

PSP2.0

Casey Fields South & Devon Meadows

PRECINCT STRUCTURE PLAN

Co-Design Summary

MAY 2023

VICTORIA
State
Government

vpa
Victorian Planning Authority

Acknowledgement of Traditional Custodians

The land, skies and waters that make up Casey Fields South and Devon Meadows and its surrounds are Bunurong. The Victorian Government proudly acknowledges Victoria's Aboriginal communities and their rich cultures and pays respect to their Elders past and present. We acknowledge Aboriginal people as Australia's First People and as the Traditional Owners and custodians of the land and water on which we rely. We recognise and value the ongoing contribution of Aboriginal people and communities to Victorian life and how this enriches us. We embrace the spirit of reconciliation and ensuring that Aboriginal voices are heard.

Victorian Planning Authority's commitment

The Victorian Planning Authority commits to continuing to improve our practices, to better protect and acknowledge Aboriginal values and heritage in our plans, precinct structure plans and strategic documents.

The protection of tangible and intangible Aboriginal cultural heritage is an important part of continuing cultural practice, understanding history and recognition of the Traditional Owners of Victoria. Commonwealth and State Acts and Regulations provide protection of places and areas of Aboriginal cultural heritage significance.

The ultimate custodians of Aboriginal cultural heritage are Traditional Owners, including groups formally recognised as Registered Aboriginal Parties (RAPs) which are appointed by the Victorian Aboriginal Heritage Council under the *Aboriginal Heritage Act 2006*. In 2021, there were 11 RAPs with decision-making responsibilities for approximately 75 per cent of Victoria. Traditional Owner Groups without formal recognition also have a vital role to play as key partners and stakeholders.

Strategic planning for Aboriginal cultural heritage involves a range of different stakeholders including State Government agencies, local government, developers, landowners and community groups.

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1 Introduction

What is the VPA's role?

The Minister for Planning has appointed the VPA as the Planning Authority to lead this project from conception to finalisation. Throughout the project, we are working closely with the City of Casey, State Government agencies and local community members to ensure the plan considers and reflects their input.

The role of Planning Authority involves preparation of the precinct structure plan (PSP) and infrastructure contributions plan (ICP) as well as preparing a planning scheme amendment to implement the PSP.

Timeline



The PSP 2.0 Process

The PSP 2.0 process developed through the *Precinct Structure Planning Guidelines: New Communities in Victoria, 2021* (VPA). It encourages an innovative and site-responsive approach. It enables meaningful collaboration between stakeholders, guided by a clearly articulated place-based vision, that provides a mission statement for the PSP.

Early collaboration and co-design ensures key issues and possibilities for their resolution can be considered effectively. This also supports the goal to engage broadly on the PSP and to embed relevant opportunities and ideas in the preparation phases.

You can find more information on the VPA's PSP Guidelines on our [website](#).

Purpose of the document

This is a summary of the information captured during the Casey Fields South and Devon Meadows Co-Design Workshop (Workshop) for the Casey Fields South and Devon Meadows Precinct Structure Plan held in person in February 2023.

The material covered in this summary document provides the basis for developing a draft place-based plan for the Casey Fields South and Devon Meadows PSP.

2 Background

2.1 Previous engagement

The PSP 2.0 process represents a commitment to provide better opportunities for collaboration with the broader community and key stakeholders. The PSP preparation process offers various opportunities for engagement to best capture and reflect stakeholder ideas and concepts for the future precinct.

Previous engagement held between the VPA and stakeholders include:

Pitching sessions

Pitching sessions were held in February 2022.

The purpose of pitching was to provide stakeholders with an opportunity to discuss opportunities, challenges and aspirations for the precincts, as well as present any relevant background information and policy that needs consideration.

The pitching sessions were a first step in developing a shared understanding of the core issues that will shape the development of the PSP and potential solutions to be explored.

The pitching sessions summary document can be found [here](#).

Vision and purpose workshop

The vision and purpose workshop was held in March 2022.

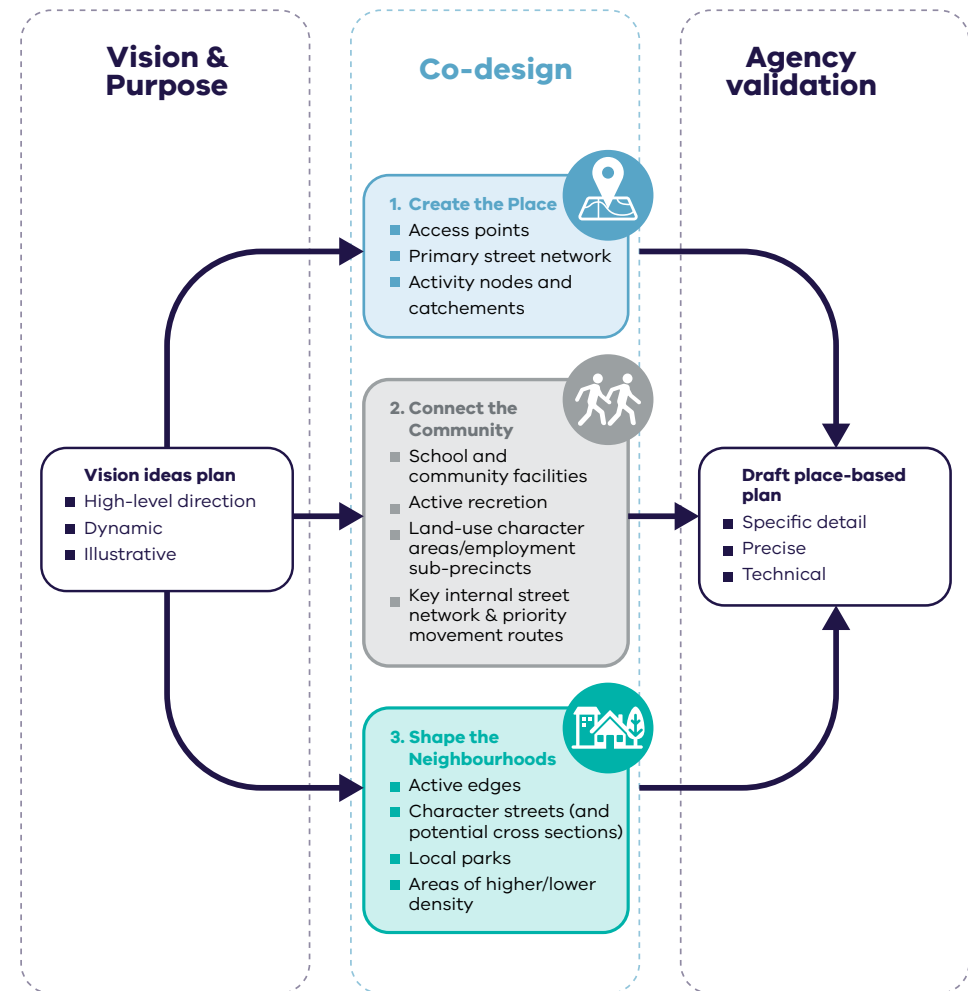
The workshop was held online via Zoom and was the first opportunity for all stakeholders to come together to discuss the information from the pitching sessions.

The purpose of the workshop was to:

- Validate the emerging vision and themes captured in the pitching sessions summary document
- Give stakeholders an opportunity to provide feedback
- Consolidate ideas from the pitching phase into a clear framework to guide the development of the PSP and ICP.

The vision and purpose summary document can be found [here](#).

How co-design fits into the process



2.2 Technical work

Technical Assessment	Status	Key Recommendations
Arboriculture	Completed	Individual and groups of trees identified as having 'critical' and 'high' value recommended for retention
Community Infrastructure and Open Space Needs	Completed	<p>Devon Meadows:</p> <ul style="list-style-type: none"> • 1x Government primary school (3.5ha) • 1x Government primary school (3.5ha) • 1x Government secondary school (8.4ha) • 1x Non-government primary school (3.5ha) • 1x Level 2 community facility • 2x kindergartens (8 rooms) • 1x district level active recreation (9.3ha) • 7.6ha public open space <p>Casey Fields South:</p> <ul style="list-style-type: none"> • 3.6ha public open space
Economic and Retail Needs	Completed	<p>Opportunity to provide an approximately 3ha neighbourhood activity centre in Devon Meadows, subject to potential impact on Botanic Ridge centre catchments</p> <p>Three potential employment strategies for Casey Fields South – business park and research focus, general employment focus or hybrid focus</p>
Integrated Water Management (IWM)	Completed	<p>Opportunities identified at lot, street and precinct scale, including:</p> <ul style="list-style-type: none"> • Class A network for residential use and open space irrigation • Inclusion of 'shadeway' streets supported by passive irrigation techniques • Street-scale biofiltration to improve stormwater quality and reduce stormwater volumes • Provide suitable habitat corridors <p>Further discussion with relevant stakeholders to determine preferred options/commitment to implementation</p>

Land Capability	Completed	No significant risk of sodic soils Several 'high' and 'medium' risk sites will require application of an Environmental Audit Overlay
Landscape Character	Completed	Landscape framework plan incorporating a 'primary', 'secondary' and 'tertiary' landscape framework, and key 'landscape character management zones'
Post-Contact Heritage	Completed	No sites of significant post-contact heritage identified for retention
Aboriginal Cultural Heritage Impact	Draft	To be confirmed (TBC)
Aboriginal Cultural Values	Pending	Pending
Biodiversity	Draft	TBC
Bushfire	Pending	Pending
Drainage Services Scheme (DSS) Melbourne Water	Draft	TBC
High Level Servicing	Draft	TBC
Integrated Transport Assessment and Transport Modelling	Pending	Pending

2.3 Project vision

“ Casey Fields South and Devon Meadows combine the future heart of Casey’s economy with a superb lifestyle and recreation setting to provide a vibrant and inclusive 20-minute neighbourhood exemplifying the principles of living and working locally. ”

Casey Fields South will become a flexible, next generation employment precinct delivering benchmark standards of design quality and amenity that make it a first-choice business address in the south-east.

