

Casey Gardens Development Plan

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Responsible Department: Strategic Planning and Reform

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1 INTRODUCTION

This Casey Gardens Development Plan 2021 (**CGDP**) has been prepared in consultation with Casey City Council (**Council**). The CGDP has been informed by Schedule 15 of the Development Plan Overlay of the Casey Planning Scheme (**the Scheme**) which covers the land.

The land at 6 Fullard Road, Narre Warren (**the subject site**) has been identified as an infill development site in the southeast of Melbourne (Figure 1). The subject site is in the Fountain Gate-Narre Warren central business district (**CBD**) and is in the Residential Growth Zone. The subject site is to be developed as a high-density integrated development site.

1.1 Plans and maps

Throughout this development plan a number of figures are used to provide visual guidance or further information on the plan.

The following figures provide current context, site analysis or constraints at the time of preparation of the development plan.

- Figure 1: Aerial - Subject Site
- Figure 2: Site Context Plan
- Figure 3: Significant trees
- Figure 4: Site Opportunities and Constraints
- Figure 6: Zoning
- Figure 7: Overlays

The following figures provide a guide as to how development on the site should occur, including site layout, building heights and land uses.

- Figure 5: Indicative Site Sections
- Figure 8: Casey Gardens Development Plan Diagram
- Figure 9: Casey Gardens Development Ground Floor Layout Concept
- Figure 10: Indicative Building Height Plan

The following figures provide an indication of how development could occur.

- Figure 11: Landscape Design Intent
- Figure 12: Indicative Staging Plan



Figure 1: Aerial - Subject Site



Source: <http://maps.au.nearmap.com/> (25 November 2020)



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2 SITE CONTEXT

2.1 Site Features/Local Context

The site context is summarised in the Site Context Plan provided in Figure 2.

The subject site is located approximately 40 kilometres southeast of the Melbourne central business district in the City of Casey. It has a total area of 4.137 hectares and is irregular in shape. It is formally described as Lot A on Plan of Subdivision 437812.

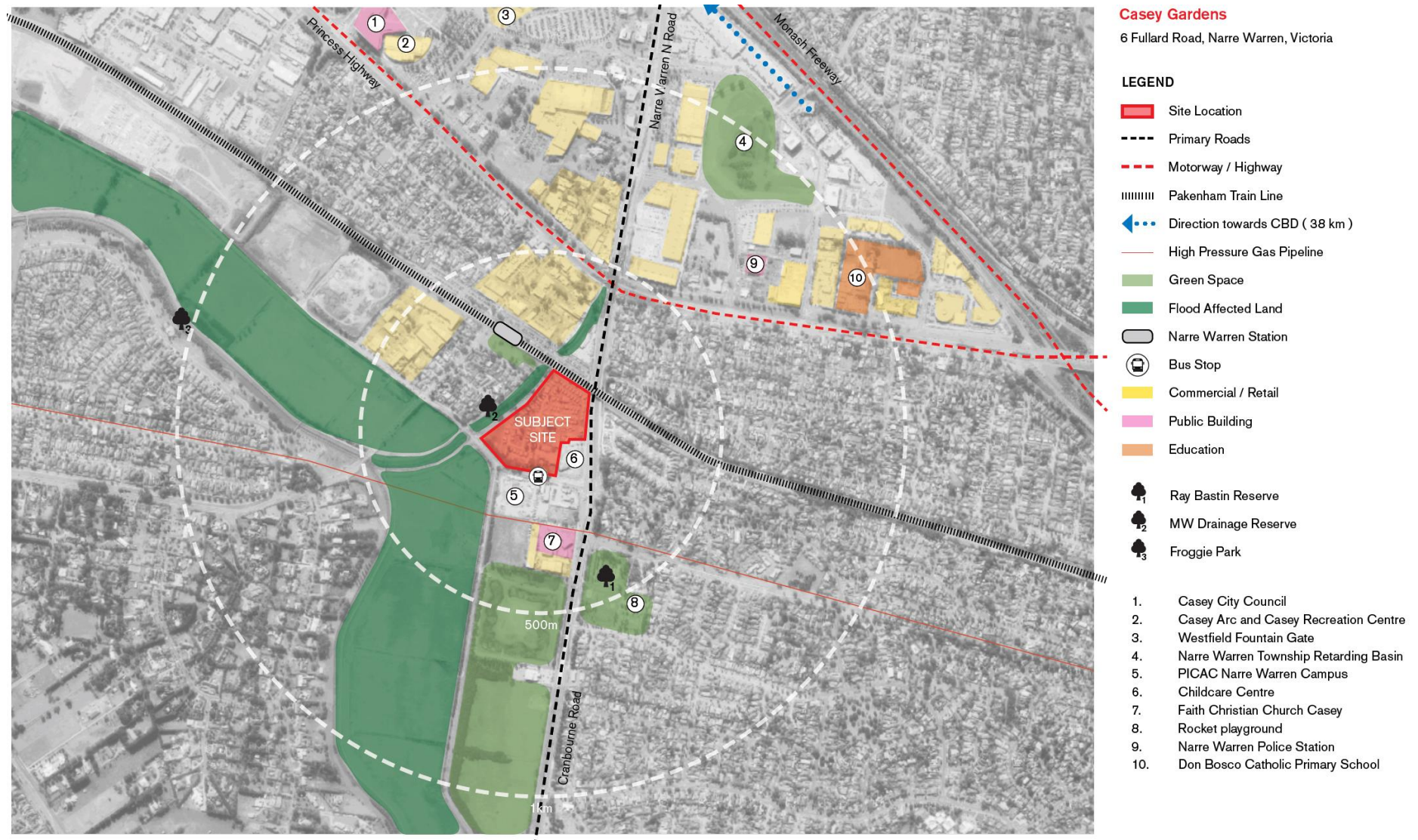
The subject site is bordered by the Pakenham railway line to the north, Narre Warren-Cranbourne Road to the east, Fullard Road to the south and a Melbourne Water drainage reserve to the west. Adjoining the CGDP area to the southeast is a single storey building currently used as a childcare centre.

