



Cell T Development Plan

Version 3.1

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

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.

Responsible Department – Strategic Development

This version includes all amendments to 24 March 2009

Electronic reference library version 3.1

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

7 September 1999	Adopted as Development Plan
3 August 2004	Development Plan adopted by City of Casey
19 April 2005	Development Plan amended – Homestead Road Commercial Centre
20 July 2007	Development Approval Section amended by the Victorian Civil and Administrative Tribunal Ref. No's P397/2007, P722/2007 & P1171/2007
4 March 2008	Development Plan amended – Excised Berwick Waterways and other minor amendments.
24 March 2009	Amended by Council to reflect changes associated with Amendment C99, remove out of date information and comply with privacy legislation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 DEFINITION OF THE CELL AREA

Cell 'T' is bounded by Princes Freeway to the north, Clyde Road to the east, Greaves Road to the south and the Rural Living zoned land to the west. The Cell has an area of approximately 267 hectares and is outlined in Plan No. 1.

The objectives of this Development Plan only apply to the sections of Cell 'T' still covered by the Development Plan Overlay in the Casey Planning Scheme.

2 OBJECTIVES OF THE CELL PLAN

The objectives for Cell 'T' are as follows:

- To outline Council's policy and philosophy for the residential development of land within the cell.
- To provide a planning framework to guide the orderly development of land within the cell.
- To identify existing environmental features, landscapes and constraints which need to be considered in the development of land for urban purposes within the cell.
- To identify requirements in relation to the provision of transport infrastructure, utility services, community facilities, open space and other landuse matters which are necessary to meet the needs of the local community within the cell.
- To provide an information resource for local residents, community groups and businesses interested in the development of land within the cell.

The strategy for the development of Cell "T" is shown on Plan 1.

3 TRANSPORT AND ROAD NETWORK OBJECTIVES

3.1 Street Network

The street network in Cell "T" is designed to allow for the safe and efficient movement of all forms of transport, including pedestrians and cyclists. Pavements are to be designed to discourage vehicles from exceeding an appropriate speed in the local street network.

3.2 Tree Reserve

Tree reserves are required on the following streets:

- Clyde Road - 12 metres on the western side
- Greaves Road - 6 metres on the northern side

3.3 Public Transport

Clyde Road forms part of the Principal Public Transport Network while Centre and Greaves Roads form part of the local network.

3.4 Pedestrian Footpaths/Bicycle Pathways

An important part of the cell plan is the network of pedestrian/bicycle paths linking various areas of the cell together. The cell plan identifies links which provide safe and direct access to the school site, open space areas, bus stops and convenience shops.

There are many features in a cell which create opportunities for development of

pedestrian/bicycle routes. These opportunities include such features like:

- watercourses (i.e. drains);
- arterial roads (including widening and tree reserves);
- major easements (gas, water, electricity, etc.);
- collector streets and local streets;
- open space reserves; and,
- linking reserves and linking courtheads.

The proposed pedestrian/bicycle paths are indicated on Plan No. 1.

4 OPEN SPACE

4.1 Open Space Requirements

Council's requirements for open space in residential subdivisions are based on the needs of the community which will ultimately live in developed residential areas.

The Casey Planning Scheme requires a contribution of 10 percent of the site area to be provided as open space.

The preferred minimum size for an active open space area is 4 hectares and 1 hectare for a passive open space area. The development of a passive open space area with a minimum of 1 hectare allows for the erection of a playground as well an area for other passive recreational activities. The minimum size may be reduced to 0.5 of a hectare where it can be demonstrated that a 1 hectare provision is not possible and that the 0.5 of a hectare area can be used for a quality recreational area.

Where open space proposed is less than 0.5 of a hectare and is not either an open space linkage or an addition to an existing open space area, Council is prepared to consider a cash in lieu contribution. The cash contribution must be equivalent in value in real terms to any land foregone.

