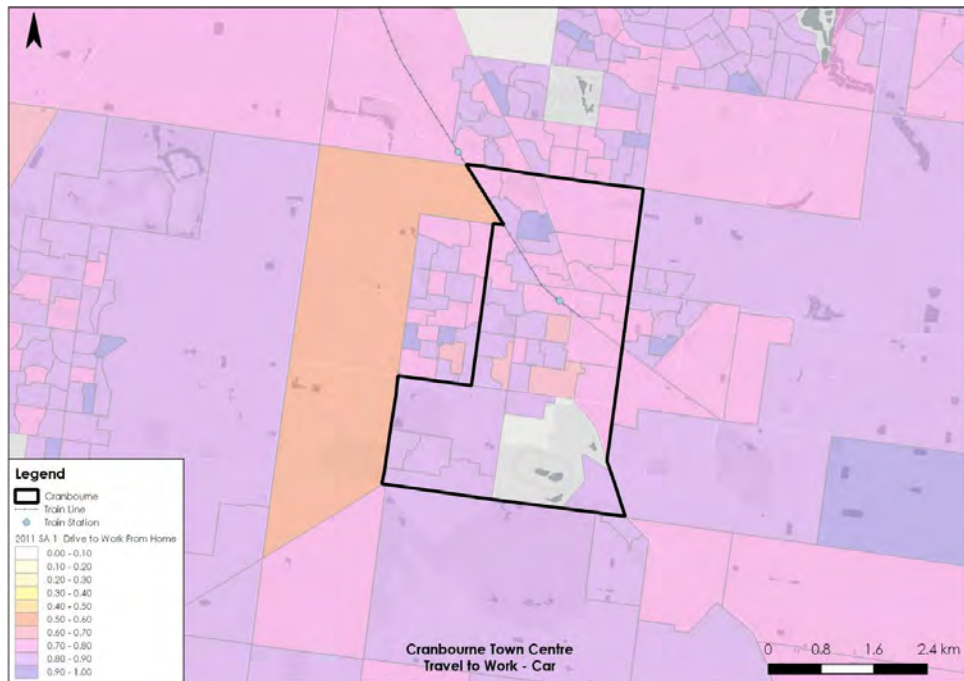


Figure 3.20: Mode of Travel to Work – Train (By Place of Residence)

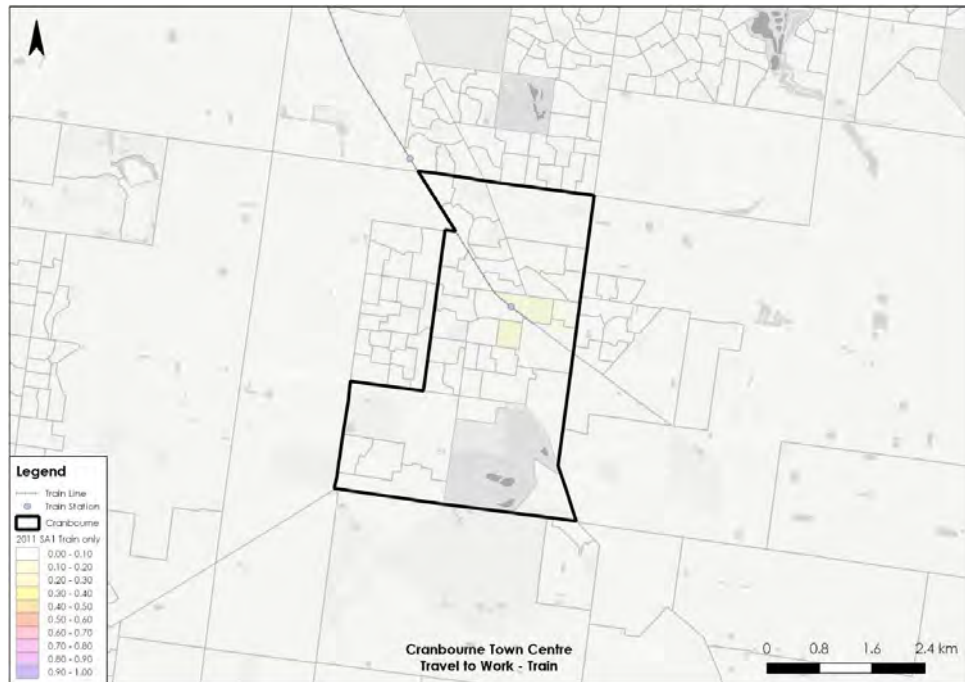


Figure 3.21: Mode of Travel to Work – Bicycle (By Place of Residence)

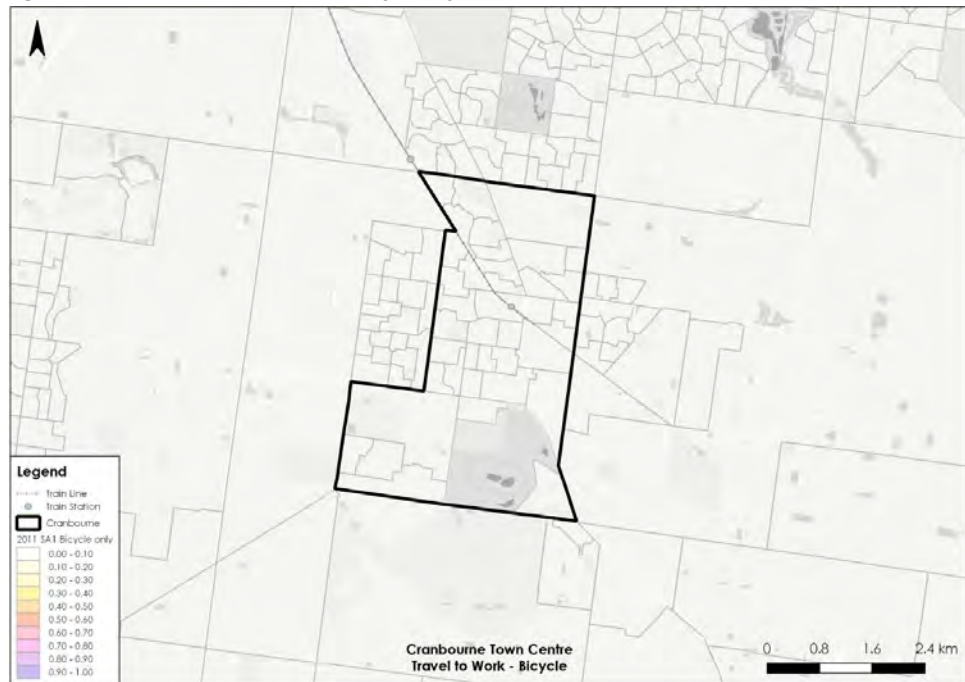
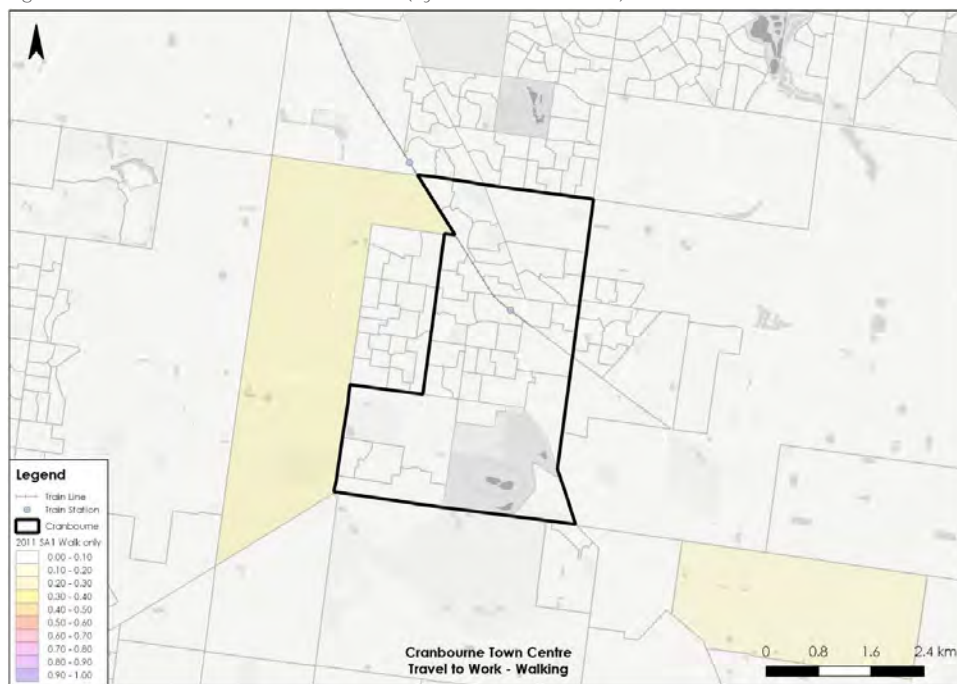


Figure 3.22: Mode of Travel to Work – Walk (By Place of Residence)



### 3.5.2 Network Performance

The operation of key intersections within the study area have been assessed using *SIDRA INTERSECTION*<sup>7</sup>, a computer based modelling package which calculates intersection performance.

The commonly used measure of intersection performance is referred to as the *Level of Service* (LOS). The LOS is a method that uses both delay and volume/capacity ratio. For signalised intersections, an LOS of 'E' is typically considered the ideal limit, beyond which queues and delays increase disproportionately<sup>8</sup>.

A summary of the intersection and mid-block LOS<sup>9</sup> in Figures 3.23 to 3.25.

<sup>7</sup> Program used under license from Akcelik & Associates Pty Ltd.

<sup>8</sup> *SIDRA INTERSECTION* adopts the following criteria for Level of Service assessment:

Level of Service	
A	Excellent
B	Very Good
C	Good
D	Acceptable
E	Poor
F	Very Poor

<sup>9</sup> Noting that this was not undertaken for Saturday peak period as the traffic volumes were not available from the strategic model.



Figure 3.23: Intersection LOS – AM Peak

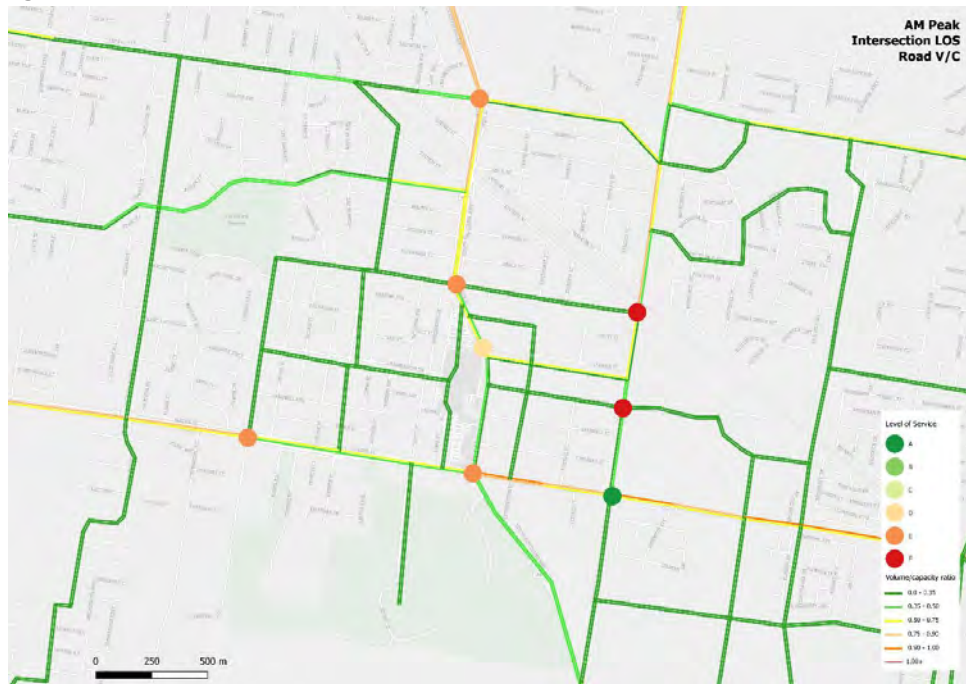


Figure 3.24: Intersection LOS – PM Peak

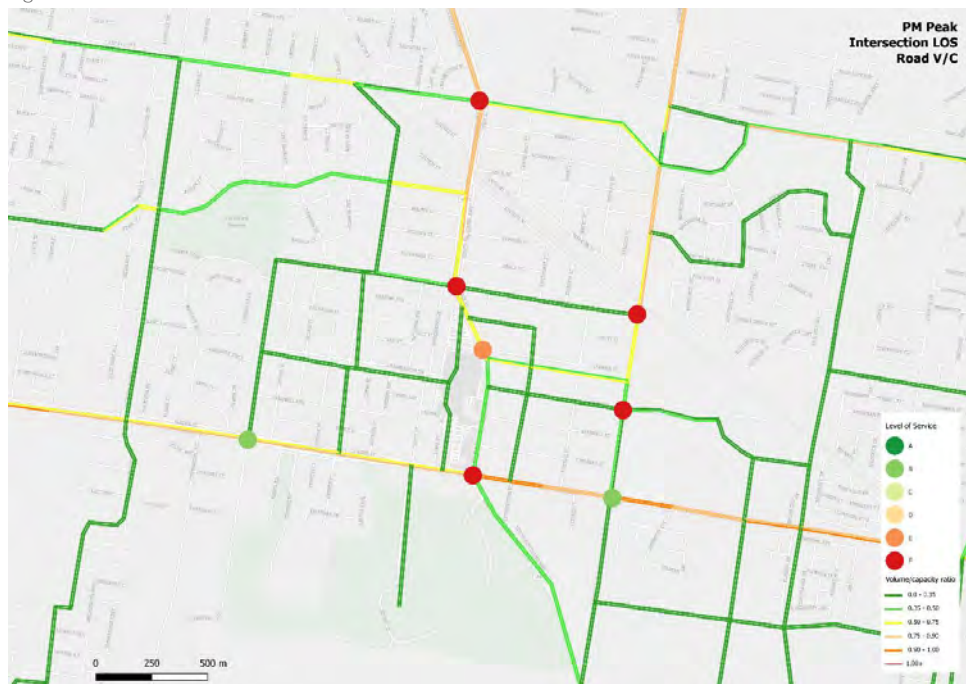
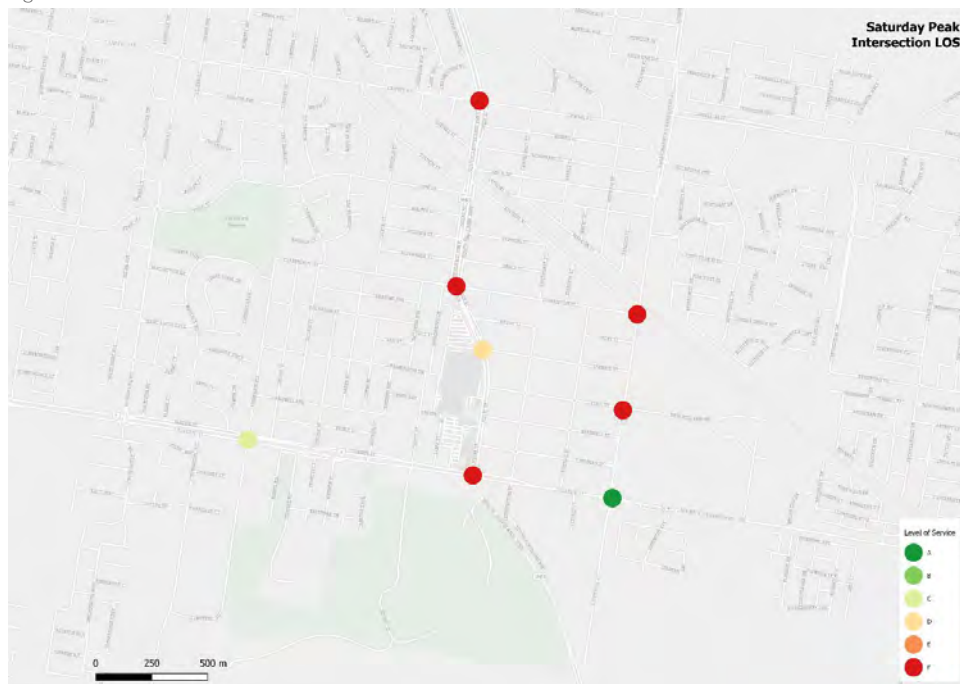




Figure 3.25: Intersection LOS – SAT Peak



It is evident that South Gippsland Highway (north of Clarendon Street), Sladen Street and Narre-Warren Cranbourne Road (north of Clarendon Street) are reaching capacity having regard to the mid-block LOS. Generally, all other key roads in the study area operate under a good LOS.

