



***Lyndhurst Neighbourhood Activity Centre
Comprehensive Development Plan***

***Prepared under the requirements of the
Comprehensive Development Zone***

October 2009

Document Control

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Responsible Department – Strategic Development

Preamble

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

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

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

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

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About This Comprehensive Development Plan

This Comprehensive Development Plan (CDP) is an incorporated document of the Casey Planning Scheme and comprises both this text and plan.

The City of Casey is the responsible authority for the Casey Planning Scheme. Council must take the CDP into account when assessing planning applications for the use, development and subdivision of land to which Schedule 1 to the Comprehensive Development Zone applies.

This CDP is complementary to the Casey Municipal Strategic Statement.

Introduction

The Lyndhurst Neighbourhood Activity Centre Comprehensive Development Plan (the 'Plan') applies to the land located at the north-west corner of Thompsons Road and Marriott Boulevard, Lyndhurst. The Plan affects approximately 9.4 hectares of land as shown at Figure 1.

Part of the land is situated within an area affected by amenity buffers generated by existing land uses situated to the south of Thompsons Road, including chicken broiler farms and an abattoir. The presence of the buffers precludes the potential for sensitive uses (refer General Definitions) to be located within the threshold distance until the buffers are no longer required. It is anticipated that development of Cranbourne West (south of Thompsons Road) in accordance with the Cranbourne West Precinct Structure Plan (August 2008) will facilitate a change in land use over time.

The site is centrally located to the growing community of Lyndhurst and proposed employment precinct of Cranbourne West and presents an opportunity to create an integrated activity centre and unique community hub. The centre will accommodate and include a diversity of residential living, recreational opportunities, a "main-street" retail core, commercial and office uses, and community facilities.

The role of the centre is expected to be a large sized neighbourhood activity centre (as defined in Casey's revised Activity Centres Strategy) to provide a co-located range of goods and services to facilitate single destination, multi purpose trips for the daily through to weekly needs of surrounding residents and employees. Opportunities for choice within a medium sized neighbourhood activity centre could include a range of the following:

- **Retail goods and services** including two full line supermarket, 10 to 15 specialty shops, medical services, and other possible retail/commercial uses to collocate.
- **Leisure and entertainment** including an opens space reserve with playground, sporting, recreation and leisure facilities.
- **Commercial and professional services** at an appropriate scale and level.
- **Community facilities** including family resource centre, community health centre, special needs housing and child care facilities.
- **Educational and institutional** facilities such as a primary school and those based at a community learning centre, and religious facilities.
- **Housing** including shop-top housing once amenity buffers are removed.

In addition to the prescribed activity centre area, a diversity of complementary land uses is encouraged around the periphery of the activity centre (at appropriate scale). Creation of a sense of place and accessibility objective will be enhanced by a Main Street centre with prescribed built form and public realm provisions. Paramount for the urban structure will be:

- good access for cars, bicycles and pedestrians;
- good public transport access;
- to ensure a safe pedestrian network;
- to avoid conflict points with traffic;
- linkages by joint use pathways to the linear open space network; and,
- sufficient car and bicycle parking provided for high demand periods.

There is a need to provide varied living opportunities which may include traditional residential lots, medium density apartment living and higher density with home office opportunities.

Highway frontage to Thompsons Road will need to ensure a transition of land use and built form into the heart of the activity centre from Thompsons Road.

The Vision

'The vision is for a modern, distinctly community orientated activity centre offering a wide range of uses including retail, commercial, office, community, residential and recreation within a permeable, accessible and highly interconnected, human-scaled built form, comprising a large neighbourhood activity centre based on 'Main Street' principles'.

Objectives

The objectives of the Comprehensive Development Plan are:

- To provide for the daily through to weekly shopping and services needs of the Lyndhurst local community.
- To provide a range of opportunities for local businesses and employment in the Lyndhurst area.
- To provide a vibrant focal point for the community of Lyndhurst.
- To provide for a diversity of uses.
- To create a high quality public realm.
- To promote walking, cycling and public transport for access to and circulation around the centre.
- To provide convenient access to the centre for the surrounding residential community.
- To provide a well integrated and extension of the surrounding street network into the activity centre in defining its Main Street.
- To enable effective distribution and dispersal of vehicular traffic through surrounding streets and intersections.
- To provide for future intensification of built form and land use.
- To promote environmentally sustainable development.
- To facilitate early provision of community and medical facilities, key public realm elements and a range of activity centre land uses.
- To provide a Main Street retail core with prescribed built form and public realm provisions.
- To incorporate and frame view lines to the adjoining waterways in the urban structure of the centre.

- To activate the centre along Marriott Boulevard and along both sides of the Main Street within the precinct.
- To integrate residential within and adjoining the retail core.
- To provide a central town square adjacent to the Main Street.
- To provide an appropriate built form and use along Thompsons Road.
- To provide cohesion between retail, community, commercial and residential land uses through an integrated approach to urban structure, built form and public domain.

