

Casey Fields South (Employment) & Devon Meadows

***PSP* 2.0**

Precinct Structure Plan

Bunurong Country

March 2025

ACKNOWLEDGMENT OF COUNTRY

The Victorian Planning Authority proudly acknowledges Victoria's Aboriginal community and their rich culture and pays respect to their Elders past and present.

We acknowledge Aboriginal people as Australia's first peoples 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, working towards the equality of outcomes and ensuring an equal voice.

We acknowledge the Bunurong People as the Traditional Custodians of the Casey Fields South (Employment) and Devon Meadows Precinct Structure Plan area. We recognise their continuing connection to the lands and waters of Bunurong Country. We pay our respects to their Elders past and present and extend that respect to all First Nations People.

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CONTENTS

Casey Fields South (Employment) &	0
Devon Meadows	0
ACKNOWLEDGMENT OF COUNTRY	1
ACCESSIBILITY	1
1 CONTEXT	5
1.1 How to read this document	5
1.2 Function of the PSP	6
1.3 Regional context	6
1.4 Precinct features	8
1.5 Cultural & historical context	8
1.5.1 Aboriginal cultural context	8
1.5.2 Historical context	9
1.6 Strategic policy context	9
1.7 Infrastructure contributions plan (ICP)	9
1.8 Background information	9
2 PSP OUTCOMES	10
2.1 PSP vision	10
2.2 PSP purpose	11
3 IMPLEMENTATION	15
3.1 Viable densities	15
3.1.1 Objectives – viable densities	15
3.1.2 Requirements and guidelines – viable densities	15
3.2 Safe, accessible, and well-connected	21
3.2.1 Objectives	21
3.2.2 Requirements and guidelines	21
3.3 Connect people to jobs and higher order services	24
3.3.1 Objectives – Connect people to jobs and higher order services	24
3.3.2 Requirements and guidelines – Connect people to jobs and higher order services	24
3.4 High quality public realm	30
3.4.1 Objectives – High quality public realm	30
3.4.2 Requirements and guidelines – High quality public realm	30
3.5 Services and destinations	37
3.5.1 Objectives – Services and destinations	37
3.5.2 Requirements and guidelines – Services and destinations	37

3.6	Thriving local economies	40
3.6.1	Objectives– Thriving local economies.....	40
3.6.2	Requirements and guidelines – Thriving local economies.....	40
3.7	Infrastructure coordination	43
3.7.1	Objectives – Infrastructure coordination.....	43
3.7.2	Requirements and guidelines – Infrastructure coordination.....	43
4	APPENDICES	48
APPENDIX 1	PRECINCT INFRASTRUCTURE.....	49
APPENDIX 2	SUMMARY LAND USE BUDGET & PROPERTY-SPECIFIC LAND USE BUDGET	58
APPENDIX 3	NOISE INFLUENCE AREAS	66
APPENDIX 4	NATIVE VEGETATION RETENTION AND REMOVAL	68
APPENDIX 5	BUSHFIRE	70
APPENDIX 6	STANDARD ROAD CROSS SECTIONS & FUNCTIONAL LAYOUT PLANS	72
APPENDIX 7	GLOSSARY OF TERMS	81
Plan 1	Regional Context Plan.....	7
Plan 2	Place-based plan.....	12
Plan 3	Housing.....	20
Plan 4	Movement network.....	23
Plan 5	Public realm.....	35
Plan 6	Water.....	36
Plan 7	Community infrastructure	39
Plan 8	Employment and activity centres.....	42
Plan 9	Infrastructure and Development Staging	47
Plan 10	Precinct infrastructure	50
Plan 11	Land use budget	59
Plan 12	Noise influence areas	67
Plan 13	Native vegetation retention and removal.....	69

Plan 14	Bushfire.....	71
Figure 1	Casey Fields South (Employment) PSP performance summary	13
Figure 2	Devon Meadows PSP performance summary	14
Table 1	Housing density & diversity.....	16
Table 2	Dwelling yields	19
Table 3	Affordable housing delivery guidance.....	19
Table 4	Employment areas planned outcomes.....	26
Table 5	Employment generation table	29
Table 6	Open space delivery.....	34
Table 7	Activity centre performance requirements.....	41
Table 8	Water infrastructure.....	46
Table 9	Precinct infrastructure	51
Table 10	Summary land use budget	60
Table 11	Casey Fields South (Employment) Property-specific land use budget.....	61
Table 12	Devon Meadows Property-specific land use budget.....	63

1 CONTEXT

1.1 How to read this document

The precinct structure plan (PSP) guides land use and development where a planning permit is required under the Urban Growth Zone (Clause 37.07 of the Casey Planning Scheme), or any other provision of the Casey Planning Scheme that references this PSP.

Part 1: Context

Part 1 contains the contextual overview of the PSP document and the function of individual components as well as infrastructure contributions required to deliver the precinct.

Part 2: PSP outcomes

Part 2 contains the outcomes this PSP is seeking to achieve.

A planning application and subsequent planning permit must implement the outcomes of the PSP.

The outcomes are expressed as:

- The **Vision** - the overarching unique place-based outcome intended for this PSP.
- The **Purpose** - how the PSP will facilitate the vision for the precinct.
- The **Place-based Plan** - outlines the intended urban structure for the precinct.

Part 3: Implementation

Part 3 contains the strategic land use context and place-making elements to be implemented for the precinct and responds to each of the seven 20-minute neighbourhood **hallmarks**.

Each hallmark is implemented according to the following sub-structure:

- **PSP objectives:** The PSP identifies a set of place-based objectives to achieve the vision and purpose for the precinct. These provide the guidance required to achieve the specific outcomes sought for each of the seven hallmarks within the precinct. A responsible authority may consider alternative strategies to achieve the vision and objectives. Alternative strategies must demonstrate how they will achieve the vision and objectives of the PSP.
- **PSP implementation and delivery:** The PSP provides guidance in the form of plans, tables and diagrams to help with interpretation and implementation of the requirements and guidelines.
- **Place-based requirements:** PSP Requirements must be adhered to in developing the land. Where they are not demonstrated in a permit application, requirements will usually be included as a condition on a planning permit whether or not they take the same wording as in the structure plan. A requirement may reference a plan, table or figure in the structure plan.
- **Place-based guidelines:** The PSP Guidelines express how discretion will be exercised by the responsible authority in certain matters that require a planning permit. The responsible authority may consider an alternative to a guideline if it is satisfied that an application for an alternative, implements the outcomes. A guideline may include or reference a plan, table or figure in the PSP.

Any objective, requirement or guideline applies to the whole PSP, and not just to the Hallmark under which it is nested. Meeting these requirements and guidelines will implement the vision, purpose and objectives of the PSP.

Part 4: Appendices

Part 4 contains the technical and administrative information required to support the implementation of the strategic land use context and place-making elements of the PSP. It includes tables, plans, diagrams and definitions. These include:

- Precinct infrastructure plan and table.
- Summary land use budget and property-specific land use budget.
- Cross-sections.
- Activity centre performance requirements & guidelines.
- Various concept plans (e.g., activity centre, Biodiversity Conservation Strategy [BCS] conservation area, etc).
- Canopy street tree calculation methodology
- Glossary of terms.

