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1 INTRODUCTION

This Casey Gardens Development Plan 2015 (CGDP) has been prepared in consultation with Casey City Council (Council), in accordance with Schedule 15 of the Development Plan Overlay of the Casey Planning Scheme (the Scheme), which covers the land.

The land at 6 Fullard Road, Narre Warren (the subject site) has been identified as an infill development site in the southeast of Melbourne (Figure 1). The subject site is located in the Fountain Gate-Narre Warren central business district (CBD) and is located in the Residential Growth Zone. The subject site is to be developed as a high density integrated development site.
2 SITE CONTEXT

2.1 Site Features/local context

The site context is summarised in the Site Context Plan provided in Figure 2.

The subject site is located approximately 40 kilometres southeast of the Melbourne central business district in the City of Casey. It has a total area of 4.137 hectares and is irregular in shape. It is formally described as Lot A on Plan of Subdivision 437812.

The subject site is bordered by the Pakenham railway line to the north, Narre Warren-Cranbourne Road to the east, Fullard Road to the south and a Melbourne Water drainage reserve to the west. Adjoining the CGDP area to the southeast is a vacant medical centre.

As at the date this development plan was being prepared, the subject site was occupied by the Casey Gardens Residential Village (refer Figure 1 above) which contains approximately 154 movable dwellings for permanent and short-term use.

The subject site has been largely cleared of vegetation aside from a few scattered trees and trees along the site boundary to Fullard Road and the interface with the Melbourne Water drainage reserve. The subject site is relatively flat with a gentle downward slope from the northeast corner of the site to the southwest. A large batter / retaining wall exists on the Narre Warren-Cranbourne Road interface to allow this road to pass beneath the railway line. Vehicle and pedestrian access to the site is currently gained via a single entry / exit point from Fullard Road.
Site Context

Boundaries and Adjacent Uses

The site has the following boundaries:

- The north boundary is defined by the Pakenham railway line with station car parking and a shopping centre on the north side of the railway line.
- The south boundary is defined by Fullard Road which is an arterial road offering one lane of travel in each direction. A garden supplies outlet and a local Country Fire Authority station is located on the south side of Fullard Road.
- The east boundary is defined by Narre Warren-Cranbourne Road and a day hospital facility which is no longer in operation.
- The west boundary is defined by a Melbourne water drainage reserve which is a branch of the Hallam Main Drain.

Site Conditions

- The FGDP area is occupied by the Casey Gardens Residential Village which contains approximately 154 dwellings which are occupied on a permanent and short-term basis.
- The site has been mostly cleared of vegetation aside from a few scattered trees and trees along the boundary to Fullard Road and the interface with the Hallam Main Drain branch.
- The FGDP area is relatively flat with a gradual downward slope from the northeast to the southwest.
- Vehicle and pedestrian access is provided from a single access point from Fullard Road.
- The west part of the site is located in an area of Aboriginal Cultural Heritage Sensitivity however, the FGDP area has been subject to significant ground disturbance.
- An informal retarding basin is located in the southwest corner of the site.

Figure 2  Site Context Plan
3 LOCATION

The subject site is located in the suburb of Narre Warren, in the Municipality of Casey. Nearby suburbs include Berwick 4 kilometres east, Dandenong 10 kilometres northwest and Cranbourne 10 kilometres south.

Residential development is the predominant land use in the immediate vicinity of the subject site. Land on the western side of the Melbourne Water drainage reserve is used for residential purposes, with lots being of a conventional density. Land on the eastern side of Narre Warren-Cranbourne Road consists predominantly of residential properties with single detached dwellings being the main form of housing evident.

Immediately to the north is the Pakenham railway line which links to the Melbourne CBD and Pakenham. North of that is the extensive car park associated with Narre Warren Railway Station. The car park includes pedestrian paths leading from Narre Warren-Cranbourne Road to the Station.

