

# *cranbourne east* *precinct structure plan*

URBAN CONTEXT

CEUGP/SR12B

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## TABLE OF CONTENTS

1	EXECUTIVE SUMMARY .....	3
1.1	Existing Conditions .....	3
1.1.1	Sub-Regional and Local Context.....	3
1.1.2	Site Analysis .....	3
1.2	Opportunities .....	4
1.3	Constraints.....	4
2	INTRODUCTION .....	6
3	SUB-REGIONAL CONTEXT .....	7
4	LOCAL CONTEXT .....	10
5	SITE ANALYSIS .....	13
5.1	Residential development .....	16
5.1.1	Collison Estate:.....	16
5.1.2	Blue Hills Estate, Retirement Village.....	16
5.1.2	Other major residential development .....	17
6	CHALLENGES AND OPPORTUNITIES .....	19
6.1	Challenges.....	19
6.2	Opportunities .....	20

## TABLE OF FIGURES

Figure 1: Sub-Regional Context .....	9
Figure 2: Local Context Plan .....	12
Figure 3: Site Analysis Plan.....	15
Figure 4: Current Development Activity.....	18

# 1 EXECUTIVE SUMMARY

## 1.1 Existing Conditions

### 1.1.1 Sub-Regional and Local Context

The key features of urban development surrounding the growth area are:

- Urban land generally to the north and west of the subject site and non-urban land generally to the east and south;
- Four principal activity centres within 15 kilometres of the subject site;
- Four major activity centres within 12 kilometres of the subject site;
- Two other significant activity centres relatively close to the subject site;
- The Cranbourne Rail line, runs diagonally through the subject site (currently disused);
- A number of freeways and highways relatively close to the subject site;
- A number of significant regional open spaces close to the subject site;
- Cranbourne principal activity centre 2km away to the west;
- A grid of existing and proposed main roads bounding and dissecting the subject site, including:
  - Thompsons Road,
  - Linsell Boulevard (under construction),
  - The Berwick – Cranbourne Road (Clyde Road), and
  - The South Gippsland Highway.
- A transmission line traversing the subject site on an east-west alignment;
- A number of small local parks in the established and developing Cranbourne East.

### 1.1.2 Site Analysis

The key features of urban development within and abutting the subject site are:

- A large number of low density residential lots located on the western edge of the northern section of the subject site, known as the Collison Estate;
- A number of slightly larger farming zoned lots located in the southern section of the subject site around Ballarto Road;
- Remainder of the subject site is made up with relatively large lots within either a farming or green wedge zone;
- Land within the subject site used predominately for farming purposes;

- Land abutting the subject site used predominately for farming purposes to the east and south and residential purposes to the north and west, except for Casey Fields to the southern edge;
- A proposed North-South Arterial Road abutting much of the western edge of the northern section.

The key natural features within and abutting the subject site are:

- A small but significant hill just east of the proposed North-South Arterial Road;
- Two local high points in the south-east corner of the subject site abutting Clyde Road;
- A watercourse which flows in a north-east directions from the Hunt Club development to Thompsons Road and beyond; and
- A few scattered stands of trees and permitter planting.

## 1.2 Opportunities

The key opportunities arising from the natural features and patterns of urban development outlined above are:

- To pursue best practice in urban development due to the scale of the subject site;
- To deliver sustainable neighbourhoods;
- To integrate the site with surrounding residential development fronts through clear east-west connections and synergy in land use;
- To enable transit-oriented development;
- To take advantage of the existing road access and rail corridor;
- To facilitate opportunities for further subdivision of the Collison Estate where possible;
- To improve upon the range of community facilities available to existing Cranbourne East residents;
- To capitalise on any latent demand for services within the established part of Cranbourne East to support higher order facilities within the subject site;
- To provide new neighbourhood activity centres located to take advantage of high levels of accessibility and to promote sustainable transport;
- To capitalise on the existing Casey Fields regional sporting facility and any future plans for expansion of activities;
- To provide a linear connection with attractive walking and cycling trail, linking the Cranbourne Botanic Gardens to the proposed new regional park via Casey Fields;
- To create attractive linear parks along natural drainage lines;
- To build in mechanisms to respond to, and anticipate, existing and future development plans in key growth corridors to the north and the south; and
- To embrace existing character elements where possible.

## 1.3 Constraints

The key constraints or 'challenges' arising from the natural features and patterns of urban development are:

- Overcoming the barrier created by the Berwick – Cranbourne Road to movement across it;
- Overcoming the limitation of access from the east-particularly if the Clyde Road 'freeway upgrade' occurs; and
- Overcoming the limitations of access from the west due to the existing low density Collison Estate and proposed North-South Arterial Road.

## 2 INTRODUCTION

The document is one of a series of Specialist Reports prepared to inform the strategic planning for the Cranbourne East Precinct Structure Plan.

