

# Lynbrook and Lyndhurst Development Plan

Version: 8.2

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Responsible Department: Strategic Planning and Reform – Planning and Building Department

*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 Introduction and Context

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

### 1.1 Previous Planning Policy

Forward planning policy direction has previously been provided for the Lyndhurst and Lynbrook areas in the form of Local Structure Plan 1 (Lyndhurst), which was approved and gazetted by the Minister for Planning as Parts 2 & 3 of Amendment L100 to the then Cranbourne Planning Scheme, in February 1996 and September 1996, respectively. It is noted that this Ministerial approval included a notation that “the area to the east of the (Cranbourne) railway line is subject to further review”. The associated Development Contributions Plan was also approved by the Minister for Planning as part of Amendment L100 (Part 2).

As part of the first stage of the review of the Local Structure Plan, the City of Casey approved the Lynbrook Development Plan in January 2001. The following review focused on the area of land contained by the proposed Glasscocks Road, Thompsons Road, Evans

Road and the Western Port Highway, but also addresses the land north of Glasscocks Road. As a result of these reviews, this Development Plan superseded both the original Local Structure Plan 1 (Lyndhurst) and the Lynbrook Development Plan.

Most recently Council prepared the Cranbourne West Precinct Structure Plan. In confirming the use and development of land to the east and south of the site it was necessary to make some adjustments to the Lynbrook and Lyndhurst Development Plan. These amendments primarily relate to the relocation of the proposed Lyndhurst Activity Centre and other consequential changes to respond to more recent planning approvals and to maintain the currency of the document.

### 1.2 Where this Development Plan Applies

The Lynbrook and Lyndhurst Development Plan applies to the suburbs of Lynbrook and Lyndhurst. More specifically, it applies to the area within Plan 1 affected by the Development Plan Overlay.

### 1.3 Proposed Amendments to the Casey Planning Scheme

A number of Planning Scheme Amendments are needed to implement this Development Plan, as follows:

- » Determine land requirements and apply a Public Acquisition Overlay (PAO3) to land required for Glasscocks Road to facilitate future public acquisition of this land. An appropriate Road Zone is to be applied to this land once it has been acquired.
- » Apply a Public Acquisition Overlay (PAO3) to land required for the widening of Evans Road (east side) to facilitate future public acquisition of this land (additional 20 metre wide reserve). An appropriate Road Zone is to be applied to this land once it has been acquired.
- » Apply a Public Acquisition Overlay (PAO2) and then a Public Use Zone (PUZ2) to land required for Government learning centres (the two proposed primary schools) to facilitate future public acquisition of this land.

- » Apply a Public Use Zone (PUZ1) to land required by Melbourne Water for the purpose of retarding basins once transferred to Melbourne Water.
- » Apply a Public Use Zone (PUZ6) to land for the purpose of community places once transferred to the City of Casey.
- » Implement a review of the Development Contributions Plan for the area (refer to Clause 45.06 of the Casey Planning Scheme, Schedule 4) to reflect the altered infrastructure requirements of this Development Plan.

## 2 Development Plan Vision

### Lynbrook and Lyndhurst

- » **Diverse suburban housing and lifestyle opportunities.** Provide a full range of suburban housing and lifestyle opportunities throughout the suburban area.
- » **Community focus.** Provide local access to, and integrate, key community facilities and services, including activity centres, learning centres and community places.
- » **Expansive green spaces.** Integrate parkland environments that support a range of active and passive recreation opportunities into the residential area.
- » **Treed image.** Create a green image through the establishment of parklands within the suburban area, as well as through extensive tree planting in local streets, parks and public spaces.
- » **A new transport network.** Provide new main roads/intersections, a safe network of local streets and paths, access to public transport including convenient bus services and a railway station.
- » **Sustainable development.** Encourage an environmentally- responsive approach to the design and development of the suburban area, including application of Water Sensitive Urban Design principles, especially in the vicinity of the Cranbourne Wetlands.