Directly opposite the subject site, on the southern side of Fullard Road is a garden supplies outlet and vacant land previously occupied by a Country Fire Authority (CFA) station. A high pressure gas pipeline is also located approximately 110 metres south of the subject site. West of the former CFA station land is vacant land zoned Public Use 1 which forms part of the Hallam Valley flood plain. Adjoining the western boundary of the subject site is the Hallam Main Drain branch and an associated Melbourne Water drainage reserve. This land is zoned Urban Floodway and forms part of the Hallam Valley flood plain.

The subject site is located in proximity to two shopping precincts; the Narre Warren Village shopping centre to the north of the Narre Warren Railway Station and the Westfield Fountain Gate Shopping Centre further to the northwest.

3.1 Transport

The subject site has excellent access to major and local roads in Narre Warren. It is located in close proximity to two major transport routes, the Monash Freeway and the Princes Highway, both of which are to the north of the site and provide a direct route to the Melbourne CBD. Further south is the South Gippsland Highway. Bordering the eastern boundary of the subject site is the Narre Warren-Cranbourne Road. Adjoining the southern boundary is Fullard Road.

The subject site is located approximately 200 metres southeast of the Narre Warren Railway Station on the Pakenham railway line. A bus stop for routes 834 (Berwick to Narre Warren Circle) and 841 (Narre Warren North to Cranbourne), is located adjacent to the current entrance to the subject site. Both of these routes travel past the Narre Warren Railway Station and Fountain Gate Shopping Centre.

3.2 Community Facilities

The subject site is also located close to a number of community facilities, including medical centres, schools and childcare centres. They include the following:
Narre Warren Community Learning Centre (approximately 200 metres to the north);
Narre Warren Central Children's Centre (approximately 200 metres to the north);
Casey Cardinia Library and the City of Casey Council offices (approximately 800 metres to the north-west);
Don Bosco Catholic Primary School located (approximately 700 metres to the north-east);
Monash University, Berwick Campus (approximately 2.5 kilometres to the east).

A number of public open spaces of varying sizes are located in close proximity to the CGDP area. They include the following.

- Casey Valley Parklands (abutting to the south and southwest).
- Ray Bastin Reserve (approximately 150 metres to the south-west, on the eastern side of Narre Warren-Cranbourne Road).
- Marco Ciavarella Reserve (approximately 500 metres to the northwest).
- The Patrick Northeast Reserve (approximately 800 metres to the northwest).
- The Max Pawsey Reserve (approximately 1 kilometre to the northwest).
- Sweeney Reserve (approximately 1 kilometre to the west).

4 SERVICES AND INFRASTRUCTURE
All services are available for extension to service the development of the subject site.

5 SITE CONSTRAINTS AND OPPORTUNITIES

5.1 Ecology
A review of the subject site has not revealed any areas of environmental significance. The subject site is not in its natural state and has been fully developed in the past and has continued to operate as a residential development and use. The subject site has been mostly cleared of vegetation.

The large native trees along the frontage to Fullard Road will be retained where possible. It may be necessary to remove a small number of trees to provide space to construct the new entry / exit point in the western region of the frontage to Fullard Road.

5.2 Cultural Heritage
The west part of the subject site is located in an area of Aboriginal Cultural Heritage Sensitivity due to its proximity to the Hallam Main Drain branch.

An investigation was undertaken by Archaeology at Tardis Pty Ltd which confirmed that the CGDP area has been subject to significant ground disturbance and therefore, a Cultural Heritage Management Plan under the Aboriginal Heritage Act 2006 is not required.

5.3 Drainage
The subject site is located in the Hallam Main Drain catchment, a highly modified series of drains which covers areas such as Narre Warren, Cranbourne East, Berwick and Clyde.
North. The major threat to this drainage catchment is a reduction in the storm water quality. The Hallam Main Drain provides a level of visual amenity to residential areas located near the drainage corridors.

The subject site has a gentle downward slope from its northeast corner to the southwest corner to the Hallam Valley flood plain. A retarding basin is located in the southwest corner of the subject site. The existing retarding basin will be improved in its design to cater for the future development of the subject site and will be improved to form part of the connected open space network for the subject site.