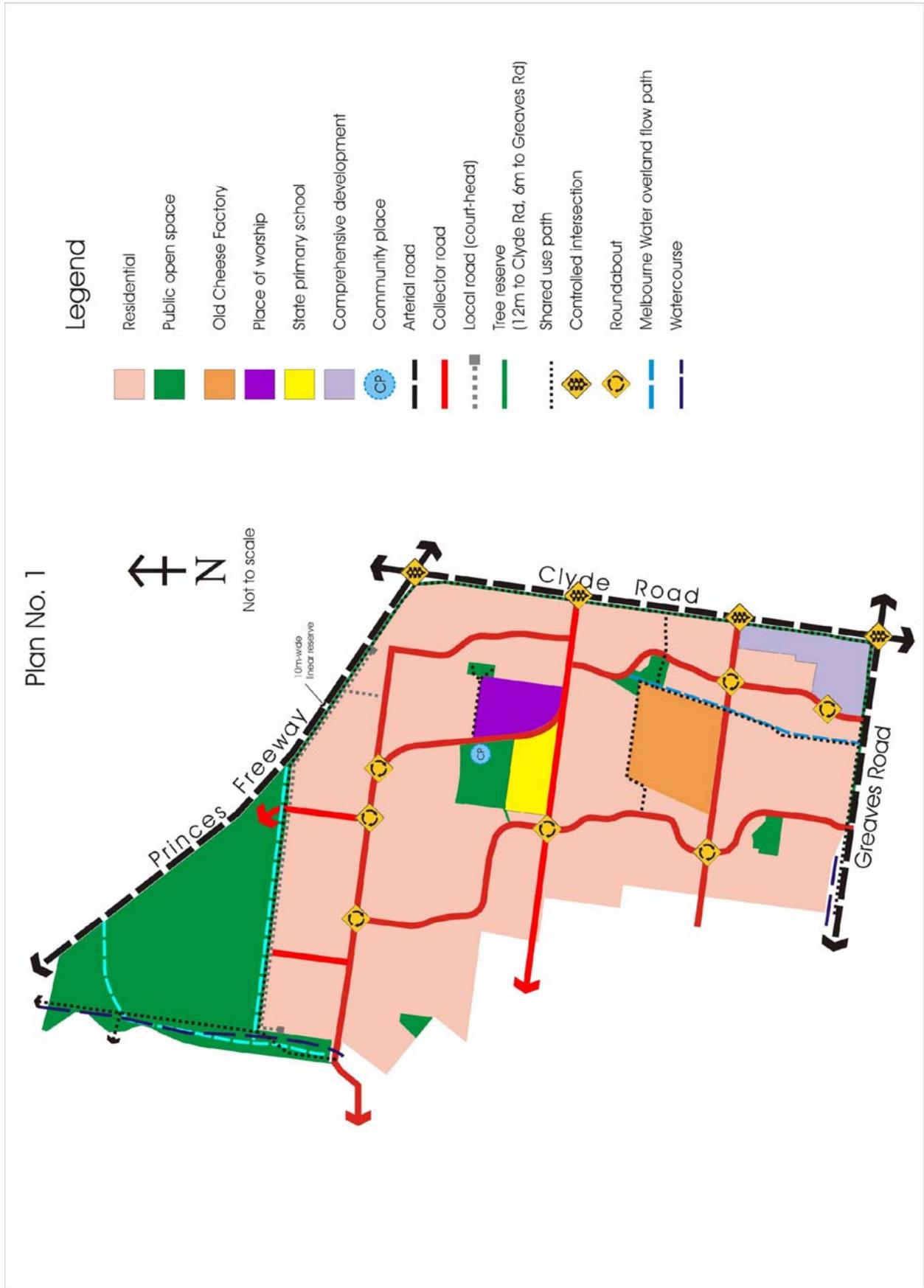
The quality of land provided must be such that it can be used for a variety of purposes.

Open space areas should be located on collector streets in order to facilitate vehicle and pedestrian access as well as visual awareness of open space areas.

4.2 Open Space Locations

Cell 'T' will generate a need for three major open space areas. The cell designates two open space sites - one site is located along the Golf Links Road deviation and adjoins the Primary School site to the north. The other site is located in the southern section of the cell along a collector street between Homestead Road and Greaves Road. However given the location of the major recreation complex in the northern section of the cell it is considered that the location of a third open space reserve over and above the proposed amount of open space would not be warranted. It is considered more appropriate that a cash contribution be required rather than encouraging another open space reserve within the cell.

PLAN NO. 1 – CELL ‘T’ PLAN



5.3 Land generally north of the existing service station, between the service station and Homestead Road

A comprehensive development proposal is proposed for the land (formerly approved medium density housing site) to include a range of restaurants, fast food outlets and a child care centre.

