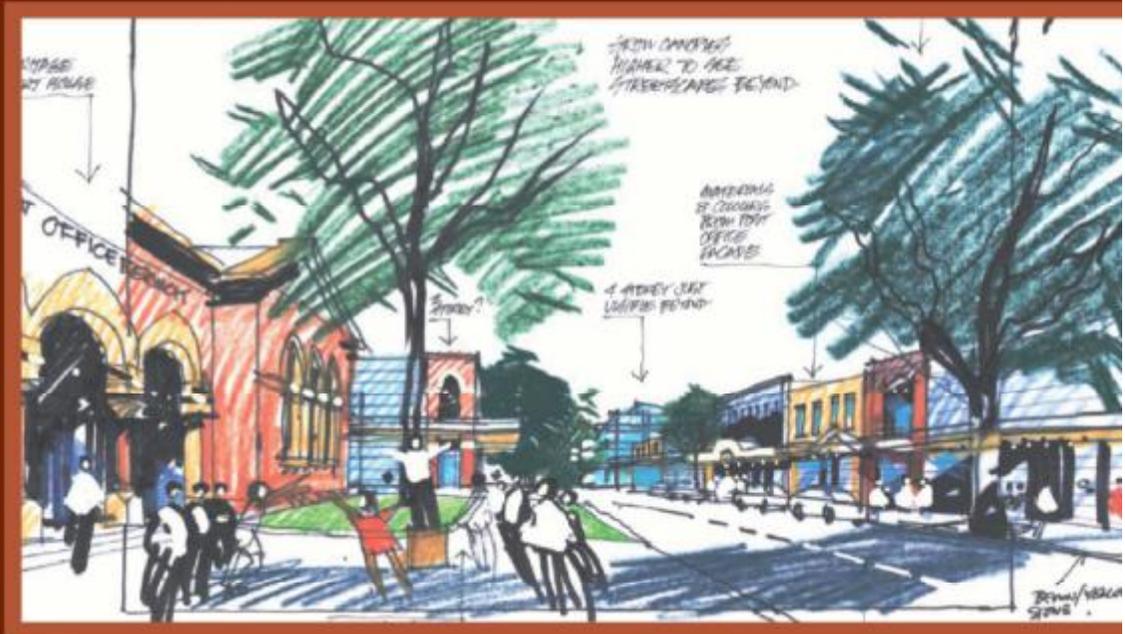


# BERWICK VILLAGE

## DRAFT STRUCTURE PLAN



MAY 2011



## **Document Control**

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*Responsible Department – Strategic Development*

*Draft as at 19 May 2011*

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*Electronic reference library version - DRAFT*

## **Preamble**

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

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

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

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

## **Administrative Updates**

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

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## 1 INTRODUCTION

The Berwick Village Structure Plan sets out a framework for the development and enhancement of the Berwick Village activity centre over the next 20 years. It addresses four main themes - land use, access, built form and the public realm - and identifies local character precincts within the centre as well as strategic development sites to accommodate growth.

The Structure Plan is required for Berwick Village because it is a distinctive and attractive centre with a market town atmosphere which is under increasing pressures to grow and expand. It is the role of the Structure Plan to balance these forces - to both grow the centre and to retain its valued character - in a way that is acceptable to all stakeholders including the local community, shoppers and visitors, developers and investors, and the various government agencies. Without an agreed Plan, development will be ad hoc and Berwick's character could be eroded over time.

The Plan sets out a vision for the future of Berwick Village – to retain its distinctive character and village feel, but also to accommodate necessary growth and expansion through appropriate development on identified sites.

The Structure Plan is the outcome of three years' research and consultation and when adopted it will replace the *Berwick Village Commercial Centre Strategy 2006*. Unlike earlier plans, this Structure Plan identifies opportunities to improve or enhance Berwick Village as well as providing a framework for new development in terms of built form, location, and urban design. An Implementation Program will therefore accompany the Plan and key elements of this Program are outlined in Section 6. In order to be fully effective, the Plan will need to be progressed as an amendment to the Casey Planning Scheme. Council will be committed to supporting the outcomes identified in the Structure Plan including future capital works projects.

## 2 BACKGROUND

Berwick Village has a special character which is rarely found in Melbourne's outer suburbs. There are few other examples of an outer suburban centre which is such a strong focus for the local community in terms of its "market town" atmosphere with its vibrant street life, mix of buildings and commercial activities, friendly atmosphere, heritage buildings, and distinctive tree plantings. Dingley Village and Eltham town centre may be Berwick's only rivals in this respect.

Part of Berwick's character derives from its history. The township was subdivided in 1854 and a store, post office and hotel were established soon after. The Berwick Inn is the oldest building in the Village and contains the original bar from the 1858 building. The township grew up along what was the coach road to Gippsland and what subsequently became the Princes Highway, carrying heavy freight traffic until the Berwick Bypass was opened in 1983. Another important influence on the town was that the former Governor-General and his wife - Lord and Lady Casey - retired to Berwick to live in the historic mansion *Edrington*.

Community consultations have repeatedly confirmed that retaining Berwick's heritage and its special character should be a priority for the Structure Plan.

However there are also significant pressures for the Village to grow and expand. Berwick and its catchment population is forecast to grow from 40,000 to approximately 45-50,000 by 2030 and there will be pressures on the Village to provide the retail, health and other services that this population will need. Retail spending per household is also likely to increase over time which will in turn create pressures for more shopping, restaurants, entertainment and specialist services. The metropolitan strategy - *Melbourne 2030* - also favours growth at Berwick Village because it is an identified Major Activity Centre. *Melbourne 2030* supports more intensive development for retailing, housing and employment at such centres in order to achieve the metropolitan vision of a more sustainable and liveable city.

## 2.1 Regional and Local Context

### *Regional Context*

Berwick Village is located on the Princes Highway 46km southeast of Melbourne's CBD. It lies within a sub-region of 1.6 million people which is focused on the Dandenong centre but there are other competing centres within this area, most notably Fountain Gate/Narre Warren (Principal Activity Centre/4km), Casey Central (Major Activity Centre/7km), Eden Rise and Beaconsfield (Neighbourhood Activity Centres/3-4km). The region is generally residential but with large areas dedicated for employment use around Dandenong, and also in the Cardinia Employment Corridor between the proposed C21 Business Park and Pakenham.

### *Local Context*

The catchment for Berwick Village is characterised by an established northern area and a recently developed and still-growing southern area. The northern area has an older and higher skilled community with higher incomes and a workforce aligned towards professional, commercial and business employment. However, most of the growth opportunities for the catchment will be found in the south.

The catchment includes some notable land uses and features including: Wilson Botanic Park; several schools including Haileybury College and St Margaret's School; several retirement villages; and the Casey Technology Park. The Technology Park includes the Monash University Berwick campus, Chisholm TAFE, the Nossal High School and Casey Hospital and is the subject of a separate master planning process.

To the north of the Village is the Berwick Significant Landscape Area. This area has a highly valued character because of its indigenous and exotic canopy vegetation, and it is also noted historically for its grid street layout which was designed by Robert Hoddle – the surveyor for Melbourne's CBD

### *Study Area*

The Structure Plan study area stretches from Pioneers Park in the north through to the Berwick railway station in the south, and between the Bill

Hudson Reserve in the west to St Margaret's School in the east. The study area is marked on the plans in this document.

## 2.2 Policy Context

Metropolitan policies which are especially relevant for the Structure Plan include *Melbourne 2030* and *Melbourne@5 million*, while the *Casey Municipal Strategic Statement* and the *Casey C21 Strategy* are prominent at the local level.

The Structure Plan is also informed by previous planning studies for Berwick Village, most notably the *Key Issues Paper* for Berwick Village which was prepared in 2008, the *Berwick Village Commercial Centre Strategy 2006*, the *Berwick Village Parking Strategy* and *Parking Precinct Plan*.

A list of important references is included at the end of this Plan.

## 2.3 Community Engagement

Community consultation for the development of this Plan has been guided by a *Community Stakeholder Strategy* which was prepared for the Council in 2008. Consultation has involved a number of measures including a key stakeholders' workshop, focus groups, design workshops, and a project Steering Committee. These measures have helped inform the vision and have provided input about what is valued and most important to the local community, and also what types of existing and possible activities are most disliked or feared.

Workshops highlighted the... *small-town, friendly historical aspects and ...less tangible characteristics such as the social and community mix, and the people. Insensitive development, congestion, lack of parking, lack of facilities for young people, and anti-social behaviour around night spots* were highlighted as community dislikes.

### 3 EXISTING CONDITIONS

#### 3.1 Land Use

##### *Retail*

Berwick Village is comprised of a Village Centre focused on small shops and services in the High Street strip, with larger retail stores and complexes to the rear with associated at-grade car parking. The High Street shops probably contribute most to Berwick Village's street life and character, and are also a major employment generator (there were 600 retail jobs in the Village in 2008). As might be expected, the centre has a strong convenience food function anchored by two supermarkets - a Safeway on "Northside" (rear of shops on north side of the Village) and a smaller IGA supermarket on "Southside" (rear of shops on south side). However it also has a strong profile in comparison goods such as clothing and household goods, as well as a particularly strong profile in restaurants and dining outlets which serve a wider regional catchment.