In addition, the following intersections experience an LOS of F in at least two of the three peak hour periods:

- South Gippsland Highway/Camms Road
- South Gippsland Highway/Clarendon Street
- South Gippsland Highway/Sladen Street
- Narre-Warren Cranbourne Road/Clarendon Street
- Narre-Warren Cranbourne Road/Lyall Street.

Having regard to the above, it is clear that the traffic issues are more operation rather than road space.

In summary, the Level of Service at the key intersections under existing conditions is generally low which indicates that intersection capacity is an issue. Notwithstanding, midblock outputs indicate that the surrounding road network within the study area generally operates within capacity.

## 4. Car Parking

4

### 4.1 Overview

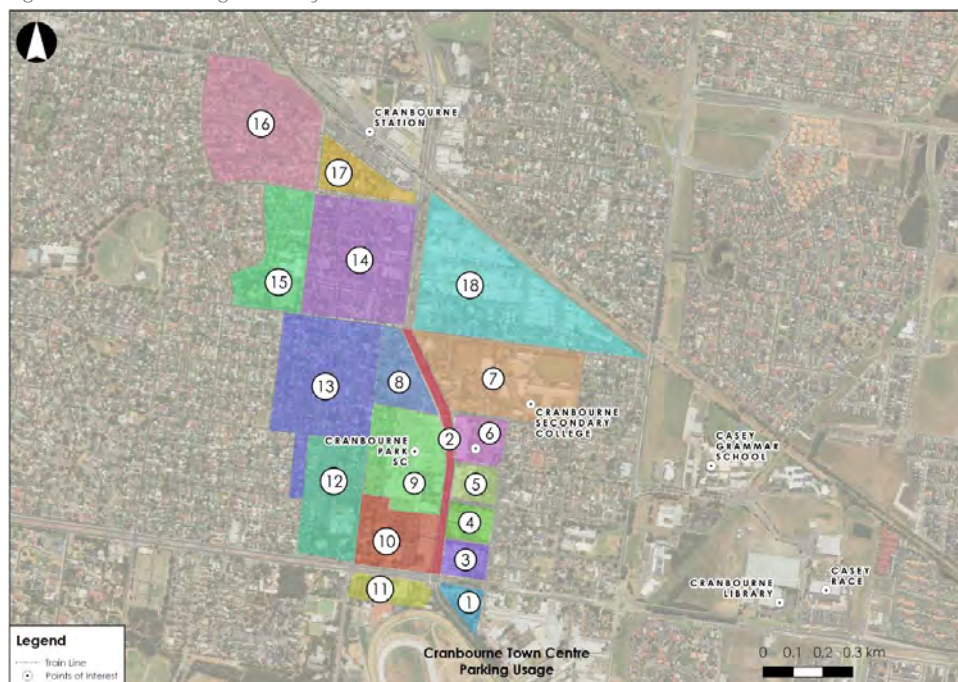
Surveys of existing car parking facilities within the study area (and zones) were undertaken on Friday 24 March 2017 and Saturday 25 March 2017 between 8:00am and 8:00pm and included the following:

- on and off-street publicly available parking inventory
- hourly parking demand counts.

It is noted that off-street private parking, such as those associated with specific commercial sites or tenancies not accessible to the general public (i.e. basement car parks and residential dwellings) were not included in the surveys. However, off-street private parking that is accessible to the public, such as Cranbourne Park Shopping Centre, was included in the surveys.

As shown in Figure 4.1, the car parking data has been aggregated into 18 geographical zones.

Figure 4.1: Car Parking Inventory Area



Whilst further commentary will be provided in Section 4.3 regarding car parking demands, it should be noted that the peak demand occurred on Friday at 11:00am.

### 4.2 Car Parking Supply

The car parking inventory identified the supply of car parking within the identified zones, including the restrictions applicable to each parking space.

The inventory identified a total supply of 5,474 car spaces at the peak parking time (11:00am on Friday) consisting of 2,423 on-street and 3,051 off-street spaces.

A summary of the car parking supply at the time of peak parking is set out in Table 4.1 (broken up by parking location).

Table 4.1: Cranbourne Parking Supply – By Location (11:00am)

Zone	On-Street	Off-Street	Total Supply
1	42	0	42
2	94	0	94
3	38	79	117
4	63	94	157
5	42	73	115
6	77	130	207
7	214	45	259
8	13	693	706
9	44	1,089	1,133
10	29	510	539
11	19	51	70
12	212	0	212
13	368	0	368
14	324	0	324
15	197	0	197
16	165	0	165
17	72	287	359
18	410	0	410
Total	2,423 spaces (44%)	3,051 spaces (56%)	5,474 spaces

Table 4.1 indicates that there is generally an even spread of on-street car parking throughout the surveyed area, whilst a substantial proportion of off-street car parking is located in Zones 8, 9 and 10 to the west of South Gippsland Highway, between Clarendon Street and Sladen Street.

It should be noted however, that a review of the data indicates that there were several smaller off-street private car parking areas that were not captured in the car parking demand surveys due to access or visual limitations (e.g. parking located at back of house, parking in garages or other enclosed buildings such as warehouses). Notwithstanding, the study will supplement this data (via Nearmap aerial imagery) in Section 4.4 of this report.

## 4.3 Car Parking Demand

### 4.3.1 Car Parking Demand – Overall

Car parking demand surveys were undertaken on Friday 24 March 2017 and Saturday 25 March 2017 between 8:00am and 8:00pm. These surveys identified a peak demand of 2,850 and 2,092 spaces on the Friday and Saturday, respectively.

The characteristics across the two survey days are shown in Figure 4.2. A comparison of on-street and off-street parking is provided later within Section 4.3.3 of this report.

Figure 4.2: Overall Study Area Daily Car Parking Demands

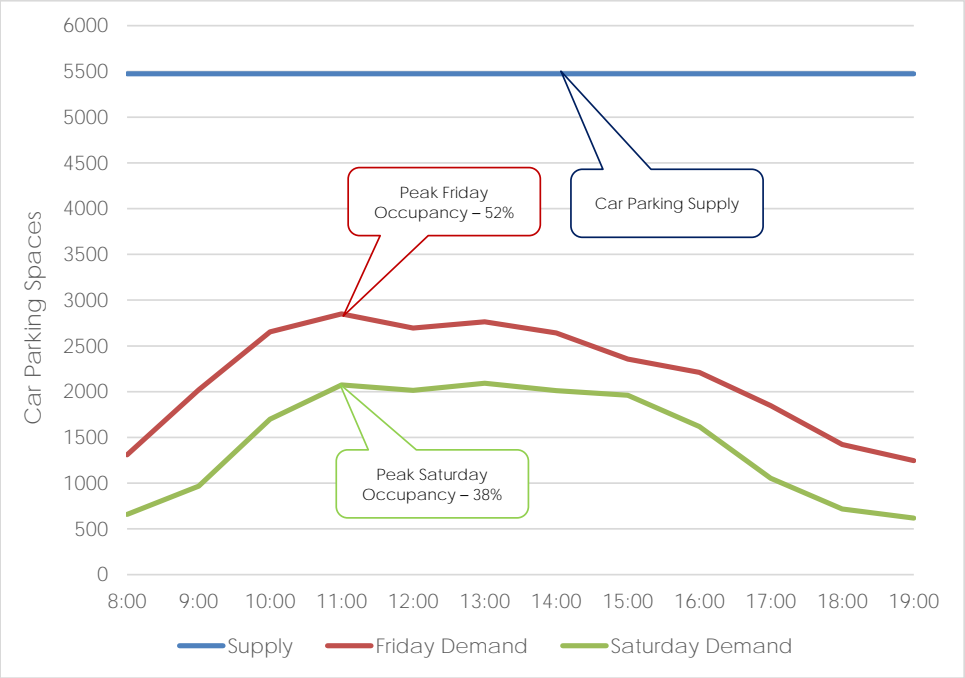


Figure 4.2 indicates that Friday experienced higher demands, with the daily peak occurring at 11:00am with 52% of spaces occupied. In comparison, Saturday's peak also occurred at 11:00am with 38% of spaces occupied.

Additionally, the car parking demand in each zone during the peak Friday period is shown in Figure 4.3.

Figure 4.3: Peak Car Parking Demand Zone Summary (11:00am)

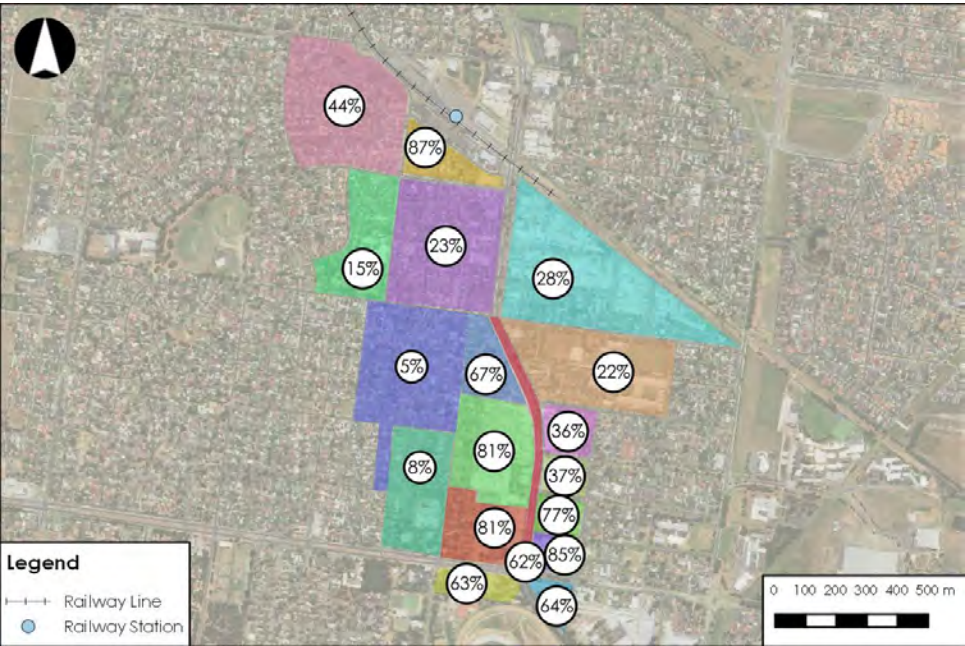




Figure 4.3 indicates that highest overall car parking demands occurred at Zone 17 (Cranbourne Station), with high occupancy levels also experienced at key retail areas being Zones 3, 4, 9 and 10.

To put these occupancy levels in context, an on-street car parking occupancy of approaching 85% is typically considered to represent theoretical capacity. This occupancy level represents the equilibrium and a good utilisation of car parking and, given the dynamic nature of parking, provides the ability for drivers arriving to an area to find a car parking space without excessive circulation.

A higher weekday occupancy in the study area is not unexpected given some land uses and users which traditionally generate higher weekday demands including:

- Office / Commercial
- Education
- Railway commuters

Given the higher demands surveyed on Friday, further detailed analysis will therefore be restricted to Friday data as this represents the peak car parking conditions for Cranbourne.

#### 4.3.2 Car Parking Demand – Per Zone (Friday)

The Friday car parking peak demand profiles within each zone are provided in Appendix B of this report. It is noted that analysis is restricted to Friday, when peak demand was observed to occur in the study area.

Upon review of the car parking demand data, the following high-level observations are made:

- Zone 1: Car parking demands gradually increase throughout the day, with the peak demand of 64% occupancy occurring at 3:00pm.
- Zone 2: Car parking spaces are consistently around 50-60% occupied throughout the day, noting that this area represents the on-street car parking demands on South Gippsland Highway within Cranbourne Town Centre.
- Zone 3: Car parking demands are high (peak occupancy 85% at 1:00pm), with a general lowering trend after lunchtime.
- Zone 4: Car parking demands range from moderate to high in Zone 4, with a peak occupancy level of 77% at 12:00pm.
- Zone 5, 6 & 7: North of Zone 4 (i.e. between Bakewell Street and Clarendon Street on the east side of South Gippsland Highway), car parking demands are low, with a peak occupancy level of 37% in any of these three zones.
- Zone 8: It is evident that car parking demands are higher on the west side of South Gippsland Highway given that Zone 8 has a peak occupancy level of 67%, despite being located between Stawell Street and Clarendon Street to the north of Cranbourne Town Centre.
- Zone 9: This area generally emphasises the majority of Cranbourne Park Shopping Centre high car parking demands in mid-morning as expected for this use. It should be noted however, that a peak occupancy level of 81% indicates that there are sufficient vacancies within the car park.
- Zone 10: Car parking spaces are consistently around 70-80% occupied throughout the day, with a drop in demands not experienced until 4:00pm.
- Zone 11: Moderate car parking demands were observed in Zone 11, with a peak occupancy level of 63%.
- Zone 12, 13, 14 & 15: The areas west of Cranbourne Park Shopping Centre are generally residential in nature and as such, experience low car parking demands (majority of on-street car parking).

- Zone 16: Despite the residential catchment in Zone 16, car parking demands are higher in this area (compared with the abovementioned zones) presumably due to potential overspill in commuter car parking demands of the adjacent Cranbourne railway station.
- Zone 17: The highest car parking demands for any zone within the study area were recorded in Zone 17 due to the close vicinity of the Cranbourne railway station. The peak occupancy level was 87%.
- Zone 18: Low car parking demands were recorded in Zone 17 presumably due to most of the area being occupied with Industrial-type land uses.

#### 4.3.3 Off-Street and On-Street Demands

As detailed earlier, there are 3,051 spaces located off-street and 2,423 spaces located on-street within the study area.

The supply and demand of off-street and on-street spaces across the weekday are provided in Figure 4.4.

