

Freeway Sports Centre Development Plan

**5-17 Doveton Avenue
Eumemmerring**

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

Adopted by Council on 21 February 2012 as an approved Development Plan for the affected land under Clause 43.04 (Schedule 13) of the Casey Planning Scheme.

Review period – 5 years.

Electronic reference library version 1.1

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.

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.

TABLE OF CONTENTS

- 1. Background 3
- 2. Definition of Area 3
 - 2.1. Northern Sector 3
 - 2.2. Southern Sector 4
 - 2.3. Western Sector 4
- 3. Objectives of Development Plan 4
 - 3.1. General 4
 - 3.2. Design 4
 - 3.3. Transport 4
- 4. Development Principals 5
 - 4.1. Access and Movement 5
 - 4.2. Built form 5
 - 4.3. Landscape 5
 - 4.4. Land Use & Activity 6
- 5. Planning Permit Requirements 7
 - 5.1. Traffic 7
 - 5.1.1. General 7
 - 5.1.2. Internal road network 7
 - 5.1.3. Car parking 7
 - 5.1.4. Lighting 7
 - 5.1.5. Pedestrian access 7
 - 5.1.6. Waste storage & collection points 8
 - 5.1.7. Line markings & Signage 8
 - 5.2. Urban Design 8
 - 5.3. Vic Roads Requirements 8
 - 5.4. City of Greater Dandenong Requirements 8
- 6. Framework Plans 8
 - 6.1. Plan 1 Framework Plan 9
 - 6.2. Building Elevations 10
 - 6.3. Building Sections 11

1. Background

This Development Plan is to be adopted by the City of Casey as the approved Development Plan for the Freeway Sports Activity Centre under Clause 43.04 of the Casey Planning Scheme. This Clause relates to the Development Plan Overlay. All planning proposals in the Freeway Sports Activity Centre must be generally in accordance with the requirements of this document.

This document has been prepared to respond to changes in the area and to its evolution as an area of mixed uses. The document has been prepared to address the integration of the existing uses and approved for development on the land and to integrate with adjoining land.

2. Definition of Area

The area defined by this Development Plan is land on the north east corner of Princes Highway and Doveton Avenue as shown by Figure 1. The area of land affected is approximately 2.3ha. The land has a frontage to Princes Highway of approximately 161m and a frontage to Doveton Avenue of approximately 144m.

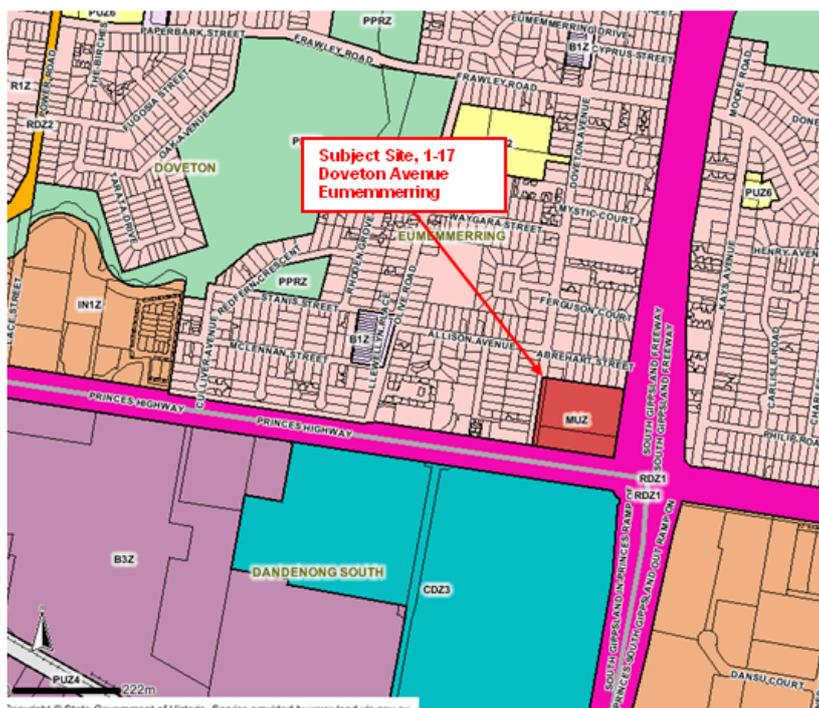


Figure 1: Zoning and Context Plan

Development which has already established on the land and land zoned for future commercial development creates three distinctive sectors within the plan.