There is currently a total of 24,800m<sup>2</sup> retail floorspace in the Village Centre with a further 6,200m<sup>2</sup> auto sales floorspace in the Princes Highway/Clyde Road precincts. A retail floorspace analysis for the centre has been carried out and indicates that population and expenditure growth will generate a demand for the following retail expansion over time:

- An additional full-line supermarket
- A higher order retail store
- Further expansion of the comparison goods sector (ie clothing, household goods etc)
- Ongoing provision of convenience goods and services (ie weekly shopping needs)
- Continued growth of restaurant and dining outlets

There are a number of development sites in strategic locations around the Village Centre which could accommodate this level of growth without compromising the scale and character of the High Street shopping strip. Over time, these additions would provide a better range of shops and

services for the local community whilst catering for the demands of a growing population.

##### *Commercial/Office*

Berwick Village has a strong commercial office market which is focused on small-scale businesses such as accountants, legal and construction-related professional services. There is currently about 13,000m<sup>2</sup> commercial office floorspace within the study area and there is demand for an additional 3-4,000m<sup>2</sup> floorspace in the medium term (2021). There are currently more than 50 small businesses in the area providing employment for over 250 people, and these are frequently located in High Street, sometimes in first floor premises.

##### *Health Services*

There is a very well-developed cluster of health services in Berwick Village which builds on synergies between Casey Hospital and the St John of God private hospital and which has a strategic and regional role in providing services to Casey and the Gippsland region. The health sector is the dominant employer in the study area with about 350 staff in over 60 practices, located mainly in Clyde Road and Langmore Lane. The sector provides services such as cosmetic surgery, ear nose & throat specialists, dentistry, obstetrics and allied mental health. This sector is a key economic strength for Berwick Village and for Casey as a whole and has the capacity to develop as a specialised employment centre for Melbourne's southeast.

##### *Dining and Entertainment*

Berwick Village is unique in Casey as a popular night time venue for having a night out. There are approximately 40 venues - mainly in the Village Centre - providing some 190 jobs. The restaurant and dining profile is strong and draws customers from across the wider southeast region. It is one of Berwick Village's key assets and there is demand to build this sector further. There are advantages in supporting a cluster of restaurants in terms of better use of parking, choice of venues for visitors, public transport and taxi viability, and creating a more vibrant centre at night.

### *Housing*

There are about 1500 dwellings within a 10-15 minute walk (1 km) of the centre comprised of a mix of detached houses on large blocks and medium density unit developments. There are also a number of pockets of residential development within the study area including unit development (30 dwellings/hectare), a small retirement village (40/ha), and detached housing (15/ha).

More diverse and higher density housing within walking distance of the Village offers a number of benefits including better access to shops and services. It also offers local housing opportunities for residents who wish to stay in the area but whose housing needs have changed. For instance there may be older people who need to find a smaller dwelling to replace the family home, or younger people and students who want to live independently but wish to stay and study in the local area. The larger allotments around Evan and Margaret Streets may provide future opportunities for this type of residential infill development.

### *Community Services Precinct*

Community services to meet the needs of the people of Berwick are an important element of local community life. Many of these facilities are found in the community services precinct which is located at the top of High Street on land which is owned mainly by the City of Casey. This land accommodates a neighbourhood house and community learning centre, senior citizens centre and a vacant property. There are also a number of nearby kindergartens and maternal and child health centres which serve Berwick but are not located in the study area.

### *Motor Trades*

The motor trade precinct near the corner of Princes Highway and Clyde Road contains new car showrooms with associated services such as administration, cleaning, servicing and sales. The precinct provides about 220 jobs.

## **3.2 Access**

### *Roads*

The road network around Berwick Village is based upon a hierarchy consisting of:

- Freeway - Monash Freeway
- Arterial roads - Clyde Road and Princes Highway/High Street
- Collector roads - Lyall Road
- Local streets

Although Clyde Road and Princes Highway/High Street are designated arterial roads, the *SmartRoads Network Operating Plan (VicRoads 2010)* identifies High Street and Clyde Road adjacent to the Village Centre as "pedestrian priority" and the remainder of these arterials within the study area as "bus priority route". In the former areas the plan indicates that...*pedestrians will be encouraged by facilitating good pedestrian access in activity centres in periods of high demand*, and in the latter areas...*trams and buses are given priority on key public transport routes that link activity centres during morning and afternoon peak periods*.

Traffic congestion in Clyde Road is a major concern for the local community and Council has been advocating to upgrade the road for many years. In April 2010, the government announced that funding of \$55m would be provided to duplicate Clyde Road between High Street and Kangan Drive. VicRoads has been working with local stakeholders to produce a design for the duplication which went to public exhibition in March 2011.

A further issue is that the north end of Gloucester Avenue can be very congested for traffic and buses, especially at peak times. The existing Strategy (*Berwick Village Commercial Centre Strategy 2006*) includes a proposed link road between Wheeler Street and Langmore Lane to relieve this congestion and to provide for better traffic circulation around the centre.

Traffic accessing Gloucester Avenue for the station, schools and parking areas at the rear of the shops rely on the Gloucester Avenue/High Street

intersection. This is bringing traffic into the centre of High Street and creating congestion in the heart of the Village. The proposed future Link Road would allow this traffic to divert around the edge of the centre improving circulation and reducing congestion.

### *Parking*

A Parking Strategy for Berwick Village was carried out in 2006 which found that the supply of parking in the centre was adequate to meet demand although it was approaching saturation at peak times. The Strategy also considered how additional car parking could be funded.

An outcome of the Parking Strategy was that a "Parking Precinct Plan" was prepared for Berwick Village which was incorporated into the Planning Scheme. The Parking Precinct Plan altered the car parking rates for some uses, modified the decision guidelines for Council decisions on planning applications, and required a cash contribution for parking requirements which could not be met on site. Costs were based on at-grade parking - the cost of decked or basement car parking would be much higher and the Plan would need to be amended to reflect this.

### *Public Transport*

Public transport services to Berwick Village are provided by both bus and rail. The bus network offers a basic service to the local area with most of the catchment within 500m of a bus route, except for the Melville Park Drive/Fairholme Boulevard area to the southeast of the centre. High Street/Princes Highway is identified as a Principal Public Transport Network (PPTN) route which over time will offer a high speed, long distance service. A bus interchange is located at the Berwick railway station which is the terminus for seven routes.

The railway station is located one kilometre to the south of High Street and is therefore not ideal for commuting or shopping trips. However it provides an adequate service for shoppers and workers who do not use a car, and for the numerous students who travel by train to Monash Berwick Campus, Chisholm TAFE, Nossal High School or St Margaret's School.

### *Cycling and Walking*

The area is poorly served by dedicated cycle routes although this aspect may be able to be improved with the proposed duplication of Clyde Road. The only dedicated facility in the study area is a shared off-road path in the reserve along the north side of the Princes Highway west of the centre.

Pedestrians are catered for within the Village Centre through a network of walkways and footpaths including Loveridge Walk, Adams Lane, and Paternoster Lane. However the amenity of some of these walkways needs to be substantially upgraded. There is a basic footpath system in place for surrounding residential areas, but there are opportunities to improve the walking links to nearby parks such as Wilson Botanic Park.

## **3.3 Design & Character**

Landscape character and built form are the defining features of Berwick Village and public consultation has demonstrated how important this is to the local community. The scattering of heritage buildings, hills, streetscapes, greenery and trees give the Village a distinctive country town flavour that sets it apart from competing centres and creates an inviting setting for street-based activity.

Berwick's distinctive character is largely explained by the character of High Street with its very wide median strip with mature trees, the pattern of small low-scale shops stepped up the hill and the scattering of heritage buildings. This character is offset somewhat by the eclectic mix of newer buildings of varying architectural quality, but which have nonetheless maintained the overall sense of scale and intimacy of High Street.

Within the wider study area, the following elements contribute to the overall Village character:

- Pleasant views to the surrounding leafy hills
- The green and vegetated setting with both native and exotic mature trees
- The impressive approaches to the Village along Princes Highway and Clyde Road

- The character of High Street with its intimate pedestrian scale
- Prominently sited Victorian-era buildings which date back to the 1850s
- A pedestrian friendly environment (walkability) with many points of access into the area (permeability)

There are ten important heritage properties - and three designated heritage trees - within the study area. The properties are protected under the Planning Scheme and include the Berwick Post Office and Courthouse, Berwick Inn, the Mechanics Institute and Free Library, the Rechabite Hall, Berwick Primary School and St Margaret's School. This strong cluster of historic buildings is the basis for the Berwick heritage walk which provides interest for visitors and a greater appreciation of local history for local residents.

There are also a number of attractive parks and open spaces in the area which can be better connected to the Village. These comprise the Wilson Botanic Gardens, the Pioneers Park, the Bill Hudson Reserve, and Buchanan Park. There are opportunities to improve the pedestrian connections to these parks so that shoppers and workers can walk to the parks for a lunchbreak or picnic, or joggers and walkers can link them up for an exercise circuit.

#### 4 VISION AND OBJECTIVES

The vision for Berwick Village which was developed in consultation with the local community is as follows:

*A thriving commercial centre which meets the needs of a growing regional population while retaining its essential Village character. It will maintain links to its country village heritage and will remain a vibrant, friendly, pleasant and attractive place to be. It will provide development opportunities for retail, commercial and residential development but in the context of a high quality built environment which promotes environmental sustainability.*

#### *Strategic Response*

The strategic response to this vision is an integrated package of proposals which sees High Street enhanced as the social and retail focus for the Village. Opportunities for more intensive development can be provided away from High Street in less sensitive locations. The scale and character of High Street will be maintained by limiting new development to two storeys, but allowing for infill and second storey development for small offices and shop-top housing. The pedestrian scale and atmosphere will build on the program of landscape and design improvements to the streetscape and the central median strip in line with an updated landscape strategy. The little lanes, walkways and arcades feeding into High Street will be enhanced and provision will be made for additional walkways to make a wonderful pedestrian environment for shoppers, workers and visitors. Walking links to nearby parks will be created to promote a more healthy and active lifestyle. High Street will remain as the social and community heart of the Village by ensuring that future development is spread evenly - or balanced - on both the northern and southern sides of the centre so that High Street does not become geographically marginalised.

