Council policy documents change from time to time and it is recommended that you consult the electronic reference copy at www.casey.vic.gov.au/policiesstrategies to ensure that you have the current version. Alternatively you may contact Customer Service on 9705 5200.
1. **Introduction**

The Pound Road and Shrives Road Development Plan (the ‘Development Plan’) has been prepared by the City of Casey to facilitate the development of 46.49 hectares of land in the suburb of Hampton Park (the ‘Subject Site’).

The Development Plan area, as shown in Figure 1, is located within the City of Casey municipality, approximately 35 kilometres from the Melbourne Central Business District.

The Development Plan area abuts Pound Road on the south west boundary and Shrives Road on the south east boundary. It is located approximately 1.4 kilometres from Hampton Park Shopping Centre via Pound Road and Hallam Road, and approximately 3.4 kilometres, to Fountain Gate Shopping Centre via Shrives Road, Princes Highway, and Overland Drive.

The Development Plan area, as it currently exists, is made up of nineteen (19) separate parcels of land, as described in the land summary in Table 1. Each of these parcels are generally comprised of a single dwelling, with some agricultural uses undertaken throughout. The 19 lots mostly comprise of open paddocks and green space. To the north of the site lies the Trouts Creek Wetland and the Hallam Valley Floodplain. To the east of the site lies electrical Transmission towers and power lines which traverse the Development Plan area to the east of Wethersdane Drive. This easement has a buffer of open green space on its eastern side. A major gas pipeline runs east-west throughout the entire site under a 24m wide easement.

This document has been prepared in response to Schedule 18 of the Development Plan Overlay which applies to the subject land.

<table>
<thead>
<tr>
<th>Street Address</th>
<th>Certificate of Title</th>
<th>Plan of Subdivision</th>
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<tbody>
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<td>Street Number</td>
<td>Volume</td>
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</tr>
<tr>
<td>Wethersdane Drive</td>
<td>2</td>
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</tbody>
</table>
1.1 Design Principles

The following key design principles have informed the process in creating the vision and master plan for the site:

- Site Responsive: Master planning that responds to site opportunities and constraints;
- Human Scale: An urban form that responds to the pedestrian scale;
- Permeability: A clear and legible road network;
- Walkability: Connect pedestrian and cycle networks into wider systems;
- Environment: Enhance existing vegetation and contribute to public amenity;
- Character: Produce efficient private blocks for a diversity of building types.

2. Site analysis

2.1 Site Context

a. Site Features

The subject site is located in a growing residential area, within the South Eastern Growth Corridor, as defined by the Casey-Cardinia Growth Area Framework Plan, 2006. The South East Growth Corridor is located on the outer edge of the broader economic region of Melbourne’s south east, and is heavily reliant on the established urban areas for jobs and services.

Due to the staggered rate of land being settled and subdivided, residential allotments in the area are of a very mixed density. The subject site is one of the few areas remaining with such large, semirural, residential lot sizes.
b. Subject Site

The site is irregular in shape with a primary frontage to Pound and Shrives Road (south). The site is bound by a number of interfaces as follows:

- **North:** The Troups Creek Wetland is located to the north of the site. This area also contains the Hallam Valley Main Drain and Hallam Valley Trail.

  The Electricity Easement containing overhead power lines extends northward at the eastern end of this interface.

- **South:** Pound Road and Shrives Road, both zoned as Road Zone - Category 1, directly abut the site on its southern boundary. Land on the opposite side of these roads is residential. Lot size varies greatly, along with building style and setbacks, due to staggered infill development in the location. Dwellings range from new, medium to high density townhouse and unit developments, to low scale, detached houses on large allotments, from an older era.

  The Electricity Easement containing overhead powerlines, extends southward at the eastern end of this interface. The easement contains a linear public open space reserve with a shared bicycle/pedestrian path.

- **East:** The Silverleaf residential estate is located to the east of the Development Plan area. Dwellings are generally detached, single storey, brick homes, with hipped roofs, and attached garages. The estate could be considered of standard density, with allotments generally around 500 square metres in size.

- **West:** The residential estate to the west is slightly older than that to the east. Allotments are larger, and more variable in size, averaging approximately 600 square metres. There a greater number of double storey houses, with front setbacks.
containing a more established garden setting. Houses are generally brick with hipped roofs and attached garages.

c. Site Context

The Development Plan area is not robustly supported by existing infrastructure and facilities.

Major Road Networks:

**Public Open Space**: Henry Joseph Moran Park (west), River Gum Creek Linear Reserve (south west), Hallam Road Linear Reserve (west), Hallam Main Drain (north east).

**Public Transport**: Bus route 895, which runs from Narre Warren South to Fountain Gate Shopping Centre, via Narre Warren Station. The route travels directly along the subject site along Shrives Road, with the nearest bus stop located at the intersection of Shrives Road and Wethersdane Drive. This bus service is infrequent, and services the site at 30-40 minute intervals during peak hours. Hallam and Narre Warren Train Stations, which provide public transport into the Melbourne Metropolitan Area, are located within approximately two kilometres northwest and northeast of the site respectively.

