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Introduction

The City of Casey’s population (281,000 in June 2014) is projected to grow to 459,000 by 2036. It is the 8th fastest-growing municipality in Australia and the 3rd fastest-growing in Victoria behind Wyndham and Whittlesea.

The Centre Road, Narre Warren Site (Figure 1) is one of the largest in-fill development sites within the south-east of Melbourne. The subject site is within the Fountain Gate-Narre Warren-CBD and is now in a Residential Growth Zone (RGZ). Its development is expected to yield at least 700 new dwellings.

The Centre Road Development Plan has been prepared by Council in conjunction with landowners and external consultants. The Development Plan applies to 24.3 hectares of land at 96-166 Centre Road, Narre Warren and 9S Deblin Drive, Narre Warren.

The detailed design and development of the four neighbourhoods identified under the Development Plan will be assessed through a subdivision master planning process.

This development plan responds to the requirements of Schedule 15 of the Development Plan Overlay (DPO15) under Clause 43.04 of the Casey Planning Scheme.

Figure 1: Aerial - Subject Site
1 Site Context

1.1 Site Features

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

The Centre Road, Narre Warren site is a large parcel of residential zoned land located at 96-166 Centre Road, Narre Warren and 9S Deblin Drive, Narre Warren. At its north east corner, the site is less than 300m from the Narre Warren Railway Station and Narre Warren Village. It is within the Fountain Gate-Narre Warren CBD.

The whole of the site is in a Residential Growth Zone (RGZ) where higher densities and a diversity of housing are encouraged.

In total, the site has coverage of 24.3 hectares. It is an irregular rectangular shape, with a 1.28 kilometres frontage to Centre Road and east and west boundaries of 220 meters and 187 meters respectively. The land is more particularly described as Lot 1 on Title Plan 59718F and Lot BB on Plan of Subdivision 406052T.

The site is largely flat - varying between 15.3-15.8 (AHD). The southern (approximately) half of the site is covered by the Land Subject to Inundation Overlay. The applicable flood level is 16.15M AHD. The eastern half of the site has been filled to or to well above the flood level. Melbourne Water advises that the site can be developed but requires a minimum fill level to a minimum of 16.8M AHD on the east side rising to 17M AHD on the west side.

The site comprises open paddocks in the western half of the site with areas of scattered trees, dense vegetation and stockpiles (1.5m and 2.5m high) of soil and rubbish in the eastern half of the site, with the most eastern part currently used as Daisies Garden Supplies. The land was previously in an industrial zone but has never been used for industrial purposes. There are no buildings on the land. The potential for contamination will necessitate assessment in accordance with the requirements of the Environment Audit Overlay (EAO).

Centre Road is a gravel track in front of the site with limited public access – there is a gate at its east end in the front of the site and the bridge at Troups Creek on the west side is closed.

A Melbourne Water open drainage channel runs along the frontage between the Centre Road track and the southern boundary of the land. Two sewerage easements and an open channel run in a north-south direction through the site. The sewerage easements are in favour of South East Water.
**Site Context**

**Boundaries & Adjacent Uses**

The site has the following boundaries:

- The northern boundary is defined by the Palatine railway line. With light industrial and residential buildings adjoining the northern side of the railway line.
- The southern boundary is defined by Centre Road, which is unsealed. Open paddocks and Hallam Main drainage channel exist further south of Centre Road.
- The eastern boundary is defined by Dennes Gardens Supplies, existing light industrial warehouses and existing residential dwellings further to the east. Nepean Werribee Train Station is approx. 400m to the east of the site.
- The western boundary is defined by Troops Creek, which is a main drainage channel that runs into Hallam Main Drain.

**Site Conditions**

- The site contains dense vegetation throughout the eastern portion of the site. Open paddocks are the dominant feature in the west. There are scattered soil slope failures located centrally in the site.
- There are currently no structures or dwellings onsite.
- There are 3 existing easements that traverse the site. Existing service infrastructure is located within these easements.
- There are several internal open drainage channels located throughout the site. Existing Melbourne Water drain is located within Centre Road reserve with the main Troops Creek alignment on the western boundary.
- The site is predominantly flat, with gradients towards the existing onsite drainage channels. Existing low point located at the south-west corner of the site.
- The site has 3 access points off Centre Road. There is an existing closed bridge which provides access over Troops Creek.
- Ordnance survey identified various servicing infrastructure that is located within the site.