At the time this development plan was being prepared, the subject site was occupied by the Casey Gardens Residential Village (refer Figure 1 above) which contains approximately 154 movable dwellings for permanent and short-term use.

The subject site has been largely cleared of vegetation aside from a few scattered trees across the site and along the site boundary to Fullard Road and the interface with the Melbourne Water drainage reserve. The subject site is relatively flat with a gentle downward slope from the northeast corner of the site to the southwest. A large batter / retaining wall exists on the Narre Warren-Cranbourne Road interface to allow this road to pass beneath the railway line. Vehicle and pedestrian access to the site is currently gained via a single entry / exit point from Fullard Road.



Figure 2: Site Context Plan



3 LOCATION

The subject site is located in the suburb of Narre Warren in the Municipality of Casey. Nearby suburbs include Berwick 4 kilometres east, Dandenong 10 kilometres northwest and Cranbourne 10 kilometres south.

Surrounding development includes a range of different land uses including residential, industrial, childcare and commercial. More specifically:

- To the immediate north is the Pakenham Railway Line which links to the Melbourne CBD and Pakenham and beyond. North of the railway reserve is an extensive car park associated with Narre Warren Railway Station. The car park includes pedestrian paths leading from Narre Warren-Cranbourne Road to the Station. This land is located within the Public Use Zone. This land and land further north is within the Fountain Gate Narre Warren Metropolitan Activity Centre;
- To the immediate east is Narre-Warren-Cranbourne Road, a Road Zone Category 1 road. Land on the eastern side of Narre Warren-Cranbourne Road includes predominantly residential lots with single detached dwellings being the main form of housing typology. This land is located within the General Residential Zone;
- To the immediate south is Fullard Road, a Road Zone Category 1 road. Land on the southern side of Fullard Road institutional and commercial/industrial style buildings up to two-storeys on land located within the Industrial 3 Zone and the continuation of the Hallam Main Drain reserve on land located within the Public Use Zone – Schedule 1. A high-pressure gas pipeline is also located approximately 110 metres south of the subject site.
- To the immediate south-east of the site is a single storey building currently used as a childcare centre (Kool Kidz Child Care) on land located within the Residential Growth Zone – Schedule 1; and
- To the immediate west is the Hallam Main Drain branch and an associated Melbourne Water Drainage reserve. This land is located within the Urban Floodway Zone. Land on the western side of the Melbourne Water drainage reserve is used for residential purposes, with lots currently being of a conventional density. This land was rezoned to the Residential Growth Zone – Schedule 2 in November 2019.

The subject site is further located proximate to two major shopping precincts; the Narre Warren Village Shopping Centre to the north of the Narre Warren Railway Station, and the Westfield Fountain Gate Shopping Centre further to the northwest both of which form part of the Fountain Gate Narre Warren Metropolitan Activity Centre.

3.1 Transport

The subject site has excellent access to major and local roads in Narre Warren. It is located in close proximity to two major transport routes, the Monash Freeway and the Princes Highway, both of which are to the north of the site and provide a direct route to the Melbourne CBD. Further south is the South Gippsland Highway. Bordering the eastern boundary of the subject site is the Narre Warren-Cranbourne Road. Adjoining the southern boundary is Fullard Road.

The subject site is located approximately 200 metres southeast of the Narre Warren Railway Station on the Pakenham railway line. A bus stop for routes 834 (Berwick to Narre Warren



Circle) and 841 (Narre Warren North to Cranbourne), is located adjacent to the current entrance to the subject site. Both of these route's travel past the Narre Warren Railway Station and Fountain Gate Shopping Centre.

3.2 Community Facilities

The subject site is also located close to a number of community facilities, including medical centres, schools and childcare centres. They include the following:

- » Narre Warren Community Learning Centre (approximately 200 metres to the north).
- » Kool Kidz Childcare Centre (directly adjacent the site to the south-east).
- » PICAC Narre Warren Campus education and research facility (opposite the site located on the southern side of Fullard Road).
- » Casey Cardinia Library and the City of Casey Council offices (approximately 800 metres to the north-west).
- » Don Bosco Catholic Primary School located (approximately 700 metres to the north-east).
- » Monash University, Berwick Campus (approximately 2.5 kilometres to the east).