The precinct will deliver land for 4,200 jobs centrally located to several of Casey’s emerging residential communities, reducing the need to travel out of Casey for work, and making a critical contribution to the sustainability of the south-east growth areas.

Underpinning the vision for Casey Fields South is a robust and adaptable urban structure comprised of a compact, high-amenity urban core and network of flexible employment sub-precincts that will provide space for a diverse mix of industry and business to grow and innovate.

A permeable network of streets with strong physical connections to the surrounding environment will cater for heavier vehicle movements required to support business while also supporting public and active modes of transport.

With excellent access to major transport routes, the future Clyde Major Activity Centre and potential future train station, and several regionally-significant open space and recreation destinations, Casey Fields South enjoys a unique point of difference that will make it attractive to both businesses and workers alike.

Devon Meadows will be an immersive, walkable residential neighbourhood that is home to nearly 10,000 residents living in 3,000 homes in a seamless blend of modern urban living and natural landscape.

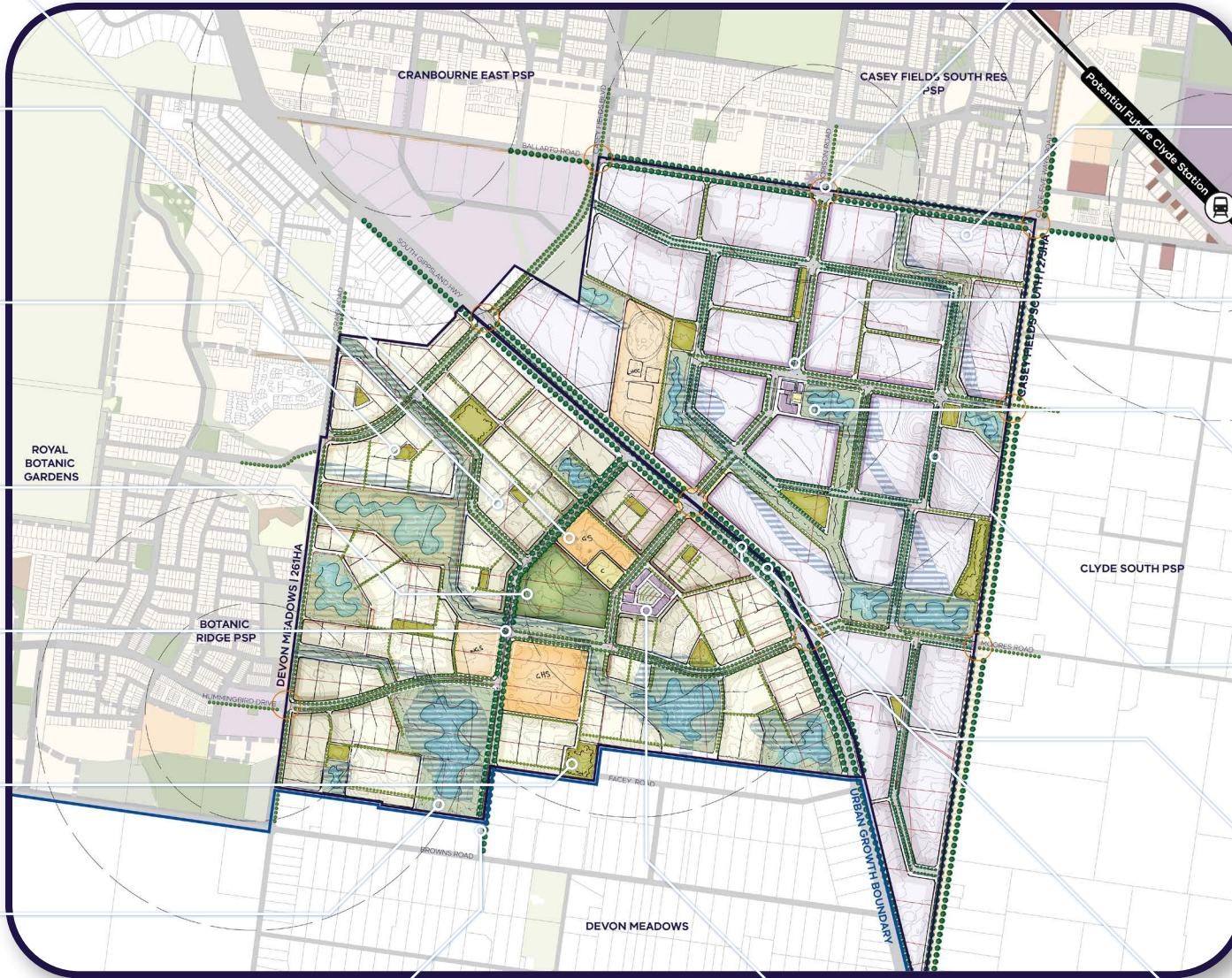
The precinct is formed around Devon Road, a densely vegetated, high amenity ‘character spine’ that spans the length of the precinct.

Activity centres connect to either end of Devon Road, and will be focal points for community life, providing local opportunities for shopping, education, community services, entertainment and recreation.

Branching tree-lined streets align with local views and the network of waterways and open spaces, creating a spacious, blue-green character. The neighbourhood structure works with the land and water to form a series of distinct walkable living environments offering a diverse range of lot sizes and homes for the local community.

The neighbourhoods are connected to the broader environment via a wider network of walking and cycling trails and pedestrian-friendly streets that offer convenient access to local destinations and regional attractions such as Clyde Creek Major Activity Centre and the Royal Botanic Gardens.

Workshop Vision Plan



Strong spine of community destinations

Higher density lots located to maximise access to daily needs and services

Local parks provide focal point for residential neighbourhood

Open space collocated with waterways to facilitate active transport

Street alignments 'arrive' at a place and avoid 'rat runs'

Open space that retains existing high value trees

Drainage infrastructure that provides an 'active' interface with the urban growth boundary

Strong connection to existing communities

Strong physical connection to surrounding communities

Interfaces that respond to local context

Active frontages and higher intensity employment located along key entry streets to support active transport through the precinct

Centrally located business hub collocated with stormwater features

Loop 'service' street with strong access to surrounding arterial network

Logical connections to future growth area

Strong relationship between residential and employment areas

Centrally located activity node

Gateway destination between urban and rural Melbourne

3 Co-Design Workshop

3.1 Purpose

Co-design is the main component of the plan preparation phase in the PSP 2.0 process. It is the final of three key stakeholder touchpoints prior to public exhibition.

The purpose of the Casey Fields South and Devon Meadows Co-Design Workshop was to:

- Seek feedback on the ideas developed to date.
- Collaborate to prepare the place-based plan based on the vision, purpose and outcomes established earlier in the process.
- Identify any further technical work or guidance that will need to be provided through the PSP.
- Provide strong, transparent, and inclusive consultation opportunities.
- Outline the next steps for the project.

3.2 Overview

The co-design workshop was held in person at Bunjil Place on 16 February 2023.

Approximately 120 stakeholders attended the workshop, including:

- VPA staff
- Representatives from City of Casey (council)
- Landowners and their representatives from across the two precincts
- Melbourne Water
- Department of Transport and Planning (DTP)
- Department of Education (DE)
- Department of Energy, Environment and Climate Action (DEECA)
- Department of Jobs, Skills, Industry and Regions (DJSIR)
- Homes Victoria
- Invest Victoria
- South East Water
- Diocese of Sale Catholic Education Ltd. (DOSCEL)
- Royal Botanic Gardens Cranbourne

3.3 Workshop format

Participants worked through three activities in small table groups over the course of the day:

1. Create the Place
2. Connect the Community
3. Shape the Neighbourhoods

Their task was to “build the community” in increasing scale by addressing key design objectives according to various issues in the place-based plan. Feedback from these activities is listed in Section 4.1.

By working through the design process in a structured and sequential manner, workshop participants had the opportunity to:

- Provide feedback on the ideas to date.
- Investigate potential alternative approaches to achieving objectives and outcomes from the vision and purpose phase.
- Understand and engage with different stakeholder perspectives.
- Develop their understanding of the design and plan.

Further investigation

Some participants raised issues needing further investigation. VPA facilitators on each table recorded these issues to follow up with the participant following the workshop. For example:

- Non-negotiable issues established through existing State Government policy (e.g. Melbourne Industrial and Commercial Land Use Plan).
- Matters involving a high level of technical detail that limits meaningful participation (e.g. details of hydrological or traffic modelling).

4 Summary Findings

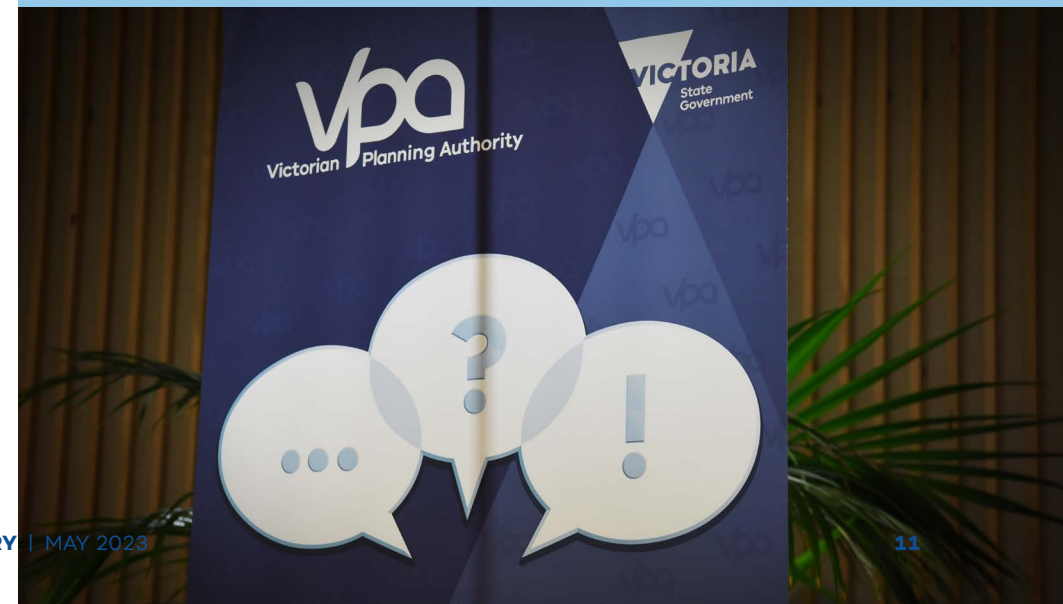
There was a range of feedback gathered from stakeholders in the workshop. This part of the document focuses on the key themes of the precinct and the corresponding ideas.

