

Cranbourne Development Plan

Adopted by Council 18 September 2007

**This Development Plan was adopted by Casey City Council
as the approved Development Plan for the affected land
under Clause 43.04 of the Casey Planning Scheme**

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Responsible Department – Strategic Development

This version incorporates all amendments to 18 September 2007

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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.

Document Authorisation

Revision	Date	Details	Authorisation	
			Name/Position	Signature
A	12/08/1999	Report for exhibition (South Central Development Plan)	Manager Strategic Development	Halvard Dalheim
B	30/01/2001	Report for Adoption (Cranbourne Development Plan)	Manager Strategic Development	Halvard Dalheim
C	12/06/2001	Report for Adoption (Cranbourne Development Plan)	Manager Strategic Development	Halvard Dalheim
D	22/01/2002	Report for Exhibition	Manager Strategic Development	Halvard Dalheim
E	25/06/2002	Report for Adoption (Cranbourne Development Plan) Allows deviation of Glasscocks Road	Manager Strategic Development	Halvard Dalheim
E	21/06/2003	Report for Exhibition (Cranbourne Development Plan)	Manager City Development	
F	7/10/2003	Amended to incorporate the City of Casey Arterial Roads Tree Strategy	Manager City Development	
G	16/12/2003	Report for Adoption (Cranbourne Development Plan)	Manager City Development	
H	15/05/2007	Report for Exhibition (Cranbourne Development Plan) Amendments responding to Cranbourne West Precinct Structure Plan	Manager Strategic Development	Liam Hodgetts
I	18/09/2007	Report for Adoption (Cranbourne Development Plan)	Manager Strategic Development	Liam Hodgetts

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1.0 Context

1.1 Statutory Context

The *Cranbourne 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.

1.2 Physical Context

The *Cranbourne Development Plan* applies to the suburb of Cranbourne. More specifically, it applies the area bounded by the proposed Glasscocks Road to the north, Ballarto Road to the South, Narre Warren-Cranbourne Road to the east, and Evans Road to the west (refer to Section 4.0 Physical Framework Plan). It excludes the areas covered by *Local Structure Plan 6: Cranbourne North* and the *Cranbourne Town Centre Structure Plan*.

2.0 Aims & Objectives

2.1 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; and
- Incorporates key principles of urban design.

2.2 Objectives

The particular **objectives** for the Development Plan area are:

Community

- To enhance the local sense of community through the development of community focal points including:
 - the Cranbourne Town Centre;
 - the Great Southern Home Centre;
 - the Neighbourhood activity centre of Thompson Parkway;
 - the Cranbourne Racecourse and Recreation Reserve;
 - the Cranbourne Training Complex;
 - the district-level sports grounds;
 - the convenience activity centres of Camms Road, Duff Street, Lurline Street, Cranbourne Place, Hotham Street and Glasscocks Road.
 - The Cranbourne and Amstel Golf Courses.
- To encourage complementary uses to locate in close proximity to the designated activity centres as appropriate.
- To link community focal points, in particular the primary and secondary school sites, activity centres, the district-level sports grounds and other major public open space elements, by way of an integrated pedestrian/cycle network.

- To encourage the development of community activity nodes around the key community focal points.
- To encourage higher residential densities in proximity to community activity nodes.

Residential Areas

- To protect the amenity of existing/future residential areas by providing sufficient buffers to:
 - the landfill and transfer station sites;
 - the proposed terminal station and high voltage transmission line easements;
 - major arterial roads, in particular the South Gippsland Highway.

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 maximise accessibility to these transport services.

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 linear networks, including the corridor in the Merinda Park area and the electricity easements.
- To develop a new town park on the south west corner of the proposed Glasscocks Road and Narre Warren Cranbourne Road.

Natural and Cultural Heritage

- To protect vegetation of identified significance.
- To protect locally identified cultural elements.

