

# Hampton Park Development Plan

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Responsible Department: Strategic Planning and Environment

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*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](http://www.casey.vic.gov.au/policiesstrategies) to ensure that you have the current version. Alternatively you may contact Customer Service on 9705 5200.*

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## 1 Definitions

<b>Activity Centre</b>	means a multi-purpose precinct/community focal point that comprises a selection of the following: retail goods and services, business and administrative services, community facilities, medium density housing, education facilities, and entertainment, recreation, arts, cultural facilities and services.
<b>Arterial Road</b>	means roads whose function is to form the principal avenue of communication for municipal, regional and metropolitan traffic movements.
<b>Collector Road</b>	means higher order local roads whose primary function is to distribute traffic between arterial roads and the local road network.
<b>Community activity node</b>	means designated preferred locations for the clustering of both public community-oriented land uses (e.g. preschool, maternal and child health centre, primary school) and private community-oriented land uses (eg. medical centre, convenience shop). Other important characteristics of these sites include high vehicular and pedestrian accessibility, proximity to public open space and frontage to at least one collector road.
<b>Controlled intersections</b>	means road intersections whereby traffic signals or a roundabout have been installed for traffic safety and management purposes. Traffic signal treatments occur primarily at the intersection of arterial roads. Roundabout treatments occur primarily at the intersection of collector roads.

<b>Convenience shopping centre</b>	is a hierarchical classification or type of activity centre.
<b>Council</b>	means Casey City Council, being a body corporate constituted as a municipal Council under the Local Government Act 1989
<b>Councillors</b>	means the individuals holding the office of a member of Casey City Council
<b>Council officer</b>	means the Chief Executive Officer and staff of Council appointed by the Chief Executive Officer.
<b>Development plan</b>	means a strategic policy document that generally consists of plans and written guidelines or requirements associated with the subdivision, use, and development of land within a designated area. The application of a Development Plan is identified in the Planning Scheme by way of a Development Plan Overlay (DPO).
<b>District-level sports ground</b>	means a public open space generally between 6 hectares to 8.5 hectares in area intended predominantly for active recreational uses, particularly organised sport, and associated facilities.
<b>Encumbered land (public open space)</b>	means public open space that is affected by any easement, landscape features, lease or other condition that limits its function, use or availability to the public.
<b>Full-turning movement</b>	means an intersection configuration that provides for direct, uni-directional vehicular access opportunities.
<b>Linear reserve</b>	means lineal public open space reserves designed to link other public open space elements (eg. local parks) and key community focal points, often by way of pedestrian/cycle paths. Natural drainage systems are often incorporated into these reserves.
<b>Local park</b>	is the most common element of public open space. Ideally located to take advantage of topographic relief and/or to preserve existing vegetation. The minimum size for local parks is 1 hectare to ensure that they provide for both passive and active recreation opportunities.
<b>Local road</b>	means roads or streets whose primary function is to provide access to abutting properties.

<b>Pedestrian/cycle path</b>	means pathways linking key community focal points, in particular public open space elements and community facilities. Such paths are provided either off-road within public open space or on-road within a tree reserve or widened roadside verge. Paths should be 2.5 metres wide minimum for reasons of both function and safety.
<b>Public open space</b>	means land set aside to be used for recreational purposes by the public. Generally includes local parks, district-level sports grounds and linear reserves.
<b>Service road</b>	means roads whose primary function is to provide access to properties abutting arterial roads. A service road (with appropriate landscaping) also serves to enhance the visual interface between arterial roads and adjoining residential areas.
<b>Sub-regional shopping centre</b>	is a hierarchical classification or type of activity centre.

## 2 Scope

The *Hampton Park Development Plan* (the “*Development Plan*”) applies to land within the suburb of Hampton Park, specifically the area identified in Figure A that is affected by the Development Plan Overlay – Schedule 1 (Clause 43.04 of the Casey Planning Scheme).

The previously adopted *Hampton Park Development Plan 2015* applied to two areas: Hampton Park Central and the southern Hampton Park areas (this Development Plan). This has been split into two development plans to avoid duplication.

## 3 Context

### 3.1 Statutory Context

The *Hampton Park Development Plan* (the “*Development Plan*”) has been prepared as a *Development Plan* to Schedule 1 to Clause 43.04 of the *Casey Planning Scheme*. This *Development Plan* provides guidelines to co-ordinate the actions of developers, infrastructure service providers, public authorities and Council.

Council 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 be consistent with other key State and local policy guidelines, including:

- » The State Planning and Local Planning Policy Frameworks of the Casey Planning Scheme.

- » The Municipal Strategic Statement.
- » The South Eastern Growth Area Plan.
- » Any adopted residential development or housing guidelines of the State Government.
- » Any adopted Housing Strategy of the City of Casey.
- » Crime Prevention Through Environmental Design (CPTED) Guidelines.
- » The City of Casey Activity Centres Strategy.
- » Any adopted Open Space Strategy of the City of Casey.
- » Arterial Roads Tree Strategy City of Casey.
- » Any adopted Landscape Policy of the City of Casey.

### 3.2 Physical Context

The *Hampton Park Development Plan* applies to areas of Hampton Park generally bounded by Ormond Road and Central Road to the north, the transmission line easement to the east, the proposed Glasscocks Road to the south, and the South Gippsland Highway to the west (refer to Figure A Physical Framework Plan).

## 4 Aims & Objectives

### 4.1 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.
- » Enables access to essential community facilities and services.
- » Creates a distinctive sense of community and place.
- » Sensitively integrates natural physical features into the built environment.
- » Preserves and protects significant flora and fauna.
- » Incorporates key principles of urban design.