A number of public open spaces of varying sizes are located in close proximity to the CGDP area. They include the following.

- » Casey Valley Parklands (abutting to the south and southwest).
- » Ray Bastin Reserve (approximately 150 metres to the south-west, on the eastern side of Narre Warren-Cranbourne Road).
- » Marco Ciavarella Reserve (approximately 500 metres to the northwest).
- » The Patrick Northeast Reserve (approximately 800 metres to the northwest).
- » The Max Pawsey Reserve (approximately 1 kilometre to the northwest).
- » Sweeney Reserve (approximately 1 kilometre to the west).

4 SERVICES AND INFRASTRUCTURE

The site is currently serviced with all services. Early consultation has been undertaken with all providers to determine that servicing is possible and that some upgrading or augmentation will be required.

Details of specific upgrades will be determined at permit stage, however it is expected that additional electrical sub-station kiosks will need to be built within the site to manage the additional number of dwellings and higher electricity usage as well as alterations to the Fullard Road access to the site.



5 SITE CONSTRAINTS AND OPPORTUNITIES

5.1 Ecology

A review of the subject site has not revealed any areas of environmental significance. The subject site is not in its natural state and has been fully developed in the past and has continued to operate as a residential development and use. The subject site has been mostly cleared of vegetation.

Four trees have been identified as being significant and are in sufficient health to seek retention of. These trees are shown below on figure 3. The detailed design of the development should make all reasonable attempts to retain these trees, and any removal must be appropriately justified, including demonstrating alternative design options that have been considered.

The majority of remaining existing vegetation within the subject site adjacent the site's frontage to Fullard Road is to be removed. The vegetation is generally in poor health and a strong new landscaping response throughout the site will offset any negative impacts associated with the proposed vegetation removal. There may be potential to retain some vegetation where warranted as part of any development application for the site.

An Arborist Report has been prepared by Arbor Survey Pty Ltd dated 10 August 2020 which supports vegetation removal on the subject land. An indicative landscape concept response has been prepared by MDG Landscape Architects. Refer to Figure 11 for further information.

Figure 3: Significant trees



5.2 Cultural Heritage

The entire site is located within an area of Aboriginal Cultural Heritage Sensitivity due to its proximity to the Hallam Main Drain branch.

An investigation was undertaken by Archaeology at Tardis Pty Ltd dated 04 September 2020 which confirmed that the CGDP area has been subject to significant ground disturbance. A Cultural Heritage Management Plan under the Aboriginal Heritage Act 2006 has not been undertaken for the site as part of the development plan process.

A voluntary Cultural Heritage Management Plan (CHMP) or Preliminary Aboriginal Heritage Test (PHAT) is encouraged to be undertaken prior to the commencement of construction should a planning permit be issued.

5.3 Bushfire Management

The southern portion of the subject site is located within an identified Bushfire Prone Area. Any development in this Bushfire Prone Area must achieve BAL 12.5. Where defensible space is located on public land or common property, consideration must be given to how that land will be managed to defensible space requirements.

A Bushfire Management Strategy has been prepared as part of the background to the Development Plan and this strategy has been accepted in principle by the Country Fire Authority.

5.4 Drainage

The subject site is located in the Hallam Main Drain catchment, a highly modified series of drains which covers areas such as Narre Warren, Cranbourne East, Berwick and Clyde North. The major threat to this drainage catchment is a reduction in the storm water quality. The Hallam Main Drain provides the benefit of a level of visual amenity to residential areas located near the drainage corridors.

The subject site has a gentle downward slope from its northeast corner to the southwest corner to the Hallam Valley flood plain. A retarding basin is located in the southwest corner of the subject site. Drainage and flooding advice provided by Beveridge Williams & Co Pty Ltd in 2020 has determined that development can be designed without the need for this retarding basin.

A stormwater strategy has been prepared as part of the background to the Development Plan.

Specific drainage, infrastructure and Water Sensitive Urban Design (**WSUD**) initiatives should be provided in the detailed planning stage of the development.

5.5 General site constraints & opportunities

Site constraints include:

- » Noise from the road and rail interfaces;
- » Dust from the sand and soil outlet;



- » Flood mitigation requirements;
- » Current poor pedestrian and vehicular connection to facilities; and
- » Managing the amenity impacts to the childcare centre interface to the south-east.

Site opportunities include:

- » Proximity to Narre Warren train station and bus interchange;
- » Proximity to Narre Warren Village and Fountain Gate Shopping centres;
- » Proximity to the Casey Valley parklands;
- » Abuttal to the Hallam Main Drain environment and future pedestrian linkage to Austin Avenue to the north west of the site; and
- » Ability to capitalise on north-facing solar access and outlook.



Figure 4: Site Opportunities and Constraints



Figure 5: Indicative Site Sections



DKO ARCHITECTURE

6 FULLARD ROAD, HARRE WARREN

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6 STRATEGIC FRAMEWORK

The site adjoins the Fountain Gate Narre Warren Metropolitan Activity Centre. Metropolitan activity centres provide a diverse range of jobs, activities and housing for sub-regional catchments.