These findings are high level only and will be further refined with input from relevant stakeholders in the process of developing the draft place-based plan.

The findings from each theme are divided into the following sections below:

- Workshop feedback - refers to the ideas and subjects broadly agreed on by various stakeholders.
- VPA comments - refers to how the VPA will progress the relevant ideas in the next stages of the PSP development.

VPA will continue discussions with stakeholders, including those who did not attend the co-design workshop, to discuss any issues where further investigation is required. Further feedback will be incorporated through the next stages of the PSP development.



4.1 Activity 1: Create the Place

Workshop feedback

Existing streets and strategic connections

- Participants generally supported developing Ballarto Road as a secondary arterial road. Many noted it would provide a strategic east-west connection to the planned Clyde Major Activity Centre (MAC) and potential future train station.
- Participants generally supported developing Clyde-Five Ways Road as a primary arterial road. Many noted it would provide a strategic north-south connection to the planned Clyde MAC and potential future train station.
- Participants generally supported the South Gippsland Highway as being a primary arterial road, and many noted its strategic role in connecting urban Melbourne to the Gippsland region:
 - Many also noted that the highway experiences issues with traffic congestion and its role and function in providing access to destinations such as Phillip Island.
 - Some participants suggested the highway should provide a more place-orientated or gateway role at key destinations to facilitate integration and movement between the precincts.
- Participants generally supported delivering Craig Road as a proposed connector street:
 - Some participants suggested that Craig Road should be developed into a secondary arterial road to provide an additional north-south traffic capacity and alleviate pressure on South Gippsland Highway.
- Participants generally supported delivering Devon Road as a connector level street.
- Some participants suggested further consideration is required regarding the role of Browns Road and how it connects to South Gippsland Highway, as development in Botanic Ridge has increased pressure on the road.

VPA comments

There is a general level of support for the proposed delivery and treatment of the existing street network.

The next phase of design and planning will involve working with the council and the Department of Transport and Planning - Transport to confirm the proposed transport network and outcomes. This includes identifying any land required to be provided through the PSP for the delivery of the future street upgrades, specifically:

- Confirming any land take required to upgrade Ballarto Road.
- Confirming the north-south traffic volumes that Craig Road will need to accommodate.
- Confirming whether additional east-west traffic capacity is required to be provided for (potentially via Browns Road).

While reviewing the existing street network, the VPA will consider the below reports where appropriate:

- [*Integrated Transport Assessment and Transport Modelling* \(pending\)](#)
- [*The South East Growth Corridor Plan*](#)
- [*Movement and Place in Victoria*](#)
- [*Guidance for Planning Roads Networks in Growth Areas*](#)
- [*Precinct Structure Planning Guidelines: New Communities in Victoria*](#)

Workshop feedback

Site access and intersections

- Participants generally supported the number and location of the three proposed signalised intersections along Ballarto Road.
 - Many participants noted the importance of the central intersection to facilitate movement from Botanic Ridge and Devon Meadows through Casey Fields South to the Clyde MAC.
- Participants generally supported the number and location of the three proposed signalised intersections along Clyde-Five Ways Road:
 - Some participants suggested an additional intersection/access to Casey Fields South should be provided from Clyde-Five Ways Road (and that the central intersections be moved to provide regular spacing).
- Participants generally supported the three proposed signalised intersections along South Gippsland Highway. However, there was a mixture of views regarding the location of the intersections:
 - Many participants supported the signalised intersections as proposed.
 - Some participants suggested Devon Road should be signalised instead of the proposed intersection to the south.
 - Some participants suggested Devon Road should be signalised as well as the proposed intersection to the south (i.e. provide two central signalised access points).
 - Some participants suggested the central signalised intersection should be located further south, potentially on Rawlins Road.
 - Some participants suggested the southern signalised intersection should be located further south.
- Participants generally supported providing access to Devon Meadows from the intersection of Craig Road and Hummingbird Drive.
- Some participants suggested the intersection of Craig Road and Casey Fields Boulevard should be signalised.

VPA comments

There was a general level of support for the proposed access and internal street network (subject to suggested amendments from some participants).

The next phase of design and planning will involve working with the council, Melbourne Water and DTP (Transport) to:

- Confirm the preferred number and location of proposed signalised intersections from Clyde Five Ways Road.
- Confirm the access arrangements to the precincts from the South Gippsland Highway.
- Confirm the preferred alignment and drainage asset locations.
- Update the proposed street network.
- Confirm any land take implications to be included in the PSP.
- Confirm the cost of any infrastructure to be included in the ICP.

While reviewing the proposed access and internal street network, the VPA will consider the below reports where appropriate:

- [*Integrated Transport Assessment and Transport Modelling* \(pending\)](#)
- [*Movement and Place in Victoria*](#)
- [*Guidance for Planning Roads Networks in Growth Areas*](#)
- [*The Ministerial Direction on the Preparation and Content of Infrastructure Contributions Plans and Ministerial Reporting Requirements for Infrastructure Contributions Plans*](#)
- [*Benchmark Infrastructure Costings*](#)
- [*Precinct Structure Planning Guidelines: New Communities in Victoria*](#)

Workshop feedback

VPA comments

Internal streets and connections

- Participants generally supported the proposed radial connector streets in Casey Fields South
 - Participants generally supported the concept of providing connections through Casey Fields South which are easy to navigate, safe and create a sense of amenity.
 - Some participants suggested the proposed radial connector streets should have a more direct alignment (i.e. remove some of the T-intersections).
 - Some participants suggested that additional east-west connector streets should be provided (to align with proposed additional access from Clyde Five Ways Road).
- Participants generally supported the idea of a dedicated, business-oriented, loop service street within Casey Fields South.
- Some participants supported the idea of providing access to Lighthouse Christian College from a local road inside Casey Fields South precinct.
- Participants generally supported Casey Fields Boulevard being delivered as a connector street, and many noted that it would provide strategic north-south connection between the precincts.
- Participants generally supported the proposed south-east connector streets linking Devon Road to Moores Road across the South Gippsland Highway, and many noted that these would provide strategic east-west connection between the precincts, and Clyde South.
 - Some participants suggested amendments to the proposed alignment to reflect changes to the proposed access arrangements.
 - Some participants suggested that the proposed connector street in Devon Meadows should be provided as a local road only.

Workshop feedback

VPA comments

Internal streets and connections cont.

- Participants generally supported the proposed extension of Hummingbird Drive to Devon Road:
 - Some participants suggested that the proposed extension to Hummingbird Drive into Devon Meadows should be more directly aligned to the central north-south connector street/proposed signalised access from the South Gippsland Highway (connecting into Casey Fields South).
 - Some participants suggested that the proposed street should be more directly aligned to the proposed south-east connector streets/southern proposed signalised access from the South Gippsland Highway (connecting to Moores Road).
- Some participants suggested providing an additional local level connection between Craig Road and Devon Road, approximately half way between Casey Fields Boulevard and Hummingbird Drive.
- Many participants suggested drainage corridors and assets could provide important connectivity through the precincts and should include provision for active modes of transport.

Workshop feedback

VPA comments

Activity nodes

- Participants generally supported providing a centrally located neighbourhood scale activity centre in Devon Meadows. However, there were a range of views regarding the proposed location, including:
 - Support for the proposed activity centre location.
 - Relocating the activity centre to the north, adjacent to the South Gippsland Highway to provide a stronger 'gateway' to Devon Meadows.
 - Relocating the centre to the north west to straddle Devon Road.
 - Relocating the activity centre to the west, inside the 'elbow' of Devon Road.
 - Relocating the activity centre to the south to reflect proposed changes to the internal street network.
- There were a range of views regarding the proposed activity hub in Casey Fields South, including:
 - Support for the hub as proposed.
 - Relocating the hub closer to the west, closer to Lighthouse Christian College.
 - Relocating the hub to the east, towards Clyde-Five Ways Road.
 - Relocating the hub to the south, closer to the South Gippsland Highway.
 - Some participants did not support the concept of an activity hub in Casey Fields South.
- Participants who supported the activity hub in Casey Fields South also generally supported establishing strong connections to Devon Meadows, and the proposed activity centre. However, there were a range of views regarding what modes of transport should be given priority (i.e. pedestrian and cycle connections, private vehicles, public transport).
- Participants who did not support the activity hub generally expressed concerns relating to the appropriateness of the land use, viability, and/or after hours activation/safety.

There was a general level of support for the proposed neighbourhood activity centre in Devon Meadows (subject to suggested amendments from some participants). There were mixed views regarding the proposed activity hub in Casey Fields South.

The next phase of design and planning will involve reviewing the urban structure and confirming the preferred location of the neighbourhood activity centre to deliver the planning objectives and outcomes articulated in the [Casey Fields South and Devon Meadows Vision and Purpose Summary](#).

Part of the review will involve revisiting the potential role, location and character of any future activity hub in Casey Fields South.