### 4.2 Objectives

The particular objectives for the Development Plan area are:

#### 4.2.1 Community

- » To encourage higher residential densities in proximity to activity centres and community activity nodes.
- » To protect and enhance the existing geographical separation and definition of the Hampton Park area that is created by the Hallam Valley Floodplain to the north, the quarry/landfill site to the south and the transmission line easement to the east.

#### 4.2.2 Residential Areas

- » To encourage residential development of the proposed Hallam Terminal Station site that compliments, and is consistent with, the character of adjoining low-density residential areas, and which provides for an associated public open space link.
- » To protect the amenity of existing/future residential areas by providing sufficient buffers to:
  - » the quarry/landfill site

- » the high voltage transmission line easement and
- » arterial roads.

#### 4.2.3 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.
- » To provide a road network that allows for the implementation of bus routes that link key local destinations and that maximises accessibility to these transport services.
- » To develop an integrated pedestrian/cycle network linking community focal points, in particular the combined primary/secondary school site, the catholic primary school, the activity centre, the district sports fields and other major public open space elements.

#### 4.2.4 Public Open Space

- » To establish a local network of public open space that offers a diversity of recreational and leisure opportunities, and that is accessible to the local community.
- » To design and locate public open space in such way that it serves to protect existing significant vegetation and natural drainage functions in the local area.
- » To establish a local system of public open space that offers a diversity of recreational opportunities and is accessible to the local community.
- » To develop a linear open space network linking key community focal points, including the Hampton Park shopping centre, local primary schools, community activity nodes, local parkland points by way of pedestrian/bicycle pathways. The network to include the River Gum Parklands and the Hallam Valley Parklands (floodplain).
- » To progressively rehabilitate and develop the quarry/landfill site, upon the cessation of current operations, for the purpose of public open space.

#### 4.2.5 Natural and Cultural Heritage

- » To protect and enhance the natural hydrological and drainage function of the River Gum Parkland and the Hallam Valley Parkland to ensure that these areas are protected from encroachment by urban development.
- » To protect vegetation of identified significance.
- » To protect locally identified cultural elements.

### 5 Physical Framework Plan

Figure A represents the Physical Framework Plan for the Development Plan area.

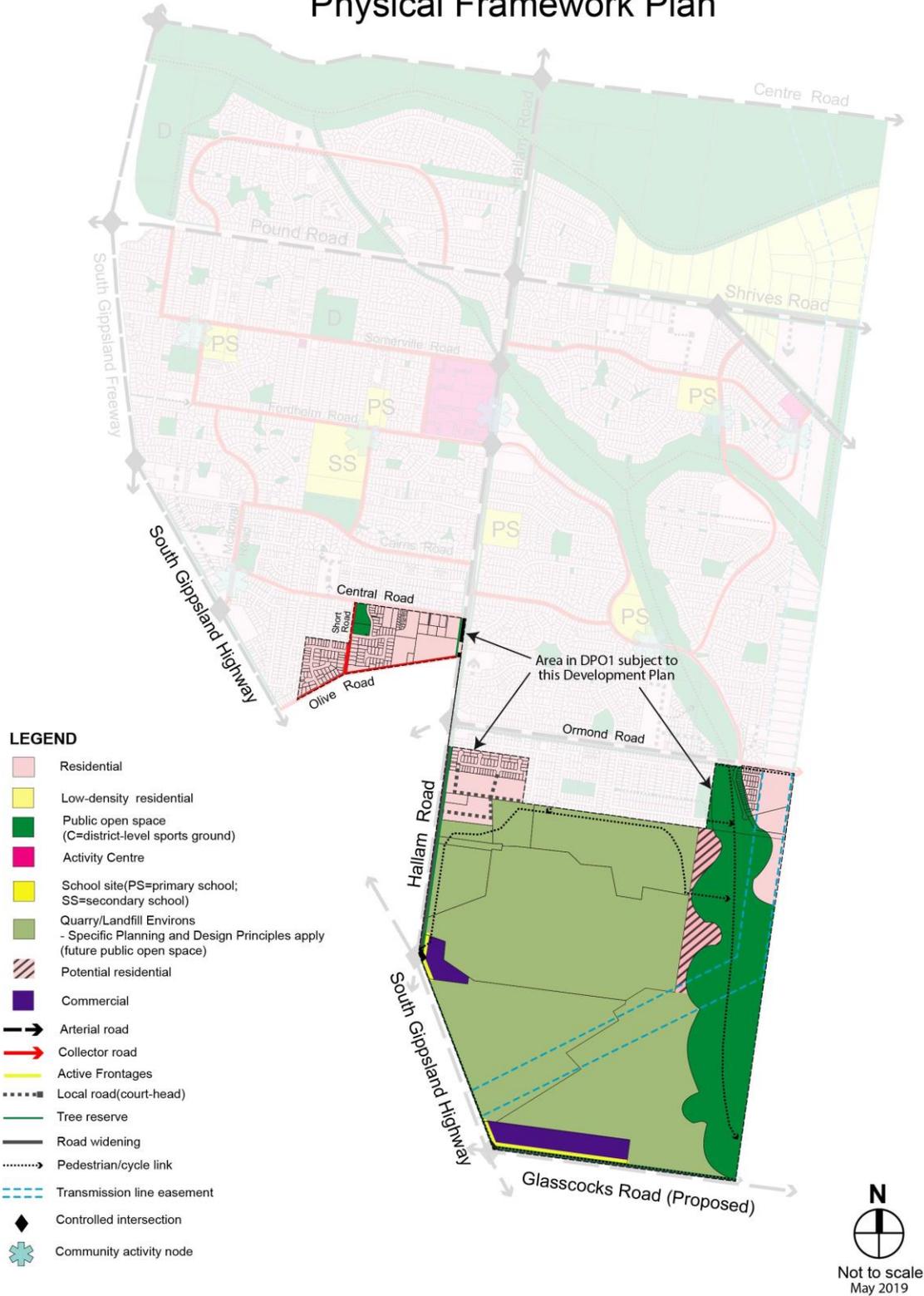
Broadly speaking, the Plan provides a framework that represents:

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

Following is a summary of the key elements depicted on the Physical Framework Plan or otherwise described in this document:

- » Residential areas.
- » Activity areas including:
  - » activity centre sites
  - » community activity nodes and
  - » school sites.
- » Roads and transport including:
  - » the arterial road network
  - » the local road network
  - » road and tree reserve dimensions
  - » cross-sections
  - » intersection treatments
  - » pedestrian/cycle paths and
  - » public transport.
- » Public open space including:
  - » district-level sports grounds
  - » local public open space and
  - » linear public open space.
- » Environment including:
  - » existing vegetation and
  - » tree planting.

Figure A: Hampton Park Development Plan Physical Framework Plan



## 6 Residential Areas

### 6.1 General Planning and Design Principles

- (a) Provide quality and choice in housing opportunities for both current and future communities by providing for:
  - » Diversity in allotment sizes.
  - » Larger allotments, particularly at corner locations, that will allow for future redevelopment opportunities.
  - » Smaller allotments and multi-unit developments in the vicinity (generally a 400 metre radius) of activity centres, public open space, public transport nodes and proposed community activity nodes, in accordance with the City of Casey Municipal Strategic Statement.
  - » One on-street parking space per residential allotment.
- (b) Display homes may be developed within the area designated for residential development, and will be assessed against the requirements of the Casey Planning Scheme and the City of Casey Display Homes Policy.
- (c) Building envelopes should be applied to residential allotments, where appropriate, to minimise the impact of development upon significant vegetation.
- (d) With the exception of corner lots, and lots with rear lane vehicular access, all residential allotments should have one road frontage only.
- (e) Linking walkways (court-heads) less than 15 m in width created along property boundaries with standard paling fencing should not be more than 50 m in length.
- (f) Estate entrance features should be consistent with the character and design intent for the area, and should be designed to ensure low maintenance requirements when relinquished to the City of Casey.
- (g) 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:
  - » arterial roads
  - » industrial areas
  - » transmission line easements
  - » railway line reservations
  - » environmentally sensitive or significant areas.

### 6.2 Specific Planning and Design Principles

- (a) Residential development may be permitted within the area marked on the Physical Framework Plan as “Potential residential”. This land is currently zoned *Special Use Zone 1* under the *Casey Planning Scheme*. Development could not occur until the use of the adjacent sand extraction/landfill site has ceased. A rezoning to *Residential 1 Zone* will be required to enable residential development to occur and must consider, *inter alia*, the following development issues:

- Access opportunities to the site are highly constrained, in particular from the north via Bellflower Place. Therefore, it is preferable that access is obtained from the east, across the flood plain, via Langbourne Drive.
- (b) Areas affected by existing uses that have the potential to create adverse amenity impacts:
- Any application for a planning permit for use and/or development of land within 500 metres from the Hallam Road Landfill and/or 100 metres from the Concrete Batching Plant in Hampton Park should be referred to the EPA for their comment and advice. This is to ensure that the consideration of any application which may be impacted by the continuing operation of these facilities has regard to relevant EPA policies on the matter, in particular the *Best Practice Management Guideline (Siting, Design, Operation and Rehabilitation of Landfills)* (EPA, September 2010). This is intended to help guide decision making as to the appropriateness of any intensification of use or development within the area having regard to the potential for adverse amenity impacts arising from the Hallam Road Landfill and/or the Concrete Batching Plant. It is noted that this requirement arises only in considering planning permit applications.

## 7 Activity Centres

### 7.1 General Planning and Design Principles

- (a) Activity centres should generally include a selection of the following components: retail goods and services, business and administrative services, community facilities medium density housing, education facilities, and entertainment, recreation, arts, cultural facilities and services.
- (b) The location, size, function and design of each activity centre should be consistent with the requirements of the City of Casey Activity Centres Strategy and the Casey Planning Scheme.
- (c) The Casey Planning Scheme allows for various non-residential uses within residential zones, subject to planning permit approval. It is preferable that these non-residential uses be co-located/consolidated in particular locations within the Development Plan area. These locations are designated as community activity nodes on the Physical Framework Plan. Key characteristics of these nodes include:
- » The clustering of public community-oriented land uses (e.g. pre-school, primary school, maternal and child health centre, multi-function community facility) and private community-oriented land uses (refer Clause 32.01 of the Casey Planning Scheme, Section 1 and Section 2 uses).
  - » A high level of vehicular and pedestrian accessibility.
  - » Proximity to one or more public open space elements (e.g. a local park or district-level sports ground).
  - » Frontage to at least one arterial or collector road.
  - » Relevant policy documents that should be considered in relation to community activity nodes include:
    - » The Casey Planning Scheme, particularly Clause 22.08 Non-Residential Uses in Residential Areas Policy.
    - » City of Casey Activity Centres Policy.
    - » City of Casey Medical Centres Policy.
    - » City of Casey Child Minding Centres Policy.