The proposed use and development is considered to be appropriate for this site, subject to detailed conditions. The site is one of the few sites in the part of Berwick south of the Freeway that is suitable and available for commercial development to service the needs of the local community. The population of this part of Berwick is projected to exceed 20,000 people at some time in the period to 2010. The proposed uses are consistent with both the Casey C21 and Activity Centres Strategies, both adopted by Council.

Development of the site must be generally in accordance with Plan No. 2 Conceptual Guidelines and must address the following design guidelines:

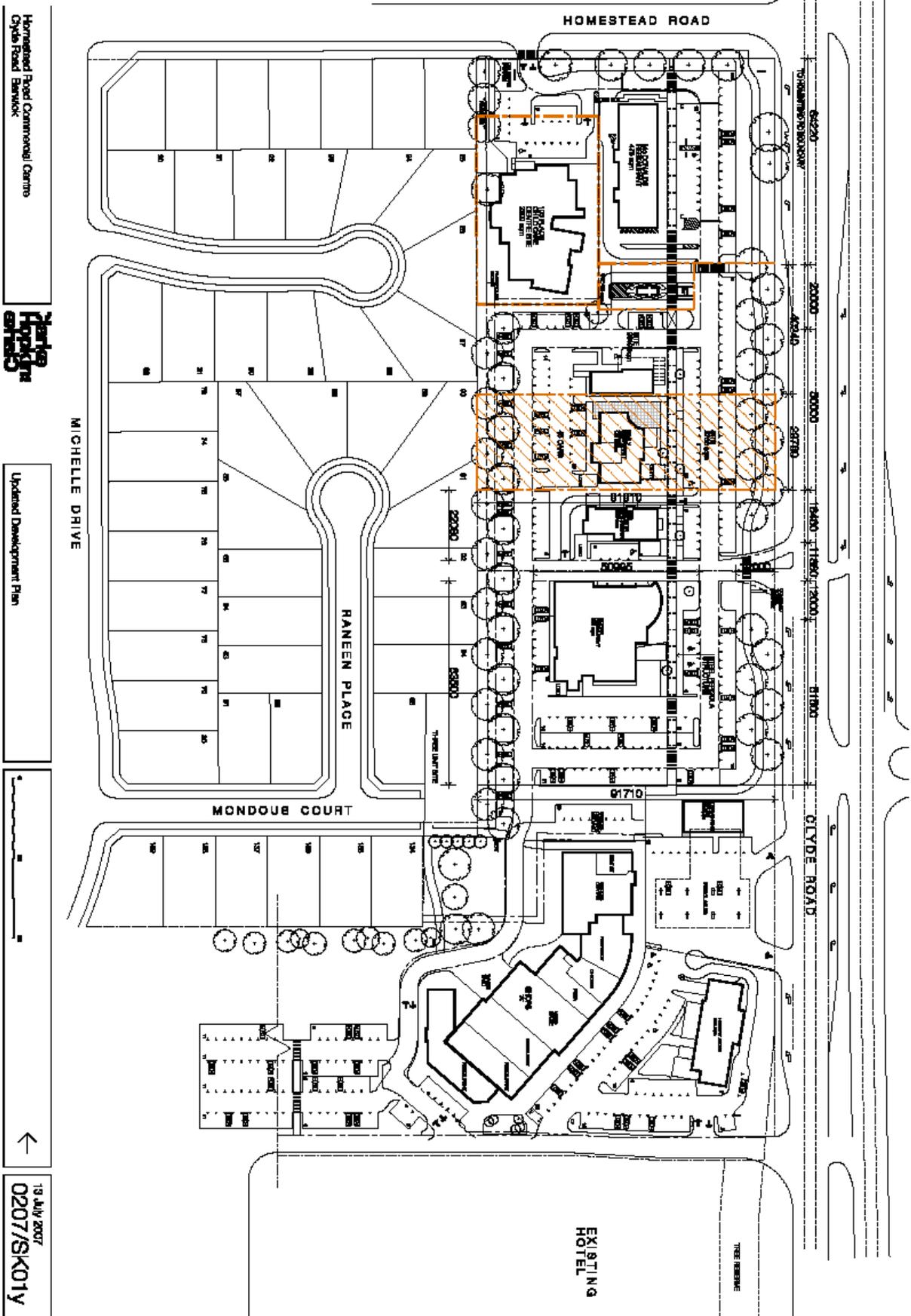
- **Clyde Road landscaping.** Provision of a 12 metre landscape setback to Clyde Road including staggered double row of Forest Red Gum trees at 12 metre centres (6 metres between the rows of trees) to extend the boulevard effect Council is planning to achieve as set out in the Main Roads Trees Strategy.
- **Residential interface landscaping.** Provision of a 12 metre landscape setback to the rear residential properties including staggered double row of Forest Red Gums (*Eucalyptus tereticornis*) at 12 metre centres (6 metres between the rows of trees) to assist to soften the impact of the commercial form and character of the proposal on the abutting residential areas.
- **Homestead Road landscaping.** Provision of 6 metre landscape setback to Homestead Road with single row of Forest Red Gums (*Eucalyptus tereticornis*) at 12 metre centres to be planted.
- **Treed area to rear of existing shops.** Provision of permanent treed, landscaped area to the rear of the existing commercial buildings and removal of one formerly approved residential lot at this location. This is to include a concrete pedestrian path to connect to Mondous Court and provision of new centrally located and completely screened garbage service areas.
- **Child care location abutting existing housing.** Location of child care centre to the residential interface to lessen the amenity impact of the proposed commercial development on adjoining residential properties. Provision of footpaths connecting the centre to the paths on Homestead Road and the main path traversing through the site are required.
- **Single integrated sign.** Provision of a single, large integrated sign for all new development to be located within the Clyde Road landscape setback (minimum setback of 6 metres from the Clyde Road frontage of the site). Each development should utilise the integrated sign in preference to individual pole signs unless the individual site context and need for adequate business and identification signage justifies, for the particular site, a separate pole sign or other signage as an acceptable outcome. Standard corporate identification signs, preferably attached and integrated with the building are supported. Other business and directional signage should be to the satisfaction of the responsible authority.