Water Sensitive Urban Design (WSUD) initiatives will be provided in the detailed planning stage of the development.

Site constraints include:

- Noise from the road and rail interfaces;
- Dust from the sand and soil outlet;
- Current poor connection to facilities;

Site opportunities include:

- Proximity to Narre Warren train station and bus interchange;
- Proximity to Narre Warren Village and Fountain Gate Shopping centres;
- Proximity to the Casey Valley parklands.
Subject Site

Relocate existing access to improve sight lines

Hallam Main Drain Branch

Site Boundary

Narre Warren Railway Station

Interface with less sensitive use

Existing trees (native and exotic)

Good vehicular access

Convenient access to Activity Centre

Pakenham Railway

Noise source to be ameliorated

Retaining Wall

Bus Stop

Encumbered Open Space

Figure 3

Site Opportunities and Constraints

Relocate existing access to improve sight lines

Existing access point
Figure 4  Indicative Site Sections
6 STRATEGIC FRAMEWORK

Plan Melbourne locates the subject site in the Southern Sub-region and Fountain Gate / Narre Warren metropolitan activity centre. Metropolitan activity centres provide a diverse range of jobs, activities and housing for sub-regional catchments.

The Casey Gardens Development Plan (CGDP) proposes a higher density residential development in close proximity (walking and cycling) to more sustainable methods of transport (bus and rail) and an activity centre, that encourages walking rather than car use and thus a more healthy and active lifestyle.

The CGDP will contribute to the diversity of housing in Narre Warren, meeting the needs of the community and improving housing choice by providing a range of housing types suitable for single and two person households.

Figures 5 and 6 illustrate the zoning and overlay controls of the site and surrounding locality. The subject site is within the Residential Growth Zone (RGZ) and the CGDP implements the purposes of the RGZ in the following ways.

- The CGDP facilitates the development of housing at increased densities, including in apartment buildings of four or more storeys.
- The CGDP will provide a variety of housing types, including townhouses and apartments, contributing to the variety of dwellings types within Narre Warren.
- Higher density forms of housing will be provided in a location that offers good access to services, transport and a metropolitan activity centre.
- The adjoining uses of the site, which include two major roads, a railway line and the Hallam Valley floodplain ensure that there is a transition between areas of lower density housing and the CGDP area.
Figure 5  Zoning
Figure 6  Overlays
7 PHYSICAL FRAMEWORK PLAN

The Development Plan Diagram at Figure 7 shows the indicative location of townhouses and apartment buildings, open space and the road network. It responds to the site context and relevant planning considerations including the requirements of Development Plan Overlay Schedule 15.

Casey Gardens will be a high density integrated residential development supported by communal open spaces, easy access to a wide range of community and commercial facilities and to public transport within easy walking distance.

7.1 Key Principles and Design Objectives

The vision for Casey Gardens is to create a high density, sustainable and vibrant residential development that meets the existing and future housing needs of the City of Casey.

Casey Gardens will be a unique development, offering a form of housing including townhouses and apartments which are currently under provided in the outer southeast of Melbourne. The development will provide housing choices to meet the growing demand, in particular for one and two bedroom dwellings in the City of Casey.

The development of the subject site will maximise the benefits of its proximity to public transport and the Fountain Gate Shopping Centre, achieving the objectives of the Fountain Gate-Narre Warren CBD Incorporated Plan (May 2013).

The development will provide a high quality and accessible network of open spaces connected to a central open space adjacent to the main access way within the development for use by all future residents. Casey Gardens will provide a high level of amenity, a walkable neighbourhood with excellent vehicle, bicycle and pedestrian access to and from the site.