2.1. Northern Sector

The land in the northern sector has recently been developed for a hotel in accordance with a permit issued for that use and development. Plan 1 shows the layout for this area with associated car parking.

2.2. Southern Sector

The land in this sector is occupied by the Freeway Sports Centre. This facility has been established on this site for some 30 years and provides a wide range of services and facilities underpinned by the Freeway Sports gymnasium and swimming pool complex.

Plan 1 shows the layout for this area with associated car parking.

2.3. Western Sector

Details of development in this area have not occurred. The form and content of development in this sector is yet to be determined. It will, however, include retail development. The scale of floor area will be governed by the limitations imposed by the zoning of the land. The form of retail is also limited by the Section 173 Agreement, registered on title, which applies to the land and which specifically precludes the development and use of the land for a supermarket.

3. Objectives of Development Plan

3.1. General

- To ensure land use and development proposals within the area affected by the development plan produce a net community benefit.
- To provide for the mixed use development of land within the area affected by the development plan.
- To provide a planning framework to guide the orderly development of land within the area affected by the development plan.
- To provide an information resource for local residents, community groups and businesses interested in the development of land defined by the plan.

3.2. Design

- To provide a development which promotes a safe walking environment.
- To provide commercial development which creates an active street frontage and visual interest.
- To ensure that development is of a scale and height which integrates with surrounding development.

3.3. Transport

- To provide ready access to public transport servicing the area.
- To provide safe and direct pedestrian access to and within the site.

- To provide for bicycle accommodation in new development.
- To provide safe access for all other forms of transport.

4. Development Principals

4.1. Access and Movement

The centre, located on the Princes Highway, has immediate access to a bus service. Notwithstanding the availability of public transport, the primary means of access to the site is by car. Access to the site is restricted to Doveton Avenue. Entry roadways to the land are already established and constructed.

Car parking areas for the centre have been constructed and provide vehicle accommodation for the centre as shown in the Framework Plan.

4.2. Built form

The Freeway Sports Activity Centre proposes urban design outcomes which will ensure the integration of existing and proposed development within the area covered by the development plan, and with development external to the development plan.

The focal point within the centre is the Chifley Hotel which is a quality accommodation facility established in a landscape setting. Also established on the land is the Freeway Sports Centre which is a long established low rise development facing Princes Highway.

Land on the western side of the centre abutting Doveton Avenue is identified as land to be developed for commercial (including retail) development. The development of this area is to also be low rise (refer to concept shown in the Framework Plan).

Building height for new development or redevelopment abutting both Doveton Avenue and Princes Highway is to be generally in accordance with the concept shown in the Framework Plan and in the Building Sections Plan.

Car parking, already established on the land, provides a level of connectivity within the centre.

4.3. Landscape

Development within the centre, apart from the area abutting Doveton Avenue (Western Sector), has been approved and constructed prior to the preparation of this development plan. Landscape treatment of the Freeway Sports Centre and its surrounds has been established for many years. The more recent development of the Chifley Hotel has included a high quality landscape treatment which includes a mixture of native and non-native planting for the hotel surrounds which was approved as part of the land use permit issued for the hotel.

Further landscape treatment, associated with the development of the balance of the land, will build on and extend the existing landscape treatments as part of the approval process for this sector of the land. It is intended that the development of the western sector will include building to the Doveton Avenue road boundary. Similarly, it is intended to build to the other

boundaries of this sector. Such development will be subject of a planning permit. Detailed treatment of building facades and/or the treatment of any setback areas will be the subject of permit condition.