Figure 4.4: Off-Street and On-Street Supply and Demand (Friday)

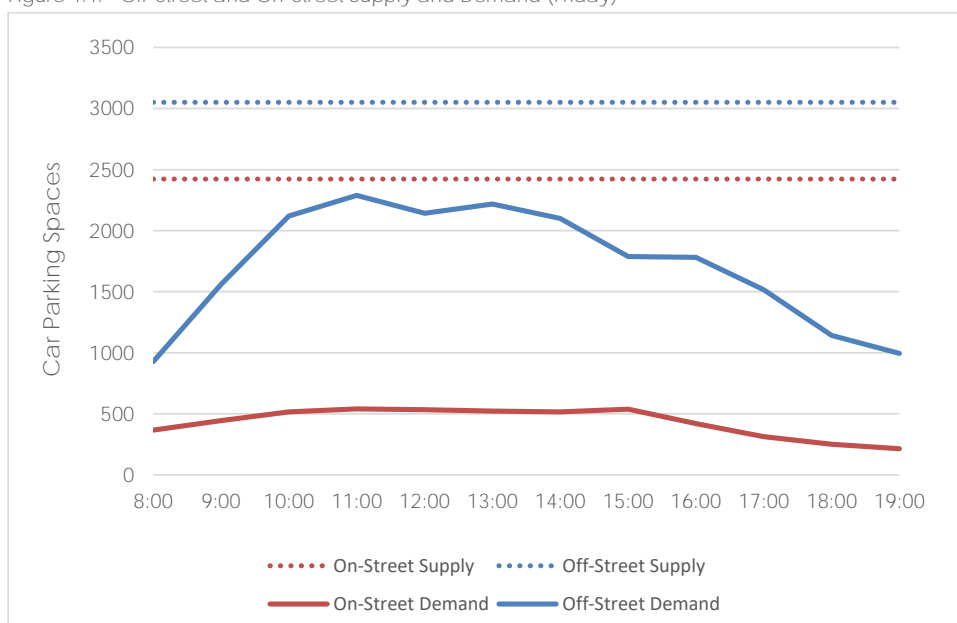


Figure 4.4 shows that the majority of car parking vacancies within the study area can be found within the on-street car parking supply, with low demands at the start and end of the day, however experience a higher peak in the middle of the day (i.e. peak at 11:00am on Friday). Granted, some of these vacancies are located within residential precincts of the study area, which (at a high level) is considered acceptable given the location of these residential areas to the periphery of the activity centre.

Indeed, as detailed earlier, car parking spaces are consistently around 50-60% occupied throughout the day on South Gippsland Highway within Cranbourne Town Centre. As such, removal of on-street car parking in this area could be considered in any future South Gippsland Highway carriageway amendments explored in Section 5 of this report.

## 4.4 Assessment of Car Parking

### 4.4.1 Overview

A car parking assessment has been developed to estimate the car parking generating characteristics for Cranbourne.

This assessment has been prepared and calibrated to generally reflect existing operating conditions. It can then be used as a basis to determine future car parking rates by assessing the impacts of variations in development patterns and future mode splits.

The car parking model has been created using the following inputs:

- land use data
- typical car parking rates for uses contained within the study area
- temporal distributions of demand
- existing car parking supply and demands for the study area.

### 4.4.2 Land Use Data Information

Existing land use data was provided by City of Casey and sourced from the following reports prepared by SGS Economics:

- '*Cranbourne Town Centre Economic Assessment*' (dated June 2017)
- '*Cranbourne Town Centre Residential Demand Study*' (dated June 2017).

The abovementioned reports provide data on existing and expected future land use information forecasts.

Table 4.2 provides a summary of the existing land use data within the study area as defined in the SGS documents and converted to a Planning Scheme defined land use.

Table 4.2: Summary of Land Use Data within Study Area

Use		Size/No.	Unit
SGS Report Definition [1]	Appropriate Planning Scheme Definition		
Supermarket - Full Line	Supermarket	7,650	sqm
Supermarket - Other	Supermarket	2,978	sqm
Department Store	Shop	17,295	sqm
Specialty Store - Non-Food	Shop	16,698	sqm
Specialty Store - Food	Shop	963	sqm
Large Format Retail - High Density	Restricted Retail	2,946	sqm
Large Format Retail - Medium Density	Restricted Retail	3,230	sqm
Large Format Retail - Low Density	Car/Boat Sales yard	913	sqm
Hospitality – Cafes & Restaurants	Convenience Restaurant / Food & Drink Premises	3,491	sqm
Hospitality - Take-Away	Food & Drink Premises	7,638	sqm
Hospitality – Bars & Pubs	Tavern	2,473	sqm
Commercial	Office / Shop	20,894	sqm
Institutional – Education	Child Care Centre	1,677	sqm
Institutional – Public & Community	(Multiple)	3,252	sqm
Industrial	Industry	455	sqm
Residential	Dwelling	134,732	dwellings
Other	(Multiple)	397	sqm

[1] Uses as defined in the SGS report, noting omission of 'Institutional – Health' or 'Institutional – Arts and Recreation' due to very low floor area within the study area and lack of applicable rates.

V118270 // 19/12/17

Movement and Access Strategy // Issue: A  
Cranbourne Town Centre



#### 4.4.3 Car Parking Rate by Land Use

The majority of the floor space summarised in Table 4.2 can be accounted for by a number of key uses, being retail, commercial and residential land uses. Consequently, the modelling of the car parking characteristics is relatively sensitive to the car parking rates adopted for these uses and relatively insensitive to the car parking rates adopted for the balance of the uses.

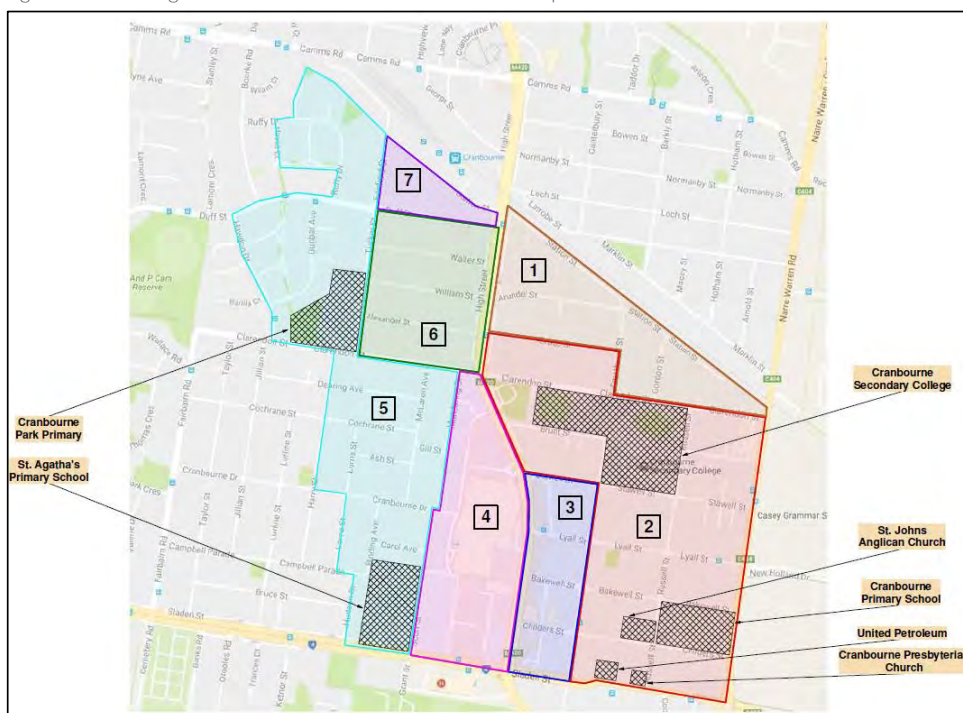
As a starting point, Column B car parking rates outlined in the Casey Planning Scheme have been adopted having regard to proximity to public transport, the mix of land uses, prioritisation of walking and cycling initiatives, etc. Application of Column B rates would therefore remove the need utilise a temporal profile.

#### 4.4.4 Calibration

The zones in respect to the car parking demand surveys shown in Figure 4.1 do not match the zones outlined in the SGS report within the study area<sup>10</sup>. As such, the car parking areas surveyed were converted to match (as best as possible) with the zones outlined in the SGS report to allow a comparison between land use and car parking for each zone.

Figure 4.5 has been prepared to illustrate the amended zoning areas to match the land use information provided in the SGS report.

Figure 4.5: Zoning Alteration – To Match SGS Economic Report



The following key items should be noted in relation to the above figure:

- There are several 'hatched' areas within Zone 2 and Zone 5. These areas are schools and churches and were omitted from the analysis (along with car parking along the frontage) for the following reasons:

<sup>10</sup> This was due to the zones specified in the project brief in relation to car parking demand surveys.



- These uses generate car parking demands that are contained largely on-site during activity centre peak periods
- These uses do not generate high car parking demands during the observed peak period
- These uses do not contain (usable) statutory rates
- Zone 1 is dominated by industrial land uses which generally contain a large amount of private on-site car parking, with minimal (or no) off-site demands. As such, this area has been omitted from the analysis.

#### 4.4.5 Theoretical Car Parking Demand

As a starting point, Column B car parking rates generally reflect typical car parking rates experienced in activity centres (compared to Column A rates) having regard to proximity to public transport, the mix of land uses, prioritisation of walking and cycling initiatives, etc.

In this regard, the theoretical car parking demand of the study area can be calculated by applying the Column B car parking rates. Table 4.3 provides an assessment of the theoretical car parking demand of the study area for consideration.

Table 4.3: Theoretical Car Parking Demand

Use		Zone 2		Zone 3		Zone 4		Zone 5		Zone 6		Zone 7	
Planning Scheme Use	Column B Rate	Area (sqm)	Stat. Req.	Area (sqm)	Stat. Req.	Area (sqm)	Stat. Req.	Area (sqm)	Stat. Req.	Area (sqm)	Stat. Req.	Area (sqm)	Stat. Req.
Supermarket	5	0	0	1,744	87	8,884	443	0	0	0	0	0	0
Shop	3.5	397	13	1,800	62	32,595	1,139	0	0	164	5	0	0
Restricted Retail	2.5	330	8	1,469	36	3,177	78	0	0	0	0	1,200	29
Car/Boat Sales yard	2.5	200	5	82	2	0	0	0	0	631	15	0	0
Convenience Restaurant / Food & Drink Premises	3.5	412	14	2,024	70	8,545	299	0	0	148	5	0	0
Tavern	3.5	0	0	2,473	86	0	0	0	0	0	0	0	0
Office / Shop	3.5	3,139	109	9,319	326	5,843	204	0	0	2,593	90	0	0
Child Care Centre	3.5	450	15	0	0	0	0	0	0	450	15	777	27
Multiple	3.5	3,354	113	0	0	0	0	0	0	0	0	0	0
Industry	1	455	4	0	0	0	0	0	0	0	0	0	0
Dwelling	0.05	43,648	21	3,103	1	5,641	2	53,251	26	24,205	11	4,884	2
Theoretical Zone Parking Demand		305		677		2,165		26		141		58	
Total Theoretical Parking Demand (Column B Rates)		3,372 car parking spaces											

Table 4.3 indicates that the study area has a theoretical demand of 3,372 spaces, based on an adoption of Column B rates set out in the Casey Planning Scheme.

#### 4.4.6 Observed Car Parking Demand

It is appropriate to compare the theoretical car parking demand of the study area to the demands recorded by the car parking demand surveys summarised in Section 4.3 of this report.

We also note that to provide an appropriate comparison, smaller off-street private car parking areas<sup>11</sup> (that were not captured in the car parking demand surveys) have been supplemented within the data set (via Nearmap aerial imagery) to allow a more accurate comparison of the overall car parking demand within the study area.

Table 4.4 sets out the observed car parking demand of the study area, including the supplementary data.

Table 4.4: Observed Car Parking Demand

	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7
Observed Zone Parking Demand	146	436	1,879	46	188	68
Total Observed Parking Demand	2,763 car parking spaces					

Table 4.4 indicates that the study area has an observed demand of 2,763 spaces, which is 609 spaces less (18%) than the theoretical demand outlined in Table 4.3.

#### 4.4.7 Interpretation of the Assessment

The car parking assessment provides supporting evidence for the future consideration of specific car parking rates for Cranbourne.

Table 4.5 below provides a summary of car parking supply versus theoretical and observed demands from the car parking assessment for the overall study area.

Table 4.5: Total Parking Supply v Observed and Predicted Demands (from Car Parking Assessment)

	Actual Supply	Theoretical Demand	Observed Demand
Spaces	5,474	3,372	2,763
Occupancy	-	62%	50%

It is noted that the car parking assessment has been compared with respect to the theoretical and observed demands for the study area in general, with Table 4.5 indicating that the observed car parking demands are significantly less than the car parking supply and that car parking is generated less than Column B Rates shown in the theoretical demand.

As such, the data would indicate that there is a current oversupply of car parking in Cranbourne.

### 4.5 Future Car Parking Requirements

#### 4.5.1 Future Land Use

Below provides a summary of the future non-residential land use data within the study area as defined in the SGS documents and converted to a Planning Scheme defined land use, with Table 4.6 showing the data by year and Table 4.7 showing the existing and ultimate build out by zone.

<sup>11</sup> A review of the survey data indicates that some private car parking was not captured either due to access or visual limitations (e.g. parking located at back of house, parking in garages or other enclosed buildings such as warehouses)

Table 4.6: Future Land Use Data – By Year - Non-Residential (sqm)

SGS Report Definition <sup>[1]</sup>	Existing	Future Year			
		2021	2026	2031	2036
Supermarket - Full Line	7,650	7,650	7,650	7,650	7,650
Supermarket - Other	2,978	2,978	4,478	4,478	4,478
Department Store	17,295	18,825	20,355	21,885	23,415
Specialty Store (Food and Non-Food)	17,661	20,662	23,662	26,662	29,661
Large Format Retail (Low, Medium and High Density)	9,167	9,168	9,168	9,168	9,168
Hospitality (Cafes & Restaurants, Take-Away and Bars & Pubs)	13,602	15,671	17,740	19,911	21,832
Commercial	20,894	25,896	29,932	33,962	37,992
Institutional – Education	16,691	16,691	16,691	16,691	16,691
Institutional – Public & Community	3,642	3,642	3,642	3,642	3,642
Industrial	2,208	2,208	2,208	2,208	2,208

[1] Uses as defined in the SGS report, noting omission of 'Institutional – Health' or 'Institutional – Arts and Recreation' due to very low floor area within the study area and lack of applicable rates.

Note: This data has been calculated for Zones 2, 3, 4, 6 and 7 only

Table 4.7: Future Land Use Data – By Zone – Non-Residential (sqm)

SGS Report Definition <sup>[1]</sup>	Zone 2		Zone 3		Zone 4		Zone 6		Zone 7	
	Existing	2036	Existing	2036	Existing	2036	Existing	2036	Existing	2036
Supermarket - Full Line	0	0	0	0	7,650	7,650	0	0	0	0
Supermarket - Other	0	0	1,744	1,744	1,234	2,734	0	0	0	0
Department Store	0	0	0	0	17,295	23,415	0	0	0	0
Specialty Store (Food and Non-Food)	397	397	1,800	4,775	15,300	24,225	164	264	0	0
Large Format Retail (Low, Medium and High Density)	870	870	1,551	1,551	3,177	3,177	631	631	1,200	1,200
Hospitality (Cafes & Restaurants, Take-Away and Bars & Pubs)	412	1,916	4,497	7,497	8,545	11,319	148	400	0	700
Commercial	3,139	17,385	9,319	9,319	5,843	6,730	2,593	4,558	0	0
Institutional – Education	0	0	0	0	0	0	0	0	424	424
Institutional – Public & Community	626	626	0	0	0	0	0	0	92	92
Industrial	455	455	0	0	0	0	0	0	0	0

[1] Uses as defined in the SGS report, noting omission of 'Institutional – Health' or 'Institutional – Arts and Recreation' due to very low floor area within the study area and lack of applicable rates.

Note: This data has been calculated for Zones 2, 3, 4, 6 and 7 only

In addition, Table 4.8 provides a summary of theoretical capacity for residential dwellings within the study area, based on proposed rezoning of land.

Table 4.8: Future Land Use Data – Theoretical Residential Capacity

Zone	No. of Dwellings			Size (sqm) <sup>[1]</sup>
	Medium Density	High Density	Total	
2	-	4,270	4,270	26,689
3	70	-	70	1,750
6	-	1,790	1,790	11,188
7	-	470	470	2,938
Totals	70	6,530	6,600	42,563

[1] Size is based on medium density dwellings having a density of 40 dwellings per hectare and high-density dwellings having a density of 160 dwellings per hectare.