While reviewing the proposed activity nodes, the VPA will consider the below reports where appropriate:

- [Economic and Retail Needs Assessment Report](#)
- [South East Economic Corridor: Strategic Context Report to 2060](#)
- [Melbourne Industrial and Commercial Land Use Plan](#)
- [Precinct Structure Planning Guidelines: New Communities in Victoria](#)

4.2 Activity 2: Connect the Community

Workshop feedback

Schools and community facilities

- Participants generally supported establishing a strong community focal point in a central location within Devon Meadows (close to the 'elbow' of Devon Road).
- Participants generally supported the principle of 'co-locating' community facilities in Devon Meadows, however some participants suggested the school sites should be more widely distributed to allow a stronger built form presence to be established along Devon Road.
- There were a range of views regarding the proposed location for the future government primary school and community centre, including:
 - Support for the proposed location of the primary school and community centre.
 - Relocating the school and community centre to the north western side of Devon Road, on the existing transport depot site.
 - Relocating the school and community centre to the western side of Devon Road, on the 'elbow' of Devon Road.
 - Relocating the school and community centre to the south east of its proposed location, on the opposite side of the proposed entry from the South Gippsland Highway.
- There were a range of views regarding the proposed location for the non-government primary school, including:
 - Support for the proposed location of the non-government school.
 - Relocating the school to the north western side of Devon Road, on the existing truck depot site.
 - Relocating the school to the intersection of Casey Fields Boulevard, and the north west connector (linking Casey Fields Boulevard and Devon Road).
- There were a range of views regarding the proposed location for the future government secondary school:
 - Some participants supported the proposed location of the future government secondary school.
 - Some participants noted the proposed location is likely to require remediation of the site, which could potentially delay delivery of the school.

VPA comments

There is a general level of support for providing a centrally located community focal point in Devon Meadows (subject to various suggested amendments from participants).

The next phase of design and planning will involve working with the council and the Department of Education (DE) to review the urban structure. We will confirm the preferred location for community and active recreation facilities that will deliver the planning objectives and outcomes articulated in the [Casey Fields South and Devon Meadows Vision and Purpose Summary](#).

In addition to the outcomes articulated in the vision and purpose document, the VPA also considers the ability to effectively stage development and coordinate the delivery of future infrastructure a key consideration in proposing the location of future land uses.

While reviewing the proposed community and active recreation facilities, the VPA will consider the below reports where appropriate:

- [Arboriculture Assessment Reports \(for CFS\) \(for DM\)](#)
- [Community Infrastructure and Open Space Needs Assessment Report](#)
- [The Victorian Government School Site Selection Criteria – Toolbox](#)
- [Melbourne Industrial and Commercial Land Use Plan](#)
- [Precinct Structure Planning Guidelines: New Communities in Victoria](#)

Workshop feedback

VPA comments

Schools and community facilities cont.

- o Some participants noted that the proposed location may impede the existing business from relocating, which in turn would create a barrier to Devon Meadows effectively transitioning to residential use.
- o Some participants suggested relocating the school to the north western side of Devon Road, on the existing truck depot site.
- o Some participants suggested relocating the school to the western side of Devon Meadows, in place of the proposed non-government primary school.
- o Some participants suggested relocating the school to be closer to the existing Botanic Ridge Activity Centre, on the potential extension to Hummingbird Drive.
- Some participants suggested all schools, community facilities and active recreation should be located in Casey Fields South, north-west of Lighthouse Christian College.

Active recreation

- Participants generally supported locating the active recreation reserve in a central location within Devon Meadows (close to the 'elbow' of Devon Road).
- Some participants supported the general location of the active recreation as proposed but suggested alternative shapes to reflect proposed changes to the layout of the Drainage Services Scheme (DSS) and internal street network.
- Some participants suggested alternative locations, including the north western side of Devon Road, on the existing truck depot site.

Workshop feedback

VPA comments

Land use character areas and sub-precincts

- o Some participants suggested that a commercial or bulky goods sub-precinct should be established along the frontage to the proposed Moores Road extension (between South Gippsland Highway and Clyde-Five Ways Road).
- o Many participants suggested less intensive/higher amenity land uses should be provided in the area adjacent to Lighthouse Christian College.
- o Participants generally supported the concept of a transitional buffer area along the external boundary of Casey Fields South, particularly at the interface with adjoining residential areas.
- There were a range of views regarding the proposed 'higher amenity' land use character areas along the radial connector streets in Casey Fields South, including:
 - o Support for providing 'higher amenity' uses along the radial streets as proposed.
 - o Some participants supported the concept but suggested alternate alignments for the connector streets.
 - o Some participants supported the concept, but suggested the activity area should be consolidated and focused to smaller, alternate locations areas (e.g. at the proposed entry from the South Gippsland Highway; the corner of Ballarto Road and Clyde Five Ways Road; or the frontage of the proposed extension of Moores Road).
 - o Some participants did not support the concept of providing 'higher amenity' land use areas in Casey Fields South.
- Participants generally supported Devon Meadows transitioning to primarily residential land use over time.
 - o Some participants suggested additional employment land could be located in the south west corner of the Devon Meadows precinct.

There is general support for Casey Fields South to transition to primarily employment land use, and Devon Meadows to transition to residential land use over time.

The next phase of design and planning will involve working with DTP (Planning) to:

- Confirm the proposed balance of employment land use areas to be provided in Casey Fields South, including any higher amenity and transitional areas.
- Confirm the treatment of the 'gateway character' area on the South Gippsland Highway.
- Confirm the location and extent of any 'mixed use character' area to be provided in Devon Meadows.
- Confirm built form outcomes and required statutory mechanisms for their delivery.

While reviewing the proposed character areas, the VPA will consider the below reports where appropriate:

- [*Biodiversity Assessment Report \(draft only\)*](#)
- [*Bushfire Assessment Report \(pending\)*](#)
- [*High Level Servicing Assessment Report \(draft only\)*](#)
- [*Economic and Retail Needs Assessment Report*](#)
- [*Landscape and Visual Character Assessment Report*](#)
- [*Land Capability Assessment Report*](#)
- [*Melbourne Industrial and Commercial Land Use Plan*](#)
- [*South East Economic Corridor: Strategic Context Report to 2060*](#)
- [*Sub-Regional Species Strategy for the Southern Brown Bandicoot*](#)
- [*Sub-Regional Species Strategy for the Southern Brown Bandicoot Supplement: Habitat Connectivity*](#)

Workshop feedback	VPA comments
<p>Land use character areas and sub-precincts cont.</p> <ul style="list-style-type: none"> • There were a range of views regarding the proposed 'mixed use' character area in Devon Meadows, fronting the South Gippsland Highway, including: <ul style="list-style-type: none"> o Support for the mixed-use area as proposed. o Extending or consolidating the mixed-use area along the highway frontage. o Some participants did not support the proposed mixed-use area. • Participants generally supported the concept of the proposed 'gateway' character area on the South Gippsland Highway, however there were mixed views about what role and character the gateway should have. • Some participants supported the provision of habitat connectivity corridors along the drainage lines: <ul style="list-style-type: none"> o Some participants suggested that habitat connectivity should be extended through Casey Fields South and into Clyde South. 	<ul style="list-style-type: none"> • <i>Implementation Plan for the Southern Brown Bandicoot Sub-Regional Species Strategy</i> • <i>Precinct Structure Planning Guidelines: New Communities in Victoria</i>

4.3 Activity 3: Shape the Neighbourhoods

Workshop feedback	VPA comments
<p>Retail and commercial frontages</p> <ul style="list-style-type: none"> There were a range of views regarding providing active frontages along the proposed radial connector streets in Casey Fields South: <ul style="list-style-type: none"> Some participants supported the active frontages along the streets as proposed. Some participants suggested that any active frontages should be consolidated towards the proposed entry from the South Gippsland Highway. Some participants did not support the concept of providing active frontages in Casey Fields South. Some participants suggested that an active frontage area could be provided along the extension to Moores Road, between Clyde Five Ways Road and the South Gippsland Highway. Participants generally supported the concept of providing a more defined built form presence along the frontage of the central section of the South Gippsland Highway, however there were a range of views as to whether the land use focus should be primarily commercial/retail, mixed-use or residential. Some participants suggested the proposed neighbourhood activity centre in Devon Meadows should have a traditional main street retail frontage. 	<p>The VPA notes the diverse views regarding the proposed active frontage areas in Casey Fields South.</p> <p>The next phase of design and planning will involve working with the council and DTP (Planning) to review the urban structure and confirming the proposed balance of employment land uses. Part of the review will involve revisiting the potential role, location and character of any future active frontage areas in Casey Fields South.</p> <p>While reviewing the proposed street frontage areas, the VPA will consider the below reports where appropriate:</p> <ul style="list-style-type: none"> <i>Economic and Retail Needs Assessment Report</i> <i>Melbourne Industrial and Commercial Land Use Plan</i> <i>South East Economic Corridor: Strategic Context Report to 2060</i> <i>Precinct Structure Planning Guidelines: New Communities in Victoria</i>
<p>Character streets and connections</p> <ul style="list-style-type: none"> There were a range of views regarding the character of the proposed radial connector streets in Casey Fields South: <ul style="list-style-type: none"> Most participants considered the streets would provide important connection to the future Clyde South MAC and train station, however there were a mixture of views regarding whether the north-south connection or east-west connection was more important. Participants generally supported the streets having a strong pedestrian and cyclist focus, however some participants suggested the streets should focus solely on providing for vehicle movements (especially heavy vehicles) to support future businesses. 	<p>The VPA notes the general level of support for providing a strong network of pedestrian and cycling connections (subject to various suggested amendments from participants).</p> <p>The next phase of design and planning will involve working with the council and DTP (Transport) to review the urban structure to confirm the alignment of the street network and identify a preferred cycling network, and confirm the function of character of streets.</p> <p>Part of this review will involve working with stakeholders to identify preferred cross sections to be delivered as part of the PSP.</p>

Workshop feedback

VPA comments

Character streets and connections cont.