The CGDP facilitates a higher density residential development to enable walking and cycling to more sustainable methods of transport (bus and rail) and a metropolitan activity centre.

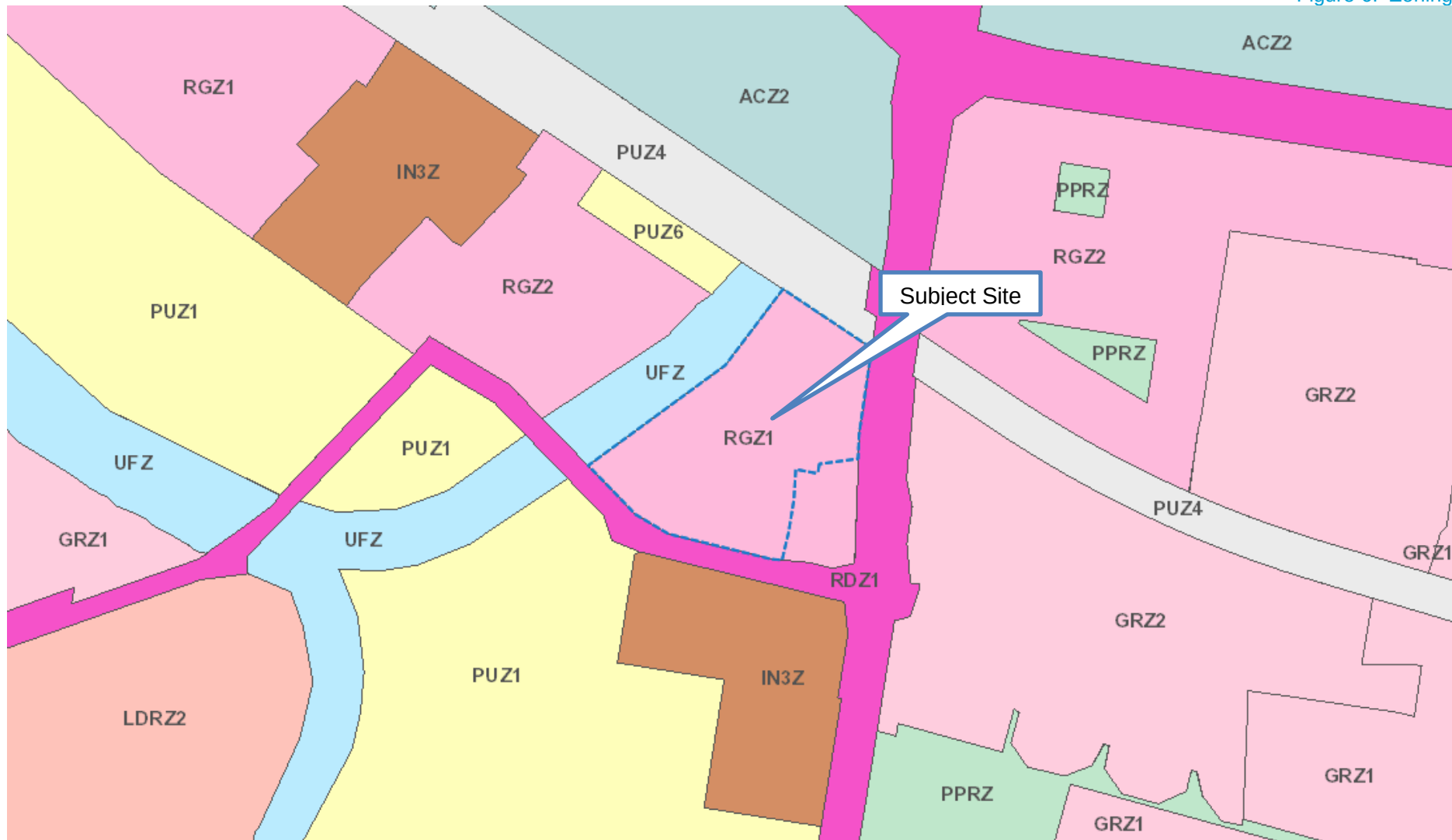
Future development under the framework of the CGDP will contribute to the diversity of housing in Narre Warren, meeting the needs of the community and improving housing choice and diversity. This will in-turn provide a range of housing types suitable for single, couples and family households.

Figures 6 and 7 illustrate the zoning and overlay controls of the site and surrounding locality. The subject site is within the Residential Growth Zone (RGZ) and affected by the Development Plan Overlay – Schedule 15, and the CGDP aligns with the relevant purposes of the zone and overlay requirements in the following ways.

1. The CGDP facilitates the development of housing at increased densities, including in apartment buildings of four or more storeys.
2. The CGDP will provide a diversity of housing types, including townhouses and apartments, contributing to the variety of dwellings types within Narre Warren.
3. The CGDP will provide higher density forms of housing in a location that offers good access to services, transport and a metropolitan activity centre.
4. The adjoining uses of the site, which include two major roads, a railway line, a commercial childcare facility and the Hallam Valley floodplain ensure that there is a transition between areas of lower density housing and the CGDP area.



