

Lysterfield South Development Plan

Adopted by Council
on 29 June 1999

Re-adopted by Council
on 7 September 1999

ADOPTED BY CASEY CITY COUNCIL ON 7 SEPTEMBER 1999
AS AN APPROVED DEVELOPMENT PLAN UNDER
CLAUSE 43 OF THE CASEY PLANNING SCHEME
SIGNED:

JACQUI HOUGUET, MANAGER PLANNING

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Responsible Department – Strategic Development

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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.

About this Local Structure Plan

This Development Plan (DP) is an adopted policy of the City of Casey and approved under Clause 43 Development Plan Overlay 10 (DPO10) of the Casey Planning Scheme. Council must take the DP into account when assessing planning applications for the use, development and subdivision of land within the area.

While it is not a prescriptive document, land use, development and subdivision should generally accord with this DP. Council may consider a range of development options that vary from the DP but which achieve the desired vision and design criteria for the area.

This DP is complementary to two other main documents that aim to guide the proper development of the land:

- VicCode 1; and,
- The Lysterfield South Development Contributions Plan.

Any application for subdivision in the DP area must be accompanied by a range of information, and follow the **Subdivision Approvals Process** set out in later sections of this DP.

Introduction

The DP covers an area of 25.3 hectares and is bound by Hallam North Road to the east, Lysterfield Lake Park to the north, the existing Churchill Park Estate to the west and the rear of lots that front Churchill Park Drive to the South.

The estimated development capacity of the DP is approximately 73 dwellings or a population of approximately 220 people (based on three people per household).

The purpose of the DP is to provide guidelines to coordinate the actions of separate developers and public authorities in order to achieve integrated and appropriate residential subdivision and development. It will further serve to provide a vision for the Lysterfield South area and to satisfy the requirements of the Government's South Eastern Growth Area Plan and Council's Municipal Strategic Statement. The DP is the result of a consultative approach involving input from Local Government, Government agencies, land owners and consultants.

The DP includes:

- a vision for the future of the area;
- a concept plan for the development of the area;
- design principles and elements to achieve the concept envisaged; and,
- a subdivision approvals process.

Vision

To create opportunities for a high quality suburban life style on large blocks, that provides a sense of place and community, enhances the natural environment, as well as accessibility to all urban services.

Concept Plan

The overall DP concept is to produce a high quality residential area which offers a range of lot sizes and housing types and maximises the opportunities provided by the topography. The aim is to create a suburban environment that is both complementary to the larger urban area, Lysterfield Lake Park and is distinctive in character, achieving the highest level of design features at a national level.

The Concept Plan for the development of the DP is attached as Appendix A.

The main elements of the overall concept plan are:

- a variety of lot sizes, dwelling types, with public spaces being fronted by houses;
- opportunity for community focal points which will enhance neighbourhood character and identity;
- buffers of native vegetation that compliment and enhance the rural character of the area; and,
- a well identified landscaping theme in all streets and public open spaces.

The plan is not prescriptive. The location of roads and open space etc. are indicative only. The development of each parcel of land will be assessed on its merits, having regard to the overall development concept and the design principles.

Design Principles and Elements

The purpose of these design principles is to provide guidance for the development and use of land in the LSP area. They are aimed at achieving the overall development concept envisaged. If it can be shown that alternative design approaches can also achieve the vision for the area, those will be considered on their merits.

The design elements relate to essential facilities for the area that must be included in any development proposal (highlighted in **Bold**) However, submissions may be made if better alternatives can be provided.

Overall principles

- The design of subdivisions must generally accord with VicCode 1.
- The subdivision must meet the highest design levels within a national context and evidence to this effect must be submitted with development proposals.
- The design of subdivisions/residential development must be integrated with Lysterfield Lake Park.
- Any development must be designed in a way that is sensitive to the topography and native vegetation.
- **Lower density residential developments must locate on Hallam North Road and the boundary to Lysterfield Lake.**

Housing

- **Residential developments must include a variety of lot sizes** to facilitate a range of dwelling types that are able to accommodate future needs of residents.
- Housing is to front public spaces including main roads, parks and linear open space.
- **The density of housing must reflect the low-density residential character of the area.**

Traffic

- Roads must be designed to safely accommodate the estimated traffic volumes.
- **A central 'spine' through the development that incorporates the extension of Churchill Park Drive to Hallam North Road.**
- The road layout must reflect the Concept Plan, unless a traffic study justifies an alternative layout.
- A landscape theme for roads must be included and roads need to be able to facilitate linear pedestrian/bike links between major destinations.
- Any subdivision must be designed (both in terms of layout and density) to accommodate potential bus routes, based on advice from the Public Transport Corporation and local bus companies.
- Houses are to front the main road network. A variety of design options may be used to achieve this principle.
- Any subdivision must be based on a safety audit and must include any traffic management measures recommended by that safety audit.

Recreation

- Open space must be provided generally in accordance with the Concept Plan.
- **An open space feature incorporated into the central ‘spine’**
- The size of the open space must be in the order of 1.1 hectares.
- **The provision of open space must equate to 5% of the land being developed. Where the contribution is provided as a cash in lieu payment, the cash contribution must be equivalent in value in real terms to land foregone.**
- All open space must be appropriately landscaped.

Landscaping

- A landscaping theme and development concept must be established for the open space and public land (road reserves, vegetation linkages).
- **Landscape buffers 2 metres in width of planted indigenous vegetation of local provenance must be planted to provide buffers to Lysterfield Park and the row of existing lots fronting Churchill Park Drive.**
- **Significant landscaping on public land using indigenous vegetation of Local provenance.**

Any permit issued for subdivision must require the owner to conform to the above landscape requirements before Casey City Council issuing a statement of compliance.

Hydraulic and reticulated services

All new development must be connected to all urban services.

Staging

Development can be staged based on the following principles:

- adequate infrastructure must be provided commensurate with development proposed, eg. any new residential development must have sealed access to sealed arterial road network;
- temporary access points are not used for development that is additional to that envisaged at the time the temporary access is approved.

Provision of development and community infrastructure

All residential development must provide a contribution towards the provision of development and community infrastructure in accordance with the Lysterfield South Development Contributions Plan.

Subdivision Approvals Process

Prior to an application for subdivision of the land being considered by Council, the proponent must prepare a design principles plan to the satisfaction of Council. Such a plan must be accompanied by a comprehensive site analysis plan.

Any application lodged for the use, development or subdivision of land within the DP must be accompanied by all of the following:

- An approved design principles plan prepared to the satisfaction of Council.
- A comprehensive site analysis, including an assessment of native vegetation.
- An assessment of the proposal against the vision, concept plan, design principles/elements and other provisions of the DP.
- An assessment of the proposal against VicCode 1.
- An assessment for aboriginal significance and details of measures designed to appropriately protect identified values.
- Details about the provision of infrastructure.
- Evidence that the subdivision meets the highest quality design standards within a national context.
- A safety audit and details of any traffic management measures recommended by that safety audit.
- A drainage strategy plan developed by a qualified person. The plan should show water quality treatment facilities, overland flow paths and demonstrate that opportunities for water quality improvement, infiltration, retardation and minimisation of runoff have been maximised.

Appendix A: Concept Plan for the Lysterfield South Development Plan