The key principles and design objectives guiding the development of the subject site are to:

- implement the State and local planning policies included in the Casey Planning Scheme;
- deliver a transit orientated development that maximises access to and use of public transport and sustainable transport modes;
- provide a high quality, high amenity and high density infill urban residential development that responds to the opportunities and constraints of the CGDP area;
- provide active edges and passive surveillance to key edges and open spaces areas utilising rear loading where appropriate to avoid fences and blank facades to interfaces with the public realm;
- provide a compact urban form that enhances the viability of existing services and facilities in the Fountain Gate-Narre Warren metropolitan activity centre and promotes walking and cycling trips by increasing connectivity and accessibility to and from the subject site via a proposed pedestrian/bicycle bridge link over the Narre Warren drain to Austin Avenue (to be constructed by persons other than the owner or developer of the subject site), Narre Warren railway station and Narre Warren village shopping centre and via a pedestrian path to access Narre-Warren-Cranbourne Road;
reduce noise impacts and low amenity interfaces through massing, built form (including acoustic walls) and landscape treatments;

provide a greater variety of housing choices for single and two person households to meet the current and projected demand;

design a new residential development that has its own sense of identity and uniqueness associated with the nearby activity centres;

create a high amenity urban environment that contributes to a broad mixed-use character for the activity centres;

create substantial areas of quality landscaped open space to meet the passive recreation and leisure needs of future residents;

enhance the Hallam Main Drain branch through sensitive development along the interface of this drain and the control of storm water entering it;

maximise dwelling frontage to open spaces within the CGDP area and external public open space reserves, including the Hallam Main Drain branch, to promote safety and passive surveillance of these spaces;

plan the development to provide easy vehicle, pedestrian and cycling access to all dwellings and open spaces within Casey Gardens and to and from the surrounding area;

incorporate Environmentally Sustainable Design (ESD) features in the design and construction of the new residential development;

ensure that the new residential development is sensitively designed so as not to have a detrimental impact on the amenity of existing surrounding land uses;

plan the development to maximise sustainable infrastructure provision.
8 ACCESS AND MOVEMENT

8.1 Pedestrian and Bicycle Movement

Pedestrian access and connectivity is a key feature of the CGDP. The internal layout of the subject site provides convenient and safe access to all residential areas and open spaces as shown in Figure 7.

Connectivity to and from the subject site will be achieved principally by one main vehicular access/egress point on Fullard Road supplemented by a number of pedestrian and bicycle access/egress points to the west across the Melbourne Water Main Drain via a pedestrian/bicycle bridge to be provided by others and potentially to the east connecting with Narre Warren – Cranbourne Road.

The main central access way is to have a pavement width of 11 metres comprising parking on each side and two travel lanes with appropriate landscaping with feature trees. Footpaths are to be provided generally along both sides of the road as part of the overall landscaping proposal for the subject site. If during the development it is possible to satisfy the visitor car parking requirements in a different way to the satisfaction of the responsible authority, it may be possible to reduce the road width of the main central access way so that car parking is only provided on one side.

The network of paths is designed to encourage walking and cycling within the CGDP area and to and from nearby services and facilities, including the Narre Warren Railway Station and nearby activity centres.

Pedestrian access across the Hallam Main Drain is currently provided by an existing off-road pedestrian bridge at Fullard Road and a pathway on the northern side of the railway line accessed from Narre Warren-Cranbourne Road, to the north of the CGDP area. Subject to a bridge across the Hallam Main Drain being constructed by others in a timely manner, the subject site will also provide connectivity to Austin Avenue. Access to this bridge is provided for by means of the main road link through the subject site and by means of the pedestrian pathway situated along the length of subject site’s western boundary.

8.2 Vehicle Access and Circulation

The current Fullard Road vehicle entry point into the subject site will be removed and a new vehicle entry / exit will be created to the west of the current entry point. Vehicle access will be provided to all dwellings via the road network as shown in Figure 7. Vehicle parking will be provided for each dwelling in accordance with Clause 52.06 of the Scheme. Further visitor parking will be provided throughout the subject site on and adjacent to the internal road network.