**Education & Community Facilities**: Hampton Park Primary School (south west), Valley Brook Pre School (west), Kilberry Valley Primary School (south), Berwick Lodge Primary School (east), Nossal High School (east).

**Retail centres**: Fountain Gate Shopping Centre (north east), Hampton Park Shopping Centre (south west)

3. Constraints and Opportunities

3.1 Stormwater drainage

All local stormwater drainage is managed by City of Casey. Drainage flows through the site via a number of outfall drains within easements in existing properties, discharging into the Hallam Valley Contour Drain (HVCD) to the north. Overland flow is generally south to north, with steeper gradients at the south, and flatter low lying areas around the HVCD.

Allowance is to be made for existing overland flow paths. Any change to an existing overland flow path must be made in agreement with the Responsible Authority.

Melbourne Water is the main drainage authority responsible for the Development Plan area. The site is within catchment 0621 – Hallam Valley Contour Drain (remodelling), of the Melbourne Water Drainage Scheme contribution area.

3.2 Potable water reticulation

South East Water is responsible for the water utility surrounding the development plan area. Subject to further advice from South East Water, and further review by the water authority’s planning group when additional development details are known, it is assumed that the existing mains surrounding the development plan area will be available to accommodate future development at the site with potable water.
3.3 Sewerage reticulation

The Development Plan area is under the management of South East Water for its sewerage services. There are two accessible outfall points at the eastern and western boundaries of the development plan area. South East Water has advised that the system has capacity to cater for proposed development subject to some minor augmentation works at the western boundary. The sewer outfall at the eastern end has been constructed with a connection stub for future development on the subject site.

3.4 Electricity

The eastern portion of the Development Plan site is encumbered by an electricity transmission easement containing, from east to west, a 66 kilovolt (kV) line, a 220kV line, and two 500kV lines. There is also provision on the western side of the easement for a future 500kV line. Overhead High Voltage and Low Voltage lines run along the south side of both Pound Road and Shrives Road. There is linear buffer of green space on the eastern side of the easement. There are restrictions on development within the easement including buildings, roads, structures, earthworks, services and trees.

Details of any proposed future use of the easement must be submitted to and approved by AusNet Transmission Group before work is commenced on site.

AusNet Electricity Services is responsible for the supply of electricity to the Development Plan area. Further discussion and design in consultation with Ausnet will be required prior to future development to provide the site with electricity.

3.5 Gas

An approximately 24 metre wide Gas Transmission easement traverses the Development Plan area from east to west, containing a 750mm diameter transmission pipeline, in excess of 515kPa. This easement is a licensed asset under the authority of APA Group, and subject to APA Group’s restrictions guidelines.

The gas easement directly affects Lots 1 and 2 on PS128680, Lots 3, 4, 5, and 6 on PS128680, and Lots 7, 11, and 12 on PS509762L. On the eastern side of the site is an electrical easement running north-south. This easement directly affects Lot 9 on LP136825, Lots 1 and 2 on PS509762L, and Lots 6, 7, and 8 on LP136825.

Gas supply to the site is under the management of APA Group. Further discussion with APA Group prior to any future development within the Development Plan area will be required to assess the capacity of this gas asset to service development.

- All vegetation with a mature height greater than 0.5 metres requires a three metre minimum clearance of the pipeline. Restrictions on certain species apply.
- Any lots directly abutting the gas transmission pipeline easement must not rely upon the gas transmission pipeline easement as their accessway to the lot.
Any carriageway or road required to provide direct access to lots must be located off gas transmission pipeline easement.

Prior to the development commencing for any stage which includes the gas transmission pipeline easement, landscape plans depicting any planned landscaping, including the planting of vegetation, species details, surface treatments, furniture, structures or improvements on or immediately abutting the gas transmission pipeline easement must be submitted to and approved by the Responsible Authority.

The following sensitive land uses or buildings and works associated with these land uses within the “gas pipeline notification zone” must prior to approval conduct a Safety Management Study (SMS) and implement the recommendations of the SMS as required by AS2885 Australian Standard Pipelines – Gas and Liquid Petroleum to the satisfaction of the pipeline owner/licensee (APA VTS Australia (Operations) Pty Ltd);

- Accommodation (other than dwelling)
- Child care centre
- Corrective institution
- Dependent persons unit
- Education centre
- Hospital
- Place of Assembly
- Residential Aged Care facility
- Retirement village
- Service Station

3.6 Telecommunication

Underground telecommunication infrastructure exists along the south side of Pound Road, including mains cables with optic fibre infrastructure in a 100mm diameter conduit, and property service cables in 50mm diameter conduits. It is expected that telecommunications would be serviced from this location, subject to the roll out of NBN within the area, and further to negotiation with Telstra prior to future development.

4. Land management

4.1 Geology

A geotechnical assessment for the Development Plan area was undertaken by Tonkin & Taylor (‘Desktop Soil and Geotechnical Assessment – Pound Road and Shrives Road, Hampton Park’, 10 September 2015), and is included at Appendix A of this report.