- Participants generally supported the extension to Casey Fields Boulevard having a strong pedestrian and cyclist focus:
 - Some participants suggested the street should have a 'shadeway' character that could support active transport modes.
 - Some participants suggested the street should form part of a 'green loop' linking the two precincts together via the drainage corridors and open space network.
- Participants generally supported the proposed south-east connector streets linking Devon Road to Moores Road across the South Gippsland Highway having a strong pedestrian and cycling focus:
 - Some participants suggested these streets would play an important role in providing east-west connectivity between Botanic Ridge and Clyde South, and that there was an opportunity to provide a 'gateway/entry' treatment at the intersections with the South Gippsland Highway and Clyde Five Ways Road.
 - Some participants suggested the street should have a 'shadeway' character that could support active transport modes.
- Participants generally supported Devon Road being developed into a 'green character spine' for the precinct, and providing a strong sense of place:
 - There were mixed views regarding the transport focus for the street – most participants suggested it should have a strong focus on providing for pedestrian and cyclist movement, however, some thought it would also need to provide an important role for vehicle movement due to the central focal point for community and recreation facilities.
- Participants generally supported the proposed north-west connector road in Devon Meadows (linking Casey Fields Boulevard and Devon Road) having a strong pedestrian and cycling focus:
 - Some participants suggested the street should have a 'shadeway' character that could support active transport modes.
 - Some participants suggested this street could include water sensitive urban design features (WSUD) such as swales and raingardens that could potentially mitigate the need for a fully formed drainage corridor in this location.

While reviewing proposed street character, the VPA will consider the below reports where appropriate:

- [*Bushfire Assessment Report*](#) (pending)
- [*High Level Servicing Assessment Report*](#) (draft only)
- [*Integrated Transport Assessment Report*](#) (pending)
- [*Arboriculture Assessment Reports*](#)
- [*Integrated Water Management \(IWM\) Assessment Report*](#)
- [*Movement and Place in Victoria*](#)
- [*Drainage Services Scheme*](#) (pending)
- [*Precinct Structure Planning Guidelines: New Communities in Victoria*](#)

Workshop feedback	VPA comments
<p>Character streets and connections <i>cont.</i></p> <ul style="list-style-type: none"> Participants generally supported the proposed extension to Hummingbird Drive (connecting Craig Road and Devon Road) having a strong pedestrian and cycling focus: <ul style="list-style-type: none"> Many participants suggested the street would provide a strategically important connection to the existing Botanic Ridge Activity Centre. Some participants suggested the street should have a 'shadeway' character to support active transport modes. Some participants suggested that 'green character' streets with canopy trees and/or WSUD features could provide a useful character transition near the Urban Growth Boundary (UGB). Many participants considered that streets and intersections with a focus on providing for active transport should include separated cycle lanes to ensure user safety: <ul style="list-style-type: none"> The intersection at Ballarto Road and Clyde-Five Ways Road and the South Gippsland Highway were suggested as key locations. Some participants suggested that underpasses or overpasses should be provided along the South Gippsland Highway. Many participants noted the potential for conflict between active transport and freight and considered that this should actively be avoided. Many participants noted the opportunity for drainage corridors to provide for active transport connections. 	
<p>Public transport</p> <ul style="list-style-type: none"> Many participants suggested it would be important to provide high-quality bus routes that connect the existing and planned activity nodes, and provide access to the potential future train station: <ul style="list-style-type: none"> Some participants suggested a bus route should be provided on the proposed loop road in Casey Fields South. Many participants noted the importance of locating the proposed schools along future bus routes. 	<p>The VPA notes the general level of support for providing a strong network of active and public transport connections (subject to various suggested amendments from participants).</p> <p>The next phase of planning and design will involve working with DTP (Transport) and City of Casey to identify a preferred bus network.</p> <p>While reviewing the proposed public transport, the VPA will consider the below reports where appropriate:</p> <ul style="list-style-type: none"> <i>Integrated Transport Assessment</i> (pending) <i>Movement and Place in Victoria</i> <i>Precinct Structure Planning Guidelines: New Communities in Victoria</i>

Workshop feedback

VPA comments

Local parks and places of interest

- Many participants noted the importance of the future Clyde MAC and potential future train station, and the need to provide strong physical connections to this area.
- Many participants noted the proposed drainage assets in both precincts to be important features and local destinations.
- Some participants suggested that the proposed activity centre in Devon Meadows should be located further west and be integrated with the existing vegetation as a character feature.
- Participants were generally supportive of the number of proposed local parks in Devon Meadows:
 - o Many participants suggested that local parks should be co-located with the drainage corridors and assets.
 - o Many participants supported preserving the clusters of existing vegetation to the north-west and south-east of Devon Meadows as local parks, however some also suggested that local parks should be better positioned and allow for a greater diversity of uses.
 - o Some participants noted the significant amount of existing vegetation located to the south of the precinct between Devon Road and the South Gippsland Highway, and suggested that it should be retained and incorporated as an important character feature of the future urban structure.
- Some participants supported the proposed activity hub in Casey Fields South co-located with the proposed drainage asset.
- There were a range of views regarding the proposed local parks in Casey Fields South:
 - o Many participants did not support the number of local parks that were proposed.
 - o Some participants suggested that local parks should be co-located with the drainage corridors and assets.
 - o Some participants suggested alternative locations that were more central to the different sub-precincts, and others along key movement routes.
 - o Some participants suggested the precinct may not need additional green space given the indicative area proposed for drainage.

We heard a range of views regarding the proposed location of local parks. The next phase of planning and design will involve reviewing the urban structure and working with the council and the Bunurong Land Council Aboriginal Corporation (BLCAC) to identify the preferred location of the future open space network.

While reviewing the proposed local park network, the VPA will consider the below reports where appropriate:

- [*Aboriginal Cultural Heritage Impact Assessment Report \(draft only\)*](#)
- [*Aboriginal Cultural Values Interpretation Strategy \(pending\)*](#)
- [*Biodiversity Assessment Report \(draft only\)*](#)
- [*Bushfire Assessment Report \(pending\)*](#)
- [*Community Infrastructure and Open Space Needs Assessment Report*](#)
- [*Landscape and Visual Character Assessment Report*](#)
- [*Post-Contact Heritage Assessment Report*](#)
- [*Precinct Structure Planning Guidelines: New Communities in Victoria*](#)

Workshop feedback	VPA comments
<p>Local parks and places of interest cont.</p> <ul style="list-style-type: none"> o Some participants supported the combination of drainage and a local park along the boundary with Lighthouse Christian College as an effective buffer for the school from employment land uses. o Some participants suggested that additional open space should be provided south of the proposed extension to Moores Road (potentially for a dirt bike or BMX park). 	
<p>Built form, character and density</p> <ul style="list-style-type: none"> • Participants generally supported increasing the density of development around existing and proposed activity centres, proposed schools, and higher amenity areas such as local parks: <ul style="list-style-type: none"> o Some participants suggested increased density should occur around the Melbourne Water parcels and proposed drainage assets in Devon Meadows. o Many participants suggested increased density should occur along the key proposed connector roads in both precincts, in particular Devon Road and the proposed central connector access street. o Many participants supported increased density around the proposed extension to Hummingbird Drive but suggested that it should be tapered back prior to reaching the UGB. Others disagreed and thought that a transition area was not necessary. • There were a mixture of views regarding the proposed higher density areas near the South Gippsland Highway: <ul style="list-style-type: none"> o Some participants supported the extent of increased density as proposed. o Some participants suggested the areas of increased density should be located more centrally to Devon Meadows, away from the highway. • Some participants suggested increased commercial intensity should be provided along the southern and eastern radial entry streets to Casey Fields South. • Some participants suggested increased commercial intensity should be provided at the north-west corner of Casey Fields South, at the intersection of Ballarto Road and Clyde-Five Ways Road. • Some participants suggested increased commercial intensity should occur in Casey Fields South along the proposed extension to Moores Road. 	<p>There is a general level of support for providing increased development density closer to activity centres and higher amenity areas.</p> <p>The next phase of planning and design will involve working with City of Casey to refine the proposed distribution of density to align with updates to the urban structure. It will also involve confirming whether any additional statutory provisions may be required to deliver preferred built form outcomes.</p> <p>While reviewing the proposed distribution of density, the VPA will take into consideration the below where appropriate:</p> <ul style="list-style-type: none"> • Community Infrastructure and Open Space Needs Assessment Report • Economic and Retail Needs Assessment Report • Precinct Structure Planning Guidelines: New Communities in Victoria

5 Next Steps

The VPA will now undertake further testing and design with the information collected from the co-design workshop.

The next phase is known as Agency Validation, where we work with government agencies and the City of Casey to refine the draft place-based plan. The remaining technical studies will also inform this phase. These studies will be published on the project webpage once finalised.

After a draft plan has consensus with government agencies and council, it will be publicly exhibited for comment. Stakeholders will have the opportunity to meet with the VPA, City of Casey and Melbourne Water to discuss their property/s in more detail.

In the meantime, you can stay up to date with the project on the [VPA website](#).