The central road is to be maintained in a straight alignment as far as practicable.
9 BUILT FORM AND MASSING

The high density residential development envisaged for Casey Gardens will consist of a mix of two and three storey townhouses and apartment buildings in the order of 4 to 6 stories.

The main urban design principles to guide the development of Casey Gardens are:

- Using a variety of building materials to add a level of visual interest to the development.
- Activating the ground floor frontages of apartment buildings, particularly where they front onto areas of open space, both within and outside the development.
- Maximising solar access to the dwellings by siting dwellings in a north-south orientation.
- Providing a soft-edge distinction between the public and private realm within and on the edges of the development utilising landscape treatments and paths and low height or transparent fences internally and externally other than to sensitive interfaces.
- Designing the layout and the built form of the development to reduce the noise impacts of the railway line and Narre Warren-Cranbourne Road to dwellings.
- Lighting internal access ways and public spaces to improve public safety.
- Incorporating Water Sensitive Urban Design to manage stormwater on the site.

9.5 Building Typology

To contribute to the diversity in the housing stock, the development will provide approximately 70% one and two-bedroom dwellings. The development is to be largely targeted to single and two-person households, which are expected to be a growing household type in the City of Casey.

9.6 Residential Densities

The development will maximise the location advantages of the CGDP area, including its proximity to public transport and shopping centres, by providing a high density residential development. This Development Plan achieves the high density vision for the future development of the subject site as outlined in the Incorporated Plan.
10 OPEN SPACE AND COMMUNITY PLACES

Approximately 18.37% of the subject site (~0.76 hectares) will be provided as open space. A central area of unencumbered open space to the east of the main internal access street comprises approximately 0.38 hectares of the CGDP area. The central location of this open space will ensure that all residents have access to open space within a short walking distance of their dwelling. Smaller parks, landscaped areas and pathways link the different components of the development to the central area of open space.

An area of ~0.34 hectares in the southwest corner of the site which is an encumbered drainage asset will be developed as open space as part of the overall open space network on the subject site. This area provides for stormwater retardation but is expected to hold water only intermittently during periods of high rainfall. During other times of the year it will provide a kick-about space to be used by residents of Casey Gardens. This will be integrated sensitively with the reserve for the Hallam Main Drain branch.

The building envelopes depicted in the Development Plan diagram have been set out to ensure that dwellings face onto open space and landscaped areas provided within the development and to the reserve for the Hallam Main Drain branch to the west. A series of rear loaded townhouses front onto the Hallam Main Drain to maximise the amenity provided by this asset. Apartment buildings have been located to the northern and eastern edges to provide a noise buffer between the main road and the internal areas of the development.

10.1 Landscape

The landscape principles for Casey Gardens are:

- Use of a variety of native and exotic canopy trees, shrubs and grasses throughout the site in appropriate locations.
- Use of a complementary mix of hard and soft landscaping throughout the site for functionality and visual amenity.
- Use of landscaping along the Fullard Road frontage.
- Use landscaping to soften the building bulk, particularly at sensitive interfaces.
- Retain the mature native trees along the frontage to Fullard Road, where possible.
- Provide a landscaping feature at the main entrance from Fullard Road.
- Incorporate quality street furniture throughout the development.
- Design landscaping to ensure that it reflects the established landscaped character of Narre Warren.

Figure 9 includes an indicative list of plant species that may be incorporated into the detailed landscape design.
Figure 9 Landscape Design Intent
11 DEVELOPMENT SEQUENCING

The core staging principles are that:

- The central open space must be provided as part of either stage 1 or 2.
- Pathway connections to the proposed bridge over the Hallam Main Drain (which is to be provided by others) must be provided as soon as the construction of the bridge has been completed.
- Drainage facilities may need to be provided early depending on the engineering requirements for the subject site.
12 DEFINITIONS

**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 officer**
means the Chief Executive Officer and staff of Council appointed by the Chief Executive Officer

13 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, a minor update to legislation which does not have a material impact.

Any change or update which materially alters this document must be by resolution of Council.