The subject area is identified in Figures 1-3. It is approximately 870 hectares in area, and is in part bounded by:

- Thompsons Road to the north
- Berwick-Cranbourne Road (Clyde Road) to the east
- South Gippsland Highway to the south west

The purpose of this report is to consider the pattern of urban development and natural features surrounding the subject site, and to identify those elements that should inform its planning. It should be noted that some of these elements are analysed in greater detail in other specialist reports, such as activity centres, transport infrastructure and services and wildlife habitats.

The natural features and elements of urban development are considered at three scales, each of which forms the subject of a separate section within this report:

- 1 Sub-regional context
- 2 Local context
- 3 Site Analysis

The report concludes with a summary of the key challenges and opportunities arising from the identified urban development and natural features.

### 3 SUB-REGIONAL CONTEXT

The key features of the pattern of urban development surrounding the growth area at a sub-regional scale are:

- Urban land generally to the north and west of the subject site and non-urban land generally to the east and south.
- Four principal activity centres within 15 kilometres of the subject site:
  - Cranbourne - 1.5km away to the west;
  - Narre Warren/Fountain Gate - 9km away to the north;
  - Dandenong - 15km away to the northwest; and
  - Frankston - 15km away to the west southwest.
- Four major activity centres within 12 kilometres of the subject site:
  - Casey Central - 3km away to the northwest;
  - Hampton Park – 8km away to the northwest;
  - Karingal Hub - 12km away to the west southwest; and
  - Pakenham - 12 km away to the northeast.
- Two other significant activity centres relatively close to the subject site:
  - The proposed shopping centre on the Narre Warren - Cranbourne Road - 1km away to the west; and
  - Eden Rise - 3.5 km away to the north.
- Major industrial areas at:
  - Dandenong South;
  - Carrum Downs;
  - Seaford; and
  - The proposed industrial/employment areas within Cranbourne West.
- The Cranbourne Rail line, which run diagonally through the subject site (currently disused).
- The no. 796 Bus Route from Cranbourne to Clyde on school days only, which passes through the subject site along the Berwick – Cranbourne Road.
- A number of freeways and highways relatively close to the subject site, include:
  - The Princes Freeway, 6km away to the north;
  - The South Gippsland Highway, which forms a section of the southern boundary to the site; and
  - The Western Highway, 5.5km away to the west;
- A number of significant regional open spaces close to the subject site, include:
  - Casey Fields regional sports and recreation facility, which borders the subject site on three sides immediately to the south; and
  - The Cranbourne Royal Botanic Gardens, just 1km away to the west.

The key natural features surrounding the subject site at a sub-regional scale are:



- Port Phillip Bay, 11km away to the west;
- Western Port Bay, 10km away to the south; and
- The Dandenong Ranges, 12km away to the north.

These features are highlighted in Figure 1, overleaf.