A growing population with rising incomes will need improved shopping choices and opportunities to work and live locally. Berwick Village can provide these opportunities because there are a number of strategic development sites and precincts which can accommodate growth without compromising Berwick's special character. Five main sites have been identified for this growth:

- Southside (southern public car park site)
- Northside (northern public car park site)
- Lyall Road
- The Community Services Precinct, and
- Berwick station

More intensive development is possible in these areas but would need to be guided by urban design principles to set high standards for design and amenity (see *Berwick Village Urban Design Guidelines*). Development in these areas would be easily able to accommodate forecast growth over the plan period to 2030.



## THE SITE

EXISTING PHOTOGRAPH

EXTRA STOREY OVER SHOPS

HIGH STREET

CAR PARKING  
BEYOND

P. EDGELEY

FURTHER SEATING AND PLAY AREAS

# PEOPLE PLACES

IN MEDIAN ON HIGH STREET - LOOKING NORTHWARDS

Mixed use development will be encouraged in order to build a more vibrant and stimulating atmosphere for the Village and to offer new housing options for local people. Shop-top housing, apartments and infill housing in the Evan/Margaret Street area will be part of this strategy. The Village's restaurant profile will be supported and the community services precinct at the top of High Street will be enhanced and improved to offer opportunities for new services with shared facilities.

Around 90% of travel to the Village is by car so this form of transport needs to be a priority. However provision must also be made for a transition towards more sustainable forms of transport in the longer term. The duplication of Clyde Road will alleviate some traffic congestion and will provide for a much better layout for the Clyde Road/Princes Highway intersection. Provision for pedestrians and cyclists will be upgraded as part of this duplication. Provision for new car parking in line with growth will be needed but options for at-grade parking have now been virtually exhausted. New provision will therefore need to be underground if viable, or above ground in decked parking. Opportunities for better parking management will also need to be explored so that the load for peak parking is spread more evenly across the Village.

A safer and more convenient cycle network will also be developed with designated cycle routes feeding into the Village along the Princes Highway and Clyde Road, and options for Lyall Road and High Street will be further investigated.

The following sections explain the vision in more detail under the four themes as follows:

- Land Use
- Access
- Built Form
- Public Realm

## 4.1 Land Use

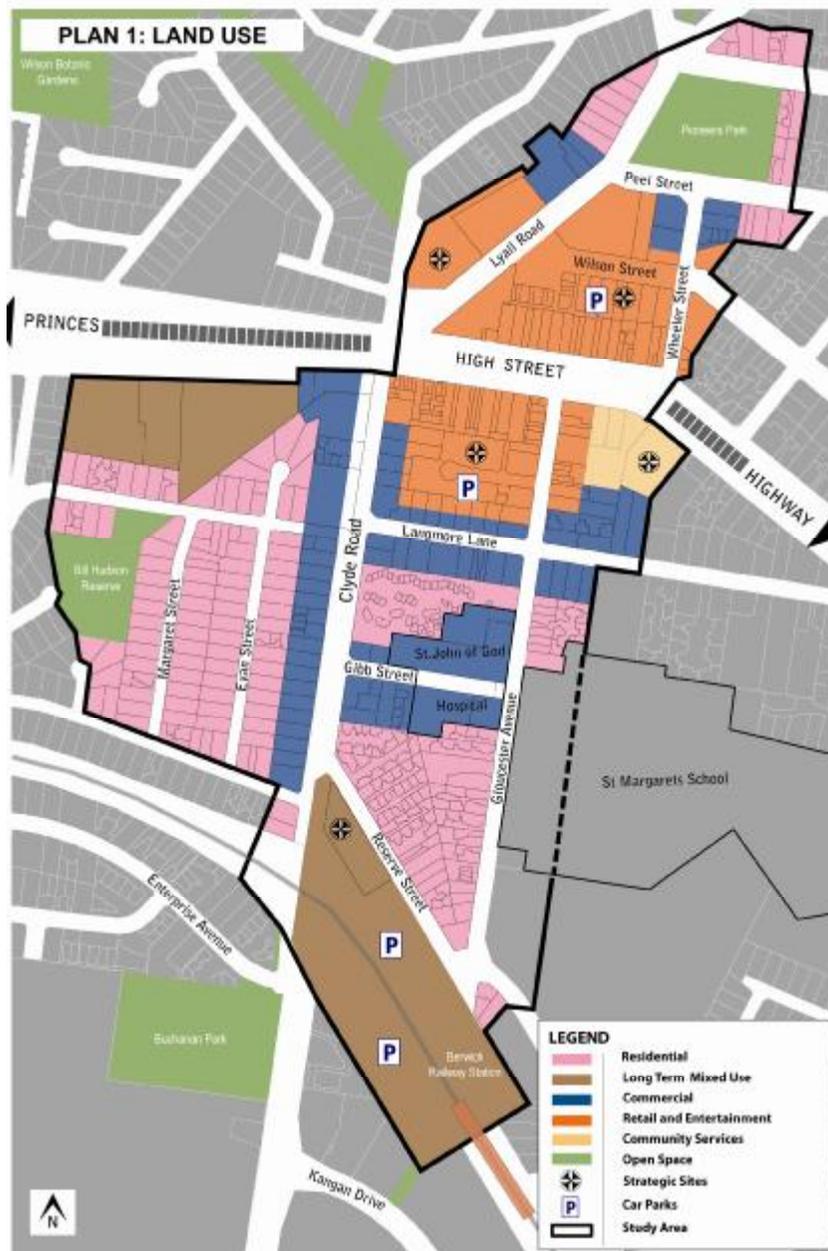
Land use and activity in Berwick Village has changed significantly over the past 20 years and will continue to change in line with population growth, changing consumer preferences and in response to the development market. The last 20 years has seen some significant changes including the growth of a local medical/health services cluster, the development of the nearby Monash Berwick campus, the new shopping complexes at Berwick Marketplace and Berwick Southside and the growth of evening activities based on wining and dining. The next 20 years are likely to see further pressures for change, but these changes can be guided positively through the community's vision for Berwick as expressed through this Structure Plan. The land use goal and objectives are as follows:

### *Goal*

To promote a sustainable and diverse mix of land uses including a strong retail and entertainment sector, commercial opportunities with an emphasis on medical and health services, and residential options for smaller households.

### *Objectives*

1. Support appropriate and more intensive commercial and mixed use development on *strategic development sites* including Richardson Grove (Southside), Wilson Street (Northside) and Lyall Road.
2. Facilitate the *expansion of retail floorspace* (including for clothing and household goods) within the core area but limit opportunities outside this area
3. Support the long-term provision of an *additional supermarket and a high order retail store* on strategic sites to improve local consumer choice and to attract more people to the Village
4. Give preference to *retail uses at ground level along High Street* with commercial and residential uses above
5. Appropriately locate and expand the *dining and restaurant sector* to generate a more vibrant nightlife in the centre
6. Increase the range of *commercial office space* to provide local jobs and to meet demand from the local and regional office market



7. Review options for the future use and development of the *Community Services Precinct* at 108-116 High Street in relation to the link road and community facilities, commercial and car parking uses as appropriate for this transitional area.
8. Strengthen the *medical and health services sector* and investigate how it can operate more effectively and generate more local job opportunities
9. Allow for the long-term transition of the *Princes Highway car sales precinct* to more intensive commercial, residential and mixed use activities
10. Allow *Clyde Road commercial precinct* to redevelop for more intensive office and mixed use development with a focus on the medical/health services sector
11. Support more intensive development around *Berwick Station* including offices, residential apartments and uses associated with the surrounding education and health institutions
12. Support more intensive residential development opportunities as part of mixed use developments on *strategic development sites*, close to the railway station and as infill development in the Evan-Margaret Streets area
13. Support *increased housing diversity which caters for smaller households*, and younger and older age groups eg town houses, shop-top housing, apartments and student housing
14. Discourage *land subdivision* which compromises the above objectives.

#### 4.2 Access

Berwick is a highly car-dependent community and more than 90% of travel is by private car. While issues around traffic congestion and car parking must therefore remain the priority for local transport planning, the vision for Berwick Village is for a more sustainable environment which reduces car dependency by promoting more sustainable transport modes such as walking, cycling and public transport. There needs to be an increased focus on how the railway station can be better integrated with the Village and how the pedestrian environment can be further improved.

### Goal

To improve accessibility into and around the centre by minimising traffic congestion and improving parking management, and by promoting the use of more sustainable transport modes such as walking, cycling and public transport.

