ARMSTRONG CREEK TOWN CENTRE

PRECINCT STRUCTURE PLAN

MARCH 2014



CITY OF GREATER GEELONG

Authors

City of Greater Geelong. And Tract Consultants Pty Ltd

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The Armstrong Creek Town Centre will be the civic, commercial and social heart of the Armstrong Creek Urban Growth Area. It will be a sustainable, pedestrianised and vibrant transit oriented place which encourages people to shop, live, work and play. The Town Centre will be an attractive place, creating a destination for Armstrong Creek residents and visitors.

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1 INTRODUCTION

1.1 ROLE OF THE PRECINCT STRUCTURE PLAN

1.1.1 Armstrong Creek Urban Growth Plan

The Armstrong Creek Urban Growth Plan 2008 (Amended September 2012) (ACUGP) outlines the preferred development framework for the Armstrong Creek Urban Growth Area (ACUGA).

The ACUGP directs the majority of new urban growth in Geelong to the ACUGA, which includes an area of 2,350 hectares of land south of the Geelong - Warrnambool railway line as well as parts of Charlemont, Mt Duneed, Marshall and Armstrong Creek.

The ACUGA will accommodate around 22,000 dwellings and 54,000 - 65,000 people in a wide range of housing and densities. The urban structure is based on walkable neighbourhoods, public transport, open space, recreation facilities and mixed-use activity centres.

The ACUGA consists of seven precincts including:

- Armstrong Creek Town Centre;
- Marshall Precinct;
- North East Industrial Precinct;
- Horseshoe Bend Precinct;
- Armstrong Creek East Precinct;
- Armstrong Creek West Precinct; and
- Western Industrial Precinct.

1.1.2 Armstrong Creek Town Centre Precinct Structure Plan

The Armstrong Creek Town Centre Precinct Structure Plan (ACTCPSP) which comprises this head document and the various appendices is a high level framework linking State and Local Government policies to facilitate future use and development of the land.

The PSP will guide use and development of the land and also how and where services are delivered to support the use and development.

Specifically, the ACTCPSP:

- Is a strategic land use plan which sets out the vision and structure for the creation of a new urban area which implements Victorian Government policy;
- Provides the basis for planning controls that apply in the Schedule 5 to the Urban Growth Zone in the Greater Geelong Planning Scheme;
- Provides the framework for the consideration of planning permit applications that provide for the use and development of the land;
- Details requirements or conditions that must be met by future development and use;
- Outlines projects required to ensure that the future community is provided with early delivery of infrastructure and services to support a quality, affordable lifestyle; and
- Provides developers, investors and local communities with certainty regarding the nature of future development within the Precinct.

A PSP in the ACUGA is required to be generally in accordance with the incorporated Armstrong Creek Urban Growth Plan – Framework Plan (Amended September 2012). The ACTCPSP satisfies that requirement.

The ACTCPSP sets out Objectives and Implementation provisions in relation to thirteen key elements (see Chapter 4 – Elements):

- Image and character;
- Place making and liveability;
- Environmentally sustainable development;
- Subdivision;
- Use and development
- Built form;
- Community facilities;
- Movement and access network;
- Car parking and loading;
- Public open space, natural systems and biodiversity;
- Drainage and floodplain management;
- Utilities and energy; and
- Development staging.

Implementation provisions include various plans, tables and the Planning and Design Guidelines forming part of this ACTCPSP.

1.2 PURPOSE OF THE PLANNING AND DESIGN GUIDELINES

The purpose of the ACTC Planning and Design Guidelines (Guidelines) is to ensure that the physical arrangement of buildings, the public realm and their relationship to each other, implement and reflect the Vision for the ACTC as described in this ACTCPSP in a sustainable manner.

STRUCTURE OF THE PLANNING AND DESIGN GUIDELINES

The Guidelines in the appendix form part of the ACTCPSP.

There are two parts to the Guidelines:

- Part 1 - Sustainability Guidelines
- Part 2 - Precinct Guidelines

The Sustainability Guidelines apply to the whole of the ACTC and they are arranged around the 5 key sustainability elements namely:

- Zero Carbon
- Zero Waste
- Sustainable Transport
- Sustainable Products and Materials
- Sustainable Water

Each sustainability element comprises:

- Objectives
- Requirements and Guidelines.

The Precinct Guidelines are arranged around each of the five precincts within the ACTC. The Precinct Guidelines each comprise:

- Objectives
- Requirements; and
- Guidelines.

For each of the five precincts, the Precinct Guidelines relate to key "layers" comprising:

- Public realm;
- Built form; and
- Access and movement.

HOW TO USE THE PLANNING AND DESIGN GUIDELINES

PART 1 – SUSTAINABILITY GUIDELINES

Multi-unit residential development comprising 10 or more dwellings and any non-residential development comprising more than 500 square metres of gross floor area and any service station must be accompanied by a Sustainability Management Plan (SMP). This is a requirement of the Urban Growth Zone Schedule 5.

The SMP is required to be prepared to the satisfaction of the Responsible Authority by a suitably qualified expert. The SMP should:

- Identify relevant sustainability targets or performance standards;
- Document the means by which the appropriate target or performance will be achieved;
- Demonstrate how proposed design elements integrate and respond to precinct level sustainability strategies, opportunities and development context;
- Identify the different areas of responsibility and provide a schedule for implementation, ongoing management, maintenance and monitoring; and
- Demonstrate that the design elements, technologies and operational practices that comprise the SMP can be maintained over time.

PART 2- PRECINCT GUIDELINES

The Precinct Guidelines outline requirements to meet the general and precinct Objectives. The Precinct Guidelines are arranged around the three layers of public realm, built form and access and movement. These layers most influence the way local neighbourhoods, precincts and development within the ACTC look and function.

EFFECT AND APPLICATION OF THE PLANNING AND DESIGN GUIDELINES

OBJECTIVES

The Objectives (general and precinct based) capture the intent of each Element.

All planning permit application *must* meet both the general and the precinct specific Objectives set out in the ACTCPSP

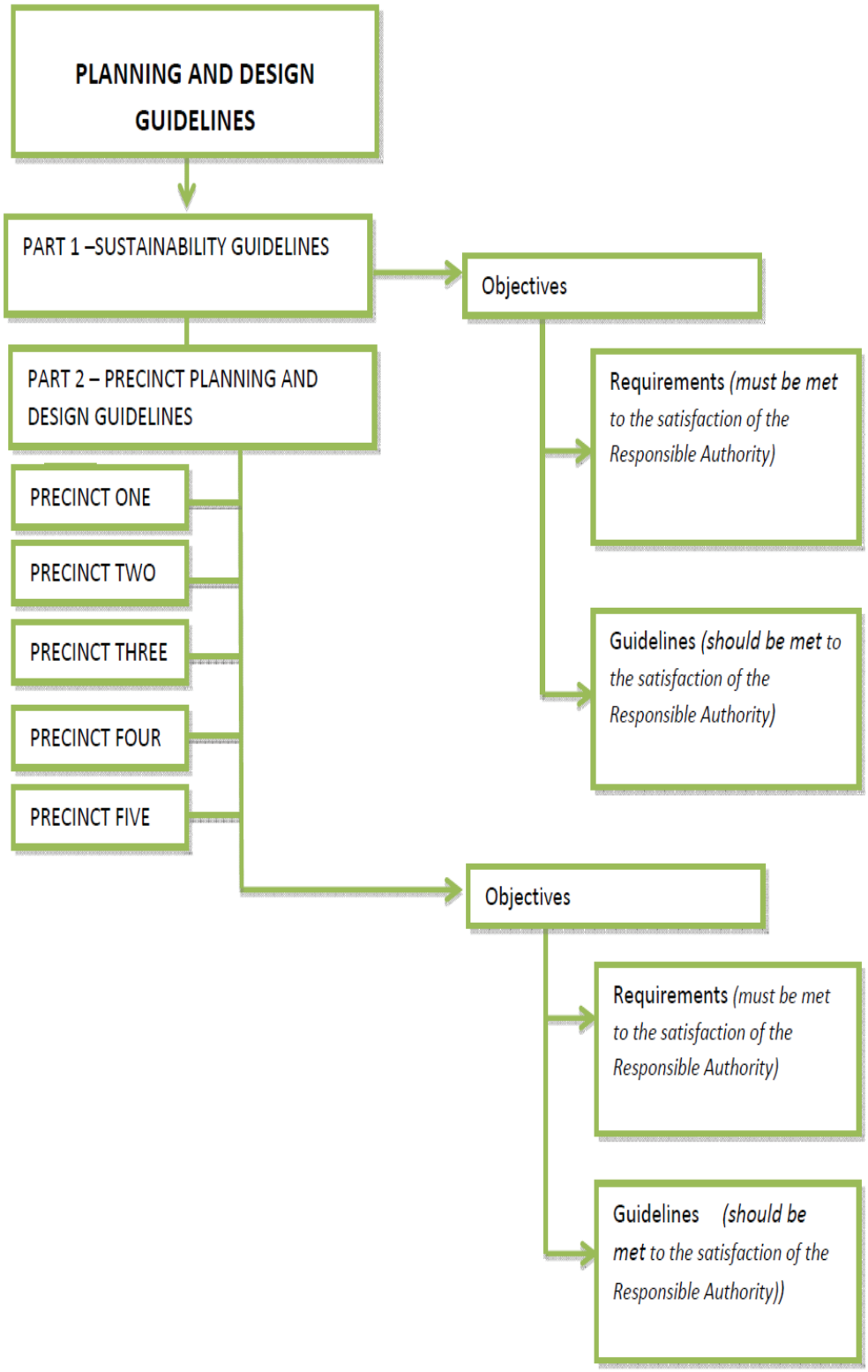
REQUIREMENTS

All planning permit applications *must* meet the Requirements to satisfy both the general and precinct specific Objectives, to the satisfaction of the Responsible Authority.

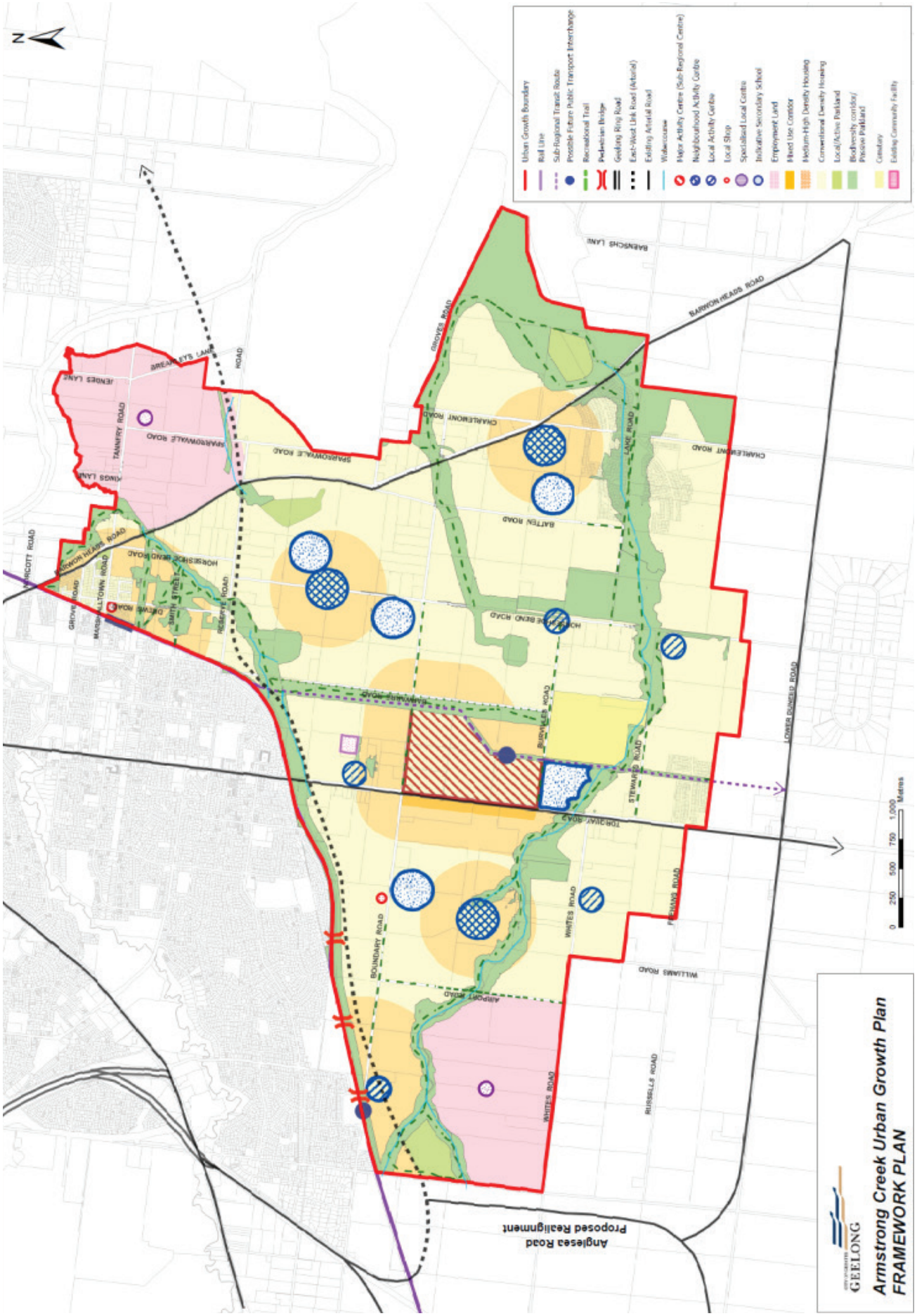
GUIDELINES

All planning permit applications *should* meet the Guidelines to satisfy both the general and precinct specific Objectives, to the satisfaction of the Responsible Authority.

TABLE 20 ILLUSTRATED STRUCTURE OF THE PLANNING AND DESIGN GUIDELINES



PLAN 1 ARMSTRONG CREEK URBAN GROWTH AREA FRAMEWORK PLAN



Source: Armstrong Creek Urban Growth Plan 2008 (Amended 2012)

1.3 THE LAND THE ARMSTRONG CREEK TOWN CENTRE PRECINCT STRUCTURE PLAN APPLIES TO

1.3.1 Location of the Armstrong Creek Town Centre

The ACTC is approximately 7 kilometres south of the Geelong Central Activities Area and is centrally located within the wider ACUGA.

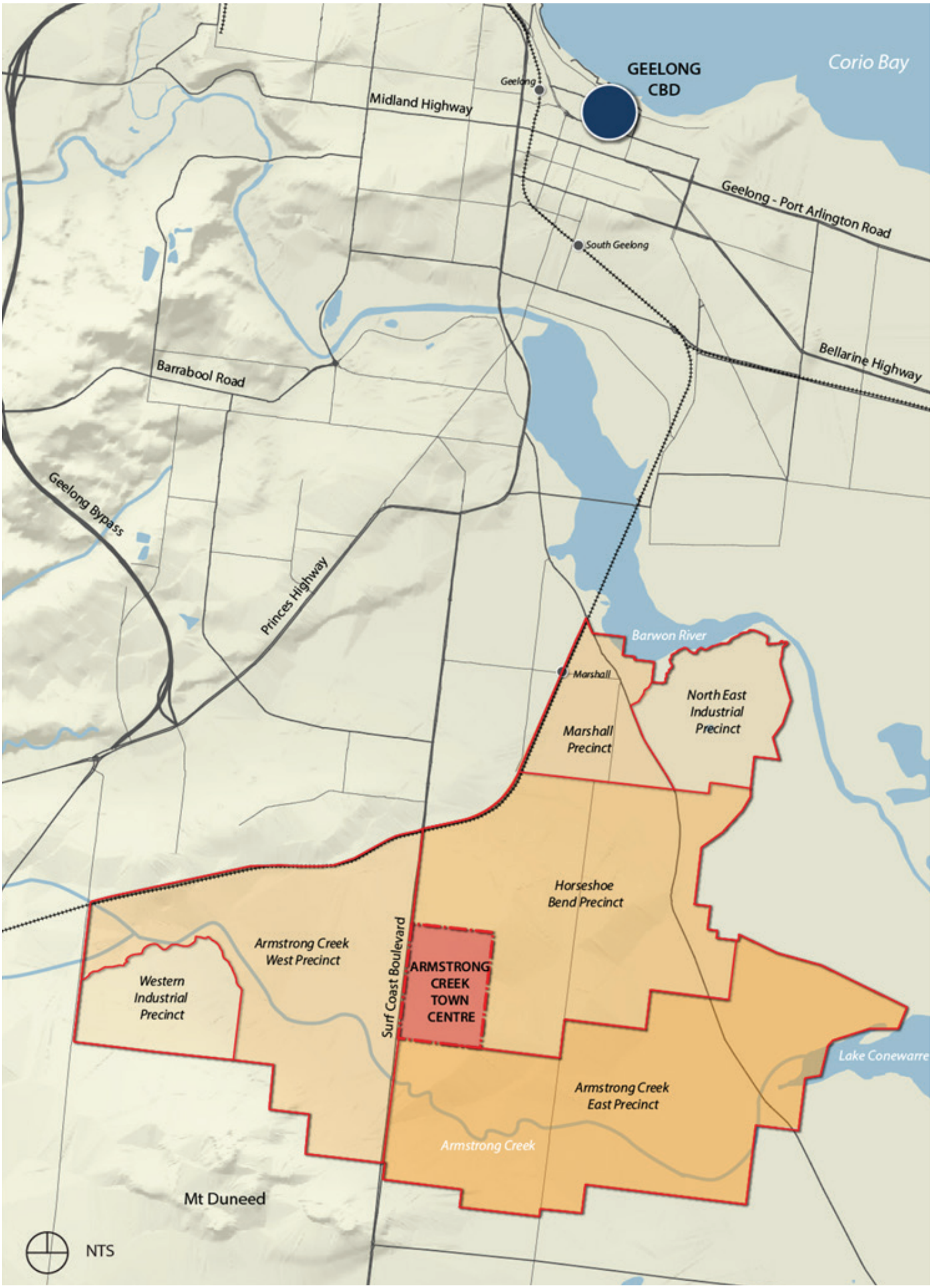
The ACTC is bounded by Surf Coast Highway, Boundary Road, Burvilles Road and Barwarre Road.

1.3.2 Monitoring and Review

The City of Greater Geelong (CoGG) will monitor the implementation of this ACTCPSP.

Its relevance and effectiveness will be evaluated regularly, at least every four years, and it is expected that it will be revised and updated as required.

PLAN 2 CONTEXT PLAN



2 PRECINCT FEATURES

2.1 MOVEMENT AND ACCESS

2.1.1 Existing Road Network

The ACTC is located between Geelong and Torquay and is accessed by:

Surf Coast Boulevard (currently referred to as Surf Coast Highway):

- Forms the western boundary of the site and provides regional links between Geelong and Torquay, as well as to Melbourne and the Great Ocean Road;
- Is a median divided arterial providing two traffic lanes in each direction at a vehicle speed limit of 100km/per hour;
- Has sealed shoulders which assists commuter cyclist use; and
- Vegetation values generally include grass with patches of indigenous trees and exotic hedge rows located along nature strips and in the median

Boundary Road:

- Forms the northern edge of the site; and
- Is a sealed road, with unsealed shoulders, and has a single traffic lane in each direction.

Burvilles Road:

- Provides for east-west connections along the southern edge of the site, linking Surf Coast Boulevard to Horseshoe Bend Road;
- Provides access to the Geelong Crematorium and Memorial Park, and Geelong Lutheran College; and
- Is a partially sealed road, with a single lane of traffic in each direction.

Barwarre Road:

- Forms the eastern boundary of the site; and,
- Consists of a gravel road construction for a single lane of traffic in each direction.

2.1.2 Existing Public Transport

Bus networks:

Regional bus services operate along Surf Coast Boulevard and provide connections to Torquay, Jan Juc, Marshall, Geelong and Apollo Bay.

Additional bus services are located in Grovedale, north-west of the site, and on Barwon Heads Road.

Local bus services will be expanded with the development of the ACUGA which are expected to provide additional connections to key destinations including Deakin University and the proposed ACTC Integrated Transit Hub.

Rail services:

The Geelong – Warrnambool Railway line provides connection to Geelong. Marshall Station is the nearest station located approximately 3 kilometres north-east of the site.

The State Government recently announced funding to begin construction on the new V/Line station at Waurn Ponds. Work on the station is due to start in early 2014 and the station is scheduled for completion in late 2014. The second stage of this project is the development of the land designated for a rail station with 'park and ride' facilities on the southern side of the Geelong-Warrnambool Railway line within the adjoining Armstrong Creek West Precinct.

2.1.3 Existing Bicycle and Pedestrian Network

Formal pedestrian paths and facilities are not presently provided within the ACTC.

The sealed shoulder along Surf Coast Boulevard and Barwon Heads Road provides commuter and regional level bicycle connections within the ACUGA.

2.2 TOPOGRAPHY, LAND FORM AND VIEWS

The ACTC is located on the Western Plains geomorphic unit and is predominately characterised as a low lying gently undulating landscape.

A drainage depression dissects the site from north-east to south-west with very gentle slopes either side of this depression. A low ridge line exists along the northern boundary of the site with a high point located at the corner of Surf Coast Boulevard and Boundary Road.

Mount Duneed is to the south-west of the ACTC and can be viewed from the site. The best viewlines are from north-east corner of the site along Burvilles Road and Surf Coast Boulevard.

The Armstrong Creek waterway is located 200 metres south of the site, however, the creek itself or its associated landform are not visible from the site.

2.3 CATCHMENT AND DRAINAGE

The ACTC has two drainage catchments. The first catchment drains east across Barwarre Road into the Horseshoe Bend Precinct, while the second drains south-west to Burvilles Road, then into the Armstrong Creek East Precinct, and ultimately into the Armstrong Creek system.

The proposed transit corridor may affect the delineation between the catchments as its cutting will divide the site from north to south and will form a drainage barrier.

On site farm dams form the only permanent water bodies. No formed permanent watercourses exist on or adjacent the site.

2.4 GEOTECHNICAL AND CONTAMINATION

2.4.1 Geotechnical

The ACTC has no significant geotechnical conditions that might constrain its development.

The potential for previous activities to have impacted soil or groundwater underlying the site are deemed low and no measures are required to mitigate the impacts of the development on groundwater, or to mitigate the impacts of groundwater conditions on the development.

2.4.2 Contamination

Coffey Geotechnics Pty Ltd analysed the previous agricultural activities. A variety of contaminates may be potentially present on site including fertilisers, insecticides, herbicides and pesticides, as well as household rubbish and some potential fuel and oil from ancillary land uses.

The 'Potentially Contaminated Land, General Practice Note, June 2005' (Department of Sustainability and Environment), considers contamination risk in association with ancillary uses, such as fuel depot for machinery etc.

The site is not likely to be considered as 'potentially contaminated land' under the Ministers Direction. No audit is likely to be required prior to the development of the site in accordance with Ministerial Direction No. 1.

Cardno Lane Piper investigated the geotechnical conditions in the transit corridor to a 9.0 metre depth and no geotechnical hazards were identified.

2.5 HERITAGE

The Registered Aboriginal Party (RAP) for the ACTC is the Wathuarung Aboriginal Corporation.

A Cultural Heritage Management Plan (CHMP) has been prepared, as required under s46(a) of the Aboriginal Heritage Act. Approval of the CHMP will be sought post the incorporation of the PSP into the Greater Geelong Planning Scheme There are no post-settlement heritage values that require retention in the precinct.

2.6 BIODIVERSITY

2.6.1 Biodiversity Significance

Ecology and Heritage Partners provided flora and fauna advice for the ACTC.

The land is located in the Corangamite Catchment Management Authority (CCMA) region and mainly within the Otway Plains bioregion. Small areas in the south-east and south–west are located in the Victorian Volcanic Plains bioregion.

The area would have originally supported Grassy Woodland (EVC 275) and Creek Line Grassy Woodland (EVC 65).

Small areas of remnant vegetation in narrow patches of roadside vegetation were identified as Grassy Woodland. They are considered of poor to moderate quality.

A small area of creek line Grassy Woodland is located in the south-west corner of the site.

No threatened flora species were recorded in the ACTC. The threatened and endangered Melbourne Yellow Gum (Eucalyptus leucoxylon ssp. Bellarinensis) was recorded immediately to the north-east. Two protected species, the Black Wattle (Acacia mearnsii) and the Golden Wattle (Acacia pycnantha) were also recorded in the ACTC.

Another nine flora species (previously recorded within five kilometres of the study area) were assigned a likelihood of occurring in the ACTC, including the Bellarine Yellow Gum. The Bellarine Yellow Gum has a very limited distribution and occurs only within the Bellarine Peninsula.

2.6.2 Biodiversity Assets

The key biodiversity assets within the precinct are provided in linear reserves including:

- Boundary Road Reserve;
- Barwarre Road Reserve; and
- Burvilles Road Reserve.

There are a total of twenty five scattered trees on site which have high conservation significance.

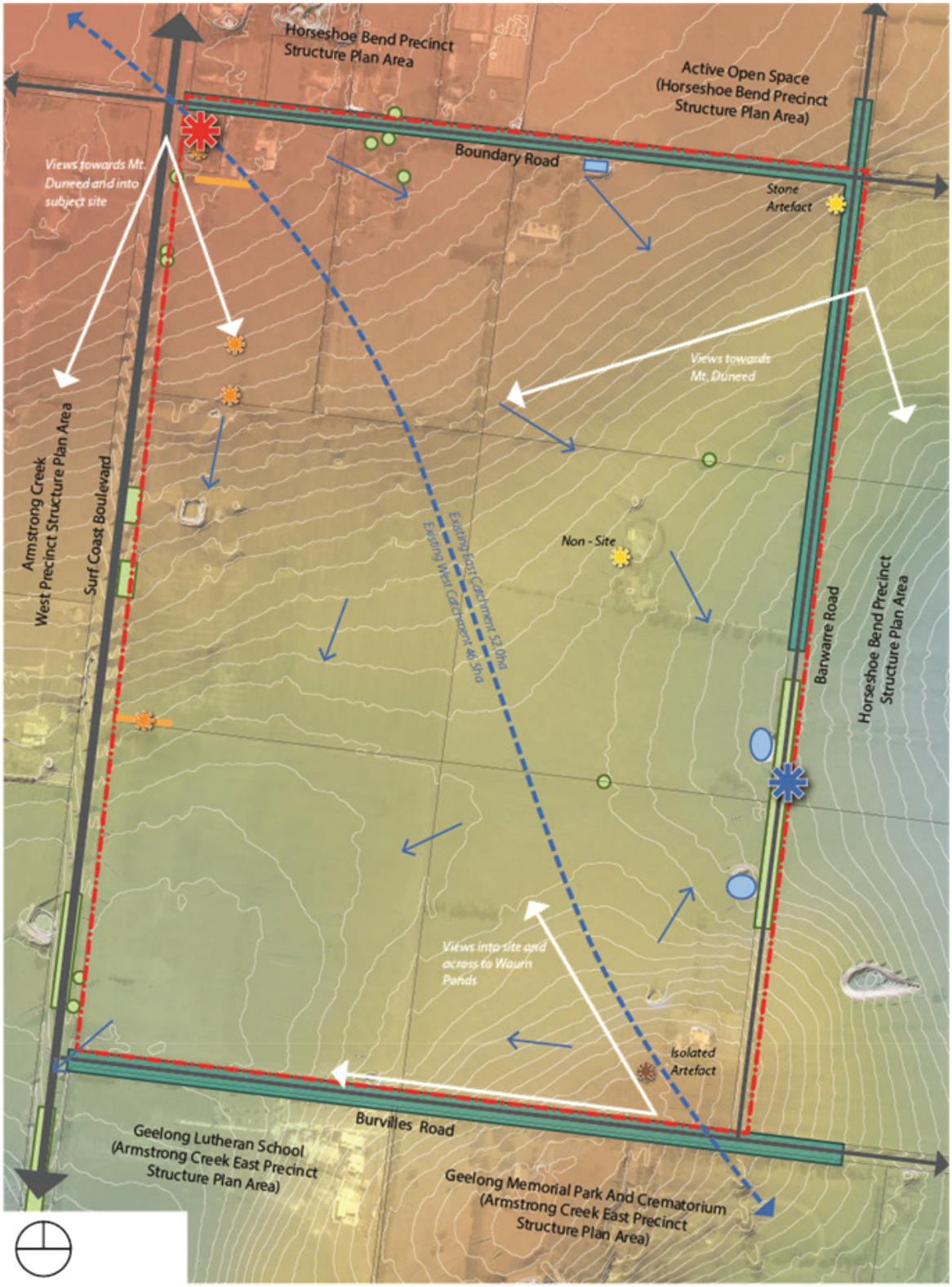
2.6.3 Flora Values

Two protected species, the Black Wattle (Acacia mearnsii) and the Golden Wattle (Acacia pycnantha) were recorded on site.

2.6.4 Fauna Values

There are four identified fauna habitats in the ACTC. These fauna habitats included pastures, scattered trees, farm dams and roadside vegetation. Road side vegetation was considered the most valuable habitat for a range of common bird species. All habitats are considered highly modified or degraded. Field assessments recorded twenty one vertebrate fauna species on site. None of the recorded species were threatened species and an absence of suitable habitat meant it was unlikely that any threatened species would occur on site.

PLAN 3 SITE FEATURES



Legend

- ACTCPSP BOUNDARY
- MAJOR / ARTERIAL ROAD
- COLLECTOR / MAJOR LOCAL ROAD
- ABORIGINAL PLACE (previous survey)
- ABORIGINAL PLACE (current survey)
- HISTORIC GLASS / CERAMIC FRAGMENTS
- SURFACE AND SUBSURFACE SHELL
- VEGETATION PROTECTION OVERLAY (VPO1)
- HIGH - VERY HIGH CONSERVATION SIGNIFICANCE (not in VPO1)
- CATCHMENT BOUNDARY
- DIRECTION OF DRAINAGE
- WATER BODIES (indicative locations)
- SITE HIGH POINT
- SITE LOW POINT
- KEY VIEWS

3 VISION

3.1 THE ROLE OF THE ARMSTRONG CREEK TOWN CENTRE

The ACTC will provide the ACUGA with:

- A full range of convenience services and comparison retail, anchored by department stores, specialty stores and bulky goods stores;
- A wide range of community facilities and services, education services and health services;
- Entertainment, community and recreation space;
- Employment opportunities, including commercial and government offices; and
- Residential development in a range of densities and typologies.

3.2 SENSE OF PLACE AND COMMUNITY

Underpinning the ACTC will be a series of great places for the people that evoke a sense of civic pride, interest and enjoyment. The buildings and public spaces will provide a variety of experiences, services and facilities for locals to use and enjoy as it facilitates economic, social and cultural development.

Investment in the public realm, and the creation of spaces 'for the people' brings people and activity onto the street.

Investment in public spaces up front will encourage faster and more innovative private investment of mixed use, retail and residential developments and create an early on the ground sense of civic pride within the centre.

Concurrent private development and public place making are required to establish the new urban centre for Armstrong Creek.

Principles implemented in the PSP include:

- Ensuring the public realm is at the forefront of the design of the Town Centre; and
- Ensuring all places are designed for people first.

3.3 SUSTAINABILITY

The ACTCPSP embodies a range of sustainable design and development principles, including:

Providing for enhanced liveability through:

- An environment which prioritises pedestrian and cycling over other forms of transport;
- A compact form of residential development and a range of housing options that are close to services and public transport;
- Provision of a range of co-located, high quality and easily accessible services;
- Provision of a diverse and inclusive urban environment for all ages, abilities, cultures and socio-economic backgrounds, that enable communities to meet future challenges; and
- Building capacity to adapt to changing community and individual needs and expectations.

Creating opportunities for economic prosperity through:

- Significant and diverse employment opportunities that meet the needs of local and regional communities; and
- Attracting broad scale economic investment.

Fostering environmental responsibility and sustainability through:

- Protecting, valuing and enhancing natural and cultural heritage assets;
- Minimising greenhouse emissions, in particular by reducing energy consumption, sourcing alternative energy (such as solar), and maximising sustainable transport opportunities;
- Promoting environmentally efficient systems for water management and reuse, waste management and resource recovery, and energy generation, distribution and use; and
- Promoting sustainable construction techniques and materials, and fostering sustainable consumption patterns.

Promoting design excellence through:

- Integrated design which maximises the relationship between public and private infrastructure;
- Creating a coherent urban structure and connectivity between places and between transport, communication, social and physical infrastructure systems;
- Maintaining flexibility in the use of public spaces and creating opportunities to adapt the design of places to temporary uses or to long term changes in community needs;
- Creating desirable places that reinforce the sense of place, community identity and local character within design;
- Integrating art in public spaces to create a distinct urban character;
- Reinforcing connections with the local and regional landscape and environment;
- Encouraging a high quality, integrated and safe public

realm that meets the needs of all user groups;
- Providing quality built form and landscapes that are responsive to climate and context;
- Locating higher density housing and intensive uses close to public transport and services; and
- Encouraging accessibility, diversity and mixed use development to meet local needs.

3.4 LOCAL EMPLOYMENT AND BUSINESS

The ACTC will provide for prosperous, unique and complementary local business. Opportunities are established for employment throughout the centre.

The ACTCPSP creates opportunities for commercial and retail uses to establish in the short, medium and long term as the Town Centre evolves. This will create the ACTC as a destination in its own right; a place to shop, work and play.

Key sites within the Town Centre will be developed to optimise a mix of uses, playing a key role in the urban structure of the centre.

Principles implemented in the ACTCPSP include:

- Commercial and business uses should be integrated into mixed use centres, rather than segregated in single-use business parks;
- Facilitate street based activity;
- Retail provision should be designed as outdoor, street-based tenancies rather than indoor mall-type spaces that remove people from activity on the street; and
- Initial retail staging should be integrated with development around Main Street in order to focus early development activity.

3.5 BETTER TRANSPORT OPTIONS

The ACTC will have efficient and accessible, non-car based transport options.

In the short to medium term, the Interim Bus Interchange will support the early delivery of public transport. It will also provide effective links with nearby open space networks and connections with precincts within the ACTCPSP area.

The ACTCPSP represents a range of new transport options including:

- The Ultimate Integrated Transit Hub to service the Town Centre and associated transport networks providing key east-west connections across the transit corridor; and
- All public transport stops and interchanges integrating with the public realm and potential retail areas to provide positive activation of the retail core.

Mixed use development will then leverage off the investment in public transport infrastructure by maximising multi use and mixed use spaces and buildings around the Ultimate Integrated Transit Hub that reinforce the sense of local community within Armstrong Creek.

The Ultimate Integrated Transit Hub within the Town Centre is planned and this will focus activity supporting the development of the Town Centre and higher density residential housing in the ACTCPSP.

The transit corridor is designed to accommodate a future rail service.

3.6 HOUSING CHOICE, DIVERSITY AND AFFORDABILITY

The ACTCPSP will deliver a diverse range of housing and affordable living choices. These will provide for all market segments from the young through to small and large families, aging in place and the elderly.

Housing choices will be provided throughout the ACTCP and will provide connections to the network of open space and social infrastructure.

Short term land uses within the town core can be developed for future housing.

Within the core, housing will be developed into models of mixed-use retail and commercial uses wherever appropriate to achieve a true mixed-use Town Centre.

The ACTCPSP embodies a range of housing choice, diversity and affordability principles including:

- Housing provision will be developed in the early stages and not completely left to populate the centre through the later stages;
- Subdivision patterns will have diverse lot sizes;

- Locations for housing within the Town Centre will respond to the open space framework and public realm features such as the green spine through the ACTC;
- The town squares and plazas, and vibrant pedestrian-based streets; and
- Housing will integrate with key pedestrian paths and networks to give good, direct access to facilities such as supermarkets, the Ultimate Integrated Transit Hub and community services.

3.7 ACCESSIBLE, INTEGRATED AND ADAPTABLE COMMUNITY FACILITIES

The ACTCPSP encourages major civic, cultural and community facilities to be located within the Town Centre and promote these facilities to be integrated with each other and key public realm nodes.

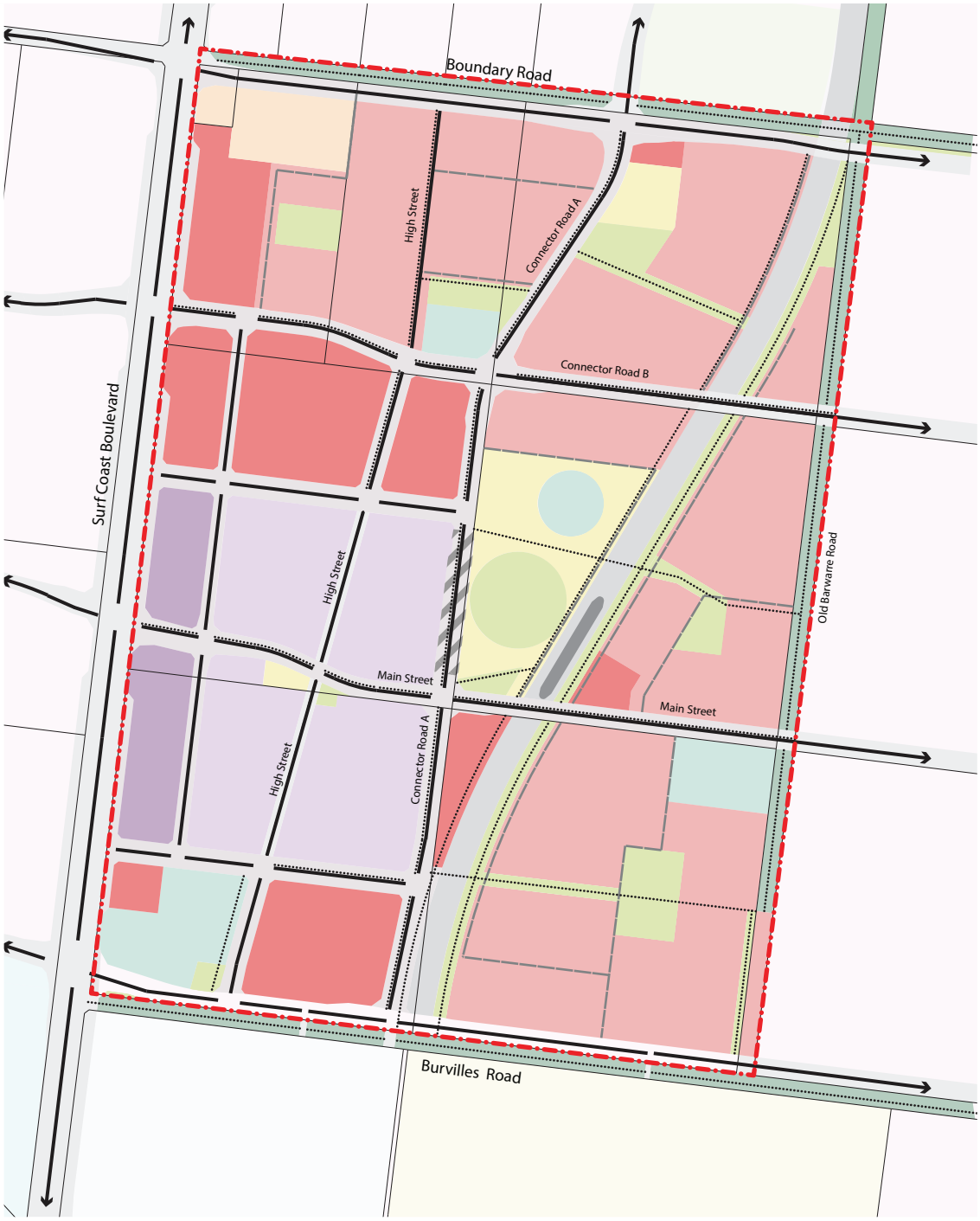
The ACTCPSP creates a network of integrated, attractive and vibrant facilities and spaces that become the focus and attract community activity. Community activation should be implemented from the commencement of development.

The ACTCPSP recognises that community facilities develop over time and mechanisms should be put in place to facilitate appropriate interim uses, together with a strategy that easily facilitates gradual intensification over time.

The principles for the provision of community facilities within the ACTC include:

- Co-located services and facilities in the civic precinct to support the integration of community services;
- Provision of high quality local social and community infrastructure that will facilitate a range of services to reflect changing community needs over time;
- Support the provision of regional and local, social and community infrastructure early in the development of the Town Centre;
- To maximise the amenity for new residents and visitors; and
- Plan for social and community infrastructure to be safe, accessible and connected by walking and cycling paths, as well as public and private transport.