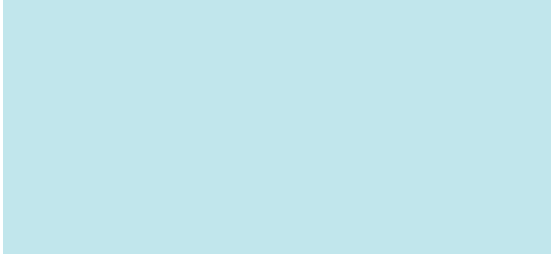
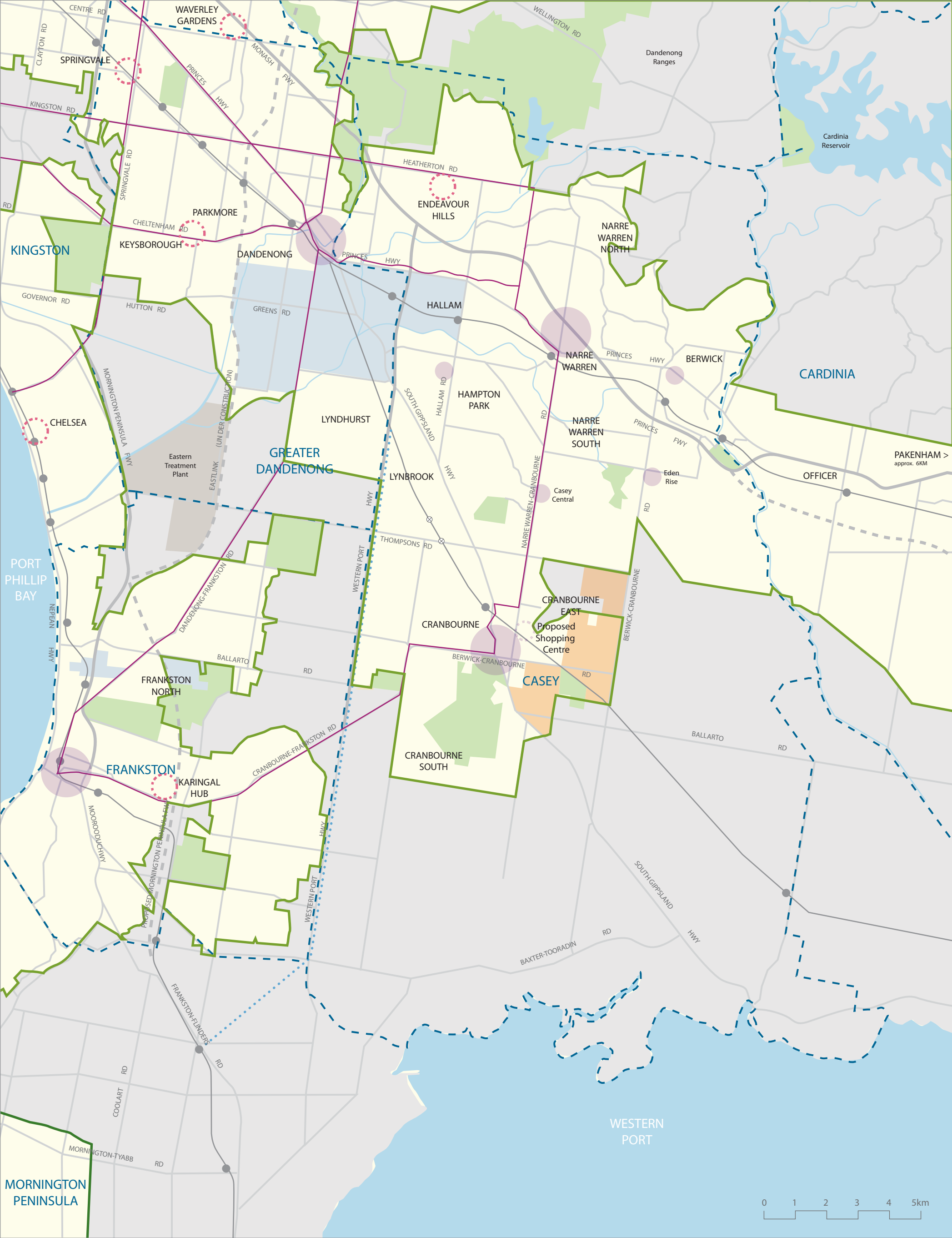


figure 1 -  
sub-regional  
context

- Site
- Railway Line
- Possible Future Rail Line
- Arterial Roads
- Main Roads
- Municipal Boundaries
- Key Open Space
- Principal Activity Centres
- Other Significant Activity Centres
- Major Activity Centres
- Major Industrial Area
- Principal Public Transport Network
- Urban Growth Area
- Rural Area
- Urban Growth Boundary



## 4 LOCAL CONTEXT

The key features of the pattern of urban development surrounding the growth area at a local scale are:

- A range of surrounding land uses including:
  - Established and developing residential neighbours to the west and north (known as Cranbourne East and Cranbourne North);
  - A wide range of non-urban land uses to the east and south; and
  - Casey Fields regional sporting fields in the south;
- Cranbourne principal activity centre 2km away to the west, which contains major education, medical and community facilities, a large area of retail floorspace and provides a considerable source of employment.
- A major bulky goods centre 3.5km away to the west, located on the South Gippsland Highway.
- Neighbourhood activity centres at:
  - The proposed shopping centre on the corner of Linsell Boulevard and Narre Warren – Cranbourne Road, just 1.5km west of the subject site; and
  - Eden Rise Village on the corner of O'Shea and Clyde Roads, just 3.5km north of the subject site.
- Secondary schools:
  - The proposed Cranbourne East Secondary College, just a few hundred metres to the west of the subject site;
  - Cranbourne Christian College, just a few hundred metres to the east and northeast of the subject site;
  - Marnebek School Cranbourne, just a few hundred metres to the west and northwest of the subject site and next to the Cranbourne Christian College;
  - Cranbourne Secondary College, 2km to the west of the subject site;
  - The proposed Cranbourne North Secondary College, 1.5km to the northwest of the subject site;
  - St. Peters Catholic Co-Ed College, 4km to the west of the subject site;
  - St. Francis Xavier College (Junior Campus), 2.5km to the north of the subject site; and
  - Hillcrest Christian College, 3km to the northeast of the subject site.
- Primary schools:
  - The proposed Cranbourne East Primary School, just a few hundred metres to the west of the subject site;
  - Clyde Primary School, just a few hundred metres to the southeast of the subject site;
  - Cranbourne Primary School, just a few hundred metres to the northwest of the subject site;
  - St. Agathas Catholic School, 1.5km to the west of the subject site;
  - Cranbourne Park Primary School, 2km to the west of the subject site;
  - Courtenay Gardens Primary School, 3.5km to the northwest of the subject site;