3.0 Physical Framework Plan

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

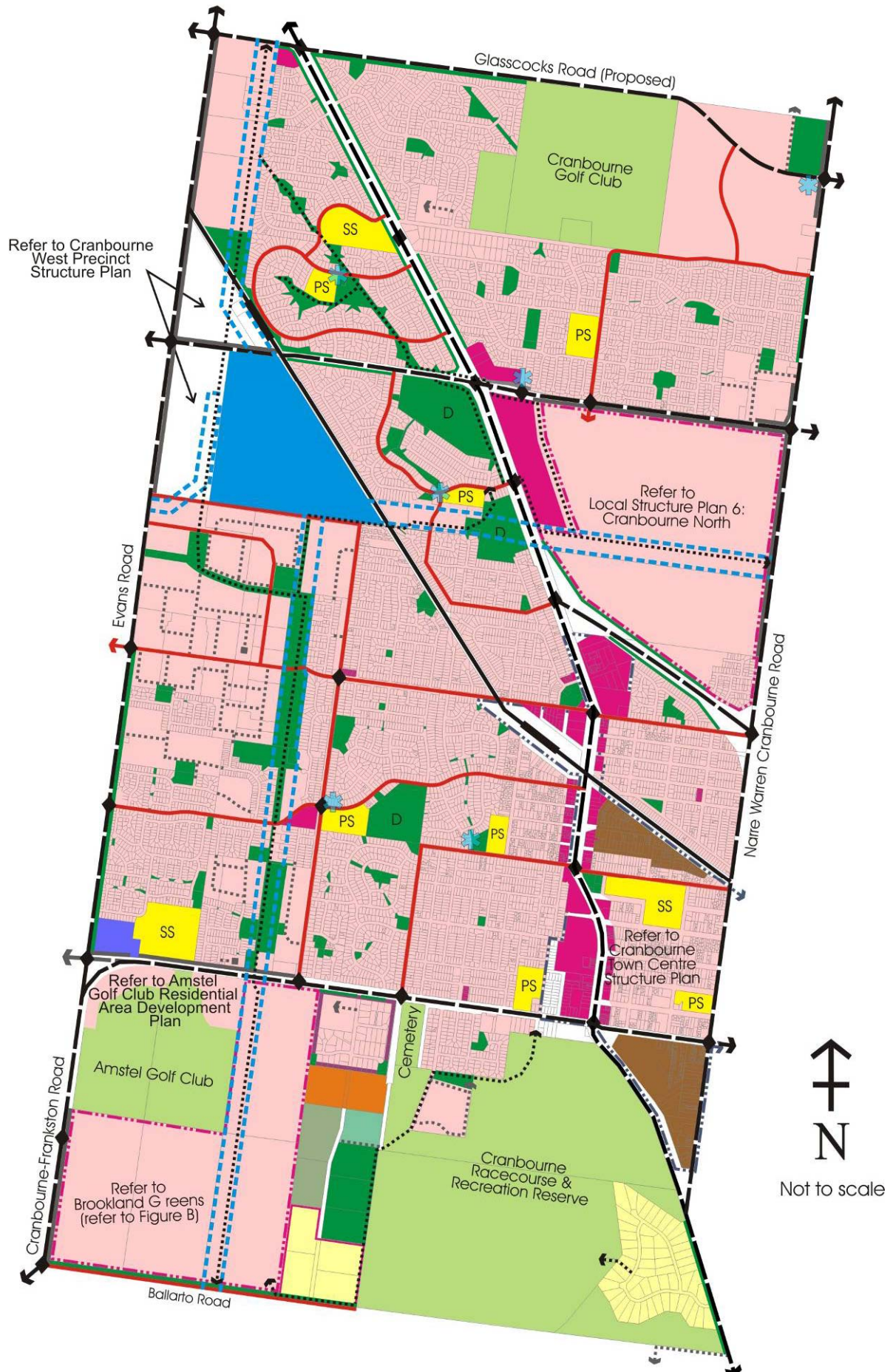
Broadly speaking, the Plan provides a framework that represents:

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

The key elements depicted on the Physical Framework Plan or otherwise described in this document include:

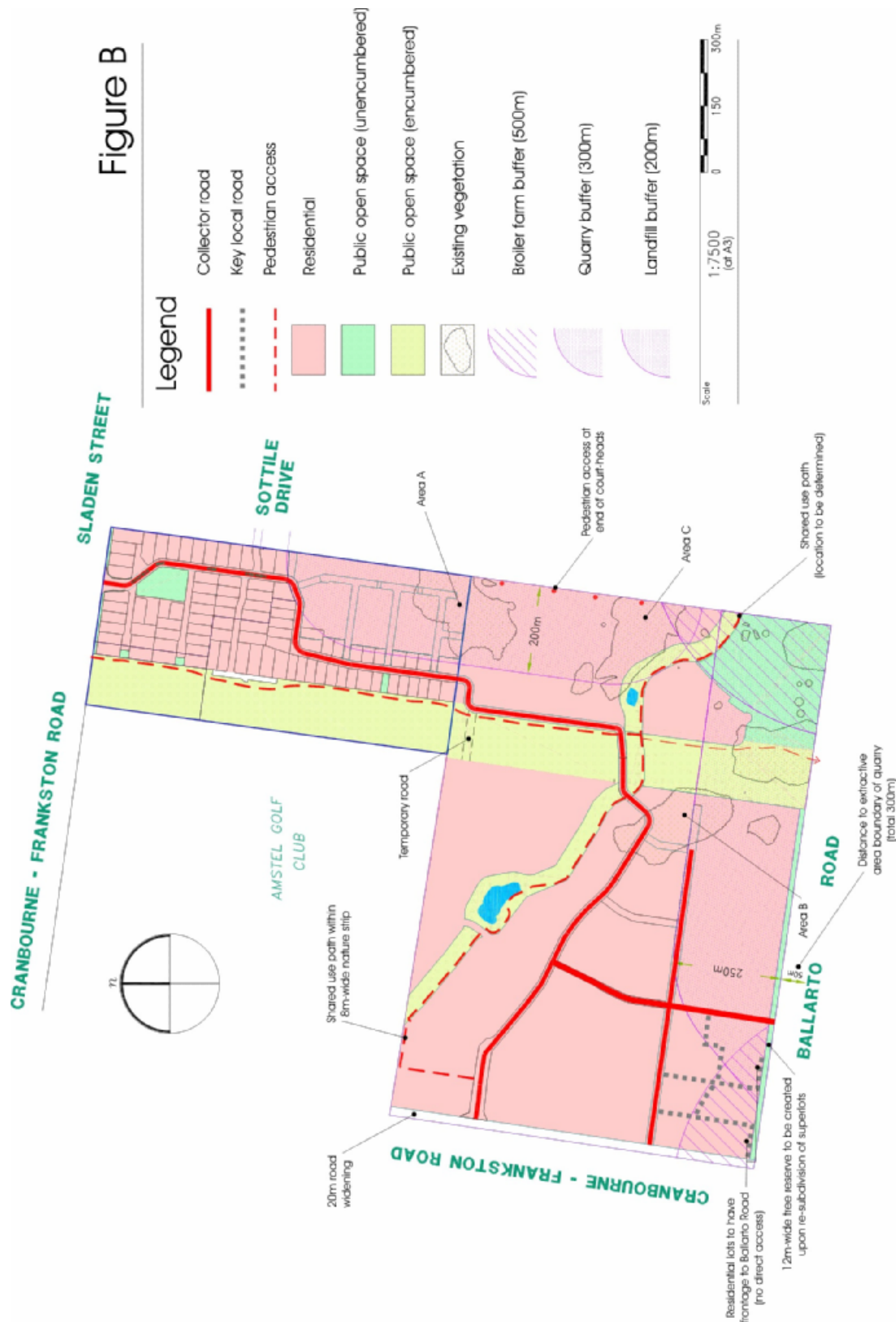
- Residential areas
- Activity Centres, Community Facilities and Places
- Industrial areas
- Roads and transport
- Public open space
- Environment.