4.4. Land Use & Activity

The Freeway Sports Activity Centre is identified as a “Convenience Centre” in Clause 22.07 – Retail Policy in the Casey Planning Scheme. The policy states that Convenience centres provide for essential day-to-day purchases of retail goods and some selected services, fulfilling an important social and community role in the City. They serve a catchment of approximately 2,000 to 4,000 persons and generally include a cluster of goods and services not anchored by a supermarket.

In addition to the uses already established on the site, the zoning of the land allows for the establishment of a maximum leasable floor area for shop of 2000sqm. A Section 173 Agreement affecting the land excludes the development of a supermarket on the land.

Unlike other convenience centres the Freeway Sports Centre is anchored by the existing sports centre and the new hotel which creates a unique community hub in this area.

The development provides the footprint to achieve urban design outcomes which will ensure the integration of existing and proposed development within the area covered by the development plan and with development external to the development plan.

The development plan will facilitate the establishment of a diversity of uses in this area in a coordinated and orderly manner. The inclusion of this land in a Mixed Use Zone provides for the establishment of shop uses not previously allowed. This expands the capability for use of the land and integrates with commercial and business uses already established which provide service to both the local and broader community.

Plan 1 provides for the integration of land use within the site including:

- The distribution of land uses,
- The provision for vehicular movement within the land and its connection with abutting roads and surrounding properties,
- The provision for integrated car parking areas within the site,
- The provision for pedestrian and bicycle movement through and within the site,
- An indicative streetscape concept for new development.

Within the constraints that the existing pattern of development creates the development plan provides for the integration of the activity centre with surrounding areas. This is principally achieved through the provision of vehicular and pedestrian circulation systems within the land and by providing connections with surrounding roads.

The centre has been constrained by its inability to develop shop uses. The inclusion of the land in a Mixed Use Zone provides the opportunity to provide a more balanced range of services and facilities to service the local and broader community.

5. Planning Permit Requirements

The use and development of retail activity on the land will require the issue of planning permit. The purpose of this plan is not to determine the extent or detail of such development, but rather to provide that such development can integrate with other development already established on the land and on surrounding land.

Should a planning permit be issued, it is recommended that the planning permit should be consistent with the following requirements (as appropriate).

5.1. Traffic

5.1.1. General

Prior to any further development of the site or change to the current access arrangements a Transport Impact Assessment Report (TIAR) must be prepared to the satisfaction of both the Responsible Authority and VicRoads. The report must assess potential changes to traffic generation and parking demand by the proposed development and include consideration of close proximity of the development site to the Princes Highway / Doveton Ave intersection.

5.1.2. Internal road network

Any further development of the site must be able to cater for off-street delivery vehicle manoeuvres. Further access driveways to the site should be discouraged and consideration of any proposal for an additional vehicle access points will be subject to a TIAR.

Any proposed additional access points to the future commercial development must be in accordance to current standards and approved by City of Casey.

5.1.3. Car parking

Any future development proposal must provide off-street car parking based on the proposed gross floor areas within the centre in accordance with the Planning Scheme 52.06 provision of car spaces.

Provision must be made for disabled parking spaces within the development in accordance with Australian Standards.

Loading bays shall be designed in accordance to current standards and Casey Planning Scheme.

5.1.4. Lighting

Lighting of the internal access roads and car parking areas must be provided for night operations in accordance with Australian Standards.

5.1.5. Pedestrian access

Internal path connections should be provided in accordance with Plan 1. Provision of a direct path connection between the entrance of the Freeway Sports Centre and the footpath along the north side of the Princes Highway should be considered.

Direct pedestrian connections should be provided between the future commercial development and the footpath along the east side of Doveton Avenue.

5.1.6. Waste storage & collection points

Ensure that waste storages and collection points are provided at the appropriate locations to enable the waste vehicles to pick up.

5.1.7. Line markings & Signage

The internal access roads and car parks shall have line marking and signage including directional signs installed in accordance with Australian Standards.

5.2. Urban Design

Any proposed development should provide an articulated roofline and a unique façade treatment on both Doveton Avenue and Princess Highway.

Any proposed development should also provide an active frontage along the Doveton Avenue frontage.