- The proposed Cranbourne North Primary School, 1.5km to the northwest of the subject site; and
  - St. Catherines Catholic Primary School, 2.5km to the north of the subject site.
- The Cranbourne Integrated Care Centre Hospital and the medical centres in the Cranbourne activity centre, 2km to the west of the subject site.
- A community centre in the Cranbourne activity centre, 2km to the west of the subject site.
- Two train stations on the Cranbourne railway line:
  - Cranbourne, just 2.5km to the west of the subject site; and
  - Merinda Park, 5km to the west of the subject site along Thompsons Road.
- A number of local bus routes serving the existing community of Cranbourne, Cranbourne East and Clyde.
- A number of sections of the Principal Bicycle Network.
- A grid of existing and proposed main roads bounding and dissecting the subject site, including:
  - Thompsons Road, which forms the northern extent of the subject site, and leads to the South Gippsland Highway, and Western Port Highway in the west and Clyde North in the east.
  - Linsell Boulevard (under construction) and the Berwick – Cranbourne Road, which pass through the middle of the subject site on an east-west alignment, and intersect with both the Narre Warren – Cranbourne Road to the west and the Berwick – Cranbourne Road (Clyde Road) to the east.
  - The Berwick – Cranbourne Road (Clyde Road), which forms most of the western extent of the subject site, and leads to the South Gippsland Highway to the south and the Princes Freeway to the north.
  - The South Gippsland Highway, which forms part of the southern extent of the subject site on a diagonal and leads to the Monash Freeway to the northwest and Western Port to the southeast.
- A transmission line traversing the subject site on an east-west alignment between and parallel to Thompsons Road and Linsell Boulevard.
- A number of small local parks in the established and developing Cranbourne East, including a linear park along a pipe track.

These features are highlighted in Figure 2, overleaf.

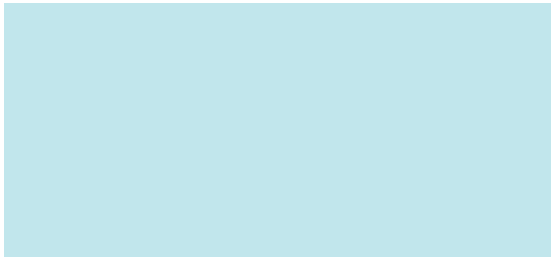
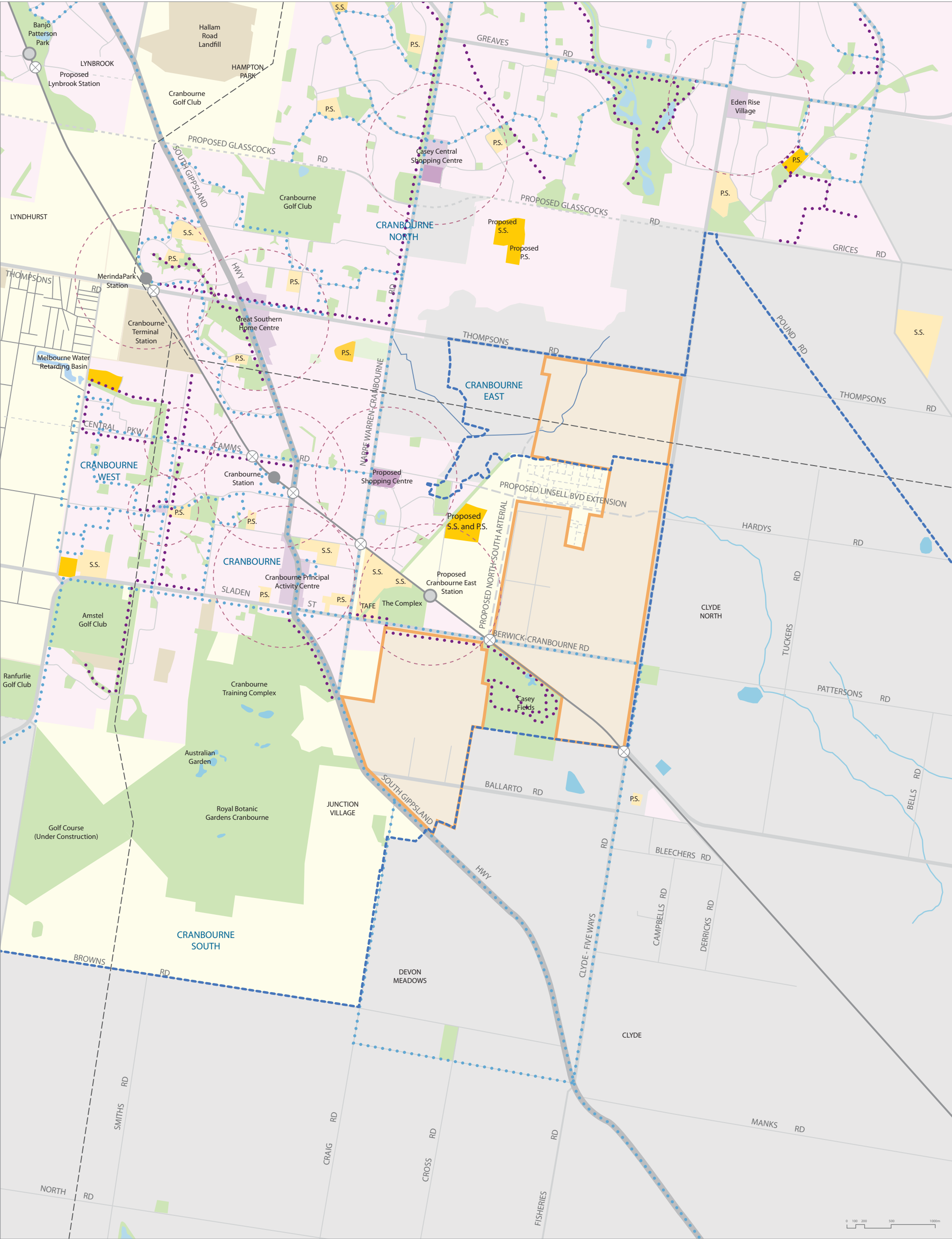