Not every aspect of land use, development or subdivision is addressed in this PSP. A responsible authority may manage development and issue permits as relevant under its general discretion. The *Generally in Accordance Guidance Note* is available on the VPA website to provide direction in the application of discretion where a PSP applies.

Development must comply with all other relevant Acts and approvals.

1.2 Function of the PSP

The function of the PSP is to:

- Provide the planning conditions for private industry delivery
- Identify and, where appropriate, provide the strategic justification for shared funding for a diverse range of open spaces and community infrastructure
- Ensure development will generate the necessary population to support investment in critical infrastructure.

1.3 Regional context

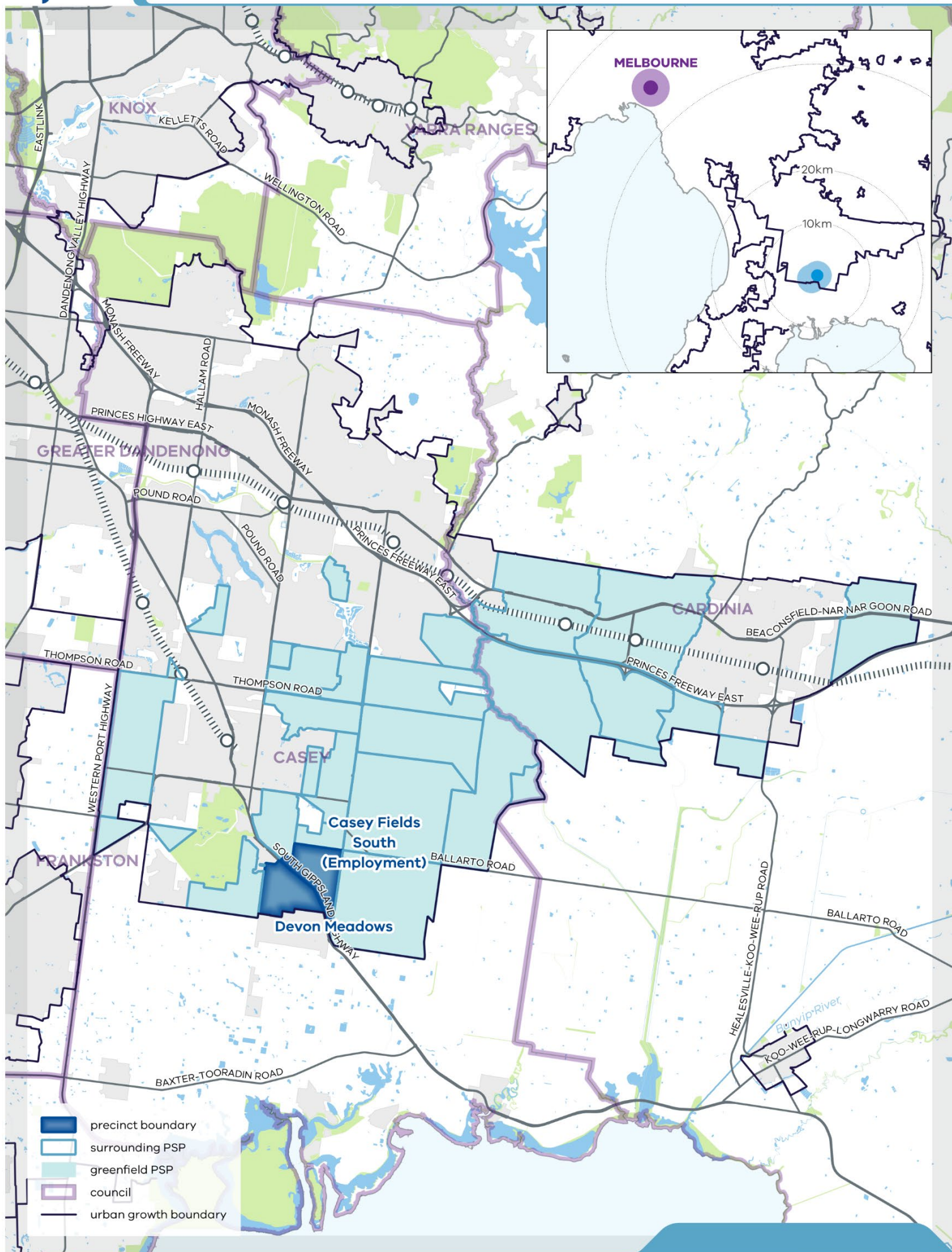
The Devon Meadows and Casey Fields South (Employment) precincts are located in the City of Casey, at the Urban Growth Boundary (UGB) of Melbourne's South East Growth Corridor, approximately 5km from the Cranbourne town centre.

The South East Growth Corridor Plan identifies Casey Fields South (Employment) as being planned for 'industrial' use, whereas Devon Meadows is identified as 'urban land use to be determined'. Today, it is understood that Devon Meadows is intended to be a primarily residential precinct. The growth precincts surrounding Casey Fields South (Employment) and Devon Meadows are also identified as being primarily residential.

The City of Casey has been growing quickly, and the population is expected to grow by an additional 40% to 550,000 people within the next 20 years. Rapid population growth has meant that the number of new residents has been growing faster than the rate of new jobs, and currently two thirds of Casey's workers need to commute out of the area for work. Delivery of a new employment precinct centrally located to several residential growth areas provides an excellent opportunity to contribute to reversing this trend.

Within the local area, the precincts have excellent access to the Botanic Ridge Local Activity Centre (LAC), as well as the future Clyde South Major Activity Centre (MAC) and potential future Clyde South rail station. They are also within cycling distance of several regionally significant destinations such as the Cranbourne Town Centre, the Royal Botanic Gardens, Casey Fields regional sports facility, and the future Clyde Regional Park.

In the wider region, the precincts are centrally located to several existing or planned State Significant Industrial Precincts (SSIP), including Dandenong South, the Officer Employment Corridor, and the Port of Hastings. A possible future South Eastern Airport is also being considered for the Gippsland Region as indicated in the Southern Metro Land Use Framework Plan (updated November 2023).



1.4 Precinct features

The Casey Fields South (Employment) precinct is 275ha and Devon Meadows is 261ha. Although neither precinct is particularly large in terms of Melbourne's Growth Corridors, they have a combined area approximately the same size as Melbourne's Central Business District, which presents a significant strategic development opportunity for the City of Casey.

Together the precincts form an irregular but approximately square shape that straddles the South Gippsland Highway, in a gateway location connecting urban Melbourne with the Gippsland region.

The northern edge of Casey Fields South (Employment) is bounded by Ballarto Road, the eastern edge by Clyde Five Way Road. Both roads are planned to be future arterial level connections. The western edge of Casey Fields South (Employment) is bounded by Casey Fields Boulevard, which is planned to extend across the South Gippsland Highway and continue through the north western corner of Devon Meadows to Craig Road.

The Devon Meadows precinct is bounded by Craig Road to the west, and directly adjoins the UGB and backs of multiple existing rural residential lots to the south. Devon Road is the only significant existing road located within either precinct. Devon Road spans Devon Meadows in a north south direction connecting the South Gippsland Highway with Browns Road to the South.

Both precincts are both relatively flat, with gently undulating topography that slopes downwards from the north west to the south east, approximately following the alignment of the South Gippsland Highway. The area has a high-water table, and multiple shallow depressions extend diagonally across the precincts reflecting informal drainage lines.