Figure A:
Cranbourne Development Plan
Physical Framework Plan



Legend

	Residential
	Low-density residential
	Public open space (D = district-level sports ground)
	Activity centre
	Commercial/Industrial
	Mixed Use/Medium Density Residential
	School site (PS = primary school; SS = secondary school)
	Intensive horse stabling/ low-density residential
	Residential (larger lots)
	Quarry/landfill (future public open space)
	Rural (buffer to transfer station/landfill)
	Transfer station
	Arterial road
	Collector road
	Local road (court-head)
	Tree reserve
	Road widening
	Pedestrian/cycle link
	Railway Line (station)
	Transmission line easement
	Controlled intersection
	Community activity node



4.0 Residential Areas

4.1 General Planning and Design Principles

- 4.1.1 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; and,
 - One on-street parking space per residential allotment.
- 4.1.2 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*.
- 4.1.3 Building envelopes should be applied to residential allotments, where appropriate, to minimise the impact of development upon significant vegetation.
- 4.1.4 With the exception of corner lots, and lots with rear lane vehicular access, all residential allotments should have one road frontage only.
- 4.1.5 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.
- 4.1.6 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.

- 4.1.7 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 and:

- arterial roads;
- industrial areas;
- transmission line easements;
- railway line reservations; and,
- environmentally sensitive or significant areas.

4.2 Specific Planning and Design Principles

- 4.2.1 Land situated at the south-west corner of the intersection of Sladen Street and Stevensons Road should be developed as lower-density residential allotments. In particular, allotments of not less than 2,000 sq.m. (0.2 ha) in area should be created along its external frontages (i.e. Stevensons Road).
- 4.2.2 The existing buffers to the Cranbourne landfill, waste transfer station/recycling depot and sand extraction site in Stevensons Road are to be maintained, and future residential development in the vicinity of these land uses restricted until the activities requiring the application of the buffers have permanently ceased.
- 4.2.3 Existing lots in Stevensons Road south of the Cranbourne landfill, waste transfer station/recycling depot and sand extraction site, and situated outside the buffers to these land uses should be developed as a low-density residential area in accordance with *Clause 22.11 Intensive Horse Stabling Policy* of the *Casey Planning Scheme*.
- 4.2.4 The former *City of Cranbourne* Council Depot site is appropriate for residential purposes in accordance with *Future Use of Former Cranbourne Depot site (2001)*. A number of community-based and institutional uses may be appropriate subject to evaluation and consideration by Council.
- 4.2.5 Land situated east of Evans Road and north of the Cranbourne railway line is considered appropriate for larger-scale community-based and institutional uses.
- 4.2.6 In the areas marked A and B on Figure B, larger residential allotments, generally in the order of 1,000 sq.m. to 2,000 sq.m., should be created to maximise the retention of existing vegetation. Subdivision plans for these areas should be accompanied by an arborist's report and building envelope plans that identify how vegetation is to be retained and recognise the drip lines of mature trees.

- 4.2.7 No development will be permitted within 200 m of an existing landfill that prejudices the activities of the landfill to the satisfaction of the responsible authority (the buffer area). The buffer may be progressively reduced if the responsible authority and the Environment Protection Authority are satisfied that the activities affecting the buffer have permanently ceased.
- 4.2.8 No development will be permitted within 300 m of an existing quarry that prejudices the activities of the quarry to the satisfaction of the responsible authority, with the distance being measured from the outer limit of the permitted extractive area. The buffer may be progressively reduced if the responsible authority and the Department of Natural Resources and Environment are satisfied that the activities affecting the buffer have permanently ceased, provided that the distance is measured from the new activity area. Buffers to any clean filling of the quarry should be a fair and reasonable distance to the satisfaction of the responsible authority but be no more than 300 m.
- 4.2.9 No development will be permitted within 500 m of a broiler farm that prejudices the activities of the broiler farm, to the satisfaction of the responsible authority until activities have permanently ceased. The distance being measured from the centroid of the broiler farm sheds.
- 4.2.10 Development will not be permitted within the designated buffer areas (as marked in Figure B) until such time that the activities creating the need for these buffers cease. Except, in the case of the landfill and quarry buffer where it has been determined, to the satisfaction of the responsible authority, that the application of the buffer is no longer required.

5.0 Activity Centres

5.1 General Planning and Design Principles

- 5.1.1 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.
- 5.1.2 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*.
- 5.1.3 Non-residential uses within residential zones, should 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.