PLAN 4 FUTURE URBAN STRUCTURE PLAN



Legend

- ACTCPSP BOUNDARY
- PRIMARY ROAD NETWORK
- ACCESS STREET (indicative only)
- PRIMARY RETAIL / SHOPPING (Allowing upper level use)
- COMMERCIAL / MIXED USE (Allowing upper level use)
- COMMERCIAL / RESTRICTED RETAIL / MIXED USE (Retail, commercial on ground floor)
- RESIDENTIAL / MIXED USE (Primary residential)
- EMERGENCY SERVICES
- COMMUNITY FACILITIES
- OPEN SPACE
- ENCUMBERED OPEN SPACE (Storm water quality and management)
- ENCUMBERED OPEN SPACE (Biodiversity values)
- TRANSIT CORRIDOR
- PRIORITY PEDESTRIAN NETWORK
- ULTIMATE INTEGRATED TRANSIT HUB
- INTERIM BUS INTERCHANGE

PLAN 5 ARMSTRONG CREEK TOWN CENTRE CONCEPT PLAN



Legend

- ACTCPSP BOUNDARY
- ARTERIAL ROAD
- CONNECTOR ROAD
- MAIN STREET
- PRIMARY STREET
- ACCESS STREET (indicative only)
- AT GRADE CAR PARK
- KEY PEDESTRIAN LINK
- PEDESTRIAN CROSSING (Treatment to be determined)
- SIGNALISED INTERSECTION
- CAR PARK ACCESS
- PROMINENT / LANDMARK BUILT FORM
- LOADING AREAS
- FRONTAGES TO ADDRESS PUBLIC REALM
- PRIMARY RETAIL
- PRIMARY RETAIL ANCHOR
- GROUND FLOOR RETAIL
- COMMERCIAL / RESTRICTED RETAIL / MIXED USE
- LOCAL MIXED USE CENTRES
- COMMERCIAL / RESIDENTIAL - MIXED USE
- COMMERCIAL / MIXED USE
- TOWN SQUARE
- MEDIUM / HIGHER DENSITY RESIDENTIAL
- COMMUNITY FACILITIES
- EMERGENCY SERVICES
- TRANSIT CORRIDOR
- COMMUNITY COMPLEX
- CHILD CARE - PRIVATE (INDICATIVE)
- LIBRARY
- HEALTH AND WELL BEING COMPLEX
- INTEGRATED CIVIC AND CULTURE COMPLEX / AQUATIC CENTRE AND INDOOR STADIUM
- NEIGHBOURHOOD HOUSE
- FINER GRAIN PUBLIC SPACE
- FEATURE NODAL OPEN SPACE
- OPEN SPACE (Various types)
- HIGH STREET (Pedestrian street)
- DRAINAGE RESERVE
- GREENWAY
- INTERIM BUS INTERCHANGE
- ULTIMATE INTEGRATED TRANSIT HUB
- PREFERRED SERVICE STATION LOCATIONS

3.8 THE PRECINCTS

3.8.1 Overview

The ACTC is divided into five precincts each with their own preferred land uses and urban design goals. The size and shape of the precincts have been largely determined by the key road network, land ownership patterns, suitable/likely staging, accessibility to services and connectivity with surrounding development areas.

Each precinct will interpret and implement the overarching ACTC vision, as much as practicable and as appropriate to that precincts preferred land use and built form goals.

The purpose for each precinct are described as:

3.8.2 Precinct 1 – Central Core

The Central Core Precinct objective is to deliver a main street based, 'mixed use' core for the Town Centre with key retail, civic, community and employment uses concentrated at and around the intersection of Main Street and High Street.

At this junction, the Town Square will become a key community focal point with transition to the non-commercial forms of a Library and community buildings.

The primary east-west movement network (Main Street) and the secondary north-south movement network (High Street) will be a pedestrian priority zone and will be surrounded by articulated built form and active street frontages.

Over time retail, civic, community and employment uses, as well as upper level residential and non-residential uses, will intensify throughout this precinct, as multi- level mixed use buildings are developed along Main Street and High Street, and as ground level car parks are redeveloped with multi-level mixed use buildings and multi-level parking. Active street frontages will remain a feature of this precinct, with retail and related uses at street level and residential and nonresidential above.

3.8.3 Precinct 2 – Surf Coast Boulevard Central (Central Core Frontage)

The Surf Coast Boulevard Central Precinct objective is to provide a gateway entrance to the ACTC from Surf Coast Boulevard. This will be achieved by encouraging key iconic buildings to frame and enhance the primary vehicle and pedestrian entrance into the ACTC.

The precinct will provide employment opportunities within close proximity to the Town Square. It will provide for a mix of commercial uses such as offices, medical and other commercial type land uses, as well as a mix of small to medium format restricted retail uses. Higher density residential uses will be encouraged, however are more likely to locate off the Surf Coast Boulevard in Precincts 1 and 4 in the medium and longer term.

Development will be subject to planning and design guidelines that will ensure the manner in which buildings address the Surf Coast Boulevard, their development form and articulation considers the overall streetscape design.

3.8.4 Precinct 3 – Surf Coast Boulevard Edge(Mixed Use)

The Surf Coast Boulevard Edge Precinct objective is to provide employment opportunities close to the core of the town centre. It will provide for a mix of small to medium format restricted retail, commercial and higher density residential uses fronting the Surf Coast Boulevard, Boundary Road and Burvilles Road.

3.8.5 Precinct 4 – Central Edge

The Central Edge Precinct objective is to support the proposed Integrated Transit Hub and nearby Precinct 1 by accommodating key community facilities such as the Integrated Civic and Culture Complex, Aquatic Centre, Indoor Stadium and associated public open spaces. In addition it will provide for office, large format retail and trade supplies land uses and for residential uses behind and adjacent to Main Street and High Street in Precinct 1.

Over time, as uses within Precinct 1 intensify and that precinct becomes more fully developed, land at the rear of Main Street within Precinct 4 will provide the potential for further multi-level mixed use development, with street level retail and related uses and upper level commercial and residential uses.

3.8.6 Precinct 5 – Residential Mixed Use

The Residential Mixed Use Precinct objective is to encourage the development of land for a mix of medium to higher residential densities.

This precinct will be of a different form than the rest of the

ACTC and for this reason and to reduce car dependence, it will need to also be serviced by some local convenience uses in mixed use centres and public open spaces.

Over time as Precincts 1 and 4 are successfully established, greater opportunities will exist for a mix of uses to develop throughout this precinct.

PLAN 6 PRECINCT PLAN



Legend

- PRECINCT 1 - CENTRAL CORE - C1Z
- PRECINCT 2 - SURF COAST BOULEVARD CENTRAL - C1Z
- PRECINCT 3 - SURF COAST BOULEVARD EDGE - MUZ
- PRECINCT 4 - CENTRAL EDGE - MUZ
- PRECINCT 5 - RESIDENTIAL MIXED USE - MUZ

3.9 LAND USE BUDGET

The Gross Development Area (GDA) of the ACTCPSP is 92.71 hectares which includes all land within the defined precinct boundary.

The Net Developable Area (NDA) is calculated by deducting land required for public open space, arterial roads, community facilities and drainage supporting the development of the land. The Summary Land Use Budget (refer Table 1) and Summary Yield Analysis (refer Table 2) provide details on the future urban structure.

The detailed budget (refer Appendix 1 Detailed Land Use Budget by Property) provides a specific breakdown of land areas for each property.

The detailed budget (refer Appendix 1 Detailed Land Use Budget by Property) provides a specific breakdown of land areas for each precinct.

The detailed residential yield (refer Appendix 2 Detailed Residential Yield by Property) provides a breakdown of yields per property.

Table 2 should be read in conjunction with the approach to housing density and diversity set out in Section 4.4 Subdivision.

TABLE 1 SUMMARY LAND USE BUDGET

Note: Land Budget based on 'Boundary for Land Budget Purposes' as indicated on the Plan 19 Land Ownership Plan. It excludes surrounding existing road reserves including Barwarre and Boundary Road, otherwise included in the ACTCPSP Boundary.

DESCRIPTION	HECTARES	% TOTAL SITE	% NDA
1.1 Total Precinct Area	92.71	100%	
1.2 Transport			
Surf Coast Boulevard Widening	0.02	0.03%	0.03%
New Boundary Road	1.85	2.00%	2.65%
New Burvilles Road	1.90	2.05%	2.73%
Transit Corridor	3.82	4.12%	5.47%
Sub Total	**7.59**	**8.19%**	**10.89%**
1.3 Proposed Community Facilities			
Library	0.14	0.15%	0.20%
Integrated Civic and Culture Complex and Aquatic/ Indoor Stadium	2.70	2.91%	3.87%
Community Complex	0.60	0.65%	0.86%
Sub Total	**3.44**	**3.71%**	**4.93%**
1.4 Proposed Emergency Services Facility			
Emergency Services Facility	1.50	1.62%	2.15%
Sub Total	**1.50**	**1.62%**	**2.15%**
1.5 Proposed Open Space			
Land Required For Stormwater Management			
Southern Wetland Green	1.74	1.88%	2.50%
Town Common Drainage	0.52	0.56%	0.75%
Village Wetland Green	0.52	0.56%	0.75%
Eastern Drainage	1.00	1.08%	1.43%
Sub Total	**3.79**	**4.08%**	**5.43%**
Land Required For Open Space			
Town Square	0.06	0.07%	0.09%
Town Common	1.11	1.20%	1.60%
Village Wetland Green	0.41	0.45%	0.59%
Transit Plaza	0.16	0.17%	0.23%
Rail Trail – (Parallel to Transit Corridor)	1.85	2.00%	2.66%
Pedestrian Links	0.84	0.90%	1.20%
Passive Open Space	2.19	2.36%	3.14%
Sub Total	**6.63**	**7.15%**	**9.50%**
NET DEVELOPABLE AREA	**69.76**		

Note:

The land use budget has been prepared using only the landholdings and does not include Barwarre Road, Burvilles Road or Boundary Road reserves.

The figures in Table 1 have been rounded to 2 decimal places, whilst in the detailed land budget in Appendix 1 figures are rounded to 4 decimal places. This may result in a slight variation in the calculations.

TABLE 2 SUMMARY RESIDENTIAL TARGET OF LOT YIELD ANALYSIS

DESCRIPTION	TOTAL MIXED USE AREA	DWELLINGS/HA	DWELLINGS
2.1 Mixed Use Commercial			
Precinct 1	0	20	200
Precinct 2	0	0	0
Precinct 3	5.28	0	0
Precinct 4	13.77	30	413
2.2 Mixed Use Residential			
Precinct 5	34.65	25	866
TOTAL			**1479**

The above lot yield targets are based on the following assumptions:

Precinct 1 *– A range of upper floor residential and accommodation uses will be encouraged in Precinct 1. The yield estimate of 200 dwellings equates to 1 dwelling for every 200 sq m of shop use that will be allowed to be developed in this precinct. That is 40,000/200 = 200 dwellings. It is unlikely that this will be feasible in the early stages of construction however the subsequent staging of development will be encouraged to incorporate the 1:200 ratio for residential uses.*

Precincts 2 and 3 *- given the larger format retailing and highway frontage restricted retailing proposed in these precincts, it is considered unlikely that these precincts will be developed for residential purposes. Mixed use within these precincts may more likely reflect mixed commercial uses including retail with restricted retail, office, medical and other commercial types of land use. Opportunities for residential use are not discouraged however this yield assessment has been conservatively estimated.*

That being said, a default density of 25 dwellings per hectare should be adopted in any residential development within this precinct.

Precinct 4 *– like Precincts 2 and 3, there are parts of Precinct 4 that are more likely to be developed for trade supplies and retail purposes which will practically limit residential land use and development to some parts of the precinct. In recognition of this, it is anticipated that new residential development within Precinct 4 be developed at around 35 dwellings to the hectare. Allowing for non-residential land use this will provide a precinct average of approximately 30 dwellings to the hectare.*

Precinct 5 *- is the main residential precinct within the ACTPSP. It is proposed that Precinct 5 be developed at a minimum of 25 dwellings to the hectare, with further increased density being supported. It is proposed that lot sizes for individual allotments intended to be developed for single dwellings be created generally not greater than 350 sq m.*

3.10 DEMOGRAPHIC PROJECTIONS

The ACTC provides an opportunity to incorporate medium to higher density residential development within the ACUGA. This is consistent with the ACUGP which supports the creation of a high-density mixed use Town Centre.

There is potential for a Town Centre population of approximately 3,500 people and a total of 1,249 dwellings.

The actual rates of residential development and population growth in ACTC will be influenced by a range of macro-economic and other factors including:

- Rates of economic growth in the Victorian and Australian economies;
- Levels of national and interstate migration;
- Trends in house prices and housing affordability; and
- Interest rates.

As a result, these population forecasts should be considered indicative only.

3.11 JOURNEY TO WORK STATEMENT

The Journey to Work Statement outlines how the development of land in the ACTC area will affect the daily lives of workers and residents of surrounding areas.

A key requirement to create a more sustainable urban structure is to design it to reduce travel distances, travel times and carbon emissions for travel to work.

The ACTCPSP aims to achieve this by providing:

- Up to 22,000 new jobs within the wider ACUGA;
- Up to 5,460 new jobs within the ACTC;
- A complementary role to the Geelong Central Activities Area (CAA), although it will serve its own distinct trade area;
- Encouraging higher employment densities in precinct because of proximity to surrounding residential neighbourhoods increasing the opportunities for residents to walk or cycle to work;
- An efficient road and public transport network that connects to surrounding neighbourhoods and regions; and
- A pedestrian and cycling plan linking the shared cycle/pedestrian trail network and the public transport network.

3.12 EMPLOYMENT PROJECTIONS

Essential Economics estimated the potential employment generated in the ACTC. It was compared against the forecast size of the employed resident labour force to determine the performance of the precinct in providing local jobs.

The approach in undertaking this analysis is as follows:

- When fully developed, the ACTC is projected to have approximately 75,000 sq m of retail floor space and 50,000 sq m of non-retail floor space;
- An employment ratio of 28 sq m per job is applied to the retail uses;
- An average employment ratio of 20 sq m per job is applied to the non-retail components of the ACTC, with the exception of entertainment and associated uses where a ratio of 50 sq m per job is applied;
- An estimate for other potential employment at community facilities such as schools and medical centres suggests approximately 360 jobs. This excludes the potential for a hospital or other large specialist medical facilities; and
- Home-based employment is estimated at 5% of the total employed labour force residing in the Town Centre.

4 ELEMENTS

This section describes the ACTCPSP in relation to the following elements:

- Image and character;
- Place making and liveability;
- Environmentally sustainable development;
- Subdivision;
- Use and development;
- Built form;
- Community facilities;
- Movement and access network;
- Car parking and loading;
- Public open space, natural systems and biodiversity;
- Drainage and floodplain management;
- Utilities and energy; and
- Development staging.

Each element includes:

- Vision;
- Objectives for each Element: description of the desired outcome to be achieved within the Town Centre. Planning permit applications must meet the Objectives for each Element; and
- Implementation: a spatial representation of the desired objectives.

4.1 IMAGE AND CHARACTER

4.1.1 Vision: Image and character

The ACTC is envisaged as the heart of the ACUGA. Setting the image and character of the Town Centre early in its development is critical to the long-term success of the precinct, and has been embedded into this PSP process.

The Town Centre character will reflect its role as a place for people, its qualities as a destination and as a local community with a distinct character.

The ACTC will be a connected, local, and diverse community which emphasises its local identity through its significant network of integrated public open spaces. It will be the nature, form and quality of these spaces, along with the quality and nature of development built form that will establish the local image and character of the Town Centre.

4.1.2 Objective: Image and character

The objectives for 'Image and character' as an essential part of the development of ACTC are:

- To define a character for the Town Centre that focuses on a mixed-use, urban environment where retail, commercial, civic, community and residential uses and activities co-exist;
- To ensure that all elements of the development of the ACTC contribute positively to its identity;
- To provide high quality public realm and streetscapes that reinforces the pedestrian-based environment and makes it easy for people to get around the centre;
- To reinforce the town square as the 'heart' of the centre, as being critical to establishing the local character and identity;
- To enhance the environment of Surf Coast Boulevard as the gateway to the Town Centre, and a major arterial road through the ACUGA;
- To plan for street level development of Main Street;
- To plan for a range of co-located community facilities located around the Ultimate Integrated Transit Hub;
- To plan and develop a local street and block pattern; and pedestrian and cycling network, that reinforces walkability and safe access for bicycles within local neighbourhoods;
- To encourage street based urban design treatments that create points of internal amenity, such as local green spaces, urban parks, green streets and public art; and
- To appropriately treat the adjoining interfaces to residential precincts, as well as the diverse uses to the southern boundary, to minimise visual impacts beyond the Town Centre.
- To facilitate a series of greenways (Boundary, Burvilles and Barwarre Roads) that protect and enhance high quality roadside vegetation, and will be used for recreation links for cycling, walking, and other recreation activities.

4.1.3 Implementation: Image and character

The objectives for 'Image and character' are to be met by implementation of all the following:

- Plan 4 Future Urban Structure Plan
- Plan 5 ACTC Concept Plan
- Plan 7 Subdivision
- Plan 8 Built Form
- Plan 9 Community Facilities
- Plan 10 Road Hierarchy and Entries
- Plan 11 Pedestrian and Cycle Movements
- Plan 12 Public Transport
- Plan 13 Open Space Network
- Plan 14 Drainage and Floodplain Management
- Appendix 5 Planning and Design Guidelines
- Appendix 8 Public Open Space Guidelines
- Appendix 9 Public Art Delivery Statement

4.2 PLACE MAKING AND LIVEABILITY

4.2.1 Vision: Place making and liveability

The vision for 'Place making and liveability' within the ACTC is to create a great local place where people want to live, work and play within their community. The PSP aims to create an attractive and vibrant community by putting people first by focusing on place making. It does this by creating spaces that are accessible and equitable, that allow people to engage in a range of activities, that are safe, comfortable and attractive and that create opportunities for socialising within liveable communities.

The ACTCPSP seeks to create a community that is socially inclusive, affordable, accessible, healthy, safe and resilient. In order to achieve this aspiration the urban design aims to deliver equitable access to a range of services and facilities, transport options and natural and recreational open spaces for the all ages and all segments of the community.

4.2.2 Objectives: Place making and liveability

The 'Place making and liveability' objectives that are an essential part of the development of ACTC are:

- To provide a high quality of life for the proposed ACTC community and residents within the ACUGA catchment;
- To promote healthier lifestyles and social inclusion and create opportunities for socialising within the community;
- To embrace the existing topography, heritage and natural elements of the site, and integrate these features into the development of the ACTC to create a sense of place that is authentic and distinct to Armstrong Creek;
- To create attractive public spaces that promote interaction and activity,;
- To develop a broad range of housing options that promote liveability and affordability;
- To develop employment options close to local housing and services that promote liveable neighbourhoods;
- To create high quality public spaces that are comfortable, useable and functional; and
- To create a strong dynamic identity for the Town Centre, i.e. an identity that the ACTC and ACUGA community can be proud of and evolves with the community.

4.2.3 Implementation: Place making and liveability

The objectives for 'Place making and liveability' are to be met by the implementation of all of the following:

- Plan 4 Future Urban Structure Plan
- Plan 5 ACTC Concept Plan
- Plan 7 Subdivision
- Plan 8 Built Form
- Plan 9 Community Facilities
- Plan 10 Road Hierarchy and Entries
- Plan 11 Pedestrian and Cycle Movements
- Plan 12 Public Transport
- Plan 13 Open Space Network
- Plan 14 Drainage and Floodplain Management
- Appendix 5 Planning and Design Guidelines
- Appendix 8 Public Open Space Guidelines
- Appendix 9 Public Art Delivery Statement

4.3 ENVIRONMENTALLY SUSTAINABLE DEVELOPMENT

4.3.1 Vision: Environmentally sustainable development

The ACTC will be developed into a world-class integrated, environmentally sustainable community. The PSP will support and promote sustainable approaches to the management of energy and greenhouse gas emissions, waste, transport, products and materials, and water. Approaches at the precinct level, such as stormwater management and local energy generation, will be implemented in tandem with building level measures, including energy efficient design and the use of sustainable construction materials.

These sustainable building and infrastructure design approaches will be supported by management and behaviour change initiatives to ensure sustainable practices are carried through to ongoing operation, benefiting the community into the future.

The sustainable approach to development will protect the community against energy and water cost impacts, make it more resilient to future climate change impacts, and give it greater control over its own resource needs. It will also help to make the Town Centre vibrant, comfortable and people oriented.

4.3.2 Objectives: Environmentally sustainable development

The objectives for 'Environmentally sustainable development' as an essential part of the development of ACTC are:

Zero Carbon

- To source 30% of energy from either on-site, nearby renewable or low carbon sources.

Zero Waste

- To encourage innovative solutions for waste avoidance within the ACTC.

Sustainable Transport

- To prioritise transport infrastructure and access according to the following hierarchy:
  - Pedestrians and restricted mobility;
  - Cyclists;
  - Public Transport Users; and
  - Private motorists;
- To establish sustainable transport behaviour through early provision of an integrated public transport network with a high level of frequency and convenience.

Sustainable Products and Materials

- To encourage the use of construction products and materials; and
- To encourage sustainable food consumption and production.

Sustainable Water

- To target average potable water use to 110 litres per person per day for residential development;
- To source 100% of water for landscape irrigation from on-site rainwater collection or recycled water;
- To manage stormwater in line with the Victorian Stormwater Committee's Best Practice Environmental Standard for urban stormwater;
- To provide integrated solutions to water management that recognise opportunities for on-site water collection and reuse including rainwater tanks, green roofs, utilisation of recycled water reticulation and stormwater management;
- To promote reductions in water consumption through building level treatments and water-efficient landscaping;
- To mandate connection to the dual pipe recycled water system for all properties within the Armstrong Creek Town Centre; and
- To encourage the efficient use of all water sources available within the Precinct.

4.3.3 Implementation: Environmentally sustainable development

The objectives for 'Environmentally sustainable development' are to be met by implementation of all of the following:

- Plan 4 Future Urban Structure Plan
- Plan 7 Subdivision
- Plan 8 Built Form
- Plan 9 Community Facilities
- Plan 10 Road Hierarchy and Entries
- Plan 11 Pedestrian and Cycle Movements
- Plan 12 Public Transport
- Plan 13 Open Space Network
- Plan 14 Drainage and Floodplain Management
- Appendix 5 Planning and Design Guidelines

4.4 SUBDIVISION

4.4.1 Vision: Subdivision

The ACTC will include a mix of housing typologies including medium density and semi attached development, high density multi-unit development, shop top housing, ageing and retirement facilities, which support the mixed-use urban environment.

Residential provision in the 'heart' of the centre allows for upper level housing above street level, while in areas surrounding the 'heart', medium density housing will accommodate the local residents.

The timing of residential development and population growth in the ACTC will be largely determined by the strength of market demand for the appropriate residential formats and other wider factors including immigration trends and interest rates. It is expected that residential demand in the Town Centre will be strongest over the period 2021 to 2031.

Alongside this residential development, the ACTC will include a full range of convenience shopping services together with a healthy commercial office sector, a wide range of community facilities, entertainment and employment opportunities and will complement the higher order role of Geelong's Central Activities Area (CAA).

4.4.2 Objectives: Subdivision

The objectives for subdivision as an essential part of the development of ACTC are:

- To provide a diversity of lots sizes that can facilitate delivery of diverse housing typologies and sizes and will create attractive, interesting and diverse local neighbourhoods;
- To develop a level of density for each precinct in accordance with Plan 7 Subdivision, or by demonstrating an alternative means of balancing densities across the precinct;
- To design streets and lanes that provide an appropriate urban context for housing at a range of densities;
- To encourage opportunities for housing typologies focusing on affordability and liveability;
- To provide lot sizes and housing types which are responsive to the character of the natural and built environment in the area and respond to principles of environmental sustainability;
- To encourage large integrated housing sites (including for example medium density housing, retirement villages or other specialised housing forms) within or at the interface of the core and overlooking open space;
- To maximise the level of residential permeability and neighbourhood integration through the design and planning of a small and flexible street and block pattern;
- To facilitate delivery of smaller lot housing through implementation of the Incorporated Small Lot Housing Code (2012);
- To ensure key non-residential use anchors are located to encourage pedestrian movement within the Town Centre;
- To ensure that the location of large format retail does not impede the movement of people within the Town Centre;
- To ensure retail and commercial frontages that directly address Main Street or High Street, integrate with and promote activity within key street sections and public areas;
- To encourage varying shop front widths and floor space areas to promote a diversity of trading opportunities throughout the centre;
- To incorporate flexible floor space (including floor to ceiling heights) into building design enabling localised non-retail commercial uses to be integrated within the main street/public space focus areas;
- To encourage retail and office uses at ground level activating the Town Centre streets; and
- To provide WiFi infrastructure in the public realm with the initial service installed by the Developer at the time of subdivision and to be maintained by Council.

4.4.3 Implementation: Subdivision

The objectives for subdivision are to be met by the implementation of all of the following:

- Table 2 Summary Residential Target of Lot Yield Analysis
- Plan 4 Future Urban Structure Plan
- Plan 5 ACTC Concept Plan
- Plan 7 Subdivision
- Table 10 Infrastructure in the Armstrong Creek Town Centre Precinct
- Plan 11 Pedestrian and Cycle Movements
- Plan 13 Open Space Network
- Appendix 1 Detailed Land Use Budget
- Appendix 5 Planning and Design Guidelines
- Appendix 8 Public Open Space Guidelines
- Small Lot Housing Code, Growth Areas Authority, 2012

PLAN 7 SUBDIVISION



Legend

- ACTCPSP BOUNDARY
- PRECINCT 1
  1dwelling per 200m2 shop use
- PRECINCT 2
  residential supported
- PRECINCT 3
  residential supported
- PRECINCT 4
  30 dwellings per hectare
- PRECINCT 5
  25 dwellings per hectare
  (with generally a maximum
  350sq.m lot size for a single
  allotment with a single dwelling).

4.5 USE AND DEVELOPMENT

4.5.1 Vision: Use and development

To support the ACUGA, the ACTC will perform a major activity centre function providing a range of commercial and retail uses as well as office and residential land uses.

The role and function of the centre is broken into five precincts each with varying levels of delivery:

- Precinct 1 is the main retail and commercial heart and will support supermarkets, department stores, shops, offices, community facilities and upper level residential development;
- Precinct 2 and 3 support restricted retail, trade supplies, commercial uses including offices and the Emergency Services precinct and residential development;
- Precinct 4 encourages community and residential development. Restricted retail and commercial development is also allowed; and
- Precinct 5 supports residential development and local retail uses.

Generally, retail and commercial / employment uses within the ACTC will be located on Main Street and High Street and will be within close proximity to the Ultimate Integrated Transit Hub. These uses will be anchored by two full line supermarkets and associated discount department stores. This retail core will serve the ACUGA parts of Grovedale, the Surf Coast and the Bellarine. Smaller retail components are also provided within the ACTC at mixed use centres.

4.5.2 Objectives: Use and development

The objectives for 'Use and development' as an essential part of the development of ACTC are:

- To encourage a mix of commercial, community, recreation and residential uses;
- To promote design excellence in the public realm, private and community developments in accordance with the Planning and Design Guidelines in Appendix 5;
- To facilitate sustainable built form and ongoing use of buildings and places throughout the ACTC;
- To concentrate retail and commercial activities to Precinct 1;
- To facilitate residential development in Precinct 1;
- To develop strong pedestrian and public transport connection in and around the ACTC; and
- To limit the signage and create a strong visual identity of the ACTC.

4.5.3 Implementation: Use and development

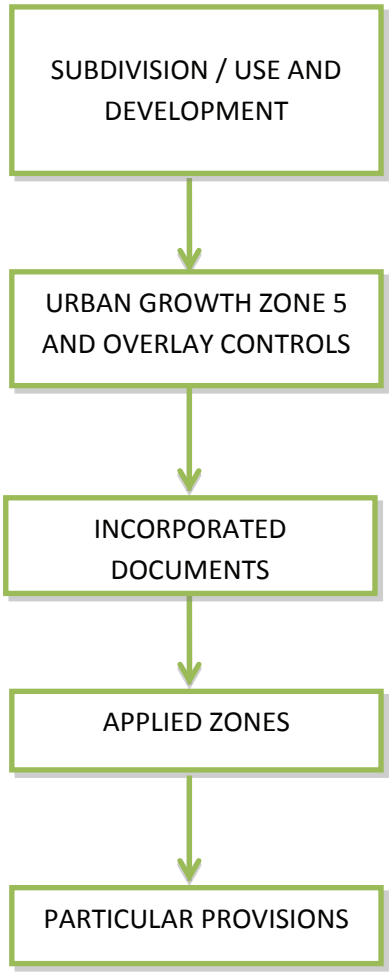
The objectives for 'Use and development' are to be met by the implementation of all of the following:

- Use of land for residential use is uncapped
- Incorporated Small Lot Housing Code (2012) will apply to all precincts except Precinct 1
- Advertising signs will be controlled through the specific provisions of the Urban Growth Zone Schedule 5 (UGZ5) and will need to be in accordance with any Armstrong Creek Town Centre Visual Branding Policy as prepared by the Council
- Table 3 Retail Land Use Summary
- Plan 4 Future Urban Structure Plan
- Plan 5 ACTC Concept Plan
- Plan 8 Built Form
- Appendix 2 Detailed Residential Target Lot Yield
- Appendix 5 Planning and Design Guidelines
- Small Lot Housing Code, Growth Areas Authority, 2012

TABLE 3 RETAIL LAND USE SUMMARY

RETAIL LAND USE				
PRECINCT	SHOP	RESTRICTED RETAIL	TRADE SUPPLIES	SPECIAL PROVISIONS
1	40,000 sq m	prohibited	Prohibited	Shop use is capped at 40,000 sq.m (shop), with a permit being required for any leasable floor space in excess of 40,000 sq.m.
2	Prohibited	uncapped	Prohibited	Shop use prohibited except use for restricted retail. Restricted retail use requires a permit for individual tenancy greater than 2,000 sq m
3	None Specified (subject to permit)	uncapped	Uncapped	Restricted retail uses requires a permit for individual tenancy greater than 2,000 sq m
4	4,000 sq m	part of shop	26,000 sq m	Shop use is capped at individual tenancy of 2,000 sq m and a combined area of 4,000sq.m Trade supplies use requires a permit for individual tenancy greater than 13,000 sq m. Restricted retail use requires a permit for individual tenancy of greater than 2,000 sq m and can only be used in conjunction with trade supplies.
5	4,000 sq m	part of shop	Uncapped	Shop use is capped at 2,000 sq.m at each of the Local Mixed Use Centres in Precinct 5. Shop use is capped at individual tenancy of 600 sq m.

TABLE 4 USE AND DEVELOPMENT IMPLEMENTATION



4.6 BUILT FORM

4.6.1 Vision: Built form

Built form within the ACTC will contribute to the unique sense of place and physical identity of the Town Centre. Built form within the Town Centre will offer a range of housing choices for residents, which respond appropriately to the land use it accommodates and the distinct local and regional context.

The public realm will be the catalyst for built form excellence within the ACTC. The form, materials and character of the built form will complement and respond to the adjacent public realm in order to provide a cohesive identity for the Town Centre.

4.6.2 Objectives: Built form

The objectives for 'Built form' as an essential part of the development of ACTC are to:

- Orientate built form to address key streets and public spaces in order to encourage activation and to create opportunities for passive surveillance;
- Increase residential densities and mixed used development in and around the Ultimate Integrated Transit Hub and core of the Town Centre;
- Ensure built form is robust, flexible and can adapt to the future needs of the community;
- Reinforce key entries into the Town Centre and ensure built form entries contribute positively to the arrival experience;
- Design facades which relate to the surrounding built form, height and materials to create a unified streetscape. Design should also relate to the land uses;
- Design buildings and facades to promote active frontages;
- Ensure development is an appropriate height, massing and articulation of built form;
- Promote a diversity of trading opportunities throughout the retail core through the provision of shop fronts which have varying widths and floor space areas; and
- Promote pedestrian activity in the retail core by providing weather protection and visual permeability.

4.6.3 Implementation: Built form

The objectives for 'Built form' are to be met by the implementation of all of the following:

- Plan 4 Future Urban Structure Plan
- Plan 5 ACTC Concept Plan
- Plan 7 Subdivision
- Plan 8 Built Form
- Plan 13 Open Space Network
- Plan 11 Pedestrian and Cycle Movements
- Appendix 5 Planning and Design Guidelines
- Small Lot Housing Code, Growth Areas Authority, 2012
- Advertising signs will be controlled through the specific provisions of the Urban Growth Zone Schedule 5 (UGZ5) and will need to be in accordance with any Armstrong Creek Town Centre Visual Branding Policy as prepared by the Council

PLAN 8 BUILT FORM



Legend

- ACTCPSP BOUNDARY
- PRIMARY ROAD NETWORK
- ACCESS STREET (indicative only)
- ULTIMATE INTEGRATED TRANSIT HUB
- INTERIM BUS INTERCHANGE
- MAIN STREET ZONE - 50% MINIMUM 2 STOREY ALONG MAIN STREET (Built form to contribute to the retail character of Main Street)
- HIGH STREET ZONE (Built form to contribute to the retail character of High Street)
- OPEN SPACE
- ENCUMBERED OPEN SPACE (Storm water quality and management)
- ENCUMBERED OPEN SPACE (Biodiversity values)
- PREFERRED LOCATIONS FOR HIGH DENSITY AND HIGH AMENITY RESIDENTIAL (Focused around public transport facilities)
- PROMINENT / LANDMARK BUILT FORM (Built form with strong architectural design and articulation)
- ACTIVE FRONTAGE (Primary / High)
- ACTIVE FRONTAGE (Secondary / Medium)
- ACTIVE FRONTAGE (Tertiary / Low)

4.7 COMMUNITY FACILITIES

4.7.1 Vision: Community Facilities

Community facilities are the focal point of the Town Centre, strengthening its sense of identity and allowing for social interaction. The facilities allow people to have an active role in the Town Centre and form the foundation for a robust, vibrant and sustainable community. The ACTC will provide the location for a number of community facilities which are located and clustered at the heart of the centre, near retail and commercial activity, and with good access to public transport connections promoting accessibility and 'multi-trip' outcomes.

Generally, community facilities within the Town Centre are located along the transit corridor, in the civic precinct, near the Ultimate Integrated Transit Hub. They provide an interface between retail and residential uses and are located along key vehicle and pedestrian routes. The proximity of community facilities to public transport and regional pedestrian and cycle networks ensures these facilities are accessible to a wide catchment, not only within the Town Centre but throughout the ACUGA.

The co-location of community facilities promotes the sustainable use of land within the Town Centre and is intended to enable resource sharing and strengthen synergies that exist between facilities. It encourages greater user participation and community interaction.

The Emergency Services Precinct is located at the north-west corner of the ACTC. It is intended to provide a concentrated location for a number of emergency facilities that will service the ACUGA. The facilities anticipated within this precinct include Country Fire Authority (CFA), Ambulance Victoria and an Emergency Regional Coordination Centre.

Dedicated light phasing for emergency service providers will be provided for at the intersection of Surf Coast Boulevard and Boundary Road. Should this land be no longer required for emergency services, it may be developed for the underlying land use zone in Precinct 3 – Mixed use.

4.7.2 Objectives: Community Facilities

The objectives for community facilities as an essential part of the development of ACTC are to:

- Include co-located services and facilities at the 'heart' of the Town Centre, to complement retail, commercial and public transport activities;
- Plan for the timely delivery of community facilities such as the library as population thresholds are reached and funding becomes available;
- Provide physical connections that integrate with future adjoining land uses;
- Provide a range of community facilities, cultural venues and services to meet the varying needs of local residents;
- Include art in the public realm to enhance the community spaces;
- Support the early provision of community facilities to maximise the opportunities for new residents and visitors; and
- Plan for social and community infrastructure to be safe and accessible and connected by walking and cycling paths, as well as public and private transport.

4.7.3 Implementation: Community Facilities

The objectives for community facilities are to be met by the implementation of all of the following.

- Table 5 Community Facilities
- Plan 4 Future Urban Structure Plan
- Plan 5 ACTC Concept Plan
- Plan 9 Community Facilities
- Plan 11 Pedestrian and Cycle Movements
- Plan 12 Public Transport
- Plan 13 Open Space Network
- Appendix 4 Community Facilities Delivery Statement
- Appendix 5 Planning and Design Guidelines
- Appendix 9 Public Art Delivery Statement

4.7.4 Community Facilities Delivery Statement

Appendix 4 includes the Community Facilities Delivery Statement that outlines the City of Greater Geelong's delivery program for community facilities.

PLAN 9 COMMUNITY FACILITIES



Legend

- ACTCPSP BOUNDARY
- CIVIC PRECINCT
- COMMUNITY FACILITIES
- EMERGENCY SERVICES (Provision for CFA Emergency Facility, Ambulance Victoria Station and Regional Control Centre)
- PREFERRED LOCATION FOR COMMUNITY FACILITIES
- OPEN SPACE
- ENCUMBERED OPEN SPACE (Storm water quality and management)
- ENCUMBERED OPEN SPACE (Biodiversity values)
- PRIORITY PEDESTRIAN NETWORK
- PROMINENT CORNER (Built form or public realm)
- ULTIMATE INTEGRATED TRANSIT HUB
- INTERIM BUS INTERCHANGE
- PEDESTRIAN CROSSING (Treatment to be determined)
- SIGNALISED INTERSECTION

Facilities

- Ⓐ NEIGHBOURHOOD HOUSE (CoGG)
- Ⓑ LIBRARY (CoGG)
- Ⓒ COMMUNITY COMPLEX (CoGG)
- Ⓓ CHILD CARE (Private Provider)
- Ⓔ INTEGRATED CIVIC & CULTURAL COMPLEX (CoGG)
- Ⓕ HEALTH AND WELL BEING (Private Provider)
- Ⓖ INDOOR AQUATIC CENTRE (CoGG)
- Ⓗ INDOOR STADIUM (CoGG)
- Ⓘ EMERGENCY SERVICES PRECINCT

TABLE 5 COMMUNITY FACILITIES

Facilities and Services (code)	Location	Lead Agency
Neighbourhood House (A)	Potential neighbourhood house co-located with Village Wetland (on unencumbered open space)	CoGG
Library (B)	One library located on Main Street adjacent to the Town Square, High Street and Main Street intersection.	CoGG
Community Complex (C) • Maternal and Child Health; • Playgroup; • Long day care facilitates; and • Kindergarten.	One Community Complex, located along the northern part of Connector Road A.	CoGG
Child Care Centre (D)	Preferred location is on the east of the transit corridor, along Burvilles Road.	Private provider
Integrated Civic and Culture Complex (E) • Youth facilities • Community meeting spaces • Arts and culture flexible spaces • Planned activity group	One (1) Integrated Civic and Culture Community Complex located adjacent to the Town Common.	CoGG
Health and Well Being Complex (F) • Allied Health; • Meal Distribution; and • Neighbourhood house.	One Health and Wellbeing Complex. Preferred location is on the east side of the transit corridor, along Main Street.	Private provider
Indoor Aquatic Centre (G) • 25 metre Pool; • Gym; • Administration; and • Amenities.	One (1) Indoor Aquatic Centre is located adjacent to the Town Common	CoGG
Indoor Stadium (H) • 3 court stadium; • Stadium and seating; • Associate facilities.	One Indoor Stadium is located adjacent the Town Common.	CoGG
Emergency Services (I) • Fire; • Ambulance; and • Emergency Regional Coordination Centre.	One (1) Emergency Services Precinct located on the corner of Boundary Road and Surf Coast Boulevard.	Emergency Services

4.8 MOVEMENT AND ACCESS NETWORK

4.8.1 Vision: Movement and access network

The ACTC is a highly permeable urban environment that gives easy access into and through the mixed-use centre and prioritises pedestrians and cyclists networks.

Movement connections within the Town Centre provide an ordered structure for both pedestrians and vehicle routes and wherever possible pedestrians are separated from service and private vehicle movements. These movement patterns respond to the destination and activities they serve within each precinct.