APPENDICES

Appendix 1

Workshop Table Findings (Activity Outputs)

Appendix 2

Workshop Vision Plan

Appendix 3

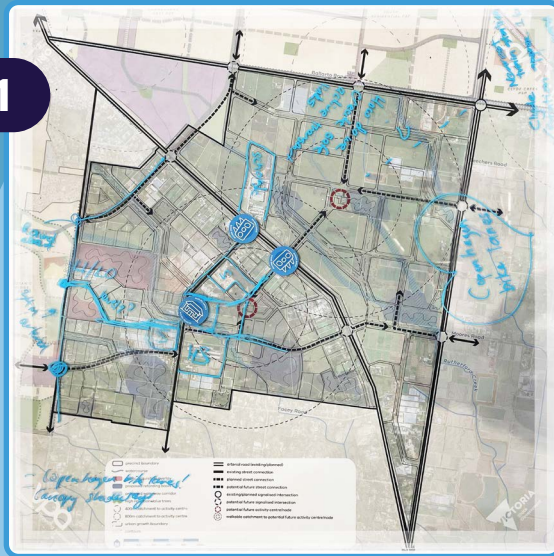
Activity Overlay Plans

Appendix 4

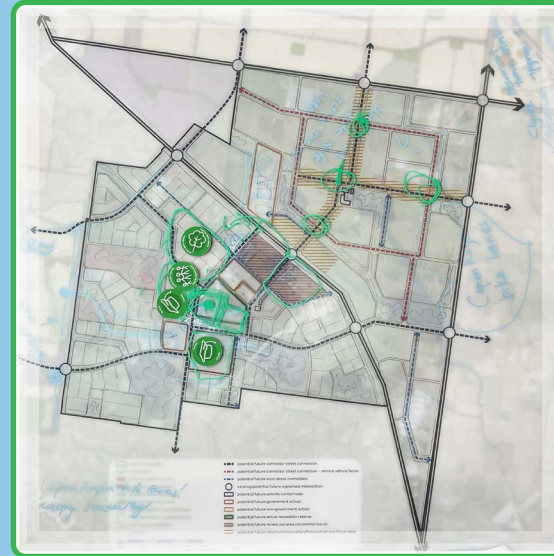
Activity Sheets

Appendix 1 Workshop Table Findings (Activity Outputs)

Table 1



Activity 1
Create the place



Activity 2
Connect the community



Activity 3
Shape the neighbourhoods

Table 2

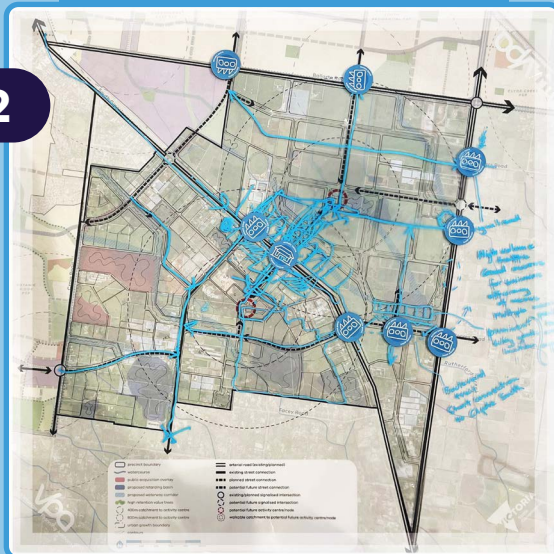
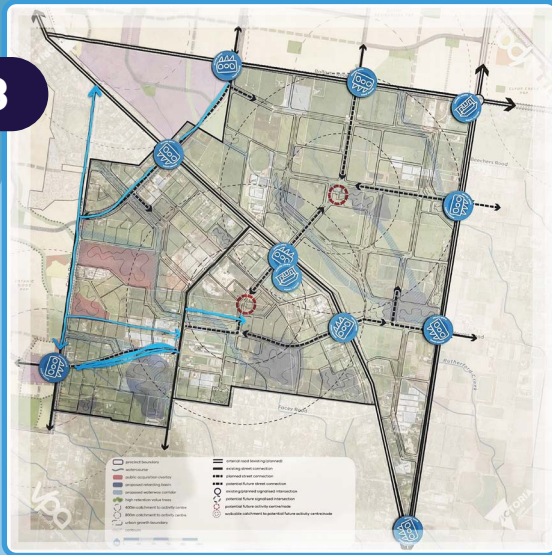


Table 3



Activity 1 Create the place

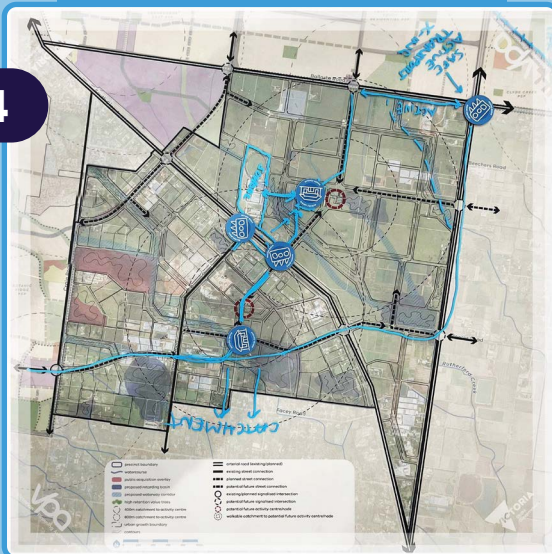
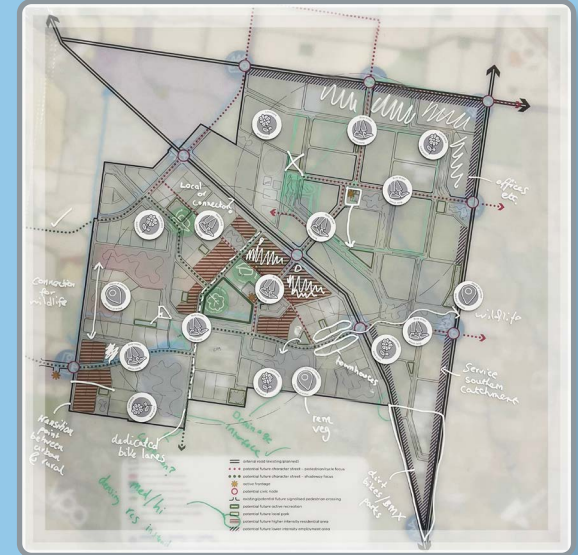
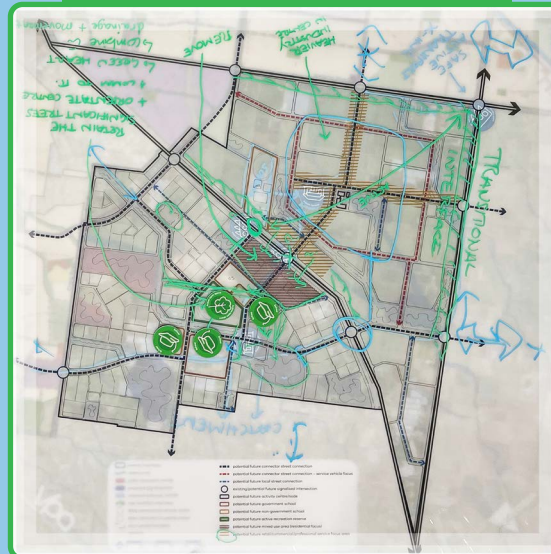