5.2 Specific Planning and Design Principles

- 5.2.1 A variety of activities are appropriate for co-location at the regional, neighbourhood and convenience activity centres (refer 2.2), and within the residential area immediately surrounding the activity centres (refer to Section 5.1.3). Some medium density housing development is also encouraged within walking distance to these activity centres.

5.2.2 The development of community activity nodes should be encouraged at the following locations:

- Vicinity of the proposed public open space (situated at the intersection of Narre Warren-Cranbourne Road and Glasscocks Road), with abuttal to the proposed east-west collector road connecting to Narre Warren-Cranbourne Road.
- Vicinity of St. Terese's Catholic Primary School and adjoining local park, with abuttal to Endeavour Drive.
- Vicinity of the Thompson Parkway shopping centre, with abuttal to Woodbine Road.
- Vicinity of the Rangebank Primary School and Donnelly Recreation Reserve, with abuttal to Lesdon Avenue or Clairmont Avenue.
- Vicinity of the Cranbourne Place convenience centre and adjoining local park, with abuttal to Cranbourne Place.
- Vicinity of the Duff Street convenience centre and Cranbourne West Primary School, with abuttal to Duff Street or Monahans Road.
- Vicinity of the Cranbourne North Primary School and adjoining local park, with abuttal to Clarendon Street.
- Vicinity of Courtney Gardens Primary School and adjoining local park, with abuttal to Rosebank Drive.
- Other community activity nodes may occur, however these should be consistent with the relevant local policy in the Casey Planning Scheme.

5.2.3 Future redevelopment of the land addressed to 241 South Gippsland Highway, Cranbourne, adjoining the Cranbourne Place Park should:

- Address both the South Gippsland Highway and Camms Road by providing active building interfaces (i.e. no blank walls).
- Make allowance for a passive interface (i.e. visual surveillance) to the Cranbourne Place Park.
- Have a low overall site cover to ensure development is both proportional and sympathetic to the parkland setting.

- Ensure that the building footprint is positioned so as to retain key sightlines into the parkland space from the Highway and from Camms Road. Allow for landscaped areas, areas of lawn and the planting of large, broad-canopy trees in a manner consistent with the character of the parkland.
- A Mixed Use / Medium Density Residential site is proposed for land on the north eastern corner of Evans Road and Cranbourne-Frankston Road. The land is located to the east of the proposed Cranbourne West Neighbourhood Activity Centre. Uses that are complementary to this centre should be considered.

6.0 Industrial Areas

6.1 General Planning and Design Principles

- 6.1.1 Industrial areas should provide buffers to sensitive surrounding land uses. Existing easements, railway lines, main roads, should be utilised, where possible to serve this purpose. However, in the absence of such features, either a road with an additional 10 m wide landscape buffer or 20 m landscape buffer should be provided within the subject land and appropriately landscaped by the developer.
- 6.1.2 All properties should include a front nature strip that allows for avenue tree planting.

7.0 Public Open Space

7.1 General Planning and Design Principles

- 7.1.1 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*.
- 7.1.2 Public open space should generally be provided in accordance with the Development Plan.
- 7.1.3 The location, dimensions and site characteristics of all public open space will be to the satisfaction of the *City of Casey*.
- 7.1.4 The provision of open space should address the requirements of any Open Space Strategy adopted by the *City of Casey*.
- 7.1.5 A public open space contribution in the form of land should be provided on unencumbered land.
- 7.1.6 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.
- 7.1.7 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).

- 7.1.8 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.
- 7.1.9 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.
- 7.1.10 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.
- 7.1.11 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 car parking.
 - 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.

7.1.12 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.

7.1.13 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 *Clause 15.01-2* of the *Casey Planning Scheme*.

7.1.14 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*.

7.1.14 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.

7.2 Specific Planning and Design Principles

7.2.1 A town park, approximately 4 ha in area, to be set aside at north-west corner of the intersection of Narre Warren-Cranbourne Road and Glasscocks Road, with frontage to a local road on the western boundary linking to the north. The design of this local road is to incorporate ninety degree angle parking for the park to the satisfaction of the City of Casey.

7.2.2 The former Cranbourne landfill situated on the western side of Stevensons Road should be rehabilitated and developed for the purposes of public open space.