It is critical to establishing the Town Centre as a successful 'place for people' that the precinct is not dominated by car movements and parking and strongly emphasises a pedestrian friendly street environment.

Entrances into the ACTC will be identified and reinforced by the establishment of taller, dense built forms offering a clear signal of entry and emphasised by a particular planting regimen of species, scale and pattern. Entry points will be signalised.

4.8.2 Objectives: Movement and access network

The objectives for 'Movement and access' as an essential part of the development of ACTC are to:

Pedestrians and Cycling

- Support the early provision of safe, efficient and accessible pedestrian and bicycle paths and links which are connected to key features of the Town Centre and which link to regional networks inside and outside the ACTC;
- Prioritise walking as the easiest and most efficient way of moving within the Town Centre, especially in the core; and
- Provide facilities within the Town Centre that support walking and cycling as the preferred methods of travel in the ACTC i.e. bicycle parking and 'end of trip' facilities including showers and change rooms.

Public Transport

- Support the early provision of local bus services and ensures 95% of all households within the ACTC are located within 400m of a future bus stop and/or 800m of the proposed Ultimate Integrated Transit Hub;
- Support the development of the Interim Bus Interchange to provide early delivery of public transport to the ACTC;
- Provide a sustainable transport network that promotes public transport use, walking and cycling while reducing reliance on cars;
- Ensure the Ultimate Integrated Transit Hub:
  - Becomes a key focus of the new Town Centre;
  - Accommodates safe and efficient bus movements;
  - Enables easy interchange to bus services;
  - Provides park and ride facilities; and
  - Is well connected to the pedestrian and bicycle network; and
- Encourage the development of a rail service in the designated transit corridor.

Streets and Lanes

- Provide a Town Centre environment that is successful in the early stages when car trips are the dominant access mode, but also later in development staging when pedestrian prioritisation is required;
- Develop a safe and appropriate road network that services the Town Centre and its major retail and commercial anchors, without compromising Main Street and High Street as highly pedestrianised zones and successful 'people places';
- Provide an efficient, legible and safe local road network that:
  - Enables safe and efficient bus operations;
  - Complements the role and function of the arterial road networks; and
  - Delivers a good internal movement within and between neighbourhoods and good access to external destinations.
- Encourage diversity in street design to support different land uses and to protect scattered native vegetation, where possible; and
- Provide for landscaping of roads and streets to create key public spaces, landscape corridors and contribute to an attractive urban environment.

4.8.3 Implementation: Movement and access network

The objectives for 'Movement and access' are to be met by implementation of all of the following:

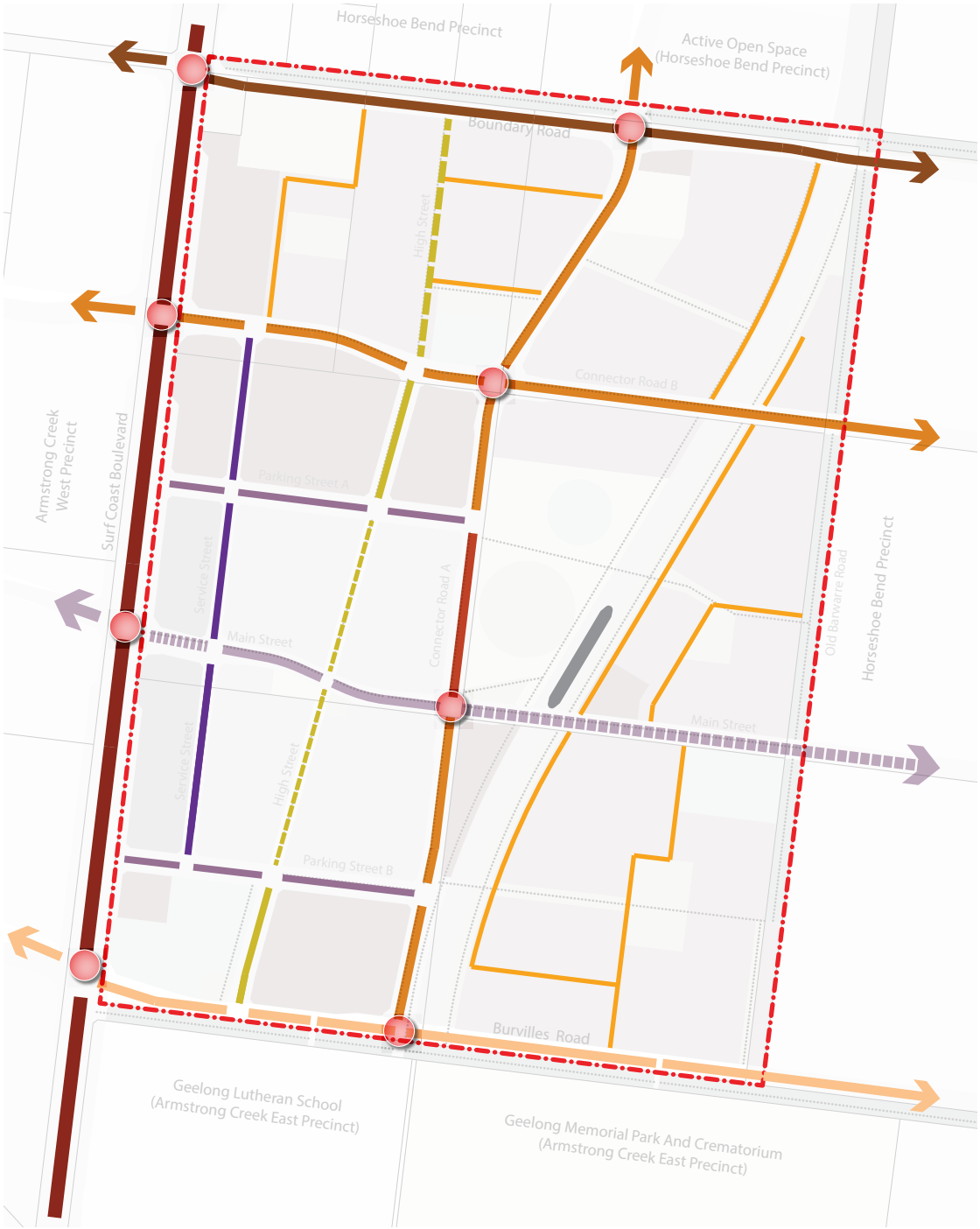
- Table 6 Road Character
- Plan 4 Future Urban Structure Plan
- Plan 10 Road Hierarchy and Entries
- Plan 11 Pedestrian and Cycle Movements;
- Plan 12 Public Transport
- Appendix 5 Planning and Design Guidelines
- Appendix 6 Road Design and Delivery Characteristics
- Appendix 7 Road and Open Space Cross Sections

TABLE 6 ROAD CHARACTER

Name	Precinct	Road Reserve Width (m)	Role	Attributes	Cross Section Reference
Surf Coast Boulevard	2,3	43.0m + 12m Service Roads	Arterial level road	• Three (3) traffic lanes in each direction (ultimate); • On road cycle lane; • Service Roads to be included. • Direct access into the ACTC via signalised intersection or Service Roads; and • 2.5 m shared path both sides.	Cross Section 1, 2
Connector Road	3, 4, 5	25.0m	Connector level road Primary Entry points into the ACTC The road will have relatively heavy pedestrian movement patterns on both sides.	• One (1) lane in each direction; • On road cycle lanes; • Footpaths on both sides of the road; and • Parking lanes.	Cross Section 7
Interim Bus Interchange	4	30.0m	The street will provide a focus for public transport facilities prior to the delivery of the Ultimate Integrated Transit Hub	• One (1) lane in each direction; • On road cycle lanes; • Footpaths on both sides of the street; • Bus Bays; • Close proximity to the retail core and civic precinct; and • Wide footpaths enabling safe movements for transport users and bus shelters.	Cross Section 8
Main Street (West)	2	25.0	Connector level road. Primary Gateway entrance to the ACTC.	• One (1) lane in each direction; • On-road cycle lanes • Footpaths on both sides of the street; • No indented parking in entry off Surf Coast Boulevard. This space will be utilised for landscaping as a gateway feature.	Cross Section 9
Main Street (Town Core)	1	23.0	Connector level road. Priority pedestrian zone in the Town Centre. Wide footpath zones and multiple crossing points to encourage connectivity between the northern and southern sides of the street.	• One (1) lane in each direction, 4.2m lane width; • Footpaths on both sides of the street; • Indented parking lanes (2.3m wide); • Strong pedestrian character; and • Limited access for heavy vehicles.	Cross Section 10
Main Street (East)	4, 5	25.0	Connector level street Principal access route through the ACTC.	• One (1) lane in each direction, 3.5m wide lanes; • On-road cycle lane; • Footpaths on both sides of the street; • Indented parking lanes; and • Enhanced pedestrian character.	Cross Section 11
High Street (Mixed Use / Commercial)	4	25.0	Connector level street	• One (1) lane in each direction; • Shared paths on both sides of the street; • Indented parking lanes; • Will take the form of a formal	Cross Section 13

Name	Precinct	Road Reserve Width (m)	Role	Attributes	Cross Section Reference
				street with enhanced pedestrian amenity.	
High Street (Residential)	5	20.0	Local level street	• One (1) lane in each direction; • Shared paths on both sides of the street. • Informal on street parking; and • Will take the form of a formal street with enhanced pedestrian amenity.	Cross Section 14
High Street (Pedestrian)	1	15.0	Pedestrian priority Street	• Paved street, including street trees, seating, public art and landscaping features (as appropriate). • Inviting environment for pedestrians and cyclists	Cross Section 12
Burvilles Road	3, 4, 5	23.0	Connector Level Street	• One (1) lane in each direction; • Parking lanes (interim); • On road cycle lanes; • Footpath on northern side and shared path in greenway on southern side.	Cross Section 5 & 6
Boundary Road	3, 5	23.0	Connector Level Street Principal access route into the ACTC.	• One (1) lane in each direction (interim); • Parking lane (interim); • Wide kerbside parking lanes for cyclist. • Footpath on south side and shared path in greenway on the north side; and	Cross Section 3 & 4
Parking Street	3 , 4	28.6	Primary car route into the car parking areas. The street will provide significant parking, and street planting.	• One (1) lane in each direction; • Three (3) parking lanes (2 indented kerbside parking lane and one ninety degree central median parking); • Footpaths on both sides of the street.	Cross Section 15
Service Street	2, 3	17.0	Minimises the conflict between larger commercial vehicles, private vehicles and pedestrians. Provides for heavy vehicle movements to the retail core and to the land uses along the Surf Coast Boulevard frontage.	• One (1) lane in each direction; • Potential for loading zones; and • Footpaths on both sides of the street.	Cross Section 16
Access 1 Street	4, 5	16.0	Provide access into the standard residential areas.	• One (1) lane in each direction; • Informal on street parking; and • Paths on both side of street.	Cross Section 18
Access 2 Street	4	18.6-19.6	Provide access into residential areas of the Town Centre where higher level of on street parking is desirable.	• One (1) lane in each direction; • Indented parking lanes; and • Footpaths on both side of street.	Cross Section 17
Access Lane	5	6.0 - 8.0	Provide rear access to residential dwellings	• Where possible landscape treatment should be provided.	Cross Section 19

PLAN 10 ROAD HIERACHY AND ENTRIES



Legend

- ACTCPSP BOUNDARY
- SURF COAST BOULEVARD
- CONNECTOR ROAD
- INTERIM BUS INTERCHANGE
- MAIN STREET (WEST)
- MAIN STREET (TOWN CORE)
- MAIN STREET (EAST)
- HIGH STREET (MIXED USE / COMMERCIAL)
- HIGH STREET (RESIDENTIAL)
- HIGH STREET (PEDESTRIAN) (See chapter 4.8)
- BURVILLES ROAD
- BOUNDARY ROAD
- PARKING STREET
- SERVICE STREET
- ACCESS 1 STREET (Indicative)
- SIGNALISED INTERSECTION

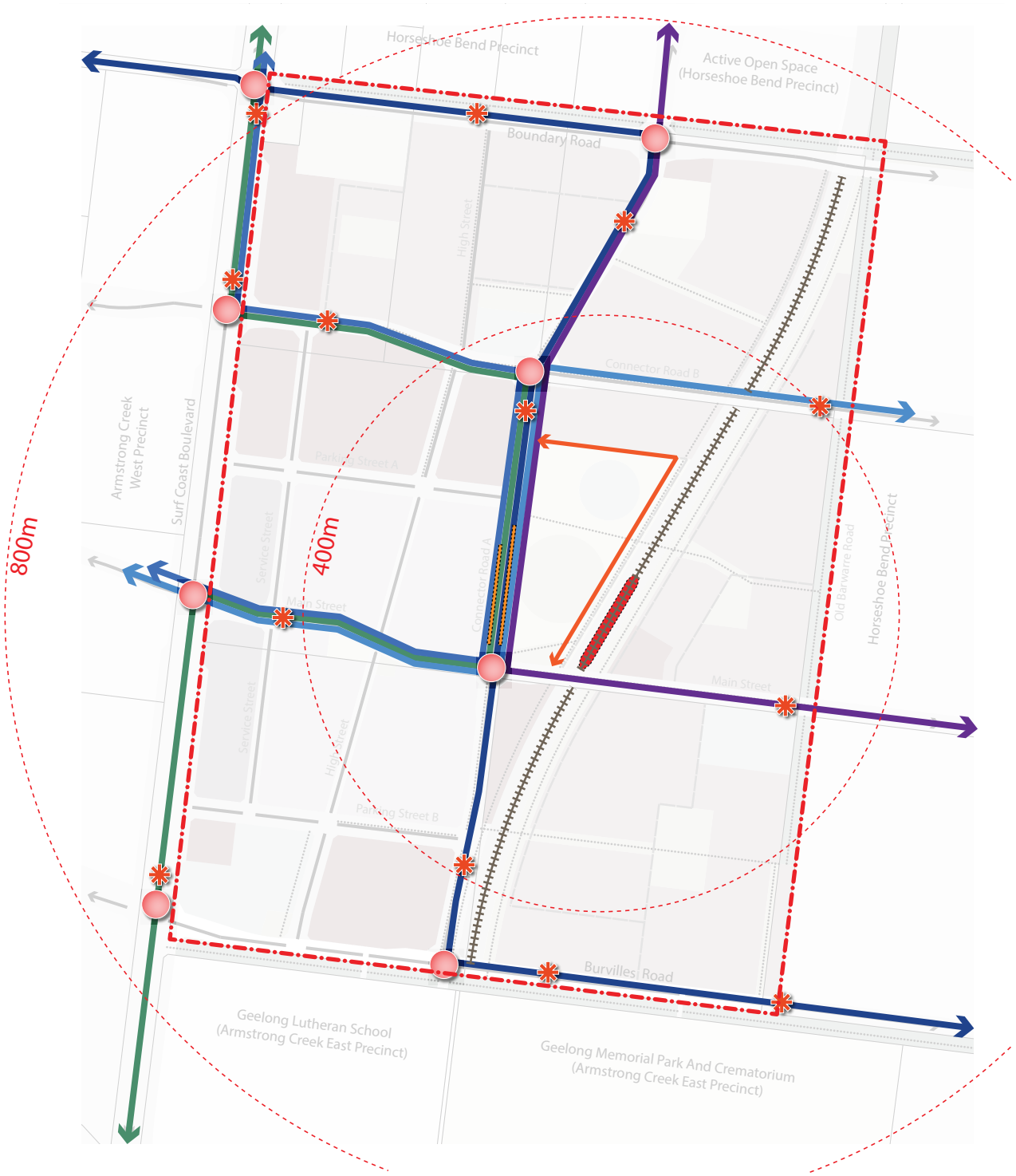
PLAN 11 PEDESTRIAN AND CYCLE MOVEMENTS



Legend

- ACTCPSP BOUNDARY
- PRIMARY ROAD NETWORK
- ACCESS STREET (indicative only)
- OPEN SPACE
- ENCUMBERED OPEN SPACE (Storm water quality and management)
- ENCUMBERED OPEN SPACE (Biodiversity values)
- PEDESTRIAN CROSSING (Treatment to be determined)
- SIGNALISED CROSSING
- GROWTH AREA WIDE PRIMARY PEDESTRIAN NETWORK (on road)
- GROWTH AREA PRIMARY PEDESTRIAN NETWORK (off road)
- ACTC BASED PRIMARY NETWORK (on road)
- ACTC BASED PRIMARY NETWORK (off road)
- ON ROAD CYCLE ROUTES

PLAN 12 PUBLIC TRANSPORT



Legend

- ACTCPSP BOUNDARY
- PRIMARY ROAD NETWORK
- ACCESS STREET (indicative only)
- ULTIMATE INTEGRATED TRANSIT HUB
- INTERIM BUS INTERCHANGE
- BUS ROUTES (As advised by PTV)
- INDICATIVE BUS STOP LOCATIONS (To be confirmed by PTV)
- POTENTIAL KISS AND RIDE LOCATION (To be delivered with Ultimate Integrated Transit Hub)
- SIGNALISED INTERSECTION
- TRANSIT CORRIDOR

4.9 CAR PARKING AND LOADING

4.9.1 Vision: Car Parking and Loading

The car parking strategy proposes a precinct based response to the differing uses and structure of each precinct.

Parking is provided as:

- On Street Parking - parallel or angled
- Off Street Parking - at-grade parking

It is important that there is sufficient provision and accessible car parking, particularly in the initial stages of development, before public transport uses within the ACUGA are fully operational.

4.9.2 Objectives: Car parking and loading

The objectives for the provision of 'Car parking and loading' areas within the ACTC are to:

- Ensure pedestrian and bicycle requirements are prioritised over the requirements for cars and car parking;
- Provide efficient, safe, secure and accessible car parking, with good amenity, throughout the Town Centre;
- Provide for a range of car parking options including on street parking, off street parking from service and parking streets, at-grade, basement and multi-level car parks;
- Minimise large areas of at-grade car parking and the visual dominance of these areas on the public realm;
- Ensure large carpark areas are located centrally in the Town Centre and to the rear and / or side of street based retail frontages;
- Ensure parking areas are designed to be functional and aesthetically pleasing, with appropriate landscaping, canopy trees, and public lighting as practical;
- Utilise on street parking to activate streetscapes and minimise the number of off street car parks required;
- Encourage WSUD techniques within large at grade, car park areas to reduce and treat storm water run-off;
- Allow for the long term removal of at-grade car parking in order to utilise these sites for development as demand increases in the Town Centre;
- Encourage innovative approaches to car parking that reduce the urban heat island effect;
- Encourage the provision of internalised service areas, where possible. If internalised service areas cannot be provided, they should be secured and screened at the rear of buildings; and
- Locate heavy vehicle movements to the rear and/or side of street based retail and maintain Main Street as a pedestrian priority zone.

4.9.3 Implementation: Car parking and loading

The objectives for 'Car parking and loading' are to be met by the implementation of all of the following:

- Plan 4 Future Urban Structure Plan
- Plan 5 ACTC Concept Plan
- Plan 10 Road Hierarchy and Entries
- Plan 11 Pedestrian and Cycle Movements
- Plan 12 Public Transport
- Appendix 5 Planning and Design Guidelines
- Appendix 6 Road Design and Delivery Characteristics
- Appendix 7 Road and Open Space Cross Sections

4.10 PUBLIC OPEN SPACE, NATURAL SYSTEMS AND BIODIVERSITY

4.10.1 Vision: Public open space and natural systems

The public realm is critical to the success of the ACTC and creates the framework for the location of retail, civic, commercial and transport uses.

Open space areas within the centre are urban spaces and landscaped spaces and systems which provide the opportunity for passive and active recreation, social interaction, and physical and visual connections. The public realm also allows for the retention of high value vegetation, provides visual relief and 'greening' and contributes to the ACTC's identity.

The ACTC includes a connected network of open spaces, catering for a diverse range of functions and users. Open space areas within the Town Centre includes streets, urban spaces, green parks, greenways and links and supporting spaces and are intended to provide a safe, lively and interesting environment for the proposed community.

The open space and natural system within the ACTC has been classified in to the following categories:

- Urban Spaces;
- Green Parks;
- Greenways;
- Open Space Links and Connections; and
- Encumbered Open Spaces.

4.10.2 Objectives: Public open space and natural systems

The objectives for 'Public open space and natural systems' as an essential part of the development of the ACTC are to:

- Create urban spaces of the ACTC at the heart of the community, influencing the Town Centre's character and its sense of place;
- Support public art to create the unique sense of place;
- Create a series of 'green' finer grain open spaces that will generally be soft landscaped spaces and will offer relief from the activity of Main Street, providing a place to meet and enjoy a softer, shady, green environment as a contrast to the urban spaces and activities which abut them;
- Create feature nodal open spaces along the Transit Corridor;
- Support pedestrian and cycle movements within the Town Centre and to other precincts of the ACUGA;
- Utilise constrained land within the centre that can be used for recreation purposes;
- Ensure the landscape of the site has a specific relationship to the local landform, wider regional landscapes and distinctive regional features to create place specific design;
- Ensure defined precincts are immediately recognisable through the creation of legible entry points and boundaries;
- Ensure the appropriate landscape treatment of public open spaces in keeping with their intended vision and the objective of life-cycle sustainability (care, growth and maintenance);
- Orientate built forms along pedestrian routes to maximise security, observation and visibility;
- Design and develop open spaces and pedestrian networks with consideration of seasonal and weather changes;
- Provide equal and safe access to the public realm including mobility access to all members of the community;
- Ensure open spaces are flexible enough to be used at different times of day by different users;
- Ensure the public realm has capacity for long term regeneration and a redefinition of uses, without having to be completely renovated;
- Promote the early provision of public open space in its intended functional form, particularly the Town Square, Town Common, the Transit Plaza and the Village Wetland Green; and
- To facilitate a series of greenways (Boundary, Burvilles and Barwarre Roads) that protect and enhance high quality roadside vegetation, and will be used for recreation links for cycling and walking, and other recreation activities

4.10.3 Implementation: Public Open Space and Natural Systems

The objectives for 'Public open space and natural systems' are to be met by the implementation of all of the following:

- Table 6 Open Space
- Plan 4 Future Urban Structure Plan
- Plan 5 ACTC Concept Plan
- Plan 10 Road Hierarchy and Entries
- Plan 11 Pedestrian and Cycle Movements
- Plan 12 Public Transport
- Table 7 Open Space
- Plan 13 Open Space Network
- Appendix 5 Planning and Design Guidelines
- Appendix 6 Road Design and Delivery Characteristics
- Appendix 7 Road and Open Space Cross Sections
- Appendix 8 Public Open Space Guidelines
- Appendix 9 Public Art Delivery Statement

TABLE 7 OPEN SPACE

Name and Code	Precinct	Size (Ha)	Role	Facilities	Attributes
Urban Space					
Town Square (A)	1	0.06	• Provide a vibrant place for community gatherings; and • Suitable for programmed community activities.	Hardscaped space, seating, public art, trees, shade and bathroom facilities.	Co-located with the library and by complementary ground floor uses in surrounding buildings. Integrated with the adjacent streetscape and pedestrian links to encourage use and 'draw people into' the space.
Town Common (B)	4	1.11 (excluding stormwater management)	• Node for community activity; • Principal social open space within the Town Centre; and • Accommodates large community gatherings and events.	Combination of hard and soft landscape treatments, seating, shelter, BBQ facilities, shade trees, an open lawn, children's playground equipment, public art.	Central to the Integrated Civic and Culture Complex and has clear connections to rail trail and eastern side of transit corridor.
Transit Plaza (C)	4	0.16	• A space for people to meet associated with the Ultimate Integrated Transit Hub.	Hardscaped space, public art, seating, shelter, real time travel information	Co-located with long term Ultimate Integrated Transit Hub and provides clear view lines from Main Street.
Finer Grain Public Space	Refer to Plan 13 Open Space Network (Indicative locations only)	N/A	• Introduce activity relief in the centre.	Soft and hardscape elements, trees and seating and public art.	A series of additional 'supporting' open spaces may be provided, particularly within commercial and retail areas which frames the ends of High Street.
Feature Nodal Open Space	Refer to Plan 13 Open Space Network (Indicative locations only)	N/A	• Provide a point of visual reference.	Soft landscape elements, trees and public art.	Located in the Transit Corridor at key nodes.
• **Green Parks**					
Village Wetland Green (D)	5	0.41 (excluding stormwater management)	• Local park for residential passive recreation	Integrated wetland and softscape treatment, paths, seating, trees, shelter.	Terminates key view lines along the Connector Road A and Connector Road B.
Passive Open Spaces (E) (F) (G) (H)	 5 5 5 5	 0.39 0.54 0.31 0.81	• Focal point of residential areas, providing green relief and influencing the character of these areas	Hard and soft landscape treatments, seating, shelters, BBQ and play facilities.	Generally within 400m of all residential homes.
Southern Wetland Green (I)	3	0.14	• Local park	Integrated wetland and softscape treatment, paths, seating, trees, shelter.	Along Burvilles Road and provide a passive open space area for the southern users of the ACTC.
• **Open Space Links**					
Pedestrian Links (J) (K) (L) (M)	 5 5 5 5	 0.23 0.16 0.18 0.27	• Supports pedestrian and cyde movements within the Town Centre and to other precincts of the ACUGA	Hard and soft landscape, paths, seating and trees.	Provides for both localised pedestrian movements between retail, open space and residential uses, Linked to regional trail networks along the rail line and greenways.

Name and Code	Precinct	Size (Ha)	Role	Facilities	Attributes
Rail Trail (N)	5	1.85	• Allows for pedestrian and cyclist connections to the future train station, the Town Centre and to other areas of ACUGA.	Soft landscaping, vegetation and a shared path.	Intended to improve the overall amenity of the transit corridor.
• **Encumbered Open Spaces**					
Greenways (O)	3 4 5	3.76	• Allow for the retention of significant road side vegetation identified within existing road reserves; and • Provides regional connections to and from areas within ACUGA	Shared path and remnant trees.	
Southern Wetland - (P)	3	1.74	• Integrated stormwater management system (wetland) or an alternative system to the satisfaction of the responsible authority.	Soft landscaping, vegetation, trees, trails.	
Eastern Wetland (Q)	5	1.00	• Integrated stormwater management system (wetland)	Soft landscaping, vegetation, trees, trails.	
Village Wetland – (R)	5	0.52	• Integrated stormwater management system (wetland)	Soft landscaping, vegetation, trees, trails.	
Town Common Drainage Reserve (S)	4	0.52	• Integrated stormwater management system (retarding basin and water quality treatment)	Soft landscaping, vegetation, trees, trails.	

PLAN 13 OPEN SPACE NETWORK



Legend

- ACTCPSP BOUNDARY
- PRIMARY ROAD NETWORK
- ACCESS STREET (indicative only)
- GREEN PARK
- OPEN SPACE LINK
- URBAN SPACE
- ENCUMBERED OPEN SPACE (storm water quality and management)
- PRIORITY PEDESTRIAN NETWORK
- PEDESTRIAN CROSSING (Treatment to be determined)
- ENTRY STATEMENT
- FEATURE NODAL OPEN SPACE
- FINER GRAIN PUBLIC SPACE
- (A) REFERENCE TO TABLE 7 - OPEN SPACE

4.10.4 Vision: Biodiversity

The development of the ACTC will be sympathetic to the continuing conservation management of areas of significant vegetation and fauna habitat in key locations.

4.10.5 Objectives: Biodiversity

The objectives for 'Biodiversity' as an essential part of the development of the ACTC are to:

- Plan for the long term conservation management of areas of significant native vegetation and fauna habitat in accordance with the Armstrong Creek Town Centre Native Vegetation Precinct Plan (ACTCNVPP);
- Balance the assessment and management of native vegetation; as either a conservation outcome or a landscape/aesthetic outcome recognising the planned urban context of the land;
- Maximise retention of biodiversity and/or landscape values and to facilitate their function as corridors linking habitats across ACTC and beyond;
- Enhance the biodiversity of the area, including the designation of areas to concentrate on revegetation activities to provide habitat; and
- Maximise retention of trees identified in the ACTCNVPP (scattered Very Large Old Trees, significant Large Old Trees, and roadside vegetation) as part of detailed design through application of the three-step approach (avoid, minimise, offset).

4.10.6 Implementation: Biodiversity

The objectives for biodiversity are to be met by implementation of all the following:

- Plan 4 Future Urban Structure Plan
- Table 7 Open Space
- Plan 13 Open Space Network
- Appendix 5 Planning and Design Guidelines
- ACTC Native Vegetation Precinct Plan (March 2014)

4.10.7 Armstrong Creek Town Centre Native Vegetation Precinct Plan (ACTCNVPP)

The purpose of the ACTCNVPP is to:

- Specify the native vegetation to be retained and the native vegetation that can be removed, destroyed or lopped;
- Ensure that areas set aside to retain native vegetation are managed to conserve ecological values;
- Ensure that the removal, destruction or lopping of native vegetation specified to be retained is consistent with conserving the ecological values of these areas and is in accordance with the approach to net gain as set out in Permitted Clearing of Native Vegetation – Biodiversity Assessment Guidelines (DEPI 2013);
- Set out the works or other necessary actions required to offset the removal, destruction or lopping of native vegetation; and
- Streamline the planning approvals process through a landscape approach to native vegetation protection and management.

The ACTC Native Vegetation Precinct Plan (March 2014) is an incorporated document in the Greater Geelong Planning Scheme.

4.11 DRAINAGE AND FLOODPLAIN MANAGEMENT

4.11.1 Vision: Drainage and floodplain management

The proposed development will increase the impervious area of the ACTC. This increased impervious area will lead to increased impervious stormwater flows and run-off. The drainage system is designed to convey the minor storm events underground, with the provision of overland flow paths for major 1 in 100 year storm events. It is considered that the proposed drainage strategy, including wetlands, retarding basin and appropriate subdivision works will mitigate the need for the application of planning flood controls.

The stormwater discharge from the ACTC will be treated to Best Practice environmental standards. The flows will be retarded so there is no increase to the peak stormwater discharge for storms up to and including the 1 in 100 year Average Recurrence Interval (ARI) event compared to the existing conditions. Minor flows up to the 1 in 5 year ARI within the residential portion of the development will be managed through an underground pipe drainage system. Flows up to the 1 in 20 year ARI within the commercial area of the development (Precincts 1 – 4) will be managed through an underground pipe drainage system.

Should an alternative location for the South West Wetland be approved to the satisfaction of the Responsible Authority, and this land is deemed no longer required for stormwater management, it may be developed for the underlying land use zone in Precinct 3 – Mixed Use.

Overland Flow Paths

Overland flow paths within road reserves will cater for discharges greater than the minor flows outlined above, and up to the 1 in 100 year ARI. All flows up to the 1 in 100 year ARI will be detained in retarding basins on the site prior to being discharged.

The pollutants produced by the development will need to be treated onsite to avoid degrading the nearby waterways. Water Sensitive Urban Design (WSUD) features have been recommended for the site as they will treat the stormwater from the development before it re-enters the existing receiving waters. WSUD components are a preferred option to treat the stormwater as they limit the need for conventional pipe and drain systems and improve water quality through natural processes.

WSUD

Water quality treatment of stormwater is achieved by using a treatment train of proposed WSUD features. The treatment train includes some or all of the following depending on the catchment:

- Rainwater tanks;
- Bio-retention swales;
- Wetlands;
- Retention basins; and
- Rain-gardens.

This type of treatment system is used to progressively detain flows and allow sedimentation and nutrient filtrations to take place.

Wetlands are proposed to provide water quality benefits and habitats for the region. The wetlands proposed are to become attractive water features and should be designed accordingly.

4.11.2 Objectives: Drainage and floodplain management

The objectives for 'Drainage and flood management' are to:

- Mitigate the impact of development on waterways and downstream environments;
- Provide a stormwater management system that restricts flows to predevelopment levels;
- Incorporate WSUD as part of an integrated water management system;
- Treat storm water to achieve best practice standards;
- Gross Pollutant Traps (GPT) to be provided at strategic locations;
- Encourage water reuse throughout the precinct;
- Add amenity to the streets and open spaces of the Town Centre through the landscaping of water treatment areas; and
- Provide a comprehensive water management strategy that combines active and passive systems to maximise infiltration, and incorporate water treatment and re-use.

4.11.3 Implementation: Drainage and floodplain management

The objectives for 'Drainage and Floodplain Management' are to be met by implementation of all of the following (or any alternative system for the Southern Wetland that is provided to the satisfaction of the Responsible Authority):

- Table 6 Open Space

- Plan 4 Future Urban Structure Plan
- Plan 5 ACTC Concept Plan
- Plan 13 Open Space Network
- Plan 14 Drainage and Floodplain Management
- Appendix 5 Planning and Design Guidelines
- Appendix 8 Public Open Space Guidelines
- Appendix 9 Public Art Delivery Statement

TABLE 8 DRAINAGE AND FLOODPLAIN MANAGEMENT AUTHORITIES

Management Item	Relevant Authority
Drainage	CoGG
Floodplain Management	Corangamite Catchment Management Authority

PLAN 14 DRAINAGE AND FLOODPLAIN MANAGEMENT



Legend

- ACTCPSP BOUNDARY
- PRIMARY ROAD NETWORK
- ACCESS STREET (indicative only)
- ENCUMBERED OPEN SPACE (Storm water quality and management)
- CATCHMENT BOUNDARY
- DRAINAGE PIPE
- MANHOLE
- INDICATIVE FLOW PATH Q100 FLOW
- GPT
- SPILLWAY

4.12 UTILITIES AND ENERGY

4.12.1 Vision: Utilities and Energy

The ACTC will provide high quality reliable connections to:

- Sewer;
- Potable water;
- Recycled water, via third pipe;
- Electricity, including optic fibre network; and
- Gas.

4.12.2 Objectives: Utilities and energy

The objectives for the provision of 'Utilities and energy' within the ACTC include to:

- Provide all development with:
  - A reticulated sewerage service;
  - A potable water service;
  - A recycled water service;
  - Underground electricity (except for infrastructure to support cables with a voltage greater than 66kV and substations);
  - Gas; and
  - Telecommunications (including optic fibre to all premises).
- Ensure all land is serviced appropriately including supply of the above services, to the satisfaction of the relevant authority;
- Provide reliable services that cater for load demands associated with urban development;
- Encourage authorities to underground all new and existing services;
- Efficiently co-ordinate, locate and bundle underground proposed services;
- Secure sites for Pressure Reducing Valves within the Horseshoe Bend Precinct for both Recycled and Drinking Water for servicing surrounding precincts.
- Encourage developers to provide advanced telecommunication technologies and services including WiFi in the public realm; and
- Facilitate innovative sustainable and energy efficient approaches to the provision of services.
- Facilitating the delivery of Pressure Reducing Values (PRVs) as shown on Plan 16, and to a standard that screens and limits visual impact.

4.12.3 Implementation: Utilities and energy

The objectives for 'Utilities and energy' are to be met by the implementation of all of the following:

- plan 4 Future Urban Structure Plan
- Plan 15 Services - Sewer
- Plan 16 Services - Water
- Plan 17 Services - Electricity
- Plan 18 Services - Gas
- Appendix 5 Planning and Design Guidelines

TABLE 9 SERVICE AUTHORITIES

Management Item	Relevant Authority
Water	Barwon Water
Sewerage	Barwon Water
Gas	SP AusNet
Electricity	Powercor
Telecommunications	NBN Co (or other supplier)
Reticulated Recycled Water	Barwon Water

PLAN 15 SERVICES - SEWER



Legend

- SEWER TRUNK MAIN
- INDICATIVE SEWER DISTRIBUTION BRANCH

PLAN 16 SERVICES - WATER



Legend

- WATER MAIN
- INDICATIVE WATER BRANCH
- MEDIUM LEVEL ZONE PRESSURE REDUCING VALVE
- INDICATIVE RECYCLED WATER BRANCH
- RECYCLED WATER - DN 300 & 450
- RECYCLED WATER - DN 600
- MEDIUM LEVEL ZONE PRESSURE REDUCING VALVE

PLAN 17 SERVICES - ELECTRICITY



Legend

- EXISTING ELECTRICITY - WPD 22 DN 225
- EXISTING ELECTRICITY - GLE13 22kV OH
- ARMSTRONG CREEK ZONE SUBSTATION

PLAN 18 SERVICES - GAS



Legend

- EXISTING GAS MAIN - 160S7
- INDICATIVE GAS BRANCH

4.13 DEVELOPMENT STAGING

4.13.1 Objectives: Development Staging

The objectives for 'Development staging' are to:

- Ensure Main Street is delivered as the first stage in the development of Precincts 1 or 2;
- Ensure all road designs that have an interim role are designed to easily facilitate the delivery of the ultimate cross section and that underground infrastructure such as drainage and utilities are provided in their ultimate location;
- Develop the Precincts in a timely manner, without compromising the overall vision;
- Ensure staging does not create situations in which residents will be unreasonably isolated from commercial and community facilities, pedestrian and cycling networks, or public transport;
- Respond to the timing and delivery of infrastructure and upgrades (i.e. Surf Coast Boulevard, service infrastructure upgrades etc.);
- Identify projects that will be developer-funded works and projects to be funded by the ACTCDCP;
- To maintain access to properties as the road network develops;
- Enable the Main Street core to establish early in the development of the ACTC, with appropriate road connections through the Town Centre;
- Establish a development framework for the site; and
- Minimise the disruption to the operation and access of the Geelong Lutheran College and Geelong Memorial Park Cemetery and Crematorium

4.13.2 Implementation: Development Staging

The objectives for 'Development staging' are to be met by the implementation of all of the following:

- Plan 4 Future Urban Structure Plan
- Appendix 5 Planning and Design Guidelines

5 PRECINCT INFRASTRUCTURE PLAN

5.1 INTRODUCTION

This Precinct Infrastructure Plan summarises the infrastructure required to facilitate the appropriate development of ACTC generally in accordance with the ACTCPSP. The infrastructure is to be provided through a number of mechanisms including:

- Land development works and / or full funding by developers (individually or jointly in some cases);
- Development contributions (community infrastructure levy and development infrastructure levy);
- Utility service provider works and/ or funding;
- Capital works and/or funding by the Australian Government, Victorian State Government, COGG and other agencies and non-Government organisations; and
- Grant funding available from a variety of sources.

5.2 DEVELOPMENT CONTRIBUTIONS PLAN

The development of the ACTC will contain a series of infrastructure items that will be shared across the developable area. The cost of these items will be apportioned amongst landowners in the ACTC, forming the basis of the Armstrong Creek Town Centre Development Contributions Plan (ACTCDCP). All development will be rolled out in line with the requirements of the ACTCDCP.

In addition to the ACTCDCP, infrastructure items that are required to realise the development potential of individual parcels will be the responsibility of those landowners. The ACTCDCP contains details of these infrastructure items.

5.3 DESIGN GUIDELINES

The following planning and design guidelines must be met:

- Construct roads to property boundaries as early as feasible where inter-parcel connections are indicated in the ACTCPSP;
- Provide access to development via a sealed road approved by the responsible authority generally in accordance with Plan 10 Road Hierarchy and Entries; and.
- Provide drainage infrastructure via staged delivery of the ultimate stormwater management strategy for the Precinct.