4.2 Cultural Heritage

An ‘Aboriginal Cultural Heritage Assessment, Pound & Shrive Road, Hampton Park’ (19 October 2015) was completed by Ochre Imprints for the Development Plan area, and is included in Appendix B of this report.
The Assessment revealed that the majority of the site is located within an area of cultural heritage sensitivity and as such will be the subject of a Cultural Heritage Management Plan (CHMP) under the *Aboriginal Heritage Regulations 2007* should the land be subdivided for residential purposes or another high impact activity be proposed for the land. Only a single parcel, located at 8 Wethersdane Drive, is outside this area of cultural heritage sensitivity, though given its landform, there is the potential for Aboriginal cultural heritage to exist. A CHMP may therefore be required for this site.

A registered site, VAHR 7921-1546, was also identified within the Development Plan area, registered within a CHMP (Chandler, J. 2015 ‘Pound and Shrives Road Roundabout, Hampton Park’ CHMP 13314) undertaken for the construction of a roundabout at the intersection of Pound and Shrives Road. The site is located within private land to the north of the existing road reservation. This registered Aboriginal place can only be harmed if permission to do so has been given.

4.3 Ecology

Ecology & Heritage Partners prepared an ‘Ecological Assessment, Pound and Shrives Road, Hampton Park, Victoria’ (April 2016), included in Appendix C of this document. The assessment concluded that the Development Plan area is highly modified and significant flora species are considered unlikely to occur.

4.4 Hydrology

A hydrological assessment ‘Pound Road Hampton Park, Hydraulic Investigation’ (May 2017) was completed by Water Technology for the Development Plan area, and is included at Appendix D of this report. The Hallam Valley Contour Drain (HVCD) runs east to west, adjacent the northern boundary of the site, with the Troups Creek East Branch channel flowing into the HVCD at the north-eastern corner of the site.

The northern portion of the Development Plan area is currently zoned Urban Floodway Zone (UFZ), and is affected by a Land Subject to Inundation Overlay (LSIO). The Investigation supported the UFZ extending southward to 65 metres from the northern boundary of the Development Plan area. The LSIO is the area that is subject to flooding caused by the 1% AEP rainfall intensity.

Residential development can not occur within the UFZ. Residential development may occur outside of the UFZ if works are approved and undertaken to reduce the flood risk associated with the LSIO, and there is no reduction to the existing flood storage volume within the land. The extent of the LSIO can be reduced subject to meeting these requirements, and subject to any affected land being filled to meet the applicable freeboard, as determined by Melbourne Water.

Development shall not result in any loss of flood storage volume in the Hallam Valley Floodplain, to the satisfaction of Melbourne Water. Flood storage works may be accepted within the 65 metre UFZ, pending approval from the Responsible Authorities. Earthworks should be carried out, such that, the volume of cutting within the floodplain is equivalent or greater than the volume of filling. Any land required for drainage purposes must be transferred to the drainage authority or municipal council, at no cost, and will not be credited as public open space.
A site specific drainage strategy must be submitted with planning applications for any subdivision and/or development of the parent lots forming part of the Development Plan area, as detailed in Table 1.

4.5 Bushfire

The site falls within a Bushfire Prone Area. Clause 13.05-1 of the State Planning Policy Framework requires an amendment is not approved where it will result in the introduction or intensification for areas of a development in an area that has (or on completion will have) more than a BAL-12.5 rating. The risk or threat of bushfire in the General Residential Zone will not be increased from the existing situation, noting:

- The designated bushfire prone area applies to all 'non-urban' land which is located along the Hallam Main Drain. This is due to its unmanaged state of the grassland in the area.
- The Development Plan site is within Schedule 18 of the Development Plan Overlay (DPO18) which seeks to provide for intensified residential development, subject to approval of a Development Plan under this overlay, and subsequent planning permits for any development.
- Future planning applications will be required to respond to the provisions of Clause 13.05.
Figure 2: Pound and Shrives Road Opportunities and Constraints (Source: Tract Consultants)
5. Strategic Planning Policy Framework

The land is currently partially zoned as GRZ1 and UFZ. Amendment C232 seeks to rezone 6.44 hectares of land currently in the Urban Floodway Zone to the General Residential Zone Schedule 1, and amend the Land Subject to Inundation Overlay on the subject land.

As supported by the policy context, the development of the subject site will provide a range of conventional density and medium density housing adjoining extensive areas of open space and new pedestrian paths, all within close proximity to the Principal Public Transport Network.

The Development Plan has been prepared in accordance to Schedule 18 to Clause 43.04 of the Casey Planning Scheme. The Development Plan Overlay (DPO18) sets out the information required to be included within this development plan. The Responsible Authority must take the Development Plan into consideration when assessing planning applications for the subdivision, use, or development of land in the area to which it applies. A permit can only be granted for the subdivision, use or development of land generally in accordance with this Development Plan.