- 7.2.3 The current Cranbourne landfill site situated on the eastern side of Stevensons Road should be rehabilitated and developed for the purposes of public open space once landfilling activities have permanently ceased.
- 7.2.4 Land should be set aside to enhance the function and amenity of the linear open space corridor along the transmission line easement west of Monahans Road.

8.0 Roads and Transport

8.1 General Planning and Design Principles

- 8.1.1 All local roads and pedestrian / cycle paths should be in accordance with *Casey Standard Drawings* for the design and configuration of local roads. Proposed variations to these standards will be subject to the satisfaction of the *City of Casey*.
- 8.1.2 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.
- 8.1.3 All collector roads should be designed to accommodate bus services.
- 8.1.4 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.
- 8.1.5 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*.
- 8.1.6 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.

8.2 Specific Planning and Design Principles

Arterial Roads

8.2.1 The arterial road network comprises the following key elements:

Cranbourne-Frankston Road

Ultimate 4-6 lane divided road providing a direct regional connection between the Cranbourne and Frankston areas. Cranbourne-Frankston Road is proposed to be re-aligned at its western end to create a cross-intersection with Hall Road and Evans Road.

Glasscocks Road

Ultimate 4-6 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. Between the Cranbourne Golf Club and Narre Warren-Cranbourne Road, the Glasscocks Road reserve is to deviate southward and subsequently eastward to allow for an expansion of the Casey Central Town Centre.

Evans Road

Ultimate 4-lane divided arterial road connecting the South Gippsland Highway and Cranbourne-Frankston Road. In conjunction with Hallam South Road it also forms one of only four major north-south arterial roads within the City of Casey.

Narre Warren-Cranbourne Road/Cameron Street

Ultimate allowance as a 6-lane divided arterial road connecting the Princes and South Gippsland Highways. Also a major north-south arterial road linking the northern and southern regions of the *City of Casey*.

Sladen Street

Ultimate 4-lane divided arterial road connecting Narre-Warren Cranbourne Road and Evans Road with enhanced capacity of intersections.

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)*.

Cranbourne Bypass

Ultimate 4-lane divided arterial providing a bypass function to the Cranbourne Town Centre.

Thompsons Road

Ultimate allowance as a 6-lane divided arterial road connecting Narre Warren-Cranbourne Road and Evans Road. More broadly, Thompsons Road provides a continuous east-west link across the *City of Casey*.

8.2.2 Arterial Road design should be in accordance with the following:

Road Name	Existing Road Reservation Width	Required Road Reservation Widening	Ultimate Road Reservation Width (approx.)	Tree Reserve/ Service Road Requirement [#]
Cranbourne Bypass	None	60 m**	60 m	12 m (north & south sides)
Cranbourne-Frankston Road	20 m	20 m (east side)**	40 m	Service road with 10 m outer separator; or 12 m tree reserve*
Evans Road	20 m	20 m (east side, north of Breens Road); and, 20m (west side, south of Breens Road)***	40 m	Service road with 10 m outer separator; or 12 m tree reserve*
Glasscocks Road (proposed)	None	34 m***	34 m	Service road with 10 m outer separator; or 12 m tree reserve*
Narre Warren-Cranbourne Road	20 m	20 m (west side)**	40 m	Service road with 10 m outer separator; or 12 m tree reserve*
South Gippsland Highway	70 m	None	70 m	12 m
Sladen Street	20 m	20 m (north side, west of Monahans Road)**	40 m	Service road with 10 m outer separator
Thompsons Road	20 m	20 m (south side, east of South Gippsland Highway)**; and, 20 m (north side, west of railway line)**	40 m	1.2 m (north side, east of South Gippsland Highway); 6 m (north side, west of South Gippsland Highway); and, 6 m (south 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 D, E or F, as appropriate.

8.2.3 Where indicated (refer Section 8.2.2), arterial roads should be designed and constructed generally in accordance with the cross-section guidelines. These guidelines are derived from the City of Casey *Arterial Roads Tree Strategy*, (October 2003), 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*.