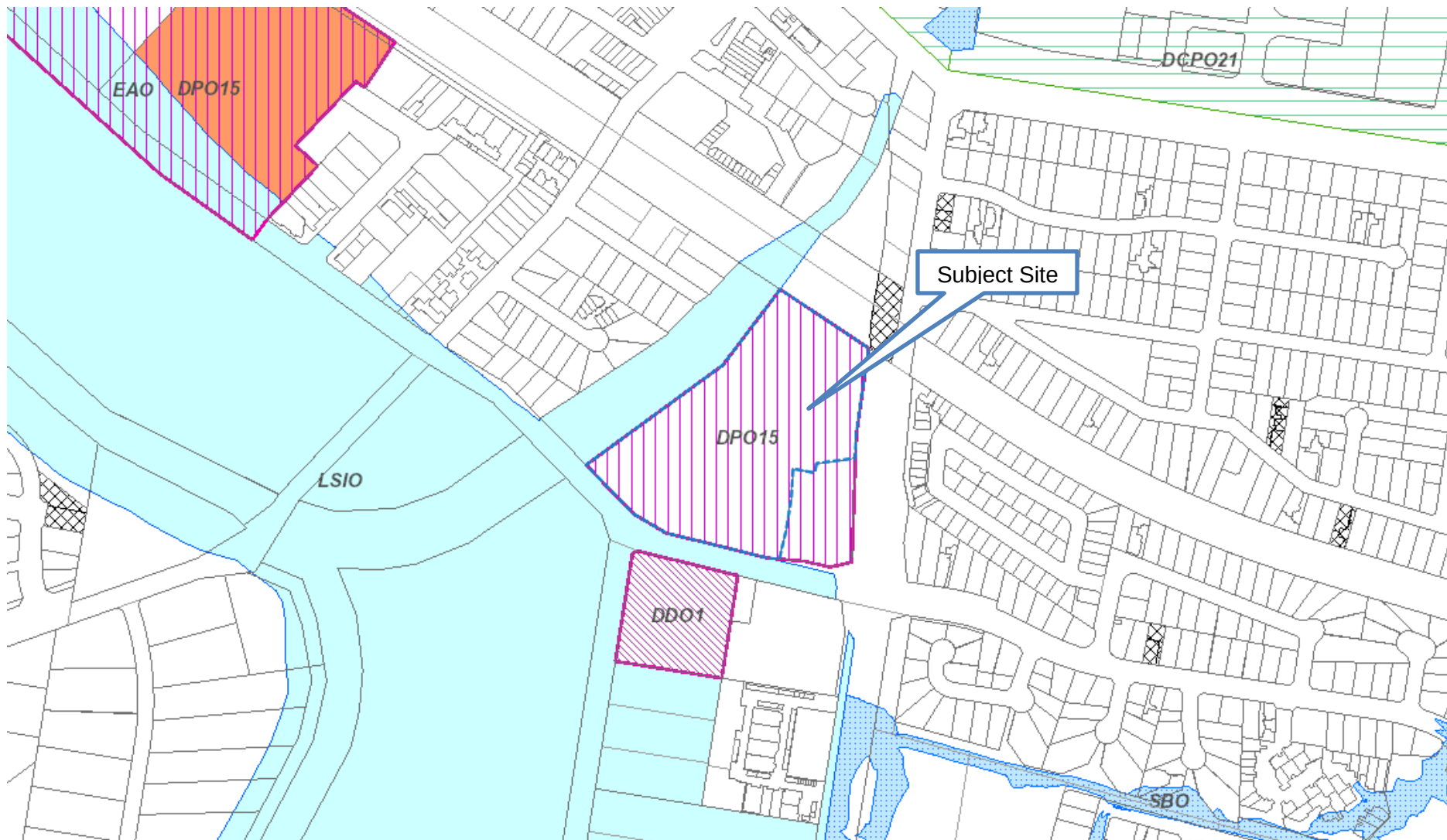
Figure 6: Zoning



Source: <https://mapshare.vic.gov.au/vicplan/>



Figure 7: Overlays



Source: <https://mapshare.vic.gov.au/vicplan/>



7 PHYSICAL FRAMEWORK PLAN

The Development Plan Diagram at Figure 8 and Ground Floor Concept Layout at Figure 9 shows how future development should be achieved and the indicative location of townhouses and apartment buildings, open space and the road network. Figure 5 shows cross sections of how the layouts in figure 8 and figure 9 could be delivered. It responds to the site context and relevant planning considerations including the requirements of Development Plan Overlay Schedule 15.

7.1 Key Principles and Design Objectives

The vision for Casey Gardens is to create a high density, sustainable and vibrant residential development that meets the existing and future housing needs of the City of Casey.

Casey Gardens will be a unique development, offering a form of housing including townhouses and apartments which are currently under provided in the outer southeast of Melbourne. Future development should provide housing choices to meet the growing community demand, in particular for one, two, three and four bedroom dwellings in the City of Casey.