## 3 Development Plan Outcomes

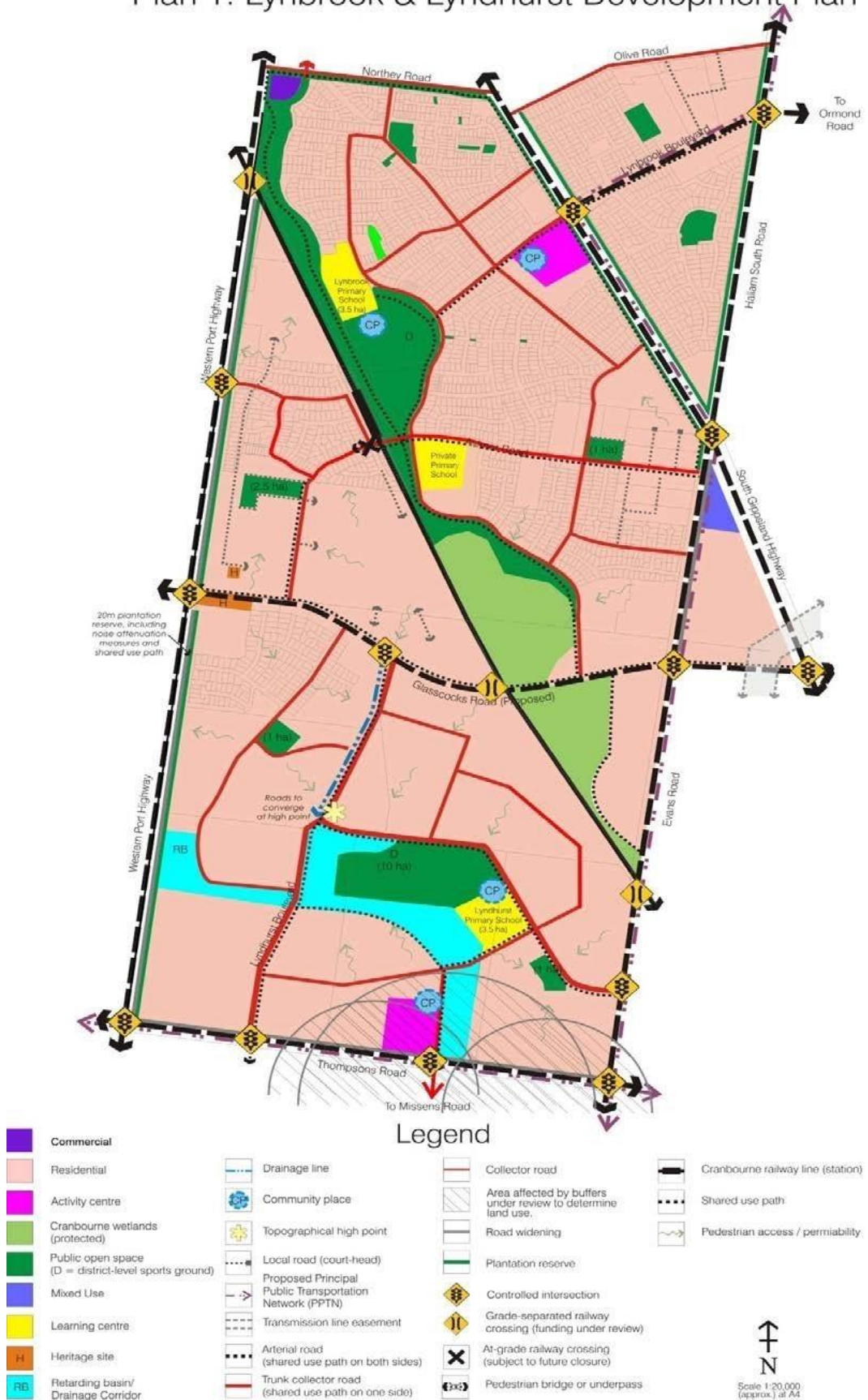
The broad overall land use and development outcomes to achieve this vision are set out in the Casey C21 Strategy, 3 September 2002. These outcomes include:

- » A quality suburban environment in Lynbrook and Lyndhurst, including a range of residential lot sizes and associated housing and lifestyle opportunities.
- » A neighbourhood-level activity centre at the south corner of the intersection of the South Gippsland Highway and Lynbrook Boulevard.
- » A convenience-level activity centre (potential neighbourhood-level activity centre) to the north of Thompsons Road.
- » The co-location of public and private community-based services in appropriate locations to improve accessibility and to encourage the development of consolidated and identifiable activity areas within the community.
- » The timely development of the proposed Lynbrook and Lyndhurst Primary Schools.
- » The timely development of the Lynbrook Railway Station to improve local area access to public transport.

- » Development of Glasscocks Road as an east-west arterial road linking the Western Port Highway and Clyde Road, that will create future access opportunities to the Dandenong South area and the broader metropolitan south east region.
- » Grade-separated road crossings of the Cranbourne railway line on the Western Port Highway, the proposed Glasscocks Road and Evans Road, and Aylmer Road.
- » Duplication of the following main roads to a suitable suburban standard:
  - » Evans Road
  - » Lynbrook Boulevard (between the South Gippsland Highway and Hallam South Road)
  - » Glasscocks Road and
  - » Thompsons Road.
- » Conservation and protection of the Cranbourne Wetlands (Barnbam Swamp) as an ecosystem of identified regional and State ecological significance.
- » Extensive boulevard planting along the main road network. This includes openings in the boulevard planting to create views across intersecting green corridors and spaces.
- » The creation of an accessible, diverse and integrated public open space system, incorporating district-level sport grounds, local parks and linear parkland. Extension of the Casey Trails Network through Lynbrook and Lyndhurst (refer to the C21 Plan in Volume 1 of the Casey C21 Strategy, 3 September 2002 for locations of major links). Key outcomes are:
  - » A linear open space link aligned south-east to north-west, generally along the Cranbourne railway line and incorporating the Cranbourne Wetlands, between Evans Road to the Western Port Highway.
- » Leading practice approaches to environmental management (e.g. stormwater management and re-vegetation), particularly in relation to the development of residential areas surrounding the Cranbourne Wetlands (Barnbam Swamp).
- » Provision for Hallam South Road, Glasscocks Road, Evans Road and Western Port Highway to form part of the State Government's Principal Public Transport Network (PPTN) set out in Melbourne 2030 – Planning for sustainable growth.