Table 4



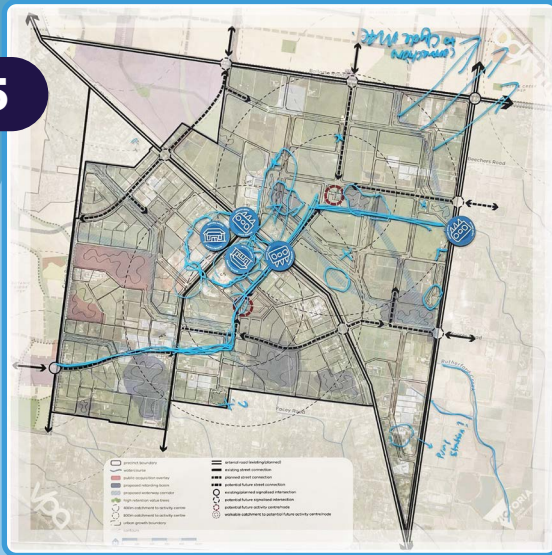
Activity 2 Connect the community



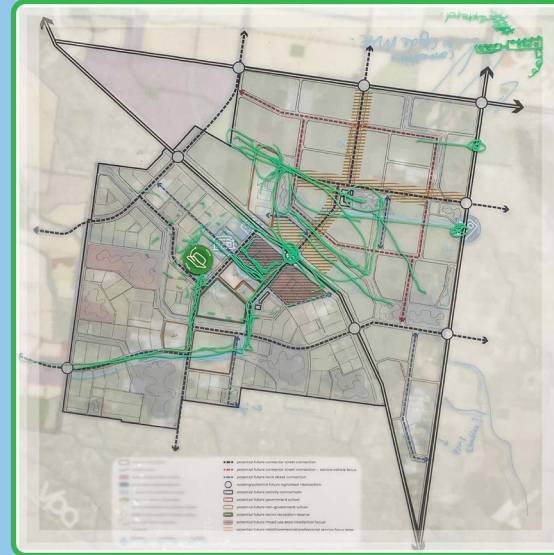
Activity 3 Shape the neighbourhoods



Table 5



Activity 1
Create the place



Activity 2
Connect the community



Activity 3
Shape the neighbourhoods

Table 6

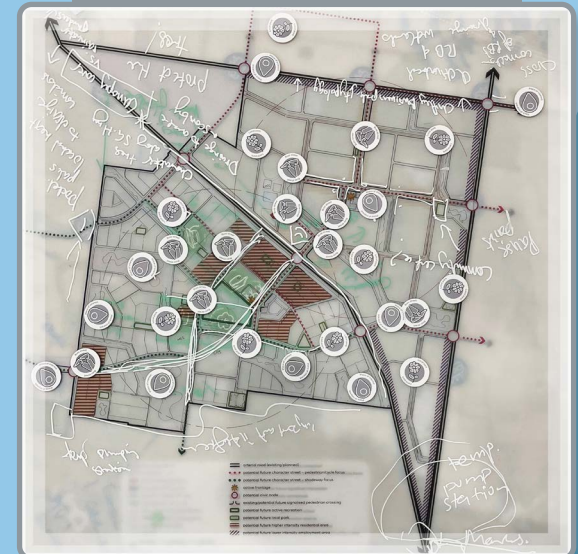
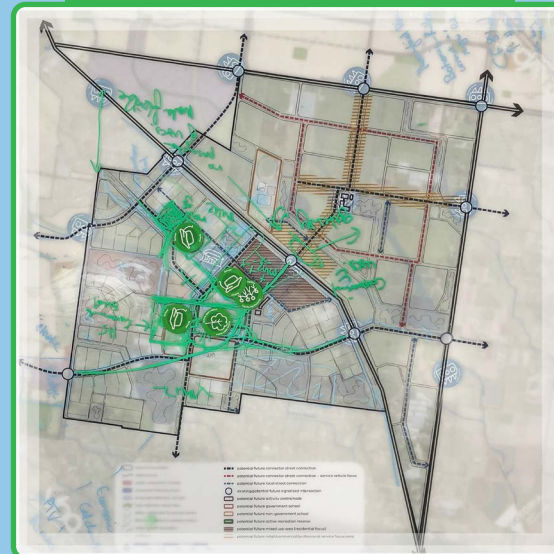
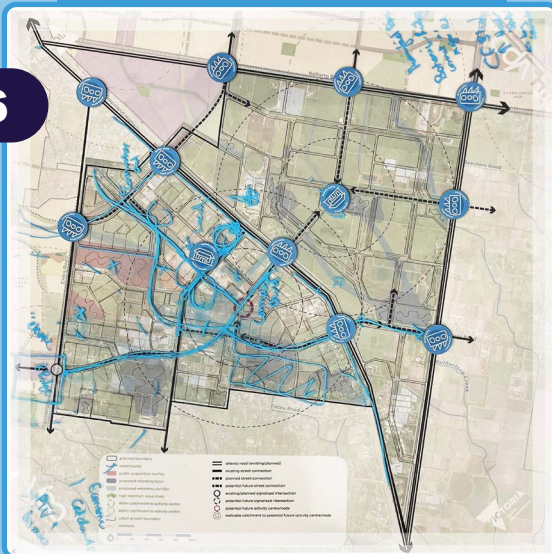
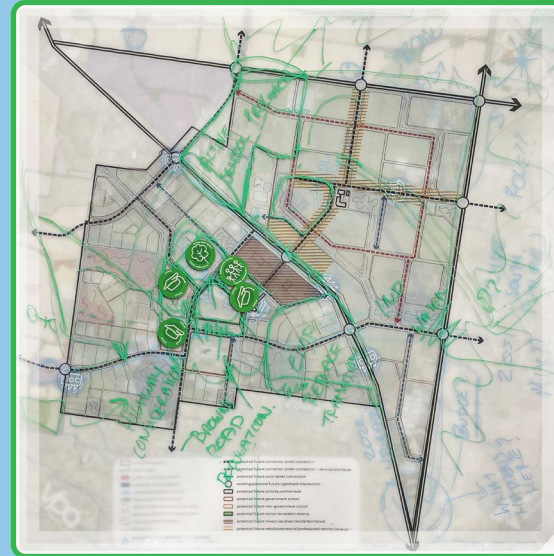


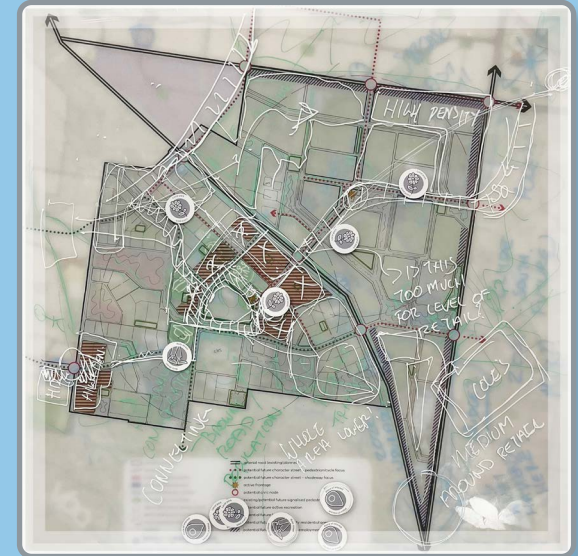
Table 7



Activity 1
Create the place



Activity 2
Connect the community



Activity 3
Shape the neighbourhoods

Table 8

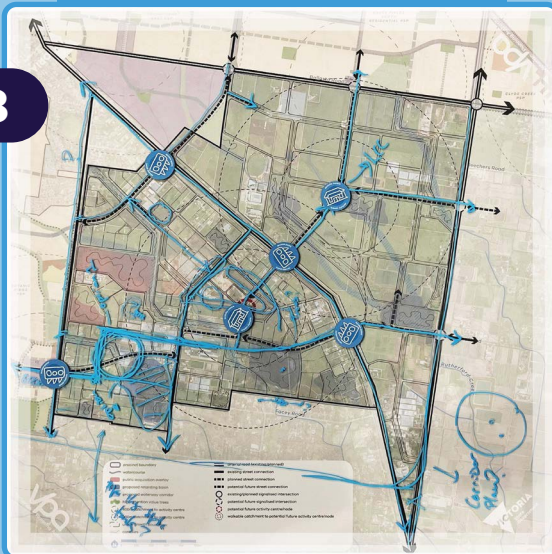


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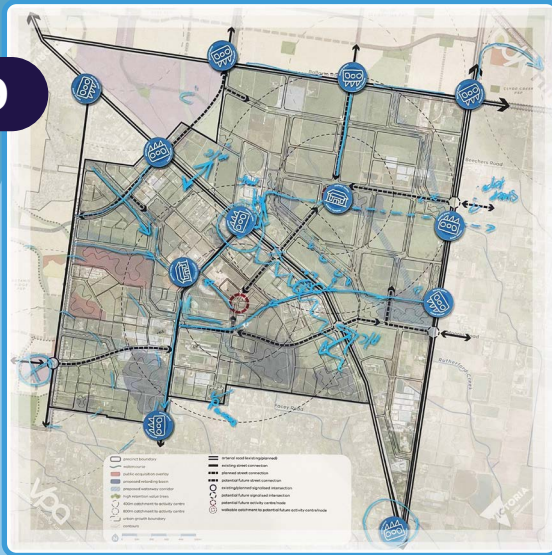
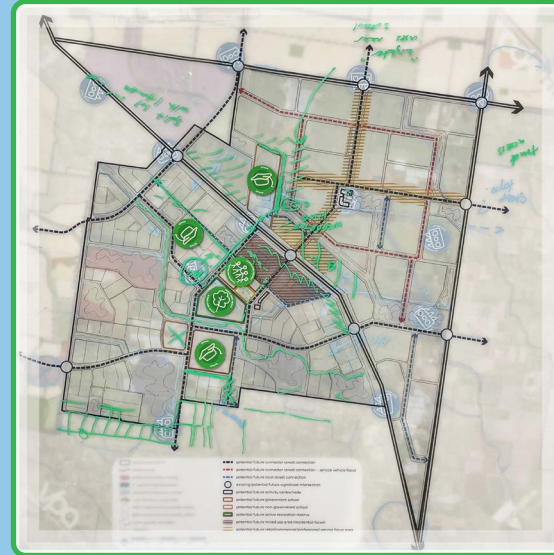
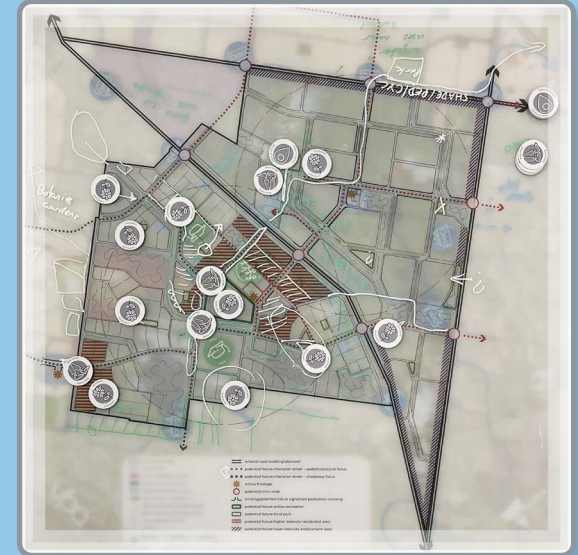
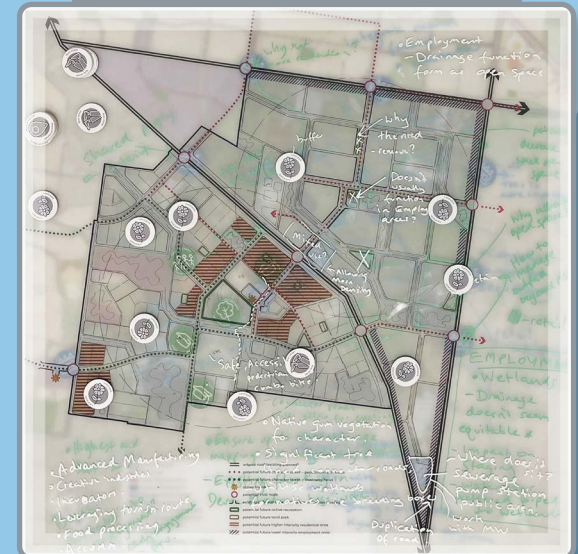
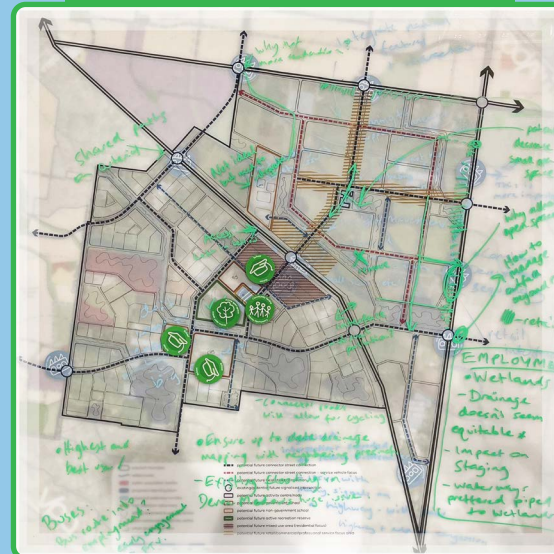
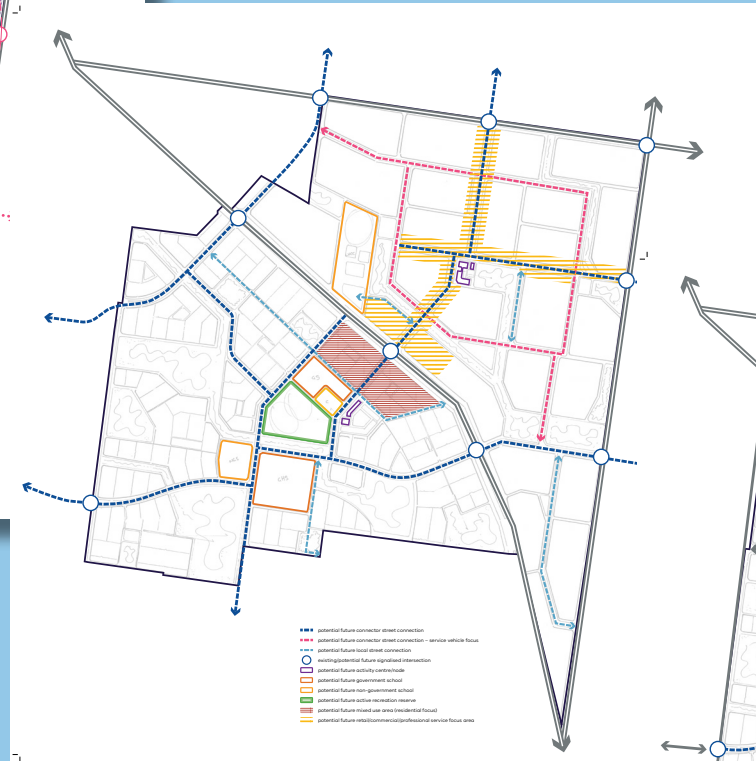
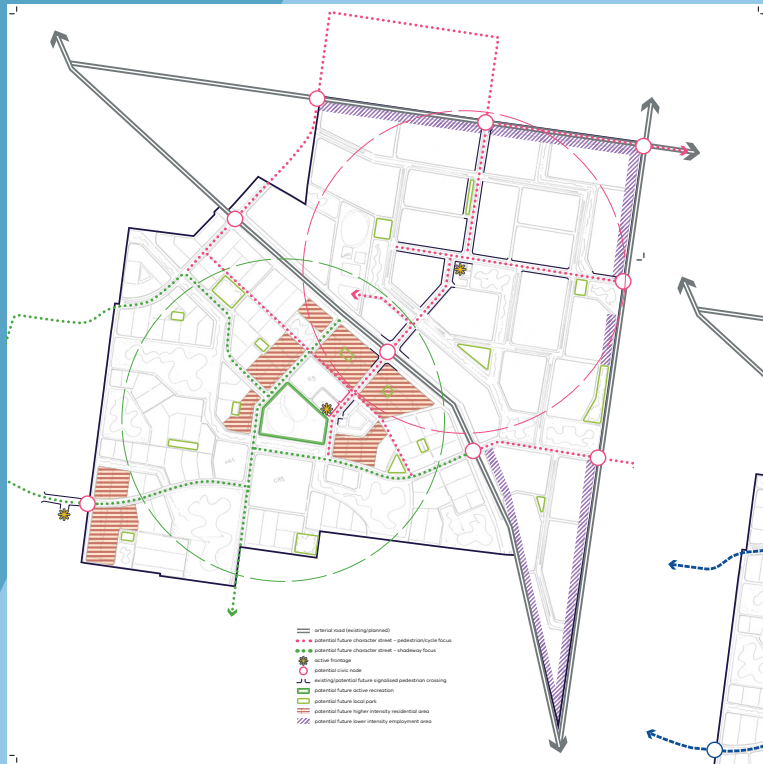