Casey Gardens should provide a high-quality and accessible development which includes a centrally located communal open space in the form of an integrated 'urban park', complemented by a range of smaller open space areas throughout the development site.

The future development should further improve pedestrian accessibility to and through the site, linking future residents and their guests with the natural open space areas surrounding the site and nearby public open space; the Fountain Gate Narre Warren Metropolitan Activity Centre; and nearby public transport. The internal road and pedestrian network should provide functional and easy connectivity for pedestrians and vehicles into and through the site.

The future development should provide a high level of amenity for the future residents and a walkable neighbourhood with excellent vehicle, bicycle and pedestrian access both to and from the site.

The key principles and design objectives guiding the future development of the subject site are to:

1. Implement the State and local planning policies included in the Casey Planning Scheme and the findings of the *Casey Housing Strategy 2019* which is a reference document within the Scheme.
2. Deliver a transit orientated development that maximises access to and use of public transport and sustainable transport modes.
3. Provide active edges and passive surveillance to key edges and open spaces areas utilising rear loading where appropriate to avoid fences and blank facades to interfaces with the public realm.
4. Provide a compact urban form that supports the existing services and facilities in the Fountain Gate Narre Warren Metropolitan Activity Centre and promotes walking and cycling trips. This should be achieved by increasing connectivity and accessibility to



and from the subject site via a proposed pedestrian/bicycle bridge link over the Narre Warren drain to Austin Avenue (to be partially funded by the developer and constructed by others), Narre Warren railway station and Narre Warren village shopping centre and via a pedestrian path to access Narre-Warren-Cranbourne Road.

5. Reduce noise impacts and low amenity interfaces through massing, built form (including acoustic walls) and landscape treatments. The built form of the development should be designed in accordance with acoustic advice provided by a suitably qualified acoustic engineer.
6. Provide a greater variety of housing choices including dwelling size and affordable housing for a variety of households to meet the current and projected demand.
7. Design a new residential development that has its own sense of identity and uniqueness associated with the nearby activity centres.
8. Create useable areas of quality landscaped open space to meet the passive recreation and leisure needs of future residents and visitors of the site.
9. Providing dwellings to front the open spaces within the CGDP area and external public open space reserves, including the Hallam Main Drain branch, to promote safety and passive surveillance of these spaces.
10. Ensure that the apartments occupy the majority of frontage at ground floor at interfaces with roads and public parks as shown on figure 9.
11. Plan the development to provide easy vehicle, pedestrian and cycling access to all dwellings and open spaces within Casey Gardens with connections to the surrounding area.
12. Incorporate Environmentally Sustainable Design (ESD) features in the design and construction of the new residential development.
13. Ensure that the new residential development is sensitively designed so as not to have a detrimental impact on the amenity of existing surrounding land uses.
14. Plan the development to maximise sustainable infrastructure provision.



Figure 8: Casey Gardens Development Plan Diagram



Figure 9: Casey Gardens Development Ground Floor Layout Concept



8 ACCESS AND MOVEMENT

8.1 Pedestrian and Bicycle Movement

Pedestrian access and connectivity should be key features of the CGDP. The internal layout of the subject site should provide convenient and safe access to all residential areas and open spaces as generally shown in Figure 8.

Connectivity to and from the subject site should be achieved principally by one main vehicular access/egress point on Fullard Road, and by pedestrian and bicycle access/egress points.

Depending on the hierarchy of the internal road proposed, road cross-sections should be between 12.7m and 20.0m in width. Footpaths should be provided along both sides of the road as part of the overall landscaping proposal for the subject site. Pedestrian access must be provided to the front of all apartment buildings via the internal public road network.

The network of paths should be designed to encourage walking and cycling within the CGDP area and to and from nearby services and facilities, including the Narre Warren Railway Station; Fullard Road bus stop; and nearby activity centres. The layout of the pedestrian paths should also ensure that the development provides a high level of pedestrian connectivity through the site to on-site and off-site open space areas and nearby public transport services.

Pedestrian access across the Hallam Main Drain is currently provided by an existing off-road pedestrian bridge at Fullard Road and a pathway on the northern side of the railway line accessed from Narre Warren-Cranbourne Road, to the north of the CGDP area. Further pedestrian access be provided with a 3.0m wide shared path along the western boundary, either within the subject site or within the Hallam Main Drain reserve (subject to land-owner consent). In the future this path should connect to Austin Avenue by a pedestrian bridge (partially funded by the developer) and delivered by Council.

8.2 Vehicle Access and Circulation

The current Fullard Road vehicle entry point into the subject site should be removed and a new vehicle entry / exit should be created to the west of the current entry point. Vehicle access should be provided to all dwellings via the road network as shown similar to the layout shown in Figure 8. Vehicle parking should be provided for each dwelling in accordance with car parking provisions of the Casey Planning Scheme.

The subject site is currently within the Principal Public Transport Network (PPTN) and as such does not require visitor parking under the Casey Planning Scheme. Some level of visitor and additional parking will be available on the public street network.