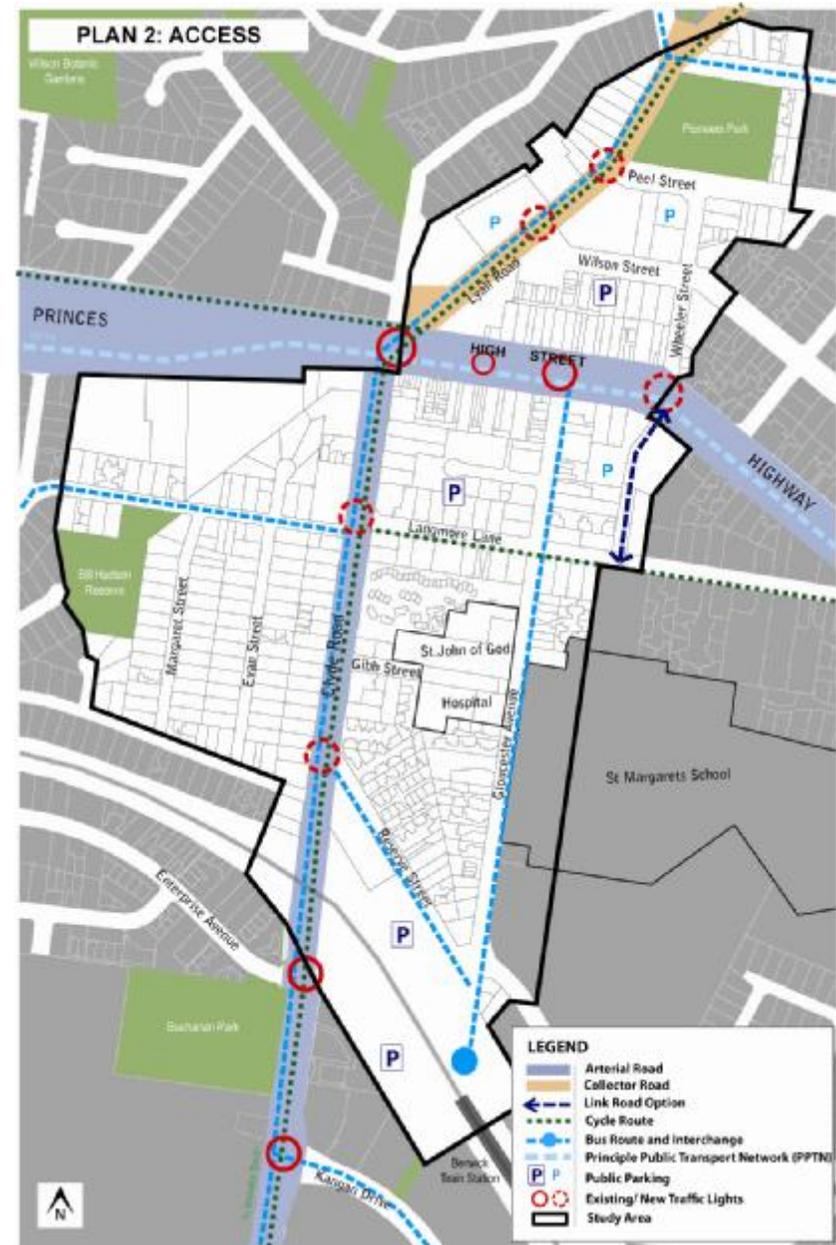
### Objectives

#### Traffic

1. Support the *duplication of Clyde Road* between High Street and the Monash Freeway to reduce local traffic congestion
2. Ensure that the design for the *Clyde Road duplication provides for improved pedestrian outcomes and cycling facilities* such as cycle lanes and pedestrian crossings.
3. Improve the design of the *Clyde Road-High Street intersection* so that it is safer and increases traffic capacity
4. Provide for safe and efficient *traffic circulation within the study area*, particularly around the Village Centre and associated car parks.
5. Provide for a future *link road* between Wheeler Street and Langmore Lane to relieve congestion in Gloucester Avenue and to provide for traffic circulation around the centre.
6. Require the provision of *Transport Impact Assessments* as part of major new retail/commercial/mixed use developments (ie over 4000m<sup>2</sup> floor area)

#### Cycling

7. Develop a framework of *dedicated cycling routes* along the main access roads into the centre including Princes Highway and Clyde Road, while investigating cycle options for High Street and Lyall Road.
8. Ensure that the dedicated cycle routes have safe and convenient *access to key generators* such as the railway station, Monash University, local schools and the centre itself
9. Provide *bicycle parking* facilities at key locations such as the edge of the main shopping strip, the railway station and local schools



### *Car Parking*

10. Ensure that new development provides *parking to meet requirements*, including the provision of decked or basement parking in conjunction with new development on strategic sites
11. Ensure that development outside the Village Centre meets its *parking requirements on-site*
12. Prepare a new *Parking Strategy* to address parking management, parking rates, time limits, enforcement measures, potential paid parking systems and the need or otherwise to revise the Parking Precinct Plan
13. Ensure that *loading facilities* are appropriately located to avoid negative impacts on pedestrian amenity or traffic

### *Public Transport*

14. Advocate for a *new bus route* to connect the Melville Park Drive/Fairholme Boulevard neighbourhood to the centre and to Berwick railway station
15. Advocate for the long-term *grade separation (rail under)* of the Clyde Road railway crossing to reduce traffic congestion
16. Advocate for the *relocation of the railway station* adjacent to Clyde Road as part of the grade separation.
17. Support *"transit-oriented" land uses around the railway station* ie employment or housing developments which can be shown to generate greater use of public transport
18. Explore opportunities to improve the *bus interchange* at Berwick Station and bus facilities in High Street.

## **4.3 Built Form**

The built form of Berwick is an important part of the Village character which public consultation has shown is so important to the local community. In particular, the low scale, small shops with verandas stepped up along the High Street hill are a critical element of the character which the Structure Plan should retain through height and built form controls. In addition, new development will be expected to not simply comply with the controls, but to make a positive contribution to the character and attractiveness of the Village, for instance by creating a lively and active public realm and by improving the Village skyline. In

order to assist development proposals, the Berwick Village character is defined as follows:

*A distinctive combination of hills, trees, Village form and a handful of heritage buildings at prominent locations. Development is predominantly street-based rather than free-standing, with a much more 'traditional' layout of streets and street-oriented buildings than is normal in surrounding areas. Adjoining commercial areas extend well beyond the Village centre.*

Five key design elements in this statement – Heritage buildings and character, Mature trees, Pedestrian friendly, Low scale, and Pleasant views – are described in more detail in Section 2.3 of the accompanying Urban Design Guidelines.

### *Goal*

To foster a built form which will positively contribute to the character of Berwick Village by respecting the distinctive features of High Street and by creating new developments which are street-oriented and promote an attractive and vibrant pedestrian environment.

### *Objectives*

1. Allow up to *2-storey development* along High Street
2. Provide for up to *4-storeys* on designated strategic sites and commercial precincts provided they are "stepped back" to allow for solar access and pedestrian scale and to protect view lines
3. Develop *Urban Design Guidelines* to accompany the Structure Plan, which provide detailed design guidance for new development
4. Encourage *"zero building setbacks"* for new development in the Village Centre and adjoining streets including Clyde Road, Lyall Road, Wilson Street, Langmore Lane and Gibb Street
5. Encourage *small shop development fronting on to streets* throughout the Village Centre to help activate those streets
6. Ensure that new development protects important *view lines*, for instance to surrounding hills, along the avenues of trees and up the High Street hill