## 7.2 Specific Planning and Design Principles

- (a) A variety of activities are appropriate for co-location at the sub-regional (Hampton Park) shopping centre on Hallam Road and at the two convenience centres located on Somerville Road and Pound Road, and within the residential area immediately surrounding the activity centres (refer to Section 5). Medium density housing development is also encouraged within walking distance to the shopping centre.
- (b) The development of community activity nodes should be encouraged at the following locations:
  - » Vicinity of the Hampton Park shopping centre.
  - » Vicinity of the Pound Road convenience centre.
  - » Vicinity of the Somerville Road convenience centre.
  - » Vicinity of Kilberry Park Primary School, with abuttal to Kilberry Boulevard or Warana Drive.
  - » Vicinity of Coral Park Primary School, with abuttal to Coral Park Drive.
  - » Vicinity of Hampton Park Primary School, with abuttal to Somerville Road or Regans Road.
  - » Vicinity of Hampton Park Secondary College and River Gum Primary School, with abuttal to Fordholm Road.
  - » Vicinity of the intersection of McDowall Road and the South Gippsland Highway, with abuttal to McDowall Road.
- (c) Other community activity nodes may occur, however these should be consistent with the principles of Section 4 of the Development Plan and the City of Casey Activity Centres Strategy.

## 8 Public Open Space

### 8.1 General Planning and Design Principles

- (a) All residential subdivisions should provide for public open space in accordance with the requirements of Clause 52.01 and the associated schedule of the Casey Planning Scheme.
- (b) Public open space should generally be provided in accordance with the Development Plan.
- (c) The location, dimensions and site characteristics of all public open space will be to the satisfaction of the City of Casey.
- (d) The provision of open space should address the requirements of any Open Space Strategy adopted by the City of Casey.
- (e) Public open space should be provided on unencumbered land.
- (f) Public open space may be provided on encumbered land subject to agreement by the City of Casey, and only if (as applicable) the land:
  - » does not form part of a district-level public open space contribution
  - » forms part of a necessary linear public open space connection

- » is located within a drainage easement above the 1 in 10 year flood line
  - » will not inhibit or preclude the provision of fundamental public open space elements within a community
  - » is useable (e.g. not steeply graded) and
  - » is deemed to have a suitable function and purpose for the community it is intended to serve.
- (g) Land located within a transmission line easement may be included as part of a public open space contribution conditional on the following:
- » that it has been sufficiently demonstrated that the fundamental community open space requirements will not be adversely affected and
  - » that the easement will be rehabilitated/landscaped/developed (by the proponent) in order to enhance its functional or visual amenity (e.g. as linear parkland or as a wildlife corridor).
- (h) Land necessary to protect areas of vegetation primarily for reasons of conservation will not be accepted as part of a public open space contribution. However, land comprising vegetation may be considered as part of the public open space contribution only if that vegetation:
- » is located predominantly along its periphery, and/or,
  - » does not substantially inhibit recreation opportunities, and/or,
  - » contributes positively to its design, function and aesthetic characteristics.
- (i) All industrial and commercial subdivisions should provide a cash contribution equivalent to 5% of the land area being developed. Land may be acceptable in limited circumstances.
- (j) The distribution of public open space is based on the following principles:
- » Within 500 metres of most residences:
    - » a local park catering for informal, outdoor recreation activities and
    - » access to a pedestrian/cycle path network.
  - » Within 1 kilometre of most residences:
    - » a multi-purpose sports ground suitable for community events, training and junior sports and
    - » access to a municipality-wide linear open space network.
  - » Within 2 kilometres of most residences:
    - » a district-level sports ground or complex;
    - » an indoor, multi-purpose community space; and,
    - » a major park or foreshore reserve.
  - » Within 5 kilometres of most residences:
    - » an indoor sports facility and/or complex.
- (k) District-level sports grounds should:
- » Comprise an area of between 6 ha to 8.5 ha.
  - » Be located on generally flat, well-drained land of stable soil structure and substantially clear of vegetation.
  - » Be located adjacent to primary schools where possible to facilitate joint-use opportunities.
  - » Be capable of accommodating two sports fields, a pavilion, additional community facilities, and carparking.
  - » Have road frontage on at least three boundaries for the purpose of visual surveillance and public access.
  - » Have at least one collector road frontage to minimise vehicular traffic and parking on local roads.

- » Provide landscape buffers to adjoining residential areas.
- (l) Local parks should:
- » Be at least 1 ha in area.
  - » Be located to take advantage of topographical relief and site lines where possible.
  - » Be located to incorporate significant vegetation where possible.
  - » Have road frontage on two boundaries, with adjacent on-street parking available.
- (m) Linear reserves should:
- » Be linked to elements of the wider open space network, in particular, by way of pedestrian/cycle paths.
  - » Have at least one contiguous road frontage.
  - » Integrate natural drainage systems where possible, including provision for buffer zones in accordance with the Casey Planning Scheme.
- (n) All public open space, as well as 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.
- (o) Existing significant vegetation (including dead trees as appropriate), as well as, sites and features of cultural or heritage significance, should be retained by one or more of the following means:
- » within a local park
  - » within a tree reserve
  - » within linear open space or
  - » within a suitably designed road reservation.

## 8.2 Specific Planning and Design Principles

- (a) A local park, minimum 1 hectare in area, to be set aside at the corner of Central and Short Roads. Existing significant vegetation located on the western boundary of this area, and otherwise within it, should be retained.
- (b) A public open space area, approximately 3,800m<sup>2</sup> in area, to be set aside to link the existing local park situated on The Parkway with the River Gum Parkland.
- (c) The balance of the existing local park situated on Branton Drive, minimum 5,000m<sup>2</sup> (total) to be set aside.
- (d) The balance of the existing local park situated on Redwood Avenue, minimum 1ha (total), to be set aside. Balance should be provided with frontage to Redwood Drive and with an additional road frontage on the western boundary.
- (e) A linear public open space link to be set aside within the transmission line easement between the River Gum Parkland and Pound Road.
- (f) A linear public open space link to be set aside within the transmission line easement between Pound Road and Shrives Road.