The central road should be maintained in a straight alignment as far as practicable and should be designed as to enable parking on one or two sides of the two-way travel lanes, with landscaping including feature trees.

On-street car parking should be provided for use by visitors and short-term users along each of the local access streets in a combination of indented and on-carriageway spaces. On-



street parking should be designed in such a way that avoids vehicles parking in circulation areas, including those areas that are required for turning circles of garbage collection trucks.

As part of any planning application assessment, consideration should be given to whether on-street car parking along the northern side of Fullard Road adjacent to the subject site should be prohibited. It is currently not prohibited.

All internal roads should be vested to Council and should be generally designed in accordance with Council's Engineering Design and Construction Manual (EDCM). The following road reserve widths should apply:

- Main central spine – 20.0m.
- Local access streets – 16.0m.
- Local access streets where one side adjoins public open space – 12.7m.
- Laneways – 7.0m.

Where a road reserve is to be reduced, the following aspects should be considered in determining the ultimate width approved:

- Whether it can be demonstrated that the reduced widths won't cause significant congestion
- Whether parking can be adequately addressed through the development, including whether any off-street visitor parking is proposed.
- Whether any mechanisms are in place to promote turn-over of on-street parking.

The Fullard Road access and interface design should be to the Department of Transport's (DoT's) satisfaction. The front property line along Fullard Road should be setback in order to provide additional land for road-related infrastructure. Land along the Fullard Road Frontage may be needed to form the road reserve. This will be determined at planning permit application stage.

9 BUILT FORM AND MASSING

The high-density residential development envisaged for Casey Gardens should consist of a mix of multi-storey townhouses and three to eight storey apartment buildings as indicatively shown in Figure 10.

The main urban design principles to guide the development of Casey Gardens are:

1. Using a variety of building materials to add a level of visual interest to the development.
2. Activating of the ground floor frontages of apartment buildings, particularly where they front onto areas of open space, and public streets both within and outside the development as indicatively shown in Figure 5.
3. Minimising visual impacts of the apartments buildings when viewed both internally and externally from the site through appropriate building siting and use of a variety of building materials and façade articulation. External walls of the apartment buildings will comprise a minimum of three materials and finishes to ensure appropriate levels of visual interest and building articulation is achieved.
4. Maximising solar access to the dwellings by siting dwellings in a true north-south or east-west orientation where practical.



5. Providing a soft-edge distinction between the public and private realm within and on the edges of the development utilising landscape treatments and paths and low height or transparent fences internally and externally other than to sensitive interfaces.
6. Providing a high-quality, centrally located and integrated communal open space area for the use of the future residents and visitors to the site, complimented by landscaped public areas.
7. Designing development within the western portion of the site to capitalise on the 'green' outlook afforded to the site by the Hallam Main Drain reserve and encouraging surveillance over the Hallam Main Drain reserve.
8. Designing the layout and the built form of the development to reduce the noise impacts of the railway line and Narre Warren-Cranbourne Road to dwellings.
9. Designing the layout of apartment buildings to minimise off-site amenity impacts on abutting land with respect to overshadowing and visual bulk.
10. Ensuring that the apartment building shown in Stage 4 of figure 12 is designed to ensure adequate solar access is provided to outdoor play areas of the adjoining childcare centre, particularly at Winter Solstice. At least 50 per cent of the outdoor open space (the 'play space' shown on figure 12) of the Childcare Centre located adjacent to the subject site must receive a minimum of two hours of sunlight between 9am and 3pm on 21 June. The play space is the area fenced specifically for children to play outdoors while at the childcare centre.
11. Requiring any windows above the ground floor of the apartment building shown in Stage 4 of figure 12 within a 9.0 metre radius of the adjacent Childcare Centre be appropriately screened in accordance with ResCode requirements.
12. Designing the apartment building shown in Stage 4 of figure 12 in a way to minimise habitable room windows above the ground floor on the southern façade of the building's southern section. Any habitable room windows should be at least 1.8 metres above floor level.
13. Lighting internal access ways and public spaces to improve public safety.
14. Incorporating Water Sensitive Urban Design measures to manage stormwater on and through the site.
15. Incorporating civil engineering recommendations to mitigate any potential impacts associated with the removal of the retarding basin and existing drainage easement within the south-east corner of the site.

9.1 Building Typology

The future development potential of the site should provide for approximately 500 dwellings should provide a mix of townhouses and 1, 2 and 3 bedroom apartments. These should consist of apartments which are designed to cater for the needs of smaller households and townhouses designed to cater for larger households.



9.2 Affordable Housing

The development will provide a minimum of 8% 'affordable housing' units as defined by the *Planning and Environment Act 1987* across the stages of the development.

Prior to the issuing of a planning permit for development on the site, the land-owner is required to enter into an agreement with the City of Casey to formalise the delivery of affordable housing. The agreement must include:

1. That the affordable housing will be provided by a government accredited housing provider.
2. That the affordable housing will be disbursed through each stage of development.
3. The minimum duration of time for which dwellings will be provided as affordable housing.

9.3 Residential Densities

The future development on the site should maximise the location advantages of the CGDP area, including its proximity to public transport and shopping centres, by providing a high-density residential development. This Development Plan strongly promotes a high-density vision for the future development of the subject site.