**THE SITE**  
EXISTING PHOTOGRAPH

SETBACK OF SECOND STOREY TO RESPECT HERITAGE BUILDINGS

SIGNIFICANT VIEWS TO HILLS ARE PROTECTED



P. EDGELEY

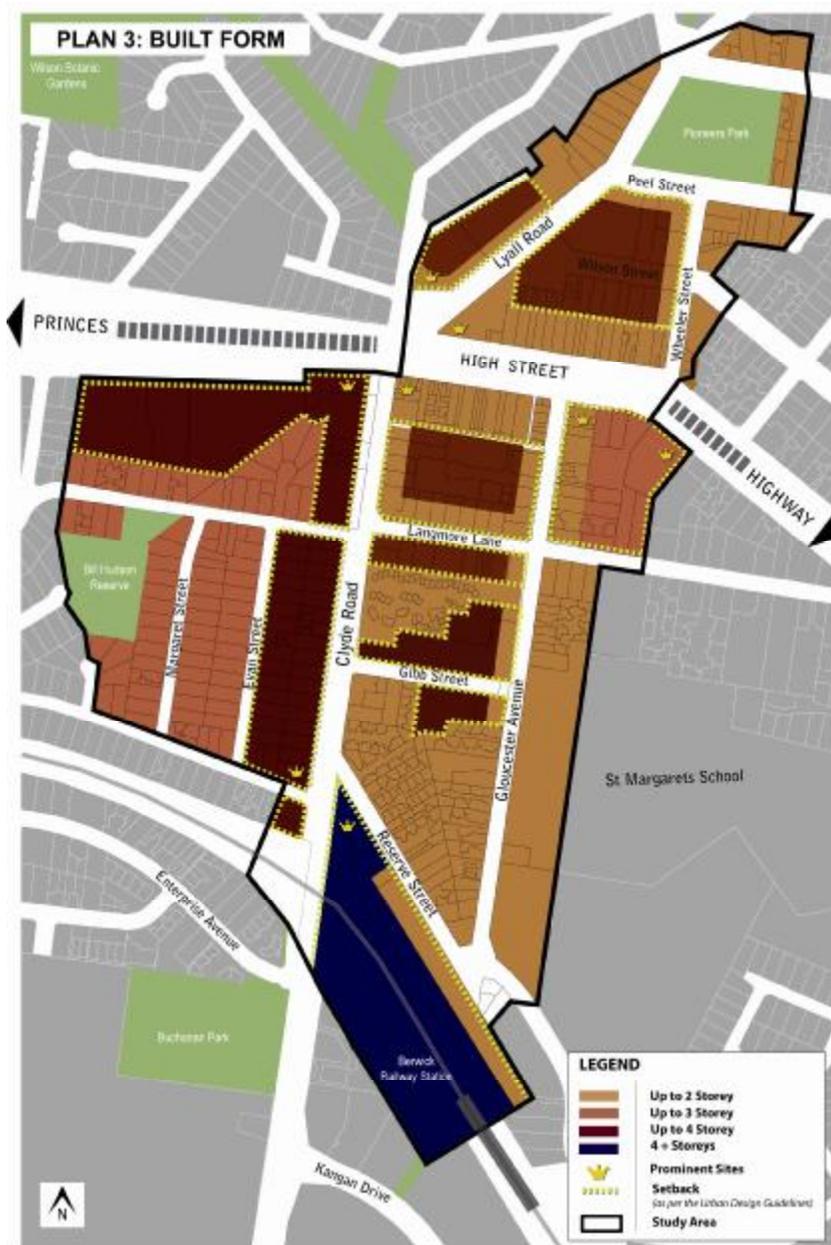
WHEELERS STREET

EXISTING HIGH STREET VILLAGE CHARACTER IS ENRICHED WITH VIBRANT STREET LIFE

BOOKEND TREATMENT TO EMPHASISE CORNER BUILDING

**HIGH STREET VIEW**

LOOKING NORTHWARDS OVER HIGH STREET TO WHEELERS STREET



7. Encourage properties along High Street to *redevelop at the rear of their premises* to provide a frontage to car parking areas, to create new access ways and to improve amenity at the car park interface.
8. Protect and enhance designated *heritage buildings* and ensure that adjoining development respects these buildings' heritage qualities
9. Introduce design guidelines for *prominent buildings* to ensure that new development on these sites reflects that prominence
10. Ensure that development on *strategic sites* positively contributes to and respects the character and built form of Berwick Village and High Street
11. Enhance *public safety* and reduce the potential for anti-social behaviour through the design of buildings, for instance by applying *Crime Prevention Through Environmental Design* principles

#### 4.4 Public Realm

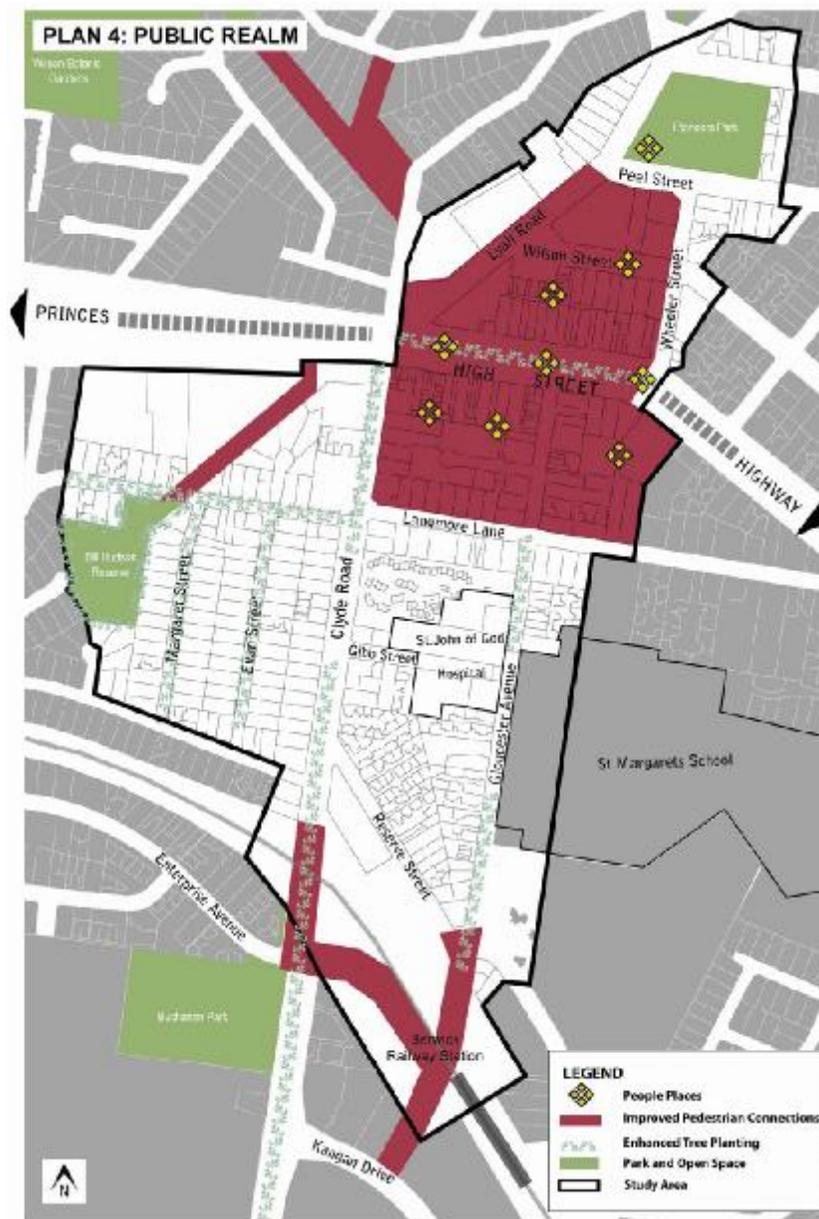
One of the most important aspects of the Berwick Village character is its high quality public realm - the streets with avenues of mature trees, nearby parkland, and the laneways and arcades off High Street. However some aspects of the public realm can be significantly improved, for instance the large car parking areas behind High Street are bleak and uninspiring, as is the railway station precinct with its car parks and bus interchange. The interface with the car parks at the rear of the High Street shops could also be enhanced considerably, especially along Adams Lane and Paternoster Lane.

##### Goal

To foster a vibrant and attractive public realm which enhances the Village's green, landscaped streetscapes and creates a stimulating and active pedestrian environment.

##### Objectives

1. Create a series of *small people spaces* at accessible locations around the Village where people can relax, eat their lunch and enjoy the local street scene
2. Create an attractive, convenient and safe *pedestrian environment* in the Village Centre



3. Create opportunities for *additional access points from High Street* to the rear car parks through new walkways, laneways and arcades when new development takes place on strategic sites.
4. Improve pedestrian *linkages between the centre and adjoining residential areas* and open spaces, including the regional trails network
5. Develop better *links between the centre and Wilson Botanic Gardens* by providing a new shared pathway along the Council reserve which connects to McNabb Street
6. Develop a *signage and way-finding system* throughout Berwick Village and surrounding areas to encourage and facilitate walking and cycling.
7. Progressively enhance the central *High Street median* to upgrade its role as a landscaped pedestrian place at the heart of the Village
8. Build on the existing Landscape Strategy to further enhance *landscaping and tree planting* throughout the study area, using opportunities created by new development or the duplication of Clyde Road to augment this program
9. Advocate for powerlines and other *cabling to be placed underground* in key locations such as Clyde Road and High Street
10. Encourage major new developments to provide *public art* which adds to the centre's vitality and which must reflect local character.
11. Create a public realm which meets *best practice mobility standards* and which encourages visits from residents of the local retirement villages and other elderly people
12. Review the *Berwick Township Significant Landscape Strategy* to look strategically at street planting priorities, enhancement of car parking areas, improvements to the interface between rear car parks and the High Street shops, the location of small people spaces, improvements to the central median and opportunities for new laneways and walkways off High Street.



LOW SCALE RETAIL  
WITH COMMERCIAL OVER

P. EDGELEY

# THE SITE

EXISTING PHOTOGRAPH

HERITAGE BUILDING -  
COURT HOUSE



SOUTHSIDE  
DEVELOPMENT

INFORMAL PEOPLE PLACE

# COURT HOUSE VIEW

LOOKING SOUTHWARDS FROM HIGH STREET CORNER

HIGH QUALITY LANDSCAPE TREATMENT IN PUBLIC REALM

## 5 PRECINCTS

### 5.1 Village Centre

*Includes the High Street Character Area and Strategic Sites*

The Village Centre precinct combines bustling activity with a distinctive "market town" and heritage feel in High Street. There is a wide variety of shopping, business, community and civic activities and there is an active nightlife based on the many restaurants and evening venues. Away from High Street however, the rear car parks and new developments do not contribute to local amenity or urban design. The real challenge here is to ensure that major new developments on strategic sites achieve more impressive design outputs, are integrated better with High Street and create more of the pedestrian and small shop feel that is valued by the community.