Devon Meadows is more heavily vegetated than Casey Fields South (Employment) despite the landholdings being more fragmented. Both precincts were surveyed as part of the Melbourne Strategic Assessment program - Devon Meadows was assessed as primarily containing a mix of Healthy Woodlands Ecological Vegetation Class (EVC) and Plains Grassland EVC whilst Casey Fields South (Employment) contains smaller patches of Plains EVC. While there are no conservation areas located within the project area, habitat corridors will need to be provided along drainage corridors through Devon Meadows to connect populations of southern brown bandicoot in the Royal Botanic Gardens with the UGB.

In terms of land use, Casey Fields is currently primarily used for productive farming land, however there are already some commercial and industrial uses established at the northern boundary. Lighthouse Christian College, an existing privately owned secondary school, is also located in Casey Fields South, immediately adjacent to Devon Road.

Devon Meadows is comprised of a relatively wide variety of residential, agricultural, and commercial land uses, including a truck depot, horticultural business, and egg farms.

1.5 Cultural & historical context

1.5.1 Aboriginal cultural context

The Registered Aboriginal Party (RAP) for the precinct area is Bunurong Land Council Aboriginal Corporation (BLCAC)

Bunurong Land Council Aboriginal Corporation (BLCAC) is the RAP for and on behalf of Bunurong People's. Bunurong People are recognised as the Traditional Owners of their lands and waters across greater South-Eastern Kulin Nation. BLCAC aims to preserve and protect the sacred lands and waterways of their ancestors, their places, traditional cultural practices, and stories.

The VPA has consulted with BLCAC and the Traditional Owners of the land to help ascertain the important cultural values that signify the precinct. Bunurong peoples are recognised as the Traditional Owners of their lands and waters across metropolitan Melbourne, the

Mornington Peninsula, the Bass Coast and West Gippsland. The BLCAC aims to preserve and protect the sacred lands and waterways of their ancestors, their places, traditional cultural practices, and stories.

1.5.2 Historical context

It is likely that European contact with the Cranbourne region first occurred during William Hovell's 1827 expedition around the Port Phillip district; however, it was not settled during this voyage. The 1850s saw a shift in the occupation in the region, due to various Land Acts which had been passed to dismantle the massive squatting empires that had taken up much of the good pastoral land.

The development of railways proved to be very important to the region. Trains allowed perishable products from farms in the area into the Melbourne CBD. The Cranbourne region consisted predominantly of dairy farms, market gardens and orchards. The nearest township to the study area was Cranbourne. Prior to 1856, Cranbourne town already consisted of a hotel, a store, some cottages and a Presbyterian Church.

The area was inhabited by Irish, English and Scottish settlers. A review of the various relevant databases was conducted and, as a result, a total of 19 registered historical sites were identified within the search area (2 km radius area centred on the PSP area) but none of these sites are located within the PSP area.

1.6 Strategic policy context

This PSP is informed by:

- The Planning Policy Framework set out in the Casey Planning Scheme
- *The South East Growth Corridor Plan 2012*.
- *Victoria's Housing Statement – The decade ahead 2024-2034*
- [Plan Melbourne 2017-2050](#)
- *The Biodiversity Conservation Strategy and Sub Regional Species Strategies for Melbourne's Growth Areas* (Department of Environment, Land, Water and Planning, June 2013)
- The [Precinct Structure Planning Guidelines: New Communities in Victoria](#) (VPA, 2021).
- *The Melbourne Industrial and Commercial Land Use Plan*

1.7 Infrastructure contributions plan (ICP)

This PSP is supported by the Casey Fields South (Employment) and Devon Meadows Infrastructure Contribution Plan (the ICP) and is incorporated into the Casey Planning Scheme.

The ICP sets out the essential infrastructure requirements and expected contributions arrangements delivered as part of the development permit process.

1.8 Background information

The Casey Fields South (Employment) and Devon Meadows PSP Background Report provides detailed information relating to the precinct, including its local and metropolitan context, history, landform and topography, biodiversity, drainage, open space, transport infrastructure, employment, and community facilities.

The report details the technical information and rationale that has informed the place-based decisions and planning outcomes expressed in this PSP and provides an assessment against the PSP Guidelines.

Relevant technical assessments and background reports are available on the project website.

2 PSP OUTCOMES

2.1 PSP vision

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

The precinct will deliver land for approximately 5,370 jobs centrally located to several of Casey's emerging residential communities, reducing the need to travel out of the City of Casey for work, and making a critical contribution to diversifying the economy, bringing in new growth industry sectors, and providing sustainable jobs of the future

Underpinning the vision for Casey Fields South (Employment) 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 (Employment) enjoys a unique point of difference that will make it attractive to both businesses and workers alike.

Devon Meadows will be an immersive and walkable residential community that is home to just over 11,000 residents in a seamless blend of modern urban living and natural landscape character.

The heart of the precinct will be the focal point for community life, providing opportunities for shopping, education, community services, entertainment, and recreation. Devon Road provides a low-speed, active transport focused spine that spans the full length of the precinct, connecting key community facilities with the surrounding residential neighbourhoods.

The neighbourhood structure works with the land and water to form a series of distinct walkable living environments offering a range of lot sizes and homes for the local community.

Branching tree-lined streets align with waterways and open spaces to create an integrated blue-green network that reflects the story of Country and provide convenient access to local destinations and regional attractions.

2.2 PSP purpose

- 1 Create a distinct gateway destination that brings together the existing and planned communities of urban Melbourne with the rural interface with the Gippsland Region**
- 2 Deliver a flexible, next generation employment precinct defined by benchmark standards of design quality and amenity that will make it a first-choice business address in the south-east.**
- 3 Deliver an immersive and walkable residential community that blends modern urban living with natural landscape character.**
- 4 Deliver a network of activity centres, community facilities and public spaces that provide convenient access to everyday economic and social needs and services.**
- 5 Deliver an integrated network of waterways and open spaces that tell the story of country, effectively manage stormwater, provide amenity, and facilitate wildlife movement.**