TABLE 10 INFRASTRUCTURE IN THE ARMSTRONG CREEK TOWN CENTRE PRECINCT

Project Category	Title	Project Description	Lead Agency	Funding Responsibility	Timing
Movement					
Intersection	Surf Coast Boulevard with Boundary Road	Surf Coast Boulevard / Boundary Road intersection. Construction of an interim signalised intersection at the intersection of Surf Coast Boulevard and Boundary Road.	Vic Roads	DCP ACTC – 30% ACW – 40% HSB – 30%	Medium Term
Intersection	Surf Coast Boulevard with Connector Road B	Surf Coast Boulevard / Connector Road B intersection. Construction of an interim signalised intersection at the intersection of Surf Coast Boulevard and Connector Road B.	Vic Roads	DCP ACTC – 65% ACW – 35%	Short Term
Intersection	Surf Coast Boulevard with Main Street	Surf Coast Boulevard / Main Street intersection. Construction of an interim signalised intersection at the intersection of Surf Coast Boulevard and Main Street.	Vic Roads	DCP ACTC – 60% ACW- 40%	Short Term
Intersection	Surf Coast Boulevard with Burvilles Road	Surf Coast Boulevard / Burvilles Road intersection. Construction of an interim signalised intersection at the intersection of Surf Coast Boulevard and Burvilles Road.	Vic Roads	DCP ACTC – 35% ACW – 30% COGG – 35%	Short Term
Intersection	Boundary Road with Connector Road A	Boundary Road / Connector Road A intersection. Construction of an ultimate signalised intersection at the intersection of Boundary Road and the Connector Road A (signals only).	COGG	DCP ACTC – 50% HSB – 50%	Medium Term
Intersection	Burvilles Road with Connector Road A	Burvilles Road / Connector Road A intersection. Construction of an ultimate signalised intersection at the intersection of Burvilles Road and the Connector Road A inclusive of southern access to Lutheran School (signals and southern leg of intersection only).	COGG	DCP 100%	Medium Term
Intersection	Connector Road A with Main Street	Connector Road A/ Main Street intersection. Construction of an ultimate signalised intersection at the intersection of the Connector Road A and Main Street (signals only).	COGG	DCP 100%	Medium Term
Intersection	Connector Road A /Connector Road B	Connector Road A / Connector Road B intersection. Construction of an ultimate signalised intersection at the intersection of the Connector Road A and Connector Road B (signals only).	COGG	DCP 100%	Medium Term

Project Category	Title	Project Description	Lead Agency	Funding Responsibility	Timing
Intersection	Other	Construction of intersection	Developer	Developer	--
Land Acquisition	Burvilles Road – land (Surf Coast Boulevard to eastern boundary of ACTC)	Land Acquisition	COGG	DCP ACTC – 50% COGG – 50%	Short Term
Land Acquisition	Boundary Road - land (Surf Coast Boulevard to Barwarre Road)	Land Acquisition	COGG	DCP ACTC – 50% HSB – 50%	Short Term
Road	Surf Coast Boulevard	Construction of ultimate carriage ways of Surf Coast Boulevard.	Vic Roads	Vic Roads	Long Term
Road	Service Roads along Surf Coast Boulevard	Service Roads construction. Construction of carriageway of Service Roads along the eastern side of Surf Coast Boulevard between Boundary Road and Burvilles Road.	Developer	Developer	Short – Medium Term
Road	Boundary Road	Boundary Road construction. Construction of carriageway of Boundary Road between Surf Coast Boulevard and Barwarre Road.	Developer	Developer	Short – Medium Term
Road	Burvilles Road Interim	Burvilles Road construction. Construction of interim carriage ways between Surf Coast Boulevard and Barwarre Road.	Developer	Developer	Short – Medium Term
Road	Burvilles Road Ultimate	Burvilles Road construction. Construction of ultimate carriage ways between Surf Coast Boulevard and Barwarre Road.	COGG	COGG	Long Term
Road	Connector Road A	Connector Road A construction. Construction of carriage ways between Boundary Road and Burvilles Road.	Developer	Developer	Short Term
Road	Connector Road B	Connector Road B construction. Construction of carriage ways between Surf Coast Boulevard and Barwarre Road.	Developer	Developer	Short Term
Road	Parking Street	Parking Street construction. Construction of carriage ways between Surf Coast Boulevard and the Connector Road A.	Developer	Developer	Short Term
Road	Main Street West	Main Street West construction. Construction of carriage ways between Surf Coast Boulevard and Service Street.	Developer	Developer	Short Term
Road	Main Street Town Core	Main Street Town Core construction. Construction of carriage ways between Service Street and the Connector Road A.	Developer	Developer	Short Term
Road	Main Street East	Main Street East Construction. Construction of carriage ways between the Connector Road A and Barwarre Road.	Developer	Developer	Short – Medium Term

Project Category	Title	Project Description	Lead Agency	Funding Responsibility	Timing
Road	High Street Pedestrian	High Street Construction. Construction of pedestrian street between Parking Street north and south.	Developer	Developer	Short Term
Road	High Street Mixed Use / Commercial	High Street Construction. Construction of carriage ways between Parking Street Connector Road A and B and between Parking Street south and Burvilles Road.	Developer	Developer	Short Term
Road	High Street	High Street construction. Construction of carriage ways between Boundary Road and Connector Road B.	Developer	Developer	Short – Medium Term
Road	Service Street	Service Street construction. Construction of carriage ways between the Connector Road B and parking street.	Developer	Developer	Short Term
Road	Access Street	Access Street construction.	Developer	Developer	-
Road	Parking Street	Parking Street construction.	Developer	Developer	-
Road	Access Lane	Access Lane construction.	Developer	Developer	-
Access Reinstatement	Lutheran School	Following the construction of Burvilles Road and associated Greenway, access into the Lutheran School must be reinstated (one access point only).	COGG	DCP 100%	Short Term
Access Reinstatement	Geelong Crematorium	Following the construction of Burvilles Road and associated Greenway, access into the Geelong Crematorium must be reinstated (one access point only).	COGG	DCP 100%	Short to Medium Term
Cycle	Burvilles Road Shared Trail	Construction of shared trails along Burvilles Road as generally shown on Plan 11 Pedestrian and Cycle Movements.	COGG	DCP (ACEP 100%)	Medium Term
Cycle	Shared Trails (along transit corridor)	Construction of shared trails along the length of the transit corridor (both sides).	COGG	DCP 100%	Short to Medium Term
Cycle	Pedestrian Footbridges over Railway Corridor	Construction of three pedestrian crossings of the transit corridor generally as shown on Plan 11 Pedestrian and Cycle Movements.	PTV	Relevant Authority	Long Term
Bridge	Vehicular crossing of the Transit Corridor	Construction of Boundary Road, Burvilles Road, Connector Road B and Main Street connection over the transit corridor.	PTV	PTV	Long Term
Pedestrian	Pedestrian Crossing Treatment	Construction of pedestrian crossing treatment throughout the ACTCPSP generally as shown on Plan 11 Pedestrian and Cycle Movements.	Developer	Developer	--

Project Category	Title	Project Description	Lead Agency	Funding Responsibility	Timing
Public Transport					
Train	Transit Corridor - land	Land acquisition for Transit Corridor (37m corridor)	COGG	DCP 100%	Medium Term
Train	Transit Corridor - interim embellishments as 'open space'	Embellishment of transit corridor as open space including sacrificial shared trail.	Developer	Developer	Medium Term
Train	Ultimate Integrated Transport Hub	Staged construction of new transport services in the Armstrong Creek Town Centre.	PTV	PTV	Long Term
Train	Transit Corridor - construction	Delivery of transport services including design standards that facilitate heavy rail infrastructure.	PTV	PTV	Long Term
Bus	Bus Services	Delivery of bus services.	PTV	PTV	Short Term
Bus	Interim Bus Interchange	Construction of Interim Bus Interchange generally as shown on Plan 12 Public Transport.	COGG	Developer	Short Term
Bus	Bus Stops	Provision of bus stops to be delivered with arterial / connector street system as part of subdivision construction approvals.	Developer	Developer	Short Term
Emergency Services					
Emergency Services	Country Fire Authority Emergency Facility	Provision for a Country Fire Authority Emergency Facility.	Country Fire Authority	Country Fire Authority	Short – Medium Term
Emergency Services	Ambulance Victoria Station	Provision for an Ambulance Victoria Station.	Ambulance Victoria	Ambulance Victoria	Short – Medium Term
Emergency Services	Regional Coordination Centre	Provision for a Regional Coordination Centre.	Various emergency service agencies	State Government	Short Term
Community Facilities					
Community Facilities	Neighbourhood House	Neighborhood House. Acquisition of land and future construction of neighborhood house.	COGG	COGG/ Other	Medium Term
Community Facilities	Library - Ultimate	Library. Ultimate construction of library.	COGG	DCP / COGG	Long Term
Community Facilities	Community Complex	Community Complex (Boundary Road and Collector A). Acquisition of land and future construction of Integrated Children's Services.	COGG	CoGG	Medium Term
Community Facilities	Integrated Children's Services (Burvilles Road)	Integrated Children's Services (Burvilles Road). Acquisition of land and future construction of Integrated Children's Services.	Developer	Provider	Medium - Long Term
Community Facilities	Integrated Culture and Civic Complex	Integrated Culture and Civic Complex, includes Youth facility, community and arts and culture spaces.	COGG	CoGG	Medium Term
Community	Health and Well	Provision for a Health and Well Being	Developer	Provider	Medium

Project Category	Title	Project Description	Lead Agency	Funding Responsibility	Timing
Facilities	Being Complex	Complex.			Term
Community Facilities	Indoor Aquatic Centre	Indoor Aquatic Centre. Acquisition of land and future construction of Indoor Aquatics Facility.	COGG	CoGG	Medium Term
Community Facilities	Indoor Stadium	Indoor Stadium. Acquisition of land and future construction of Indoor Stadium.	COGG	CoGG	Short Term
Open Space					
Urban Space	Town Square	Earthworks, landscape construction and urban park development works.	COGG	Developer	Short Term
Urban Space	Transit Plaza	Earthworks, landscape construction and urban park development works.	COGG	CoGG	Short Term
Urban Space	Town Common	Earthworks, landscape construction and urban park development works.	COGG	CoGG	Short – Medium Term
Green Park	Village Wetland Green (Unencumbered)	Earthworks, landscape construction, trail development and passive park development works.	COGG	Developer	Short – Medium Term
Green Park	Passive open space	Earthworks, landscape construction, trail development and passive park development works.	COGG	Developer	-
Open Space Link	Rail Trail	Earthworks, landscape construction, trail development and passive park development works.	COGG	Developer	Medium Term
Open Space Link	Pedestrian Links	Earthworks, landscape construction, trail development and passive park development works.	COGG	Developer	Short Term
Encumbered Open Space	Greenways (Barwarre Rd)	Basic Landscape construction, trail development works and weed management.	COGG	DCP ACTC – 50% HSB – 50%	Medium Term
Encumbered Open Space	Greenways (Burvilles Rd)	Basic Landscape construction, trail development works and weed management.	COGG	DCP ACEP – 100%	Medium Term
Encumbered Open Space	Greenways (Boundary Rd)	Basic Landscape construction, trail development works and weed management.	COGG	DCP ACTC – 50% HSB – 50%	Medium Term
Drainage					
Drainage	Drainage Reserve Land and Construction – Connector Road A / Connector Road B (Village Wetland)	Earthworks, drainage works, landscape construction, trail development and passive park development works.	COGG	DCP 100%	Short – Medium Term
Drainage	Drainage Reserve Land and Construction (Town Common Drainage Reserve)	Earthworks, drainage works, landscape construction, trail development and passive park development works.	COGG	DCP 100%	Short - Medium Term

Project Category	Title	Project Description	Lead Agency	Funding Responsibility	Timing
Drainage	Drainage Reserve Land and Construction - Main Street / Barwarre Road (Eastern Wetland)	Earthworks, drainage works, landscape construction, trail development and passive park development works.	COGG	DCP 100%	Medium Term
Drainage	Drainage Reserve Land and Construction - Surf Coast Highway / Burvilles Road (Southern Wetland)	Earthworks, drainage works, landscape construction, trail development and passive park development works.	COGG	DCP 100%	Short Term
Utilities and Energy					
Utilities	Sewerage	Outfall and Ovoid Sewers.	Barwon Water	Barwon Water	-
Utilities	Sewerage	Sewer Trunk Main.	Barwon Water	Barwon Water	-
Utilities	Sewerage	Sewer Distribution Branch.	Barwon Water	Developer	-
Utilities	Potable Water	Trunk Potable Water Mains	Barwon Water	Barwon Water	-
Utilities	Potable Water	Reticulated Potable Water Mains.	Barwon Water	Developer	-
Utilities	Recycled Water	Trunk Recycled Water Main.	Barwon Water	Barwon Water	-
Utilities	Recycled Water	Reticulated recycled Water Main.	Barwon Water	Developer	-
Utilities	Electricity	Trunk	Powercor	Powercor	-
Utilities	Electricity	Reticulation	Powercor	Developer	-
Utilities	Gas	Trunk Supply Main (Boundary Road).	SP Aus. Net	SP Aus. Net	-
Utilities	Gas	Natural Gas Reticulation.	SP Aus. Net	Developer	-
Services	Telecommunication	Provision for fibre optic based telecommunications.	NBN Co. or other supplier	Developer	-
Services	Telecommunication	Installation of fibre optic based telecommunications.	NBN Co. or other supplier	NBN Co. or other supplier	-
Infrastructure	WiFi	Provision of public WiFi infrastructure	COGG	Developer	-
Services	WiFi	Provision of public WiFi service	COGG	COGG/ Other	-

5.4 STRATEGIC INVESTMENT PLAN

The ACTC represents a significant focal point for investment in high order infrastructure , and employment outcomes for the ACUGA and the southern region of Geelong. To maximise its success as the major retail, commercial and employment precinct the early attraction of catalytic investment is critical to driving a thriving mixed use Precinct, inclusive of high quality medium / high density housing.

The CoGG sees the below strategic investments as game changers in the success of the ACTC:

- Railway spur line and station (Marshall to Town Centre), including major bus interchange;
- Joint Agency Emergency Services Regional Coordination Centre and supporting emergency service providers;
- Major health facilities (e.g. hospital, specialist services and allied health);
- Regional Library and Learning Centre;
- Co-generation or tri-generation energy plant to service major retail, commercial and community buildings;
- Affordable housing;
- The early delivery of a full line supermarket(s);
- Provision of free WiFi services for public realm areas; and
- The early establishment of avenue tree planting along Surf Coast Boulevard, including reduction in speed limit.

5.5 PROJECT COORDINATION

A number of projects can be grouped as if delivered together or in a co-ordinated way, they have potential to deliver significant benefits to the community beyond the benefits of each project, if delivered separately.

Examples of the projects that could be grouped for coordinated delivery include:

- Community facilities and associated works along Main Street;
- Community facilities and associated works in the Civic Precinct (along the Connector Road A); and
- Stormwater management assets and co-located open space areas.

5.6 DELIVERY AND MONITORING

The Council will monitor the implementation of the Precinct Infrastructure Plan.

ADDENDICES

APPENDIX 1 DETAILED LAND USE BUDGET BY PROPERTY

PLAN 19 LAND OWNERSHIP PLAN



TABLE 11 DETAILED LAND BUDGET BY PROPERTY – TRANSPORT / COMMUNITY USES

Note: Land Budget based on 'Boundary for Land Budget Purposes' as indicated on the Plan 19 Land Ownership Plan. It excludes surrounding existing road reserves including Barwarre and Boundary Road, otherwise included in the ACTCPSP Boundary.

The Appendix 1 calculations are rounded to 4 decimal places. The Summary Land Use Budget in Table 1 figures are rounded to 2 decimal places. This may result in a slight variation in the calculations.

PROPERTY NUMBER	TOTAL AREA (HA)	Transport						
		Surf Coast Boulevard Road Widening	New Boundary Road	New Burvilles Road	Transit Corridor	***Total Transport***	*% Site to Total Transport*	*%NDA to Total Transport*
1	**0.3516**	0.0056	0.1096	0.0000	0.0000	***0.1152***	*32.76%*	*NA*
2	**6.4480**	0.0143	0.3390	0.0000	0.0000	***0.3533***	*5.48%*	*7.99%*
3	**7.2518**	0.0000	0.4788	0.0000	0.0000	***0.4788***	*6.60%*	*8.05%*
4	**14.1429**	0.0000	0.9242	0.0000	1.0910	***2.0152***	*14.25%*	*19.98%*
5	**16.1388**	0.0000	0.0000	0.0000	1.4006	***1.4006***	*8.68%*	*15.37%*
6	**16.1388**	0.0000	0.0000	0.9275	1.2480	***2.1755***	*13.48%*	*19.64%*
7	**16.0907**	0.0000	0.0000	0.9755	0.0763	***1.0518***	*6.54%*	*8.02%*
8	**16.1506**	0.0035	0.0000	0.0000	0.0000	***0.0035***	*0.02%*	*0.02%*
Total	**92.7132**	**0.0234**	**1.8516**	**1.9030**	**3.8159**	**7.5939**	**8.19%**	**10.89%**

PROPERTY NUMBER	Total Area (Ha)	Community Uses						
		Library	Integrated Civic and Culture Complex- Including Youth Facilities Aquatic Centre/ Indoor Stadium	Community Complex	Emergency Services	***Total Community Uses***	*% Site to Total Community Uses*	*%NDA to Total Community Uses*
1	**0.3516**	0.0000	0.0000	0.0000	0.2185	***0.2185***	*62.14%*	*NA*
2	**6.4480**	0.0000	0.0000	0.0000	1.2818	***1.2818***	*19.88%*	*28.98%*
3	**7.2518**	0.0000	0.0000	0.0000	0.0000	***0.0000***	*0.00%*	*0.00%*
4	**14.1429**	0.0000	0.0000	0.6000	0.0000	***0.6000***	*4.24%*	*5.95%*
5	**16.1388**	0.0000	2.6977	0.0000	0.0000	***2.6977***	*16.72%*	*29.61%*
6	**16.1388**	0.0000	0.0000	0.0000	0.0000	***0.0000***	*0.00%*	*0.00%*
7	**16.0907**	0.0000	0.0000	0.0000	0.0000	***0.0000***	*0.00%*	*0.00%*
8	**16.1506**	0.1416	0.0000	0.0000	0.0000	***0.1416***	*0.88%*	*0.89%*
Total	**92.7132**	**0.1416**	**2.6977**	**0.6000**	**1.5003**	**4.9396**	**5.33%**	***7.08%***

TABLE 12 DETAILED LAND BUDGET BY PROPERTY – OPEN SPACE

PROPERTY NUMBER	Total Area (Ha)	Open Space Encumbered						
		Southern Wetland Green	Town Common Drainage	Village Wetland Green	Eastern Drainage	***Total Open Space Encumbered***	*% Site to Total Open Space Encumbered*	*%NDA to Total Open Space Encumbered*
1	**0.3516**	0.0000	0.0000	0.0000	0.0000	***0.0000***	*0.00%*	*0.00%*
2	**6.4480**	0.0000	0.0000	0.0000	0.0000	***0.0000***	*0.00%*	*0.00%*
3	**7.2518**	0.0000	0.0000	0.5221	0.0000	***0.5221***	*7.20%*	*8.78%*
4	**14.1429**	0.0000	0.0000	0.0000	0.0000	***0.0000***	*0.00%*	*0.00%*
5	**16.1388**	0.0000	0.5217	0.0000	0.0000	***0.5217***	*3.23%*	*5.73%*
6	**16.1388**	0.0000	0.0000	0.0000	1.0005	***1.0005***	*6.20%*	*9.03%*
7	**16.0907**	1.7425	0.0000	0.0000	0.0000	***1.7425***	*10.83%*	*13.28%*
8	**16.1506**	0.0000	0.0000	0.0000	0.0000	***0.0000***	*0.00%*	*0.00%*
Total	**92.7132**	**1.7425**	**0.5217**	**0.5221**	**1.0005**	**3.7868**	**4.08%**	***5.43%***

PROPERTY NUMBER	Total Area (Ha)	Open Space Recreation									
		Town Square	Town Common	Village Green	Transit Plaza	Rail Trail	Pedestrian Links	Passive Open Space	***Total Open Space Recreation***	*% Site to Total Open Space Recreation*	*%NDA to Total Open Space Recreation*
1	**0.3516**	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	***0.0000***	*0.00%*	*0.00%*
2	**6.4480**	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.3900	***0.3900***	*6.05%*	*8.82%*
3	**7.2518**	0.0000	0.0000	0.3060	0.0000	0.0000	0.0000	0.0000	***0.3060***	*4.22%*	*5.15%*
4	**14.1429**	0.0000	0.0000	0.1088	0.0000	0.5683	0.2261	0.5390	***1.4422***	*10.20%*	*14.30%*
5	**16.1388**	0.0000	1.1134	0.0000	0.1580	0.6591	0.1619	0.3143	***2.4067***	*14.91%*	*26.41%*
6	**16.1388**	0.0000	0.0000	0.0000	0.0000	0.6255	0.4510	0.8093	***1.8858***	*11.68%*	*17.02%*
7	**16.0907**	0.0361	0.0000	0.0000	0.0000	0.0000	0.0000	0.1386	***0.1747***	*1.09%*	*1.33%*
8	**16.1506**	0.0250	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	***0.0250***	*0.15%*	*0.16%*
Total	**92.7132**	**0.0611**	**1.1134**	**0.4148**	**0.1580**	**1.8529**	**0.8390**	**2.1912**	**6.6304**	***7.15%***	***9.50%***

TABLE 13 DETAILED LAND BUDGET BY PROPERTY – SUMMARY / LAND USE

PROPERTY NUMBER	Total Area (Ha)	Summary						
		Total Not Developable	Net Developable Area (NDA)	% Site to Total Not Developable	% NDA to Total Not Developable	*Open Space Target Delivery*	*Difference*	*Equivalent Land in (Ha)*
1	**0.3516**	**0.3337**	0.0179	5.09%	n/a	10%	-10.00%	-0.03
2	**6.4480**	**2.0251**	4.4229	68.59%	45.79%	10%	-1.18%	-0.02
3	**7.2518**	**1.3069**	5.9449	81.98%	21.98%	10%	-4.85%	-0.06
4	**14.1429**	**4.0574**	10.0855	71.31%	40.23%	10%	4.30%	0.17
5	**16.1388**	**7.0267**	9.1121	56.46%	77.11%	10%	16.41%	1.15
6	**16.1388**	**5.0618**	11.0770	68.64%	45.70%	10%	7.02%	0.36
7	**16.0907**	**2.9690**	13.1217	81.55%	22.63%	10%	-8.67%	-0.26
8	**16.1506**	**0.1701**	15.9805	98.95%	1.06%	10%	-0.10	-0.02
Total	92.7132	**22.9507**	**69.7625**	**75.25%**	**32.90%**	***10%***	***0.00***	***-11%***

PROPERTY NUMBER	Total Area (Ha)	Land Use (NDA)					
		Business 1 Zone	Business 2 Zone	Mixed Use Zone	***Total NDA***	***% Site to Total NDA***	***% NDA to Total NDA***
1	**0.3516**	0.0000	0.0000	0.0179	**0.0179**	*5.09%*	*100.0%*
2	**6.4480**	0.0000	0.0000	4.4229	**4.4229**	*68.59%*	*100.0%*
3	**7.2518**	0.0000	0.0000	5.9449	**5.9449**	*81.98%*	*100.0%*
4	**14.1429**	0.0000	0.0000	10.0855	**10.0855**	*71.31%*	*100.0%*
5	**16.1388**	0.0000	0.0000	9.1121	**9.1121**	*56.46%*	*100.0%*
6	**16.1388**	0.0000	0.0000	11.0770	**11.0770**	*68.64%*	*100.0%*
7	**16.0907**	5.7001	2.0076	5.4140	**13.1217**	*81.55%*	*100.0%*
8	**16.1506**	6.1490	2.2061	7.6254	**15.9805**	*98.95%*	*100.0%*
Total	**92.7132**	**11.8491**	**4.2137**	**53.6997**	**69.7625**	**75.25%**	**100.0%**

TABLE 14 DETAILED LAND BUDGET BY PRECINCT – TRANSPORT / COMMUNITY USES

Note: Land Budget based on 'Boundary for Land Budget Purposes' as indicated on the Plan 19 Land Ownership Plan. It excludes surrounding existing road reserves including Barwarre and Boundary Road, otherwise included in the ACTCPSP Boundary.

PRECINCT NUMBER	TOTAL AREA (HA)	Transport						
		Surf Coast Boulevard Road Widening	New Boundary Road	New Burvilles Road	Transit Corridor	***Total Transport***	*% Site to Total Transport*	*%NDA to Total Transport*
1	**12.0518**	0.0000	0.0000	0.0000	0.0000	***0.0000***	*0.00%*	*0.00%*
2	**4.2139**	0.0002	0.0000	0.0000	0.0000	***0.0002***	*0.00%*	*0.00%*
3	**9.5214**	0.0232	0.4486	0.3837	0.0000	***0.8555***	*8.99%*	*16.19%*
4	**21.6309**	0.0000	0.0000	0.6463	2.7249	***3.3712***	*15.59%*	*24.48%*
5	**45.2952**	0.0000	1.4030	0.8730	1.0910	***3.3670***	*7.43%*	*9.72%*
Total	**92.7132**	**0.0234**	**1.8516**	**1.9030**	**3.8159**	**7.5939**	**8.19%**	**10.89%**

PRECINCT NUMBER	Total Area (Ha)	Community Uses						
		Library	Integrated Civic and Culture Complex- Including Youth Facilities Aquatic Centre/ Indoor Stadium	Community Complex	Emergency Services	***Total Community Uses***	*% Site to Total Community Uses*	*%NDA to Total Community Uses*
1	**12.0518**	0.1416	0.0000	0.0000	0.0000	***0.1416***	*1.17%*	*0.00%*
2	**4.2139**	0.0000	0.0000	0.0000	0.0000	***0.0000***	*0.00%*	*0.00%*
3	**9.5214**	0.0000	0.0000	0.0000	1.5003	***1.5003***	*15.76%*	*28.39%*
4	**21.6309**	0.0000	2.6977	0.0000	0.0000	***2.6977***	*12.47%*	*19.59%*
5	**45.2952**	0.0000	0.0000	0.6000	0.0000	***0.6000***	*1.32%*	*1.73%*
Total	**92.7132**	**0.1416**	**2.6977**	**0.6000**	**1.5003**	**4.9396**	**5.33%**	***7.08%***

TABLE 15 DETAILED LAND BUDGET BY PRECINCT – OPEN SPACE

PRECINCT NUMBER	Total Area (Ha)	Open Space Encumbered						
		Southern Wetland Green	Town Common Drainage	Village Wetland Green	Eastern Drainage	***Total Open Space Encumbered***	*% Site to Total Open Space Encumbered*	*%NDA to Total Open Space Encumbered*
1	**12.0518**	0.0000	0.0000	0.0000	0.0000	***0.0000***	*0.00%*	*0.00%*
2	**4.2139**	0.0000	0.0000	0.0000	0.0000	***0.0000***	*0.00%*	*0.00%*
3	**9.5214**	1.7425	0.0000	0.0000	0.0000	***1.7425***	*18.30%*	*32.97%*
4	**21.6309**	0.0000	0.5217	0.0000	0.0000	***0.5217***	*2.41%*	*3.79%*
5	**45.2952**	0.0000	0.0000	0.5221	1.0005	***1.5226***	*3.36%*	*4.39%*
Total	**92.7132**	**1.7425**	**0.5217**	**0.5221**	**1.0005**	**3.7868**	**4.08%**	***5.43%***

PRECINCT NUMBER	Total Area (Ha)	Open Space Recreation									
		Town Square	Town Common	Village Green	Transit Plaza	Rail Trail	Pedestrian Links	Passive Open Space	***Total Open Space Recreation***	*% Site to Total Open Space Recreation*	*%NDA to Total Open Space Recreation*
1	**12.0518**	0.0611	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	***0.0611***	*0.51%*	*0.09%*
2	**4.2139**	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	***0.0000***	*0.00%*	*0.00%*
3	**9.5214**	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.1386	***0.1386***	*1.46%*	*2.62%*
4	**21.6309**	0.0000	1.1134	0.0000	0.1580	0.0000	0.0000	0.0000	***1.2714***	*5.88%*	*9.23%*
5	**45.2952**	0.0000	0.0000	0.4148	0.0000	1.8529	0.8390	2.0526	***5.1593***	*11.39%*	*14.89%*
Total	**92.7132**	**0.0611**	**1.1134**	**0.4148**	**0.1580**	**1.8529**	**0.8390**	**2.1912**	**6.6304**	***7.15%***	***9.50%***

TABLE 16 DETAILED LAND BUDGET BY PRECINCT – SUMMARY / LAND USE

PRECINCT NUMBER	Total Area (Ha)	Summary						
		Total Not Developable	Net Developable Area (NDA)	% Site to Total Not Developable	% NDA to Total Not Developable	*Open Space Target Delivery*	*Difference*	*Equivalent Land in (Ha)*
1	**12.0518**	**0.2027**	11.8491	1.68%	1.71%	*10%*	*-9.91%*	*-0.02*
2	**4.2139**	**0.0002**	4.2137	100.00%	0.00%	*10%*	*-10.00%*	*0.00*
3	**9.5214**	**4.2369**	5.2845	55.50%	80.18%	*10%*	*-7.38%*	*-0.31*
4	**21.6309**	**7.8620**	13.7689	63.65%	57.10%	*10%*	*-0.77%*	*-0.06*
5	**45.2952**	**10.6489**	34.6463	76.49%	30.74%	*10%*	*4.89%*	*0.52*
Total	**92.7132**	22.9507	**69.7625**	**75.25%**	**32.90%**	***10%***	***0.00***	***-11%***

PRECINCT NUMBER	Total Area (Ha)	Land Use (NDA)					
		Business 1 Zone	Business 2 Zone	Mixed Use Zone	***Total NDA***	***% Site of Total NDA***	***% NDA to Total NDA***
1	**12.0518**	11.8491	0.0000	0.0000	**11.8491**	*98.32%*	*100.0%*
2	**4.2139**	0.0000	4.2137	0.0000	**4.2137**	*100.00%*	*100.0%*
3	**9.5214**	0.0000	0.0000	5.2845	**5.2845**	*55.50%*	*100.0%*
4	**21.6309**	0.0000	0.0000	13.7689	**13.7689**	*63.65%*	*100.0%*
5	**45.2952**	0.0000	0.0000	34.6463	**34.6463**	*76.49%*	*100.0%*
Total	**92.7132**	**11.8491**	**4.2137**	**53.6997**	**69.7625**	**75.25%**	**100.0%**

TABLE 17 DETAILED LAND BUDGET - NDA BY PROPERTY AND PRECINCT

PROPERTY NUMBER	Total Area (Ha)	Total NDA (Ha)	Business 1 Zone		Business 2 Zone		Mixed Use Zone			
			Precinct 1	*Sub Total*	Precinct 2	*Sub Total*	Precinct 3	Precinct 4	Precinct 5	*Sub Total*
1	**0.3516**	**0.0179**	0.0000	***0.0000***	0.0000	***0.0000***	0.0179	0.0000	0.0000	***0.0179***
2	**6.4480**	**4.4229**	0.0000	***0.0000***	0.0000	***0.0000***	2.5572	0.3117	1.5540	***4.4229***
3	**7.2518**	**5.9449**	0.0000	***0.0000***	0.0000	***0.0000***	0.0000	0.1660	5.7789	***5.9449***
4	**14.1429**	**10.0855**	0.0000	***0.0000***	0.0000	***0.0000***	0.0000	0.0000	10.0855	***10.0855***
5	**16.1388**	**9.1121**	0.0000	***0.0000***	0.0000	***0.0000***	0.0000	2.1724	6.9397	***9.1121***
6	**16.1388**	**11.077**	0.0000	***0.0000***	0.0000	***0.0000***	0.0000	0.8150	10.2620	***11.0770***
7	**16.0907**	**13.1217**	5.7001	***5.7001***	2.0076	***2.0076***	1.0164	4.3976	0.0000	***5.4140***
8	**16.1506**	**15.9805**	6.1490	***6.1490***	2.2061	***2.2061***	1.6930	5.9062	0.02620	***7.6254***
Total	**92.7132**	**69.7625**	**11.8491**	**11.8491**	**4.2137**	**4.2137**	**5.2845**	**13.7689**	**34.6463**	**53.6997**

APPENDIX 2 INDICATIVE RESIDENTIAL YIELD BY PROPERTY

TABLE 18 INDICATIVE RESIDENTIAL LOT YIELD BY PROPERTY

	TOTAL MIXED USE AREA*	PRECINCT 1 DENSITY 20 **	PRECINCT 4 DENSITY 30	PRECINCT 5 DENSITY 25	TOTAL
1	0.0179	0	0	0	0
2	4.4229	0	9	39	48
3	5.9449	0	5	144	149
4	10.0855	0	0	252	252
5	9.1121	0	66	173	239
6	11.077	0	24	257	281
7	5.414	100	132	0	232
8	7.6254	100	177	1	278
TOTAL	**53.6997**	**200**	**413**	**866**	**1479**

Note:

** 'Mixed Use' is the NDA less retail and commercial area.*

*** Precinct 1 - residential yield is based on an estimated 1 dwelling for every 200 sq m of shop use rather than being based on land area.*

Precinct 2 and 3 - assumes no residential yield based on practical difficulties integrating with restricted retail uses. Residential use and development will however be strongly supported in these precincts where upper floor or integrated development can be achieved.

APPENDIX 3 PREFERRED STREET TREES

TABLE 19 INDICATIVE STREET TREE PLANTING LIST

Road / Area Type / Precinct	Botanical Name	Common Name	Minimum planting space requirements (nature strip width)
Arterial Road *Surf Coast Boulevard, Boundary Road and Burvilles Road.*	Angophora costata	Smooth Bark	3m
	Brachychiton populneus	Kurrajong	2m
	Corymbia ficifolia	Red-flowering	2m
	Corymbia maculata	Spotted gum	4m
	Platanus acerifolia	London Plane	4m
	Quercus robur	English oak	4m
Connector Street *Connector Road A and Connector Road B.*	Acacia melanoxylon	Blackwood	3m
	Brachychiton populneus	Kurrajong	3m
	Corymbia ficifolia	Red-flowering	3m
	Eucalyptus mannifera ssp maculosa	Red Spotted Gum	Open Space Areas
	Eucalyptus mannifera ssp mannifera	Brittle Gum	Open Space Areas
	Eucalyptus melliodora	Yellow Box	Open Space Areas
	Eucalyptus sideroxylon	Red Ironbark	2m
	Eucalyptus scoparia	Wallangarra gum	2m
	Melia azedarach	White cedar	2m
	Quercus robur “fastigiata”	English oak	4m
	Ulmus parvifolia " Todd"	Upright Chinese	2m
Retail / Commercial / Civic Areas *Precinct 1 Central Core and Precinct 4 Mixed Use Central (including Main Street and High Street)*	Fraxinus angustifolia "Raywood"	Claret Ash	3m
	Gleditsia triacanthos	Honey Locust	2m
	Magnolia grandiflora "Exmouth"	Magnolia	3m
	Pyrus cultivars (eg. Ussuriensis, Capital etc.)	Ornamental Pears	2m
	Quercus robur "fastigiata"	English Oak	3m
	Ulmus parvifolia "Todd"	Chinese Elm	2m
Bulky Good / Commercial Areas *Precinct 2 Surf Coast Boulevard (Central Core Frontage) and Precinct 3 Surf Coast Boulevard (Mixed Use)*	Angophora costata	Smooth Bark Apple Myrtle	3m
	Brachychiton populneus	Kurrajong	3m
	Callistemon salignus	Willow	2m
	Corymbia citriodora	Lemon-scented	4m
	Corymbia maculata	Spotted Gum	4m
	Eucalyptus melliodora	Yellow Box	Open Space Areas
	Fraxinus angustifolia “Raywood"	Claret Ash	3m
	Melia azedarach	White Cedar	2m
	Platanus acerifolia	London Plane	4m
	Quercus palustris	Pin Oak	3m
	Tristaniopsis laurina	Water Gum	2m
	Ulmus glabra lutescens	Golden Elm	3m

Road / Area Type / Precinct	Botanical Name	Common Name	Minimum planting space requirements (nature strip width)
Residential Areas *Precinct 5 Mixed Use Residential*	Angophora costata	Smooth Bark Apple Myrtle	3m
	Brachychiton populneus	Kurrajong	3m
	Corymbia citriodora	Lemon-scented	4m
	Corymbia maculata	Spotted Gum	4m
	Corymbia ficifolia	Red-flowering	2m
	Eucalyptus mannifera "Little Spotty"	Little Spotty Gum	2m
	Eucalyptus melliodora	Yellow box	Open Space Areas
	Eucalyptus sideroxylon rosea	Ironbark	3m
	Eucalyptus scoparia	Wallangarra gum	2m
	Gleditsia triacanthos	Honey Locust	2m
	Lagerstroemia indica cultivars	Crepe Myrtle	2m
	Melia azedarach	White Cedar (low fruiting)	2m
	Magnolia grandiflora "Exmouth"	Magnolia	3m
	Pyrus cultivars (eg. Red Spire, Capital etc.)	Ornamental Pears	2m
	Quercus palustris	Pin Oak	3m
	Robinia pseudoacacia varieties	Golden Robina	2m
	Tristaniopsis laurina	Water Gum	2m
	Ulmus glabra Lutescens	Golden Elm	3m
Conservation Areas *Applies to various precincts*	Acacia implexa	Lightwood	NA
	Acacia melanoxylon	Blackwood	NA
	Allocasuarina littoralis	Black Sheoak	NA
	Banksia marginata	Silver Banksia	NA
	Eucalyptus viminalis	Manna Gum	NA
	Eucalyptus camaldulensis	Red Gum	NA
	Eucalyptus leucoxylon ssp connata	Yellow Gum	NA
	Melaleuca lanceolata	Moonah	NA

APPENDIX 4 COMMUNITY FACILITIES DELIVERY STATEMENT

Through the Armstrong Creek Integrated Infrastructure Delivery Plan (IIDP) the responsible authority recognises the importance for healthy community development and prioritises provision and delivery of community facilities and services. The IIDP will be facilitated having regard to the following delivery principles.

The IIDP will investigate and facilitate opportunities for partnership approaches to support community facility provision objectives.

Potential funding sources to be considered include:

- The ACTCDCP;
- The CoGG capital works program;
- The provision of commercial community facilities by private sector proponents;
- State and Federal Government grants, with funding potential across a broad range of community facilities and services; and
- Non-government and voluntary organisation funding and in-kind works, individually or in partnership with one or more of the above.

Community facility requirements may change over time with changes in delivery models, responsibilities, competing priorities within and outside ACTC and the ACUGA and committed funding. The ACTCPSP has been designed to be flexible enough to be able to accommodate change over time. Opportunities for shared use of community buildings should be facilitated through flexible facility design and management.

ACTC PLANNING & DESIGN GUIDELINES

PURPOSE OF THE PLANNING AND DESIGN GUIDELINES

The purpose of the ACTC Planning and Design Guidelines (Guidelines) is to ensure that the physical arrangement of buildings, the public realm and their relationship to each other, implement and reflect the Vision for the ACTC in a sustainable manner.

STRUCTURE OF THE PLANNING AND DESIGN GUIDELINES

The Guidelines form part of the ACTCPSP.

There are two parts to the Guidelines namely:

- Part 1 - Sustainability Guidelines
- Part 2 - Precinct Guidelines

The Sustainability Guidelines apply to the whole of the ACTC and they are arranged around the 5 key sustainability elements namely:

- Zero Carbon
- Zero Waste
- Sustainable Transport
- Sustainable Products and Materials
- Sustainable Water

Each sustainability element comprises:

- Objectives
- Requirements and Guidelines.

The Precinct Guidelines are arranged around each of the five precincts within the ACTC. The Precinct Guidelines each comprise:

- Objectives
- Requirements; and
- Guidelines.

For each of the five precincts, the Precinct Guidelines relate to

- Public realm;
- Built form; and
- Access and movement.

HOW TO USE THE PLANNING AND DESIGN GUIDELINES

PART 1 – SUSTAINABILITY GUIDELINES

Multi-unit residential development comprising 10 or more dwellings and any non-residential development comprising more than 500 square metres of gross floor area and any service station must be accompanied by a Sustainability Management Plan (SMP). This is a requirement of the Urban Growth Zone Schedule 5.

The SMP is required to be prepared to the satisfaction of the Responsible Authority by a suitably qualified expert. The SMP should:

- Identify relevant sustainability targets or performance standards;
- Document the means by which the appropriate target or performance will be achieved;
- Demonstrate how proposed design elements integrate and respond to precinct level sustainability strategies, opportunities and development context;
- Identify the different areas of responsibility and provide a schedule for implementation, ongoing management, maintenance and monitoring; and
- Demonstrate that the design elements, technologies and operational practices that comprise the SMP can be maintained over time.

PART 2- PRECINCT GUIDELINES

The Precinct Guidelines outline requirements to meet the general and precinct Objectives. The Precinct Guidelines are arranged around the three layers of public realm, built form and access and movement. These layers influence the way local neighbourhoods, precincts and development within the ACTC look and function.

EFFECT AND APPLICATION OF THE PLANNING AND DESIGN GUIDELINES

OBJECTIVES

The Objectives (general and precinct based) capture the intent of each Element.