## 4.5.2 Future Car Parking Assessment

The Column B car parking rates have been applied to the future land use projections to calculate the future car parking demands.

Table 4.9 provides an assessment of the future theoretical car parking demand of the study area, by use and year, and Table 4.10 provides this assessment by zone and by year.

Table 4.9: Theoretical Future Car Parking Demand, by Use and Year

Use		2021		2026		2031		2036	
Planning Scheme Use	Column B Rate	Area (sqm)	Stat. Req.	Area (sqm)	Stat. Req.	Area (sqm)	Stat. Req.	Area (sqm)	Stat. Req.
Supermarket - Full Line	5	7,650	382	7,650	382	7,650	382	7,650	382
Supermarket - Other	5	2,978	148	4,478	223	4,478	223	4,478	223
Department Store	3.5	18,825	658	20,355	712	21,885	765	23,415	819
Specialty Store (Food and Non-Food)	3.5	20,662	720	23,662	826	26,662	931	29,661	1,036
Large Format Retail (Low, Medium and High Density)	2.5	7,429	183	7,429	183	7,429	183	7,429	183
Hospitality (Cafes & Restaurants, Take-Away and Bars & Pubs)	3.5	15,671	529	17,740	602	19,911	686	21,832	754
Commercial	3.5	25,896	815	29,932	911	33,962	1,050	37,992	1,190
Institutional – Education	3.5	424	14	424	14	424	14	424	14
Institutional – Public & Community	3.5	717	24	717	24	717	24	717	24
Industrial	1	455	4	455	4	455	4	455	4
Dwellings [1]	0.05 [2]	42,563	21	42,563	21	42,563	21	42,563	21
Total Theoretical Future Demands		2021		2026		2031		2036	
		3,477		3,881		4,262		4,629	

[1] Includes theoretical capacity for residential dwellings (i.e. maximum build out) in each year and assuming 100sqm per dwelling

[2] To account for residential visitor demands

Table 4.10: Theoretical Future Car Parking Demand, by Zone and Year

Zone	Description	Existing Supply	Total Theoretical Future Demands [1]			
			2021	2026	2031	2036
2	East of South Gippsland Highway (including schools)	259	195	301	454	600
			75%	116%	175%	232%
3	Shops on eastern side of South Gippsland Highway	596	725	780	834	881
			122%	131%	140%	148%
4	Shopping Centre	2,378	2,326	2,565	2,736	2,894
			98%	108%	115%	122%
6	Residential streets east of South Gippsland Highway (north of shopping centre)	324	201	201	201	203
			62%	62%	62%	63%
7	Residential streets south of railway station	72	51	55	58	72
			71%	77%	81%	101%
Total		3,629	3,498	3,902	4,283	4,650
			96%	108%	118%	128%
Difference from Supply			+131	-273	-654	-1,021

[1] Includes theoretical capacity for residential dwellings (i.e. maximum build out) in each year

V118270 // 19/12/17

Movement and Access Strategy // Issue: A

Cranbourne Town Centre





The above tables indicate that the existing supply for the whole study area will be exceeded by 2026, with an additional 273 spaces required by 2026, and 1,021 spaces by 2036. The zones seeing the highest under-supply of spaces are those around the commercial core.

It is noted, however, that the existing observed demands for the study area are 18% less than the theoretical demands. Should these observed demands continue, the future demands will be lower than the theoretical demands. These demands are shown in Table 4.11.

Table 4.11: Cranbourne Parking Supply – By Location

	Existing Supply	Total Theoretical Future Demands (18% reduction)			
		2021	2026	2031	2036
18% less demands	3,629	2,869	3,200	3,512	3,813
		79%	88%	97%	105%
Difference from Supply		+760	+429	+117	-184

This table indicates that the existing supply across the study area will cater for future demands until sometime between 2031 and 2036, with an additional 184 spaces required by 2036. However, optimum capacity is 85% (3,084 occupied spaces), which will occur by 2026.

It is important to note that this is on the basis that no new car parking will be built during this time and also does rely on available car parking in surrounding residential areas.

## 4.6 Summary and Recommendation

Based on future residential and non-residential land use information within the study area, it is expected that the existing total car parking supply will cater for future demands until sometime between 2031 and 2036, noting that an optimum capacity of 85% will occur by 2026.

In normal circumstances, providing additional off-street car parking spaces to cater for future demands would be recommended. However, having regard to the current 'car dominated' characteristics of the study area identified in Sections 2 and 3 of this report, and the opportunities for future integration with other sustainable transport modes and improved connectivity between key areas explored in the proceeding sections of this report, further consideration of the benefits of not providing additional car parking are recommended to be explored to promote walking and cycling.

Indeed, it is further recommended that a formal car parking strategy be undertaken at a later date to provide detailed advice and guidance to Council as to how to effectively manage existing and future car parking resources. The advice contained within a strategy provides the basis for the development of statutory and non-statutory mechanisms.

Possible items that could be considered as an outcome in this study could be as follows:

- Modify existing parking restrictions to ensure the mix, times, duration, and (potentially) fees to reflect the Strategy objectives and guiding principles.
- Consider the implementation of paid parking in key locations within the study area, whilst ensuring that paid off-street parking is more 'attractive' to users than on-street opportunities, and that fee parking surrounding land uses with higher demand have higher fees.
- Develop an activity centre wide parking wayfinding strategy to best encourage the most effective utilisation of off-street car parking facilities.
- Consider engaging a parking payment app provider that allows users to identify vacant spaces.
- Develop a car share parking strategy and policy to support the introduction of car share vehicles.

- Develop a policy to reallocate road space currently used for on-street car parking to other land uses to support a mode shift in transportation.
- Developers to be encouraged to future proof the provision of car parking by constructing multi-deck car parking with minimum floor to ceiling heights of 3 metres, to enable parking to be repurposed.
- Council adopt a strategy to make land available in a potential PPP type arrangement to facilitate public parking development to serve the activity centre in conjunction with mixed use development.

## 5. Place Making

### 5.1 Current Place Making Conditions

#### 5.1.1 Overview

Great public spaces are those places where celebrations are held, social and economic exchanges occur, friends run into each other, and cultures mix. They are the “front porches” of our public institutions – libraries, field houses, schools – where we interact with each other and government. When these spaces work well, they serve as the stage for our public lives.

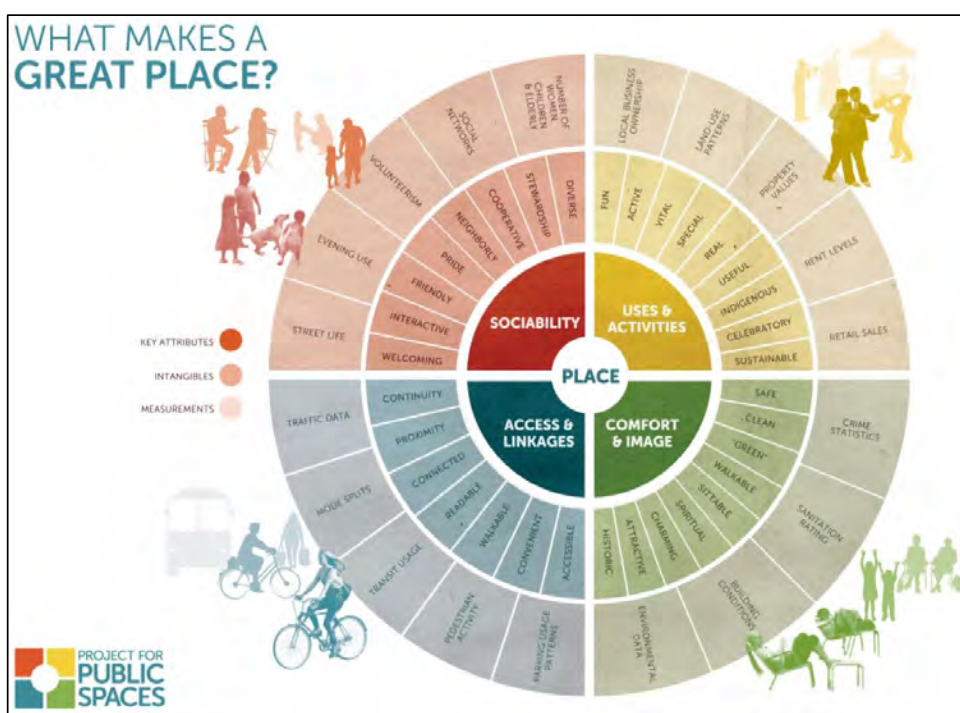
What makes some places succeed while others fail?

In evaluating thousands of public spaces around the world, the ‘Project for Public Spaces’ found that to be successful, they generally share the following four qualities:

- “they are accessible;
- people are engaged in activities there;
- the space is comfortable and has a good image;
- and finally, it is a sociable place: one where people meet each other and take people when they come to visit.”

To summarise the above qualities, Figure 5.1 illustrates a place diagram as a tool to assist the evaluation of various places, including Cranbourne Town Centre.

Figure 5.1: What Makes a Great Place



V118270 // 19/12/17

Movement and Access Strategy // Issue: A  
 Cranbourne Town Centre

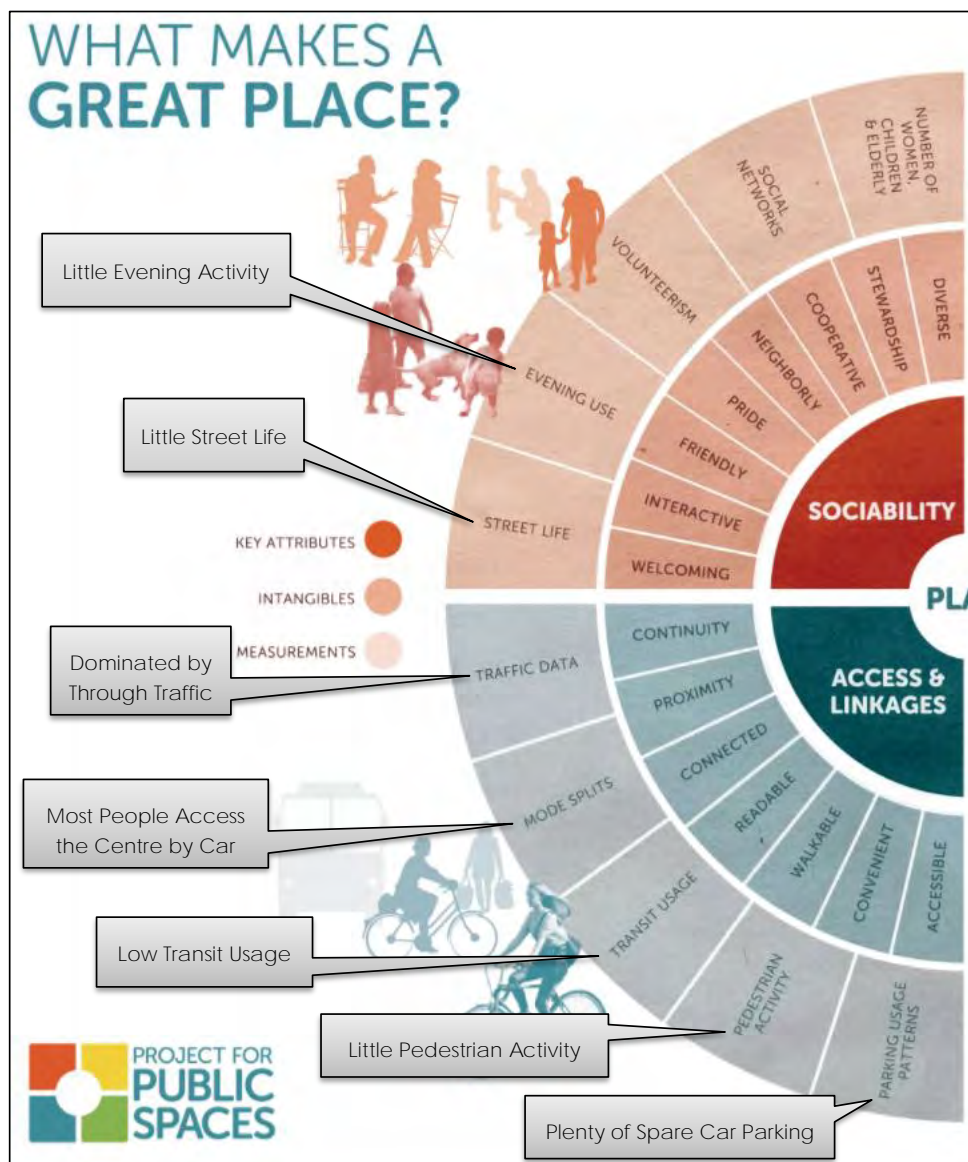


### 5.1.2 Cranbourne Town Centre

Upon review of Sections 2, 3 and 4 of this report (which detail the existing transport conditions in Cranbourne), it is evident that study area currently lacks many of the elements that make a 'great place'.

In respect to this movement and access study, specific examples within the 'sociability' and 'access and linkages' attributes are apparent for South Gippsland Highway and identified in Figure 5.2.

Figure 5.2: Cranbourne (South Gippsland Highway) Great Place Assessment



V118270 // 19/12/17

Movement and Access Strategy // Issue: A  
Cranbourne Town Centre





## 5.2 The Role of the Street

The role of streets is arguably the most important aspect in place-making and planning. Roads play a multi-faceted role in the transport network, promoting local connectivity with high amenity and safety, encouraging sustainable and active transport modes and facilitating throughput across the precinct.

One of the main functional aspects that should be considered, regardless of the mode(s) being supported, is the continuum across which they provide a “link” or “place” function. These terms have been developed by Professor Peter Jones (Centre for Transport Studies, UCL, London), and he outlines the following characteristics with their functionality:

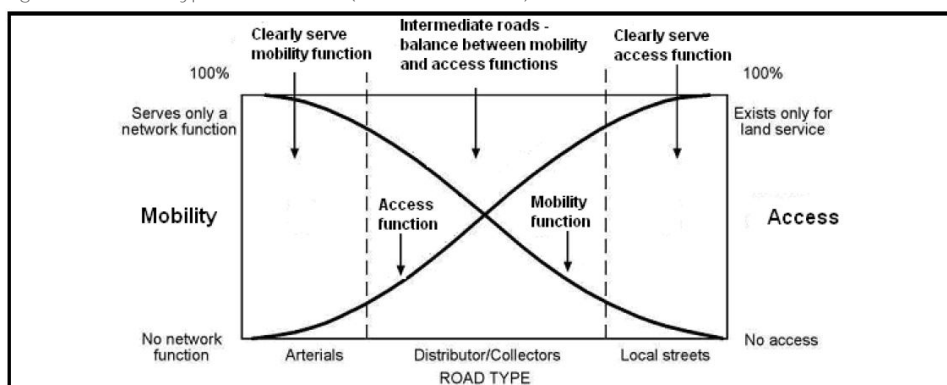
- “Links” are movement conduits that have design objectives to save time.
- “Places” are destinations in their own right and have design objectives to spend time.

When appropriately applied and integrated with land use, the balancing of “link” and “place” functions help forms an orderly, efficient and supportive road network for the community.

The above considerations differ from historical transport approaches in that they recognise that streets contribute in more ways than just moving people; they also consider economic, environmental and social aspects that encourage people to interact and spend time.

It should also be noted that this “link” and “place” approach has been used in Australia, but more around the level of access to the abutting land use, such as through Figure 5.3 that has been reproduced from the Austroads Guide to Traffic Management, Part 4: Network Management.