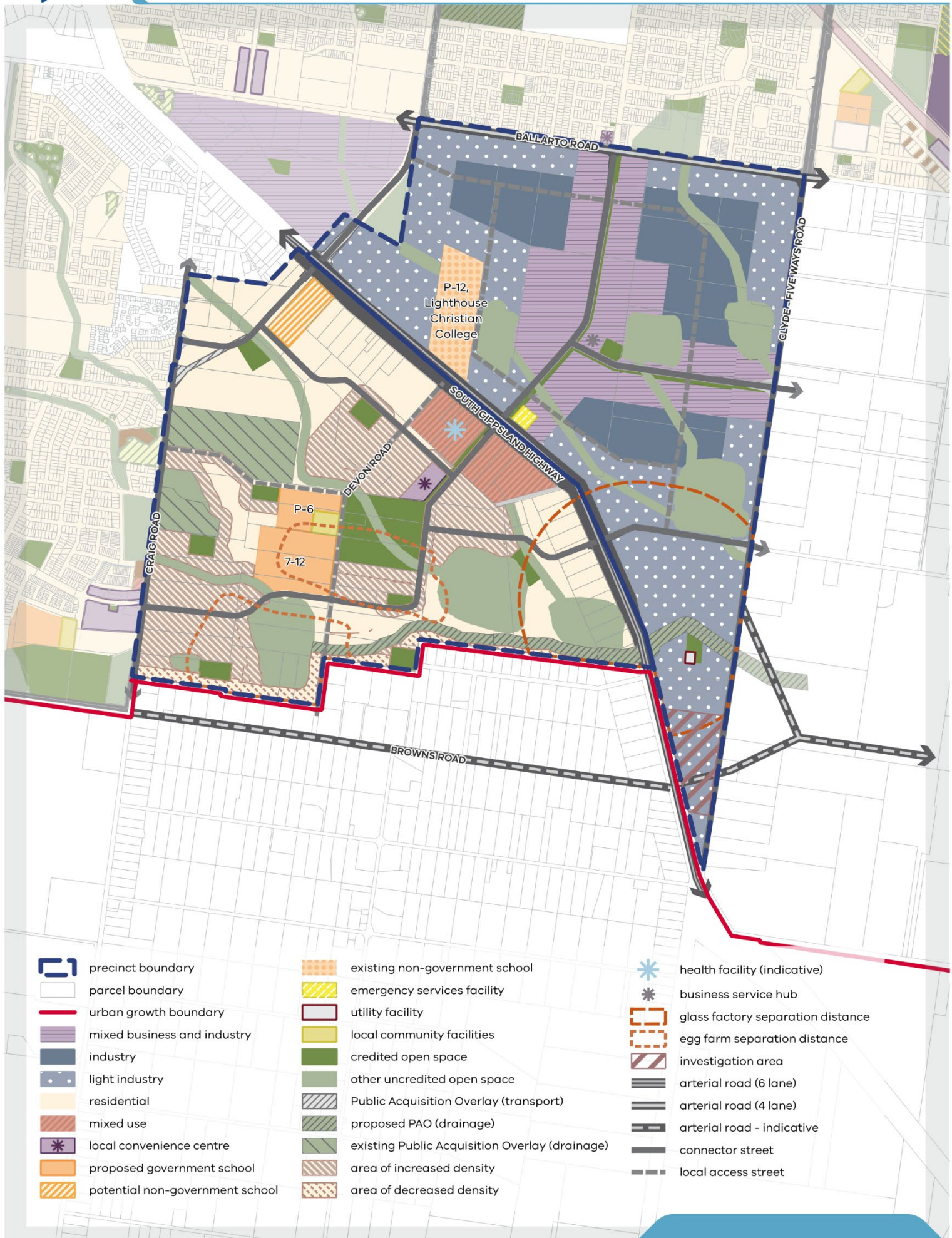


Figure 1 Casey Fields South (Employment) PSP performance summary

NOTE: See Casey Fields South (Employment) & Devon Meadows Precinct Structure Plan – Amendment C295case Background Report – February 2025 for an assessment of the place-based response PSP Guideline target metrics

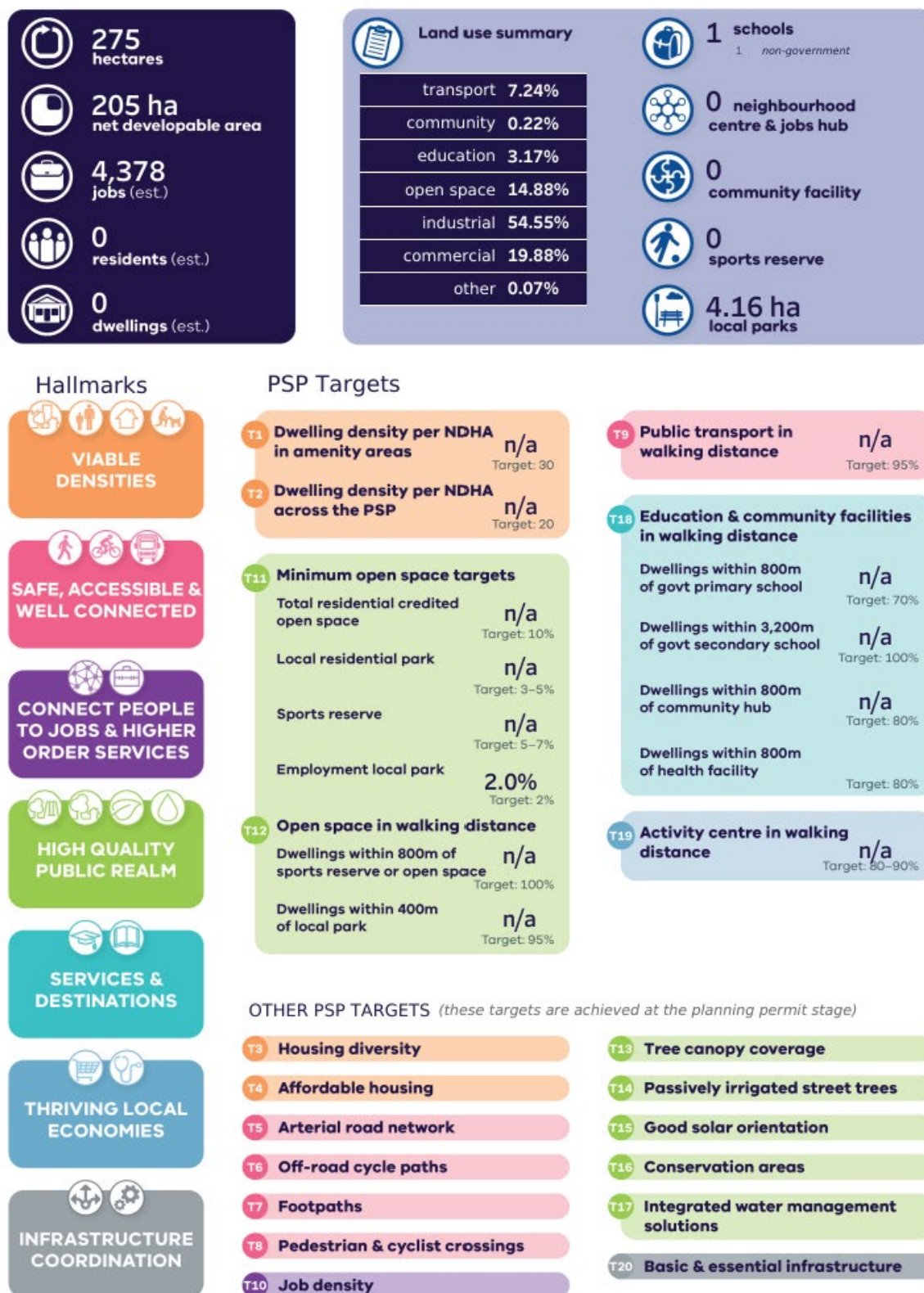
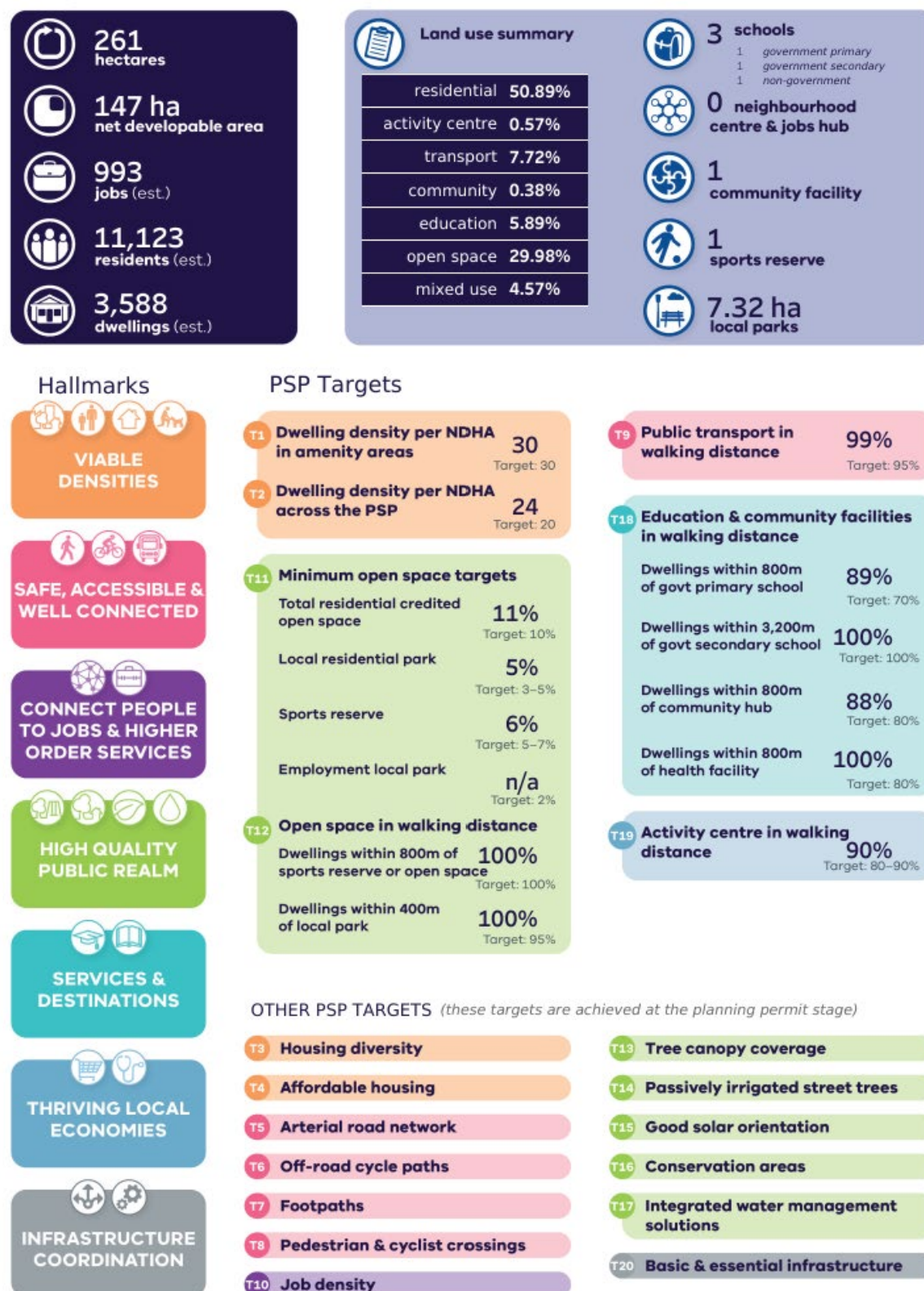


