

Maramba Development Plan

Document Control

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Responsible Department – Strategic Development

Adopted 16 April 2013

Electronic reference library version 3.2

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 any 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.

Table of Contents

1.	Introduction and Context	4
1.1.	Previous Planning Policy	4
2.	Strategic Objectives	4
2.1.	Residential Subdivision and Design	4
2.2.	Local Road Network	4
2.3.	Walkable Neighbourhoods	4
3.	Ernst Wanke Road Neighbourhood Activity Area	4
4.	Paddys Lane Connection	4
5.	Development Plan Design Guidelines	5

1. Introduction and Context

The Maramba Development Plan was previously prepared as a strategic plan for the area generally bound by Ernst Wanke Road, the Monash freeway and Narre Warren South Road, Narre Warren.

Most of this area has now been developed as envisaged by earlier versions of this Development Plan, however, three sites remain undeveloped, being:

- 38S London Crescent, Narre Warren (in part marked “Development Plan Area” on the Development Plan map, page 6);
- 54S London Crescent, Narre Warren located on the south western corner of Narre Warren North Road and Ernst Wanke Roads; and
- 2S Paddys Lane, Narre Warren North located north west Ernst Wanke Road and south of Heatherdale Road and Paddys Lane. Note this area is not shown on the plan on page 6.

1.1. Previous Planning Policy

Policy direction has previously been provided for the Maramba area under ‘Cell B Plan’, which was initially adopted by the City of Berwick on 21 June 1994. The Development Plan supersedes earlier versions of the Maramba Development Plan and the Cell B Plan.

2. Strategic Objectives

2.1. Residential Subdivision and Design

Subdivision design must ensure housing fronts all public open space and trunk collector roads.

2.2. Local Road Network

All roads must be designed in accordance with the City of Casey’s Standard Drawings and the Growth Area’s Authority Engineering Design and Construction Manual for Subdivision in the Growth Areas (2011).

2.3. Walkable Neighbourhoods

Subdivision design should seek to create pedestrian friendly, walkable neighbourhoods by providing links between as well as court heads. Reserve to enhance pedestrian accessibility to key destinations such as public open space, activity areas, community places and public transport.

3. Ernst Wanke Road Neighbourhood Activities Area

This is proposed to be a medium level Neighbourhood Activities Area comprising a range of specialist retail goods and services with a full line supermarket. It is to be located on the south western corner of the intersection of Narre Warren North Road and Ernst Wanke Road.

Development of the activities area should be generally in accordance with the City of Casey’s *Activities Areas and Non-Residential Uses Strategy* (2012) and specifically the Planning Principles and Design and Amenity Principles.

4. Paddys Lane Connection

Any use and development of the land at 2S Paddys Lane, Narre Warren North must ensure appropriate vehicle connection of Glenwood Road from Heatherdale Road/ Paddys Lane to Ernst Wanke Road.

5. Development Plan Design Guidelines

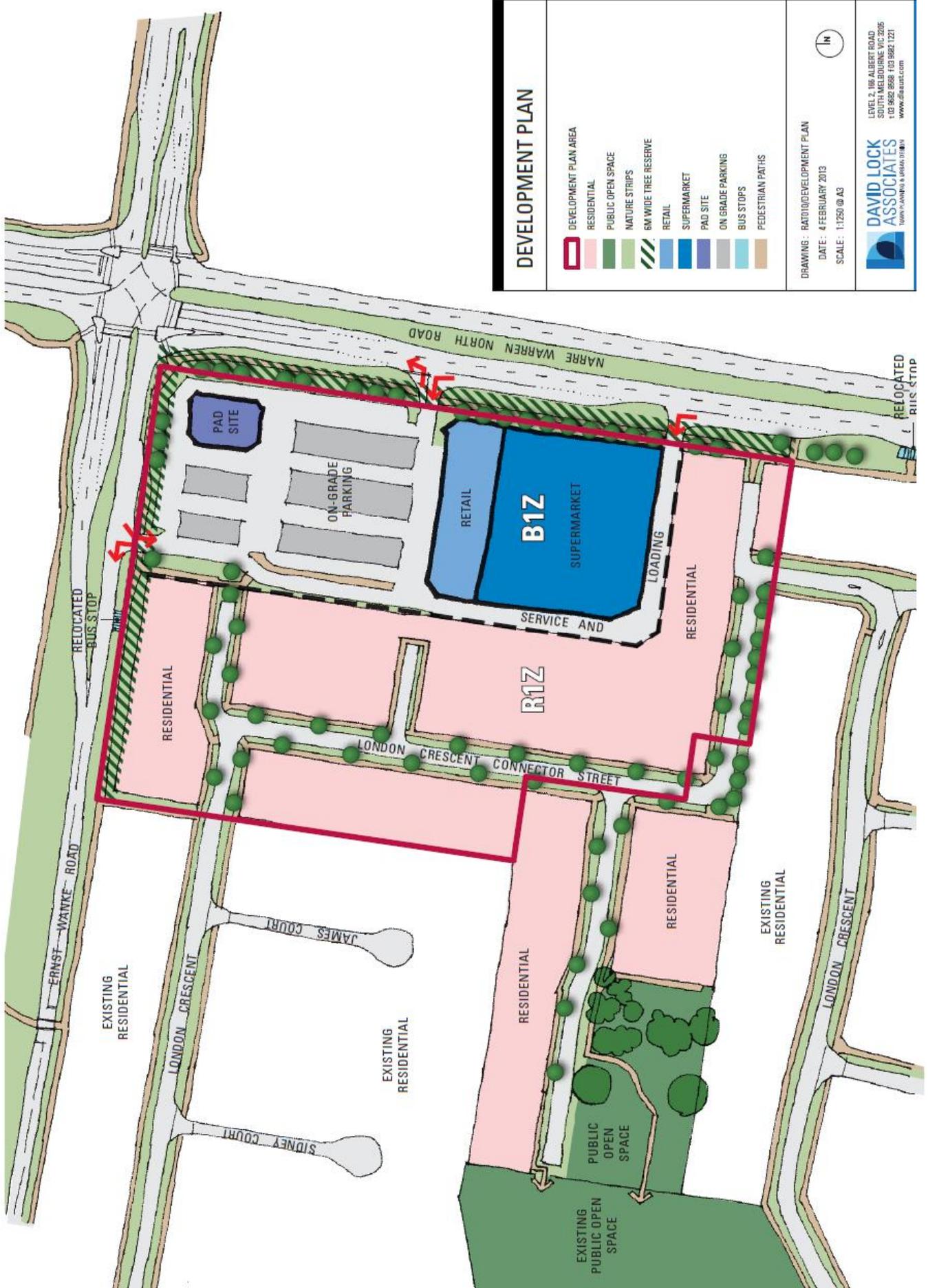
The Design Guidelines apply to No's 38S and 54S London Crescent, Narre Warren. The development of the land shall be carried out in accordance with these guidelines, as follows:

Building Design Guidelines

- A building constructed no closer than 3 metres from the front property boundary.
- A dwelling constructed no closer than 3 metres from the rear property boundary where it shares a common boundary to an existing lot/ dwelling.
- Except for those lots with a side-age to the 7 metre wide laneway (where buildings can be built to the boundary); and lots 8, 13 and 18 (where buildings can be constructed no closer than 3 metres from their public road side boundary); all other corner lots shall have a minimum side setback from a public road of 2 metres.
- To reduce dominance of garages to the streetscape:
 - Except for those opening to laneways, garages (measured at the door opening) to occupy no more than 40% of the width of the lot frontage.
 - A garage constructed no closer to the frontage of the lot than the dwelling or 5.5m, whichever distance is the greater; and that such a garage is setback behind the principal façade of any dwelling constructed on the lot a minimum of 0.5metres.
- Front fencing no more than 1.2 metres in height constructed of permeable materials (defined as more than 25% translucent).
- High, solid fencing (defined as less than 25% translucent and more than 1.2 metres in height) may be provided along the secondary street frontage boundary on a corner lot provided it does not exceed 40% of the length of the boundary. Dwelling(s) constructed on these lots are to also have windows along these elevations to appropriately address the public realm.
- All building facades of the Neighbourhood Activities Areas shall be designed to present visually as active, articulated building facades.

Subdivision Layout Guidelines

- Provide at least 75% of lots less than 450sqm in size to create a diversity of lot sizes that responds to the needs of a range of households and income groups.
- Maximise the number of lots with orientation to existing and proposed public open space.
- Provide an internal road layout that connects the two arms of London Crescent.
- Ensure that the site layout provides pedestrian connectivity to the adjacent activities area as well as existing and proposed public open space.
- Discourage new residential vehicle access points to main roads.
- Ensure that the amenity of residents is not unreasonably impacted by the adjacent Neighbourhood Activities Centre by:
 - Minimising the number of lots with abuttal to the activities area
 - Configuring the lots to ensure they do not face the activities area
 - Providing appropriate noise reduction measures at the shared boundary; and
 - Minimising the visual bulk of the activities area at the residential interface



This plan applies to 38S London Crescent, Narre Warren and 54S London Crescent, Narre Warren

Document Control

Date	Approving Authority	
4 September 2003	City of Casey	Development Plan Exhibited
6 April 2004`	City of Casey	Development Plan revised and supported in principles after exhibition of C63 to the Casey Planning Scheme.
5 July 2005	City of Casey	Development Plan adopted.
13 September 2005	City of Casey	Development Plan amended to remove service station site at 2S Paddys Lane, Narre Warren North, change collector road link (Glenwood Road) to a shared path link.
7 February 2006	City of Casey	Development Plan to reinstate service station site at number 2S Paddys Lane, Narre Warren North and reinstate collector road link (Glenwood Road).
14 November 2006	City of Casey	Development Plan amended to remove service station at 2S Paddys Lanes, Narre Warren North and show land at 155-171 Narre Warren North Road as residential.
24 March 2009	City of Casey	Amended to reflect changes associated with Amendment C99, remove out of date information and comply with privacy legislation.
16 April 2013	City of Casey	Development Plan amended to remove land from the study area which has been developed in accordance with earlier versions of the Development Plan, remove the requirement to achieve an average lot size of 600m ² , remove the Activity Centre Framework Plan in accordance with the City of Casey <i>Activities Areas and Non-Residential Uses Strategy</i> (2012) to allow a full line supermarket and speciality shops.



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