- (g) If the opportunity arises a linear public open space link to be set aside within the transmission line easement between Shrives Road and the Hallam Valley main drain.
- (h) A regional parkland is to be progressively created upon rehabilitation of the quarry/landfill site for this purpose, situated on Hallam Road. A management plan for the site, must be prepared in negotiation with the City of Casey and Department of Primary Industries, and the Environment Protection Authority and implemented by the landowner prior to the site, or parts thereof, being vested in the City of Casey.

## **9 Roads and Transport**

### **9.1 General Planning and Design Principles**

- (a) All local roads should be in accordance with City of Casey standards for the design and configuration of local roads (refer Figure B). Proposed variations to these standards will be subject to the satisfaction of the City of Casey.
- (b) Collector roads should be designed to provide at least one indented parking bay per residential allotment. Such parking bays should, where possible, be configured in pairs.
- (c) All collector roads should be designed to accommodate bus services.
- (d) Roads abutting public open space areas may be entitled to a reduced road reserve width. Such a variation will be subject to negotiation with the City of Casey.
- (e) Service road access should be provided to all land uses fronting arterial roads, where appropriate from both a functional and design perspective. The service road design should include a suitably landscaped outer separator. However, in circumstances whereby the City of Casey is of the opinion that a clear pre-existing character of “no frontages” has been established along an arterial road, and a small infill development is proposed that conflicts with this principle, design resolution will be subject to negotiation.
- (f) At least 90 % of dwellings should be within 400 m safe walking distance from an existing or potential bus route or within 800 m of a railway station.
- (g) Pedestrian/cycle paths should be designed in accordance with City of Casey requirements.
- (h) Pedestrian/cycle paths should be provided in accordance with the principles of any adopted residential development guidelines of the State Government, and any adopted open space strategy and/or bicycle strategy of the City of Casey.
- (i) All new school proposals require the preparation of a traffic management plan which identifies how all transport and carparking issues are to be resolved to the satisfaction of the responsible authority.

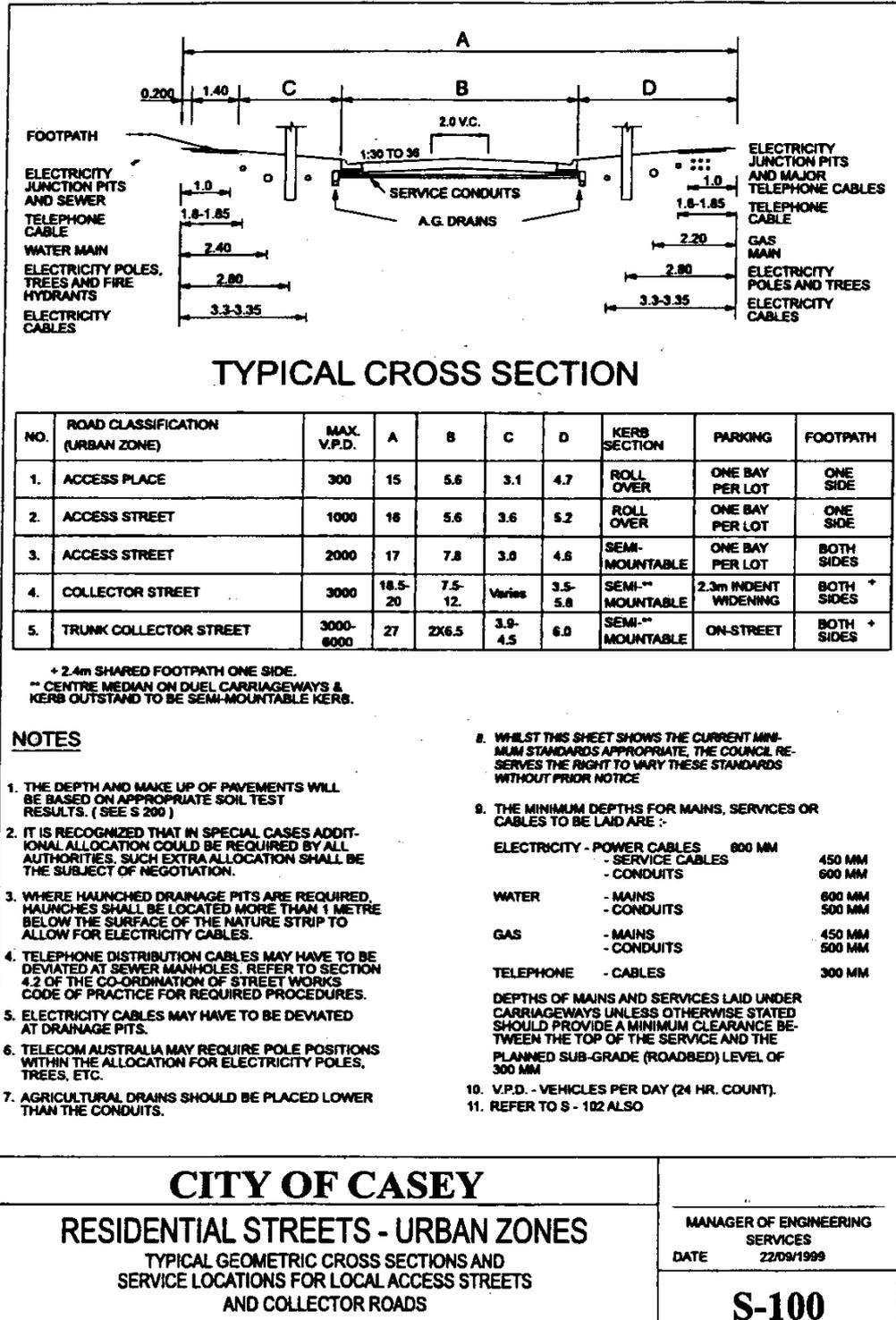


Figure B

## 9.2 Specific Planning and Design Principles

### 9.2.1 Arterial Roads

The arterial road network comprises the following key elements:

#### **Centre Road/O'Grady Road**

Ultimate 4-lane divided road connecting the South Gippsland Highway and Narre Warren-Cranbourne Road. Will also provide a interchange with the proposed Dingley Freeway at its point of intersection with the South Gippsland Highway. Currently functions as an unsealed local road.