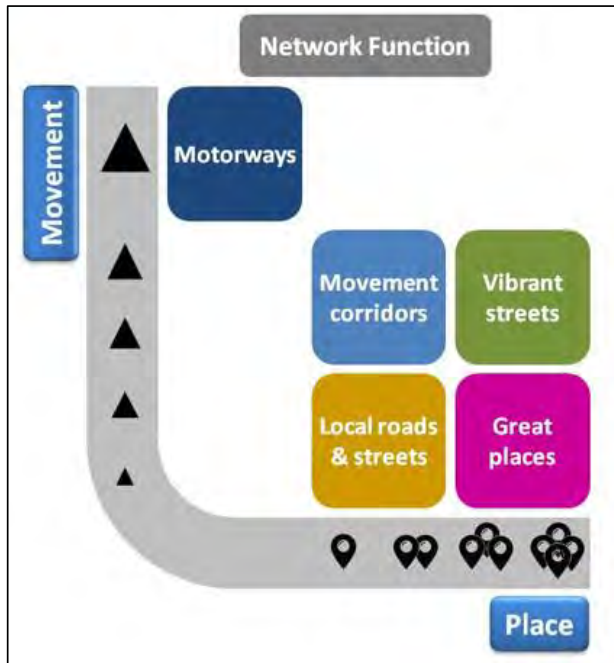
Figure 5.3: Road Type and Function (Source: Austroads)



This broad approach is beginning to be realised by VicRoads, who are starting to try and apply ‘*movement and place frameworks*’ to help guide the development of the road network. Such an approach does help to define priorities for each different road type and can also be used to gain community and stakeholder support.

Frameworks need to be flexible enough and include enough categories to reflect the varying road types and their functions that exist in the network. Given the scale and complexity of the study area, the primary focus is to restore Cranbourne as the focal point of the community. A vibrant area for meeting and place making relies on a resilient transport network. We recognise the importance of understanding the travel patterns both broadly and locally, with a potential movement and place framework shown in Figure 5.4.

Figure 5.4: Potential Movement and Place Framework for Cranbourne Town Centre

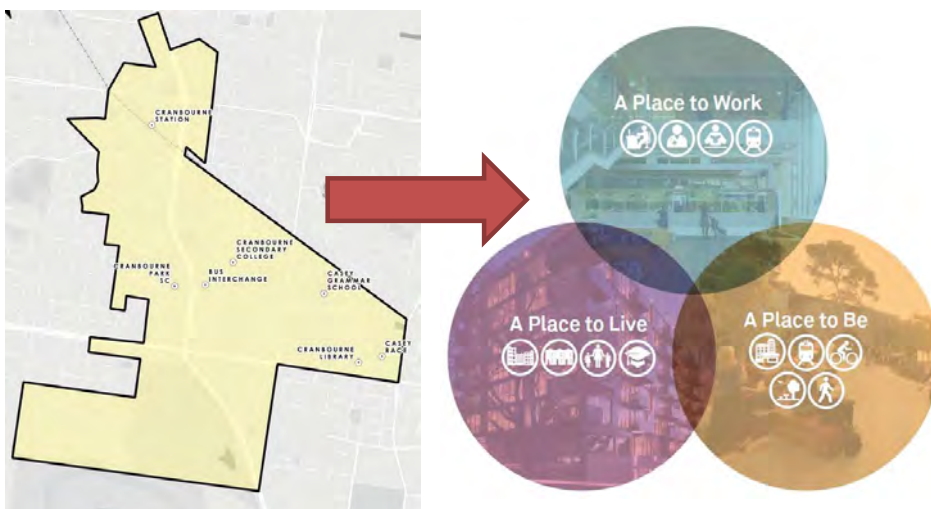


The main challenge for the Cranbourne Town Centre will be the conversion of South Gippsland Highway into an area that could be considered a “Vibrant Street” and a ‘Great Place’ in the future. Further review of the potential modifications to this area and the associated community benefits for Cranbourne will be provided in Section 6 of this report.

### 5.3 The Vision

Cranbourne is an area that aims to deliver a vibrant community for where people can work and live given the future population forecasts, as shown in Figure 5.5.

Figure 5.5: Cranbourne Town Centre and the Vision



V118270 // 19/12/17

Movement and Access Strategy // Issue: A  
Cranbourne Town Centre



As detailed earlier in this report, significant population increases are expected in both Cranbourne and Casey, with a majority of people working in or around Cranbourne who currently live in Cranbourne. Therefore, it is expected that Cranbourne will continue to be a place to live and work, however it **currently lacks many of the elements that make a 'place to be'**.

## 5.4 Melbourne, Casey and Cranbourne – A City of the Future

Melbourne in the future is likely to look far different to that of today. It will be considerably larger, its residents will be far more connected, the importance of information and data will be significant, and people will move around the city differently.

Transport planning for Cranbourne needs to have consideration to emerging technology and trends. The challenge is that the speed that technology is moving (and the resulting impact) is clearly evident such that the technology that is commonplace today was not contemplated four years ago. For example, shared transport networks are now a reality (e.g. Uber now operates in 73 countries and 473 cities). These networks are constantly evolving and it is clear that they are likely to form a more important part of the future of urban transport systems, especially given the additional potential uplift as a result of connected autonomous vehicles.

It is important to have these concepts in mind when planning, as catering for future demands (mostly through building in flexibility to adapt to change) is an essential part of planning. Some considerations for future planning for Cranbourne are outlined in Table 5.1.

Table 5.1: **'City of the Future' trends to be considered in planning**

Key transport related trends	Examples of the outcomes of trends to consider
Changing Demographics of Melbourne	Melbourne will likely have more people from non-English speaking backgrounds. Less access to cars. Greater movements internationally.
The next generation is likely to interact with neighbourhoods in a different way	<b>The 'home-work' trip will become more blurred.</b> Streets become social spaces.
Movement vs. Connectivity	People are likely to be completely connected and have constant access to real-time personalised information.
E-commerce	Online shopping is likely to be common place, which will drive increased deliveries of all goods. Home-based services are likely to increase.
Changing work places	Potentially there will be some impact, shared workspaces may become more common place.
Shared Transport Networks or Ride sharing	Likely to have a significant impact on transport network. The industry is likely to grow, and new models will develop.
Connected Autonomous vehicles	Have the potential to be fundamentally game-changing but the technology and its application is still in its early days. Self-driving coaches and trucks are likely to be a reality in the near future.

More discussion and consideration regarding some of the above items are provided throughout this document.

## 5.5 Demand Management

Consideration of a Demand Management Strategy, which Infrastructure Victoria terms as 'Changing behaviour, managing **demand**' should be investigated for the Cranbourne Town Centre.

This strategy should incorporate the number of levers that can contribute to achieving transport outcomes.

Todd Litman of the Victoria Transport Policy Institute (Canada) provides a summary of considerations (Table 5.2) in his paper *How Land Use Factors Affect Travel Behaviour*.

V118270 // 19/12/17

Movement and Access Strategy // Issue: A  
Cranbourne Town Centre



Table 5.2: Land Use Factors Affect Travel Behaviour

Land Use Factors	Transport Impacts	Planning Objectives
<ul style="list-style-type: none"> <li>Regional accessibility</li> <li>Density</li> <li>Land use mix</li> <li>Centeredness</li> <li>Road and path connectivity</li> <li>Roadway design</li> <li>Active Transport (walking and cycling conditions)</li> <li>Public transit service quality</li> <li>Parking supply and management</li> <li>Site design</li> <li>Mobility management</li> <li>Integrated Smart Growth programs</li> </ul>	<ul style="list-style-type: none"> <li>Vehicle ownership</li> <li>Vehicle trips and travel (mileage)</li> <li>Walking</li> <li>Cycling</li> <li>Public transit travel</li> <li>Ridesharing</li> <li>Telecommuting</li> <li>Shorter trips</li> </ul>	<ul style="list-style-type: none"> <li>Congestion reduction</li> <li>Road and parking cost savings</li> <li>Consumer savings and affordability</li> <li>Improved mobility for non-drivers</li> <li>Traffic safety</li> <li>Energy conservation</li> <li>Pollution emission reduction</li> <li>Improved public fitness and health</li> <li>Habitat protection</li> <li>Improved community liability</li> </ul>

The work completed by Litman should guide into the elements within Access and Movement Strategy for the Cranbourne Town Centre.



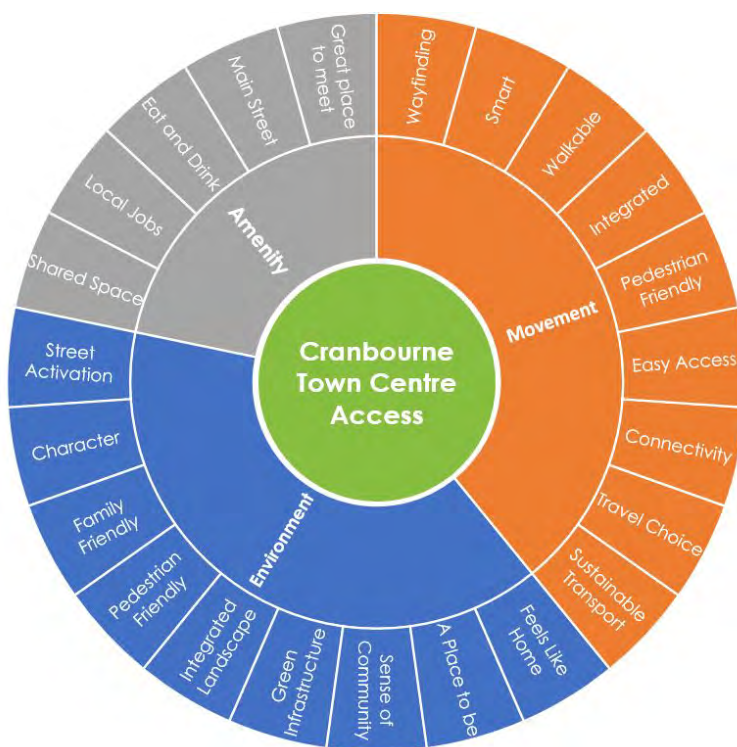
## 6. Cranbourne Movement Strategy

### 6.1 Future Aspirations

A workshop at Casey City Council offices was undertaken on 9 August 2017 to ascertain Council's future aspirations for the Cranbourne Town Centre. A brainstorming session on the desired outcomes for the centre identified the following key items, with the detail shown graphically in Figure 6.1.

- Amenity, of where people want to be
- Movement, of people on all modes of transport
- Environment, of where people want to live and work.

Figure 6.1: Cranbourne Town Centre Future Aspirations



The aspirations are generally consistent with the aims outlined in the Cranbourne Town Centre Structure Plan (2011) and Cranbourne Town Centre Urban Design Framework (2011).

Notable objectives from the abovementioned documents include objectives such as *"a pleasant pedestrian environment for shopping and dining"*, *"renewed active and vibrant streetscaped for the corridor"* and *"improve the interaction between the eastern and western retail precincts"*, which are all consistent with the aspirations shown in Figure 6.1.

## 6.2 Other Key Transport Developments

Through discussions at the 'Transport Working Group' meetings, two key transport developments were identified that will have a significant impact to the transport movement and access for the Cranbourne Town Centre that lie outside of Council's control. These are:

- i Construction of a bypass of the Cranbourne Town Centre
- ii Extension of the Cranbourne railway line to East Cranbourne and Clyde.

Council's transport strategy necessarily sits within the uncertainty provided by these two major transport developments.

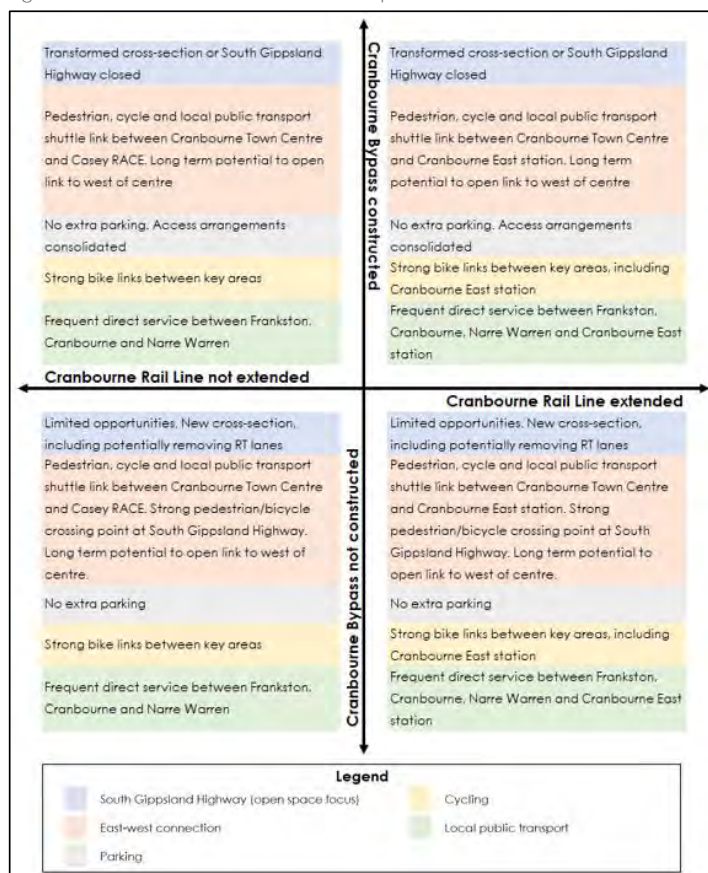
Council's transport strategy is restricted by uncertainties regarding the approval of these two major projects. To address this uncertainty, the key action aims related to transport and movement are considered as follows:

- Conversion of all or part of South Gippsland Highway through the Cranbourne Town Centre into a more enhanced street for its residents (street for people),
- Strong east-west connection between Cranbourne Town Centre and Casey RACE through Lyall Street to New Holland Drive. This will create a single consolidate activity axis with amended access arrangements
- Reduction in car parking provision and change to vehicle access to encourage the use of sustainable modes,
- Pedestrian and bicycle connectivity improvements both into and through the town centre, and
- Local public transport improvements for effective and useful connection to neighbouring activity centres including Frankston and Narre Warren.

It is assumed that State government decisions on the Cranbourne bypass and the extension of the Cranbourne Rail Line are independent. As such, this creates four broad major transport infrastructure options (bypass constructed/not constructed, and Cranbourne rail extension constructed/not constructed) within which the Cranbourne Town Centre's development must proceed.

Having regard to the above, Figure 6.2 summarises how the key local action themes might be expressed under each of the major transport infrastructure options.

Figure 6.2: Cranbourne Infrastructure Options



It is recommended that Council implement each of the key action themes (with the assistance of others) for the Infrastructure Options depending on the status of the two key projects out of Council's control.

### 6.3 What is the Current Key Movement Barrier?

Through discussions at the 'Transport Working Group' meetings, it was identified that the key east-west link barrier was a combination of South Gippsland Highway and Cranbourne Park Shopping Centre.

#### 6.3.1 South Gippsland Highway

South Gippsland Highway is as a primary arterial road and is a divided, dual carriageway road aligned in a north-south direction and is configured with three-lanes in each direction through Cranbourne Town Centre, reducing to two lanes in each direction at the periphery of the study area.

South Gippsland Highway has a road reserve width of approximately 40m within Cranbourne Town Centre, with four sets of signalised crossing points between Sladen Street and Clarendon Street (850m), is subject to a posted (static) speed limit of 60km/hr and carries approximately 35,000 vehicles per day.