**Figure 2: Site Context**
2 Local Context

Adjoining land uses include Daisies Garden Supplies adjoining to the east which is also the RGZ, the Hallam Valley Floodplain (Possible Future Parklands) to the south, the electricity transmission easement, Troups Creek and industrial land to the west and the Pakenham Railway to the north.

The site has easy access to the wide range of services and facilities available within the Fountain Gate –Narre Warren Metropolitan Activity Centre.

The site is 204m from the intersection of Centre and Shrives Road. Shrives Road provides direct access to Narre Warren Village and the Railway Station. Routes 834, 835, 841, and 895 buses at the intersection of Centre and Shrives Road provide direct connections to the CBD. Shrives Road also provides direct access to the Princes Highway and Monash Freeway.

3 Service and Infrastructure

Being an infill site, all services are available for extension to service the development. The authority assets are within or in close proximity to the eastern site boundary along Centre Road.

4 Site Constraints and Opportunities

4.1 Ecology

A Flora and Fauna Assessment (FFA) was prepared by Brett Lane and Associates in August 2014. The study area for the assessment includes the adjoining road reserve in Centre Road to assess its ecological values and the potential impacts on the drain within the road reserve.

The FFA found that the study area comprised a previously cleared and reformed landscape which had subsequently been recolonised by indigenous and non-indigenous vegetation. One area of native vegetation which appeared to be remnant occurred in the eastern part of the study area. Indigenous vegetation mostly occurred within formed drainage channels and other seasonally inundated areas.

Biodiversity values recorded within the study area include:

» 5.084 hectares (1.57 habitat hectares) of native vegetation comprising mostly secondary Swamp Scrub (EVC 53) and Swampy Riparian Woodland;

» One scattered gum; and

» Southern toadlet (heard calling).

The reserve adjacent to the site contains the presence of Dwarf Galaxias and Swamp Scrub vegetation.

Weed species were also recorded including gorse, angled onion, blackberry and flax leaf broom, hawthorn, pattersons curse, cape broom and boneseed.

The presence of the habitat for Dwarf Galaxias in the Melbourne Water open drainage channel beside Centre Road and in the waterways within the site needs to be addressed.
The linear reserve proposed along the southern boundary is designed to provide a protection buffer between the site and the drainage channel where they are located. The cross-section for the Centre Road Interface contained in the Indicative Site Sections (Figure 4) would be treated in a swale before irrigating the swamp scrub and entering into the Centre Road drain. This would be subject to the results of an EPBC referral for assessment of the likely impacts on the Dwarf Galaxies and any River Swamp Wallaby-grass found in the area.

Any native vegetation to be removed will require a permit pursuant to Clause 52.17 of the Casey Planning Scheme. Referral to DEPI will be required as will offsets for any loss of native vegetation.

4.2 Cultural Heritage

A Cultural Heritage Management Plan (CHMP) has been prepared for the site. The plan concludes that:

- The area has been so utterly transformed during historical times that it is unlikely to retain archaeological materials in intact deposits; and

- In pre-European times the underlying landforms are unlikely to have provided the types of places where the local Aboriginal groups would have camped for any length of time and in so doing generate sufficient archaeological material to be found during a Complex Assessment.

The findings of the Desktop Assessment indicate that it is highly unlikely that Aboriginal cultural heritage material will be encountered and that the site can be adequately managed via the recommendations and contingencies included in the CHMP.

4.3 Drainage

The site will need to be filled to 16.8M AHD on the western side of the site rising to 17M AHD on the eastern side of the site. A Stormwater Management Plan (SWMP) will be prepared for approval by Melbourne Water and the City of Casey. Water sensitive urban design will be addressed in the SWMP.
Figure 3: Site Constraints
Figure 4: Indicative Site Sections
5 Strategic Framework

5.1 State Planning Policy Framework (SPPF)

Plan Melbourne identifies the City of Casey within the Southern Sub-Region in which Fountain Gate-Narre Warren is nominated as a Metropolitan Activity Centre.