4. Development Plan

Plan 1: Lynbrook & Lyndhurst Development Plan



## 5 Development Plan Components

The Development Plan provides a framework that represents:

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

Following is a summary of the key elements of the Development Plan which are depicted on Plan 1 or are otherwise described in this document:

- » Residential subdivision and design
- » Commercial development
- » Roads and intersections
- » Public open space
- » Activity Centres, Community Facilities and Places

### 5.1 Residential Subdivision and Design

**Conservation and heritage sensitive design.** A plan indicating how sites of heritage and conservation value are to be preserved and suitably integrated with the surrounding area is to be submitted to the *City of Casey* prior to approval of development in the vicinity of these sites. This plan must be to the satisfaction (where applicable) of the *City of Casey*, *Heritage Victoria*, *Aboriginal Affairs Victoria* and relevant stakeholders.

**Entrance features.** Estate entrance features, where provided, should be consistent with the character and design intent for the area. They should be designed to ensure low maintenance requirements when handed over to the *City of Casey*. Entrance features will not be credited as part of the required public open space contribution and may eventually be removed (at the applicant's expense).

**Disability Access and Inclusion.** Access issues should be identified and the *Principles of Universal Design* incorporated into community and suburb design. Universal design is defined as the design of products and environments to be usable by all people, to the greatest extent possible, without the need for adaptation or specialised design.

**Greening of smaller lot precincts.** In medium density / small lot neighbourhoods, provision is to be made for the planting of large/broad canopy trees in double, staggered rows or an additional row of large/broad canopy trees in a central median. Measures necessary to achieve this will not be credited as part of the required public open space provision and may include:

- » Central median strips.
- » Wider roadside verges.

**Housing to front public space.** Subdivision design must ensure housing fronts all public space, including parkland, trunk collector roads and main roads, etc. Exceptions apply to the railway line and to the Western Port Highway, where only regular property sidages and pedestrian links are required.

**Landscape buffers.** The provision of landscaped buffers, in the form of a plantation reserve, a suitably designed road or other public space, must be provided between the interface of residential areas, and:

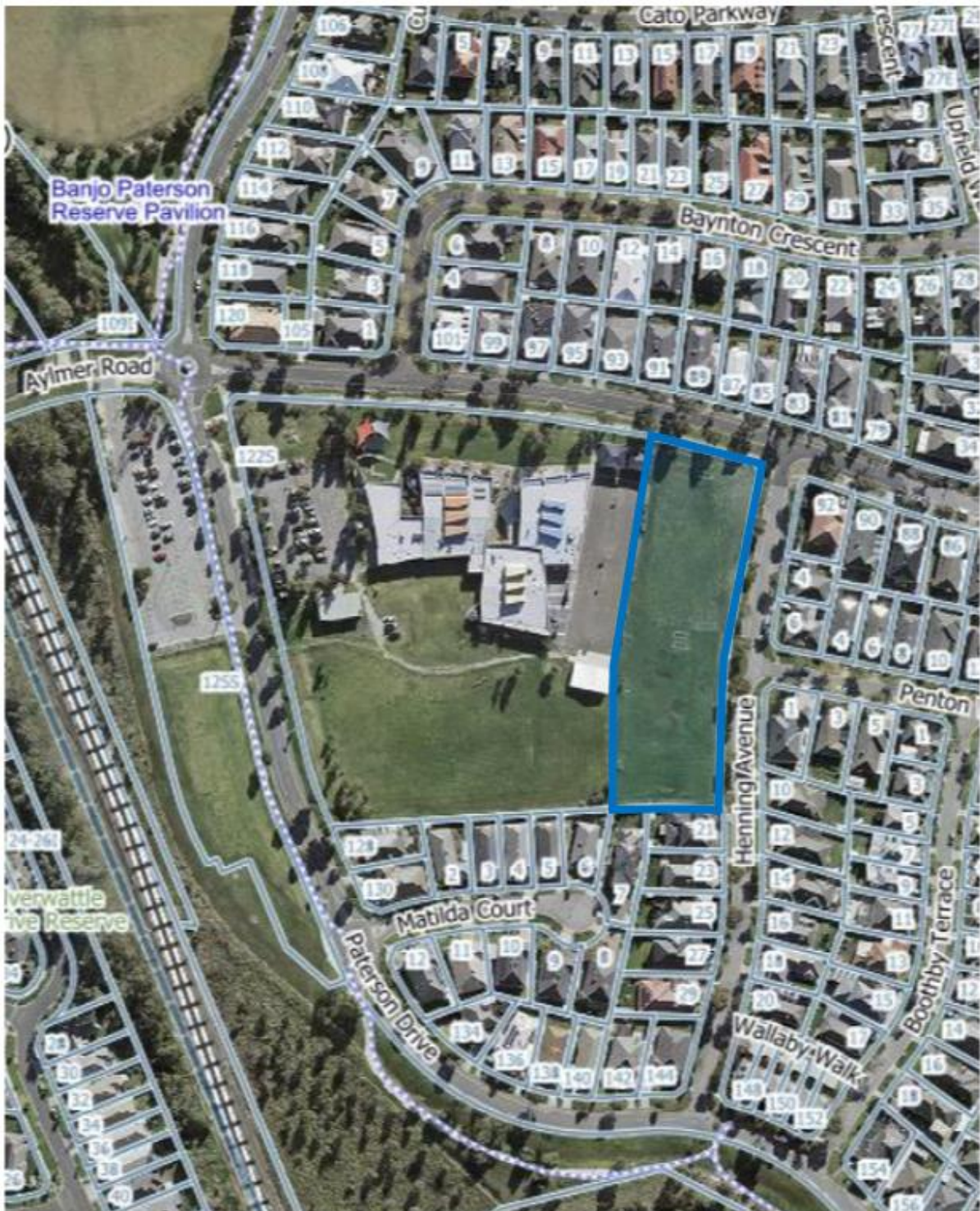
- » Activity centres and other non-residential uses.
- » Transmission line easements.
- » Environmentally sensitive or significant areas.