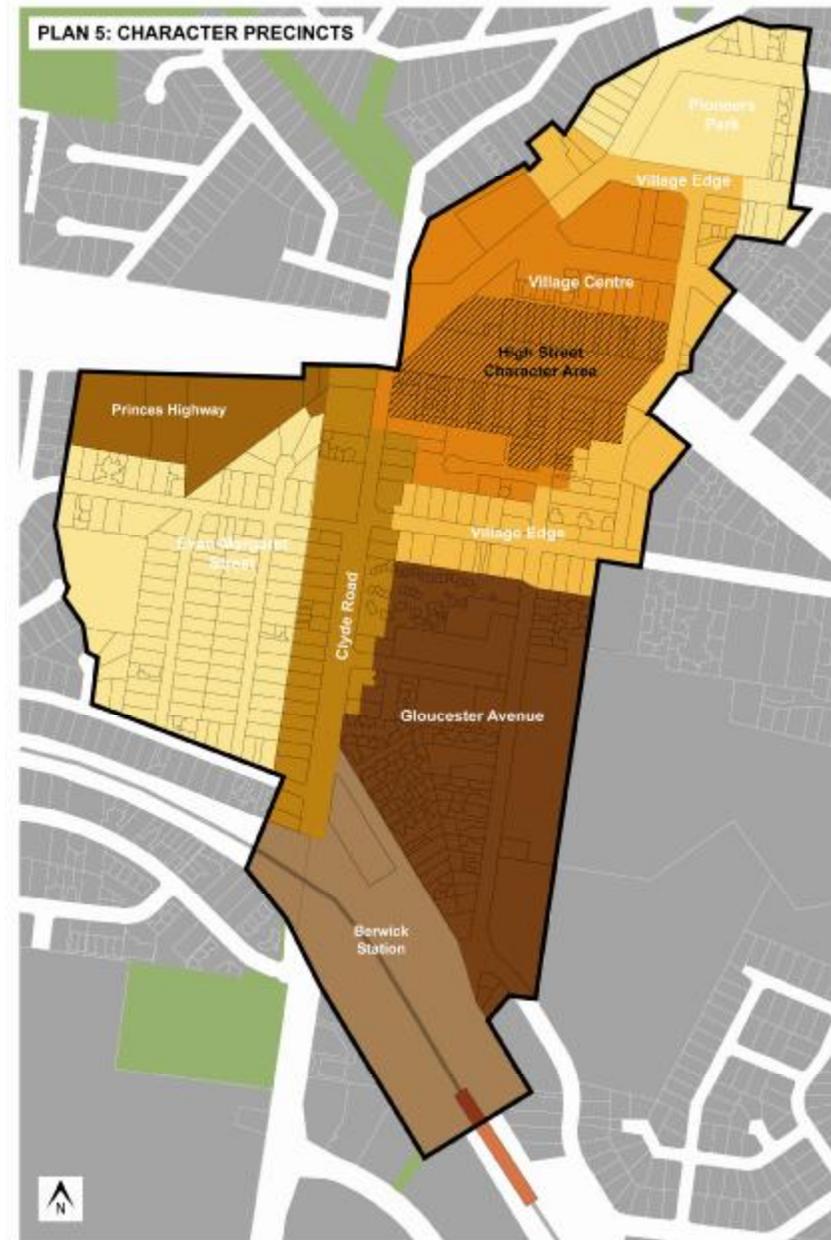


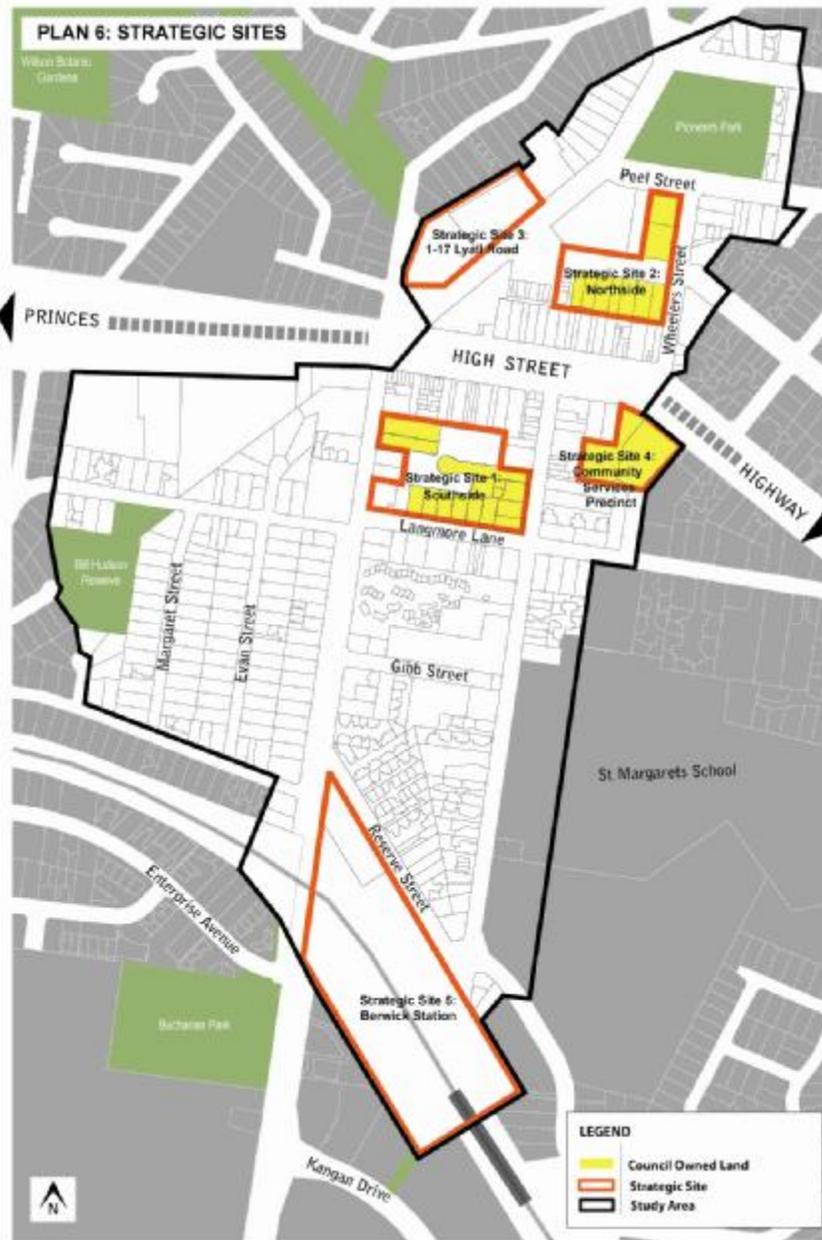
#### *Objective*

Protect and enhance the character of High Street and promote new development on strategic sites which achieves very high design standards and is strongly integrated with High Street.

#### *Guidelines*

1. Work with owners and the community to achieve appropriate *mixed use development on strategic sites* including a new supermarket and a higher order retail store
2. Ensure that major *new developments are integrated with the High Street* shops in terms of their design and layout and through their pedestrian connections
3. Protect and retain the *distinctive character of High Street* with its small shops, verandas, low scale buildings, central median and pedestrian activity
4. Extend the *planning controls* over the village centre, and include the Lyall Road strategic site





5. Revise the *Parking Strategy and associated Parking Precinct Plan* to review cash contributions, improve parking management and develop the case for either decked or basement car parking (or both)
6. Review the *Berwick Township Significant Landscape Strategy* with regard to tree planting priorities, a series of linked people places, the locations for new laneways and walkways, ongoing improvements to the central median and other improvements
7. Upgrade and improve the *interface between the rear of the High Street shops* and the adjacent car parks

*Strategic Site 1: Southside  
Medium-term (5-10 years)*

The Southside strategic development site lies at the rear of the High Street shops and is owned partly by a private developer and partly by the Council. The site is currently used for car parking, the IGA supermarket and specialty shops and includes Adams Lane and Richardson Grove.



*The goal for the site is for Council and a developer to work together to achieve a mixed use retail development that will serve as a retail anchor which is integrated with High Street both physically and functionally. Land use objectives for the site are as follows:*

1. Provide for street-based *retail uses at ground level* including a supermarket and ancillary shops and desirably, a higher order retail store.
2. Provide for *commercial offices on the upper floors* and desirably residential apartments
3. Provide *car parking* on site to meet the needs of the development and provide additional car parking nearby to replace any parking that is lost by the development
4. Secure a *satisfactory financial return* for the sale and development of Council-owned properties

5. Ensure that the layout and development of the site makes an *outstanding and positive contribution to the Village Centre* in terms of streetscape, pedestrian and public realm improvements

Design and development objectives for the site can be found in the associated *Urban Design Guidelines* for Berwick Village.

**Strategic Site 2: Northside**  
 Long-term (10-20 years+)

The Northside strategic development site lies to the north of the High Street shops and consists of Council-owned land which is currently used for car parking and Wilson Street.

*The goal for the site is to transform Wilson Street into a retail and pedestrian street which will serve as the focus for social and shopping activities north of High Street. Land use objectives for the site are as follows:*

1. Provide for *street-based retail uses at ground level and commercial offices on the upper floors* and desirably residential apartments
2. Provide *car parking* on site to meet the needs of the development and provide additional car parking nearby to replace any parking that is lost by the development
3. Secure a *satisfactory financial return* for the sale and development of Council-owned properties
4. Ensure that the layout and development of the site makes an *outstanding and positive contribution to the Village Centre* in terms of streetscape, pedestrian and public realm improvements
5. Ensure that the development is *physically and functionally integrated* with adjoining uses including the High Street shops, Wheeler Street and adjoining shops and Pioneers Park



Design and development objectives for the site can be found in the associated *Urban Design Guidelines* for Berwick Village.

**Strategic Site 3: 1-17 Lyall Road**  
 Short-term (0-5 years)

The Lyall Road strategic development site is located on the north side of Lyall Street between Princes Highway and Peel Street. The land is vacant but is currently (April 2011) the subject of a proposal for a commercial development which includes a supermarket, hotel, offices and retail premises. The development application was approved by VCAT in May 2010 despite Council rejecting the proposal in 2009 and is now the subject of further legal proceedings in relation to the removal of a Section 173 Agreement that applies to the site.



*The goal for the site is to promote a mixed use commercial and residential development which contributes positively to the character of Berwick Village in terms of land use, built form and design and which is physically and functionally integrated with the High Street shops. Land use objectives for the site are as follows:*

1. Provide for *street-based retail uses at ground level* including a supermarket, ancillary shops and restaurants/cafes etc
2. Provide for *commercial offices and residential uses on the upper floors*
3. Provide *car parking* on site to meet the needs of the development
4. Ensure that the development is *physically and functionally integrated* with the character of Berwick Village and High Street in terms of its built form, design and pedestrian linkages
5. Ensure that the layout and development of the site makes an *outstanding and positive contribution to Berwick Village* in terms of streetscape, pedestrian and public realm improvements

Design and development objectives for the site can be found in the associated *Urban Design Guidelines* for Berwick Village.