- **Comprehensive site landscaping.** Complete landscaping of the entire site at the time of development in accordance with a consistent theme, including allowance for broad-canopy tree planting throughout the site and appropriate planting of all garden beds between paved and pedestrian areas.
- **Large trees throughout the site.** Provision of at least one large, broad-canopy tree for every 4 to 5 car spaces in the parking area to soften impact of paved areas and to provide shade and greening of the site. A detailed lighting layout is required to be submitted with the landscape plan to ensure sufficient space has been provided for tree planting and lighting in accordance with these principles.
- **Shared path to site perimeter.** Provision of a 2.5 metre wide concrete shared path along the entire Clyde Road and Homestead Road frontages of the site.
- **Strong, consistent building alignment and theme.** Alignment of all buildings to a consistent building line and design from Clyde Road to create the impression of a streetscape (as opposed to buildings simple placed into a car park), including:
 - Consistent building styles and themes, including requirement for use of non-standard corporate designs for all buildings to create a consistent character.
 - Provision of a 3 metre wide distinctive charcoal or bluestone coloured concrete path connecting the entire building line throughout the site from the extent of existing development through to the proposed shared path along Homestead Road.
 - Integration of the above path with building architecture to create covered sections built into the building line in verandahs or like forms (refer to Figure No. 1).
 - Where restaurant or other use seating is proposed, the space required for seating is to be in addition to this coloured path.
 - Where the coloured path crosses a car park or other vehicle accessway, provision of a white walking legs pedestrian crossing with charcoal or bluestone coloured concrete pavement is required to clearly distinguish the location of the path to maximise pedestrian safety and movement. Detailed design to the satisfaction of Council's Traffic Engineer and to include a raised platform and provision of speed control devices.
 - Provision of feature lighting for the length of the coloured path to help make the path a feature for the development to the satisfaction of Council.
 - Provision of minimum 2 metre wide garden beds along both sides of the coloured path as it moves through car parking areas with consistent landscape treatment (i.e. low ornamental grasses and Crepe Myrtle (*Lagerstroemia indica*) trees at 4 metre spacing along its length) – parked cars may overhang this garden area.
 - The building line and coloured path line are to (generally and as far as possible) be a straight line through the development site.

- **Access to VicRoads' requirements.** Planning permit applications for the site will not be considered until a detailed functional plan for traffic management associated with the site has been prepared by the proponent to the satisfaction of VicRoads. The developer of the activity centre site must fully fund all works required to service the development as required by VicRoads. Access must be provided from Clyde Road. Access only from Homestead Road is not supported.