**New development within vacant land adjoining Saint Francis De Sales Primary School, Paterson Drive, Lynbrook**

Any new development generally within the land identified in Plan 2 below will be subject to the following:

- » A landscaped buffer strip (minimum of 2m in width) must be provided adjoining the entire western and southern boundaries of the identified land. This buffer strip must be planted to provide adequate screening to the satisfaction of the responsible authority.
- » Development (which includes subdivision) design must ensure all residential development fronts public space, including roads. Development must not front onto laneways.
- » Vehicle access to medium to higher density housing (including Terrace Townhouses and Apartments as defined in the *City of Casey Housing Strategy, Version 5, 19 March 2019*) must be via an access lane or similar to the rear, unless it is a single access point for the common parking lot of an apartment building.
- » The number of crossovers should be limited to minimise the loss of existing on street parking.

Plan 2: Vacant land adjoining Saint Francis De Sales Primary School, Paterson Drive, Lynbrook



\* Vacant land identified in blue.

**Residential lot mix.** Within residential areas, the Development Plan requires:

- » A mix of lot sizes that collectively create a diverse suburban structure. Lot size diversity is to be demonstrated in each subdivision stage.

In addition:

- » Development of aged care / nursing homes or retirement villages, as well as larger integrated design (housing and streetscape) medium density housing precincts, are supported and encouraged within 500m of existing and proposed railway stations or the designated activity centres.
- » Sites directly adjacent to activity centres should be utilised for high density housing.

**Dwelling design requirements.** Subdivisions that create residential lots between 300m<sup>2</sup> and 600m<sup>2</sup> must ensure creation of a restriction on title to provide for garage openings to occupy no more than 40% of the width of the lot frontage and the garages must be setback a minimum of 0.84 metres behind the front wall of the dwelling and must be a minimum of 5.5 metres from the street.

## 5.2 Commercial Development

Development or subdivision of commercial zoned land located on the south-east corner of

Northey Road and Western Port Highway must be consistent and integrate with existing Lynbrook Business Centre located on the northern side of Northey Road. The following development principles must be applied:

- » Subdivision and buildings must generally meet high levels of urban design and evidence to this effect must be submitted with planning proposals.
- » Subdivision and buildings must be designed in a way that is consistent with the high quality image of the existing business park to the north to achieve successful integration.
- » Any subdivision of the land should generally accord with a development planning permit issued for the land.
- » Active building frontages must generally face public spaces, where possible, and Northey Road.
- » Building design along the Western Port arterial and the linear open space must deliver principles of passive surveillance to improve community and public safety.
- » Development must include a landscaped setback that is compatible with the landscaping theme established for the relevant road.
- » All development is to provide adequate car parking on-site and should not rely on onstreet parking.
- » Connections to the existing and proposed pedestrian and bicycle path network must be provided.

## 5.3 Roads and Intersections

**Arterial road network.** The Development Plan proposes a mile-grid arterial road network. This network exists with the exception of the proposed Glasscocks Road, which is aligned east-west, connecting Evans Road with the Western Port Highway.

- » The arterial network will be complemented by a half-mile grid to enhance vehicular accessibility and ensure opportunities for the delivery of an efficient public transport network (refer local road network).

