



Narre Warren South (Part A) Development Plan

Version 2.1

This Development Plan was approved by the City of Casey on 24 March 2009 as the approved Development Plan for the affected land under Clause 43.04 (Schedule 1) of the Casey Planning Scheme

Document Control

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Responsible Department – Strategic Development

This version includes all amendments to 24 March 2009

Electronic reference library version 2.1

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.

Previous Revisions

12 August 1999	Report for exhibition - Central West Development Plan
30 January 2001	Report for adoption - Narre Warren South (Part A) Development Plan
12 June 2001	Report for adoption -Narre Warren South (Part A) Development Plan
22 January 2002	Report for exhibition
25 June 2002	Report for adoption - Narre Warren South (Part A) Development Plan Deviation of Glasscocks Road, new park and collector road
3 October 2003	Amended to incorporate City of Casey Arterial Roads Tree Strategy recommendations
7 March 2006	Amended to incorporate land on the corner of Narre Warren-Cranbourne and Pound Roads within a P12 school site and reference to the Master Plan
24 March 2009	Amended by Council to reflect changes associated with Amendment C99, remove out of date information and comply with privacy legislation

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1.0 Context

1.1 Statutory Context

The Narre Warren South (Part A) Development Plan was prepared as a Development Plan under Schedule 1 of Clause 43.04 of the Casey Planning Scheme.

The objectives of this Development Plan only apply to the area of the Narre Warren South (Part A) Development Plan still covered by the Development Plan Overlay in the Casey Planning Scheme.

1.2 Physical Context

The Narre Warren South (Part A) Development Plan applies the area bounded by Centre Road to the north, Narre Warren - Cranbourne Road to the east, the proposed Glasscocks Road to the south and the transmission line easement to the west.

2.0 Aims & Objectives

2.1 Aims

The fundamental aims of the Development Plan are to create a suburban environment that:

- Offers a range of housing and lifestyle opportunities;
- Provides for safe living;
- Creates a distinctive sense of community and place;
- Sensitively integrates natural physical features into the built environment;
- Preserves and protects significant flora and fauna; and,
- Incorporates key principles of urban design.

2.2 Objectives

The particular objectives for the Development Plan area are:

Residential Areas

- To retain the low-density character of the residential area situated on the north-east side of Pound Road. This area offers an alternative residential living environment and creates a visible 'urban break' between the Narre Warren South and Narre Warren areas.
- To protect the amenity of existing and future residential areas by providing sufficient buffers to:
 - the high voltage transmission line easement, located along the western boundary of the Development Plan area; and,
 - the major arterial roads.

Community

- To enhance the sense of local community and identity by providing a number of focal points including a P12 school, located on the corner of Narre Warren - Cranbourne Road and Pound Road.
- To encourage the development of community activity nodes around key community focal points.

Roads and Transport

- To provide a hierarchical road network that is legible to its users and which maximises direct access opportunities to key destinations, in particular identified community focal points.