The Development Plan is designed to provide direction to ensure that the ultimate development of the subject site will achieve the objectives of key State and local planning policy documents, including:

- Casey Planning Scheme
- Casey Housing Strategy
- Casey Activity Centre Strategy
- Casey C21: A Vision for Our Future
- Plan Melbourne 2017-2050
- Any adopted Open Space Strategy of the City of Casey
- Any adopted residential development or housing guidelines of the State Government

5.1 Planning Controls

The following is an overview of the relevant planning provisions applicable to the site. These were considered during the preparation of this Development Plan, and it is expected that development will accord with these provisions as part of any future permit application for development and/or subdivision. The site is located within the General Residential Zone (GRZ).

The site is identified as, or affected by the following:

The site is included within the General Residential Zone (GRZ) and is within Schedule 1 to the Zone. In general, the purpose of the GRZ is to:

- To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- To encourage development that respects the neighbourhood character of the area.
- To encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport.
To allow educational, recreational, religious, community and a limited range of other nonresidential uses to serve local community needs in appropriate locations.

The Hallam Valley Floodplain to the north of the site is affected by the Urban Floodway Zone (UFZ).

- To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- To identify waterways, major floodpaths, drainage depressions and high hazard areas within urban areas which have the greatest risk and frequency of being affected by flooding.
- To ensure that any development maintains the free passage and temporary storage of floodwater, minimises flood damage and is compatible with flood hazard, local drainage conditions and the minimisation of soil erosion, sedimentation and silting.
- To reflect any declarations under Division 4 of Part 10 of the Water Act, 1989.
- To protect water quality and waterways as natural resources in accordance with the provisions of relevant State Environment Protection Policies, and particularly in accordance with Clauses 33 and 35 of the State Environment Protection Policy (Waters of Victoria).

Figure 3: Zones (Source: Planning Maps Online)
The following overlays are applicable to the subject site:

- Development Plan Overlay – Schedule 18 (DPO18)
- The Pound and Shrives Road frontage is affected by Schedule 1 of the Public Acquisition Overlay (PAO1).
- Land Subject to Inundation Overlay (LSIO)

6. Servicing and Infrastructure

The overall utility strategy will involve individual developers within the Development Plan area applying to the different servicing authorities for connection to their constructed infrastructure mains. Provision of services and infrastructure will be dealt with at the planning permit stage. Relevant servicing authorities will be involved through the planning process.

7. Public Open Space Contributions

The Development Plan area is endowed with encumbered open space. These spaces fall primarily within the Hallam Valley Floodplain, the gas transmission pipeline easement, and the electrical easement with overhead powerlines, and are to be utilised as landscaped paths and reserves connecting residential areas to future parkland. The two easements combined are 11.49ha in size. In line with the requirements Clause 52.01 of the Casey Planning Scheme, a total of 8% of the Development Plan area must be set aside and transferred to Council for Public Open Space.

The Development Plan delivers the 8% contribution through 1.8ha of unencumbered open space for use as a district level park. Shown in Figure 5, the bulk of public open space is situated in a central location of development plan site, and is well connected by shared paths.
Figure 5: Development Plan (Source: Tract Consultants)
8. Development Plan Outcomes

8.1 Vision

The vision for the Development Plan area is to create a quality, landscape responsive, mixed density suburban residential environment which complements the adjoining uses and the existing vegetation on the land as well as providing an attractive living environment for residents through housing choice, promotion of a quality lifestyle, and sense of place in an environmentally sensitive setting.

The built form outcome will be responsive to the surrounding residential context and complement the adjoining open space and the existing vegetation of the site. The internal layout will provide convenient and safe access, improving permeability through the site and be integrated with the existing network. A diversity of high quality housing including townhouses and apartments typologies will be provided to cater for the changing housing needs of the City of Casey.

The Development Plan embraces the Hallam Valley Floodplain and surrounds, providing interactive links of landscape and substantial parcels of public open space for future residents to use for recreation.

The Development Plan provides a detailed, strategically driven development framework with the fundamental aim to create a high quality residential environment that:

- Offers a range of housing typologies and lifestyle choice.
- Provides for safe living.
- Creates a distinctive sense of community and place.
- Sensitively and efficiently integrates natural physical features into the built environment.
- Preserves and protects significant flora and fauna.
- Provide residents with quality spaces for recreation, socialising and exercise.
- Incorporates key principles of good urban design.

8.2 Built Form

A high quality built form will contribute positively to the area where dwellings will:

- Contribute to a cohesive and legible character for the area as a whole;
- Create safe and legible spaces, maximising the opportunity for passive surveillance;
- Respect the amenity of and be designed to address internal and external interfaces to provide a responsive design outcome;
- Create a positive interface to adjacent public open space areas; and
- Ensure that garages/car parking structures do not dominate the streetscape;

The Development Plan will facilitate the future development of the site in accordance with a density that is compatible with the surrounding area and cater for various housing needs.

Design Types
• A series of green links that increase permeability and provide landscaped visual relief;
• The plan generally provides for rear-loaded dwelling types to maximise active interfaces;
• A street hierarchy of primary, secondary roads and laneways; creating a network that is integrated, legible and permeable;
• Graduated built form ranging from 1-3 storeys that is responsive to adjoining interfaces;
• A diversity of housing typologies, including townhouses and 1-2 bedroom apartments;
• Provision of active edges and passive surveillance to key open space edges and streets, and
• Utilisation of rear loading where possible to minimise fences and blank facades to interfaces with the public realm.