**THE SITE**  
EXISTING PHOTOGRAPH

MIXED USE DEVELOPMENT WITH 2 STOREY AT STREET LEVEL  
& UPPER STOREYS RECESSED



P. EDGELEY

**SOUTHSIDE VIEW**  
IN GLOUCESTER AVENUE - LOOKING NORTHWARDS

COMMERCIAL & MEDICAL USES  
ON LANGMORE LANE

## 5.2 Village Edge

*Low intensity commercial uses as a transition to adjoining residential areas*

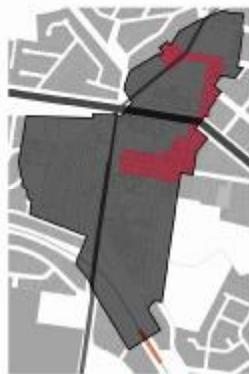
The Village Edge precinct provides a transitional area between the Village Centre and surrounding residential areas. The land is generally zoned for residential uses but accommodates a range of non-residential uses including commercial, medical and community services.

### *Objective*

Promote this precinct as a transitional area around the Village Centre with uses which have only minimal impacts on the surrounding residential areas in terms of traffic, parking, noise, built form and design.

### *Guidelines*

1. Provide for *low scale and low intensity commercial and community ground floor uses*
2. Encourage *shop-top housing*, residential apartments and small offices on upper floors.
3. *Discourage more intensive uses* adjacent to residential areas including retail and entertainment uses over 150m<sup>2</sup> in floor area and outside normal working hours
4. Ensure that the design, layout and built form of new development minimises any *negative impacts on the amenity* of surrounding residential uses
5. Provide for a future *link road* between Wheeler Street and Langmore Lane to relieve congestion in Gloucester Avenue and to provide for traffic circulation around the centre.
6. Review options for the future use and development of the *Community Services Precinct* at 108-116 High Street in relation to the link road and community facilities, commercial and car parking uses as appropriate for this transitional area.



### *Strategic Site 4: Community Services Precinct Medium-term (5-10 years)*

The *Community Services Precinct* strategic development site is Council-owned and occupied by the Neighbourhood House and Community Learning Centre, Senior Citizens Centre, Guides Hall and a vacant property. Adjoining uses include the Berwick RSL and Masonic Hall, but parts of the site are also vacant. The Precinct provides inter-generational facilities including a complementary multi-purpose facility.



*The goal is to enhance the site as a transitional site between the centre and adjoining residential uses with a focus on community facilities and residential but with an element of commercial facilities in order to make the site viable in the long term. Opportunities for co-location should be investigated to encourage synergies and positive interaction and shared use of facilities. Land use objectives for the site are as follows:*

1. Review the location of *community facilities* on their current sites or elsewhere in the precinct or the centre.
2. When this review has been completed, work with owners, occupiers and other stakeholders to *consider options for the future* use and development of the site. This options analysis would consider Council selling the site in conjunction with a development brief, or retaining the site in conjunction with a masterplan. The masterplan (or brief) would plan to achieve the precinct goal and achieve an integrated mixed use development which addresses pedestrian and vehicle access and includes the option for a link road between Wheeler Street and Langmore Lane
3. Provide for a complementary mix of *community, residential, and ancillary commercial and car parking facilities* which can benefit from co-location
4. Provide for *commercial facilities which complement the site's primary function* as a community services precinct eg car parking, serviced apartments, and restaurants or cafes

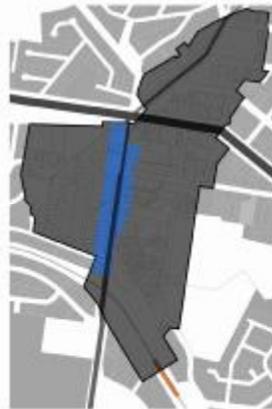
5. Ensure that the development is *physically and functionally integrated* with the character of Berwick Village and High Street in terms of its built form, design and pedestrian linkages and that it is fully accessible for people with disabilities and for prams.
6. Ensure that the layout and development of the site *contributes positively to Berwick Village* in terms of streetscape, pedestrian and public realm improvements with provision for a new area of passive open space.

Design and development objectives for the site can be found in the associated *Urban Design Guidelines* for Berwick Village.

### 5.3 Clyde Road

*Commercial boulevard based on a thriving medical and health services sector*

Clyde Road has progressively evolved over the last 20-30 years from a busy but leafy residential road to a commercial boulevard with heavy traffic congestion. Its character will change significantly with the proposed duplication which will offer higher traffic standards and reduced congestion – and with the potential to provide a better pedestrian and cycling environment. It will also come under development pressures to transform from a low intensity commercial area to a more intensive built form as the local population continues to grow with corresponding pressures for local investment, jobs and services.



#### *Objective*

Support the gradual transformation of the west side of Clyde Road for more intensive commercial and mixed use development, especially for the medical and health services sector.

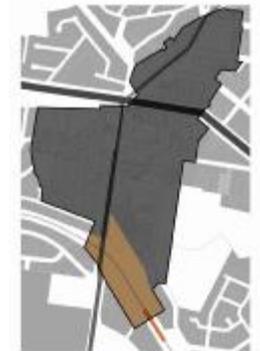
#### *Guidelines*

1. Support the development of *well-designed commercial offices* - especially for medical and health services - on the west side of Clyde Road
2. Support the development of *ancillary street-based services* to complement the commercial offices eg small retail activities, personal services and cafes
3. Support proposals which *improve site layout and traffic management* by for instance, consolidating property titles and reducing vehicle access points
4. Retain a balance of commercial and low-scale residential activities on the *eastern side of Clyde Road*

### 5.4 Berwick Station

*Long term development for more intensive residential and commercial uses*

The Berwick Railway Station is the focus for Berwick's public transport with a busy railway station, bus interchange and car parking for approximately 800 cars. It provides a level of access for shoppers and visitors to Berwick Village, but its main role is as the station for Chisholm TAFE, the Monash Berwick campus and the Nossal High School. Hundreds of students from these institutions use the station daily during term and the numbers will grow significantly over the next ten years. The Station precinct has the potential to be developed intensively for commercial and residential uses which can take advantage of the site's access to trains and buses – as well as the nearby educational institutions and Berwick Village.



The Station also forms part of the Casey Technology Park which accommodates the educational institutions as well as Casey Hospital, commercial development along Kangan Drive and the Enterprise Avenue industrial area.

### Objective

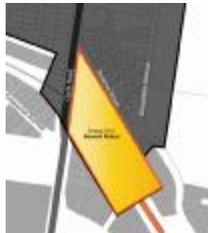
Provide for long-term development for more intensive commercial, residential and mixed use development in conjunction with a state of the art transport interchange.

### Guidelines

1. Promote *more intensive commercial, residential, medical and educational uses* which promote synergies with public transport
2. Encourage opportunities for *student housing* in the precinct
3. Provide limited and *small scale retail opportunities* – ie a small Neighbourhood Activity Centre with up to 1,500m<sup>2</sup> floor area – which do not compete with the retail role of Berwick Village
4. Make provision for safe and convenient *crossing arrangements for students at Clyde Road* as part of the duplication of Clyde Road
5. Work with the major property owners and stakeholders – including VicTrack and VicRoads – to develop an agreed *long-term master plan* with appropriate staging to achieve the precinct objective
6. Work with stakeholders to finalise and agree on a *Casey Technology Park Masterplan (MGS Architects 2007)*
7. Prevent *land fragmentation and subdivision* which compromises this objective

### Strategic Site 5: Berwick Station Long-term (10-20 years+)

The whole of the Berwick Station precinct is identified as a strategic development site for the purpose of the associated *Urban Design Guidelines* for Berwick Village. The goal and objectives for the strategic development site are the same as those described above.



## 5.5 Gloucester Avenue

*A leafy setting for residential and institutional uses*

Gloucester Avenue is an important pedestrian and local traffic route between Berwick Station and the Village Centre and also accommodates the busy St John of God Hospital and St Margarets School. The area has a suburban feel with its leafy street trees, but it needs sensitive

management to reconcile the competing demands of buses, parking, vehicular traffic and pedestrians.

### Objective

Retain and enhance Gloucester Avenue's leafy suburban feel in terms of tree planting and residential uses, but manage local traffic and parking so that the Hospital and School do not undermine local amenity.

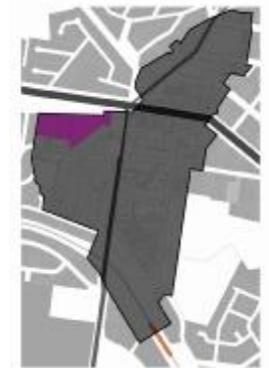
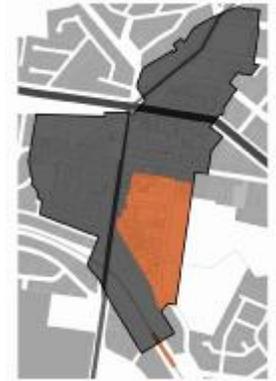
### Guidelines

1. Allow for some further development of *St John of God Hospital and St Margarets School* provided that their built form, traffic and parking impacts do not dominate the leafy suburban and residential character of the street.
2. Ensure that the street retains a *balanced mix of residential and other uses*
3. Require that any major new development (more than 2000m<sup>2</sup>) in or abutting Gloucester Avenue produces a *traffic management plan* which shows how there will be a net positive transport impact for the street
4. Review the *Berwick Township Significant Landscape Strategy* to provide for the progressive enhancement of Gloucester Avenue with *tree planting*.