#### **Glasscocks Road**

Ultimate 4-lane divided arterial road that will provide regional east-west linkages, principally between the Western Port and South Gippsland Highways and Narre Warren-Cranbourne Road.

#### **Hallam Road**

Ultimate 4-lane divide arterial road plus parking connecting the Princes and South Gippsland Highways. Also one of only four major north-south arterial roads traversing the City of Casey.

#### **Ormond Road**

Ultimate 2-lane sub-arterial road plus a service road (section between Hallam South Road and Coral Drive) connecting Hallam South Road to Narre Warren-Cranbourne Road. Will serve primarily to provide east-west connectivity between the Hampton Park and Narre Warren South areas.

#### **Pound Road**

Ultimate 4-lane divided arterial road connecting the South Gippsland Highway, Shrives Road and Narre Warren-Cranbourne Road.

#### **Shrives Road**

Ultimate 4-lane divided arterial road providing connectivity between central Narre Warren and Hampton Park.

#### **The South Gippsland Highway**

Ultimate allowance as a 6-lane divided arterial State Highway providing a regional transport link between South Gippsland and Dandenong. However, the current classification of this road may be downgraded as a consequence of the intended development of Clyde Road as a high quality, access-controlled road, in accordance with the *Strategic Infrastructure Planning Study (1998)*.

Arterial Road design should be in accordance with the following:

<b>Road Name</b>	<b>Existing Road Reservation Width</b>	<b>Required Road Reservation Widening</b>	<b>Ultimate Road Reservation Width (approx.)</b>	<b>Tree Reserve/ Service Road Requirement#</b>
Centre Road	24 m	30 m	30 m	12 m tree reserve (north side)
Glasscocks Road (proposed)	None	34 m***	34 m	Service road with 10 m outer separator; or 12 m tree reserve*
Hallam Road	20 m	20 m (east side)**	40 m	12 m tree reserve (east & west sides)
Ormond Road	26 m	4 m (south side)	30 m	1.2 m tree reserve (south side)  Service road to be created from existing carriageway (north side)
Pound Road	40 m	20 m (south east side, between Shrives Road intersection & transmission line easement)***	40 m	6 m tree reserve (north & south sides)
Shrives Road	20 m	20 m (north side)**	40 m	6 m tree reserve (north & south sides)
South Gippsland Highway	70 m	None	70 m	12 m tree reserve (south west side); and,  3 m tree reserve (north east side)

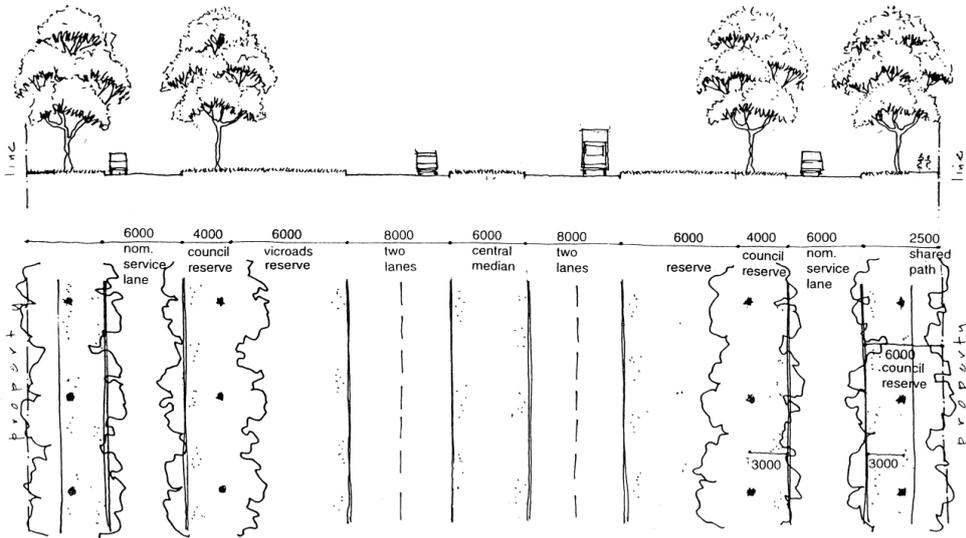
\* A service road should be provided for all abutting development except at locations where it is not physically achievable or desirable (eg. in proximity to major intersections or railway lines). Where a service road is not provided, a 12 m tree reserve is required in its place. The location of tree reserves will be resolved upon determination of access point(s) to each subdivision.

\*\* Identified by Public Acquisition Overlay (PA01) in the Casey Planning Scheme.

\*\*\* Planning Scheme Amendment required to implement a Public Acquisition Overlay.