Design Guidelines

The key components of the activity centre are represented in the Plan at Figure 1. The urban design framework and subsequent permit applications must respond to both the Plan at Figure 1 and design guidelines below:

Urban Structure

- Medium to high density development based on activated, “Main Street” principles with minimum two storey buildings.
- A configuration of generally contiguous building frontages to the main street and a mix of uses that generate high levels of pedestrian activity, multi-purpose trips and a sense of vitality with active ‘urban edges’.
- Built form facing the main streets will be generally contiguous taking into account the need to provide car parking in suitable and effective locations.
- A permeable network of streets, laneways, arcades and public spaces that provide high quality linkages, particularly for pedestrians, to centre activities from transit stops, street and off-street car parking and from the surrounding walkable catchment.
- Connection between the neighbourhood activity centre, the primary school, public open space wetland areas and residential areas flanking and opposite the site.
- Development provides or maintains the potential for a range of different uses, including retail, office, community, medical, recreational and higher density residential accommodation.
- ‘Core’ retail uses, such as supermarkets, specialty shops, community centre, medical centre and public plaza, are located to maximise their integration with the broader community.
- The primary movement of people between shops is along the street.
- Provide for increased density of housing in and adjoining the Neighbourhood Activity Centre.
- Provide a built form outcome that maximises and frames the views to the adjoining wetlands.
- Seek to encourage medium density housing east of the wetland within the walkable catchment of the centre.
- Provide for an area of approximately 4,000sqm for a community centre integrated within the activity centre.

Street Design

- Access to Thompsons Road must be provided to the satisfaction of VicRoads.
- Development provides for bus stops on Marriott Boulevard and Thompsons Road as close as possible to entries into the centre.
- Pedestrian crossing movements are facilitated across Marriot Boulevard to the open space.
- All streets incorporate shade trees, clean-stemmed to at least 2 metres in height and conforming to a consistent theme, to Council's satisfaction.
- Development clearly defines the public realm.
- Development provides shelter over adjoining public footpaths.
- On-street car parking is maximised.
- The number and width of vehicular footpath crossovers is minimised.
- Streetscape and other public realm treatments are of a high quality, robust, easy to maintain and repair, and conform to a consistent theme, to Council's satisfaction.
- Urban art is incorporated into the design of the public realm.
- Streets, public spaces and car parks are well lit with pedestrian-friendly light.

Public Spaces

- A central town square is provided adjacent to the Main Street.
- Public toilets are provided that are accessible and safe.

Building Design

- Development addresses all adjoining public streets and public open spaces with active frontages.
- All retail buildings to address the street with a door to the street the primary entrance.
- Development is on a human scale and contributes to an urban character.

- The design of each building contributes to a cohesive and legible character for the centre as a whole.
- Street facades and any exposed side or rear facades are visually rich and interesting.
- Building services are visually and acoustically screened from the public realm and adjoining private properties, and any equipment screens or housings should be integrated with the overall building design.
- Buildings are adaptable for use as shops and/or workspaces at ground floor and offices, medical suites or apartments at upper levels.
- Shopfront presentation requires a fine grained approach and traditional village and town centre buildings to define the character of the street.
- Development incorporates water reuse and conservation measures.
- Development facilitates waste recycling.
- Buildings constructed to enable redevelopment or extension of individual tenancies overtime.
- Provide a gateway feature located to assist in the branding of and creating an identity for the centre.

Car Parking

- Off-street car parking and servicing areas are largely concealed from the public realm, except on the Thompsons Road frontage away from its intersections with Marriott Boulevard.
- A central car parking area may be acceptable.
- Public off-street car parks are pedestrian-friendly and have convenient and safe pedestrian links to the main streets.
- Public off-street car parks are well landscaped.

Subdivision

- Subdivision assists with creation of public roads within the activity centre.
- Subdivision does not compromise the future development of the precinct or the intended outcomes of the Comprehensive Development Plan.

- Individual Tenancies: Provide part of the centre in individual tenancies (through subdivision) to facilitate individual ownership for mix, competition and create a more dynamic centre that can easily evolve and change over time.

Transport

- Development provides for suitable bus access and bus stops as required by the Director of Public Transport.

General Definitions

Definitions within this development plan are as specified within the Casey Planning Scheme and statutory guidelines, unless contrary intention of the words and expressions has the meanings set out in this schedule.

Buffer Area	The area within which sensitive land uses are restricted.
Gateway	A structure framing an opening that may take the form of urban art or structure, signage or building for example, that assists in the place making of the activity centre.
Sensitive Land Use	Are users including residential dwellings, major recreational areas, childcare facilities, aged persons facilities, hospitals, schools, other institutional uses involving accommodation and any other use that the responsible authority considers may be affected by proximity to the adverse land uses.

Figure 1