Opportunities for casual surveillance should also be incorporated into upper floors with balconies or habitable rooms located to overlook the street.

**Dwelling Types**

The Development Plan will facilitate the future development of the site in accordance with a density that is compatible with the surrounding area and cater for various housing needs. The plan generally provides for rear-loaded dwelling types to maximise active interfaces. Opportunities for casual surveillance should also be incorporated into upper floors with balconies or habitable rooms located to overlook the street and public open spaces.

**Building Materials**

Material finishes should exhibit a high visual quality, using a cohesive material and colour palette that is designed to age well and contribute to the precinct for the long term.

**Densities**

The Development Plan site falls within the incremental change areas of the City of Casey’s Housing Strategy. Development in incremental change areas will happen gradually and will comprise of conventional density, and medium density housing. New housing in incremental change areas requires sensitivity to the amenity of adjoining properties.

Conventional density development is accepted throughout the site, however appropriately located medium density development is encouraged throughout the areas along public open space, and road networks with direct connections to public transport networks (Shown in Figure 5). Refer to Glossary for definitions of medium and conventional density.

High density is discouraged as the site is not within 400m or 800m walkability catchments to Metropolitan, Principal, Major, or Neighbourhood Activity Centres.

The Development Plan seeks to achieve the following:

• Provide a range of lot sizes and configurations which will result in variety in housing types and forms to meet increasingly diverse community needs. e.g. multistorey developments on smaller lots, and single storey dwellings on larger lots.
The Development Plan area anticipates an average dwelling density of 25 dwellings per net developable hectare, typical for medium density development.

Numbers 104 and 106 Shrives Road may develop to an average density of 30 dwellings per gross developable hectare, to offset the public open space configuration, and take advantage of proximity to open space and its associated view lines.

Medium density developments are to be directed to areas of public open space, Hallam Valley Floodplain and along Pound and Shrives Road.

Residential subdivisions must deliver a broad range of lot sizes capable of accommodating a variety of housing types.

Higher densities may be considered, subject to the satisfaction of the Responsible Authority, where an application can demonstrate;
- Appropriate siting taking advantage of proximity to open space or key access networks;
- A high level of compliance with Clauses 55 and/or 56 of the Casey Planning Scheme;
- Best practice in urban design and built form outcomes;
- Provision of more diverse housing options, including 2 bedroom dwellings.

8.3 Sensitive uses

Aged care and retirement facilities must have connections to arterial roads which facilitate emergency vehicles, subject to the consent of VicRoads.

Sensitive uses must not directly face the gas easement. A safety management plan referring to APA Group’s requirements must be submitted with any planning permit applications. Any application will be submitted to APA Group for review.

Specialised housing forms such as lifestyle communities, retirement living or aged care facilities should:
- Be integrated into the wider urban structure;
- Be located in close proximity to town centres and community hubs;
- Be accessible by public transport, and
- Not present a barrier to movement through the surrounding road network.

8.4 Interfaces and Active Frontages

The Development Plan seeks to ensure active, and attractive frontages.

Subdivisions should cater for the provision of a range of dwelling types and lot frontages to achieve housing diversity and create choice at each stage of development.
Subdivision design is to ensure housing fronts all public space, including parkland, trunk connector roads and main roads, unless it can be demonstrated to the satisfaction of the Responsible Authority that a better urban design outcome is achieved by a different layout or orientation.

Lots and dwellings where possible must front or side:

- Drainage channels, waterways
- All open space and utilities easements
- Tree reserves
- Pound and Shrives Road

Lot orientation is to ensure that passive surveillance is provided to reserves.

**Fencing**

- To create an aesthetic neighbourhood character with consistency, there will be no backyard fences facing public open space, or any roads. This will ensure a more attractive and continuous aesthetic for the site, especially for users of the parkland, and increase passive surveillance in the area;

- Front fences facing Pound and Shrives Road are discouraged to protect neighbourhood aesthetic and character;

- Built form to be well integrated with surrounding interfaces, including Troups Creek Wetland, Pound Road and Shrives Road, with high solid fencing avoided at these interfaces;

- Streetscapes will be enhanced by locating the garage at the rear of dwellings. Rear Loaded Lots refer to those lots where the garage is accessed from the rear of the principal frontage;

- Lot orientation should be directed away from direct viewlines to pylons associated with the overhead electricity supply, as is reasonably possible.

- Solutions to reduce direct views to these structures are to be considered;

- Lots backing onto the Hallam Valley Floodplain must be avoided, with any lots immediately abutting this reserve having direct access to pedestrian paths through this space (Figure 7);

- Street and road networks are to ensure integration with, and encourage the use of, the land within the overhead electricity line easement;

- Streets are to be attractive, safe and friendly for residents and users.