All planning permit application *must* meet both the general and the precinct specific Objectives set out in the ACTCPSP

REQUIREMENTS

All planning permit applications *must* meet the Requirements to satisfy both the general and precinct specific Objectives, to the satisfaction of the Responsible Authority.

GUIDELINES

All planning permit applications *should* meet the Guidelines to satisfy both the general and precinct specific Objectives, to the satisfaction of the Responsible Authority.

TABLE 20 ILLUSTRATED STRUCTURE OF THE PLANNING AND DESIGN GUIDELINES

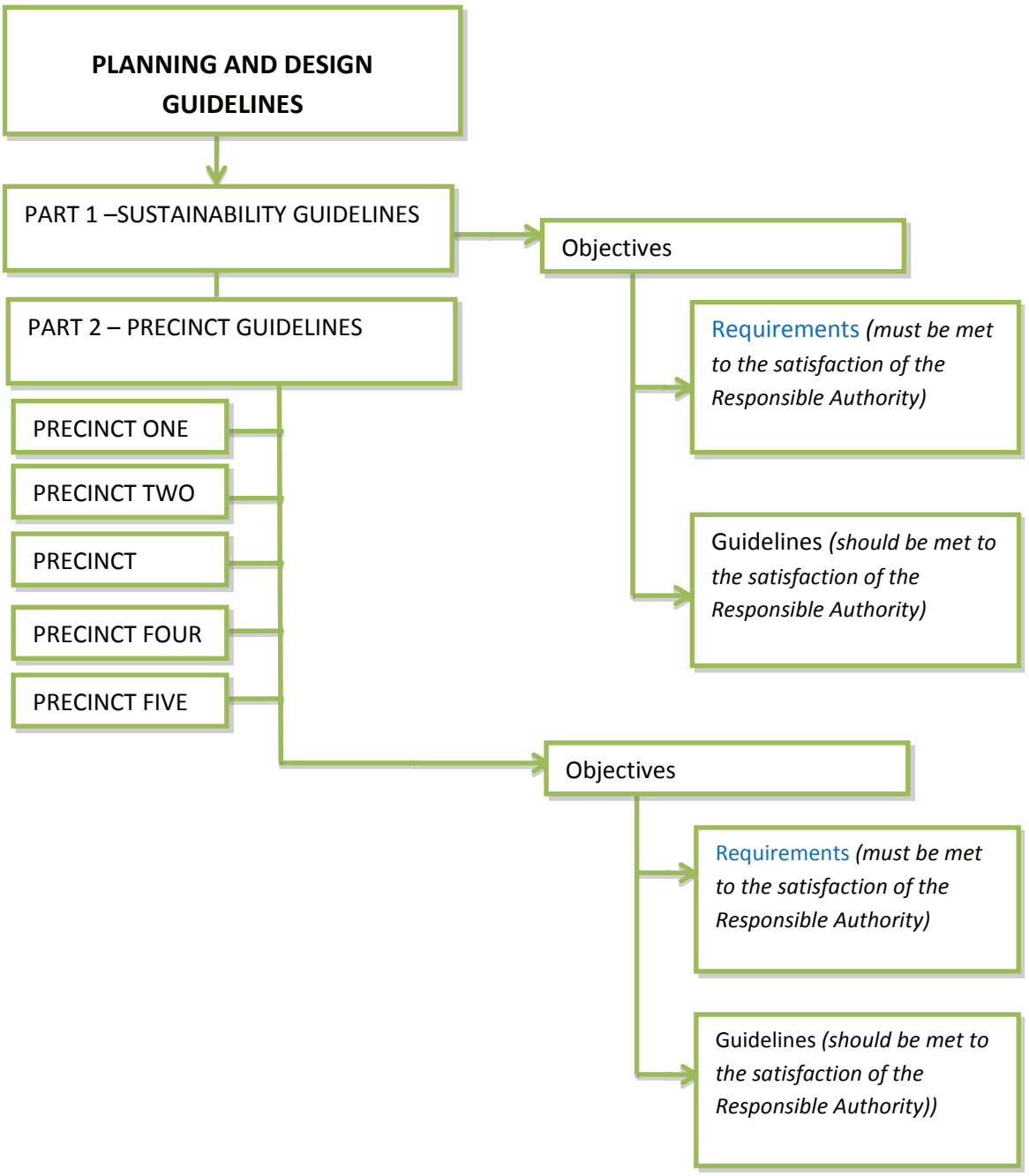


TABLE 21 PLANNING AND DESIGN GUIDELINES – MATRIX / CHECKLIST

	PRECINCT 1	PRECINCT 2	PRECINCT 3	PRECINCT 4	PRECINCT 5
Sustainability - Multi-unit residential development comprising 10 or more dwellings, subdivision and any non-residential development comprising more than 500 square metres of gross floor area and any service station must be accompanied by a Sustainability Management Plan (SMP) prepared to the satisfaction of the Responsible Authority and to be approved by the Responsible Authority. The SMP is required to detail strategies to minimise resource use and waste having regard to the *Sustainability Guidelines*.					
S1-01 – Zero Carbon					
S1-02 – Zero Waste					
S1-03 – Sustainable Transport					
S1-04 – Sustainable Products and Material					
S1-05 – Sustainable Water					
Public Realm					
	PR1-01	PR2-01	PR3-01	PR4-01	PR5-01
	PR1-02	PR2-02	PR3-02	PR4-02	PR5-02
	PR1-03		PR3-03	PR4-03	PR5-03
	PR1-04			PR4-04	PR5-04
	PR1-05			PR4-05	PR5-05
	PR1-06				PR5-06
	PR1-07				
Built Form					
	BF1-01	BF2-01	BF3-01	BF4-01	BF5-01
	BF1-02	BF2-02	BF3-02	BF4-02	BF5-02
	BF1-03		BF3-03	BF4-03	BF5-03
	BF1-04		BF3-04		
	BF1-05				
Movement and Access					
	MA1-01	MA2-01	MA3-01	MA4-01	MA5-01
	MA1-02	MA2-02	MA3-02	MA4-02	MA5-02
	MA1-03	MA2-03	MA3-03	MA4-03	
	MA1-04	MA2-04	MA3-04		
	MA1-05	MA2-05	MA3-05		
	MA1-06				

	Sustainability Guidelines
S1-01	**Zero Carbon** OBJECTIVES • To source 30% of energy from either on-site, nearby renewable or low-carbon sources; • To provide a street network design maximising energy efficient building and infrastructure siting; • To encourage energy efficient buildings through improved thermal performance, green roofs and walls and building management systems; • To encourage car parking and landscape design that reduce the urban heat island effect; • To implement best practice energy efficient lighting within the public realm; and • To encourage solar electricity and hot water use in all buildings. <u>Suggested Tools that may assist in achieving Objectives, Requirements and Guidelines</u> **FirstRate** – Thermal performance to meet NCC target. **NABERS** – Energy performance of commercial buildings. **STEPS** – Best practice in Operating Energy and Peak Energy categories (small residential buildings). **SDS** – Best practice in Energy Efficiency category (small non-residential buildings). **Greenstar** – Best practice in Energy category (large buildings).
	GUIDELINES Development within the ACTC should: • Achieve a base target of National Construction Code (NCC) plus one star for residential development; • Achieve a minimum of ½ star increase on average NABERS rating for new commercial developments, or equivalent, at the time of application; • Include energy efficient street and public space lighting. • Encourage low-carbon on-site energy generation; • Reduce urban heat island effects of car parks and buildings through design, landscaping, materials and colours; • Ensure staging of development and infrastructure provision considers onsite energy generation capacity, and associated energy distribution networks, to allow for staged expansion where necessary; • Ensure development does not restrict solar access to energy systems of adjoining buildings or sites.

	Sustainability Guidelines
S1-02	**Zero Waste** OBJECTIVES • To encourage innovative solutions for waste avoidance within the ACTC including; o Recovery of 75% of waste (recycled, reclaimed or composted) ; o Reduce waste to landfill by 26% by 2030; Reduce the amount of waste generated in construction and demolition.
	GUIDELINES Development within the ACTC should: • Provide separated waste streams in public places, retail, commercial and residential development; and • Ensure construction maximises re-use and recycling of construction materials.
S1-03	**Sustainable Transport** OBJECTIVES • To prioritise active transport (walking and cycling) as a means of accessing services and facilities within the Armstrong Creek Town Centre. • To provide facilities that support active transportation (walking and cycling) including end of trip facilities, secure convenient storage, mode interconnections and safe and conducive environments; • To minimise car-based travel by providing mixed use neighbourhoods with recreation facilities, community infrastructure and employment opportunities; • To encourage sustainable transport behaviour through early provision of an integrated public transport network with a high level of frequency and convenience; • To encourage transition to low-emission vehicles through priority access and provision of charging infrastructure; and • To encourage flexible approaches to car parking provision. Suggested Tools that may assist in achieving Objectives, Requirements and Guidelines **Greenstar** – Demonstration of best practice in Transport category (large buildings)

Sustainability Guidelines

GUIDELINES

Development within the ACTC should:

- Ensure the provision of movement and access networks are designed and planned based on the following priority:
  - *pedestrian and mobility restricted;*
  - *cycling;*
  - *public transport user; and*
  - *private cars.*
- Ensure easy, direct and safe pedestrian access between complementary uses , including the co-location of car parking where possible to reduce internalised vehicle trips;
- Provision of access all abilities pedestrian networks;
- Provide centrally located and easily accessed bicycle storage with good connections to major destinations such as retail anchors, Interim Bus Interchange, and the Ultimate Integrated Transit Hub;
- Prioritise bus movements over private vehicle movements;
- Prioritise location of disabled, car-share and electric vehicle charging spaces;
- Provide safe, well lit access after-hours to entry points to major destinations, such as the ACTC Library, Town Square and major retail tenancies; and,
- Provide well located 'rest stops', shelter and seating for pedestrians to encourage walking trips.
- Limit the provision of car parking within the Ultimate Integrated Transit Hub;
- Consider staged provision of car parking for large development to limit excessive car parking development;
- Consider the provision of electric vehicle (EV) shared infrastructure within large car parking areas;
- Support real-time public transport information within large developments;
- Encourage centrally located and easily accessed end-of-trip facilities with good connections to major destinations such as retail anchors and the Ultimate Integrated Transit Hub; and
- Encourage usage of car parking technologies to maximise efficiency of car parking.

	Sustainability Guidelines
S1-04	**Sustainable Products and Materials** OBJECTIVES • To encourage the use of construction products and materials that are sustainably sourced and have low embodied energy; and, • To provide awareness of sustainable consumption practices.
	GUIDELINES Development within the ACTC should: • Utilise construction materials and products that incorporate low-embodied energy, are robust and weather resilient, and are low maintenance to maximise their life-cycle; • Incorporate materials re-use, and those from sustainable resources with low embodied energy e.g. Forest Stewardship Council certified timbers, fly-ash component in concrete. • Encourage development that aligns with 'Design for Sustainability' principles including green procurement; • Encourage alternative construction techniques that reduce waste and disposal; and • Encourage provision for on-site waste treatment.
S1-05	**Sustainable Water** OBJECTIVES • To target an average potable water usage of less than 110 litres per person per day; • To minimise the use of potable water where recycled or reuse options are 'fit for purpose'; • To provide integrated solutions to water management that recognise opportunities for on-site water collection and reuse including rainwater tanks, green roofs, utilisation of recycled water reticulation and stormwater management; • To encourage visual demonstrations of water conservation and reuse through water sensitive urban design (WSUD), rainwater harvesting and other treatments; • To promote reductions in water consumption for individual buildings through building design and water-efficient landscaping; • To mitigate the impact of development on waterways and downstream environments; • To provide a stormwater management strategy that restricts flows to predevelopment levels; and • To encourage the use of permeable surfaces that assist natural stormwater seepage. Suggested Tools that may assist in achieving Objectives, Requirements and Guidelines **STORM** – Achievement of 100% rating (sites less than 1 hectare). **MUSIC** – Demonstration of best practice in stormwater management (sites greater than 1 hectare) **STEPS** – Demonstration of best practice in Mains Water and Stormwater Quality categories (small residential buildings) **SDS** – Demonstration of best practice in Water category (small non-residential buildings) **Greenstar** –- Water Credits

Sustainability Guidelines

REQUIREMENTS

Development within the ACTC must:

- Connect to the Third Pipe recycled water network;

GUIDELINES

Development within the ACTC should:

- Minimise the percentage of non-permeable surfaces for mixed-use and commercial development, particularly where large areas of at-grade car parking are required;
- Demonstrate an integrated stormwater management approach inclusive of WSUD treatments and/or other stormwater capture initiatives;
- Minimise construction impacts on waterways;
- To source 100% of water for landscape irrigation from on-site rainwater collection or recycled water;
- Encourage water sensitive urban design initiatives within landscaped environments.;
- Consider the use of underground tanks for water capture and storage to minimise the encumbrances on ground level land;
- Consider the use of rain-gardens, and bio-retention systems, particularly within large areas of at-grade car parking;
- Provide visual demonstration of water conservation and re-use where appropriate;
- Communicate innovative approaches to stormwater management in public areas (e.g. through interpretive signage); and
- Provide drought tolerant/water-saving landscape plantings.

PLAN 20 THE PRECINCTS

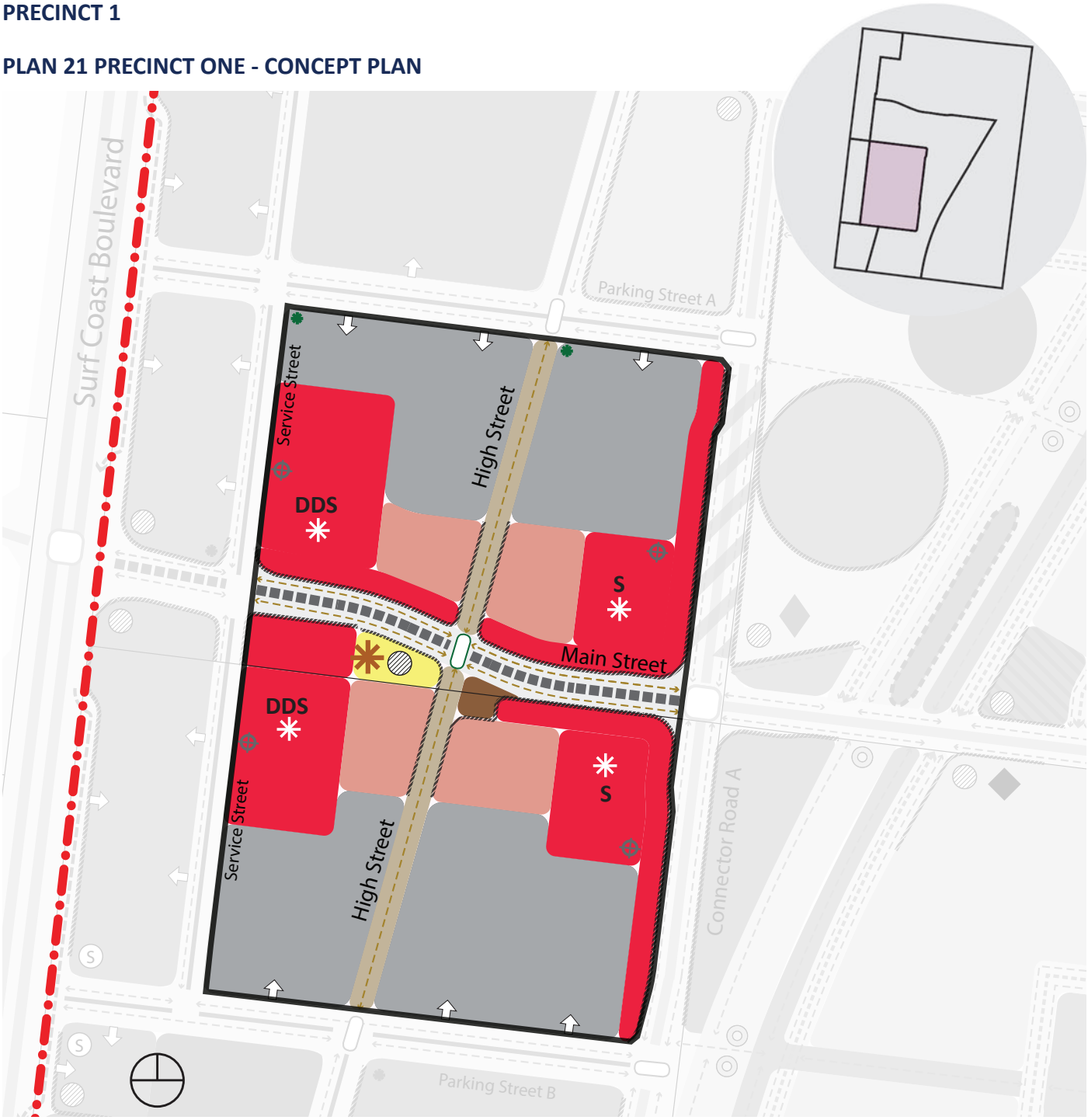


Legend

- PRECINCT 1 - CENTRAL CORE - C1Z
- PRECINCT 2 - SURF COAST BOULEVARD CENTRAL - C1Z
- PRECINCT 3 - SURF COAST BOULEVARD EDGE - MUZ
- PRECINCT 4 - CENTRAL EDGE - MUZ
- PRECINCT 5 - RESIDENTIAL MIXED USE - MUZ

PRECINCT 1

PLAN 21 PRECINCT ONE - CONCEPT PLAN



Legend

- MAIN STREET
- AT GRADE CARPARK
- KEY PEDESTRIAN LINK
- PEDESTRIAN CROSSING (Treatment to be determined)
- SIGNALISED INTERSECTION
- CAR PARK ACCESS (INDICATIVE)
- PROMINENT / LANDMARK BUILT FORM
- LOADING AREAS
- FRONTAGES TO ADDRESS PUBLIC REALM
- PRIMARY RETAIL
- PRIMARY RETAIL ANCHOR (DDS & SUPERMARKET)
- GROUND FLOOR RETAIL
- TOWN SQUARE
- COMMUNITY FACILITIES
- LIBRARY
- FINER GRAIN PUBLIC SPACE
- HIGH STREET (Pedestrian street)

<table>
<tr><th colspan="3">Public Realm</th><th>Precinct 1</th></tr>
<tr><td>PR1-01</td><td colspan="3">OBJECTIVE
To establish Main Street as the ‘heart’ of the Town Centre providing a pedestrian friendly mixed use environment for the Armstrong Creek community.</td></tr>
<tr><td></td><td colspan="2">REQUIREMENTS
Main Street public realm must:
• Be developed as a pedestrian priority street generally in accordance with Appendix 7, Cross Section 10;
• Provide active frontages generally in accordance with Plan 8;
• Include shop awnings, verandas, street trees and covered walkways to provide a covered pedestrian connection;
• Maximise shading of public realm in the summer months and avoid excessive overshadowing in cooler months;
• Integrate with the Town Square and High Street by providing consistent design and landscape treatments along Main Street.; and
• Provide street furniture, paving and landscaping that is consistent across the Precinct.</td><td>GUIDELINES
Main Street public realm should:
• Integrate footpaths with raised pavement pedestrian crossings;
• Encourage consistent street plantings in the public realm to emphasise the pedestrian priority of Main Street;
• Provide landscape treatments within the widened verge to contribute to the visual appeal of the street;
• Install public art works or furniture along Main Street to reinforce the image and character of the Town Centre;
• Encourage parallel car parking in accordance with Appendix 7, Cross Section 10 with street trees and landscape that will enable better pedestrian access across the street and reinforce the visual appeal of Main Street; and
• Encourage café seating in footpath areas, particularly on the southern side, to encourage greater activity and interaction at street level.</td></tr>
<tr><td>PR1-02</td><td colspan="3">OBJECTIVE
To develop High Street as the primary north-south pedestrian connection through the Town Centre, and feature a shared pedestrian zone between the Parking Streets.</td></tr>
<tr><td></td><td colspan="2">REQUIREMENTS
High Street public realm must:
• Be developed as a pedestrian priority street generally in accordance with Appendix 7, Cross Section 12;
• Provide active frontages generally in accordance with Plan 8;
• Ensure car parking areas visible from High Street are suitably landscaped to minimise the visual impact on the public realm;
• Maximise shading of public realm in the summer months whilst avoiding overshadowing in cooler months; and
• Integrate with the Town Square and Main Street by providing consistent design and landscape treatments along High Street.
• Provide street furniture, paving and landscaping that is consistent across the Precinct.</td><td>GUIDELINES
High Street public realm should:
• Integrate footpaths with raised pavement pedestrian crossings;
• Install public art works or furniture along High Street to reinforce the image and character of the Town Centre;
• Provide clear sightlines to Main Street and retail uses; and
• Encourage landscaping, outdoor seating and public lighting which will create a safe, secure and comfortable environment.</td></tr>
</table>

<table>
<tr><th colspan="3">Public Realm</th><th>Precinct 1</th></tr>
<tr><td rowspan="2">PR1-03</td><td colspan="2">OBJECTIVE
To create the Town Square as the central open air community meeting space of the Town Centre.</td></tr>
<tr><td>REQUIREMENTS
The Town Square must:
• Be provided generally in accordance with Plan 13 Open Space;
• Integrate seamlessly with the High Street public realm;
• Maximise solar orientation to all public areas;
• Be adjacent to retail premises and mixed uses with active frontages including the ACTC Library opening directly onto the Town Square/High St;
• Not be developed with visually dominate private and / or public signage; and
• Provide street furniture, paving and landscaping that is consistent across the Precinct.</td><td>GUIDELINES
The Town Square should:
• Integrate footpaths with raised pavement pedestrian crossings;
• Encourage multi-purpose community and civic spaces that allows for formal and informal activities;
• Be activated to provide a safe place for local activity beyond normal business hours.
• Avoid individual commercial/retail operator signage that visually dominates the streetscape; and
• Consider clearly visible signage, branding and entry points that do not visually clutter the streetscape.</td></tr>
<tr><td rowspan="2">PR1-04</td><td colspan="2">OBJECTIVE
To create a safe and accessible Parking Street environment for vehicles to access car parking areas whilst maintaining the pedestrian connections.</td></tr>
<tr><td>REQUIREMENTS
Parking Streets must:
• Be developed as a priority vehicle access and on-street parking streets generally in accordance with Appendix 7, Cross Section 15;
• Provide direct, efficient and safe access for pedestrians to High Street and Main Street and minimise conflicts with vehicles;
• Construct footpaths that connect surrounding streets and public areas; and
• Provide an avenue of large-scale street trees that reflect the scale and importance of the street.</td><td>GUIDELINES
Parking Streets should:
• Use landscaping to soften the visual impact of car parking areas; and
• Eventually be fronted by tenancies with active frontages (ie: future development within areas shown as ‘at-grade carparking’ on Plan 21)</td></tr>
</table>

Public Realm		Precinct 1
PR1-05	OBJECTIVE To create a safe and accessible **Service Street** network for service vehicles and access to car parking areas.	
	REQUIREMENTS Service Street must: • Be developed to prioritise service and delivery vehicle movements generally in accordance with Appendix 10, Cross Section 16; • Be designed to allow heavy articulated vehicles easy access and turning movements throughout the precinct; and • Promote easy vehicle access into car parking areas without compromising pedestrian movements.	
PR1-06	OBJECTIVE To include finer grain and **smaller scale public realm spaces** within the Town Centre which provide unique places and rest areas in strategic locations.	
		GUIDELINES Finer grain public spaces should: • Be provided in appropriate locations having regard to the intended location (as illustrated in Plan 13 – Open Space Network)and the intended role and function of the space; • Be located on major pedestrian desire lines; • Be directly accessible and visible from the street; • Include landscape treatments consistent with the surrounding public realm; • Encourage informal community open spaces; • Directly connect with adjacent built form, particularly building or tenancy entry points wherever possible; • Provide shade, weatherproofing, seating; and, • Include public art and street furniture, where appropriate.

Public Realm		Precinct 1
PR1-07	OBJECTIVE To ensure that all **at-grade car parking areas** are designed and treated as public realm spaces, and aim to provide efficient, comfortable and interesting connections from the car park to the destination.	
	REQUIREMENTS Car parking areas at-grade must: • Be located away from the primary public areas of Main Street; • Integrate with the pedestrian network of the precinct by being connected to the key pedestrian routes with effective footpaths and signage; • Not include vehicle access points from Main Street or High Street; and • Prioritise pedestrian networks within carparks to limit conflicts between pedestrians and vehicles.	GUIDELINES Car parking areas at-grade should: • Provide primary access points into car parking areas from Service Street, Connector Road A or Parking Street; and • Use landscaping to visually softens at-grade car parking areas.

Built Form	Precinct 1	
BF1-01	OBJECTIVE To establish **Main Street** as the **'heart'** of the Town Centre with commercial uses and active frontages that engages with the public realm and street based activities.	
	REQUIREMENTS Main Street built form must: • Be generally in accordance with Plan 8 *Built Form* and Plan 5 *Concept Plan*; • Generally comprise two (or more) storeys along 50% of Main Street within Precinct 1, with the remaining 50% being double storey façades. • Comprise occupiable space for any upper levels along Main St • Sleeve any Primary Retail Anchor or Ground Floor Retail, as shown on Plan 21 – Precinct 1 Concept Plan, with development along 80% of its frontage to Main Street (for land in control of the applicant); • Visually reinforce key sites through use of additional height, façade articulation, screening, and other architectural tools; • Be developed at zero-lot line to the footpath; • Locate smaller retail tenancies along Main Street to promote a finer grain along the street; • Avoid blank or inactive facades; • Avoid large internalised retail layouts; • Provide shading and weatherproofing to the footpath and incorporate building design; and, • Set back larger format retail from the street and sleeve with smaller format retail to the footpath.	GUIDELINES Main Street built form should: • Integrate upper level tenancies that enable the built form of Main Street to achieve a sense of scale, height and massing appropriate to a Town Centre environment. Upper levels should engage with the street activity through the use of balconies, terraces and openable windows; • Include high quality architectural materials and finishes that reinforce the character and identity of the ACTC; • Complement and engage directly with the adjoining public realm of Main Street; • Encourage use of footpath zones, where applicable, for outdoor seating, particularly north facing areas; • Provide active street frontages with opening windows; • Consider clearly visible signage, branding and entry points that do not visually clutter the streetscape. • Premises should generally have a width which is narrower than 15 metres. • Provide visually permeable, glazed shopfronts that enable engagement between pedestrians and occupants; and • Provide a mixture of external wall materials and or colours.
BF1-02	OBJECTIVE To develop **large premises**, as appropriate, that contribute positively to the mixed-use, urban environment and is a seamless part of the built form fabric of the Town Centre.	
	REQUIREMENTS Large premises must: • Be generally in accordance with Plan 5 – Concept Plan; • Not directly front Main Street, High Street or Connector Road A; and • Avoid large extents of blank walls, and non-activated frontages to other streets and public areas;	GUIDELINES Large premises should: • Encourage multistorey buildings with mixed multiple uses and tenancies; • Include vertical landscaping to soften large façade areas; • Define entrances and clearly delineate access pathways to the street, open spaces and/or footpaths; • Encourage facades to use varied design and materials; and • Screen all service, loading and plant areas from the public realm view lines particularly High Street, Parking Streets and the Connector Road A.

Built Form		Precinct 1
BF1-03	OBJECTIVE To create visually distinctive **entry points to retail tenancies** that address the street or public realm and integrate into the streetscape character of the precinct.	
		GUIDELINES Retail entries should: • Engage with footpath and public realm, wherever possible; • Reinforce the preferred character and identity of Main Street and the ACTC. • Be clearly articulated within the streetscape, clearly signed and located on major pedestrian desire lines, particularly to smaller internalised retail areas; and • Not visually dominate the streetscape, or visually clutter views from the public realm.
BF1-04	OBJECTIVE To integrate **loading and service areas** which do not visually dominate the public realm and do not contribute negatively to the amenity of the area.	
	REQUIREMENTS Loading and service areas must: • Provide for safe pedestrian movements at potential points of pedestrian/vehicle conflict; • Be screened from public realm view lines; and • Provide noise attenuation measures where adjacent to, or abutting, sensitive uses such as residential development.	GUIDELINES Loading and service areas should: • Be designed as an integrated part of the built form; • Be designed so as to use Service Street, Parking Street and Connector Road A as a priority for accessing loading areas and deliveries subject to appropriate screening from the public realm; • Not be directly adjacent to public open space unless agreed by Council; and • Be located to enable efficient and easy service vehicle access that minimises traffic on Main Street or High Street.
BF1-05	OBJECTIVE To ensure development uses a range of **materials** that will deliver a high-quality, innovative built form outcome that responds to the principle of 'people first' and delivers the vision for Town Centre.	
	REQUIREMENTS Built form materials must: • Be durable, hard wearing and appropriate to the local climate and aspect; and • Be complementary to surrounding development.	GUIDELINES Built form materials should: • Contribute positively to the quality of the streetscape; • Consider clearly visible signage, branding and entry points that do not visually clutter the streetscape; and • Demonstrate how the built form respects and enhances the public realm and responds to the Vision as set out in Section 3 of the *Armstrong Creek Town Centre PSP*.

<table>
<tr><th colspan="3">Precinct 1
Movement and Access Standards</th></tr>
<tr><td rowspan="2">MA1-01</td><td colspan="2">OBJECTIVE
To encourage integrated public transport infrastructure that supports the ‘heart’ of the Town Centre and emphasize the importance of the nearby Interim Bus Interchange and Ultimate Integrated Transit Hub.</td></tr>
<tr><td>REQUIREMENTS
Public Transport infrastructure must:
• Be integrated into the street network design generally in accordance with Section 4.8 Movement and Access;
• Design the street network to accommodate public transport movements, including buses;
• Connect to the Ultimate Integrated Transit Hub;
• Connect to the Interim Bus Interchange located on the Connector Road A generally in accordance with Appendix 7, Cross Section 8;
• Integrate local streetscape, footpaths and seating areas along the public transport routes; and
• Provide sheltered seating for public transport users.</td><td>GUIDELINES
Public Transport infrastructure should:
• Provide clear sightlines from public transport stops to key public nodes; and
• Locate local bus stops near shops or cafes, particularly along Main Street.</td></tr>
<tr><td rowspan="2">MA1-02</td><td colspan="2">OBJECTIVE
To encourage cycling through the provision of a cycling network connected to the surrounding areas.</td></tr>
<tr><td>REQUIREMENTS
Cycling infrastructure provision must:
• Provide on-road dedicated cycling lanes generally in accordance with Appendix 7 Cross Sections;
• Be connected to cycling networks in adjoining precincts;
• Reinforce Main Street as a ‘pedestrian priority zone’ ;
• Provide centrally located and easily accessible bicycle storage within Main Street that is co-located with entries to key destinations, wherever possible.
• Implement clear way finding principles that provide guidance to pedestrians moving into, out of or within Precinct 1.</td><td>GUIDELINES
Cycling infrastructure provision should:
• Provide clear cycling routes in, around and through the centre that do not compromise pedestrians or vehicles; and
• Provide end-of-trip facilities that encourage cycling trips to key destinations such as the Ultimate Integrated Transit Hub, ACTC Library and major retail tenancies.</td></tr>
</table>

Built Form		Precinct 1
MA1-03	OBJECTIVE To prioritise **walking** as the easiest and most efficient way of moving within the ACTC.	
	REQUIREMENTS Pedestrian networks must: • Be reinforced through active frontages on Main Street and High Street; • Provide an unobstructed minimum 2.5m wide footpath directly adjoining shopfronts beyond areas nominated for outdoor seating, street furniture and public art; • Implement way finding principles that provide clear guidance to pedestrians moving into, out of or within Precinct 1; • Design kerb out stands to bring pedestrians out from behind parked cars and reduce the distance pedestrians need to travel to cross a road ; and • Include shaded and sheltered footpaths that provide weatherproof access around the precinct.	
MA1-04	OBJECTIVE To provide **accessible and safe public realm** spaces for the ACTC community and visitors.	
	REQUIREMENTS Public realm spaces must: • Be developed at grades and levels that comply with relevant Australian Standards for public spaces and be suitable for people of all abilities; and • Be designed along Crime Prevention through Environmental Design (CPTED) principles for safety and security of the public realm.	GUIDELINES Public realm spaces should: • Encourage all ages and segments of the community to use and enjoy the public realm
MA1-05	OBJECTIVE To provide **easy and efficient vehicle access from Surf Coast Boulevard** into car parking areas without compromising the pedestrian priority zone of Main Street.	
	REQUIREMENTS Access to off-street car parking areas must: • Be designed so as to direct traffic away from Main Street to ensure the 'heart' of the Town Centre is not dominated by car movements and parking.	GUIDELINES Access to off-street car parking areas should: • Not be developed along Main Street between Service Street and Connector Road A; • Include clearly visible signage for car parking areas and access points; and • Integrate with pedestrian networks to ensure that vehicles give way to pedestrians as they enter car parking areas.

Built Form		Precinct 1
MA1-06	OBJECTIVE To ensure all **loading and service movements** minimise conflicts between pedestrians and vehicles.	
	REQUIREMENTS Loading and service movements must: • Be designed so that vehicles are not directed to or through Main Street; and • Utilise clearly marked loading areas for larger tenancies.	GUIDELINES Loading and service movements should: • Not be detrimental to the character, role and function of Main Street and the public realm; and, • Be designed so that access to tenancies does not negatively affect the public realm.

PRECINCT TWO

PLAN 22 PRECINCT TWO - CONCEPT PLAN



Legend

- MAIN STREET
- PRIMARY STREET
- ACCESS STREET (indicative only)
- KEY PEDESTRIAN LINK
- SIGNALISED INTERSECTION
- PREFERRED SERVICE STATION LOCATIONS
- CAR PARK ACCESS
- PROMINENT / LANDMARK BUILT FORM
- COMMERCIAL / MIXED USE
- FRONTAGES TO ADDRESS PUBLIC REALM
- FINER GRAIN PUBLIC SPACE

Precinct 2		
Public Realm		
PR2-01	OBJECTIVE To create a high quality **public realm along Surf Coast Boulevard**.	
	REQUIREMENTS Public realm must: • Be developed generally in accordance with Appendix 7, Cross-sections 1 & 2; • Establish clear pedestrian paths to development from car parks and Surf Coast Boulevard; and • Provide landscape treatments fronting Surf Coast Boulevard.	GUIDELINES Public realm should: • Encourage extensive and consistent street trees through the public realm to emphasise the pedestrian priority and comfort of Surf Coast Boulevard Service road; • Encourage clear pedestrian paths and crossing points for pedestrian priority within car parks; • Provide landscape treatment including planting and trees within car parking areas; and • Encourage pedestrian paths around built form.
PR2-02	OBJECTIVE To create a distinctive **entry into the Town Centre from Surf Coast Boulevard at Main Street** that reflects the image and identity of the ACTC.	
	REQUIREMENTS Public realm must: • Provide street furniture, paving and landscaping treatments in Main Street that are consistent and / or complementary across Precincts 1 and 2. • Be developed generally in accordance with Appendix 7, Cross-Section 9; • Include high quality landscaping and street furniture that represents a distinctive gateway statement into Main Street; • Ensure the public realm relates directly to adjacent built form which reinforces the entry to Main Street; and • Not include any on-street car parking on Main Street (west).	GUIDELINES Public realm should: • Encourage extensive and consistent street trees through the public realm to emphasise the pedestrian priority and comfort of Main Street; • Include landscaping within the widened verge that contributes to the visual appeal of the street; • Install public art or furniture that mark the entry and reinforce the image and character of the Town Centre; • Encourage consistent public realm materials that visually integrates and reinforces Main Street as the 'heart' of the Town Centre; • Avoid individual commercial/retail operator signage that visually dominates the streetscape; and • Limit signage, branding and entry markers to avoid visual clutter in the streetscape.

Built Form		Precinct 2
BF2-01	OBJECTIVE To ensure built form for **small to medium format retail** reflects the mixed-use Town Centre environment, fronts Surf Coast Boulevard, integrates with the public realm and the surrounding development and complements built form on the west side of Surf Coast Boulevard.	
	REQUIREMENTS Retail and commercial built form must: • Be setback a maximum of 15 metres from Surf Coast Boulevard Service Road (property line) • Be setback not more than, or less than, 5 metres from the front of any abutting building(s); • Locate the primary building entrance to the Surf Coast Boulevard or where applicable Main Street; • Address Surf Coast Boulevard with built form for a minimum of approximately 70% of the width of the site to avoid large car parking areas visible from Surf Coast Boulevard; • Not have blank or inactive facades, particularly for larger retail premises along Surf Coast Boulevard; • Provide articulated and visually interesting presentation to the Surf Coast Boulevard frontage that contribute positively to the urban character of the Town Centre; • Screen all loading and service areas to views from the public realm to reduce visibility from public places, particularly Surf Coast Boulevard and Main Street; • Incorporate a mixture of external wall materials and colours; • Incorporate approximately 50% glazing across the front façade; and • Incorporate landscape elements into setbacks, that are consistent with the landscape of adjoining streets and public spaces.	GUIDELINES Retail and commercial built forms should: • Setback may include limited at-grade car parking in front of buildings; • Encourage tenancies that are small to medium scale; • Encourage multistorey buildings with mixed multiple uses and tenancies; • Incorporate well considered landscaping as a simple and effective way to soften the setbacks and car parking areas of large formats; • Incorporate well considered vertical landscaping as a simple and effective way to soften large façade areas; • Consider design of buildings to overlook the street and adjoining public realm; • Encourage defined entrances and clearly delineate access pathways to the street and/or open spaces with footpaths; • Consider locating on-site car parking behind buildings; • Consider articulation of facades for visual interest in design and materials; • Avoid large expanses of blank walls visible from the public realm that contribute negatively to the character of the precinct; • Consider clearly visible signage, branding and entry points that do not visually clutter the streetscape; and • A single colour should not be used for more than generally 70% of the front, or visible elevation from the street;

Built Form		Precinct 2
BF2-02	OBJECTIVES To reinforce **corner sites** as being important bookends to the view lines along streets, roads and from key public spaces.	
	REQUIREMENTS Built form for a corner site must: • Be generally in accordance with Plan 5 Town Centre Concept Plan and Plan 8 Built Form reflecting locations of 'prominent / landmark built form'; • Highlight important view lines through well considered articulation and additional height to built form; and • Address both Surf Coast Boulevard and Main Street frontages with active and visually permeable street level facades, articulated built form and entries.	GUIDELINES Built form for corner site should: • Consider wrapping corners with architectural elements, materials and detailing; • Encourage visually reinforcing the entry to the ACTC and its character and identity; • Encourage development to a zero-lot line at Main Street and include car parking areas to the rear of the site; and • Consider including hard and soft landscaping materials and plant palette consistent with the adjacent public realm or street.