V118270 // 19/12/17

Movement and Access Strategy // Issue: A  
Cranbourne Town Centre



Based upon on-site observations and subsequent key stakeholders, the following are considered key factors to the east-west connectivity barrier in respect to South Gippsland Highway:

- Width of road reserve (crossing width)
- Lack of pedestrian crossings (activation)
- Traffic volumes
- Freight (noise)
- Speed limit.

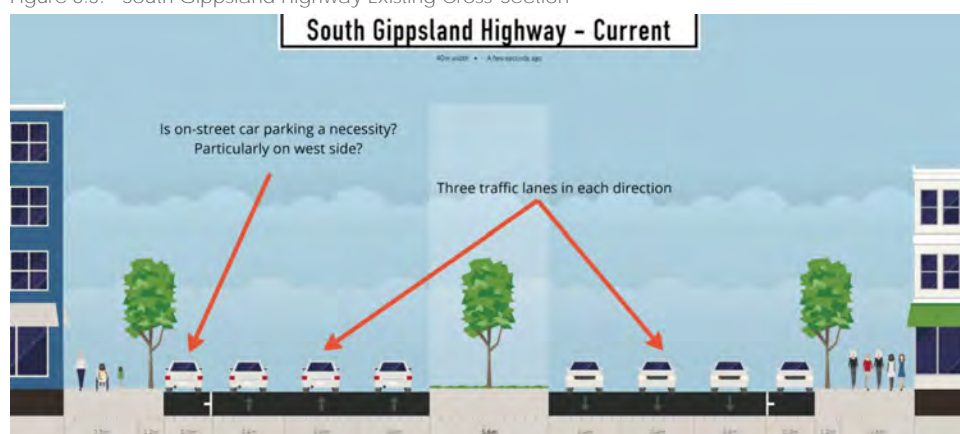
To change the 'role of the street' for South Gippsland Highway to a 'great place' where the community can 'live', 'work' and 'be', an examination of the existing cross-section is provided below and the potential modifications that could be implemented to benefit Cranbourne Town Centre.

### 6.3.2 South Gippsland Highway Cross-Section

#### Existing Cross-Section

The existing cross-section of South Gippsland Highway (in Cranbourne Town Centre) is shown in Figure 6.3.

Figure 6.3: South Gippsland Highway Existing Cross-Section



The following summarises of the key characteristics noted regarding the existing South Gippsland Highway cross-section:

- Three lanes in each direction, two parking lanes and a wide median (primarily for turning vehicles), providing a wide crossing width.
- Footpaths of approximately 3.5m in width, as well as additional planting areas provide wide existing footpaths on both sides of the carriageway.
- Having regard to the car parking demands for the study area, on-street car parking is not considered necessary.
- Having regard to mid-block traffic performance and that Cranbourne currently lacks many of the elements that make a 'great place', a road carriageway that has three lanes in each direction is not considered necessary.

#### Future Cross-Section (Interim)

To balance the different mode share options on South Gippsland Highway, on-street bike (with landscaped separation between the footpath and road carriageway) and bus lanes could be provided in lieu of the third traffic lane and on-street parking on both sides of the carriageway. It is recommended that the bike lanes be 2m in width to allow more competent cyclist (commuter) to safely pass a recreational cyclist in this area.

V118270 // 19/12/17

Movement and Access Strategy // Issue: A  
Cranbourne Town Centre





It should also be noted that this future option does not propose to amend the footpath widths or median (therefore continuing to allow right hand turns in the median). Two traffic lanes in each direction is considered to be satisfactory, given that this is the traffic throughput north and south of the Cranbourne Town Centre and is appropriate future (interim) option prior to the construction of the Cranbourne Bypass.

Various discussions at the transport working group<sup>12</sup> regarding a reduction in traffic lanes on South Gippsland Highway to assist other transport modes in the study area were generally accepted, subject to a detailed traffic assessment at a later date.

For reference, the future (interim) cross-section opportunity for South Gippsland Highway (in Cranbourne Town Centre) is shown in Figure 6.4

Figure 6.4: South Gippsland Highway Future (Interim) Cross-Section



It is recommended that the cross-section of South Gippsland Highway be modified in the immediate future to assist other transport modes accessing the Cranbourne Town Centre and act as a catalyst in transforming this area to a great public space that begins to reduce the east-west barrier that is evident through Cranbourne.

It is noted that reducing this cross-section may have an impact on the surrounding network and the testing of the impact of this is provided in Section 7 of this report.

#### Future Cross-Section (Ultimate)

The construction of an interim future South-Gippsland Highway cross-section (shown in Figure 6.7) could be undertaken immediately, however this design is not considered to achieve the placemaking objectives shown in Figure 6.1.

As such, the future (ultimate) cross-section opportunity for South Gippsland Highway (in Cranbourne Town Centre) is shown in Figure 6.5.

<sup>12</sup> Consisting of representatives at Casey City Council, Transport for Victoria, VicRoads and PTV

Figure 6.5: South Gippsland Highway Future (Ultimate) Cross-Section



The following summarises of the key characteristics noted regarding the future (ultimate) South Gippsland Highway cross-section design option shown in Figure 6.8:

- Provision of a 3m median to allow right turns if VicRoads consider these to be absolutely necessary, however provides a reduction to the existing median and allows tree planting opportunities
- One traffic lane in each direction (assumes construction of the Cranbourne Bypass)
- One dedicated bus lane in each direction (assumes bus service upgrades and frequency)
- Provision of 2m wide bicycle lanes in each direction (to allow more competent cyclist to safely pass a recreational cyclist)
- A total of 4m on each side of the carriageway for verge upgrades such as street trees, seating areas and on-street bicycle parking
- Provision of 5m wide footpaths on each side of the carriageway for not only pedestrian movement, but also street activation and placemaking opportunities.

Having regard to the above, it is recommended that the cross-section of South Gippsland Highway be modified following the completion of the Cranbourne Bypass to transform this area to a great public space and reduces the east-west barrier that is evident through Cranbourne.

### 6.3.3 Other South-Gippsland Highway Considerations

#### Example Road Improvement Projects

Whilst no two roads are ever the same (in terms of traffic volumes, adjoining land uses, public transport proximity, cyclists and pedestrian volumes, location, etc), it is important to note that there have been a couple of other example road improvement projects in Metropolitan Melbourne recently.

These projects have been primarily coordinated by VicRoads and the local Council to achieve outcomes that seek to satisfy all modes of transport and subsequently improve amenity of the area, placemaking and movement. Aerial images of 'before' and 'after' outcomes for both Maroondah Highway, Ringwood and Princes Highway, Dandenong are provided in Figures 6.6-6.7 and Figures 6.8-6.9, respectively.

Figure 6.6: Ringwood Before



Figure 6.7: Ringwood After



Figure 6.8: Dandenong Before



Figure 6.9: Dandenong After



The above figures illustrate the effectiveness of the removal of traffic lanes and on-street for the provision of bicycle lanes, wider pedestrian laneways, tree planting and narrower crossing widths.

Both the above road improvement projects enjoy bypass options for utilisation by non-local traffic, which reiterates the importance of the Cranbourne Bypass to the community to allow the modification of South Gippsland Highway.

#### Speed Limit

Both previously mentioned examples of Maroondah Highway, Ringwood and Princes Highway, Dandenong are subject to a (recently reduced) posted speed limit of 40km/hr, with Princes Highway having a variable speed limit sign.

To begin the transformation of South Gippsland Highway to a great public space that will be more conducive to pedestrians, it is recommended that the speed limit be reduced from 60km/hr to 40km/hr, between Clarendon Street to Sladen Street. This should be in the form of a variable speed sign.

#### Tree Planting

VicRoads has recently amended their Tree Planting Policy, providing guiding principles for consideration of tree retention or new tree planting in road reserves. VicRoads recognise that trees provide significant benefits to the community including encouraging active travel, air pollution reduction, improved amenity and intangible benefits to public health.

Within the policy, restrictions apply to planting trees within the road reserve for speed limits above 50kmh. For this reason, the provision of street trees on South Gippsland Highway will be far more flexible subject to a reduced speed limit of 40kmh.

V118270 // 19/12/17

Movement and Access Strategy // Issue: A  
Cranbourne Town Centre



### 6.3.4 Cranbourne Park Shopping Centre

Cranbourne Park Shopping Centre is owned and operated by The Cranbourne Park Shopping Centre owners. It is located along the western side of South Gippsland Highway and contains approximately 65,000sqm of floor space comprising of tenants such as Woolworths, Coles, Kmart, Target and Harris Scarfe. Additionally, approximately 1,700 car parking spaces are provided within the shopping centre.

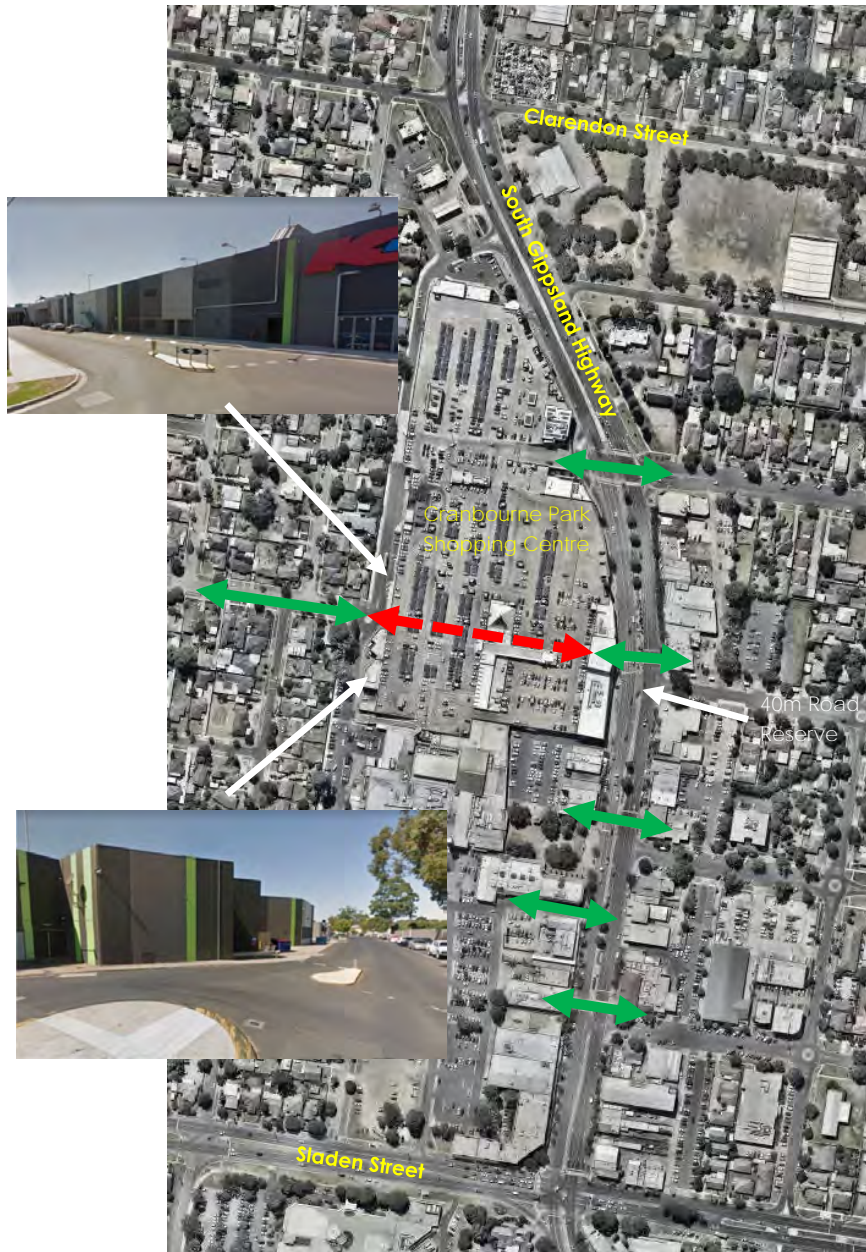
Based upon on-site observations and subsequent key stakeholders, the following are considered key factors to the east-west connectivity barrier in respect to Cranbourne Park Shopping Centre:

- The extensive back of house area along the western boundary
- The decommission of Stawell Street due to the shopping centre expansion
- The circuitous east-west pathways within the shopping centre between Lyall Street and Cranbourne Drive
- The width of the shopping centre.

For reference, an aerial image of South Gippsland Highway (between Sladen Street and Clarendon Street) and Cranbourne Park Shopping Centre within Cranbourne Town Centre is shown on Figure 6.10 to illustrate the above key factors in the east-west pedestrian barrier.



Figure 6.10: South Gippsland Highway/Cranbourne Park Shopping Centre Aerial Image



Source: Nearmap

It is understood that future development of Cranbourne Park Shopping Centre is likely to be in approximately 5-10 years' time. As such, it is recommended that Council provide objectives for The Cranbourne Park Shopping Centre owners to achieve this in conjunction with future development to achieve connectivity within the Shopping Centre that strengthens Lyall Street and improves connectivity with Cranbourne Drive to the west.

V118270 // 19/12/17

Movement and Access Strategy // Issue: A  
Cranbourne Town Centre



## 7. Option Testing

### 7.1 Background

To understand the broad-level impact of future land use projections and interventions on the transport network within the Cranbourne study area, three transport options have been analysed as follows:

- Options 1: 'Business as usual' (the likely transport network, for a given land use)
- Options 2: 'Basic interventions' (some further changes to the transport network to support the outcomes of the Town Centre)
- Options 3: 'Connected Cranbourne' (more significant changes to the transport network to support the outcomes of the Town Centre and the wider outer south east).

The above transport options have been tested for land use projections in the future years 2021, 2031 and 2046 using VITM modelling.

### 7.2 Option Testing Options

Having regard to the above transport options, several initiatives are included to achieve the desired transport improvement outcome. Table 7.1 provides details on the initiatives contained within each proposed option. The three transport options combined with the five land use projections creates a total of 15 options.