**8.5 Preferred Neighbourhood Character**

The Preferred Neighbourhood Character for development through the Development Plan is as follows:
• A high level of public amenity will be created by the use of credited public open space, and existing green open spaces interfacing residential development. The views to Hallam Valley Floodplain and existing green open space will be maximised wherever possible;

• A consistency of landscape, façade design, roofscape and fence design that will allow a diversity of house types to have a commonality within the streetscape to produce an integrated, simple, and ordered development;

• Assist in creating a cohesive theme throughout the development consistent with landscape features;

• To reinforce neighbourhood character and the role of the street or public place, a consistent suite of lighting and furniture should be used across neighbourhoods, appropriate to the type and role of street or public space, unless otherwise approved by the responsible authority;

• Street networks within subdivisions should be designed to maximise the number of connections and direct views to the open space network and town centres;

• Streets should be provided directly abutting waterways reserves, open spaces and utilities easements to ensure houses generally face these public spaces;

• Development adjacent to the Hallam Valley Floodplain should respond sensitively to the topography and local environment in terms of building scale, landscape design and plant selection;

• New streets and roads within a subdivision should:
  o Allow for and ensure the provision of canopy trees;
  o Discourage indented parking to allow for more space for tree root systems;
  and
  o Allow for the provision of public lighting within any laneways.

8.6 Traffic Analysis

Future development is to provide for a legible traffic and pedestrian network via a clear hierarchy of private roads that will facilitate safe and efficient movements within the development. The Development Plan is supported by a Traffic Engineering Assessment undertaken by OneMileGrid Group.

Access to the site is provided via Pound and Shrives Road and Wethersdane Drive. Detailed design of these access points will be undertaken as part of any future permit application/s.

The following hierarchy of private roads is proposed:

**Category 1: Primary Roads (20.5m Main Entry Road from Pound and Shrives Road – private)**

This road provides the main entry point into the site from Pound and Shrives Road. It has a shared path on one side, and a footpath on the opposite side, with planting on nature strips on both sides. Tree planting seeks to achieve a shaded, boulevard effect. There is on road parking on both sides of the road.
**Category 2: Secondary Roads (13m Local Access Road with Drainage Reserve Boundary – private)**
These roads provide secondary routes through the site. They have a footpath and nature strips on both sides, and run along the drainage reserve boundary (see Figure 6).

A variation of this road has a shared path on one side and a footpath on the opposite side (see Figure 7).

**Category 2: Secondary Roads (16m Local Access Road typical internal road – private)**
These roads provide secondary routes through the site. They have footpaths and planting on both sides. Where these roads run east-west, the planting is proposed on the northern side of the road to maximise shade of the bitumen and minimise overshadowing of the dwellings on the southern side (see Figure 9).

**Category 2: Primary Roads (24.38m Local Access Road in Gas Easement)**
This road provides the major circulation route through the site. The road has a footpath on one side, and a shared path on the opposite site. The shared path sits on top of the gas transmission pipeline easement. Tree planting requires a berth of 3m, subject to APRA Group’s guidelines. There are nature strips on both sides of the road reserve. There is the opportunity for visitor parking on road along the side closest to the gas transmission pipeline easement.

Car parking is to be provided in accordance with Clause 52.06 of the Casey Planning Scheme and should be accommodated within each lot. Provision must be made for waste collection and emergency vehicle access and circulation to ensure development can be adequately serviced in accordance with relevant standards. It is noted the CFA requires a minimum 5.5m road where parking is limited to one side of the road.

Development is to provide an integrated pedestrian network; providing connections both internally and externally to the surrounding road network and adjoining public open space. A minimum 1.5m footpath is to be provided on lower order roads. A minimum of 2.95m nature strips are to be provided, for the planting of trees which will provide an aesthetic canopied boulevard effect once mature.
Figure 6: Main Entry Road from Pound and Shrives Road - 20m

Figure 7: Local Access Street - 13m (Drainage Reserve Boundary) - with Footpath
Figure 8: Local Access Street - 13m (Drainage Reserve Boundary) - with Shared Path

Figure 9: Local Access Road - 16m

Figure 10: Local Access Road - 24.38m (in Gas Easement)
Vehicle access to lots fronting arterial roads must be provided from a local internal loop road, rear lane, or service road to the satisfaction of the road authority.

Subdivision layouts must provide:

- A permeable, direct and safe street network for walking and cycling;
- A safe and low speed street network that encourages walking and cycling, and Convenient access to local points of interest and destinations for effective integration with neighbouring properties.

Road networks and street types must be designed and developed in accordance with the street cross sections in the Development Plan unless otherwise agreed by the responsible authority.

Street block lengths should not exceed 240 metres to ensure a safe, permeable and low speed environment for pedestrians, cyclists and vehicles is achieved.

Where lots with direct frontage are provided, they should be set back five metres from the waterway corridor to provide pedestrian and service vehicle access to those lots, to the satisfaction of Melbourne Water and the responsible authority.

The street network must be designed to ensure 95% of all households are located within 400 metres of public transport services, and all households are able to directly and conveniently walk to public transport services.