Natural and Cultural Heritage

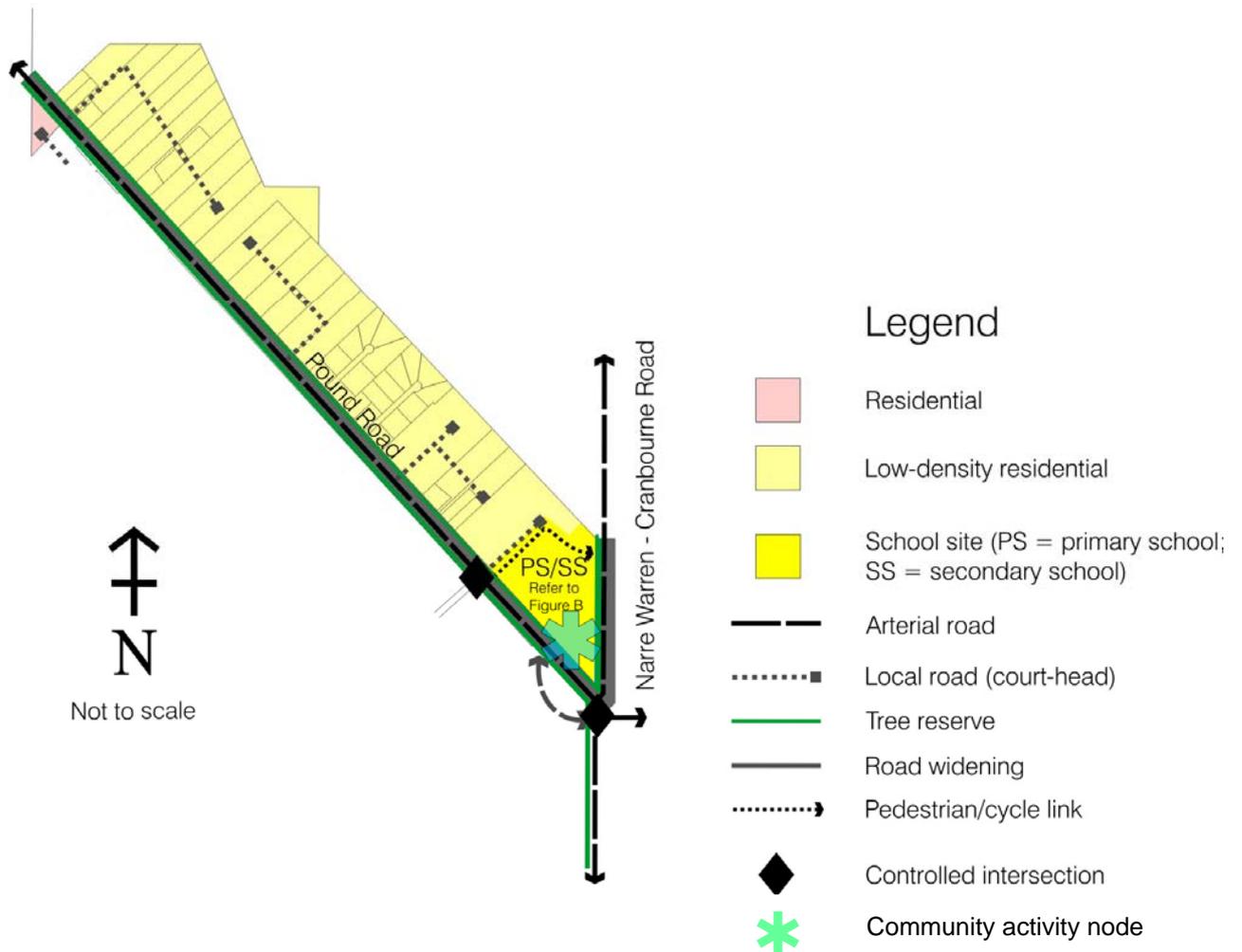
- To protect vegetation of identified significance.

3.0 Physical Framework Plan

Figure A is the Physical Framework Plan for the Development Plan area. The Plan provides a framework that represents:

- the indicative location of key activities and infrastructure;
- desired relationships between key planning elements; and,
- the linking of elements across title boundaries.

FIGURE A: PHYSICAL FRAMEWORK PLAN



4.0 Residential Areas

4.1 General Planning and Design Principles

4.1.1 Provide quality and choice in housing opportunities for both current and future communities by providing for:

- Diversity in allotment sizes; and,
- One on-street parking space per residential allotment.

4.1.2 Building envelopes should be applied to residential allotments, where appropriate, to minimize the impact of development upon significant vegetation.

4.1.3 Appropriate landscaped buffers (in the form of a tree reserve, service road, or other public open space) should be provided between the interface of residential areas and:

- arterial roads;
- transmission line easements; and,
- environmentally sensitive or significant areas.

4.2 Specific Planning and Design Principles

4.2.1 Land identified as low-density residential may be subdivided into individual residential allotments of no less than 4,000m² (0.4 ha) in area. Subdivision must be in accordance with Clause 32.03 Low Density Residential Zone of the Casey Planning Scheme.

5.0 Public Open Space

5.1 General Principles

5.1.1 No sites have been designated for the provision of public open space in the remaining are of the DPO. The public open space provision should be satisfied by a monetary contribution (as specified in the planning scheme) towards open space provision in the area.

5.1.2 All tree reserves, nature strips and pedestrian/cycle links should be landscaped by the applicant/developer in accordance with a landscaping plan approved by the City of Casey.