Figure 2 Devon Meadows PSP performance summary

NOTE: See Casey Fields South (Employment) & Devon Meadows Precinct Structure Plan – Amendment C295case Background Report – February 2025 for an assessment of the place-based response PSP Guideline target metrics



3 IMPLEMENTATION

3.1 Viable densities

3.1.1 Objectives – viable densities

OBJECTIVES		IMPLEMENTATION TOOLS
O1	To ensure subdivision and development delivers a legible and contextually responsive urban structure that is well integrated with the surrounding environment	<i>R1</i> <i>G1-G7</i>
O2	To facilitate subdivision and development that contributes to delivery of higher density and diversity of housing options that will support a diverse and inclusive community	<i>R1</i> <i>G1-G7</i>
O3	To facilitate 10% of affordable housing	<i>G2-G4</i>

3.1.2 Requirements and guidelines – viable densities

REQUIREMENTS	
R1	Residential subdivision and development must be generally in accordance with the density, distribution and diversity targets set in Plan 3Housing and Table 1Housing density & diversity to the satisfaction of the responsible authority. Residential subdivision and development that can demonstrate how target densities can be achieved over time may be considered.
GUIDELINES	
G1	Residential subdivisions within amenity areas should demonstrate how a minimum of three housing typologies can be achieved. Where a residential subdivision is of a scale unsuitable to support three housing typologies, the subdivision may rely on other typologies within the area if the proposed development will contribute to housing diversity in the vicinity.
G2	Residential subdivision and development that contributes to meeting the 10% affordable housing target is encouraged.
G3	Affordable housing products should be located in high amenity areas close to services and community facilities and provide for a range of housing typologies to meet demonstrated local needs generally in accordance with Table 1Housing density & diversity.
G4	Where affordable housing is provided, consideration should be given to meeting the needs of different income ranges and household sizes generally in accordance with Table 3Affordable housing delivery guidance.
G5	Specialised housing forms, such as lifestyle communities, retirement living, or aged care should: <ul style="list-style-type: none"> Respond to and integrate with adjoining development, avoiding inactive interfaces and blank facades to the public street network Be located within a walkable catchment area shown on Plan 3Housing Be accessible by public transport and shared path networks Not present a barrier to movement through the surrounding road, public transport, pedestrian and active transport movement network.

Subdivision and development along the South Gippsland Highway should:

G6

- Support the sense of arriving at a destination
- Make a positive contribution to creating a distinct 'gateway character' between urban Melbourne and the Gippsland Region.

G7

Opportunities for co-working and small office/home office arrangements should be provided in locations where they will make a positive contribution to neighbourhood character.

Table 1 Housing density & diversity

MIXED USE AREA

Housing catchment area

The 'Mixed-Use Area' applies to land shown as 'Mixed Use' on Plan 3 Housing.

The purpose of the Mixed Use area is to enable a node of higher intensity of development and concentration of activity that will demarcate this part of the South Gippsland Highway as having a distinct sense of place, and support an emerging identity as an 'urban gateway' for travellers moving between Melbourne and the Gippsland Region, and between the precincts.

It will also support the vitality of Devon Meadows nearby activity centre and community facilities, and support the delivery of public transport.

Minimum density Average of 30 dwellings or more per NDHa

Typologies

Housing will generally comprise more intensive typologies including, but not limited to:

- Apartment style/strata title development (up to four stories)
- Townhouses/multi-unit attached dwellings
- Duplex/semi-detached dwellings
- Single detached house and land.

Target typologies

Decision guidance

- Development should result in an urban built character, with buildings up to four-storeys in height
- Non-residential activity should generally be comprised of smaller-scale commercial and retail activities that support the emerging gateway character, and vitality of the Devon Meadows Local Convenience Centre and neighbourhood heart.
- Buildings fronting the Highway and key entry streets should provide activated ground level frontages, with residential activity provided at upper levels.

ACTIVITY CENTRE

Housing catchment area

The 'Activity Centre' area applies to land shown as 'Local Convenience Centre' on Plan 3 Housing.