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

- Cranbourne-Frankston Road with,
 - Ballarto Road/Pearcedale Road
 - East-west collector road access to 'Brookland Greens' estate
- Evans Road with,
 - Central Parkway
 - Duff Street
 - Glasscocks Road
 - Cranbourne-Frankston Road/Hall Road
 - Thompsons Road
- Monahans Road with,
 - Central Parkway/Camms Road
 - Duff Street
 - Sladen Street
- Narre Warren-Cranbourne Road with,
 - Camms Road
 - Glasscocks Road
 - Sladen Street
 - Thompsons Road
 - Cranbourne Bypass
- Sladen Street with,
 - Fairbairn Road/Cemetery Road
 - Monahans Road
- South Gippsland Highway with,
 - Camms Road
 - Clarendon Street
 - Cranbourne Bypass
 - Glasscocks Road
 - Lesdon Avenue
 - Sladen Street
 - Thompsons Road
 - Cameron Street

- Thompsons Road with,
 - Rosebank Drive/proposed collector road link south of Thompsons Road
 - Woodbine Drive

- 8.2.5 Full turning movements (median breaks) at uncontrolled intersection points are expected to be required at a number of locations within the arterial road network.
- 8.2.6 Restricted turning movements (left-in, left-out only) are expected to be required at a number of locations within the arterial road network.
- 8.2.7 Within 'Brookland Greens' estate, service roads shall generally be provided along frontages to Cranbourne-Frankston Road at locations where tree reserves have not been designated (refer to Figure B).
- 8.2.8 Within 'Brookland Greens' estate, the temporary road constructed across the transmission line easement shall be removed and the land appropriately reinstated upon creation of an alternative access. This will occur following the commencement of development on the south side of the watercourse (refer to Figure B).

Local Roads

- 8.2.9 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.

Pedestrian/Cycle Paths

- 8.2.10 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*.

9.0 Natural and Cultural Heritage

9.1 Specific Planning and Design Principles

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

9.1.2 The following tree species are to be used for main road planting schemes (refer *City of Casey Arterial Roads Tree Strategy*, October 2003):

- Swamp Gum (*Eucalyptus ovata*) and Coastal Manna Gum - local form (*Eucalyptus pryoriana*) - South Gippsland Highway
- Spotted Gum (*Corymbia maculata*) – Narre Warren-Cranbourne Road and Cameron Street
- Forest Red Gum (*Eucalyptus tereticornis*) - Camms Road/Central Parkway, Cranbourne Bypass, Cranbourne-Frankston Road, Evans Road (excluding the section between Sladen Street and Breens Road), Glasscocks Road and Thompsons Road.
- Honey Locust (*Gleditsia triacanthos* 'Shademaster') - High Street
- Golden Oak (*Quercus robur* 'Concordia') - Sladen Street
- Golden Ash (*Fraxinus excelsior* 'Aurea' and Claret Ash (*Fraxinus oxycarpa* 'Raywoodi') - Sladen Street, east of High Street and Evans Road from Sladen Street to Breens Road.
- English Oak (*Quercus Robar*) - South Gippsland Highway, south of Sladen Street.

9.1.3 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*)

9.1.4 The area marked C on Figure B has been identified as constituting of vegetation of high ecological significance. It is intended to maximise the retention of vegetation in this location. Associated subdivision plans should identify how the road layout, lot sizes and configuration, and building envelopes act to maximise vegetation retention. Appropriate expert advice, including an arborists report, shall be required prior to determination of design and development requirements relative to this area.

10.0 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.

10.1 Staging

A subdivision (or stage thereof):

- 10.1.1 Should not create circumstances by which its future residents might be unnecessarily isolated from employment, social and community needs.
- 10.1.2 Should ensure road connections to adjoining development are completed, and in a logical sequence.
- 10.1.3 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.
- 10.1.4 Should not overload the traffic carrying capacity of any collector road or access street within the Development Plan area.

10.2 Provision of Infrastructure

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

10.2.2 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; and,
- Street lighting.

10.2.3 A Section 173 Agreement under the *Planning and Environment Act* 1987 must be provided under the subdivision permit 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.

END OF DEVELOPMENT PLAN