- » The arterial road network is to be provided and designed in accordance with the following table:

Road	Required Road Reserve Widening	Ultimate Road Reservation Width (approx.)	Plantation reserve/ Service Road Requirement
Evans Road	20 m (east side)	40 m Allows for 6-lane, divided road.	Service road (refer standard drawings); or if not achievable, 12 m plantation reserve.
Glasscocks Road	40m in accordance with VicRoads revised requirements.	40m Allows for 6 lane, divided road.	Service road (refer standard drawings); or if not achievable, 12 m plantation reserve.
Hallam South Road	20 m (south side)	40 m Allows for 6-lane, divided road.	12 m plantation reserve (east & west sides).
South Gippsland Highway	n/a	70 m (varying) Allows for 6-lane, divided road.	12 m plantation reserve (west side); and, 3 m plantation reserve (east side).#
Thompsons Road	20 m (north side)	40 m Allows for 6-lane, divided road.	Service road (refer standard drawings); or if not achievable, 12 m plantation reserve.
Western Port Highway (Dandenong-Hastings Road)	8 m (east side); and, 31 m (west side)	Varying Allows for 6-lane, divided road.	20 m plantation reserve (east side). A service road without direct access to the Highway may be constructed behind/clear of, the plantation reserve.

# Variation to these requirements may be considered for land at 760 South Gippsland

Highway, Lynbrook as detailed in Section 5.5

Specific considerations for the arterial road network are as follows:

- » A service road must be provided for all abutting development except at locations where it is not physically achievable or desirable (eg. in proximity to major intersections, railway lines). Where a service road is not provided, a 12 m plantation reserve is required in its

place. Where there is no service road a shared path must be provided on both sides of arterial roads (Note: these requirements do not apply to the Western Port Highway).

- » Land shall be set aside by the developer to accommodate appropriate treatments at arterial road intersections.
- » Earth mounding and landscaping must be provided within the plantation reserve on the east side of the Western Port Highway, adjacent to any residential development. These matters are subject to the approval of the City of Casey.

**Controlled intersections.** Controlled intersections are required at the following locations:

- » Evans Road, and:
  - » Glasscocks Road.
  - » South Gippsland Highway.
  - » Thompsons Road.
  - » East-west trunk collector road.
- » Hallam South Road, and:
  - » Ormond Road (Lynbrook Boulevard).
- » South Gippsland Highway, and:
  - » Glasscocks Road.
  - » Lynbrook Boulevard/Ormond Road.
  - » Evans/Hallam South Road.
- » Western Port Highway (Dandenong-Hastings Road), and:
  - » Glasscocks Road.
  - » Morton Bay Boulevard.
  - » Thompsons Road.
- » Thompsons Road, and:
  - » Western Port Highway.
  - » Lyndhurst Boulevard.
  - » North-South collector/Missens Road.
  - » Evans Road.
- » Glasscocks Road, and:
  - » Western Port Highway.

- » Lyndhurst Boulevard.
- » Evans Road.
- » South Gippsland Highway.

### **Other intersections**

- » Full-turning movements (i.e. median breaks/openings) at uncontrolled intersection points are expected to be required at a number of locations within the arterial road network, and are subject to approval by VicRoads.
- » Restricted turning movements (i.e. left-in, left-out only) are expected to be required at a number of locations within the arterial road network, and are subject to approval by VicRoads.

### **Railway line crossings**

- » Allowance must be made for the grade-separation (i.e. bridging) of railway crossings located on Aylmer Road, Glasscocks Road and Evans Road. Conceptual designs to determine land requirements are required prior to subdivision/development proceeding in proximity to these locations.
- » A road underpass solution is now proposed at Aylmer Road which is an increase in scope over the originally planned at-grade rail crossing in this location. This change in scope follows advice from the Department of Transport that an at-grade crossing at Aylmer Road will not be approved on safety grounds and/or under the Victoria Planning Provisions. Council has adopted a position that it will fund the equivalent of an at-grade crossing solution, on the basis that the State Government or others fund the additional cost of the grade separation when available.

**Local road network.** The following local roads are designated on the Development Plan:

- » Roads that provide key links within the Development Plan area.
- » Roads between key activities and/or links to the arterial road network.
- » Roads that ensure access between adjoining subdivisions or areas.

All roads must be designed in accordance with Casey's standard road cross section drawings (*Casey Standard Drawings*).

### **Trunk collector and collector roads**

The Development Plan proposes a half mile-grid road network consisting of trunk collector roads, complemented by collector roads.

Trunk collector and collector roads should be designed to provide at least one indented parking bay per residential allotment. Where possible, parking bays should be designed as continuous indented parking lanes (with occasional outstands to restrict traffic speed and to accommodate street tree planting), particularly in the vicinity of learning centres, activity centres and community places.

### Local roads

Access places and lanes will be permitted in very limited circumstances only. These must provide at least one on-street car parking space per residential lot and make adequate provision for emergency vehicle and waste collection vehicle access.

Roads incorporating housing fronting public open space areas may be entitled to a reduced road reserve width, subject to negotiation with the *City of Casey*.

### 5.4 Public Open Space and Paths

**Public open space.** The *Casey Planning Scheme* requires a 7.5% public open space contribution for land affected by the Residential 1 Zone in Lynbrook and Lyndhurst. All required public open space is shown on Plan 1, and the provision of public open space must be in accordance with this Plan. Alternative or additional land will not be credited as part of the required public open space contribution, unless approved by the *City of Casey*.