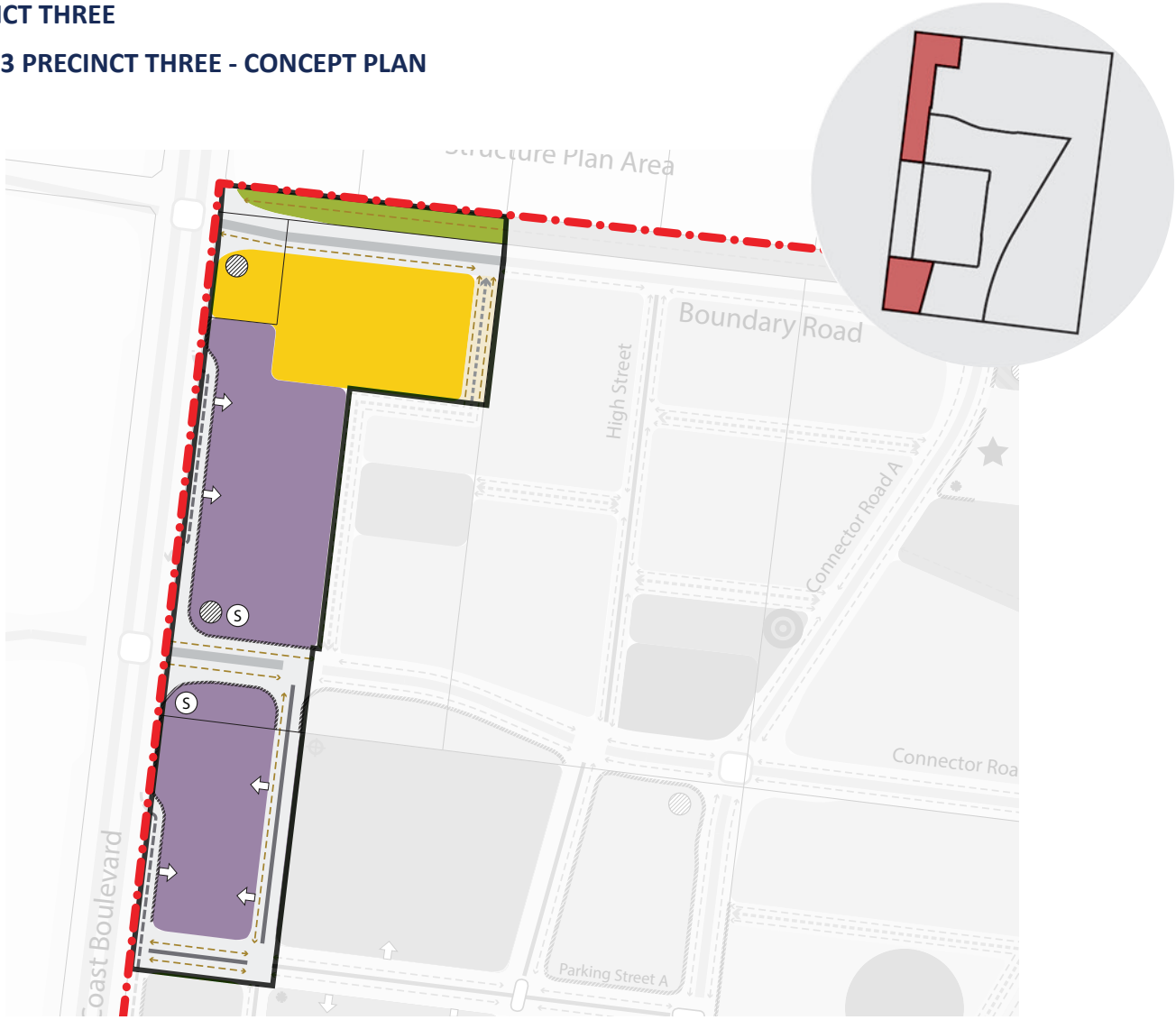
Movement & Access		Precinct 2
MA2-01	OBJECTIVE To reinforce **Surf Coast Boulevard** as the primary road through the growth area, and major gateways into the ACTC.	
	REQUIREMENTS Surf Coast Boulevard must: • Be developed as the primary traffic boulevard through the growth area generally in accordance with Appendix 7, Cross Section 1 and 2; • Provide service roads within private land generally in accordance with Appendix 7, Cross Section 1 and 2; • Provide vehicle crossovers into car parking entries off the service road of Surf Coast Boulevard; • Provide an avenue of large-scale street trees that reflect the scale and importance of the boulevard; and • Only be accessed via a nominated signalised intersection or service roads (VicRoads does not permit direct property access to Surf Coast Boulevard).	GUIDELINES Surf Coast Boulevard should: • Seek to limit crossovers into car parking areas off Surf Coast Boulevard Service road by sharing entry points where possible.

Built Form		Precinct 2
MA2-02	OBJECTIVE To develop a network of **footpaths that connects Armstrong Creek West Precinct** and Surf Coast Boulevard, into the Main Street core.	
	REQUIREMENTS The pedestrian network must: • Provide clear pedestrian paths along Surf Coast Boulevard and Main Street (west) into the Town Centre; and • Provide a clear pedestrian network from the Armstrong Creek West Precinct into the Town Centre generally in accordance with Plan 11 Pedestrian and Cycle Movements.	GUIDELINES The pedestrian network should: • Reinforce the pedestrian priority through well considered tenancy, frontages and road cross sections; and • Provide seating, street lighting, street furniture and signage.
MA2-03	OBJECTIVE To prioritise **loading areas and service vehicle access** to Service Street.	
	REQUIREMENTS The service vehicle network must: • Provide Service Street that prioritises vehicle access generally in accordance with Appendix 7, Cross Section 16; and • Encourage use of the road network away from Main Street, and access to development and tenancies that do not negatively affect the character and image of the public realm.	GUIDELINES The service vehicle network should: • Provide consistent public realm materials (paving, seating, lighting, branding, public art) that visually integrate with Main Street and Parking Streets; • Ensure view lines are kept clear to reduce pedestrian and large service vehicle conflict; and • Encourage loading and services areas in appropriate locations.
MA2-04	OBJECTIVE To create **car parking areas** that include efficient access from main traffic routes and are located to maximise the ease of access.	
	REQUIREMENTS Car parking must: • Include its primary vehicle ingress and egress points off Surf Coast Boulevard Service road. A secondary, minor car park access may be included from Service Street; and • Be provided away from Surf Coast Boulevard frontage, and be generally located behind built form. Limited car parking can be provided fronting Surf Coast Boulevard within the setback.	GUIDELINES Car parking should: • Consider the provision of dedicated pedestrian walkways and footpaths from car parking areas directly to buildings or tenancies that minimise conflicts with vehicles.

Built Form		Precinct 2
MA2-05	OBJECTIVE To create efficient **public transport links**, including well located bus stops that integrate with the local bus services and local adjoining uses.	
	REQUIREMENTS Bus stops must: • Be located generally in accordance with Plan 12 Public Transport, and provide a high level of public transport accessibility within the precinct; • Be shaded, sheltered stops that include seating and signage for public transport users; and • Be clearly visible along street view lines.	GUIDELINES Bus stops should: • Consider signage with 'live' service updates and route details wherever possible; and • Consider being located and oriented wherever possible to engage with adjoining uses such as retail or community facilities.

PRECINCT THREE

PLAN 23 PRECINCT THREE - CONCEPT PLAN



Legend

- CONNECTOR ROAD
- PRIMARY STREET
- ACCESS STREET (indicative only)
- KEY PEDESTRIAN LINK
- CAR PARK ACCESS
- PROMINENT / LANDMARK BUILT FORM
- FRONTAGE TO ADDRESS PUBLIC REALM
- COMMERCIAL / RESTRICTED RETAIL / MIXED USE
- EMERGENCY SERVICES
- OPEN SPACE (Various types)
- DRAINAGE RESERVE
- GREENWAY
- FINER GRAIN PUBLIC SPACE
- PREFERRED SERVICE STATION LOCATIONS

Public Realm		Precinct 3
PR3-01	OBJECTIVE To establish a high quality **public realm to Surf Coast Boulevard** that reflects the character and identity of the ACTC.	
	REQUIREMENTS Public realm must: • Be developed generally in accordance with Appendix 7, Cross Section 1 & 2; • Establish clear pedestrian paths to development from car parks and Surf Coast Boulevard; • Provide appropriate landscape treatments fronting Surf Coast Boulevard; and • Complement the avenue of large-scale street trees along Surf Coast Boulevard to reflect the scale and importance of the boulevard.	GUIDELINES Public realm should: • Encourage extensive and consistent street trees through the public realm to emphasise the pedestrian priority and comfort of Surf Coast Boulevard Service road; • Encourage clear pedestrian paths and crossing points for pedestrian priority within car parks; • Provide landscape treatment including planting and trees within car parking areas; and • Encourage pedestrian paths around built form.
PR3-02	OBJECTIVE To create a distinctive **entry into the Town Centre from Surf Coast Boulevard** at Connector Road B, Boundary Road, and Burvilles Road by establishing an entry statement within the public realm that reflects the image and identity of the ACTC.	
	REQUIREMENTS Public realm must: • Be developed generally in accordance with Appendix 7, Cross Section 9; • Include high quality landscaping and street furniture that represents a distinctive gateway statement; • Relate directly to adjacent built form which complements the Town Centre's primary entry to Main Street; and • Not include any on-street car parking. .	GUIDELINES Public realm should: • Install public art or furniture that mark the entry and reinforce the image and character of the Town Centre; • Encourage consistent public realm materials that visually integrates and reinforces Main Street as the 'heart' of the Town Centre; • Avoid individual commercial/retail operator signage that visually dominates the streetscape; and • Consider clearly visible signage, branding guidelines and entry points that do not visually clutter the streetscape.

Public Realm		Precinct 3
PR3-03	OBJECTIVE To provide a high quality **wetlands and integrated public open space** that enhance the use and amenity of this area.	
	REQUIREMENTS Wetlands and local parks must: • Be located generally in accordance with Plan 4 Precinct Structure Plan, Plan 5 Concept Plan, Plan 13 Open Space Network and Plan 14 Drainage and Floodplain Management, or unless an alternative location for the Southern Wetland (south-west corner of the precinct) is approved to the satisfaction of the Responsible Authority; • Engage with surrounding development to create integrated streetscapes and urban environment; • Include high quality landscape treatments consistent with the surrounding public realm and natural environment; and • Include high quality wetland systems that can be used for passive recreation, interpretation and stormwater management.	GUIDELINES Wetlands and local parks should: • Encourage elements to provide shade, weatherproofing, seating and public art; and • Be generally in accordance with Appendix 8 Public Open Space Guidelines.

Built Form		Precinct 3
BF3-01	OBJECTIVE To ensure built form for **small to medium format retail** reflects the mixed-use Town Centre environment, fronts Surf Coast Boulevard and Burvilles Road, integrates with the public realm and the surrounding development and complements built form on the west side of the Surf Coast Boulevard.	
	REQUIREMENTS Mixed use built form must: • Be setback a maximum of 15 metres from Surf Coast Boulevard Service Road (property line); • Be setback not more than, or less than, 5 metres from the front of any abutting building(s); • Locate the primary building entrance to the Surf Coast Boulevard or where applicable Main Street; • Address Surf Coast Boulevard with built form for a minimum of approximately 70% of the width of the site to avoid large car parking areas visible from Surf Coast Boulevard; • Not have blank or inactive facades, particularly for larger retail premises along Surf Coast Boulevard; • Screen all loading and service areas to views from the public realm to reduce visibility from public places, particularly Surf Coast Boulevard, Connector Road B, Boundary Rd; • Provide articulated and visually interesting presentation to the Surf Coast Boulevard frontage that contribute positively to the urban character of the Town Centre; • Incorporate a mixture of external wall materials and colour; • Incorporate approximately 50% glazing across the front façade; and • Incorporate landscape elements into setbacks, that are consistent with the landscape of adjoining streets and public spaces.	GUIDELINES Mixed use built forms should: • Setback may include limited at-grade car parking in front of buildings; • Encourage tenancies that are small to medium scale; • Encourage multistorey buildings with mixed multiple uses and tenancies; • Incorporate well considered landscaping as a simple and effective way to soften the setbacks and car parking areas of large formats; • Incorporate well considered vertical landscaping as a simple and effective way to soften large façade areas; • Consider design of buildings to overlook the street and adjoining public realm; • Encourage defined entrances and clearly delineate access pathways to the street and/or open spaces with footpaths; • Consider locating on-site car parking behind buildings; • Consider articulation of facades for visual interest in design and materials; • Avoid large expanses of blank walls visible from the public realm that contribute negatively to the character of the precinct; • Consider clearly visible signage, branding and entry points that do not visually clutter the streetscape; and • A single colour should not be used for more than approximately 70% of the front, or visible elevation from the street.

Built Form		Precinct 3
BF3-02	OBJECTIVES To reinforce **corner sites** as being important bookends to the view lines along streets, roads and from key public spaces.	
	REQUIREMENTS Built form for corner sites must: • Be generally in accordance with Plan 5 Town Centre Concept Plan and Plan 8 Built Form reflecting locations of 'prominent / landmark built form'; • Highlight important view lines through articulation and additional height to built form; and • Address both Surf Coast Boulevard, Burvilles Road, Boundary Road and Connector Road B with active frontage, articulated built form and entries.	
BF3-03	OBJECTIVE To provide a high quality, highly functional **Emergency Services Precinct** that reflects best practice design outcomes.	
	REQUIREMENTS Built form must: • Achieve design excellence in community and government buildings; • Promote safe access to and from the Precinct; • Front Boundary Road and Surf Coast Boulevard; and • Be sited taking into account its proximity to residential development and address sound attenuation and visual building mass from residential dwellings.	GUIDELINES Built form should: • Encourage collocation of service providers; and • Encourage shared facilities.
BF3-04	OBJECTIVE To develop **higher-density housing** and create housing type diversity.	
	REQUIREMENTS Residential development must: • Where applicable, meet the requirements of Clause 54 or Clause 55 of the Greater Geelong Planning Scheme; and • Ensure housing is appropriate in scale, massing, visual bulk and articulation to the context it is set within; and provide a variety of housing typologies.	GUIDELINES Residential development should: • Consider local public open space amenity in terms of the buildings aspect, frontage, views and orientation and surveillance i.e. frontage to open space.

Movement & Access		Precinct 3
MA3-01	OBJECTIVE To reinforce **Surf Coast Boulevard** as the primary road through the growth area and major gateways into the ACTC.	
	REQUIREMENTS Surf Coast Boulevard must: • Be developed as the primary traffic boulevard through the growth area generally in accordance with Appendix 7, Cross Section 1 and 2; • Provide service roads within private land generally in accordance with Appendix 7, Cross Section 1 and 2; • Provide vehicle crossovers into car parking entries off the service road of Surf Coast Boulevard. • Provide an avenue of large-scale street trees that reflect the scale and importance of the boulevard; and • Only be accessed via a nominated signalised intersection or service roads (VicRoads does not permit direct property access to Surf Coast Boulevard).	GUIDELINES Surf Coast Boulevard should: • Seek to limit crossovers into car parking areas off Surf Coast Boulevard Service road by sharing entry points where possible.
MA3-02	OBJECTIVE To develop a network of **footpaths that connects Armstrong Creek West Precinct** and Surf Coast Boulevard, into the Main Street core.	
	REQUIREMENTS The pedestrian network must: • Provide clear pedestrian paths along Surf Coast Boulevard and Main Street (west) into the Town Centre; and • Provide a clear pedestrian network from the Armstrong Creek West Precinct into the Town Centre generally in accordance with Plan 11 Pedestrian and Cycle Movements.	GUIDELINES The pedestrian network should: • Reinforce the pedestrian priority through well considered tenancy, frontages and road cross sections; and • Provide seating, street lighting, street furniture and signage.

Movement & Access		Precinct 3
MA3-03	OBJECTIVE To prioritise **loading areas and service vehicle access** to Service Street.	
	REQUIREMENTS The service vehicle network must: • Provide Service Street that prioritises vehicle access generally in accordance with Appendix 7, Cross Section 16; • Encourage use of the road network away from Main Street; and • Design loading areas and service access areas so as to not impact negatively affect the amenity of the public realm.	GUIDELINES The service vehicle network should: • Provide consistent public realm materials (paving, seating, lighting, branding, public art) that visually integrate with Main Street and Parking Streets; • Ensure view lines are kept clear to reduce pedestrian and large service vehicle conflict; • Encourage loading and services areas in appropriate locations; and, • Provide noise attenuation measures where adjacent to, or abutting, sensitive uses such as residential development.
MA3-04	OBJECTIVE To create **car parking areas** that include efficient access from main traffic routes and are located to maximise the ease of access.	
	REQUIREMENTS Car parking must: • Include its primary vehicle ingress and egress points off Surf Coast Boulevard Service road. A secondary, minor car park access may be included from Service Street; and • Be provided away from Surf Coast Boulevard frontage, and be generally located behind built form. Limited car parking can be provided fronting Surf Coast Boulevard within the setback.	GUIDELINES Car parking should: • Consider dedicated pedestrian walkways and footpaths from car parking areas directly to buildings or tenancies that minimise conflicts with vehicles. •
MA3-05	OBJECTIVE To create efficient **public transport links**, including well located bus stops that integrate with the local bus services and local adjoining uses.	
	REQUIREMENTS Bus stops must: • Be located generally in accordance with Plan 12 Public Transport, and provide a high level of public transport accessibility within the precinct; • Be shaded, sheltered stops that include seating and signage for public transport users; and • Be clearly visible along street view lines.	GUIDELINES Bus stops should: • Consider signage with 'live' service updates and route details wherever possible; and • Consider being located and oriented wherever possible to engage with adjoining uses such as retail or community facilities.

PRECINCT FOUR

PLAN 24 PRECINCT FOUR - CONCEPT PLAN



Public Realm		Precinct 4
PR4-01	OBJECTIVE To create a central **Town Common**, adjacent to community facilities and the Ultimate Integrated Transit Hub for a wide range of community uses.	
	REQUIREMENTS The Town Common must: • Be developed as a significant public open space, with a minimum dimension of 35 metres generally in accordance with Table 7 Open Space and Plan 13 Open Space Network; • Incorporate a mixture of hard and soft landscaped spaces that reflect the diverse uses of the space; • Integrate directly with the use, built form, and frontage of surrounding community facilities; • Be designed to allow for potential uses such as markets, community events and other local gatherings; and • Incorporate water management areas generally in accordance with Plan 14 Drainage and Floodplain Management.	GUIDELINES The Town Common should: • Encourage provision of shaded and sheltered areas, seating, public furniture and lighting in a high quality public realm setting; • Incorporate extensive and consistent mature trees that provide shaded areas for the space; • Encourage design so that the open public space is integrated with the adjacent water treatment/wetland facilities; and • Integrate directly with the public realm of the Connector Road A and the Interim Bus Interchange.
PR4-02	OBJECTIVE To create a **Transit Plaza** that acts as the primary public circulation space for the Ultimate Integrated Transit Hub, and links directly to the adjacent community facilities and the 'heart' of Main Street.	
	REQUIREMENTS The Transit Plaza must: • Be located on the corner of Main Street and the Connector Road A and be developed generally in accordance with Table 6 Open Space and Plan 13 Open Space Network; and • Create direct frontage to the public space from the ultimate integrated transit hub, the community facilities and the Interim Bus Interchange.	GUIDELINES The Transit Plaza should: • Encourage a high quality, flexible public realm space; and • Support direct view lines between the future Train Station site and the Town Square.

<table>
<tr><th colspan="3">Public Realm</th><th>Precinct 4</th></tr>
<tr><td>PR4-03</td><td colspan="3">OBJECTIVE

To provide a high quality drainage reserve and integrated public open spaces that enhance the use and amenity of this area.</td></tr>
<tr><td></td><td colspan="2">REQUIREMENTS
The drainage reserve and local parks must:
• Be located generally in accordance with Plan 4 Precinct Structure Plan and Plan 12 Open Space Network;
• Engage with surrounding development to create integrated streetscapes and urban environment;
• Include high quality landscape treatments consistent with the surrounding public realm; and
• Provide a high quality public realm that response to its use as passive recreation, interpretation and stormwater management.</td><td>GUIDELINES
The drainage reserve and local parks should:
• Encourage elements to provide shade, weatherproofing, seating and public art; and
• Be generally in accordance with Appendix 8 Public Open Space Guidelines.</td></tr>
<tr><td>PR4-04</td><td colspan="3">OBJECTIVE
To develop a vibrant / multi-use civic precinct that delivers high quality community facilities that meet the needs of the Armstrong Creek Growth Area.</td></tr>
<tr><td></td><td colspan="2">REQUIREMENTS
The civic precinct must:
• Prepare a masterplan prior to the commencement of any development within the civic precinct, considering Appendix 4 Community Facilities Delivery Statement;
• Provide street furniture, paving and landscaping treatments in Main St that are consistent and / or complementary across Precincts 1 and 4;
• Be a key destination for residents and visitors of the town centre and be clearly connected to the priority pedestrian and cycling networks;
• Ensure appropriate connection and integration with the Ultimate Integrated Transit Hub;
• Incorporate pedestrian links across the corridor prior to rail construction, generally in accordance with Plan 13 Open Space.
• Deliver integrated community facilities that are flexible and adaptive to the changing needs of the Armstrong Creek community; and
• Provide public toilets and end of trip facilities.</td><td>GUIDELINES
The civic precinct should:
• Consider clearly visible signage, branding and entry points that do not visually clutter the streetscape.</td></tr>
</table>

Public Realm		Precinct 4
PR4-05	OBJECTIVE To design and plan the **Transit Corridor** as a major public realm space within the Town Centre, which has the ability to provide a diverse range of short and long-term public open space roles and functions.	
	REQUIREMENTS The public realm must: • Be developed and utilised as public open space in the short term (prior to development of rail) which does not compromise the provision of future rail infrastructure; • Be designed as low-impact public realm spaces and facilities that do not create an encumbrance or untenable cost to remove and/ or relocate given the provision of future rail infrastructure; and • Maximise the potential of the large area for landscaped, well designed public spaces that interact with surrounding development for local amenity;.	GUIDELINES The public realm should: • Consider temporary or short-term community uses such as markets or nurseries to use the land for the benefit of the local community; • Consider featuring nodal open spaces in key strategic locations that provide high quality landscape features in accordance with Plan 13 Open Space Network; and • Provide public toilets and end of trip facilities.

Built Form		Precinct 4
BF4-01	OBJECTIVE To develop **a built form character,** or varying scales, that encourages retail, commercial, residential, community and residential development, diverse vertical uses (across building levels) and reinforces the image and character of the Town Centre and its surrounds.	
	REQUIREMENTS Built form must: • Be generally in accordance with Plan 5 Town Centre Concept Plan and Plan 8 Built Form reflecting locations of 'prominent / landmark built form'; • Directly front Main Street, High Street, Burvilles Road and Connector Road A; • Visually reinforce key sites through use of additional height, façade articulation, screening, and other architectural tools; • Front the street and footpath, with active frontage; • Avoid blank or inactive facades, particularly large-format retail premises; and • Incorporate landscape elements into setbacks, facades and entry points that are consistent with the landscape of adjoining streets and public space.	GUIDELINES Built form should: • Encourage a variety of buildings that reflect a mix of both vertical and floor area sizes; • Encourage multistorey buildings with mixed multiple uses and tenancies; • Incorporate well considered landscaping as a simple and effective way to soften the setbacks and car parking areas of large formats; • Incorporate well considered vertical landscaping as a simple and effective way to soften large façade areas; • Consider design of buildings to overlook the street and adjoining public realm; • Encourage defined entrances and clearly delineate access pathways to the street and/or open spaces with footpaths; • Consider locating on-site car parking behind buildings; • Consider articulation of facades for visual interest in design and materials; • Avoid large expanses of blank walls visible from the public realm that contribute negatively to the character of the precinct; • Consider clearly visible signage, guidelines and entry points that do not visually clutter the streetscape; and • Encourage delivery of social housing.

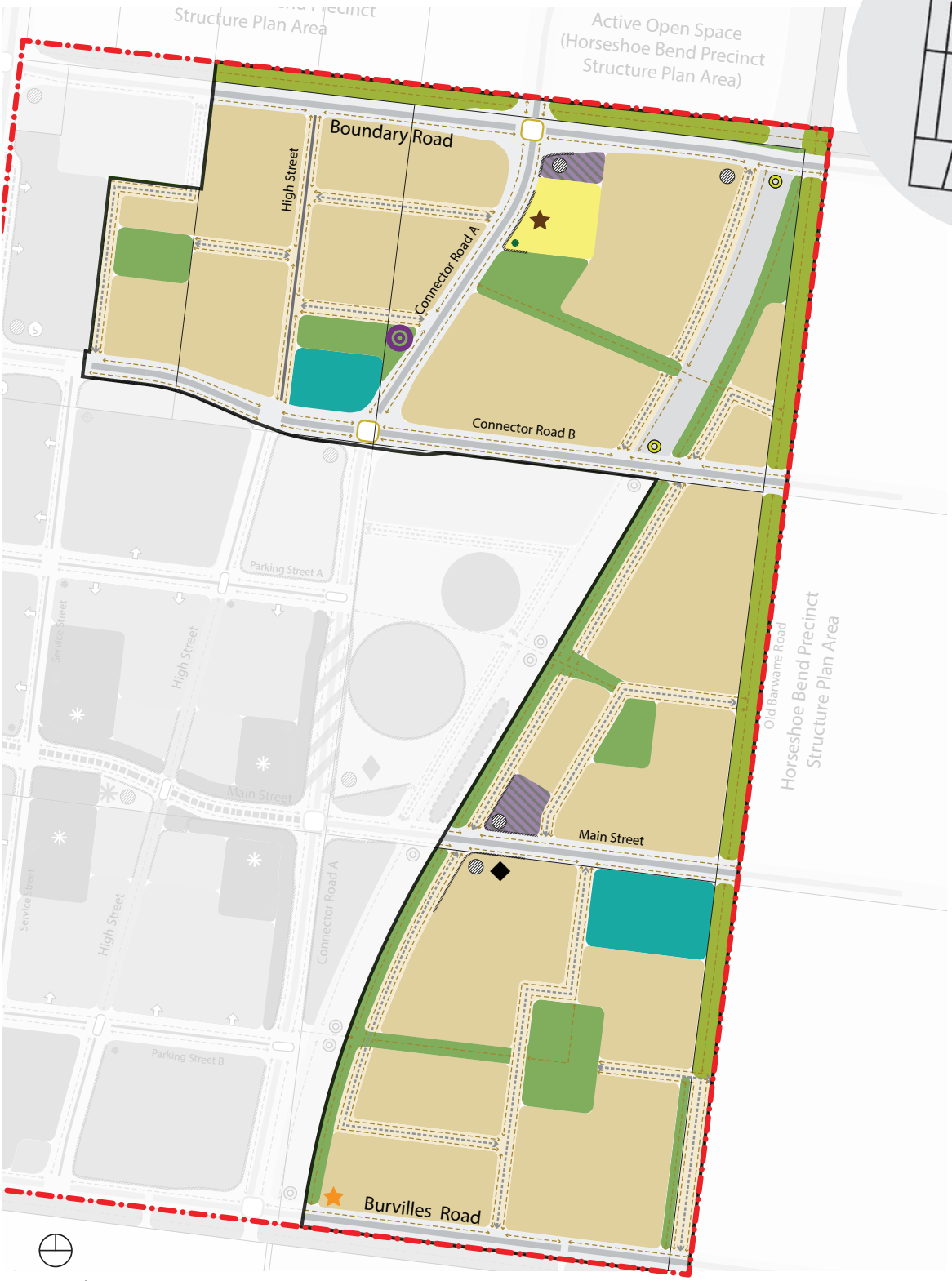
Built Form		Precinct 4
BF4-02	OBJECTIVE To reinforce **corner sites** as being important bookends to the view lines along streets, roads and from key public spaces.	
	REQUIREMENTS Built form for corner sites must: • Be generally in accordance with Plan 5 Town Centre Concept Plan and Plan 8 Built Form reflecting locations of 'prominent / landmark built form'; • Highlight important view lines through well considered articulation and additional height to built form; and • Address both Connector Road's A and B with active frontage, articulated built form and entries.	GUIDELINES
BF4-03	OBJECTIVE To enable **trade supplies tenancies** that contribute positively to the urban character and complement surrounding retail and mixed-use development in scale, character and materials.	
	REQUIREMENTS Trade Supplies tenancies must: • Be generally in accordance with Plan 5 Armstrong Creek Town Centre Concept Plan and Plan 8 Built Form; • Include entry points to the tenancy clearly delineated from the street; • Integrate with the pedestrian network of the precinct by connecting carparking areas to the key pedestrian routes with effective footpaths and signage; • Prioritise pedestrian networks within carparks to limit conflicts between pedestrians and vehicles; and • Consider landscape elements integrated into setbacks, facades and entry points that are consistent with the landscape of adjoining streets and public spaces.	GUIDELINES Trade Supplies tenancies should: • Incorporate built form that is articulated vertically and horizontally to complement nearby retail scale; • Consider articulation of facades for visual interest in design and materials.; • Include landscaping that visually softens at-grade carparking areas; and • Avoid blank walls to car park areas or fronting the public realm.

Precinct 4		
Movement & Access		
MA4-01	OBJECTIVE To establish a **transit corridor** that provides for future rail construction and connection into the Ultimate Integrated Transit Hub at the 'heart' of the ACTC.	
	REQUIREMENTS The transit corridor must: • Be located generally in accordance with the designated alignment and subject to future detailed rail studies; • Locate the future Train Station at the junction of the transit corridor and Main Street generally in accordance with Plan 12 Public Transport; • Be constructed as a below-ground rail corridor, allowing at-grade road connections across the reserve generally in accordance with Plan 12 Public Transport; • Be constructed to serve as a fully Integrated Transit Hub including the future relocation of the Interim Bus Interchange to be co-located with the rail services; and • Incorporate pedestrian links across the corridor prior to rail construction, generally in accordance with Plan 13 Open Space.	GUIDELINES The transit corridor should: • Be used for landscaped public open space, prior to the construction of the rail infrastructure; and • Encourage shared paths and trails that link along and across the reserve to surrounding precincts, in particular back to the core centre of the ACTC.
MA4-02	OBJECTIVE To prioritise **loading areas and service vehicle access** to Service Street.	
	REQUIREMENTS The service vehicle network must: • Provide Service Street that prioritises vehicle access generally in accordance with Appendix 7, Cross Section 16; and • Design loading areas and service access so as to not negatively affect the amenity of the public realm;.	GUIDELINES The service vehicle network should: • Provide consistent public realm materials (paving, seating, lighting, branding, public art) that visually integrate with Main Street and Parking Streets; • Ensure view lines are kept clear to reduce pedestrian and large service vehicle conflict; • Encourage loading and services areas in appropriate locations, and • Provide noise attenuation measures where adjacent to, or abutting, sensitive uses such as residential development.

Built Form		Precinct 4
MA4-03	OBJECTIVE To create efficient **public transport** links, including well located bus stops that integrate with the local bus services and local adjoining uses.	
	REQUIREMENTS Bus stops must: • Be located generally in accordance with Plan 12 Public Transport and provide a high level of public transport accessibility within the precinct; • Be shaded, sheltered stops that include seating and signage for public transport users; and • Be clearly visible along street view lines.	GUIDELINES Bus stops should: • Consider signage with 'live' service updates and route details wherever possible; and • Consider being located and oriented wherever possible to engage with adjoining uses such as retail or community facilities.

PRECINCT FIVE

PLAN 25 PRECINCT FIVE - CONCEPT PLAN



Public Realm	Precinct 5
PR5-01	OBJECTIVES To establish Main Street East as the eastern **gateway into the Town Centre** core with pedestrian linkages and on-road cycle lanes in the public realm.
	REQUIREMENTS Main Street East must: • Be developed generally in accordance with Appendix 7, Cross Section 11; • Integrate the public realm within the Transit Corridor and Barwarre Road greenway to the east; • Provide continuous, high quality footpaths on both sides to connect into wider pedestrian networks, particularly the Rail Reserve and the Barwarre Road greenway; and • Provide universal and equitable access throughout all public realm spaces to support disabled access and mobility.
	GUIDELINES Main Street East should: • Consider extensive and consistent street trees through the public realm that emphasise the pedestrian priority and comfort of the streetscape; • Encourage landscape treatments within the street verges that soften the urban environment and contribute to the visual appeal of the street; • Consider public art works or feature pieces of furniture along Main Street that reinforce the image and character of the Town Centre; and • Consider kerb outstands between on-street car parking to create an easier and safer pedestrian environment for crossing the street.
PR5-02	OBJECTIVES To ensure that **Connector Roads A and B** are high quality public realm environments that encourage people to walk and cycle to surrounding precincts, local parks and reserves and allows people direct access to the 'heart' of the Town Centre.
	REQUIREMENTS Connector Road A and B public realm must: • Be developed generally in accordance with Appendix 7, Cross-section 7; and • Integrate the streetscape public realm with the landscape treatments for the Rail Reserve, in particular the feature nodal open space locations generally in accordance with Plan 13 Open Space Network.
	GUIDELINES Connector Road A and B should : • Embrace consistent public realm materials such as paving, street furniture, lighting and landscape materials that visually reinforce the importance of this public realm space.

Public Realm		Precinct 5
PR5-03	OBJECTIVE To ensure that road **greenways** are developed as linear public open space incorporating the existing significant native vegetation and creating paths and trails for pedestrians and cyclists to access the ACTC.	
	REQUIREMENTS The greenways must: • Be developed generally in accordance with Appendix 7, Cross-sections 3 - 6: • Be developed generally in accordance with Appendix 7,Cross Section 20 (various greenways) • Incorporate a system of shared paths and trails that connects to surrounding networks within the ACTC and Horseshoe Bend Precinct; and • Incorporate clear and safe pedestrian crossing points from the ACTC into adjoining properties to the south such as the Geelong Lutheran College and the Geelong Memorial Park and Crematorium (within the Armstrong Creek East Precinct), and the active open space to the north of Boundary Road greenway (within the Horseshoe Bend Precinct).	GUIDELINES The greenway should: • Ensure new development adjacent to the greenway include an edge road condition or an alternative access arrangement that ensures the development fronts the greenway; • Encourage areas of seating and passive recreation located along the walking and cycling trails; and • Consider consolidating vehicle crossing points into properties to the south (and north, if applicable) to minimise disruption to the greenway.
PR5-04	OBJECTIVE To design and plan the **transit corridor as a major public realm space** within the Town Centre, which has the ability to provide a diverse range of short and long-term public open space roles and functions.	
	REQUIREMENTS The public realm must: • Be developed and utilised as public open space in the interim in a manner which does not compromise future provision of the rail infrastructure; • Be designed as low-impact public realm spaces and facilities that do not create an encumbrance or untenable cost to remove and/ or relocate given the future provision of rail services; and • Maximise the potential of the large area for landscaped, well designed public spaces that interact with surrounding development for local amenity.	GUIDELINES The public realm should: • Consider temporary or short-term community uses such as markets or nurseries to use the land for the benefit of the local community; and • Consider featuring nodal open spaces in key strategic locations that provide high quality landscape features in accordance with Plan 13 Open Space Network.

<table>
<tr><th colspan="3">Public Realm</th><th>Precinct 5</th></tr>
<tr><td rowspan="2">PR5-05</td><td colspan="3">OBJECTIVE
To create local streets which act as high quality public realm spaces for the surrounding medium-higher density development, establish high quality streetscapes for local residents, and efficiently and safely provide for vehicle and public transport access.</td></tr>
<tr><td colspan="2">REQUIREMENTS
The public realm of local streets must:
• Be generally in accordance with Appendix 7, Cross-section 18;
• Be designed to allow vehicles easy access and turning movements through the precinct to the major connecting roads; and
• Incorporate high quality street verges, and footpaths that contribute positively to the surrounding development.</td><td>GUIDELINES
The public realm of local streets should:
• Create a positive public realm environment promoting medium density and higher density development to occur.</td></tr>
<tr><td rowspan="2">PR5-06</td><td colspan="3">OBJECTIVE
To provide a high quality wetlands and integrated public open space that enhance the use and amenity of this area.</td></tr>
<tr><td colspan="2">REQUIREMENTS
Wetlands and local parks must:
• Be located generally in accordance with Plan 4 Precinct Structure Plan, Plan 5 Concept Plan, Plan 13 Open Space Network and Plan 14 Drainage and Floodplain Management;
• Engage with surrounding development to create integrated streetscapes and urban environment;
• Include high quality landscape treatments consistent with the surrounding public realm and natural environment; and
• Include high quality wetland systems that can be used for passive recreation, interpretation and stormwater management;.</td><td>GUIDELINES
Wetlands and local parks should:
• Encourage elements to provide shade, weatherproofing, seating and public art; and
• Be generally in accordance with Appendix 8 Public Open Space Guidelines.</td></tr>
</table>

<table>
<tr><th colspan="3">Built Form</th><th>Precinct 5</th></tr>
<tr><td>BF5-01</td><td colspan="2">OBJECTIVES
To develop higher-density housing and create housing type diversity.</td></tr>
<tr><td></td><td>REQUIREMENTS
Residential development must:
• Provide housing models and typologies at densities generally in accordance with Appendix 2, Table 18;
• Provide housing generally in accordance with the Incorporated Small Lot Housing Code where it applies to medium-density development;
• Ensure local housing is appropriate in scale, massing, visual bulk and articulation to the context it is set within;
• Provide a variety of typologies, dwelling layouts and sizes including 1, 2 and 3 bedroom apartments and/or units;
• Provide a diverse housing offering that includes different size lots, dwellings and layouts; and
• Create local streetscapes that are visually interesting, integrated and reflect the character and identity of an urban Town Centre environment.</td><td>GUIDELINES
Residential development should:
• Provide housing with a maximum lot size of generally not more than 350sq metres for single dwellings on single allotments.</td></tr>
<tr><td>BF5-02</td><td colspan="2">OBJECTIVES
To create opportunities for upper level higher density housing on mixed use sites with commercial and/or retail to the ground floor.</td></tr>
<tr><td></td><td>REQUIREMENTS
Development within the local mixed-use centres must:
• Integrate into the wider character in terms of design, planning, orientation and character;
• Provide built form that activates and engages with the public realm at street level;
• Provide built form that reflects the location on prominent corners and their character as a form of landmark site within the precinct; and
• Provide articulated, high quality architecture that reflects the urban character and identity of the ACTC.</td><td>GUIDELINES
Development within the local mixed-use centres should:
• Encourage retail and other non-residential uses to ground level, with residential uses to upper levels;
• Encourage landscaping to the street level consistent with the public realm landscape palette, to visually soften the public realm; and
• Consider vertical landscaping integrated into the architecture, including balconies and terraces.</td></tr>
</table>

Public Realm		Precinct 5
BF5-03	OBJECTIVES To create a **community facility** that is well located in the context of the Town Centre movement and street network, and serves the needs of the surrounding residential catchment.	
	REQUIREMENTS Community Facilities must: • Be located generally in accordance with indicative locations in Plan 9 Community Facilities; • Act as small scale community hubs and be located with easy access from adjoining residential development; • Incorporate built form that is articulated vertically and horizontally; • Be oriented to address the primary street frontage; • Include a clearly distinguished entry that is visible from car parking areas and the public realm; and • Provide car parking facilities that do not contribute negatively to the surrounding residential amenity or conflict with local pedestrian movements.	GUIDELINES Community Facilities should: • Maximise the engagement with adjoining public open space where it exists; and • Apply a consistent landscaping with the adjoining public realm and streetscape.

Movement & Access		Precinct 5
MA5-01	OBJECTIVE To establish a **transit corridor** that provides for future rail construction and connection into the Ultimate Integrated Transit Hub at the 'heart' of the ACTC.	
	REQUIREMENTS The transit corridor must: • Be located generally in accordance with the designated alignment and subject to future detailed rail studies; • Locate the future Train Station at the junction of the transit corridor and Main Street generally in accordance with Plan 12 Public Transport; • Be constructed as a below-ground rail corridor, allowing at-grade road connections across the reserve generally in accordance with Plan 12 Public Transport; • Be constructed to serve as a fully Integrated Transit Hub including the future relocation of the Interim Bus Interchange to be co-located with the rail services; and • Incorporate pedestrian links across the corridor prior to rail construction, generally in accordance with Plan 13 Open Space.	GUIDELINES The transit corridor should: • Be used for landscaped public open space, prior to the construction of the rail infrastructure; and • Encourage shared paths and trails that link along and across the reserve to surrounding precincts, in particular back to the core centre of the ACTC.
MA5-02	OBJECTIVE To create efficient **public transport links**, including well located bus stops that integrate with the local bus services and local adjoining uses.	
	REQUIREMENTS Bus stops must: • Be located generally in accordance with Plan 12, and provide a high level of public transport accessibility within the precinct; • Be shaded, sheltered stops that include seating and signage for public transport users; and • Be clearly visible along street view lines.	GUIDELINES Bus stops should: • Consider signage with 'live' service updates and route details wherever possible; and • Consider being located and oriented wherever possible to engage with adjoining uses such as retail or community facilities.