figure 2  
local  
context  
plan

Site	Residential	Walkable Catchment (400m/800m)
Arterial Roads	Existing Retail	Transmission Line
Main Roads	Proposed Retail	Drainage Line
Secondary Roads	Existing Schools	Urban Growth Boundary
Collector Roads	Proposed Schools	Bus Routes
Railway Line	Public Open Space	Bicycle Routes
Level Crossing	Existing Infrastructure	
Urban Growth Area	Proposed Infrastructure	
Rural Area		





## 5 SITE ANALYSIS

The key features of the pattern of urban development within and abutting the subject site are:

- A large number of low density residential lots located on the western edge of the northern section of the subject site, known as Collison Estate. This represents an anomaly in the traditional settlement pattern of the area. *Refer Section 4.1 for details of current and pending residential development activity in the study area.*
- A number of slightly larger farming zoned lots located in the southern section of the subject site around Ballarto Road.
- A small number of farming zoned lots along the northern side of the Berwick – Cranbourne Road between the Collison Estate and Clyde Road and also along the western side of Clyde Road between the Berwick – Cranbourne and Clyde Roads intersection and opposite the old public hall (approximately 1km to the north).
- Land to the south-west of the study area is covered by the Botanic Ridge Development Plan. This area forms the edge of a significant growth area in Cranbourne South.
- Remainder of the subject site is made up with relatively large lots within either a farming zone or green wedge zone
- Land within the subject site used predominately for farming purposes, except:
  - the low density residential Collison Estate;
  - a number of separate houses;
  - Griffiths Racing Stables in the southern end of the subject site on Ballarto Road.
- The site is located at the edge of the Urban Growth Boundary and is surrounded by land within the Green Wedge Zone.
- Land abutting the subject site used predominately for farming purposes to the east and south and residential purposes to the north and west, except:
  - Casey Fields to the southern edge.
- A future stage of the Hunt Club Estate to the west of the study area is currently under consideration of Council. The location of a Prep-12 Government School is mooted within this future stage of development.
- Berwick – Cranbourne Road (Clyde Road) abutting the eastern edge of the subject site, which is likely to limit access from the east.
- A number of new (under construction) roads abutting a section of the western edge (Cascades on Clyde) which already provide access into the subject site at a number of locations, including Linsell Boulevard.
- A proposed North-South Arterial Road in the Cranbourne East Development Plan but is open for discussion during this process and will be subject to commitment from DoI regarding the disused railway line, and due to the difficulties of the intersection on the Cranbourne – Berwick Road.

The key natural features within and abutting the subject site are:

- A small but significant hill just east of the proposed North-South Arterial Road.
- Two local high points in the south-east corner of the subject site abutting Clyde Road.

- A watercourse which flows in a north-east direction from the Hunt Club development to Thompsons Road and beyond.
- A few scattered stands of trees and perimiter planting.

These features are highlighted in Figure 3, overleaf.