The following table sets out the public open space components for land south and west of the Cranbourne Railway Line identified in Plan 1, including a general description of their approximate location and size.

Public open space component	Area
District-level sports ground (Lyndhurst, north of Glasscocks Road)	2.5 ha
District-level sports ground (Lyndhurst, south of Glasscocks Road)	10 ha
Local park (adjacent to convenience activity centre)	0.2 ha
Local park (north of retarding basin)	1 ha
Local park (on east-west trunk collector road)	1 ha
Local park (Lyndhurst, within 180 Western Port Highway)	0.75 ha
<b>Total allocated public open space</b>	<b>15.45 ha</b>
Total unallocated public open space	6.53 ha
<b>Total public open space (7.5% of total land area 293 ha*).</b>	<b>21.98 ha</b>
<b>Cash in Lieu contribution to be used to buy land or to improve land already set aside, zoned or reserved by Council for use for public recreation in accordance with Subdivision Act 1988.</b>	
* The total applies to land located south / west of the Cranbourne Railway Line	

**Unallocated Public Open Space.** The Public Open Space table above sets out the public open space components identified in the Development Plan. Proposals for public open space not shown in the Development Plan may be considered for open space credit if it does not exceed the approved accumulated maximum in the unallocated reserve shown in the table and if the park implements an exceptional design response to the satisfaction of the responsible authority. These sites are to generally be stands of existing trees, small high amenity spaces with public art located in a mixed use, high or medium density precinct and minimised in size so as to allow for an equitable spread of the unallocated reserve throughout the Development Plan area. This approach encourages exceptional design and provides equity throughout the area. Once the unallocated reserve is exhausted, no further applications for credit from it will be considered.

**Land not credited as public open space.** This includes land associated with the Cranbourne Wetlands, walkways, linking court-heads, land for drainage purposes, land for conservation purposes, landscape buffers/plantation reserves and nature strips. Other reserves provided in addition to those indicated on the Development Plan (for example, an estate entrance treatment) will not be credited as public open space also.

**Landscaping of public open space.** All public open space to be transferred to the *City of Casey*, including local parks, district-level sports grounds and linear parks, as well as roadside nature strips and plantation reserves, is to be landscaped by the applicant/developer in accordance with a landscaping plan approved by the *City of Casey*.

**Tree planting on main roads.** The following tree species are to be used for main road planting schemes:

- » Forest Red Gum (*Eucalyptus tereticornis*) – Evans Road, Glasscocks Road, Lyndhurst Boulevard, Thompsons Road and Western Port Highway (only where tree reserves less than 20 m)
- » River Red Gum (*Eucalyptus camaldulensis*) – Western Port Highway (only where 20 m wide tree reserve)
- » Swamp Gum (*Eucalyptus ovata*), Coastal Manna Gum - local form (*Eucalyptus pryoriana*) – South Gippsland Highway

At points of intersection with landscape features such as drainage lines, waterways and other linear open space links, a 'break' in main road 'boulevard' planting schemes is to be provided in order to create open views from the roadway into these areas. In addition, the following tree species should be used to distinguish and enhance these features:

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

This planting is to be undertaken as part of the landscape requirement for each development site and is to be shown on the submitted landscape plan.

**Drainage.** The Development Plan area is within the Lyndhurst Drainage Scheme (available from *Melbourne Water*). Plan 1 identifies the main drainage components, such as retarding basins and drainage lines/channels. Land required for drainage purposes or infrastructure will

not be credited as part of the required public open space contribution and is to be transferred to *Melbourne Water*.

Any proposed drainage schemes must detail the maintenance regime satisfactory to the requirements of *Melbourne Water* and *City of Casey*.

**Encumbered land.** Land that is affected by any easement, landscape features, lease or other condition that limits its function, use or availability to the public is considered to be encumbered. Unless otherwise specified, encumbered land will not be credited as part of the required public open space contribution.

**Existing trees.** Existing significant trees, as well as, small features of cultural, natural or heritage value are to be retained in a manner acceptable to the *City of Casey* which may include one of the following means:

- » Within a park (not to be credited as part of the required public open space contribution unless otherwise specified).
- » Within a suitably designed road reservation or plantation reserve.
- » Within a larger residential lot with a suitable building envelope.

**Heritage areas.** Land necessary to protect areas of habitat, vegetation and natural or cultural heritage, primarily for reasons of conservation, shall be provided for community benefit within a reserve as part of the design response to the natural conditions and features of the area. Such land will not be credited as part of the required public open space contribution.