# Refer to Figures C, D or E, as appropriate.

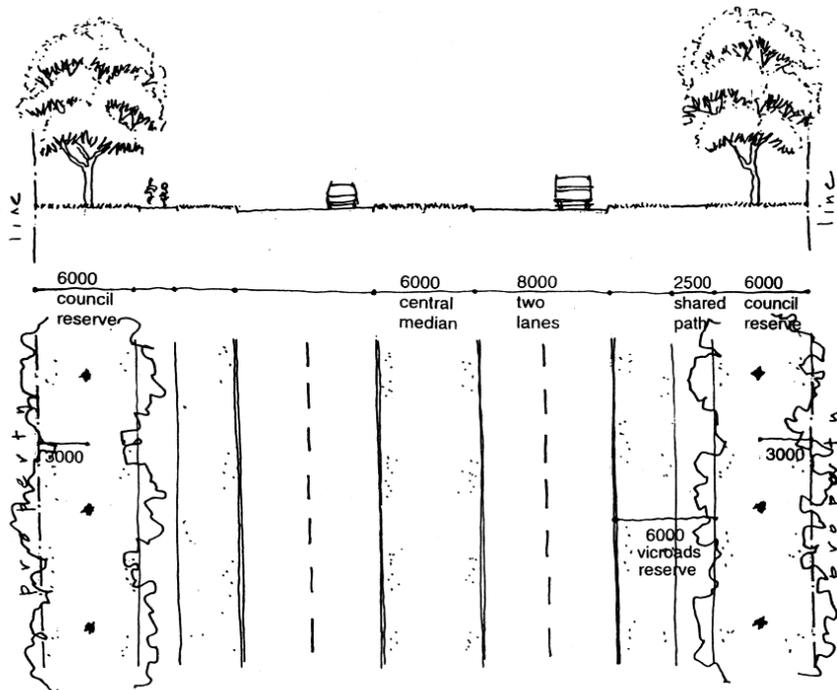
Where indicated, arterial roads should be designed and constructed generally in accordance with the following cross-section guidelines. These guidelines are derived from the City of Casey Arterial Roads Tree Strategy, which take into consideration the 'clear zone' requirements of Vic Roads. Variations to any of the cross-section elements depicted will be subject to the approval of the City of Casey and, where necessary, VicRoads.



**SERVICE LANE WITH TREE RESERVE**

Typical Road Section

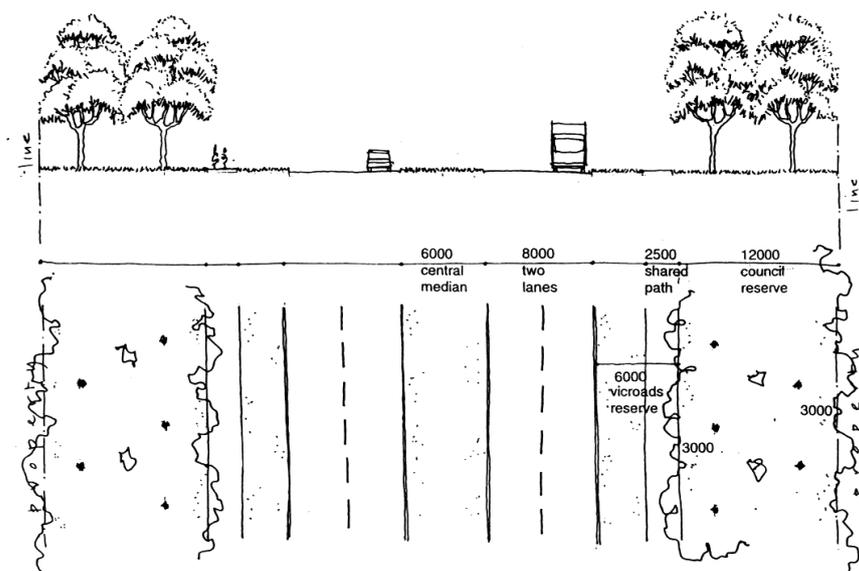
Figure C



**SIX METRE TREE RESERVE**

Typical Road Section

Figure D



#### **TWELVE METRE TREE RESERVE**

Typical Road Section

*Figure E*

Controlled intersections are expected to be required at the following locations:

- » Hallam Road with:
  - » Ormond Road
  - » Pound Road
  - » Somerville Road
  - » Fordholm Road
  - » South Gippsland Highway
- » Pound Road with:
  - » Shrives Road
  - » South Gippsland Freeway
- » South Gippsland Highway with:
  - » Glasscocks Road
  - » Hallam Evans Road
  - » McDowall Road
  - » South Gippsland Freeway
- » Hallam South Road with:
  - » Centre Road

#### **Local Roads**

The following local roads are designated on the Physical Framework Plan:

- » Roads that provide key links within the Development Plan area, between key activity nodes and/or links to the arterial road network; and,
- » Roads that ensure co-ordination of access between adjacent properties.

Additional collector roads may be required. The alignment of these roads is to be resolved by negotiation.

#### **Branton Drive**

May be constructed as a through-road be developed as a collector standard road connection between Hallam Road

#### **Central Road**

To be constructed as a collector standard road connection between Hallam Road and McDowall Road.

#### **Olive Road**

To be constructed as a collector standard road connection between Hallam Road and South Gippsland Highway. Left-in/ left-out access conditions only will be provided at its intersection with the South Gippsland Highway.

#### **Short Road**

To be constructed as a collector standard road connection linking Central and Olive Roads.

#### **Pedestrian/Cycle Paths**

Pedestrian/ cycle paths (minimum 2.5m wide) should be provided generally within the tree reserve or widened roadside verge of all arterial roads (on both sides) and along local roads, where designated.

Off-road pedestrian/cycle paths (minimum 2.5 m wide) should be provided within public open space areas 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.