Table 7.1: Option Testing

Table 7.1: Option Testing							
Initiative	Name	2021		2031		2046	
		Existing density	Enhanced density	Existing density	Enhanced density	Existing density	Enhanced density
Option 1. Business as usual							
A	Reference Case	X	N/A	X	X	X	X
Option 2. Basic Interventions							
A	Reference Case	X	N/A	X	X	X	X
D*	Regional PT connections Lite	X		X	X	X	X
B	New / revised parking controls	X		X	X	X	X
C	Rail extension to Cranbourne East and Clyde	-		-	X	X	X
G	Northern road bypass	X		X	X	X	X
I*	Strategic pedestrian network Lite	X		X	X	X	X
Option 3. Connected Cranbourne							
A	Reference Case	X	N/A	X	X	X	X
B	New / revised parking controls	-		X	X	X	X
C	Rail extension to Cranbourne East and Clyde	X		X	X	X	X
C*	Dandenong National Employment Cluster Station	-		-	-	X	X
D	Regional PT connections	-		X	X	X	X
D*	Regional PT connections Lite	X		-	-	-	-
E	Local PT connections	X		X	X	X	X

V118270 // 19/12/17

Movement and Access Strategy // Issue: A  
Cranbourne Town Centre



Initiative	Name	2021		2031		2046	
		Existing density	Enhanced density	Existing density	Enhanced density	Existing density	Enhanced density
F	Southern road bypass	-		X	X	X	X
H	Strategic cycling network	X		X	X	X	X
I	Strategic pedestrian network	-		X	X	X	X
J	Policy incentives	X		X	X	X	X

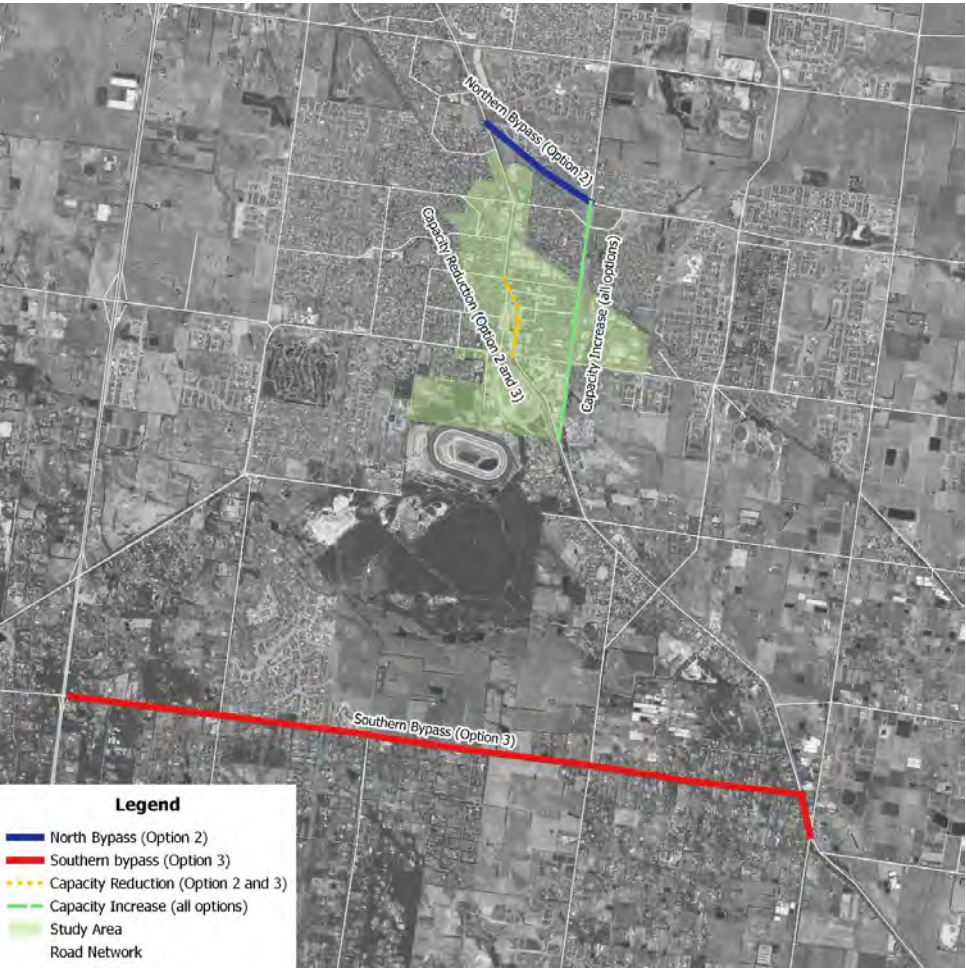
For further information, Appendix C provides an expanded form of Table 7.1, with a description of each proposed option within the three options, as well as what each option is responding to within the learnings discovered in this study listed throughout this report.

Additionally, Figure C1 to Figure C5 and Table C1 within Appendix C provide further information relating to a number of description items within Table 7.1.

#### Road Network Changes

The changes to the road network outlined in the respective Options in Table 7.1 relate to a number of treatments that have the potential to shift through traffic away from the town centre. In particular, the Northern and southern bypasses are aimed at facilitating this shift. Figure 7.1 shows the location of the two bypasses tested in the model as well as other items included to support the shift.

Figure 7.1: Road Network Change and Locations



Public Transport

For public transport services, projects like the Melbourne Metro, the Caulfield to Dandenong line upgrade, and limited bus service improvements have been included in all options. Option 2 and Option 3 include a substantial bus network that seeks to provide better connections to the broader area in the aim of facilitating modal shift. Figure 7.2 shows the bus network used for Option 1 whilst Figure 7.3 shows the coverage of the bus network in Option 3.



Figure 7.2: Option 1 Case Bus Network Coverage (2046)

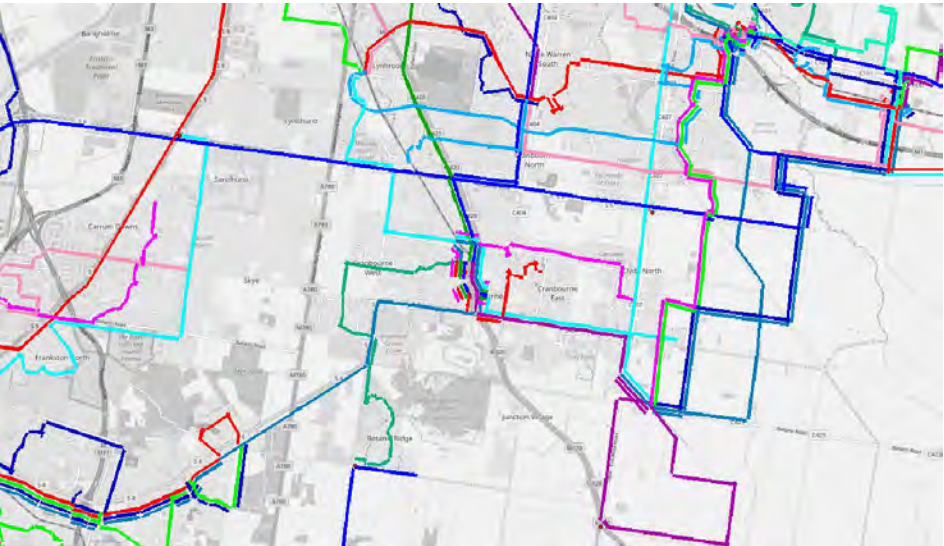
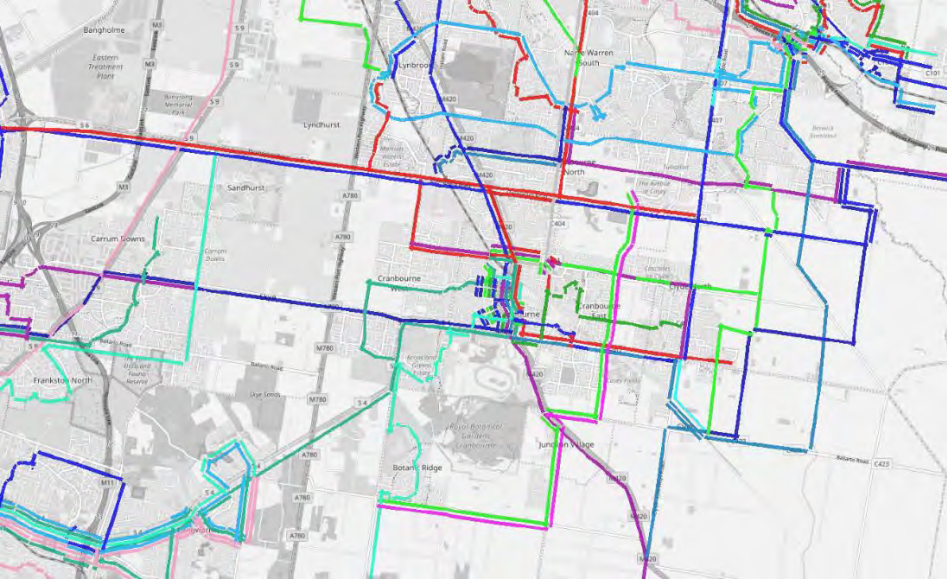


Figure 7.3: Option 3 Bus Network Coverage (2046)



7.3 Land Use

The Existing Density land use projections utilising the VITM reference case, which are aligned to the Victoria In Future forecasts. The Enhanced Density builds on the Existing Density by incorporating the work contained in the SGS Economics and Planning report, which has higher land use yields in the Town Centre.

Table 7.2 shows the land use projections used as part of the assessment options., with increases in the Town Centre jobs and residents.

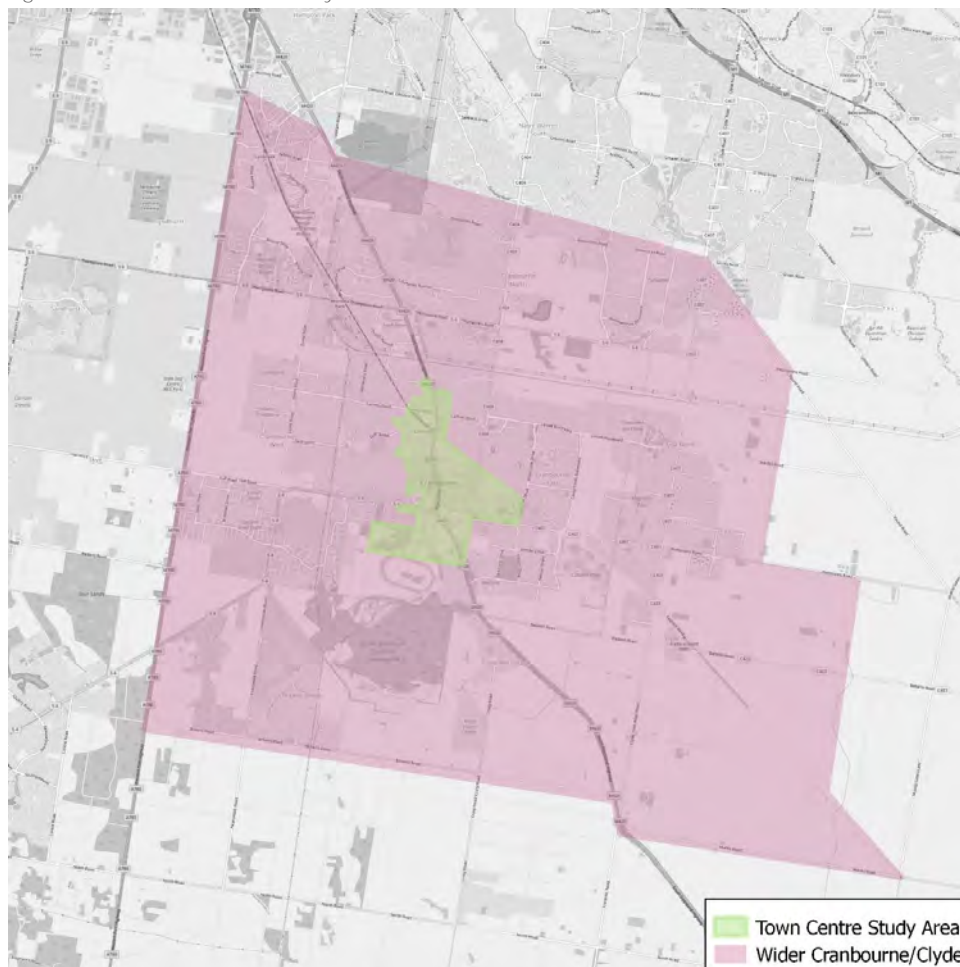
Table 7.2: Land Use Projections – Cranbourne and surrounds

Location/Area	Existing density			Enhanced density		
	Population (no. of people)	Household (no. of dwelling)	Employment (no. of jobs)	Population (no. of people)	Household (no. of dwelling)	Employment (no. of jobs)
2016						
Town Centre Study Area	3,570	1,250	5,560	-	-	-
Wider Cranbourne / Clyde (excl Study Area)	84,130	29,480	8,510	-	-	-
<i>Total</i>	<i>87,700</i>	<i>30,730</i>	<i>14,070</i>	-	-	-
2021						
Town Centre Study Area	3,590	1,270	6,300	-	-	-
Wider Cranbourne / Clyde (excl Study Area)	114,420	40,450	10,030	-	-	-
<i>Total</i>	<i>118,010</i>	<i>41,720</i>	<i>16,330</i>	-	-	-
2031						
Town Centre Study Area	4,700	1,900	7,340	7,900	3,230	7,540
Wider Cranbourne / Clyde (excl Study Area)	158,350	56,570	13,060	158,350	56,570	13,060
<i>Total</i>	<i>163,050</i>	<i>58,470</i>	<i>20,400</i>	<i>166,250</i>	<i>59,800</i>	<i>20,600</i>
2046						
Town Centre Study Area	5,400	2,000	8,130	27,850	10,320	9,640
Wider Cranbourne / Clyde (excl Study Area)	196,510	72,830	18,260	196,510	72,830	18,260
<i>Total</i>	<i>201,910</i>	<i>74,830</i>	<i>26,390</i>	<i>224,360</i>	<i>83,150</i>	<i>27,900</i>

The enhanced density projections show that Cranbourne has the potential to provide in the order of 3,200 extra dwellings in the town centre if delivered. All of this population will put pressure on the local and regional transport networks, and are elaborated on further in the following sections.

For completeness, the town centre and wider area extent referred to in Table 7.2 are shown spatially in Figure 7.1.

Figure 7.4: Town Centre and Study Area Extent



## 7.4 Option Outcomes

A full suite of outputs has been extracted from the model and are located within Appendix D. These include the following:

- Road network characteristics including link class and number of lanes
- Two-hour link volumes for AM and PM peak by direction
- Daily link volumes by direction
- Volume to capacity plots for the two-hour AM and PM peak periods

With a significant amount of information that can be extracted from the modelling, we will focus the analysis on 2031, which corresponds to the medium-term timeframe in the recommendation section.

### 7.4.1 Network Statistics

Based on the outcomes of the VITM modelling, this section presents the Vehicle Kilometres Travelled (VKT), Vehicle Hours Travelled (VHT) and the average speed of vehicles of the network for each option for the respective time period. The area that these are calculated for represents

the Cranbourne and Clyde area (refer to Figure 7.4) and provides an indication of the impact of each of the options as it relates to the way people travel, and are shown in Table 7.3.

Table 7.3: 2031 Options – Private Vehicles Travel Statistics - Wider Cranbourne and Clyde

2031 Option	AM Peak			PM Peak		
	Vehicle Kilometres Travelled (VKT)	Vehicle Hours Travelled (VHT)	Average Speed (km/hr)	Vehicle Kilometres Travelled (VKT)	Vehicle Hours Travelled (VHT)	Average Speed (km/hr)
Existing density – Option 1	1,358,000	33,730	40.3	1,477,900	37,550	39.4
Existing density – Option 2	1,357,900	33,650	40.4	1,477,900	37,520	39.4
Existing density – Option 3	1,355,300	33,350	40.6	1,474,400	37,210	39.6
Enhanced density – Option 2	1,364,000	33,880	40.3	1,481,100	37,660	39.3
Enhanced density – Option 3	1,362,500	33,600	40.6	1,479,900	37,460	39.5

The results show that the Option 3 transport network performs better Option 2, with lower vehicle VKT and VHT's resulting in a higher average speed. The Enhanced Density land use projections, result in higher total VKT and VHT than the Existing Density which is expected due to more people and jobs in the area.

A positive for the initiatives and land use is that the Enhanced Density Option 3 and Existing Density Option 3 have the same average speed meaning that increased densities should not impact on the network.

#### 7.4.2 Public Transport Statistics

To understand the impact of the transport options on public transport usage, the model the changes in trip behaviour by local area have been extracted and are shown in Figure 7.5 and Figure 7.6.