#### **Paths.**

- » Shared use (pedestrian/cycle) paths are to be 2.4 m in width and designed and constructed in accordance with the relevant standards of the City of Casey.
- » Shared use paths should be located:
  - » Along both sides of arterial roads.
  - » Along one side of trunk collector roads.
  - » Along one side of collector roads.
  - » Through linear public open space reserves, including drainage reserves (in which case the location of paths will also be subject to approval by Melbourne Water).
  - » Through all public open space areas.
- » In instances where a road incorporating a shared use path is abutted by public open space, activity centres, learning centres or community places (typically a trunk collector or collector road), the path should be located on the side where such activities / facilities are situated.
- » All shared use paths are to be marked / signposted to the satisfaction of the City of Casey.
- » The location and alignment of the shared use path alongside the Cranbourne Wetlands is to be determined through a combined landscape, ecological and drainage design

process. Paths may need to be constructed in the form of a deck / board-walk in sensitive areas or where there are concerns related to ecology, drainage or public safety.

**Walkable neighbourhoods.** Subdivision design should seek to create pedestrian-friendly, walkable neighbourhoods by providing links between streets as well as court heads/reserves to enhance pedestrian accessibility to key destinations such as public open space, activity centres, community places and public transport. These minor reserve areas are to be provided as part of the subdivision design process and are therefore not to be credited as part of the required public open space contribution. Plan 1 identifies desirable pedestrian permeability links that are to be achieved.

## 5.5 Activity Centres, Community Facilities and Places

**Community place.** A community place generally consists of a number of community buildings designed to accommodate a range of community-based activities. A site area adequate to provide for parking, landscaped areas, outdoor activity spaces and buffers to surrounding land uses is required. Refer to glossary in Casey C21 Strategy (Volume 2). Community places are proposed at the following locations:

- » Adjacent to the proposed learning centre (Primary School) in Lynbrook.
- » Between the proposed learning centre (Primary School) and district-level sports ground in Lyndhurst (0.26 ha).
- » Within both activity centres a smaller site is proposed (approximately 0.2 ha). The precise site area will be determined through detailed design of the relevant activity centre.
- » A potential site exists forming part of the heritage site (old Lyndhurst Primary School located on corner of Western Port Highway and Glasscocks Road), subject to further review between the landowner and the City of Casey.

**Learning centres.** Three learning centres are proposed within the Development Plan area – two State primary schools and one private primary school.

The location of learning centre sites is subject to further review and endorsement by the Department of Education and Training (DET).

Learning centres are subject to the preparation of a traffic management plan, to the satisfaction of the City of Casey, in accordance with Clause 52.06-2 of the Casey Planning Scheme. The plan is to focus on identifying and resolving local traffic and parking problems likely to be generated by the learning centre. Development within 100 metres of a proposed learning centre site is not to occur until a suitably detailed concept plan for the layout of the learning centre and any associated parkland or community place has been prepared in association with City of Casey and the DET.

**Location of non-residential uses.** Relevant policy documents that should be considered in relation to these activities include:

- » Clause 22.01 Activity Centres Policy, Casey Planning Scheme.
- » Clause 22.02 Non-Residential Uses in Residential and Future Residential Areas Policy, Casey Planning Scheme.

**Lynbrook activity centre.** This is a multi-purpose community town centre comprising a range of specialised retail goods and services and anchored by a major supermarket. It is located on the south-east corner of the intersection of Lynbrook Boulevard and the South Gippsland Highway.

**Lyndhurst activity centre.** This is proposed primarily to serve a localised convenience shopping role. It is to be located on the north-west corner of the intersection of Thompsons Road, Missens Road and the north south collector road. The role of this centre within the activity centre hierarchy will be further investigated through detailed trade catchment analysis. Inappropriate fragmentation of the commercial components of the Lyndhurst activity centre by way of subdivision is not supported.

**Integrated design of Lyndhurst activity centre.** Land within and surrounding the Lyndhurst Activity Centre is not to be developed until a plan has been prepared to the satisfaction of the City of Casey demonstrating, inter alia:

- » The scale of the centre based on an independent economic assessment including trade catchment analysis.
- » How a traditional main street town centre built form can be created.
- » How a town square/public space with a public art/education component can be created.
- » How a community place, incorporating a multi-purpose community hall, can be suitably integrated into the centre's design.

## 5.6 Mixed Use Area

**Mixed Use Area.** Comprises land located at 760 South Gippsland Highway, Lynbrook. Due to the proximity of the site to the nearby quarry and putrescible landfill over South Gippsland Highway this site is less attractive for residential housing. Alternative land uses may include non-residential uses that are permissible within the Residential 1 Zone that do not undermine nearby existing or proposed activity centres or the strategic intent of Council's

Activity Centres Strategy and Retail Policy at Clause 22.07 of the Casey Planning Scheme.

A plantation reserve or service road, to the satisfaction of the responsible authority, is required to all land fronting the main road network to allow for the planting of large/ broad canopy trees clear of overhead powerlines along the frontages of the site.

## 5.7 Environmental Considerations

**Cranbourne wetlands (Barnbam Swamp).** The wetlands supports vegetation of very high conservation significance due to the presence of threatened Ecological Vegetation Classes (EVCs) and should be managed primarily for conservation. The Victorian State Government currently protects approximately 11 ha of the wetlands in a reserve managed by Parks Victoria.