The purpose of the Activity Centre area is to enable higher density development to be delivered in conjunction with local businesses and amenities to support a compact 'walkable' style of urban environment.

It will also support the vitality of the local convenience centre and community facilities, and support the delivery of public transport.

Minimum density	Average of 30 dwellings or more per NDHa
Target typologies	<p>Typologies</p> <p>Housing will generally comprise more intensive typologies including, but not limited to:</p> <ul style="list-style-type: none"> • Apartment style/strata title development (up to four stories) • Townhouses/multi-unit attached dwellings <p>Decision guidance</p> <ul style="list-style-type: none"> • Development should result in an urban built character, with buildings up to four-storeys in height • Residential development should be subordinate to the primary commercial function of the Local Convenience Centre. • Buildings should provide activated ground level frontages, with residential activity provided at upper levels.
HIGH DENSITY	
Housing catchment area	<p>The 'High-Density Area' applies to land shown as 'High Density' on Plan 3Housing.</p> <p>The purpose of the Amenity Area is to support viable delivery of local services and infrastructure, and the vitality of the local centre by encouraging a 'walkable' style of urban environment where a greater proportion of the population is located in close proximity to their daily needs.</p>
Target density	Average of 30 dwellings or more per NDHa
Target typologies	<p>Typologies</p> <p>Housing is expected to comprise a variety of typologies including, but not limited to:</p> <ul style="list-style-type: none"> • Apartment style/strata title development (up to four stories) • Townhouses/multi-unit attached dwellings • Duplex/semi-detached dwellings • Single detached house and land. <p>Decision guidance</p> <ul style="list-style-type: none"> • Development should result in an urban-neighbourhood character, with buildings up to four-storeys in height. • Applications for residential subdivision and development should deliver at least three different housing typologies.
BALANCE AREA	
Housing catchment area	<p>The 'Balance Area' applies to land within the Devon Meadows precinct that has not been identified as either Mixed Use, Amenity Area, or UGB Interface on Plan 3Housing.</p> <p>The purpose of the area is to enable a traditional suburban residential style of development.</p>
Target density	Average of 20 dwellings or more per NDHa
Target typologies	<p>Typologies</p> <p>Housing is expected to generally comprise detached and semi-</p>

detached typologies, but may include higher intensity development anticipated including, but not limited to:

- Townhouses/multi-unit attached dwellings
- Duplex/semi-detached dwellings
- Single detached house and land.

Decision guidance

- Development should result in a traditional suburban-neighbourhood character, with buildings up to three-storeys in height.
- More intensive forms of development may be provided in proximity to areas of higher amenity, or where it can be demonstrated that a positive contribution will be made to the emerging place identity.
- Applications for residential subdivision and development should deliver at least three different housing typologies.

TRANSITIONAL DENSITY

Housing catchment area

The 'Transitional Density Area' applies to land shown as 'Transitional Density' on Plan 3Housing.

The purpose of the area is to manage the transition between predominantly urban and suburban character outcomes to be delivered within the precinct, and the predominantly large lot and rural-residential style of development existing outside the UGB.

Target density

Average of 12 dwellings or more per NDHa

Typologies

Housing is generally expected to comprise detached typologies with sufficient setbacks and yard areas to allow retention of a greater proportion of the existing mature vegetation located in this area.

Typologies may include, but not limited to:

- Townhouses/multi-unit attached dwellings
- Duplex/semi-detached dwellings
- Single detached house and land.

Decision guidance

Target typologies

- Development should result in a low-intensity suburban character, generally characterised by one and two-storey residential buildings on larger lots.
- Development should provide active frontages into the precinct and avoid 'back of lot' interfaces to publicly accessible areas.
- More intensive forms of development, including multi-unit and attached housing may be provided where it can be demonstrated that they will not be contrary to the intended purpose of the UGB Interface area, will make a positive contribution to the emerging place identity, and not exacerbate any potential risk of flooding associated with nearby Melbourne Water drainage assets.

Table 2 Dwelling yields

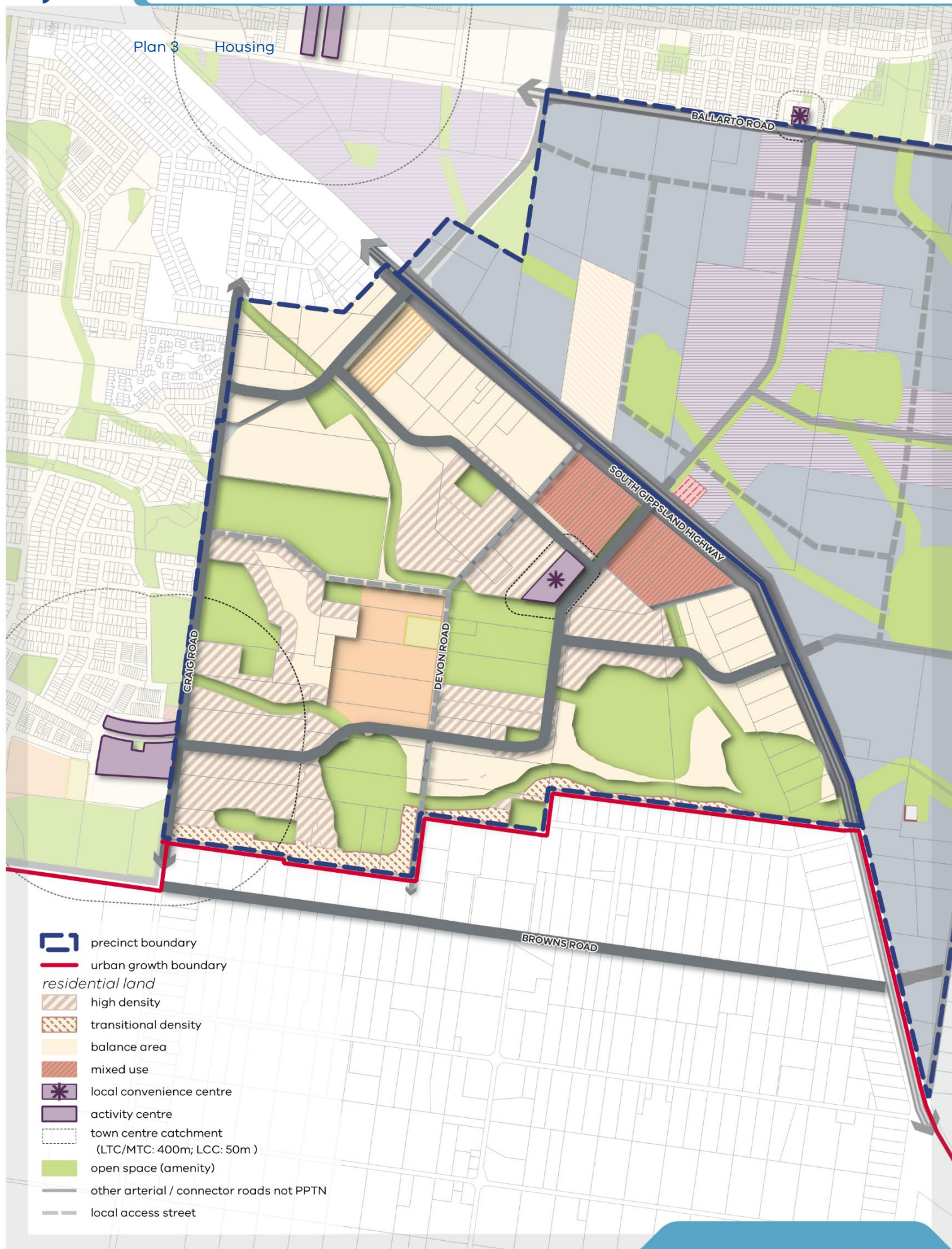
HOUSING CATCHMENT AREA	NDA (HA)	DWELLINGS/NDHA	NO. OF DWELLINGS
Mixed use	12	30	358
Town centre	2	30	45
High density	60	30	1,741
Balance area	67	20	1,356
Transitional density	7	12	87
TOTAL	147	24dw per NDA	3,588
Anticipated population at 3.1 persons per dwelling			11,123

Note: Minor discrepancies in numbers due to rounding.