- **Internal access and carparking.** Council's traffic engineers are satisfied that the proposal is capable of meeting all traffic and safety requirements. However, detailed layout plans for any future internal access and car parking will be subject to assessment by Council's traffic engineers as part of a future Planning Permit process. The following traffic items are requirements of this Development Plan and must be met by future applications:
 - Minimum parking rates for restaurant are to be 0.4 spaces per seat.
 - Minimum parking rates for convenience restaurant (i.e. fast food) is to be 0.35 spaces per seat.
 - These parking rates provide for the 85th percentile for parking demand from the development only. As there is no provision for off-site parking on Clyde Road or Homestead Road, no further reduction in parking rates can be supported due to off-site impacts.

PLAN No. 2: LAND NORTH OF THE EXISTING SERVICE STATION TO HOMESTEAD ROAD



Homestead Road Commercial Centre
Clyde Road Service

Shirley
Kempster
ARCHITECTS

Updated Development Plan



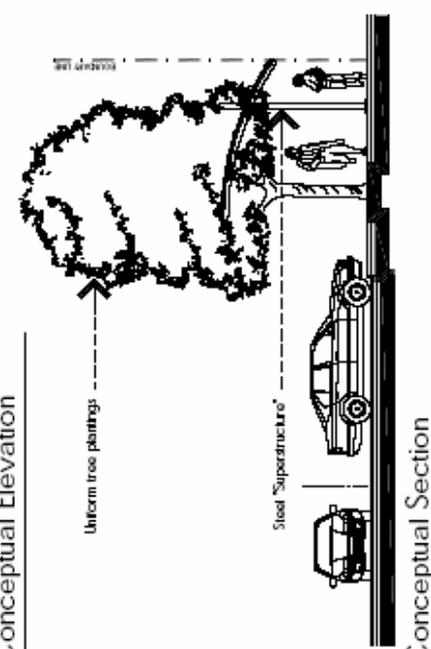
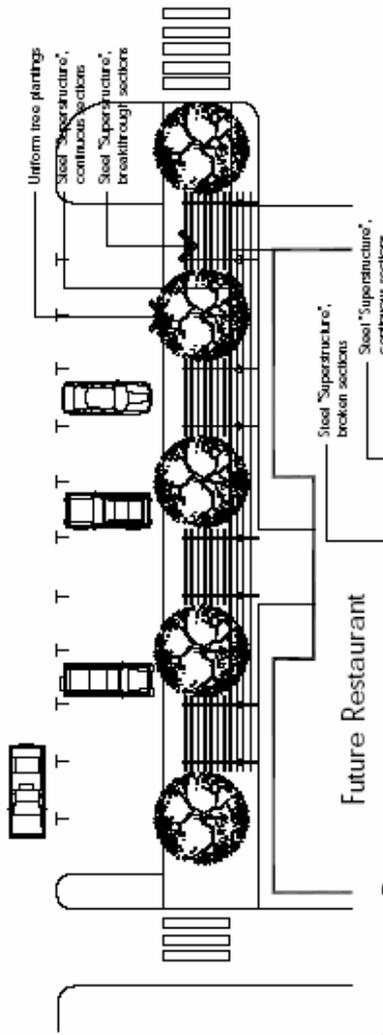
19 July 2007
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FIGURE NO. 1 - CONCEPTUAL GUIDELINES FOR CLYDE ROAD PERGOLA STRUCTURE

Conceptual Guidelines

A sense of overall order and design resolution is to be imposed on the overall development. This is to be achieved by

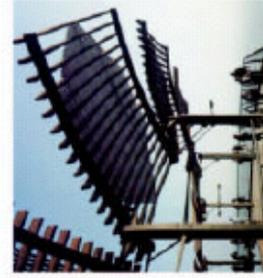
- Steel "Superstructure" to link all buildings and serve as a base for additional building elements, eg Pergolas, Covered Walkways, etc.
- Continuous avenue of trees to complement the steel "Superstructure"



Metropolitan Transportation Authority Bus Stations Los Angeles County



Riviera Hotel Easton, Los Angeles



Centro de Innovaciones, Lima, Peru



Flagler Corporate Plaza and adjacent Huberman Park, Orlando, South Florida

Conceptual Guidelines for Clyde Road Pedestrian Pergola Structure

Dwg: SK01 April 2005