6.0 Roads and Transport

6.1 General Planning and Design Principles

- 6.1.1 All local roads and pedestrian/cycle paths must be designed in accordance with Casey's Standard Drawings except where differently specified in this Development Plan.
- 6.1.2 Pedestrian/cycle paths should be provided in accordance with the principles of any adopted guidelines of the State Government and any adopted open space and/or strategies of the City of Casey.
- 6.1.3 All new school proposals require the submission of a traffic management plan which identifies how all transport and carparking issues are to be resolved to the satisfaction of the responsible authority.

6.2 Specific Planning and Design Principles

Arterial Roads

- 6.2.1 The arterial road network comprises the following key elements:

Pound Road

Ultimate 4-lane divided arterial road connecting the South Gippsland Highway, Shrives Road and Narre Warren - Cranbourne Road. At the intersection of Pound Road and Seebeck Drive access is proposed to the school site and residential lots via a signalised intersection.

Narre Warren - Cranbourne Road

Ultimate allowance as a 6-lane divided arterial road connecting the Princes and South Gippsland Highways. Also a major north-south arterial road linking the northern and southern regions of the City of Casey.

- 6.2.2 Arterial Road design should be in accordance with the following:

Road	Existing Reservation Width	Required Reservation Widening	Ultimate Reservation Width	Tree Reserve/ Service Road Requirement
Narre Warren-Cranbourne Road	20 m	20 m (west side)#	40 m	12 m (west side)
Pound Road	20 m	20 m (south side)#	40 m	6 m (both sides)

A planning scheme amendment is required to implement a Public Acquisition Overlay.

- 6.2.3 Where indicated, arterial roads should be designed and constructed generally in accordance with the cross-section guidelines derived from the City of Casey Arterial Roads Tree Strategy, October 2003. Variations to any of the cross-section elements depicted will be subject to the approval of the City of Casey and, where necessary, Vic Roads.
- 6.2.4 Controlled intersections are expected to be required at the following locations:
- Narre Warren - Cranbourne Road with Pound Road; and,
 - Pound Road with Seebeck Drive.

Local Roads

- 6.2.5 Roads that ensure co-ordination of access between adjacent properties are shown on the Physical Framework Plan.

Pedestrian/Cycle Paths

- 6.2.6 Pedestrian/cycle paths of a minimum 2.5m width should be provided generally within the tree reserve or widened roadside verge on both sides of all arterial roads and along local roads, where designated.
- Additional pedestrian/cycle paths may be required. The location and routing of these paths will be resolved by negotiation with the City of Casey.

7.0 Natural and Cultural Heritage

7.1 General Principles

- 7.1.1 Any heritage materials uncovered during the excavation and construction phases of development should be referred to Aboriginal Affairs Victoria and the Wurundjeri Tribe Land Compensation and Cultural Heritage Council Incorporated for investigation.

7.2 Specific Principles

- 7.1.2 The Spotted Gum (*Corymbia maculata*) is to be used for arterial road planting along Narre Warren – Cranbourne Road as specified under the City of Casey Arterial Roads Tree Strategy, October 2003.

8.0 Infrastructure

8.1 Provision of Infrastructure

The following infrastructure works should be provided for, either in full or in part, by the developer to the satisfaction of the City of Casey and/or other relevant Responsible Authorities:

- Arterial and local roads (carriageway sections, widenings);
- Intersection and other traffic management works; and,
- Street lighting.

9.0 P12 School Site

The property addressed as No's. 193-235 Narre Warren - Cranbourne Road, comprising an area of 13.6 hectares, is proposed to be developed as a private school including:

- an early learning centre;
- administration building;
- classrooms - pre-school to year 12 and specialty;
- auditorium;
- gymnasium;
- swimming pool;
- sports building; and,
- sports fields.

Figure B shows an indicative building envelope which identifies an area in which buildings or parts of buildings will generally be located. Traffic management principles are identified on the plan together with the general location of the residential lots on the site. It is considered that any planning permit issued in relation to this site should generally be in accordance with this Master Plan.

FIGURE B: P12 SCHOOL MASTER PLAN



FIGURE .B.
P12 SCHOOL
MASTER PLAN