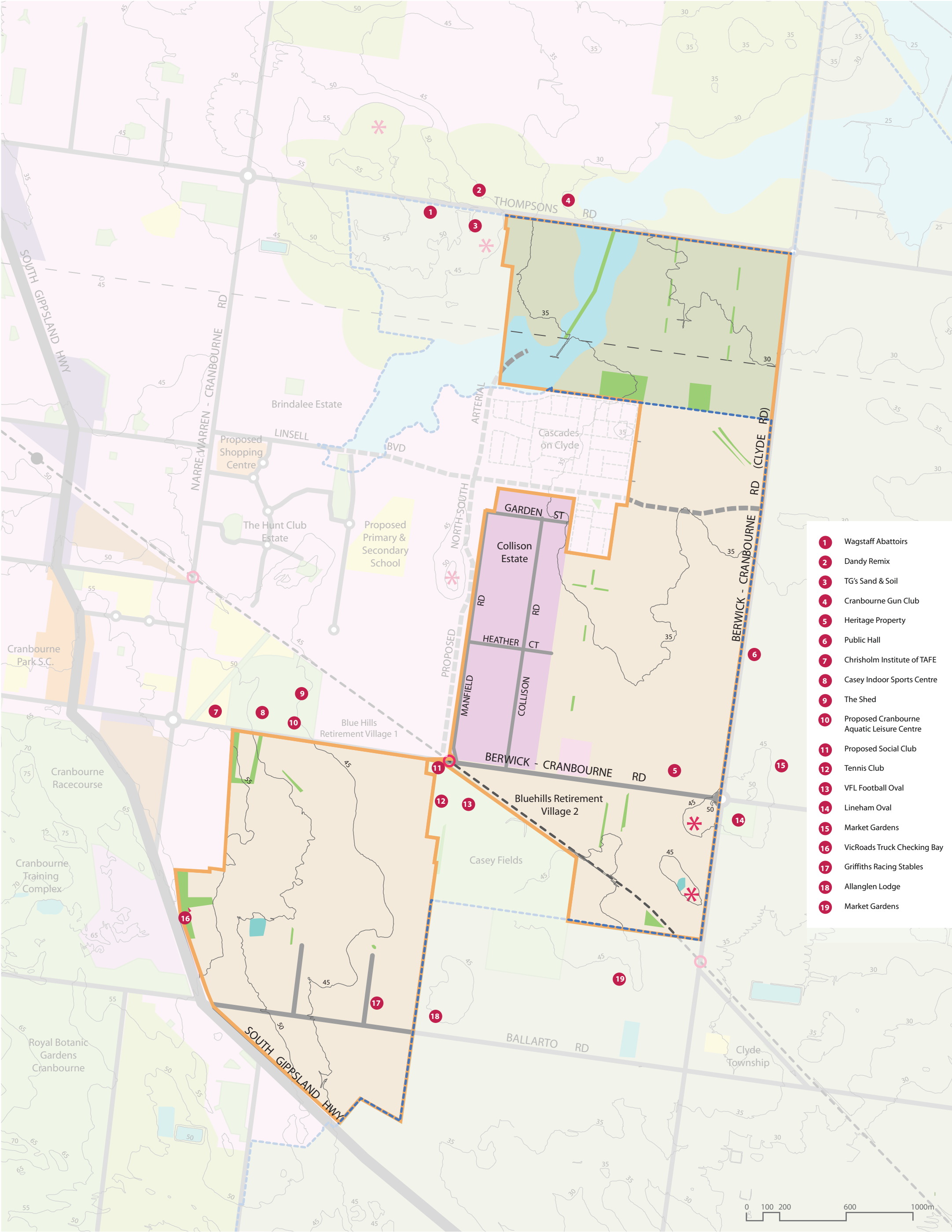


figure 3  
site  
analysis  
plan

- |                       |                                  |                   |
|-----------------------|----------------------------------|-------------------|
| Site                  | Existing Residential             | Transmission Line |
| Arterial Roads        | Existing Low Density Residential | Bus Routes        |
| Main Roads            | Existing / Proposed Retail       | Bicycle Routes    |
| Railway Line          | Existing Business                | Contours          |
| Level Crossing        | Existing Industrial              | Vegetation        |
| Urban Growth Boundary | School                           |                   |
| Local High Point      | Public Open Space                |                   |
| Green Wedge Zone      | Urban Floodway Zone              |                   |
| Farming Zone          | Dams                             |                   |





## 5.1 Residential development

Details of key existing and pending residential development within the study area are documented below, and illustrated in Figure 4.