Overall, the future development should provide for approximately 500 new high-quality and high-amenity dwellings on the site in the form of a mix of various townhouse 'types' and apartments.



Figure 10: Indicative Building Height Plan

DESIGN RESPONSE | HEIGHT & DENSITY
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6 FULLARD ROAD, NARRE WARREN

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10 OPEN SPACE AND COMMUNITY PLACES

Approximately 13.4% of the subject site should be provided as public open space. The main area of communal open space should be centrally located and comprise approximately 4,137 square metres (minimum of 10% of site area) of the CGDP area. The open space should provide long-term open space facilities for the use of the future residents and visitors of the site.

The central location of the primary open space area should ensure that all residents and their guests have access to open space within a short walking distance of their dwelling. An additional 1,441 square metres of integrated open space should be provided throughout the site in convenient locations. Smaller parks, landscaped areas and pathways should link the different components of the development to the central area of open space.

Future development should provide the opportunity for various landscape upgrade works to the abutting open space along the Hallam Main Drain, including the provision of a shared pedestrian and bike path as well as planting. This will result in an improvement to the public realm to the benefit of both the future residents of Casey Gardens and the wider community.

Future building envelopes depicted in the Development Plan diagram should be set out to ensure dwellings face onto public open space and landscaped areas provided within the development and to the reserve for the Hallam Main Drain branch to the west. Development should front onto the Hallam Main Drain to maximise the amenity provided by this asset, and provide surveillance over it. Apartment buildings should be located to the northern and eastern edges of the site as to provide a noise buffer between the main road and the internal areas of the development, which will maximise the usability of internal public open space areas.

The Casey Gardens Landscape Design Concept at Figure 11 below provides an example of how public works should be integrated into the design and construction of all public open space areas of the development.

Landscaped areas or open space areas between the ends of local streets and the Hallam Main Drain reserve should be designed and developed in such a way that allows emergency vehicle access to the shared path in an emergency.

Access through these landscaped areas should consist of a four metre wide area running east-west that is free of all structures (including furniture), free of trees and plants (grass is permitted), free from rocks, free of water bodies and any other impediment that would restrict an emergency vehicle. The access area can have some undulations, but must be flat enough for an emergency vehicle to drive across.

10.1 Landscape

The landscape principles for Casey Gardens are:

1. Use of a variety of native and exotic canopy trees, shrubs and grasses throughout the site in appropriate locations.



2. Use of a complementary mix of hard and soft landscaping throughout the site for functionality and visual amenity.
3. Use of landscaping along the Fullard Road frontage.
4. Use landscaping to soften the building bulk, particularly at sensitive interfaces.
5. Provide a high-quality landscape response to offset the removal of any older native trees along the frontage to Fullard Road.
6. Incorporate quality street furniture throughout the development.
7. Establish a community gathering plaza and incorporate shelter structures, picnic seating and play space (informal and structured) within the central public open space / park area. This will ensure a high amenity integrated open space area is provided with focuses on the functionality and quality of the space for all-year round use by future residents and visitors of the site.
8. Design landscaping to ensure that it reflects the established landscaped character of Narre Warren.
9. Investigate improvements to the existing landscaping along the Hallam Main Drain to the west of the site
10. The detailed design of the development should make all reasonable attempts to retain the four trees shown in figure 3. Any removal must be appropriately justified, including demonstrating alternative design options that have been considered.



Figure 11: Landscape Design Intent

Casey Gardens - Landscape concept plan

J:\2003 Casey Gardens Narre Warren\5. Design\Drawings\InDesign\2003A Casey Gardens Landscape Concept [A].indd
2003A . scale 1:850 at A3 . issue B 18.12.2020



11 DEVELOPMENT SEQUENCING

The core staging principles are that:

1. It is expected that future development may need to be delivered in stages. For example, the indicative concept plans shown in Figure 12 support a future four staged development.
2. Any future central open space provision should be partially or fully provided as part of Stage one, and fully provided for as part of Stage two (if not fully delivered in Stage one).
3. Any future shared paths along the western boundary of the site must be delivered as part of Stage one or two.
4. Any future pathway connections to the proposed bridge over the Hallam Main Drain (which is to be partially funded by the developer and constructed by others) must be provided by the developer as soon as the construction of the bridge has been completed.
5. Any future drainage facilities may need to be provided early depending on the engineering requirements for the subject site.



Figure 12: Indicative Staging Plan



Endorsed under delegation
by the Principal Strategic
Planner and Team Leader of
Strategic Planning and
Reform 19/07/2021

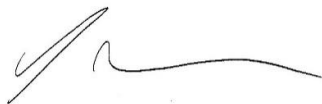
12 Definitions

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 officer	means the Chief Executive Officer and staff of Council appointed by the Chief Executive Officer.

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 Document Control

Version	Exhibited	Approval Date	Approver
6.0	22 March 2021	19 July 2021	 Jason Pullman – Team Leader Strategic Planning and Reform  Daniel Borton – Principal Strategic Planner