The development plan aligns with key strategic directions of the SPPF such as locating new housing close to activity centres; subdivision that creates attractive, liveable, walkable, cyclable, diverse and sustainable neighbourhoods; provision of range of housing types to meet increasingly diverse needs; incorporation of water-sensitive urban design; managing impacts of flooding; protecting Victoria’s high value biodiversity; using a range of building and urban design; protecting water quality; and management of water resources.

5.2 Local Planning Policy Framework (LPPF)

The Development Plan is also in line with the six thematic strategic directions identified within the Municipal Strategic Statement (MSS).

The MSS emphasise the importance of reducing car dependency and improving accessibility to services available in the Fountain Gate-Narre Warren CBD. Higher residential densities and a range of housing choice are sought within and adjoining the CBD.

5.3 Fountain Gate-Narre Warren CBD Incorporated Plan (2013)

The site is identified as Precinct J of the Incorporated Plan, which is nominated as Residential – High Density (Centre Road Area). The Hallam Valley Flood Plain to the south is nominated as an Existing and proposed open space corridor.

6 Planning Controls

Figure 5 and 6 illustrates the zoning and overlays of the site and surrounding locality. The land is within the Residential Growth Zone (RGZ). The subject site is also affected by the Development Plan Overlay Schedule 15, Environmental Audit Overlay and Land Subject to Inundation Overlay.
Figure 5: Zoning

Figure 6: Overlays
7  Physical Framework Plan

The Centre Road Development Plan is set out in Figure 7. It responds to the site analysis and relevant planning considerations including the requirements of the Schedule to Clause 43.04 of the Casey Planning Scheme.

7.1  Key Principles & Design Outcomes

» Design a high amenity residential estate with the density and scale of new residential development, without unreasonable building massing or any adverse traffic impact on the adjoining local road network.

» A subdivision that creates attractive, liveable, walkable, cyclable, diverse and sustainable neighbourhoods with a sense of place.

» Provide a range of housing types to meet increasingly diverse needs; they include detached dwellings, row housing, townhouses and apartments in the longer term. The Development Plan details that the site will contain four precincts. Each precinct will have a set density ranging from 25 to 40 plus dwellings per hectare. The precincts will be linked with one another and with the land to east increasing in density as the development gets closer to Narre Warren Village and the Railway Station.

» Innovative housing is to be encouraged

» Well thought through interface with the Hallam Valley Floodplain to provide flood mitigation and water sensitive urban design.

» Well thought through interface along rail line.

» Protection of the endangered fish Dwarf Galaxias with the inclusion of a linear reserve along the southern boundary. This linear link will also include a shared pathway along the entire southern boundary to enhance pedestrian and bicycle accessibility.

» Open space is to be provided either in a central location or distributed equitably within the precincts.
Figure 7: Centre Road Development Plan
8 Access and Movement

8.1 Pedestrian and Bicycle Movement

A shared pathway would be developed along the entire southern boundary to promote pedestrian and bicycle accessibility to and from and within the site.

The shared path will be easily accessed from any point of the subdivision. It will promote physical activity and encourage residents to walk or cycle to the railway station, the bus services available at the intersection of Centre and Shrives Roads, Narre Warren Village and the wider CBD.

Pedestrian/bicycle connections will also be provided between each Neighbourhood and with the adjoining land to the east, which is also in the RGZ.

8.2 Vehicle Access and Circulation

Vehicle access points from Centre Road would be minimised to maximise the amenity of the shared pathway. No vehicle access would be provided from the western half of Centre Road to protect the Dwarf Galaxias that are present in the Melbourne Water open drainage channel.

A road connection is shown between the site and the adjoining land to the east. Additional potential pedestrian links are also shown between each neighbourhood.

Centre Road will be upgraded from a gravel road to a sealed carriageway between the end of the existing sealed section and the last proposed point of vehicle access between Centre Road and the site. The existing road closure at the bridge over Troups Creek will remain in place. The newly sealed section of Centre Road will be designed as a Connector Street and will accommodate bus access, featuring two 3.5m wide traffic lanes.