### 5.1.1 Collision Estate:

- The Collision Estate is a 92 lot low density residential development located to the north of Berwick Cranbourne Road (east of the Hunt Club Estate). The Estate contains a mix of lot sizes that range from approximately 7,000 – 16,500sqm.
- The Collision Estate was created in the 1950's under the former Cranbourne Planning Scheme. The land was zoned Rural Residential which specified a minimum lot size of 10,000sqm. Under the new format Planning Scheme which was introduced in 1998, the site is now contained within a LDRZ, which specifies a minimum lot size of 4,000sqm.
- While the site has been progressively developed for single detached dwellings since its creation, there is little evidence of additional subdivision to accommodate smaller lots on the site.
- According to Council, of the 92 lots, 47 are over 10,000sqm and are able to accommodate further subdivision to meet the provision of the LDRZ.
- Collision Estate has no provision of services, including water, sewerage, drainage or sealed roads.
- Given the location of Collision Estate within the Urban Growth Boundary (UGB), and the future potential residential development which will surround / abut it; Council have recently been considering opportunities for the future consolidation of the Estate, and the provision of services, in consultation with the current residents.
- To this effect, Council commissioned a survey of the residents of the Collision Estate to determine their preferred planning framework for the Estate to proceed. The options included:
  - **Option 1: Maintain existing density**
  - **Option 2: Low Density Development (4,000sqm minimum)**  
This Option allows for a further 47 lots on the site, the majority of these being contained within the southern edge of the Estate.
  - **Option 3: Low Density Development (3,500sqm minimum)**  
This option would allow two lot subdivision of all lots.
  - **Option 4: Conventional Density Development (800 – 1,00sqm)**  
This Option would allow full development of Collision Estate to more closely resemble conventional residential densities.
  - In addition to the above, consideration of a special rates scheme for the construction of sealed roads within the Estate was progressed.
- At a Council meeting on the 7<sup>th</sup> August, 2007, Council resolved to consider that the LDRZ and specific design and service infrastructure be augmented through the Precinct Structure Plan. It was also resolved that a Special Charge Scheme would only be activated if requested by residents to enable the construction of sealed roads in the Collision Estate area.

### 5.1.2 Blue Hills Estate, Retirement Village

- A permit has recently been approved for the development of a 257 lot retirement village on the Blue Hills Estate site to the south of the Berwick-Cranbourne Road, north of the railway line. This is Stage 2 of the existing Blue Hills development – Stage 1 is located in the wedge of land north of Berwick Cranbourne road and south of the railway line (outside of the study area).
- This development will include a park at its north-west tip which will be around 2ha in size. Additional open space within this development is proposed in the future, through a pending planning application for a 6 hole Golf Course to the south west of the Stage 2 development area. This application is currently being considered by Council.

#### 5.1.2 Other major residential development

- Excision of rural land in the south-west edge of the study area, towards Ballarto Road, has occurred which has allowed the creation of lower density style rural residential development within the study area. In accord with the current zoning, the minimum lot size in this area is 40ha.
- Future stages of the MFS Diversified development 'Cascades on Clyde' eastward toward the Clyde Road are mooted and will be subject to consideration of the Precinct Structure Plan and the planning framework that it establishes. Stage 1 of this development is currently being developed and will accommodate a total of 654 lots, on the land immediately north of the Collison Estate to the west of the study area boundary.
- A number of large residential development interests own land within the study area and have expressed intentions for the realisation of residential development across the growth area to meet the objectives of the State and Local Government. Development on these sites, and the balance of the study area, will be subject to the consideration of the Precinct Structure Plan and the planning framework that it establishes.