## 5.6 Princes Highway

*Long-term opportunity for commercial and residential uses*

The Princes Highway precinct consists of a number of well established and recently refurbished auto dealerships. While there is no short-term case to redevelop the area, there is potential for the long-term transition of the land over time to commercial offices and residential apartments. Local amenity is generally good but there is a need to consider how parking and access in this expanding area can be better managed.



### Objective

Provide for the long-term transition from auto dealerships to more intensive commercial, residential and mixed use development.

### Guidelines

1. Provide for the *continued use and development of the precinct for auto sales* and car servicing
2. Develop implementation measures to support the *long term transition of the precinct to more intensive uses* such as commercial offices and residential development
3. Develop planning controls which prevent *land fragmentation and subdivision* which compromises this objective
4. Negotiate with owners and applicants to create a *pedestrian connection* through the area to provide a convenient and direct link between the Village, Bill Hudson Reserve and the surrounding residential neighbourhood
5. Prepare a *parking and access plan* in consultation with local dealerships to better manage parking in the area

## 5.7 Pioneers Park

### *Pioneers Park and adjacent properties*

The Pioneers Park precinct showcases the historic park and original Berwick Primary School buildings. The surrounding residential buildings overlook the park and enjoy its setting. They provide a suitable setting because they are sympathetically designed to reflect the heritage buildings and do not overpower them because of their low scale. The park provides a pleasant and attractive open space for local residents and visitors to the Village.



### Objective

Enhance the Pioneers Park as a social gathering place and local park with a focus on families and children. The heritage values of the Park and former primary school should be enhanced and explained and the design and layout of the Parkland and adjoining buildings should reflect these values.

### Guidelines

1. Adjoining development within the precinct should *remain residential* and be sympathetic in style to the precinct's heritage and amenity values
2. Adjoining buildings should have an *orientation and outlook* towards the Park with appropriate fencing and an edge treatment to enhance surveillance and amenity
3. Enhance the heritage and educational values of the Park through appropriate *signage and information* boards
4. The social and community role of the former primary school and park should be enhanced, for instance by supporting and encouraging longer *opening hours* and the provision of more facilities for children.

## 5.8 Evan-Margaret Streets

### *Housing diversification opportunities*

The residential area between Clyde Road and the Bill Hudson Reserve offers opportunities for redevelopment and refurbishment to create some more diverse local housing. There are few local opportunities for older residents to downsize to smaller town houses, or for young people and students to find a local flat or apartment. The larger lots in this area - combined with its proximity to Berwick Village, the railway station, Monash University and Chisholm TAFE – suggest that this area should be given priority as a housing diversity area for gradual and more intensive redevelopment over time.



### Objective

Support the progressive redevelopment of the Evan-Margaret Streets precinct to provide opportunities for town houses, flats and apartments.

*Guidelines*

1. Support the development of *medium-density housing* opportunities which improve the amenity of the neighbourhood in terms of building design and landscaping
2. Prevent *land fragmentation and subdivision* which compromises medium density housing opportunities
3. Review the *Berwick Township Significant Landscape Strategy* to provide for complementary *landscaping and tree planting*, and improvements to the Bill Hudson Reserve in order to enhance the area as an attractive medium-density neighbourhood

**6 IMPLEMENTATION**

A systematic and rational approach to implementing the Structure Plan is needed which recognises the realities of the staff and financial resources available to Council. The Plan includes a number of actions which are not policy statements or objectives to guide decision-making, but require the allocation of Council time and resources for their implementation. Eighteen actions have been identified in the Implementation Table, some of which include several statements from the Plan.

The actions listed in the Table will be reviewed in light of community feedback to the draft Plan in order to develop an implementation program which sets out agreed priorities and allocates appropriate resources. Only a small number of actions will be able to be completed each year, but it is proposed to develop a program which will see the majority of actions completed over the lifetime of the Plan (5-10 years).

*Monitoring and Review*

The plan period for the Berwick Village Structure Plan is 5-10 years which means that the Plan should be reviewed over that time period. Monitoring is proposed to be through a short annual report to Council which will reference all of Council's activity centre structure plans and record progress for each. For adopted structure plans, progress against the Implementation Plan would be recorded.

NUMBER	ACTION	RESOURCE S <sup>1</sup>
1	Investigate how the <i>medical and health services sector</i> can be strengthened and operate more effectively to generate more local job opportunities (LU8).	L
2	Review <i>traffic circulation</i> within the study area to ensure that it is safe and efficient, particularly around the Village Centre and in associated car parks (A4).	M
3	Develop a network of <i>safe, dedicated cycling routes</i> based on the main access roads ie Princes Highway/High Street, Clyde Road and Lyall Road. Identify suitable locations for bicycle parking facilities as part of this study (A7-9).	L
4	Revise the <i>Parking Strategy and associated Parking Precinct Plan</i> to review cash contributions, to improve parking management and to develop the case for either decked or basement car parking (or both) (A12/VC5).	H
5	Develop <i>Urban Design Guidelines</i> which provide detailed design guidance for new development including design guidelines for prominent buildings to ensure that new development on these sites reflects that prominence (BF3/9).	M
6	Develop a new <i>shared pathway along the Council reserve</i> between McNabb Street and the Wilson Botanic Gardens to create a better link between the centre and the Gardens (PR5).	H
7	Develop a <i>signage and way-finding system</i> throughout Berwick Village and surrounding areas to encourage and facilitate walking and cycling (PR6/PP3).	M
8	Review <i>mobility access</i> across the Village Centre to create a public realm which meets best practice mobility standards and encourages visits from residents of the local retirement villages and other elderly people (PR12).	L

<sup>1</sup> Scale 5 of estimated staff time/staff – Low/Medium/High ie 0-4/4-10/10+ weeks or \$0-20,000/20-50,000/50,000+

9	Review the <i>Berwick Township Significant Landscape Strategy</i> to look strategically at street planting priorities, enhancement of car parking areas, improvements to the interface between rear car parks and the High Street shops, the location of small people spaces, improvements to the central median, opportunities for new laneways and walkways off High Street and pedestrian links to nearby residential areas and open spaces (PR1-4/7/9/13/VC6/GA4/EMS3/PH4).	M
10	Extend <i>planning controls</i> over the Village Centre and include the Lyall Road strategic site (VC4).	M
11	Advocate through VicRoads to achieve a design for the <i>duplication of Clyde Road</i> which contributes to the overall vision for Berwick Village and which provides for improved pedestrian outcomes and cycling facilities (A1-3/BS4).	L
12	Work with stakeholders and landowners to prepare <i>development briefs or similar for Strategic Sites 1 &amp; 2 - Southside and Northside</i> (SS1&2).	M
13	Explore opportunities to improve the <i>bus interchange</i> at Berwick Station and the bus facilities in High Street (A19).	L
14	Investigate and promote opportunities for <i>shop-top housing</i> , residential apartments and small offices on upper floors in the Village Edge precinct (VE2).	L
15	Review the <i>need for community facilities</i> to be consolidated in their current location, or elsewhere in the Precinct or the centre (CSP1).	H
16	When this review has been completed, work with owners, occupiers and other stakeholders to <i>consider options for the future</i> use and development of the site (CSP2).	H
17	Work with major property owners and stakeholders to develop a long-term <i>master plan for the Berwick Station precinct</i> with appropriate staging to achieve the precinct objective (BS5).	H
18	Work with stakeholders to finalise and agree on the <i>Casey Technology Park Masterplan</i> (MGS Architects 2007) (BS6).	M

19	Develop a <i>vision for the Princes Highway precinct</i> for its long term transition to more intensive uses such as commercial offices and residential development (PH2).	M
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## KEY REFERENCES

1. *Berwick Village Structure Plan - Key Issues Paper*; Casey CC Oct 2008
2. *Berwick Village Structure Plan & Town Centre Strategy (Draft)*; Casey CC May 2010
3. *Structure Planning for Activity Centres PN 58*; DPCD April 2010

## OTHER IMPORTANT REFERENCES

1. *Activity Centres Strategy (Draft)*; Casey CC Nov 2010
2. *Activity Centres Toolkit: Making It Happen*; DPCD April 2010
3. *Activity Centre Zone PN 56*; DPCD Sept 2009
4. *Benefits of a Rail Under Option - Grade Separation at Berwick Station*; Parsons Brinkerhoff Oct 2009
5. *Berwick Southside Car Park - Preliminary Feasibility Study*; Macroplan Sept 2009
6. *Berwick Township Significant Landscape Strategy*; Casey CC April 2008
7. *Berwick Village Commercial Centre Strategy*; Casey CC Sept 2006
8. *Casey C21 Strategy*; Casey CC 2002
9. *Height and Setback Controls for Activity Centres PN 60*; DPCD April 2010
10. *Parking Precinct Plan*; Casey CC Revised Feb 2009
11. *Parking Strategy*; Casey CC Sept 2006
12. *Preliminary High Level Investigation - Road/Rail Grade Separation*; Aurecon for VicRoads May 2009
13. *Projected Parking Requirements (Excel Spreadsheet)*; Casey CC 2006
14. *Ruby Town Structure Plan: Background Report Outline*; DPCD April 2010
15. *Urban Design Analysis*; Urban Design Studio July 2008
16. *Vision Statement*; Casey CC 2008