Past investigations by the Department of Sustainability and Environment (DSE) identified additional areas of significant wetlands located at 435 Evans Road, Lynbrook). In early 2007 agreement between DSE and the landowner confirmed the extent of land to be reserved for conservation purposes.

**Conservation/Heritage sites.** As appropriate, a Section 173 Agreement under the Planning and Environment Act 1987 must be provided under the Subdivision Permit for the following items:

- » A Management and Maintenance Plan for all conservation and heritage sites being retained in accordance with the approved plan.

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 one kilometre of the Taylors Road Landfill in Dandenong South and 500 metres from the Hallam Road Landfill 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 Taylors Road Landfill in Dandenong South or the Hallam Road Landfill in Hampton Park. It is noted that this requirement arises only in considering planning permit applications.

## 5.8 Services Infrastructure

### *General Requirements.*

- » All new development should be connected to all suburban services. Overhead wires/cabling/powerlines are not permitted.
- » Adequate infrastructure should be provided commensurate with the proposed development, including sealed access to an adequate sealed road network.
- » Noise attenuation measures must be provided for residential land abutting the Western Port Highway to the satisfaction of VicRoads and for residential land abutting the Cranbourne railway line to the satisfaction of Victorian Rail Track.
- » Until such time as it becomes a formal requirement of the City of Casey, allowance for and provision of broadband is encouraged in all new development.

**Staging and Provision of Infrastructure.** The staging of development within the Development Plan area should be consistent with the Casey C21 Strategy (development sequencing map and principles). In addition, 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 and early/timely sequence.
- » Should only allow for temporary road access in exceptional circumstances, and only:
  - » If associated traffic volumes will not exceed that of local street levels.
  - » Where the road and access points are 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 or adjoining the Development Plan area.

## 6 Definitions

<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.


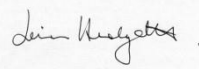
## 7 Administrative Updates

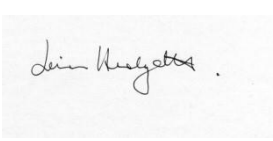
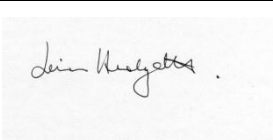
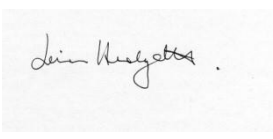
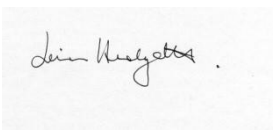
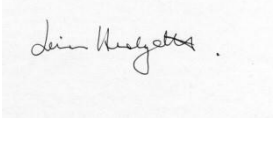
It is recognised that, from time to time, circumstances may change leading to the need for minor administrative changes to this document. Where an update does not materially alter this document, such a change may be made administratively. Examples include a change to the name of a Council department, 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.

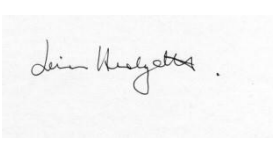
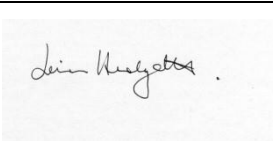

## 8 Review

The next biennial review of this document is scheduled for completion by 31 September 2017.

## 9 Revisions

Revision	Date	Details	Authorisation	
			Name/Position	Signature
A	24/06/2003	Report for Adoption		
B	7/10/2003	Report for Adoption	Manager Planning	
C	07/06/2005	Amendment to Plan	Manager City Development	
D	06/12/2005	Report for Adoption	Acting Manager City Living	

Revision	Date	Details	Authorisation	
			Name/Position	Signature
E	21/06/2006	Amended by the Victorian Civil and Administrative Tribunal to reduce the land area of the district level sports ground south of Figtree Court and to the east of Western Port Highway, Lyndhurst.	Acting Manager City Living	
F	15/05/2007	Draft for exhibition	Manager Strategic Development	
G	18/09/2007	Amendment to Plan to respond to Cranbourne West Structure Plan and other amendments as required to ensure currency of the plan.	Manager Strategic Development	
H	27/11/2007	Amendment to Plan in relation to land at 760 South Gippsland Highway, Lynbrook.	Manager Strategic Development	
I	26/05/2009	Amendment to Plan to remove 600m <sup>2</sup> minimum average lot size and other amendments as required to ensure currency of the plan.	Manager Strategic Development	

Revision	Date	Details	Authorisation	
			Name/Position	Signature
J	10/09/2012	Amendment to the Development Plan to require referral to EPA for applications within areas that are affected by existing uses that may create adverse amenity potential.	Manager Strategic Development	
K	17/09/2013	Amendment to the Development Plan to identify grade-separated road crossing of the Cranbourne railway line at Aylmer Road.	Manager Strategic Development	
L	17/02/2015	Amendment to the Development Plan to identify and apply design principles to land re-zoned to Commercial 2 Zone on the south-east corner of Northey road and the Western Port Highway.	Manager Strategic Development	
M	...	Amendment to the Development Plan to facilitate future use and development of surplus land currently forming part of Saint Francis De Sales Primary School, 122S Paterson Drive.	Manager Planning and Building	...