Activity 1
Create the place

Activity 2
Connect the community

Activity 3
Shape the neighbourhoods

Table 10



Appendix 2 Activity Overlay Plans



Appendix 3

Activity Sheets

Activity 1 Create the Place

Objectives

Table facilitators to check off these objectives to complete the activity.

- ☐ Identify key access points and strategic connections into the precincts
- ☐ Locate future activity centres and define their role

Instructions

- Table facilitators lead a group discussion to design the precinct at a macro scale.
- Discuss the key themes of the activity by addressing the prompts provided.
- Use the chips provided to create the place.
- Using the coloured pens, write and draw on the plan in front of you to explore the options, opportunities, and challenges.

Chips

Place these items on the board while discussing the topics. Move them around as you see fit.



Access point

A signalised, four-way intersection where vehicle users, pedestrians and cyclists can safely enter and exit the precinct.



Activity centre

A focal point or hub for convenience retail and/or commercial activity. They range in size and link to transport networks. Somewhere to shop, work, meet, relax and live.

Discussion prompts

Use these as a springboard for discussion

Access points

- 1 Where are the best locations? Primary entry points?
- 2 What are the important criteria for a transport network?
- 3 How to access Casey Fields South from the South Gippsland Highway?
- 4 Implications for service vehicles, freight, land use, active transport connections?
- 5 How to connect with existing urban areas?
- 6 How to connect to land to be developed in future?
- 7 How can a sense of place be enhanced?
- 8 Anything else?

Activity centres

- 1 Locations? Does Casey Fields South need a hub?
- 2 Does the location take into consideration roads and public transport?
- 3 How does the location make use of natural features?
- 4 What role do the activity centres play? Who do they serve?
- 5 What about co-location? (i.e. with schools, community facilities, employment)
- 6 How does it link to employment areas?
- 7 How do the centres interact with their surrounds otherwise?
- 8 Anything else?



Activity 2 Connect the Community

Objectives

Table facilitators to check off these objectives to complete the activity.

- ☐ Locate important community destinations
- ☐ Identify key internal streets and connections
- ☐ Identify different land use/sub-precincts

Instructions

- Table facilitators lead a group discussion to connect the precinct at a medium scale. Focus on land uses and activities.
- Build on your previous layer. Discuss key themes by addressing the prompts.
- Use the chips provided to connect the community.
- Using the next coloured pen, write and draw on the plan in front of you to explore the options, opportunities and challenges.

Chips

Place these items on the board while discussing the topics. Move them around as you see fit.



School

A private or government institution at primary or secondary level.



Community facility

A multipurpose hub offering a range of community services and facilities (e.g. kindergarten, maternal and child health, social groups and classes.)



Active open space

Multipurpose open space with pavilion and playground area primarily used for outdoor sports and recreation.

Discussion prompts

Use these as a springboard for discussion

Schools & active open space

- 1 Locations? Are they central to the areas they need to service?
- 2 Who will use the schools?
- 3 Who will use the active open space?
- 4 How accessible will they be? (by car, bus, bike, on foot?)
- 5 Best location for sports fields?
- 6 Large single landholdings to accommodate schools and open space area?
- 7 What are the natural features in that location?
- 8 Active recreation and passive irrigation opportunities?
- 9 Anything else?

Streets & destinations

- 1 Key destinations?
- 2 Primary movement network?
- 3 How are they connected? (Consider drivers, pedestrians and cyclists)
- 4 What about trucks/freight connecting to employment land?
- 5 Anything else?

Urban & rural life

- 1 What is the view from each side of the South Gippsland Highway?
- 2 How to transition from urban to rural land (east-west)?
- 3 How to transition from employment to residential land (north-south)?
- 4 What is the mix of employment?
- 5 What do the entry streets into Casey Fields South look like?
- 6 Opportunity for different activities? What would not work?
- 7 Anything else?

Activity 3 Shape the Neighbourhoods

Objectives

Table facilitators to check off these objectives to complete the activity.

- ☐ Identify areas with retail and commercial frontages
- ☐ Identify public transport routes
- ☐ Identify street character/connections
- ☐ Locate local parks
- ☐ Locate places of interest
- ☐ Identify areas suitable for various density levels

Chips

Place these items on the board while discussing the topics. Move them around as you see fit.



Busy street

A space where buildings interact with public areas in a way that supports social activity (e.g. shop fronts onto footpaths.)



Local park

A small public park or area of land used for informal recreation.



Place of interest

A landmark or meeting point with particular local significance (e.g. a civic plaza or landmark building.)

Instructions

- Table facilitators lead a group discussion to shape the precinct at a smaller scale. Focus on human interactions and local features.
- Build on your previous layer. Discuss the key themes by addressing the prompts.
- Use the chips provided to shape the neighbourhoods.
- Using the next coloured pen, write and draw on the plan in front of you to explore the options, opportunities, and challenges.

Discussion prompts

Use these as a springboard for discussion

Active areas & local parks

- 1 Are there any significant existing landmarks or features to protect?
- 2 What new landmarks or features do we want to create?
- 3 How can these new or existing features be included in the public realm?
- 4 What should the open space network support or prioritise?
- 5 Does the location of the local parks and other features contribute to a sense of place?
- 6 Are local parks easily accessible and incidentally experienced?
- 7 Are there opportunities to place the local parks to support passive irrigation?
- 8 Anything else?

Precinct character & civic nodes

- 1 What will people be able to access by walking, cycling or bus?
- 2 How can we support these routes to be walkable and cycleable?
- 3 Which roads are an opportunity to include boulevards or shadeaways?
- 4 Which streets offer the opportunity to add active frontage i.e. local shops and services?
- 5 How does the road's location impact its value?
- 6 Anything else?

Housing density

- 1 What areas feel more rural verses urban?
- 2 In which areas should higher/lower density be prioritised?
- 3 What does density look like given the target of three distinct housing typologies?
- 4 Where could smaller lot sizes and higher density be prioritised given its convenient location to transport and services?
- 5 Where can both smaller and larger lot sizes be located to reinforce the distinctiveness of each part of the precinct?
- 6 Where can we retain vegetation and maintain a larger lot size?
- 7 Anything else?

Casey Fields South & Devon Meadows

PRECINCT STRUCTURE PLAN

Co-Design Summary Document MAY 2023