5.3. Vic Roads Requirements

A Transport Impact Assessment Report (TIAR) must be prepared by a suitably qualified traffic engineer to the satisfaction of VicRoads and Council. The report must identify all intersection arrangements and mitigating road works necessary to manage the traffic generation to and from the subject property in the short and long term (including during construction) generally in accordance with VicRoads' Guidelines for Preparation of a Transport Impact Assessment Report. Any mitigating works required by VicRoads and Council will need to be funded by the developer.'

5.4. City of Greater Dandenong Requirements

Any requests to change the zoning of the land or changes to the Section 173 agreement that applies to the subject site (in relation to the provision of a supermarket) must be notified to the City of Greater Dandenong.

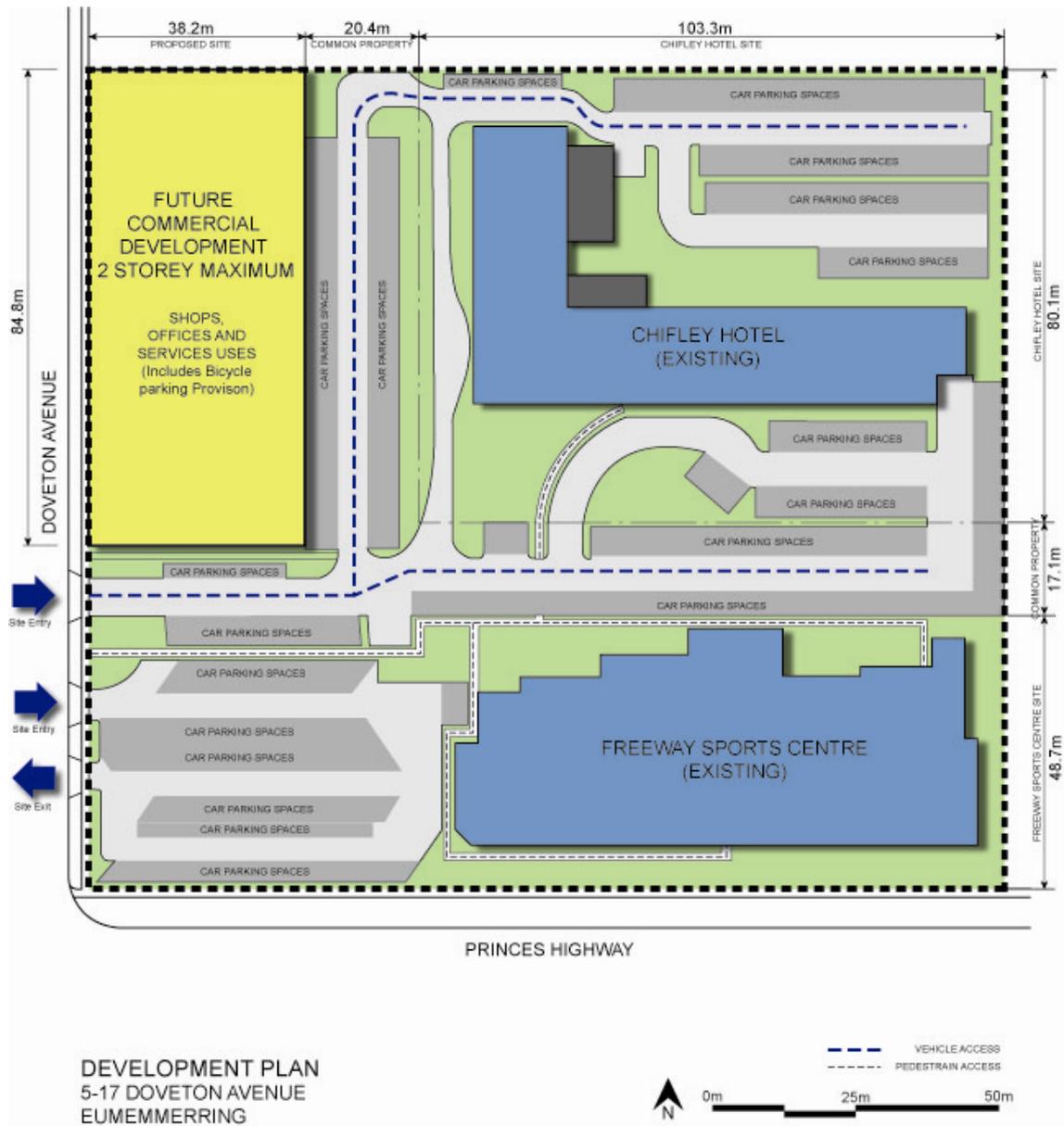
6. Framework Plans

Plan 1 is the Framework Plan which forms part of this Development Plan. Its purpose is to provide guidance in the determination of planning permit applications for development within the area.

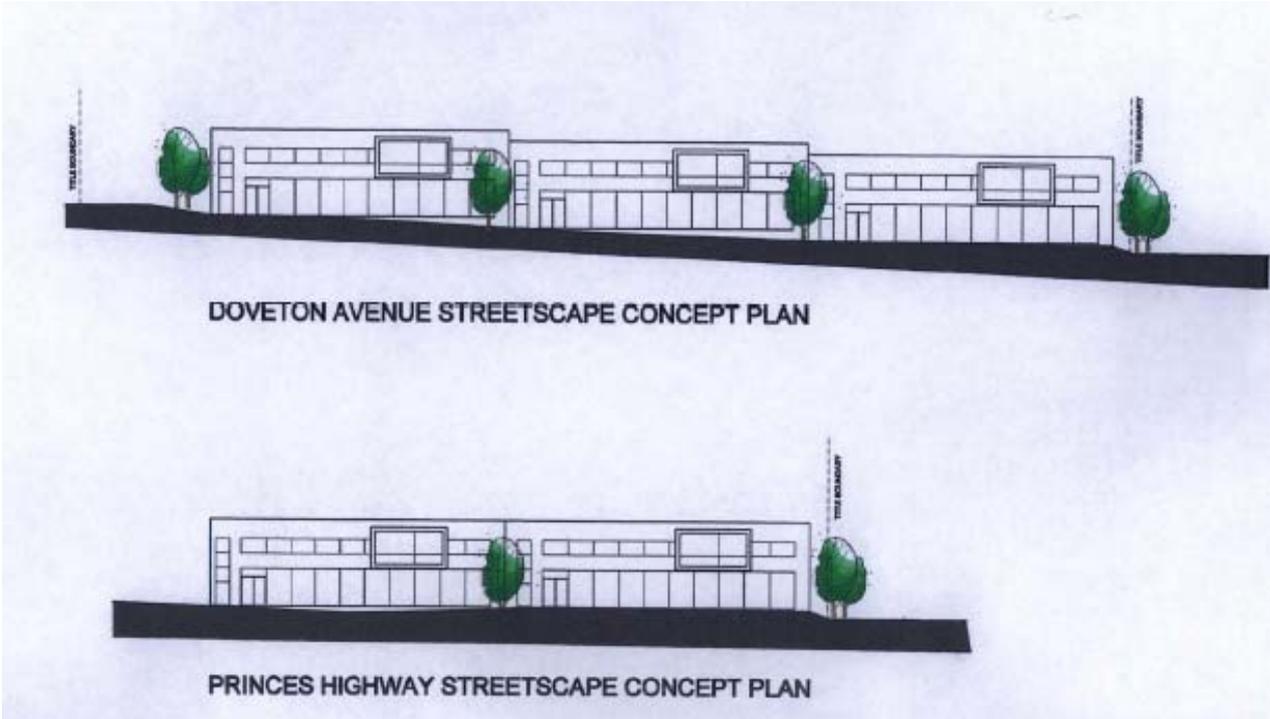
Among other matters the Framework Plan shows:

- the relationship between uses and activities established and proposed on the site,
- areas within the land proposed to be used for commercial purposes,
- vehicle and pedestrian circulation capacity within the site,
- the location of existing and future active street frontage areas,
- the road network and car parking system including intersections, existing and proposed, with abutting roads,
- indicative built form/massing.

6.1. Plan 1 Framework Plan



6.2. Building Elevations



6.3. Building Sections