APPENDIX 6 ROAD DESIGN AND DELIVERY CHARACTERISTICS

TABLE 22 ROAD DESIGN AND DELIVERY CHARACTERISTICS

Category refer Section	Intersections	Related Cross Section in ACTCPSP	Road / Street	Existing Reserve (metres)	Ultimate Reserve (metres)	Access Management Policy	Indicative Vehicles per Day (VPD - maximum)	Traffic Lanes	Dedicated Parking Lanes (2.3m minimum width)	Median	Speed Limit (maximum)	Bus Compatible	Property Access	On Road Cycle Lane (1.7m minimum width)	Shared Path (2.5m +)	Footpath (1.5m – 2.0m)	Construction Responsibility	Funding Responsibility	Trigger for construction
Signalised			Surf Coast Boulevard intersection with Boundary Road	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Developer	DCP^ for interim, Roads Corporation for ultimate	As required
Signalised			Surf Coast Boulevard intersection with Connector Road B	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Developer	DCP^ for interim, Roads Corporation for ultimate	As required
Signalised			Surf Coast Boulevard intersection with Main Street	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Developer	DCP^ for interim, Roads Corporation for ultimate	As required
Signalised			Surf Coast Boulevard intersection with Burvilles Road	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Developer	DCP^ for interim, Roads Corporation for ultimate	As required
Signalised		NA	Boundary Road intersection with Connector Road A	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Developer	DCP^	As required
Signalised		NA	Burvilles Road intersection Connector Road A	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Developer	DCP	As required

Category refer Section	Related Cross Section in ACTCPSP	Road / Street	Existing Reserve (metres)	Ultimate Reserve (metres)	Access Management Policy	Indicative Vehicles per Day (VPD - maximum)	Traffic Lanes	Dedicated Parking Lanes (2.3m minimum width)	Median	Speed Limit (maximum)	Bus Compatible	Property Access	On Road Cycle Lane (1.7m minimum width)	Shared Path (2.5m +)	Footpath (1.5m – 2.0m)	Construction Responsibility	Funding Responsibility	Trigger for construction
Signalised	NA	Connector Road A intersection with Connector Road B	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Developer	DCP	As required
Signalised	NA	Main Street intersection with Connector Road A	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Developer	DCP	As required
Left in / Left Out to Service Rd	NA	Parking Street A intersection with Surf Coast Boulevard	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Developer	Developer	As required
Left in / Left Out to Service Rd	NA	Parking Street B intersection with Surf Coast Boulevard	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Developer	Developer	As required
Pedestrian Crossing Treatment	NA	Parking Street A intersection with Connector Road A	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Developer	Developer	As required
Pedestrian Crossing Treatment	NA	Parking Street B intersection with Connector Road A	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Developer	Developer	As required
Pedestrian Crossing Treatment	NA	Parking Street A intersection with High Street	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Developer	Developer	As required
Pedestrian Crossing Treatment	NA	Parking Street B intersection with High Street	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Developer	Developer	As required
Pedestrian Crossing Treatment	NA	Main Street intersection with High Street	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Developer	Developer	As required

Category refer Section	Roads	Related Cross Section in ACTCPSP	Road / Street	Existing Reserve (metres)	Ultimate Reserve (metres)	Access Management Policy	Indicative Vehicles per Day (VPD - maximum)	Traffic Lanes	Dedicated Parking Lanes (2.3m minimum width)	Median	Speed Limit (maximum)	Bus Compatible	Property Access	On Road Cycle Lane (1.7m minimum width)	Shared Path (2.5m +)	Footpath (1.5m – 2.0m)	Construction Responsibility	Funding Responsibility	Trigger for construction
																Within Service Road Reserve	Roads Corporation	Roads Corporation	
Existing Arterial Road		1 & 2	Surf Coast Boulevard (excluding Service Roads)	40	43	AMP 2*	51,700	6 (3 x two way)	0	Yes	80	Yes	No	Yes x 2	No	Yes x 1	Developer	Developer	As required
Service Road		1 & 2	Service Road along Surf Coast Boulevard	NA	12	NA	N/A	1 (1 x one way)	0	No	50	No	Yes	No	No	Yes x 1 (south)	Developer	Developer	As abutting development occurs
Existing Local Road		3	Boundary Road Interim	20	23.0	NA	13,700	2	2	No	60	Yes	Yes	No	Yes x 2	No	Developer	Developer	As abutting development occurs
Existing Local Road		4	Boundary Road Ultimate	20	23.0	NA	13,700	4	0	No	60	Yes	Yes	No	Yes x 2	No	Developer	Developer	As abutting development occurs
Existing Local Road		5	Burvilles Road Interim	20	23	NA	11,500	2	2	No	60	Yes	Yes	Yes x 2	No	Yes x 1 (south)	Developer	Developer	As abutting development occurs
Existing Local Road		6	Burvilles Road Ultimate	20	23	NA	11,500	4	0	No	60	Yes	Yes	No	No	Yes x 1 (south)	Developer	Developer	As abutting development occurs
Short Term Bus Interchange		8	Interim Bus Interchange	0	30	NA	N/A	2	0 (Bus Bays x 2)	No	30 - 40	Yes	Yes	Yes x 2	Yes x 2	No	Developer	Developer	As abutting development occurs
Connector Road		7	Connector Road **	0	25	NA	15,950	2	2	No	60	Yes	Yes	Yes x 2	Yes x 2	No	Developer	Developer	As abutting development occurs

Category refer Section	Related Cross Section in ACTCPSP	Road / Street	Existing Reserve (metres)	Ultimate Reserve (metres)	Access Management Policy	Indicative Vehicles per Day (VPD - maximum)	Traffic Lanes	Dedicated Parking Lanes (2.3m minimum width)	Median	Speed Limit (maximum)	Bus Compatible	Property Access	On Road Cycle Lane (1.7m minimum width)	Shared Path (2.5m +)	Footpath (1.5m – 2.0m)	Construction Responsibility	Funding Responsibility	Trigger for construction
Parking Street	15	Parking Street **	0	28.6	NA	12,900	2	3	No	50	No	Yes	No	Yes x 2	No	Developer	Developer	As abutting development occurs
Main Street Entry	9	Main Street West **	0	26	NA	13,200	2	0	No	30 - 40	Yes	Yes	Yes x 2	Yes x 2	No	Developer	Developer	As abutting development occurs
Main Street West	10	Main Street Town Core **	0	23	NA	13,200	2	2	No	30 - 40	Yes	Yes	No	Yes x 2	No	Developer	Developer	As abutting development occurs
Main Street East	11	Main Street East **	0	25	NA	4,500	2	2	No	30 - 40	Yes	Yes	No	Yes x 2	No	Developer	Developer	As abutting development occurs
High Street	12	High Street – Pedestrian	0	15	NA		0	0	No	NA	No	Yes	No	Yes	No	Developer	Developer	As abutting development occurs
High Street	13	High Street – Mixed Use / Employment	0	25	NA		2	2	No	30 - 50	No	Yes	No	Yes x 2	No	Developer	Developer	As abutting development occurs
High Street	14	High Street – Residential	0	20	NA		2	0	No	30 - 50	No	Yes	No	Yes x 2	No	Developer	Developer	As abutting development occurs
Service Street	16	Service Street **	0	17	NA		2	0	No	30 - 40	No	Yes	No	No	Yes x 2	Developer	Developer	As abutting development occurs
Access Street	18	Access Street **	0	16	NA		2	0	No	50	No	Yes	No	No	Yes x 2	Developer	Developer	As abutting development occurs
Parking Access Street	17	Parking Access Street **	0	18.6 – 19.6	NA		2	2	No	30 - 40	No	Yes	No	No	Yes x 2	Developer	Developer	As abutting development occurs
Access Lane	19	Access Lane **	0	6-8	NA	<300	2	0	No	30	No	Yes	No	No	No	Developer	Developer	As abutting development occurs
NOTE		* Vic Roads Access Management Policies, May 2006 Version 1.02. ** Includes land and full construction including non-signalised intersections (except as specified in the table), main culverts, lighting and landscaping. ^ Refer to Precinct Infrastructure Plan																

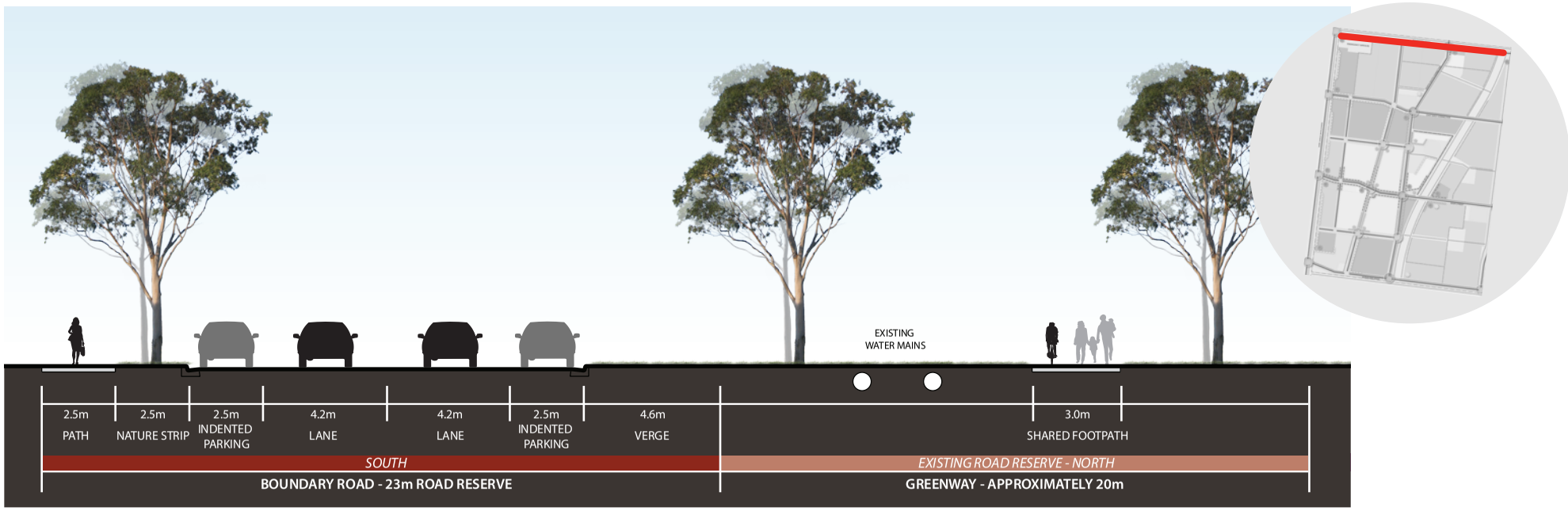
APPENDIX 7 ROAD AND OPEN SPACE CROSS SECTIONS



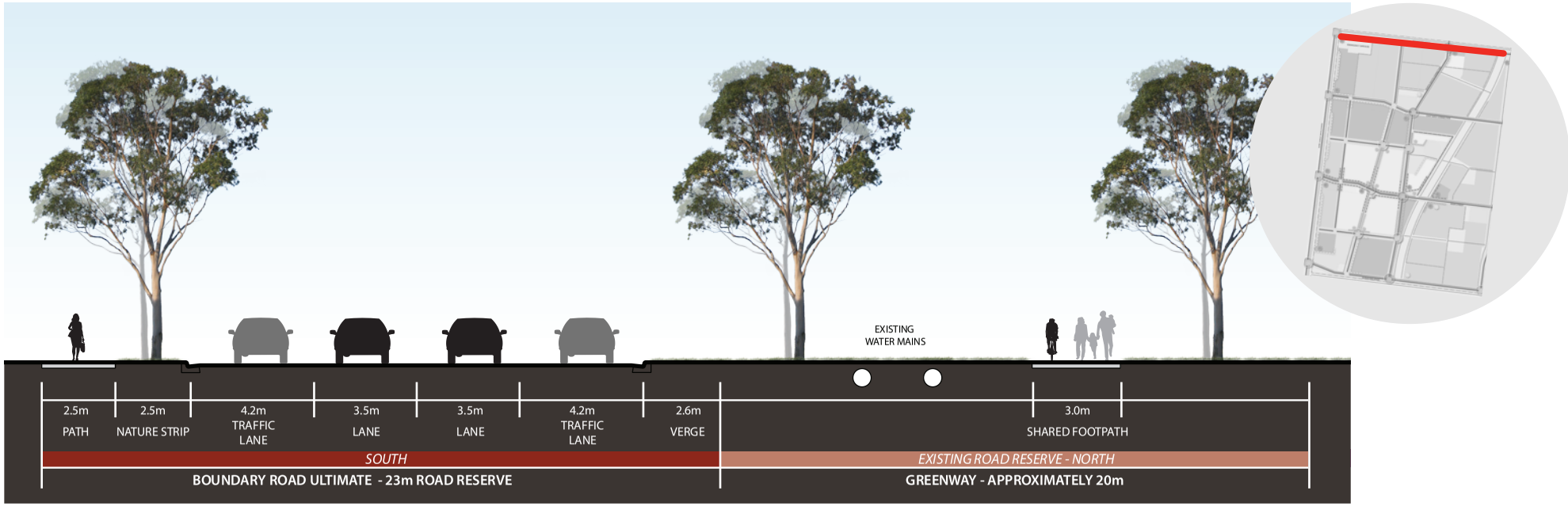
CROSS SECTION 1 SURFCOAST BOULEVARD (43.0M) WITH SERVICES ROADS (12.0M) NTS



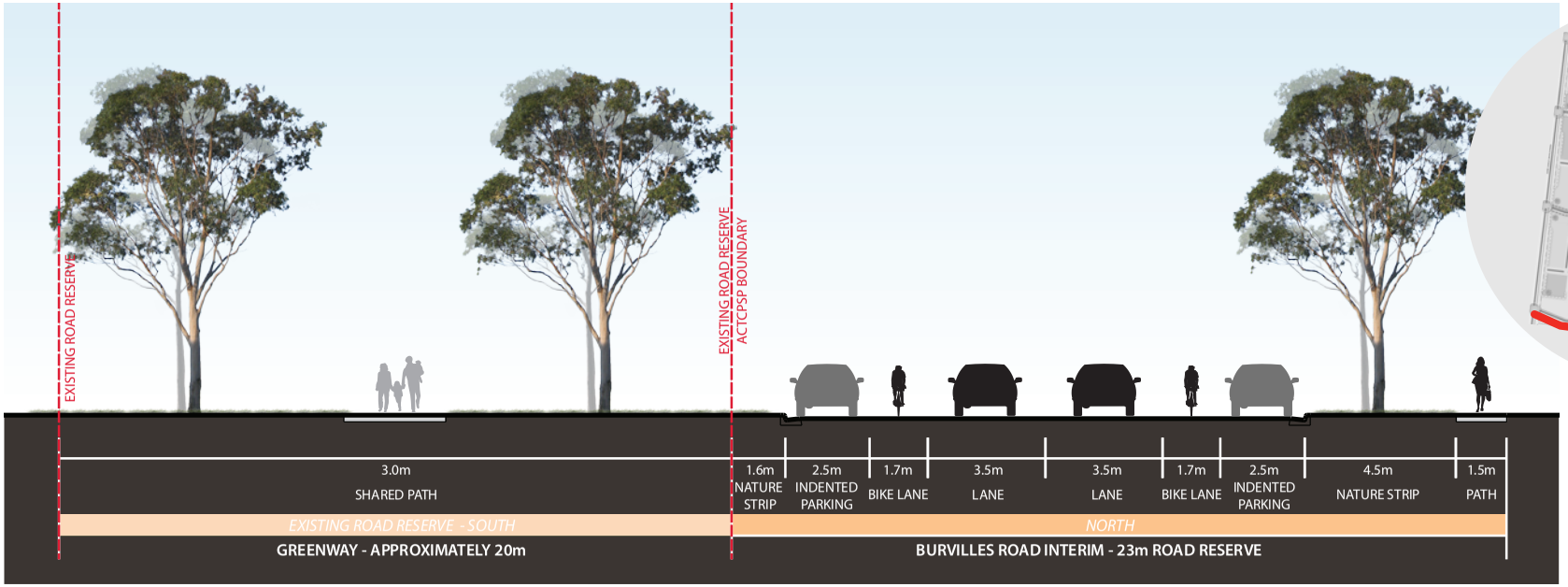
CROSS SECTION 2 SURFCOAST BOULEVARD AT INTERSECTION (43.0M) NTS



CROSS SECTION 3 BOUNDARY ROAD INTERIM (23.0M) NTS

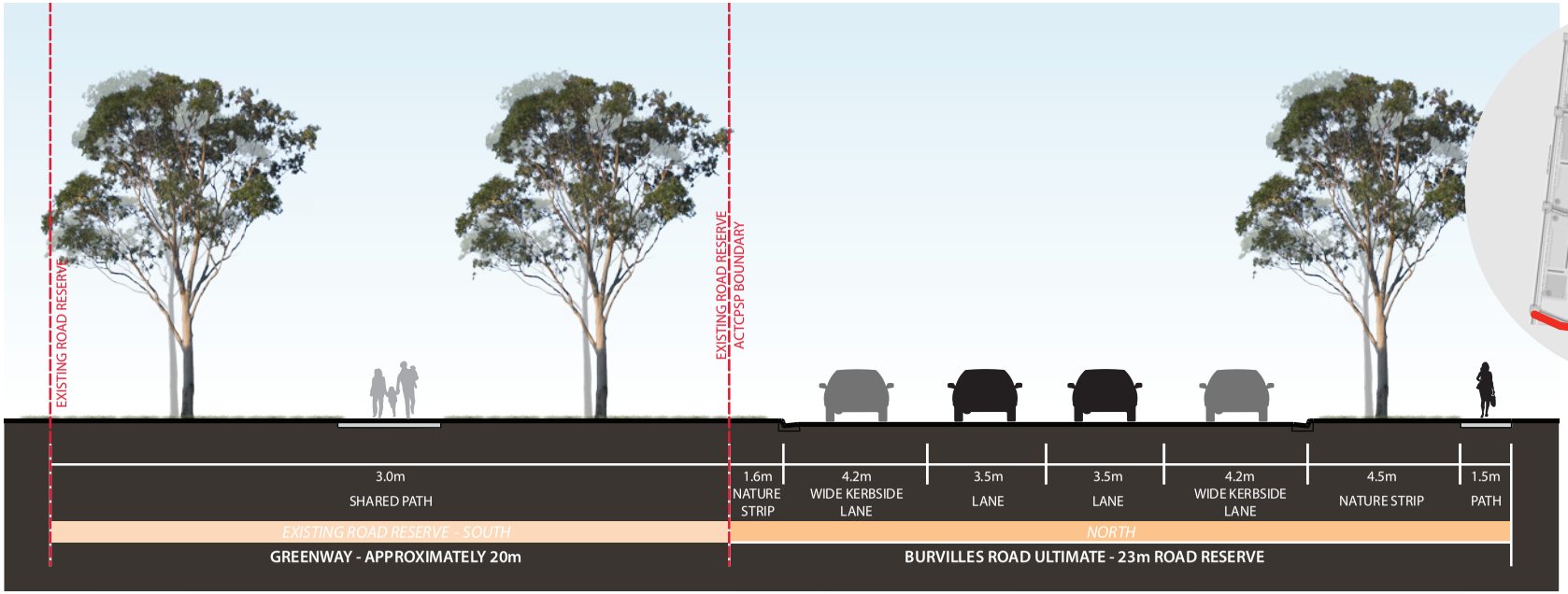


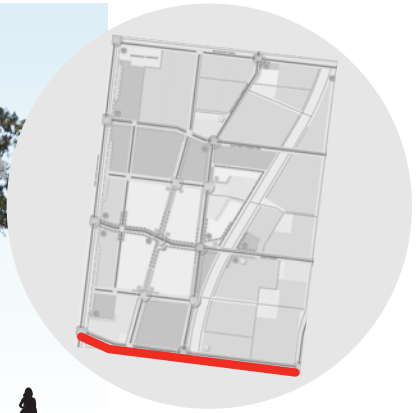
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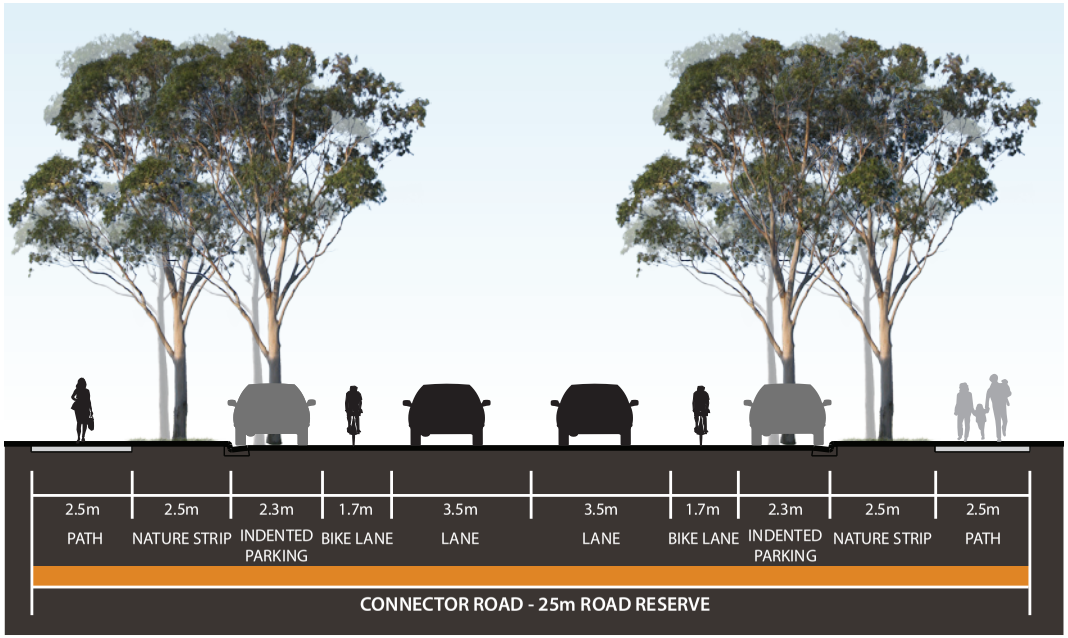


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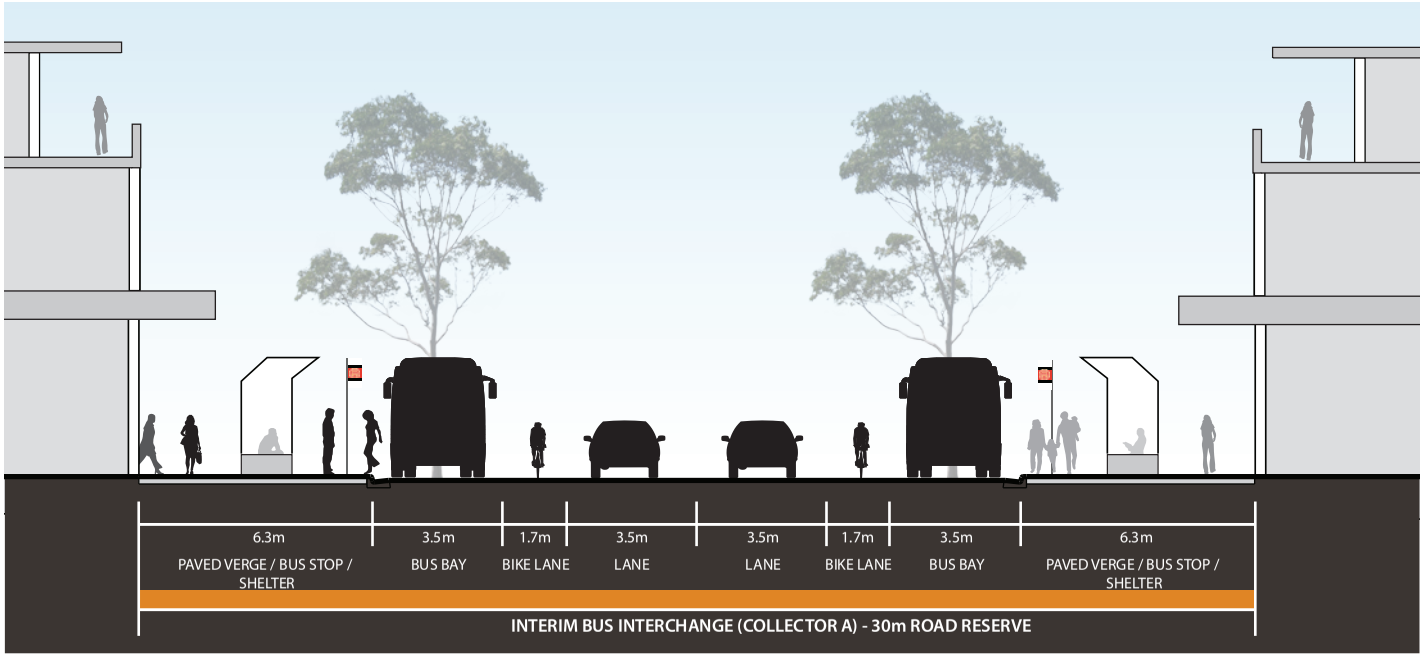


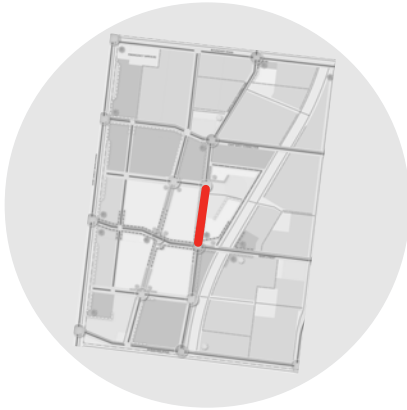
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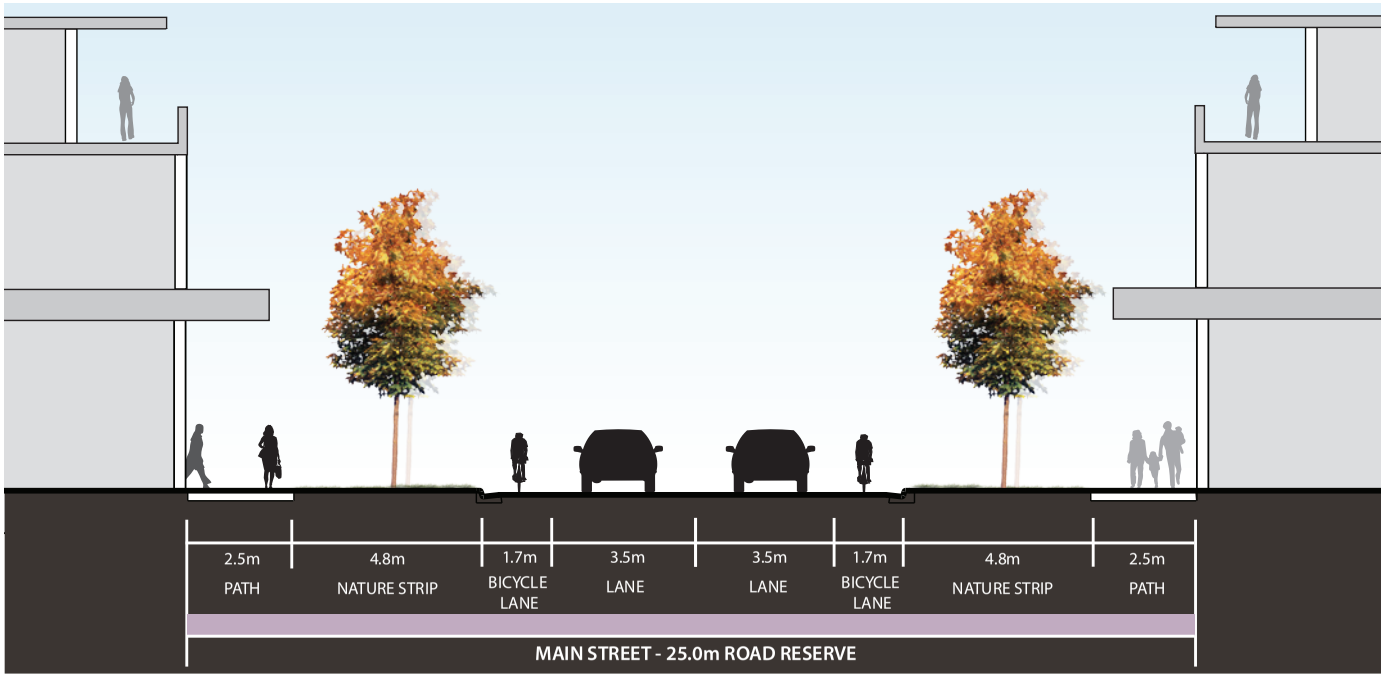


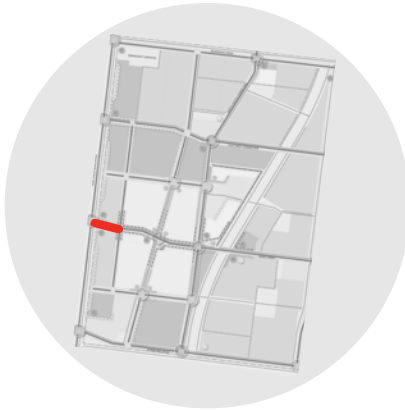
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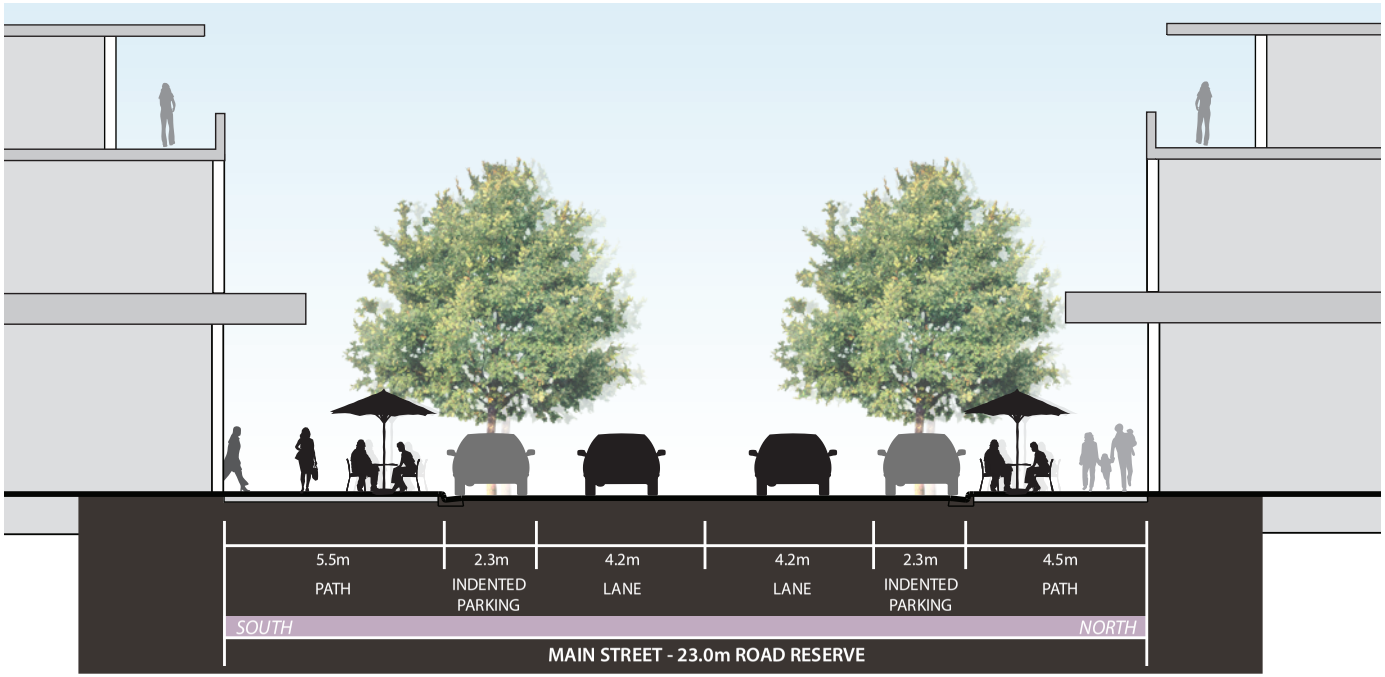


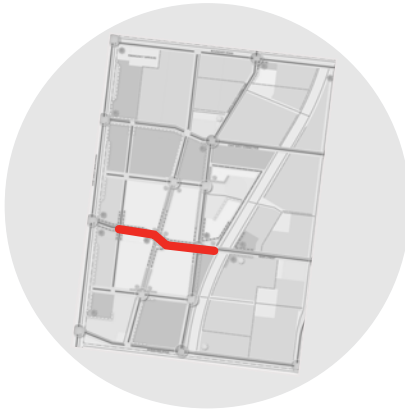
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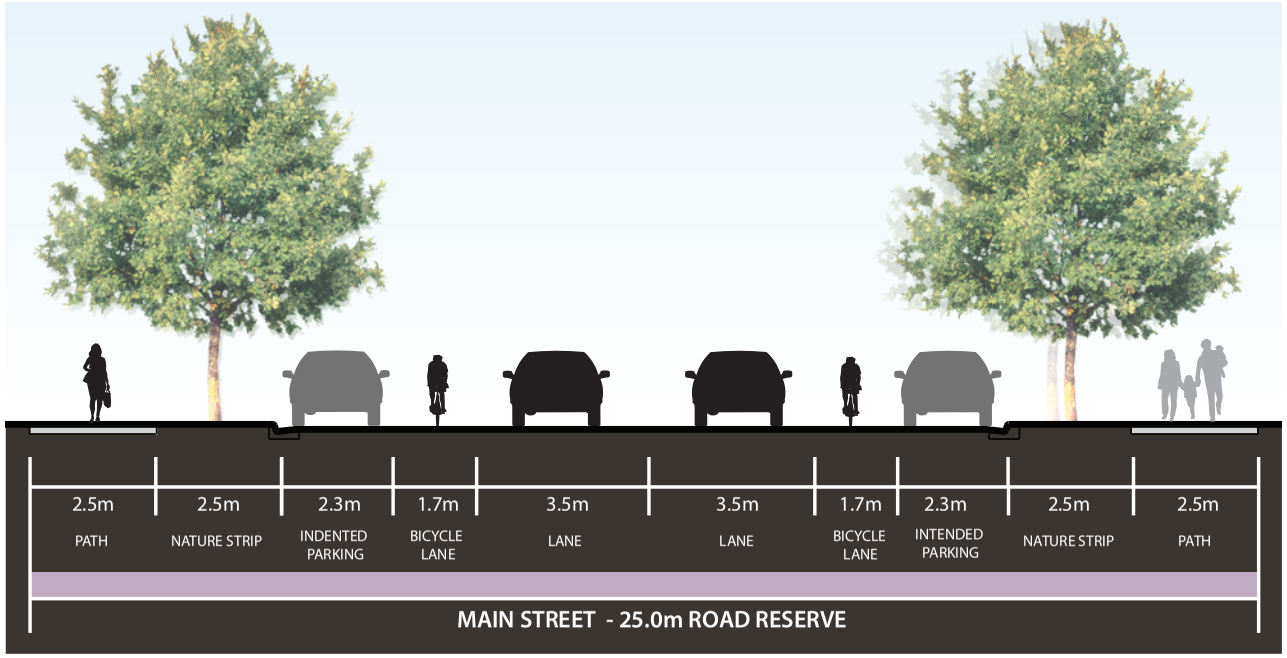


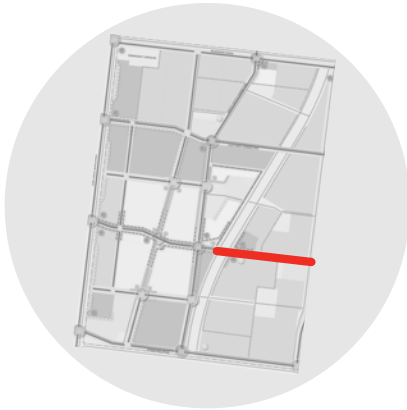
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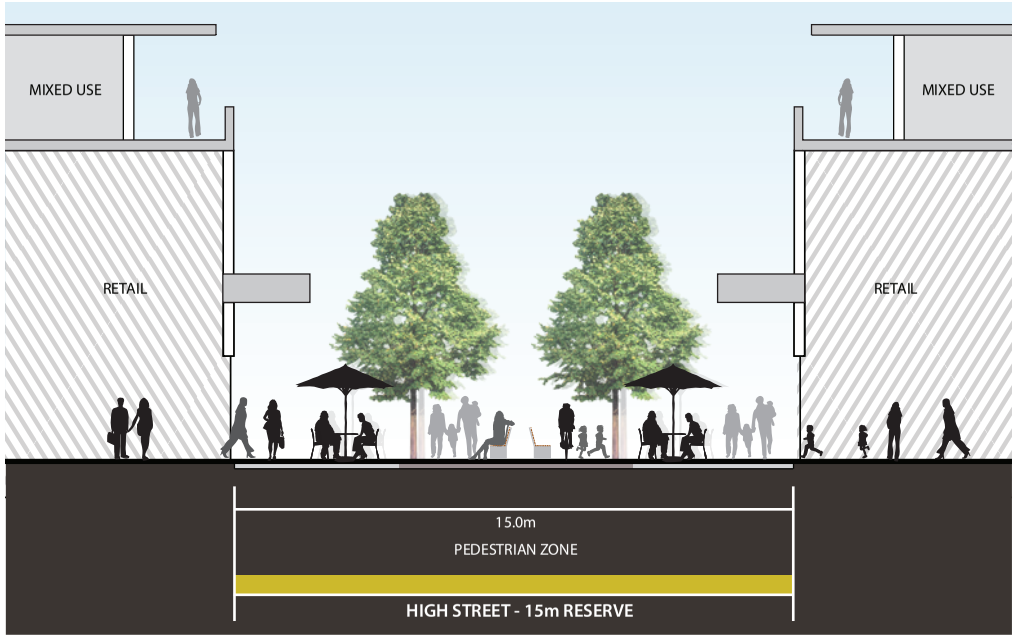


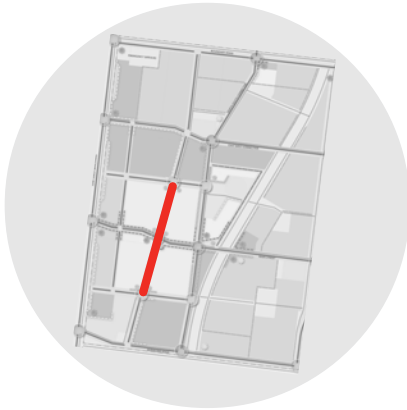
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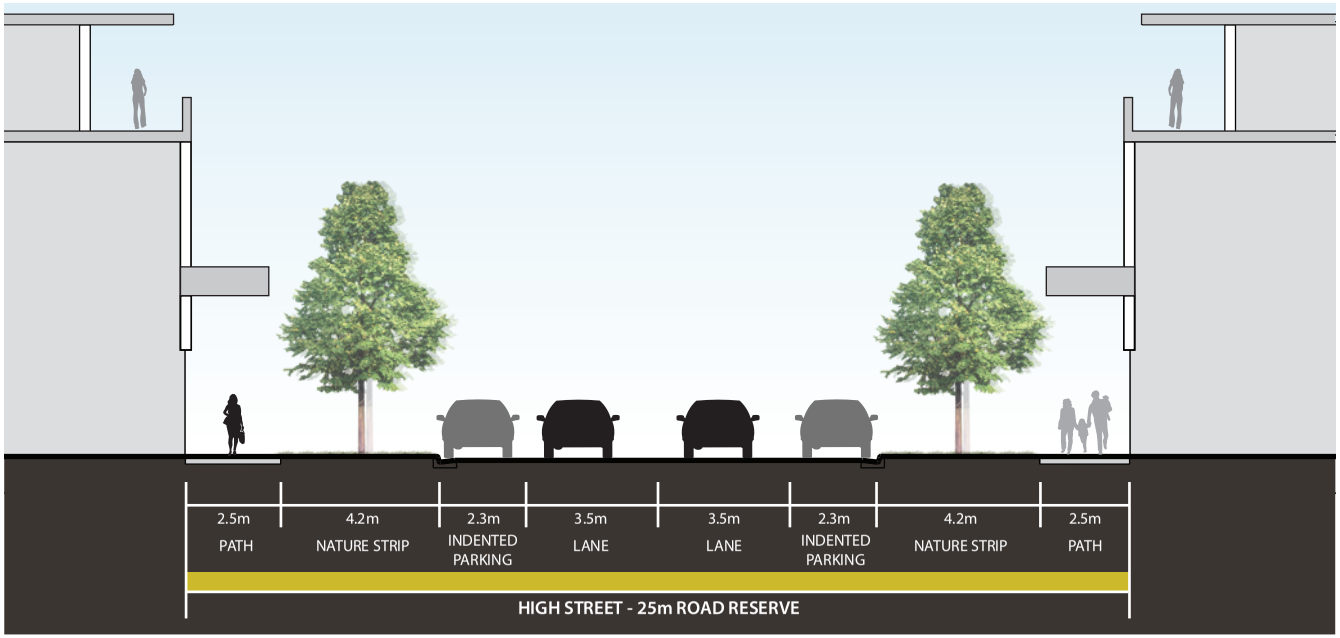