Figure 7.5: Percentage Change in Public Transport use by area from Option 2 to Option 3 (2031 Daily - Enhanced Density)

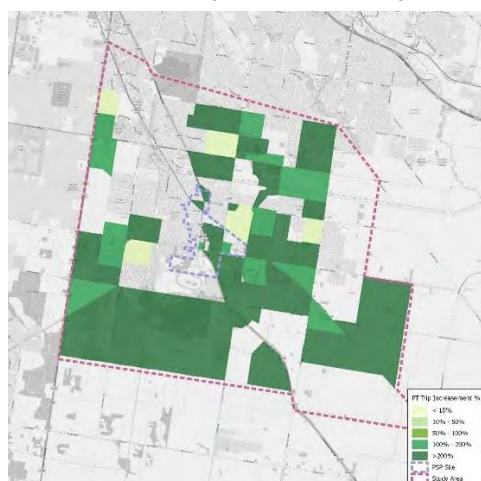
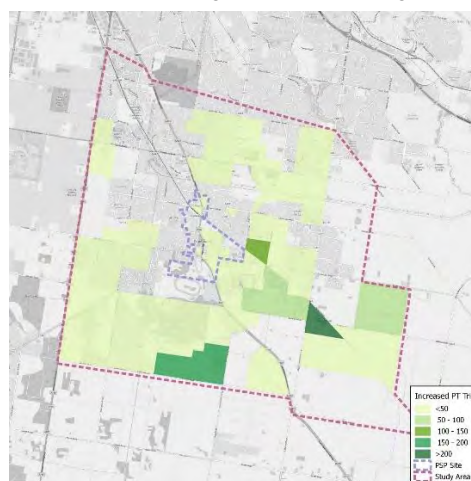


Figure 7.6: Change in number of Public Transport trips by area from Option 2 to Option 3 (2031 Daily - Enhanced Density)





Both figures show the growth along the rail extension to Clyde, and the positive impact of the regional PT connections initiatives with additional bus services south west and north east of the Cranbourne town centre.

## 7.5 Basic Intervention (Option 2) Outcomes

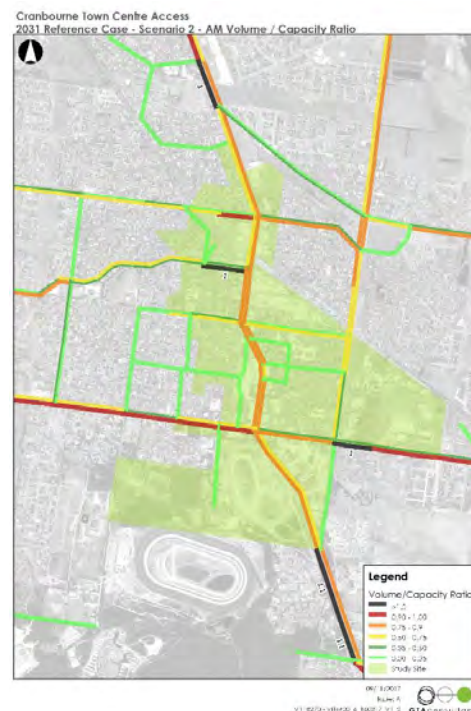
Basic Intervention Option (2) builds on Business as Usual Option (1), as such a comparison between the two options has been undertaken to demonstrate the impact of the treatments. The Volume to Capacity Ratio (VCR), which also correlates to a degree of road saturation metric, is a good indicator as to the operation of the network at the specific link locations.

Figure 7.7 and Figure 7.8 show the Volume to Capacity Ratios on the network for Option 1 and Option 2 respectively.

Figure 7.7: Volume Capacity Ratios – AM Peak – 2031 – Business As Usual (Option 1)



Figure 7.8: Volume Capacity Ratios – AM Peak – 2031 – Basic Interventions (Option 2)



The plots show that even with the reduced capacity provided through the town centre on the South Gippsland Highway the introduction of the capacity increases on Narre Warren Road will attract away the through traffic and result in the benefit of reducing congestion through the town centre.

Figure 7.9 has also been prepared to show the difference in volumes during the AM peak between Option 1 and Option 2 during the two-hour AM peak period, where green represents a reduction in volume and red represents an increase in volume.

Figure 7.9: Difference Plot between Option 1 and Option 2 (AM Peak 2031)



The objective of the network changes in Option 2 appear to be achieved in that they are able to encourage trips reduction in travel on the South Gippsland Highway through the town centre. Of note, the Cranbourne Town Bypass (Northern initiative) between Narre Warren Cranbourne Road and South Gippsland Hwy is not heavily utilised.

When demonstrating the impact of the initiatives on public transport, extracting the boardings on services is the most useful way. Table 7.4 summarises the boardings at railway stations on the Cranbourne line at the stations of Cranbourne Merinda Park and Lynbrook.

Table 7.4: Station Boardings of Cranbourne Merinda Park and Lynbrook in 2031

Option	AM Peak	PM Peak	Daily
	Boarding	Boarding	Boarding
Option 1 – Existing density	8,450	1,270	18,180
Option 2 – Existing density	9,470	1,410	22,020

From this we see an increase in boardings in the AM Peak of around 1,000, and across the day of about an additional 4,000 passengers. This highlights that the network improvements service both peak and non-peak travel.

The value of the Regional PT connections initiative is by having a similar number of daily boardings as the Cranbourne line. Usages of these buses also marginally increased with the enhanced density, with an additional 50 boardings in the AM Peak on the Regional PT connections initiative routes to 4,750, and across the day an increase of 250, to 21,000

## 7.6 Connected Cranbourne (Option 3) Outcomes

Connected Cranbourne Option (3) builds on Business as Usual Option (1) and a comparison between the two in 2031 has also been undertaken. As previously mentioned, the Volume to Capacity Ratio (VCR), which also correlates to a degree of road saturation metric, is a good indicator as to the operation of the network at the specific link locations.

Figure 7.10 and Figure 7.11 show the Volume to Capacity Ratios on the network for Option 1 and Option 2 respectively.

Figure 7.10: Volume Capacity Ratios – AM Peak – 2031 – Business As Usual (Option 1)

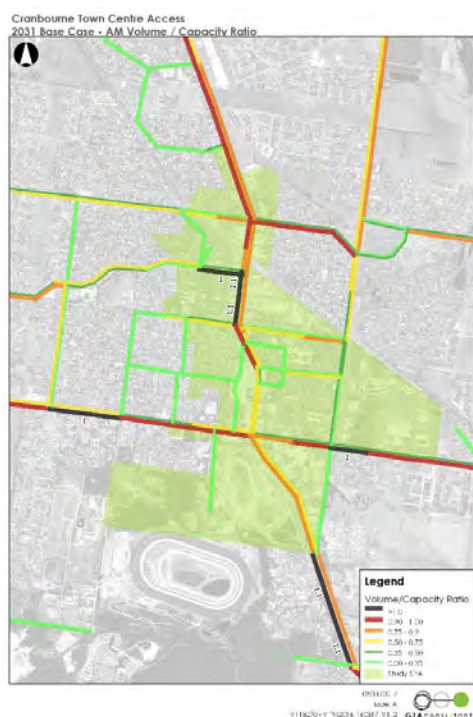


Figure 7.11: Volume Capacity Ratios – AM Peak – 2031 – Connected Cranbourne (Option 3)

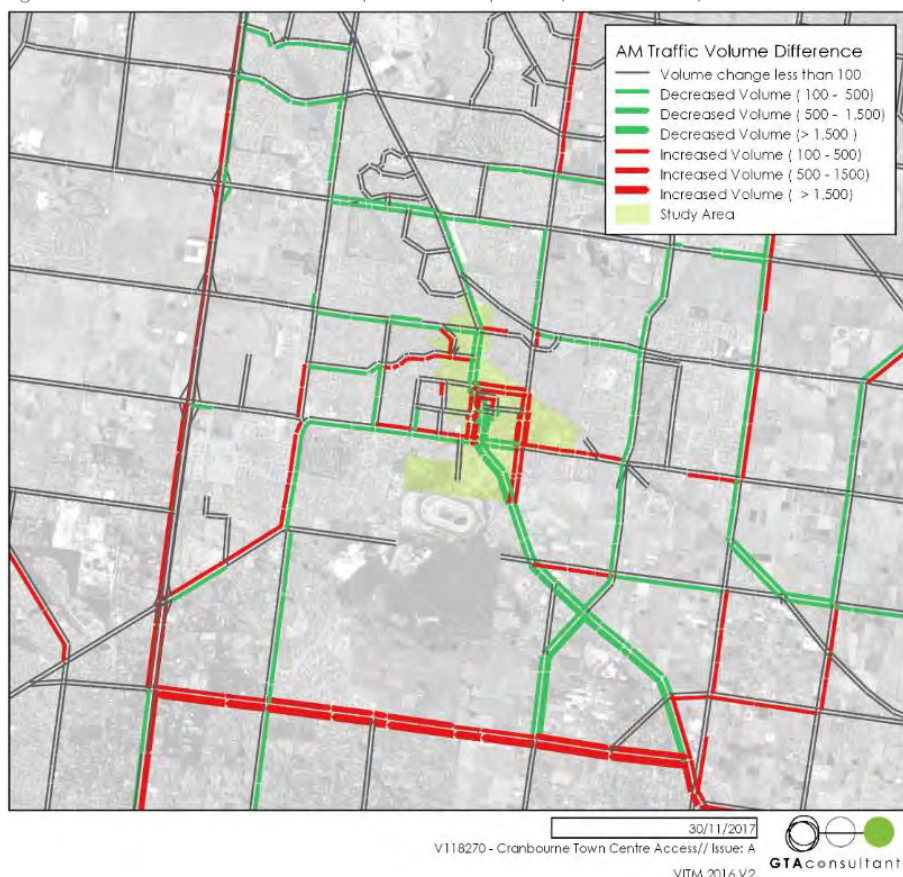


The model outputs show a significant improvement in the level of congestion through the town centre as a result of the interventions for a Connected Cranbourne. In particular the low levels of congestion on the South Gippsland Highway in the town centre would result in significant increases in freedom for people to travel and move accordingly.

Figure 7.10 has also been prepared to show the difference in volumes during the AM peak between Option 1 and Option 3 during the two-hour AM peak period, where green represents a reduction in volume and red represents an increase in volume.



Figure 7.12: Difference Plot between Option 1 and Option 3 (AM Peak 2031)



The changes in Option 3 have reduced traffic as additional population and jobs seem to encourage some local trips in the Town Centre with the northern parts of the South Gippsland Highway. The Cranbourne Town Bypass (Southern initiative) between Narre Warren Cranbourne Road and South Gippsland Highway is not in itself adding new traffic. Instead, it acts as an attractor to redistribute traffic from other parts of the network, providing a net improvement to overall operational efficiency.

Table 7.5 summarises the boardings at railway stations on the Cranbourne line at the stations of Cranbourne Merinda Park and Lynbrook.

Table 7.5: Station boardings of Cranbourne Merinda Park and Lynbrook in 2031

Option	AM Peak	PM Peak	Daily
	Boarding	Boarding	Boarding
Option 1 – Existing density (3 stations)	8,450	1,270	18,180
Option 3 – Existing density (5 stations)	10,800	2,210	25,960

The value of the Regional PT connections initiative is by having a similar number of daily boardings as the Cranbourne line. Usages of these buses is around 5,100 boardings in the AM Peak on the Regional PT connections initiative routes and 22,100 across the day. This is an increase of around 1,300 persons.

Option 3 Regional PT connections initiatives also included using potentially available land to build additional lanes dedicated for buses.



Table 7.6 provides a summary of the reductions in travel time in minutes as a result of these lanes. The travel times are compared to Option 2 in this assessment.

Table 7.6: Improvement (Reduction) in Travel Time (mins) from Option 3 to Option 2, 2031 Enhanced Density

Line No.	Route Name	AM Peak	PM Peak
9001	CARRUM TO CLYDE NORTH	1.14	53.05
9001R	CLYDE NORTH TO CARRUM	40.19	6.66
9002	CLAYTON TO DANDENONG SOUTH	6.89	41.32
9002R	DANDENONG SOUTH TO CLAYTON	40.18	9.03
9003	DANDENONG TO MENTONE	4.01	4.01
9003R	MENTONE TO DANDENONG	-0.48	8.52
9004	CHELtenham TO NOBLE PARK	1.83	3.95
9004R	NOBLE PARK TO CHELtenham	3.24	2.2
9005	SEAFORD TO CRANBOURNE	7.34	38.13
9005R	CRANBOURNE TO SEAFORD	33.63	11.19
9006	CRANBOURNE WEST TO CLYDE	3.51	11.66
9006R	CLYDE TO CRANBOURNE WEST	6.56	4.29
9007	BERWICK TO CRANBOURNE	3.95	7.83
9007R	CRANBOURNE TO BERWICK	6.46	7.96
9008	NARRE WARREN TO CLYDE	5.47	23.93
9008R	CLYDE TO NARRE WARREN	18.41	11.82

The results show that there are some significant time savings for the buses, which has been supported by increase in boardings on these routes. Further work is recommended around the value of these priority measures and the impact on patronage.

## 8. Key Recommendations

Based on the analysis and discussions presented within this study, many recommendations have been made regarding both the existing transport characteristics of Cranbourne, as well as necessary improvements to accommodate future growth of the study area.

In this regard, Table 8.1 has been prepared to summarise the recommendations and nominate the relevant stakeholders / authorities for each Option.

Table 8.1: Cranbourne Movement and Access Recommendations

Recommendation	Timeframe			Key Stakeholder/ Authority Responsible [1]
	Short Term (0-5 years)	Medium Term (5-15 years)	Long Term (15-30 years)	
Reduce car parking provision and access arrangements for both retail and residential developments to promote walking and cycling.	✓	✓	✓	Council
Council to implement each of the key actions themes (with the assistance of others) for the Infrastructure Options depending on the status of the two key projects out of Council's control.	○	○	✓	Council, VicRoads, Transport for Victoria, PTV
Advocate for the construction of the Cranbourne bypass and the extension of the Cranbourne railway line to East Cranbourne and Clyde.	✓	✓	✓	Council
Council to develop objectives for the future expansion of Cranbourne Park Shopping Centre which achieved improvements in connectivity from Lyall Street to Cranbourne Drive.	○	✓	✓	Council
The cross-section of South Gippsland Highway be modified in the immediate future (two lanes in each direction).	✓	✓	✓	Council, VicRoads
The cross-section of South Gippsland Highway be modified following the completion of the Cranbourne Bypass (one lane in each direction).	○	✓	✓	Council, VicRoads
Amend the current speed limit of 60km/hr on South Gippsland Highway (between Clarendon Street to Sladen Street) to 40km/hr to improve pedestrian amenity and assist with better street tree outcomes. This should be in the form of a variable speed sign.	✓	✓	✓	Council, VicRoads
Develop a strategic cycling network, supported through infrastructure such as cycling lanes, head start boxes and lights, wayfinding signage and end-of-trip facilities. Ensure that all four roads in the vicinity of the study area that make up part of the VicRoads Principal Bicycle Network include these dedicated facilities.	✓	✓	✓	Council
Develop a strategic pedestrian network, supported through infrastructure such as footpaths, pram ramps, street furniture, wayfinding signage and street lighting.	○	✓	✓	Council
Implement several regional bus routes (high frequency with dedicated bus lanes) along primary arterial roads to connect to railway stations activity centres and regions with higher job rates.	○	✓	✓	Council, PTV, VicRoads



V118270 // 19/12/17

Movement and Access Strategy // Issue: A  
Cranbourne Town Centre



Implement several local bus routes within Cranbourne between key areas (such as Cranbourne station, Cranbourne Park Shopping Centre, schools and Casey RACE).				Council
---	---	---	---	---------

[1] Any Council responsibility could be assisted by GTA Consultants where required.

 - works recommended to be undertaken / completed  - works to be considered

## Appendix A

---

Appendix A



### Calibration and Validation Report





# Cranbourne Movement and Access Study Strategic Modelling Report Calibration and Validation Report

Client // City of Casey  
Office // VIC  
Reference // V118270  
Date // 06/09/17

Document Set ID: 12331517  
Version: 1, Version Date: 19/12/2017