**Walking and cycling**

- All subdivisions must deliver a simple street network which is easy to navigate and provides direct and convenient pedestrian access to connector and arterial roads and to key destinations;
- Safe, accessible and convenient pedestrian and cycle crossing points must be provided at all intersections, key desire lines and locations of high amenity, and
- Increased permeability in the road network within and surrounding the town centres should be delivered via shorter block lengths and the avoidance of culs-de-sac.

### 8.7 Drainage

Any development must incorporate current stormwater drainage best practices, including water quantity and water quality management, so that downstream impacts are minimised and opportunities for productive use of stormwater are promoted. All new development must demonstrate the following:

- Stormwater runoff to restrict proposed drainage discharge rates to be equal or less than pre-development conditions, in order to minimise flood risks within the broader catchment;
- The application of Australian best practice to manage stormwater runoff, sediment, and erosion during construction, and
- The application of Australian best practice to achieve water sensitive urban design and potable water conservation objectives.

Residential development can not occur within the UFZ. Residential development may occur outside of the UFZ if works are approved and undertaken to reduce the flood risk associated with the LSIO, and there is no reduction to the existing flood storage volume within the land.
The extent of the LSIO can be reduced subject to meeting these requirements, and subject to any affected land being filled to meet the applicable freeboard, as determined by Melbourne Water.

Development shall not result in any loss of flood storage volume in the Hallam Valley Floodplain, to the satisfaction of Melbourne Water. Flood storage works may be accepted within the 65 metre UFZ, pending approval from the Responsible Authorities. Earthworks should be carried out, such that, the volume of cutting within the floodplain is equivalent or greater than the volume of filling. Any land required for drainage purposes must be transferred to the drainage authority or municipal council, at no cost, and will not be credited as public open space.

A site specific drainage strategy must be submitted with planning applications for any subdivision and/or development of the parent lots forming part of the Development Plan site.

The UFZ land is to be vested in the drainage authority.

**Outcomes**

Drainage management on the site should be such that the following over-arching WSUD outcomes are achieved:

- Protect natural systems and remnant indigenous vegetation, in particular such vegetation along significant drainage lines;
- Integrate stormwater treatment into the landscape so that stormwater is a visible, useful and interesting part of the urban landscape;
- Reduce runoff and peak flows by use of infiltration, local storage, reuse, landscape areas and other porous surfaces; and
- Add value while minimising development costs.

**8.8 Garden Area Requirements**

Pursuant to Clause 32.08-4, Garden Area Requirements will not apply to an application to construct or extend a dwelling or residential building on a lot if:

- The lot is designated as a medium density housing site in an approved precinct structure plan or an approved equivalent strategic plan;
- The lot is designated as a medium density housing site in an incorporated plan or approved development plan;
- Medium density housing is designated across the Development Plan consistent with the target yields anticipated for the study area.

The extent of linear reserves and open spaces in the Development Plan site justifies this recommended density and reinforces the benefits of the development of this infill site. The site specific drainage strategy requirement in the planning applications process for subdivision and/or development will assess drainage requirements with regards to the permeability of the developed sites.

**8.9 Road Access**
The sections of Pound Road and Shrives Rd within vicinity of the Development Plan area are both under the management of VicRoads. Provision is made through a Public Acquisition Overlay at the southern boundary of the site for future duplication of these roads.

There will be no access from Pound and Shrives Road, with the exception of commercial and sensitive uses. Sites with commercial and sensitive uses will be granted interim access due to the site being used as an Aged Care facility. This entry gives visitors, staff, and emergency vehicles access.

8.10 Non-Residential Uses

Non-residential uses that are discretionary under the zoning provisions are encouraged in the Development Plan area under a planning permit application process. The Development Plan site is not within walking distance of activity centres or retail strips, and such uses, if deemed acceptable to Council and other relevant authorities, should typically be located on key sites, with abutments to either Pound or Shrives Road to service residents.

8.11 Environmentally Sustainable Design

The Development Plan is committed to ensuring Environmentally Sustainable Design outcomes in accordance with Council policy and best practice. The following initiatives are encouraged for incorporation into any future planning permit application/s.

**Energy Conservation**
- Promote the use of energy efficient materials where possible.
- Support the use of energy saving light globes and solar hot water.
- Encourage tenants to fit out buildings with 5 star heating and cooling systems.

**Water Conservation**
- Encourage the capture and reuse of water where possible.
- Encourage residents to utilise water efficient showerheads, toilet cisterns and taps.
- Reduce the reliance on mains water for landscape irrigation.

**Stormwater Quality**
- Reduce stormwater flow.
- Integrate WSUD measures in hardstand areas where possible.
- Reduce litter and the amount of pollutants leaving the site by stormwater.

**Waste Management**
- Provide options for the recycling of materials.
- Encourage residents to participate in waste recycling and minimisation.

**Material Selection**
- Encourage the use of prefabricated products.
- Encourage the use of local materials where possible.

**Landscape**
- Consider the use of native and indigenous planting.
- Provide mulch to all garden beds.
- **Implement the landscape under suitable conditions to avoid waste.**
Indoor Environment Quality

- Encourage building design that maximises access to natural ventilation and light.
- Consider materials with low volatile organic compounds.
- Encourage the use of indoor plants.