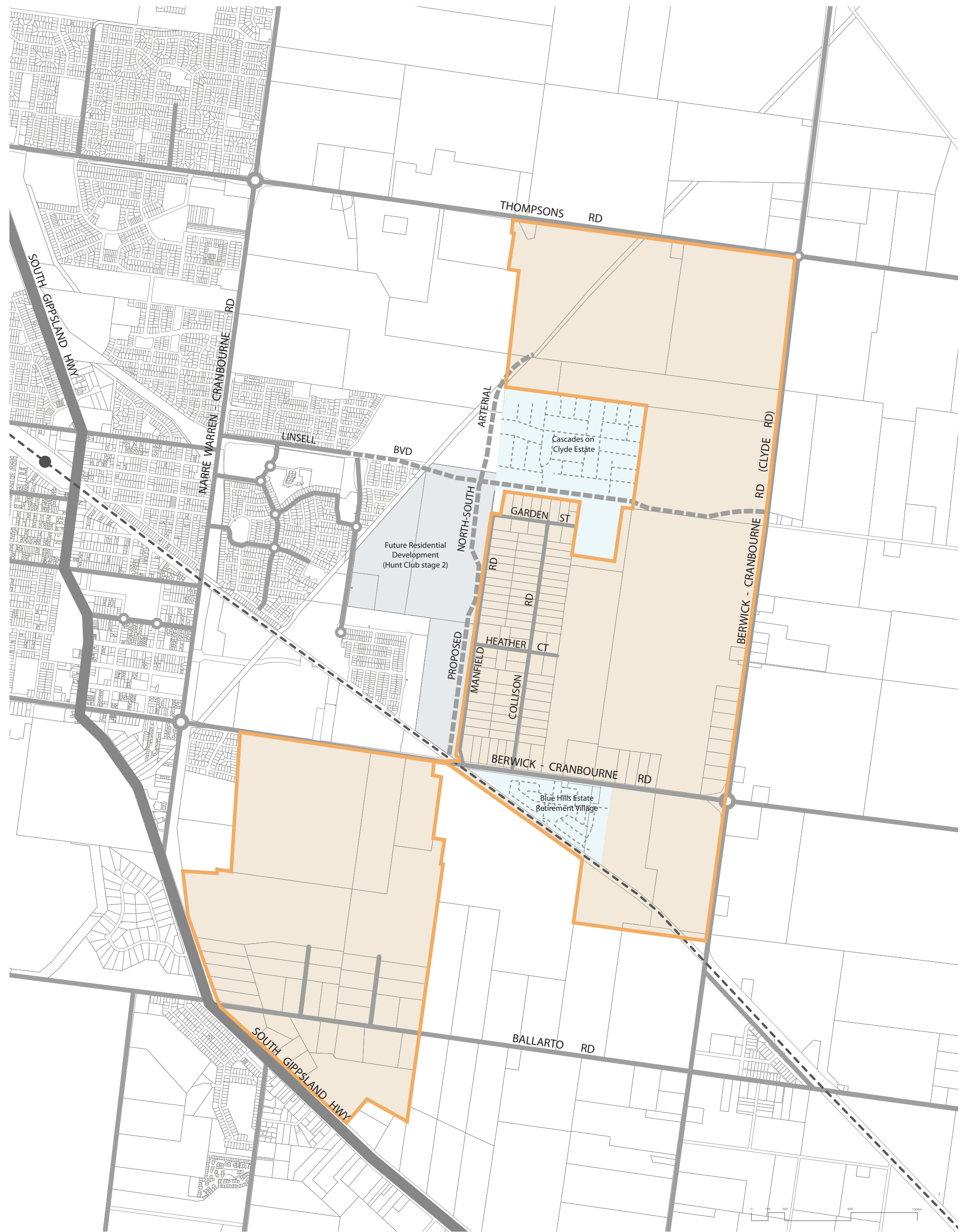


figure 4  
current  
development  
activity

- Site
- Arterial Roads
- Main Roads
- Proposed Streets
- Railway Line



## 6 CHALLENGES AND OPPORTUNITIES

### 6.1 Challenges

The key challenges arising from the natural features and patterns of urban development outlined above include:

- Achieving coordinated development across fragmented land ownership.
- Overcoming the barrier created by the Berwick – Cranbourne Road to movement across it.
- Overcoming the limitation of access from the east-particularly if the Clyde Road ‘freeway upgrade’ occurs.
- Overcoming the limitation of access from the west due to the existing low density Collison Estate and the proposed North-South Arterial Road.
- Determining appropriate interfaces with the South Gippsland Highway and mooted Clyde Road ‘freeway upgrade’ in terms of land use, vehicular access and visual impact.
- Determining appropriate interfaces with the Collison Estate and other existing residential developments immediately abutting the subject site.
- Avoiding the creation of a barrier to movement by any upgrade to the Berwick – Cranbourne Road, particularly given the benefits of integration between the established and new parts of Cranbourne East.
- Managing interfaces with sensitive uses.
- Avoiding the creation of new barriers to movement created by new roads
- Retaining and protecting the natural values of significant vegetation.
- Protecting the natural values of existing watercourses and water bodies.
- Ensuring adequate provision of higher order facilities and services given the scale of the subject site.
- Establishing an identity distinct from that of the established area of Cranbourne East, while ensuring that new development is integrated with it.
- Addressing the interface with the Green Wedge (to the east and south)-particularly in relation to the visual impact of development with Cranbourne East.
- Resolving the future status of the railway line and the Cranbourne East Station, and any relevant development or access implications.
- Balancing the need to maintain the integrity of some ongoing uses within the area and the need to plan for urban development.
- Managing land use and access relationships with the Clyde township.

## 6.2 Opportunities

The key opportunities arising from the natural features and patterns of urban development outlined above are:

- To pursue best practice in urban development due to the scale of the subject site.
- To deliver sustainable neighbourhoods.
- To integrate the site with surrounding residential development fronts through clear east-west connections and synergy in land uses.
- To enable transit-oriented development.
- To take advantage of the existing road access and rail corridor.
- To facilitate opportunities for further subdivision of the Collison Estate where possible.
- To improve upon the range of community facilities available to existing Cranbourne East residents.
- To capitalise on any latent demand for services within the established part of Cranbourne East to support higher order facilities within the subject site.
- To provide new neighbourhood activity centres located to take advantage of high levels of accessibility and to promote sustainable transport.
- To capitalise on the existing Casey Fields regional sporting facility and any future plans for expansion of activities.
- To provide a linear connection with attractive walking and cycling trail, linking the Cranbourne Botanic Gardens to the proposed new regional park via Casey Fields.
- To create attractive linear parks along natural drainage lines.
- To build in mechanisms to respond to, and anticipate, existing and future development plans in key growth corridors to the north and the south.
- To embrace existing character elements where possible.