Internal roads will be designed to suit the road hierarchy. This will include:

» Connector streets to move traffic efficiently to Centre Road and facilitate a possible future bus route, with parking bays separated from traffic lanes;

» Access streets to facilitate local residential access with reduced speeds and volumes, with parking provided within the road carriageway; and

» Access laneways to facilitate rear access to garages.

The intersection of Centre and Shrives Road will require upgrading to support the additional traffic generated by the subdivision. A staging plan will be prepared that identifies the works required and at what stage of development. Any upgrade works are subject to VicRoads/Council approval and agreement with other relevant stakeholders.
9 Built Form and Massing

9.1 Building Typology

The Housing Typology Plan (Figure 8) nominates the housing types envisaged to achieve the minimum housing densities for each neighbourhood. This ranges from apartments, townhouses, row housing and detached homes – some with direct car access and some with rear laneway vehicle access. Dual fronted and laneway loaded lots would be provided along the southern boundary to take advantage of the amenity provided by the Hallam Valley Floodplain and to provide an appropriate interface with this important non-urban break and the shared pathway.

The street fronted lots adjacent to the northern boundary would have rear north facing private open space with a rear acoustic fence in accordance with Vic Track requirements.

9.2 Residential Densities

The site is divided into 4 discrete Neighbourhoods that will be developed at the following densities:

N1  40+ dwellings/hectare, 1-5 storeys
N2  35+ dwellings/hectare, 1-3 storeys (to include some 4 storey product)
N3  30+ dwellings/hectare, 1-3 storeys
N4  25+ dwellings/hectare – 1-2 storeys (the southern interface has the potential for 3 storeys)

An overall yield of 700 dwellings is anticipated (more if the opportunities for increased densities in the eastern section are realised over time).

9.3 Non-Residential Land Use

Whilst the site is centrally located, it is nevertheless isolated from the surrounding urban context due to the barriers created by the railway line, Troups Creek and the Hallam Valley Floodplain. Limited non-residential uses and facilities are therefore envisaged. Commercial uses might include a Medical Centre, a Convenience Store, a Café and a Child Care Centre and these are likely to be located in Neighbourhood 1 where the highest densities will be achieved.
Figure 8: Housing Typology Plan – Indicative Only
9.4 Landscape

The key public realm element of the proposal is the shared pathway along the entire southern boundary of the land. Its functions are several fold: to enhance pedestrian and bicycle accessibility, as an appropriate interface with the Hallam Valley Floodplain and as a response to managing the presence of the Dwarf Galaxias in Centre Road. It also has the potential to link into a wider regional shared pathway that may develop in the future. The development should also include entrance features at entry points to the site.

The Landscape Design Intent (Figure 9) provides further examples of how the public realm could be designed and developed.
10 Further Planning Requirements

10.1 Subdivision Master Plan

A permit must not be granted to use or subdivide land, construct a building or construct or carry out works until a Subdivision Master Plan has been prepared to the satisfaction of the responsible authority for each stage/neighbourhood outlined in Figure 7 of this Plan.

Sequencing of the development would begin in Neighbourhood 3 and ending with Neighbourhood 1.

The Subdivision Master Plan must be generally in accordance with the Centre Road Development Plan and must include the following:

» Indicate layout of lots, including any ‘super’ lots.
» Pedestrian/cycle and vehicle connections and car parking areas.
» Urban design guidelines, including guidelines addressing any sensitive interfaces.
» A range of housing typologies
» Identification of any upgrade of drainage and transport infrastructure required by the development
» A Green Travel Plan that promotes sustainable transport outcomes.
» Landscape and water sensitive urban design principles.
» Protection of key habitat areas of the Dwarf Galaxias and/or including the protection of any significant vegetation.
» A statement on how the overall development meets Ecological Sustainable Design principles.
» Any location of non-residential uses.

11 Infrastructure Requirements

Any permit issued allowing subdivision which creates any additional lots must include a condition that requires the owner of the land to enter into an agreement with the responsible authority under Section 173 of the Planning and Environment Act to provide contributions for community and active open space infrastructure.

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, 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.