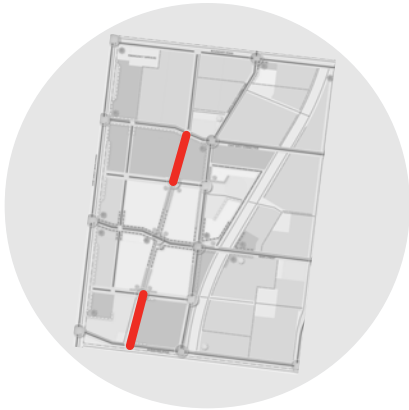
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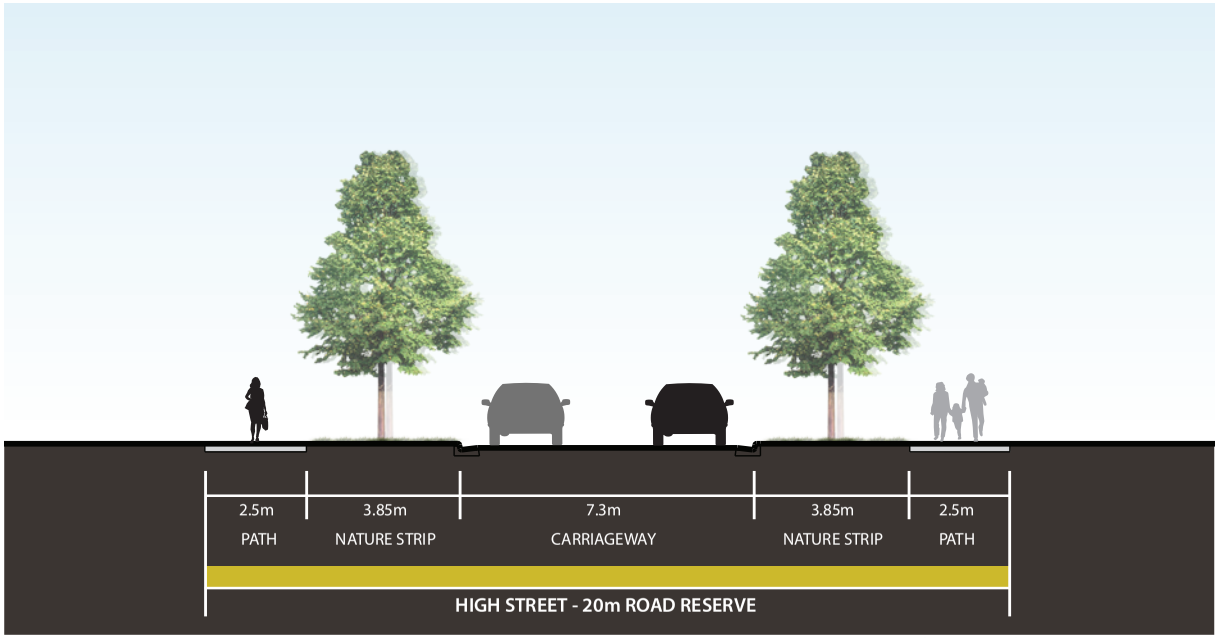


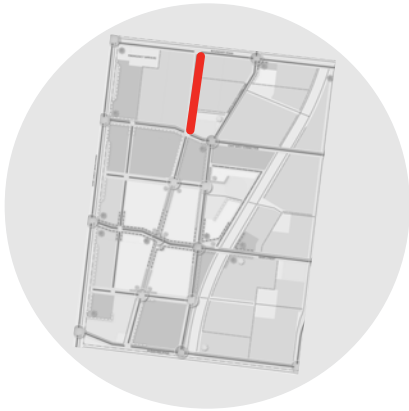
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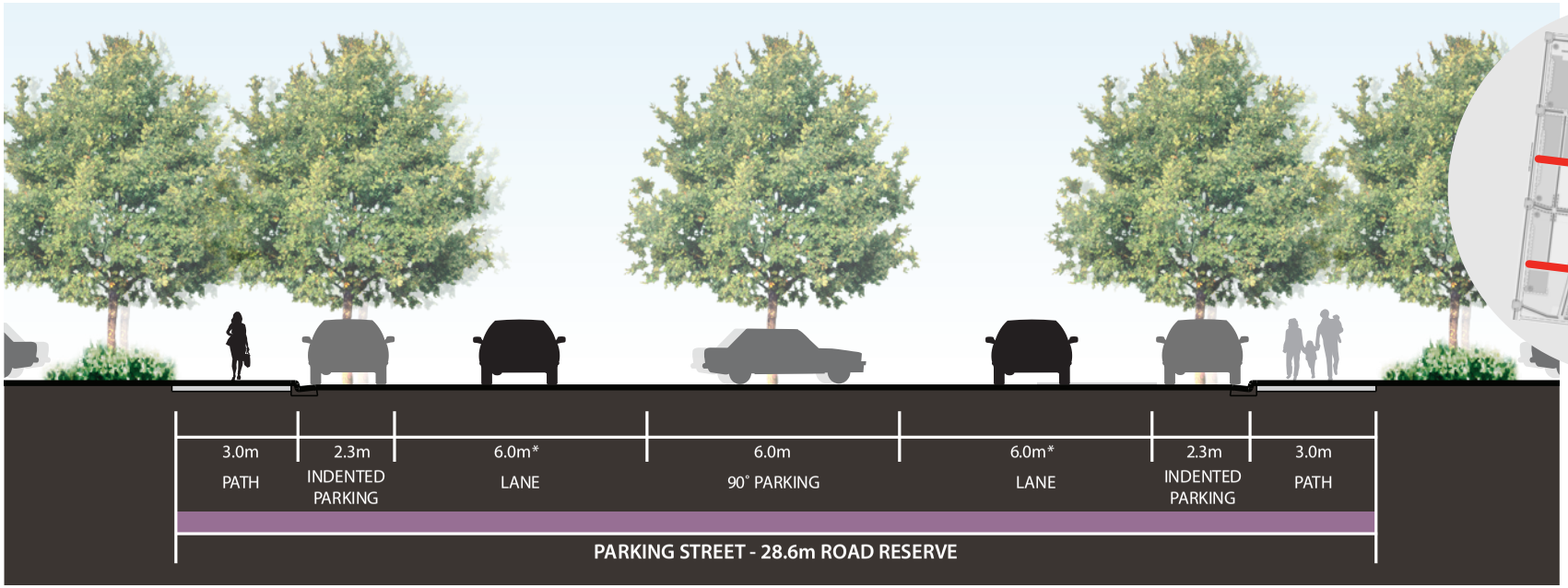


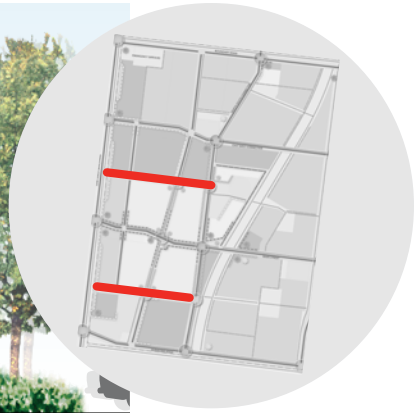
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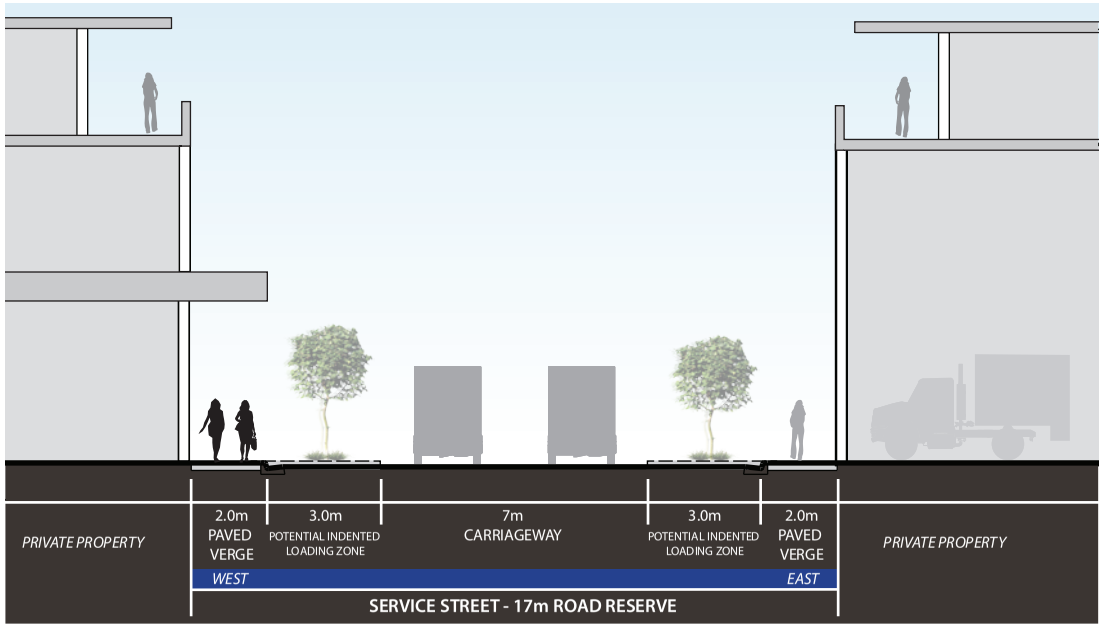
CROSS SECTION 14 HIGH STREET - RESIDENTIAL (20.0M) NTS

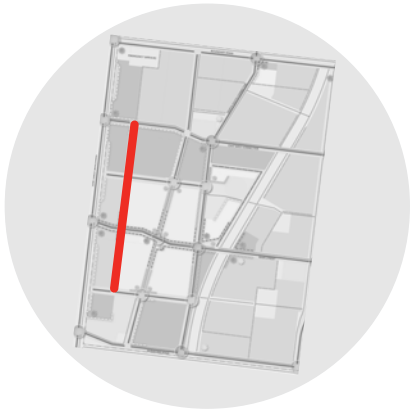




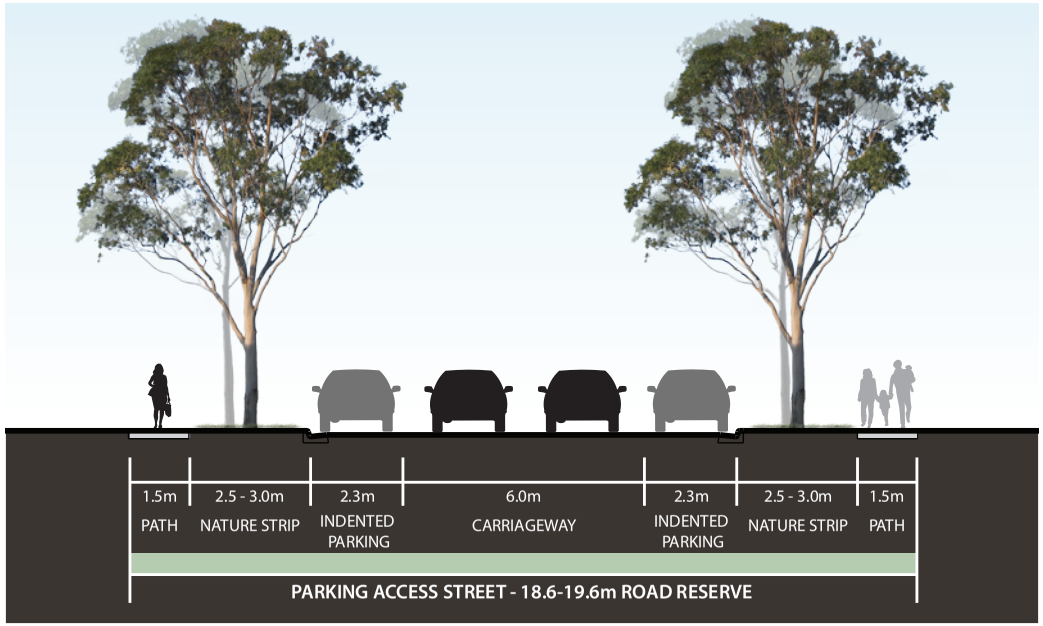
CROSS SECTION 15 PARKING STREET (28.6M) NTS

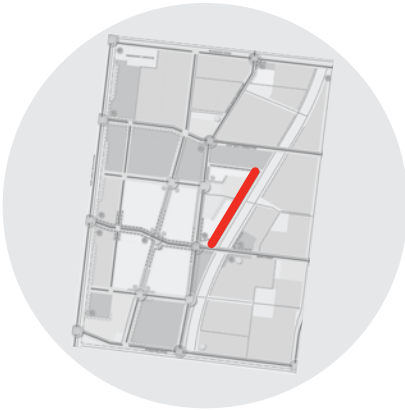
** Required to allow access to centre road parking. To be line marked to show effective trafficable width of 3.5m*



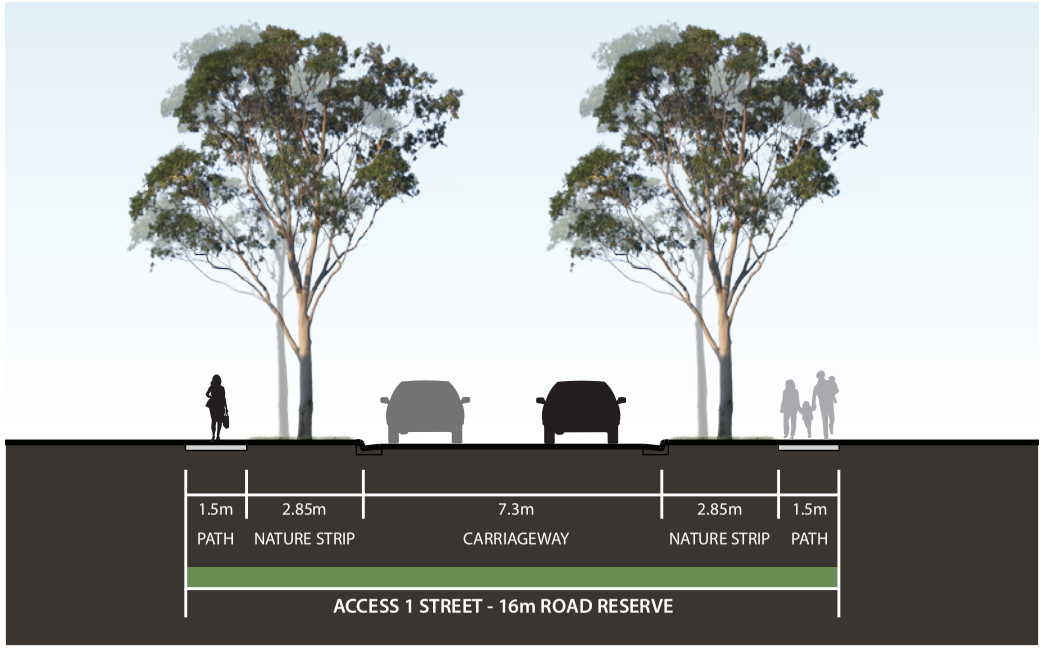


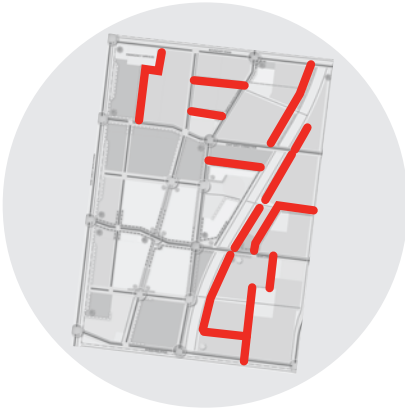
CROSS SECTION 16 SERVICE STREET (17.0M) NTS



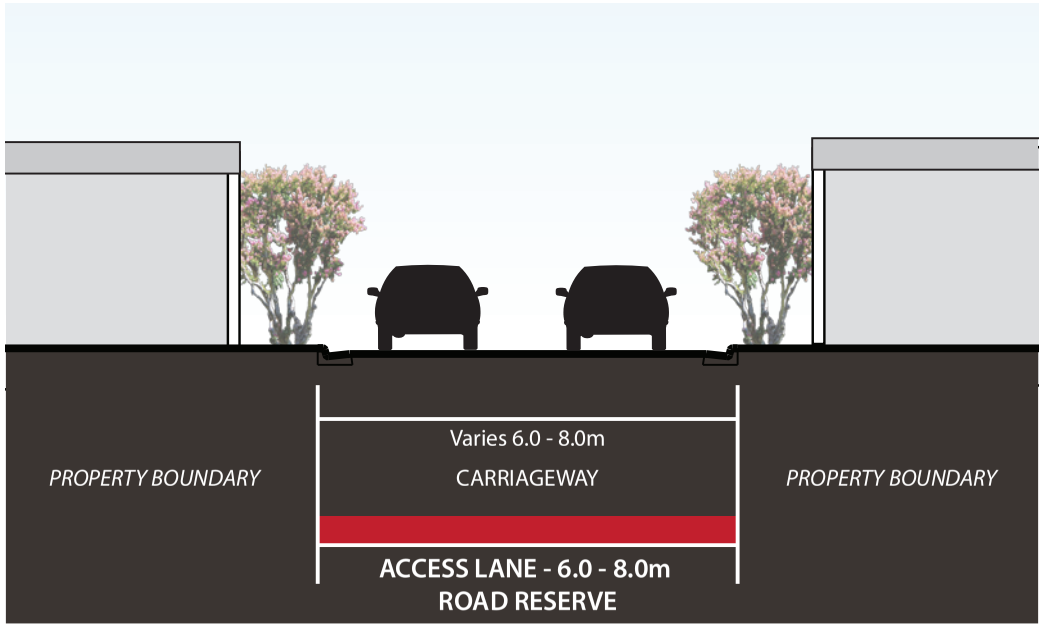


CROSS SECTION 17 ACCESS 2 STREET (18.6 - 19.6) NTS

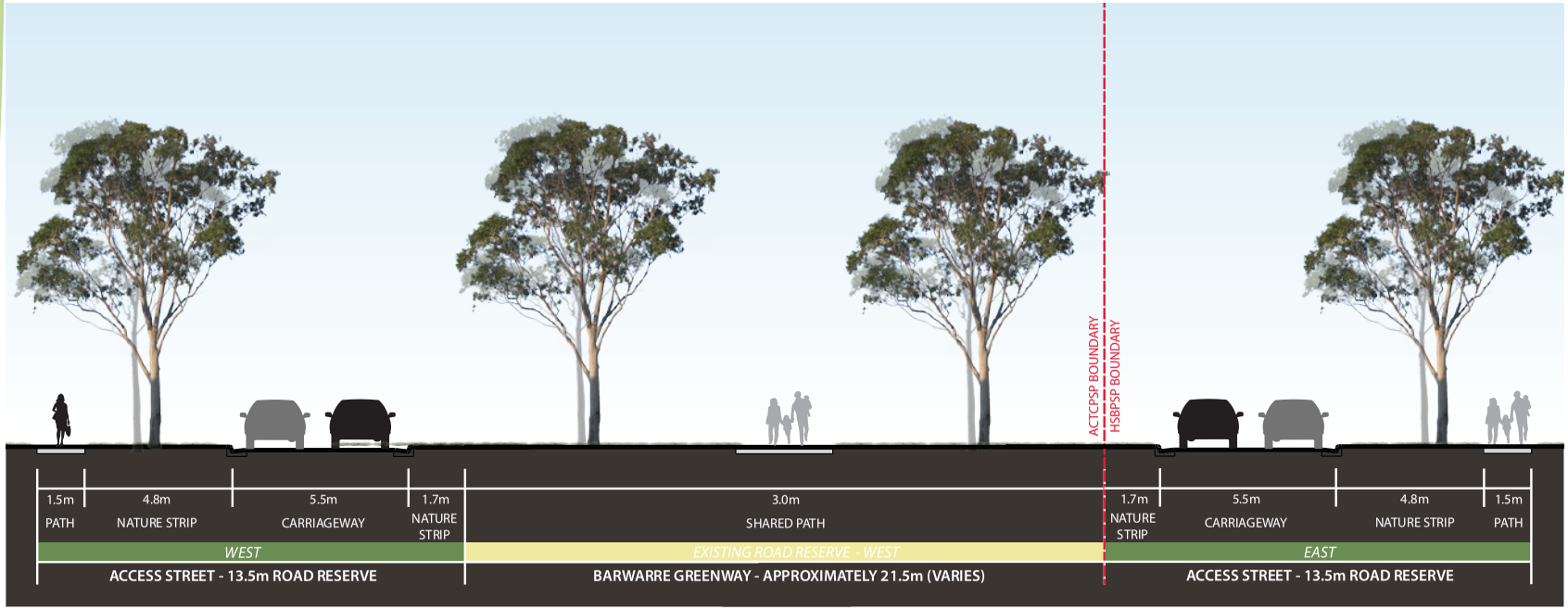




CROSS SECTION 18 ACCESS 1 STREET (16.0M) NTS



CROSS SECTION 19 ACCESS LANE (6.0 - 8.0M) NTS



CROSS SECTION 20 TYPICAL BARWARRE ROAD GREENWAY (VARIES) NTS

APPENDIX 8 PUBLIC OPEN SPACE GUIDELINES

Public Open Space Characteristic	Planning and Design Guidelines
All spaces	• Spaces should be designed and developed to assist in promoting 'sense of place' and community for people of all ages, providing opportunities to meet and interact in appropriate spaces in suitable ways and times. It should provide popular, 'in-demand' active (with planned recreation opportunities) and passive (including for walking, sitting, contemplating, picnicking and such) spaces and landscapes. • Spaces should be well-designed (that is, fit for their intended purpose, useable and attractive – a place where people want to be). • Active recreation spaces and facilities should be designed to facilitate shared use (school and community; different community user-groups). • Spaces should, as appropriate to their functions, contain shade and shelter, 'kick-about' areas and viewing places. • All spaces should be developed to maximise active and passive surveillance from adjoining areas and uses. • Provide access to recycled water.
Common boundary with habitat conservation areas	• The design of spaces should not prejudice the biodiversity values of habitat conservation areas and wherever possible should integrate with such areas to enhance recreation / conservation experiences / opportunities. • Spaces abutting habitat conservation areas should be designed to protect those areas from unplanned walking / cycling and vehicular use and from pest weed and plant infestation.
Common boundary with roads	• Spaces (other than easements) should have a road frontage to all boundaries except where addressed directly by purpose-designed active-frontage alternative land uses. Public open space that is linear in nature to provide for an infrastructure easement should be developed to include some variety of boundary finish such as feature fencing to the side or rear of lots, abutting court heads and sections of road frontage. • Design of spaces should ensure safety of users in respect of traffic on adjoining roads. • Streetscape planting and paths should complement and integrate with the abutting open space design.
Common boundary with residential development	• Spaces should be enhanced by careful design of residential, community and commercial development adjacent to it. • The primary frontage of development that immediately abuts open space areas should address and promote use and surveillance of the parkland. • Development abutting open space should be well articulated and facilitate passive surveillance with windows, balconies and pedestrian access points. • Rear fencing and blank walls of abutting development should be avoided. A road at the interface between public open space (and particularly those that form habitat conservation areas) and other land uses can be an appropriate transition mechanism between the two uses. • Where fencing is required it should be low height and permeable to facilitate public safety and surveillance. • Landscaping of adjoining development should complement the open space landscape design.

Multi-use recreation and drainage	• Walking / cycling links and other recreation opportunities should be incorporated with the drainage system to maximise land use sustainability. • Pedestrian bridges and boardwalks should be incorporated into the path network to facilitate permeability of neighbourhoods. • Paths, bridges, boardwalks and structures should be designed to be at least above a minimum of the Q10 flood event to the satisfaction of the relevant authority.
	• Structures should be sited above the Q100 flood event and designed to integrate with and complement rather than dominate the landscape. • Structures should be sited to frame spaces or punctuate vistas and should avoid disrupting usable and effective spaces. • Structures should be attractive in design with planned solar orientation, materials choices, design detailing and plant and equipment, maximising total life-cycle sustainability. • Material choices should complement the proposed landscape character.
Public safety	• Open spaces should be designed to be safe and comfortable places that encourage use by a wide range of people. • The use of the design principles known as 'Crime Prevention through Environmental Design' (CPTED) should guide the design of spaces and the infrastructure they contain. • Surrounding land uses should provide passive surveillance of adjoining open space and planting design should promote a highly visible public realm. • The detailed design of spaces that immediately abut development should complement and enhance the function and safety of that development. • Paths should facilitate clear, direct and easy movement to and from key destinations. • Lighting in open spaces should be encouraged along key walking / cycling links for safe pedestrian movement throughout the network but discourage inappropriate use of main parkland areas after dark. • Light fittings should be energy efficient and 'cut-off' type to direct light where it is required and reduce unnecessary spill to sides or above. • Light fittings should be compact fluorescent or similar that emit white light.
Landscape character	• A predominantly indigenous and Australian native planting theme supporting the biodiversity values of ACEP should characterise the open space network. • Exotic species may be appropriate in locations with the approval of the responsible authority. • Species chosen should be appropriately robust to perform adequately in the local urban environment and micro-climate. • Exotic and Australian native species should be considered to achieve particular planting effects in ACEP such as highlight planting at entries and key focal points as well as avenues. • Advice should be sought from CoGG staff regarding suitability of proposed species before confirming plant schedules.

Other elements and infrastructure	• The design and siting of landscape elements and infrastructure should complement the area. • Infrastructure such as playgrounds, shelters, barbeques, picnic tables, toilets and such, should be clustered in nodes. Park planting themes should enhance and complement these nodes. • Park seating should be provided about every 400 metres along key paths. • Public toilet facilities should be integrated (where appropriate) with pavilions and clubhouses. • Use of bollards and fencing should be functional in the particular circumstances, should not restrict surveillance and should be kept to a minimum. • Where car parking is required within spaces, it should be designed with shade trees to minimise large areas of open, unshaded hard surfaces. • Safe pedestrian access should be integrated within car park designs. • Opportunities should be considered for appropriate urban art.
Signs and furniture	• Parks and sports fields should be signed clearly, if required. • Generally, signs within parks should be kept to a minimum with locations focused on key access or heritage interpretation points and major pedestrian / cycle routes. • Furniture and materials should be co-ordinated and should complement the overall landscape design theme.
Water sensitive urban design	• The design and layout of spaces should maximise water use efficiency, stormwater quality and long term health of vegetation through the use of water sensitive urban design (WSUD) initiatives. • WSUD principles should include excess run-off water from within or where appropriate external to the space, being directed to support watering regimes rather than being diverted to drains. • Warm season grasses should be used within passive reserves and sports fields to minimise recycled, harvested and potable water use. • Opportunities for water harvesting / reuse should be maximised where possible within or abutting public open space.

APPENDIX 9 PUBLIC ART DELIVERY STATEMENT

PUBLIC ART DELIVERY STATEMENT

Public Art provides opportunities for local communities and broader audiences to relate in new ways to the natural and built, and new or changing environments. Art in a broad range of forms presented in the public arena is now accepted as a vital element in most quality housing estate developments and new town centres which service them; providing interest and opportunities for a deeper connection with place, environmental interpretation, story telling, way finding, and importantly, differentiation from similar developments.

The Armstrong Creek Town Centre will not support the 'common place use' of public art to 'decorate' public areas without proper consideration of elements that are essential to achieving the best potential public art outcomes. These include consideration of: cultural context; community demographics and characteristics; local art sector activity; urban design and community facilities; and potential for establishment of links between the various cultural activities and production.

Planning for Public Art needs to identify opportunities for artists with diverse practices to respond to. This results in the generation of real and far-reaching community cultural benefits. This can only be achieved through thorough consideration of opportunities presented by the design of the precinct, its context and the makeup of the community, resulting in better art, urban design and community outcomes.

The development of a public art master plan will provide a well considered and responsive framework that: identifies a hierarchy of artwork opportunities; facilitates the early delivery of 'keystone' public art commissions, integrate artworks with new and significant infrastructure and urban design features; and the sets out a process for future delivery of public art projects/programs within the precinct.

Developers will be required to contribute to the commissioning of a Public Art Master Plan prepared by an independent public art consultant, to the satisfaction of the responsible authority in line with Council's Public Art Strategy. The Master Plan will include:

- Precinct context investigation/ description
- Community demographic overview
- Curatorial approach statement
- Landscape master plan response identifying relevant features and art opportunities: nodes, trails, links, activation points, landmarks and urban design infrastructure and features
- Public Art opportunity hierarchy identifying opportunities for: stand alone sculpture; context/site specific and integrated public art; and cultural initiatives etc

Art inspired advertising signage will be subject to a planning permit.

APPENDIX 10 SUPPORTING DOCUMENTS

- Armstrong Creek Urban Growth Plan – Volume 1, May 2008, CoGG, amended September 2012
- Armstrong Creek Integrated Infrastructure Delivery Plan, CoGG, 10 March 2009
- Armstrong Creek Social Interagency Infrastructure Delivery Plan, CoGG, February 2009
- Armstrong Creek Civil Interagency Infrastructure Delivery Plan, CoGG, February 2009
- Armstrong Creek Town Centre Technical Report: Retail and Economic Assessment, Essential Economics, May 2012
- Armstrong Creek Town Centre Precinct Structure Plan Services Infrastructure Background Report, Cardno Victoria, December 2012
- Armstrong Creek Town Centre Precinct Structure Plan Stormwater Management Plan, Cardno Victoria, 20 August 2013
- Armstrong Creek Town Centre Movement and Access Technical Background Report, Cardno Victoria, December 2012
- Armstrong Creek Town Centre Community and Recreation Infrastructure Assessment Background Report, K2 Planning, November 2012
- Armstrong Creek Town Centre Landscape Technical Paper – Phase 2, Tract Consultants, 8 August 2012
- Armstrong Creek Town Centre Precinct Structure Plan, Armstrong Creek, Aboriginal and Historical Assessment, Ecology and Heritage Partners, 5 March 2012
- Armstrong Creek Town Centre, Armstrong Creek, Victoria Draft Aboriginal Cultural Heritage Management Plan, Ecology and Heritage Partners, December 2012
- Armstrong Creek Town Centre, Sustainable Urban Development Framework, Background Report, Moreland Energy Foundation, August 2012
- Phase 1 Geotechnical and Contamination Technical Report, Armstrong Creek Town Centre, Coffey Geotechnics, 6 March 2012
- Phase 1 Flora and Fauna Report for the Armstrong Creek Town Centre, Armstrong Creek Urban Growth Area, Victoria, 19 April 2012
- Native Vegetation Precinct Plan, Armstrong Creek Town Centre Precinct, Ecology and Heritage Partners, March 2014
- Armstrong Creek Town Centre Development Contributions Plan, Urban Enterprise, March 2014
- Small Lot Housing Code, Growth Areas Authority, 2012

APPENDIX 11 GLOSSARY AND ACRONYMS

TABLE 23 GLOSSARY

	Definition
Active public open space	Land set aside for the specific purpose of active recreation, including playing fields and courts and their associated buildings and infrastructure.
Active frontages	Ground floor uses which accommodate activities and provide a level of interaction between pedestrians and the building uses including cafes/restaurants, shops, library etc. It may include features such as large windows that look out onto the footpath bringing the indoors closer to the outdoors. Active frontages/edges increase casual surveillance and improve the interest, vitality and safety of an area. The ACTC PSP identifies a requirement for active frontage as per the below classifications: Primary / High — Generally 80 – 100% activation of a street frontage Secondary / Medium — Generally 60 – 80% activation of a street frontage Tertiary / Low — Generally 30 – 60% activation of a street frontage (this may include Carparking and sensitive landscape treatments as a means of street activation).
Affordable Housing	Well-located housing, appropriate to the needs of a given household, where the cost (whether mortgage repayment or rent) is no more than 30 per cent of the income of that household.
Bulk earthworks	The general shaping of land to levels suitable as a base for the construction of ovals and other planned recreation activities.
Co-location	Locating land uses adjoining each other or very nearby to enable complementary programs, activities and services and shared use of resources and facilities.
Community facilities	Infrastructure provided by government or non-government organisations for accommodating a range of community support services, programs and activities. This includes facilities for education and learning (such as childcare, pre-schools, government and non-government primary and secondary schools, universities, adult learning centres), health and community services (such as maternal and child health, hospitals, aged care, doctors, dentists, family and youth services, specialist health services); community (such as civic centres, libraries, neighbourhood houses), arts and culture (such as galleries, museums, performance space), sport, recreation and leisure (such as public open space, swimming pools and other recreation), justice (such as law courts), voluntary and faith (such as places of worship) and emergency services (such as police, fire and ambulance stations).
Conventional Density Housing	Housing with average density of 10 to 15 dwellings per net developable hectare.
Developer	The proponent for the proposed subdivision, use or development of land. The Developer's obligations are intended to apply to the land under permit or by agreement as relevant to the obligation.
Development	Includes: a) the construction or exterior alteration or exterior decoration of a building; and b) the demolition or removal of a building or works; and c) the construction or carrying out of works; and d) the subdivision or consolidation of land, including buildings or airspace; and e) the placing or relocation of a building or works on land; and f) the construction or putting up for display of signs or hoardings.
Development Contributions Plan	Document that sets out the contributions expected from each individual landowner to fund infrastructure and services. Refer to Part 3B of the Planning and Environment Act 1987.

	Definition
Equalisation - unencumbered land for public open space	"Each property owner in ACTC must provide land or cash-in-lieu equal to 10 per cent of the net developable area of ACTC, at a pro-rata rate equivalent to the net developable area of that property. Plan 7 and the land use budget in section 3.9 of this ACTCPSP provide jointly the relevant details for each property. A property with greater than 10 per cent unencumbered public open space will receive compensation for the value of the land above 10 per cent. A property with less than 10 per cent unencumbered public open space will be required to pay cash-in-lieu equal to the value of the land less than 10 per cent. The embellishment of open space will be credited to the open space contribution requirement ."
Encumbered public open space	Land for public open space that is constrained for development purposes by easements for electricity transmission lines, sewers or gas, by retarding basins or wetlands, by landfill and by habitat conservation areas. This land may be used for a range of activities including walking / cycling trails and active recreation.
Finer Grain public spaces	Public and / or private spaces nominated as providing an opportunity for people to interact and / or rest. May take the form of private property setbacks from property line, increase corner splays on intersections (road reserve), public open space, etc. Usual between 10 – 50m2.
Framework Plan	Armstrong Creek Urban Growth Plan - Framework Plan May 2010
Frontage	The road alignment at the front of a lot. If a lot abuts two or more roads, the one to which the building or proposed building has its main pedestrian entry.
Gross Development Area	Includes all land within the defined boundary/title
Gross residential density	Gross residential density means the number of dwellings per hectare of land excluding encumbered land, arterial roads and other roads with four or more lanes.
High Density Housing	Housing with an average density of more than 30 dwellings per net developable hectare.
Job year	The estimated number of jobs over the life of the construction project plus continuing multiplier effects, for the equivalent of one year.
Linear public open space network	Corridors of public open space such as along waterways that link nodes of public open space or other activity areas or community facilities.
Medium density housing	Housing with an average density of 16 to 30 dwellings per net developable hectare.
Native vegetation precinct plan	A plan relating to native vegetation within ACTC that must be implemented in conjunction with the ACTCPSP. The ACTCNVPP is incorporated into the Scheme and listed in the schedule to Clause 52.16.
Net development area	Total amount of land within ACTC that is made available for development of housing and employment buildings, including lots, local and connector streets. Total ACTC area minus community facilities, schools and educational facilities and open space, arterial roads and encumbered land. Small local parks defined at subdivision stage are included in the net developable area. Net developable area may be expressed in terms of hectare units (that is, Net Developable hectare (NDha).
Net residential area	As for net developable area but excludes neighbourhood activity centres, nongovernment schools and other existing or permitted non-residential land uses. Net residential area may be expressed in terms of hectare units (that is, net residential hectare (NRHa).
Passive public open space	Public open space that is set aside for parks, gardens, linear corridors, habitat conservation, natural systems, nature reserves, public squares and community gardens that are made available for passive recreation, play and unstructured physical activity including walking, cycling, hiking, revitalisation, contemplation and enjoying nature.
Public Art	The term 'Public Art' is widely used to cover all artworks and forms of cultural expression presented in publicly accessible spaces to engage, inspire, stimulate, celebrate and remember. Public Art relates to artworks that have been commissioned and installed in locations such as streets, parks, forecourts of public buildings, integrated into the building fabric or any space accessible to people. It includes memorials, monuments, sculptures, or murals and also functional objects such as fountains, street furniture, lighting and paving. It does not include marketing signage. Public Art may be both permanent and/or temporary, including installations and performances, billboard art, sound installations, video or laser projections, text,

	Definition
	aerosol art and street banners. The works may be commissioned by public or private sectors and may therefore be located on either public or privately owned land.
Q10 flood event	In relation to land, is the area that may be flooded by the Barwon River or Armstrong Creek topping their banks in a rainfall event that has a 10 per cent chance statistically of occurring in any year or, looking at it another way, is the area that statistically would be affected by such a flood on a once in 10 years average return interval.
Q100 flood event	In relation to land, is the area that may be flooded by the Barwon River or Armstrong Creek topping their banks in a rainfall event that has a 1 per cent chance statistically of occurring in any year or, looking at it another way, is the area that statistically would be affected by such a flood on a once in 100 years average return interval.
Scheme	Greater Geelong Planning Scheme
Small Lot Housing Code (2012)	The Small Lot Housing Code (18 December 2012) is an incorporated document in the Greater Geelong Planning Scheme which eliminates the need for a planning permit for houses on lots less than 300 square metres where minimum standards are met. The Code has been designed to apply to any area where a new Precinct Structure Plan is created in an Urban Growth Zone and where a site is identified on a plan of subdivision as a lot to be assessed against the Small Lot Housing Code.
Social Housing	Non-profit housing owned and managed for the primary purpose of meeting social objectives such as affordable rents, responsible management, security of tenure and good location on relation to employment services. The term encompasses public housing and includes housing owned or managed by the community.
Surf Coast Boulevard	The term “Surf Coast Boulevard” is the Responsible Authority's preferred reference for that section of Surf Coast Highway affecting the ACTCPSP’s western boundary. References to this place also apply to the registered place “Surf Coast Highway”.
Water Sensitive Urban Design (WSUD)	A sustainable water management approach that aims to provide water-quality treatment, flood management to reduce the pollution carried to our waterways and more sustainable urban landscapes. Key principles include minimising water resistant areas; recharging natural groundwater aquifers (where appropriate) by increasing the amount of rain absorbed into the ground; encouraging onsite reuse of rain; encouraging on-site treatment to improve water quality and remove pollution and using temporary rainfall storage (retarding basins / wetlands) to reduce the load on drains and improve landscape viability.

ACRONYMS

AAV	Aboriginal Affairs Victoria
ABS	Australian Bureau of Statistics
ACTCNVPP	Armstrong Creek Town Centre Native Vegetation Precinct Plan
ACTC	Armstrong Creek Town Centre
ACTCPDCP	Armstrong Creek Town Centre Precinct Development Contributions Plan
ACTCP	Armstrong Creek Town Centre Precinct
ACTCPSP	Armstrong Creek Town Centre Precinct Structure Plan
ACUGA	Armstrong Creek Urban Growth Area
ACUGP	Armstrong Creek Urban Growth Plan Volume 1, May 2010
ACWPSP	Armstrong Creek West Precinct Structure Plan
CCMA	Corangamite Catchment Management Authority
CoGG	City of Greater Geelong
DCP	Developer Contribution Plan
DEECD	Department of Education and Early Childhood Development
G21	Geelong Region Alliance
GDA	Gross Development Area
HSBPSP	Horseshoe Bend Precinct Structure Plan
IIDP	Armstrong Creek Integrated Infrastructure Delivery Plan, March 2009
LAC	Local Activity Centre
NDA	Net Developable Area
PPTN	Principal Public Transport Network
PSP	Precinct Structure Plan
RDA	Residential Development Area
SIIDP	Armstrong Creek Social Interagency Infrastructure Delivery Plan, February 2009
WSUD	Water Sensitive Urban Design