## **10 Natural and Cultural Heritage**

### **10.1 General Planning and Design Principles**

Where determined to be necessary by the City of Casey, an application for the subdivision of land within the Development Plan area must be accompanied by the following:

- » A flora and fauna survey.
- » A landscaping plan.
- » An archaeological survey that provides an assessment of cultural and heritage significance in accordance with the requirements of *Aboriginal Affairs Victoria*.

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.

Replacement planting, to the satisfaction of the City of Casey will be required to compensate for any removal of existing vegetation of significance natural heritage value (street tree planting will not qualify as replacement planting).

## 10.2 Specific Planning and Design Principles

The following tree species are to be used for main road planting schemes (refer City of Casey Arterial Roads Tree Strategy):

- » Swamp Gum (*Eucalyptus ovata*) and Coastal Manna Gum – local form (*Eucalyptus pryoriana*) - South Gippsland Highway.
- » Spotted Gum (*Corymbia maculata*) – Hallam Road from Pound Road to Ormond Road.
- » Forest Red Gum (*Eucalyptus tereticornis*) - Glasscocks Road, Hallam Road north of floodplain between Ormond Road and the South Gippsland Highway, Pound Road and Shrives Road.

At points of intersection with drainage lines, waterways and other linear open space links, a 'break' in main road planting schemes is to be provided to open views from the road into these areas. In addition, the following tree species should be used to identify and enhance these locations:

- » River Red Gum (*Eucalyptus camaldulensis*).
- » Swamp Gum (*Eucalyptus ovata*).
- » Swamp Paperbark (*Melaleuca ericifolia*).
- » Prickly Tea-tree (*Leptospermum continentale*).

## 11 Commercial

Applications for use and development in the areas designated as "Commercial" on the Physical Framework Plan will be considered on a case by case basis. Applications must demonstrate, to the satisfaction of the Responsible Authority, that the proposed use and development:

- » Is respectful of the amenity of existing and potential future sensitive uses of adjacent properties.
- » Is designed to incorporate active frontages where designated on the Physical Framework Plan.
- » Demonstrates safe and satisfactory integration with the existing road network by using existing roads and vehicle access points where possible. Additional access points are discouraged.
- » Will provide for on-site stormwater detention infrastructure to limit the rate at which stormwater is discharged from the site to the rate permitted by the relevant drainage authority. An application must be referred to Melbourne Water for assessment.

## 12 Staging and the Provision of Infrastructure

The following guidelines for the staging of development and infrastructure are designed to encourage the staging, funding and provision of infrastructure to be managed in a manner that will ensure essential services, facilities and infrastructure are available to new communities and residents in a timely manner.

### 12.1 Staging

A subdivision (or stage thereof):

- » Should not create circumstances by which its future residents might be unnecessarily isolated from employment, social and community needs.

- » Should ensure road connections to adjoining development are completed, and in a logical sequence.
- » Should allow for temporary road access only in exceptional circumstances, and only:
  - » if associated traffic volumes will not exceed that of local street levels; and,
  - » where the road is constructed to a permanent standard in accordance with City of Casey requirements.
- » Should not overload the traffic carrying capacity of any collector road or access street within the Development Plan area.

## 12.2 Provision of Infrastructure

All lots should be able to be connected to reticulated drainage, sewerage, water, electricity, gas and telecommunications services.

Unless provided for in the applicable Development Contributions Plan(s), a Public Acquisition Overlay or other agreement, 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 roads (carriageway sections, widenings).
- » Collector roads.
- » Local roads.
- » Intersection and other traffic management works.
- » Landscaping, and fencing of public open space areas.
- » Pedestrian/cycle paths.
- » Street lighting.

A Section 173 Agreement under the *Planning and Environment Act 1987* must be included in any development permits for the following items:

- » Management and maintenance of all areas of vegetation (indigenous or exotic) and heritage sites being retained in accordance with the approved plan, all road reserves, street lighting and public open space to the satisfaction of the City of Casey, for a time period to be determined by the City of Casey.
- » Compliance with any building envelopes set out under the approved plan to ensure development does not interfere with existing trees designated for retention on private land.

## 13 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.

## 14 Review

The next biennial review of this document is scheduled for completion by 2020.

## 15 Appendices

### 15.1 Appendix A

#### **Environmentally Sensitive Design**

All developments should seek to achieve a high standard of environmentally sensitive design. The following checklist should be referred to as a guide for design of buildings and works.

#### **Water**

Minimise the demand for potable water for indoor and outdoor uses, particularly during the operation and occupancy of buildings. Water use for irrigation should be considered.

Maximise the proportion of the site's total water consumption that is drawn from sources other than reticulated mains, for appropriate uses. Uses that are well suited to non-mains sources include toilet flushing, cleaning, landscape irrigation, and other "grey water" uses.

#### **Energy**

Minimise the "carbon footprint" of the development throughout its lifecycle. In particular, minimise the use of fossil fuels, maximise the use of passive climate control, natural lighting, and other aspects through good design.

Maximise the proportion of the site's total electricity consumption that is drawn from accredited renewable sources.

#### **Materials and Waste**

Maximise the proportion of construction timber that is from recycled or Australian plantation sources.

Maximise the proportion of building materials that are recycled.

Reduce waste and maximise the proportion of waste that is recycled during construction and operation.

Minimise the use of products that whose manufacture, operation or disposal lead to the emission of ozone depleting substances, Sulphur Oxides, Nitrous Oxides, and particulates.

#### **"Healthy Buildings"**

Buildings should be designed to utilise natural light and ventilation to increase the comfort of users at a low energy cost.

Building interiors and furnishing should be specified, designed and constructed to minimise toxic emissions from volatile organic compounds.