Solar Access

- Solar penetration to landscaped and open space areas, should be maximised.
- Support the use of solar energy including solar panels on roofs.
- All dwellings within the Development Plan area must be designed and orientated to capitalise on the gains and benefits of passive solar orientation. Clause 56- comply building.

8.12 Bushfire requirements

Regard is to be had to the requirements of Clause 13.05 – Bushfire within the State Planning Policy Framework for any future planning application, and a written response to this provision is to be provided to the satisfaction of the Responsible Authority.

9. Public Open Space, Paths, and Trails

In line with the requirements Clause 52.01 of the Casey Planning Scheme, a total of 8% of the Development Plan area must be set aside and transferred to Council for Public Open Space.

The Development Plan delivers 1.8ha of unencumbered open space for use as a district level park. Shown in Figure 5, the bulk of public open space is situated in a central location. The Development Plan area is endowed with encumbered open space which is not credited within the 8%. These spaces fall primarily on the Hallam Valley Floodplain, the gas transmission pipeline easement, and the electrical easement with overhead powerlines, and are to be utilised as landscaped paths and reserves connecting residential areas to the 1.8ha park. The two easements combined are 11.49ha in size.

Objectives

- Provide walking and cycling paths with connects increasing the permeability of the site;
- Provide a local park within 400m safe walking distance of at least 95% of all dwellings;
- Provide active open space within one kilometre of 95% of all dwellings;
- Provide pedestrian and cycling paths as shown in the Development Plan;
- Increase accessibility to the public open space by connecting to the Hallam Valley Floodplain as well as the gas pipeline easement;
- Maximise on the view lines to the Hallam Valley Floodplain, thus broadening the view from Pound and Shrives Road;
- Maximise the existing tree reserve along the gas pipeline easement and create a stronger east-west connection to the linear electrical easement running north-south. The shared path network is shown in Figure 5. The remaining 0.1ha of public open space is situated further east, along the gas pipeline easement;
- Ensure passive surveillance through location of public open space in a central location with residential lots facing public open space;
- Water treatment facilities integrated with the open space network, and
• Provide quality and consistent infrastructure in the public open space, including kick-about space, shaded seating, barbeques, outdoor exercise equipment, sporting, public toilets, and a dog park.

The internal and external shared path network serving both pedestrians and cyclists is aligned to run along the gas transmission pipeline easement.

**Existing Vegetation**

A limited number of trees are identified for removal within the landscape concept. The retention of trees is to be maximised as part of any future development and the viability of individual trees assessed to the satisfaction of Council.

10. **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.

11. **Appendix (if applicable)**

Appendices in this version (Version 2.0) have not been changed since Version 1.0.

*Figure 11: Pound and Shrives Road Development Plan Land Budget (Source: Tract Consultants)*
12. Glossary of Terms

Active Open Space

Land set aside for the specific purpose of formal outdoor sports by the community.

Conventional Density Housing

Housing with an average density of 10 to 15 dwellings per net developable hectare.

Encumbered land

Land that is constrained for development purposes. Includes easements for power/transmission lines, sewers, gas, waterways/drainage; retarding basins/wetlands; landfill; conservation and heritage areas. This land may be used for a range of activities (e.g. walking trails, sports fields). This is not provided as a credit against public open space requirements. However, regard is taken to the availability of encumbered land when determining the open space requirement.

Frontage

The road alignment at the front of a lot. If a lot abuts two or more roads, the one to which the building, or proposed building faces.

Gross Developable Area (GDA)

Total precinct area excluding encumbered land, arterial roads and other roads with four or more lanes.

Land Budget Table

A table setting out the total precinct area, gross developable area, net developable area and constituent land uses proposed within the precinct.

Linear Open Space Network

Corridors of open space, mainly along waterways that link together, forming a network.

Medium Density Housing

Housing with an average density of 16 to 30 dwellings per net developable hectare.

Net Developable Area (NDA)

Land within a precinct available for development. This excludes encumbered land, arterial roads, railway corridors, schools and community facilities and public open space. It includes lots, local streets and connector streets. Net Developable Area may be expressed in terms of hectare units (i.e. NDHa).

Passive Open Space

Open space that is set aside for parks, gardens, linear corridors, conservation bushlands, nature reserves, public squares and community gardens that are made available for passive recreation, play and unstructured physical activity including walking, cycling, hiking, revitalisation, contemplation and enjoying nature.

Public Open Space
Land that is set aside in the precinct structure plan for public recreation or public resort; or as parklands; or for similar purposes. Incorporates active and passive open space.

Walkable catchment of a town centre - Within 400m of a neighbourhood activity centre, or 800m of a principal or major activity centre.

**Water Sensitive Urban Design**

A sustainable water management approach that aims to provide water-quality treatment, flood management and green landscapes. Key principles include minimising water resistant areas; recharging natural groundwater aquifers (where appropriate) by increasing the amount of rain absorbed into the ground; encouraging onsite reuse of rain and incorporation of rain gardens; encouraging onsite treatment to improve water quality and remove pollution, and using temporary rainfall storage (retarding basins/ wetlands) to reduce the load on drains.