Table 3 Affordable housing delivery guidance

	Affordable housing	
% of total dwellings	10%	
	Subsidised Market Housing	Social Housing
% of total dwellings	2%	8%
Income Band	% of subsidised market housing by income band	% of social housing by income band
Very low	0%	66%
Low	0%	31%
Moderate	100%	3%
Housing size	% of subsidised market housing by number of bedrooms	% of social housing by number of bedrooms
1-bedroom	41%	47%
2-bedroom	19%	17%
3-bedroom	20%	19%
4+ bedrooms	19%	17%

Note: Minor discrepancies in numbers due to rounding.



- precinct boundary
- urban growth boundary
- residential land*
- high density
- transitional density
- balance area
- mixed use
- local convenience centre
- activity centre
- town centre catchment
(LTC/MTC: 400m; LCC: 50m)
- open space (amenity)
- other arterial / connector roads not PPTN
- local access street

3.2 Safe, accessible, and well-connected

3.2.1 Objectives

OBJECTIVES		IMPLEMENTATION TOOLS
O4	To effectively connect key destinations, and to integrate the transport network with existing and planned land uses and movement networks.	<i>R2-R4</i> <i>G8-G11</i>
O5	To ensure the physical transport network is safe and efficient for its anticipated users.	<i>R2-R3</i> <i>G8-G11</i>
O6	To encourage and support active and public modes of transport and reduce reliance on private vehicles.	<i>R2-R3</i> <i>G8-G11</i>

3.2.2 Requirements and guidelines

REQUIREMENTS	
R2	All roads, must be designed and constructed generally in accordance with Plan 4 - Movement Network Plan, and relevant cross sections in Appendix 6 Standard road cross sections & functional layout plans, unless otherwise agreed by the relevant authority.
R3	Pedestrian and cyclist crossings must be provided generally in accordance with those indicated in Plan 4 Movement network. Additional pedestrian and cycle crossings must be provided every 400–800m, where appropriate, along arterial roads, rail lines, waterways, and any other accessibility barriers.
R4	Prior to the potential realignment of the Clyde Five Ways Road shown on Plan 4 Movement network, any subdivision and development requiring access from Clyde Five Ways Road must use the existing road reserve, unless otherwise agreed by the relevant authority.
GUIDELINES	
	Subdivision and development involving the delivery and design of the street and pathway network should: <ul style="list-style-type: none"> • Provide a permeable network of logical and convenient connections between key neighbourhood, community, and employment destinations. • Respond to existing landscape features and significant vegetation to incorporate the sense and experience of the natural environment into the planned urban character.
G8	<ul style="list-style-type: none"> • Provide a legible hierarchy of streets and paths that support understanding of the urban structure. • Provide an appropriate variety of street typologies and cross sections to make a positive contribution to emerging place identity and planned urban character. • Provide safe and efficient transport infrastructure (including pedestrian and cycle infrastructure) that is designed to reflect the needs of its anticipated users. • Provide consistent wayfinding and interpretative signage to integrate the pedestrian and cycle network.

G9

Alternative footpath or shared path approaches may be used where they enhance walkability and permeability and respond to the purpose of the place and character of the urban form to the satisfaction of the responsible authority.

G10

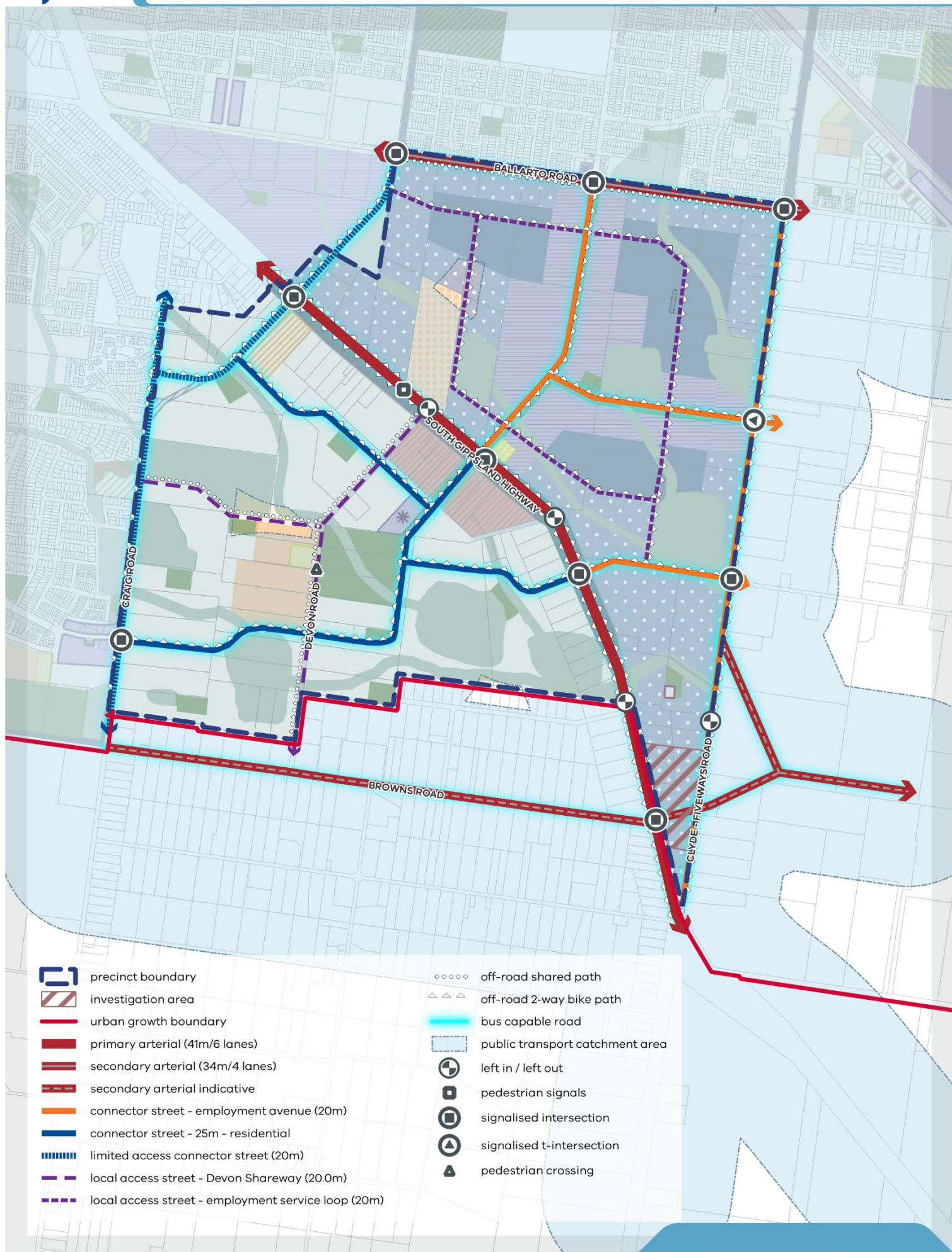
Alternative cross sections from those provided in Appendix 6 Standard road cross sections & functional layout plans may be considered where it can be demonstrated that:

- Proposed carriageway dimensions are sufficient to ensure safe and efficient operation of anticipated vehicular traffic, including buses (where applicable), and emergency vehicles
- Appropriate provision is made for active modes of transport (where applicable)
- Appropriate provision is made for on-street carparking (where applicable)
- Sufficient provision is made for accommodating required servicing and utility infrastructure (typically in the form of grassed verge areas)
- Sufficient provision is made for street tree planting to achieve 30% canopy tree coverage in the public realm
- The total width of the proposed road reserve will be sufficient to safely accommodate the proposed cross-section typology.
- The proposed cross section typology will not negatively impact the safe and effective operation of the broader transport network.

to the satisfaction of the responsible authority.

G11

Slip lanes should be avoided in areas of high pedestrian activity (including schools and the Local Town Centre) and only provided at intersections between connector streets and arterial roads where they are necessitated by high traffic volumes with pedestrian priority crossings.



- | | | | |
|--|---|--|---------------------------------|
| | precinct boundary | | off-road shared path |
| | investigation area | | off-road 2-way bike path |
| | urban growth boundary | | bus capable road |
| | primary arterial (41m/6 lanes) | | public transport catchment area |
| | secondary arterial (34m/4 lanes) | | left in / left out |
| | secondary arterial indicative | | pedestrian signals |
| | connector street - employment avenue (20m) | | signalised intersection |
| | connector street - 25m - residential | | signalised t-intersection |
| | limited access connector street (20m) | | pedestrian crossing |
| | local access street - Devon Shareway (20.0m) | | |
| | local access street - employment service loop (20m) | | |

3.3 Connect people to jobs and higher order services

3.3.1 Objectives - Connect people to jobs and higher order services

OBJECTIVES		IMPLEMENTATION TOOLS
O7	To develop the Casey Fields South (Employment) precinct into a regionally significant employment destination for industry and business to grow and innovate.	<i>R5-R6</i> <i>G12-G19</i>
O8	To provide a mixture of industry & business that reduces the need for local workers to travel out of the region for employment.	<i>R5-R6</i> <i>G12-G19</i>
O9	To ensure Casey Fields South (Employment) has a flexible and adaptable urban structure that can attract ongoing investment and higher-order employment uses over time.	<i>R5- R6</i> <i>G12-G19</i>
O10	To ensure the structure of employment land is well-integrated with the surrounding environment, and that the location, scale and intensity of commercial and industrial activity is compatible with adjoining land uses.	<i>R5- R6</i> <i>G12-G19</i>
O11	To increase access to jobs by walking, cycling and public transport.	<i>R5-R6</i> <i>G12-19</i>

3.3.2 Requirements and guidelines - Connect people to jobs and higher order services

REQUIREMENTS	
R5	Subdivision and development of employment land must be generally in accordance with Plan 8 Employment and activity centres, and Table 4 Employment areas planned outcomes to the satisfaction of the responsible authority.
R6	<p>Subdivision and development involving the delivery of employment land must:</p> <ul style="list-style-type: none"> • Complement the existing/planned network of commercial and industrial activity centres • Provide for a form, scale and intensity of land use and activity that is compatible with adjacent land uses • Be adaptable to changing use, regeneration, and intensification initiatives.
GUIDELINES	
G12	<p>Subdivision and development involving the delivery of employment land should:</p> <ul style="list-style-type: none"> • Contribute to the legibility of the precinct's structure. • Support the emerging place identity • Provide for a diverse mix of traditional and emerging industries and business • Identify larger strategic sites with the flexibility to be redeveloped to accommodate more intensive uses over time

- Provide a transition in scale and intensity between employment-oriented areas and sensitive land use areas (e.g., residential and schools)
- Deliver a high-quality, high amenity setting attractive to business and workers.

G13

Subdivision and development involving the delivery of employment land should be in accordance with the City of Casey *Employment Land Design Guide 2022* and, where relevant, the City of Casey *Restricted Retail Design Guide 2023* (or subsequent revisions).

G14

Subdivision and development involving the delivery of the 'Business Service Hub' on Plan 8 Employment and activity centres should:

- Reflect the purpose and planned character outcomes described in Table 4
- Be located to maximise walkable accessibility for the local workforce
- provide an active frontage with key entry streets, open space/waterways/wetlands (where relevant) and surrounding buildings to support place identity and legibility of the urban structure
- Provide an appropriate range of amenities and services to support the daily needs of the local workforce.

G15

Alternate locations for the Local Service Hub may be considered where it can be demonstrated that the proposed location:

- Will adequately service the local workforce
- Will not conflict with an existing or planned activity centre.
- Will make a positive contribution to legibility and understanding of the urban structure
- Will make a positive contribution to the emerging place identity.

G16

Subdivision and development involving the delivery of 'Mixed Business and Industry' land on Plan 8 Employment and activity centres should:

- Reflect the purpose and planned character outcomes described in Table 4 Employment areas planned outcomes
- Encourage small to medium scale tenancies and land uses to locate along Employment Avenue streets shown on Plan 4 Movement network to allow a greater number of uses to present to the street
- Encourage multi-storey buildings to locate adjacent to Employment Avenue streets frontages on Plan 4 Movement network
- Locate buildings with a zero-setback, and parallel to the frontage Employment Avenue streets shown on Plan 4 Movement network
- Minimise gaps between adjacent buildings along frontages to Employment Avenue streets on Plan 4 Movement network
- Minimise vehicle access from Employment Avenue streets on Plan 4 Movement network
- Provide opportunities for shared and consolidated parking areas, including multi-level parking
- Prioritise the pedestrian experience through the design of buildings and the public realm
- Prioritise pedestrian and cycle connectivity to Employment Avenue streets on Plan 4 Movement network to support accessibility to active transport and potential future public transport and routes.

Subdivision and development involving the delivery of 'Light Industry' and 'Industry' land on Plan 8 Employment and activity centres should:

G17

- Reflect the purpose and planned character outcomes described in Table 4
- Provide a common building setback for each street
- Prioritise connectivity to Employment Avenue streets on Plan 4 Movement Network to support accessibility to active transport and potential future public transport and routes.

Subdivision and development involving the delivery of 'Sensitive Interface' land on Plan 8 Employment and activity centres should:

G18

- Reflect the purpose and planned character outcomes described in Table 4
- Provide a scale and intensity of development that is compatible with adjoining sensitive uses.

Opportunities for co-working and small office/home office arrangements should be provided in locations where they will make a positive contribution to the emerging neighbourhood character

G19

Table 4 Employment areas planned outcomes

BUSINESS SERVICE HUB

Application

Applies to areas indicated as 'Business Service Hub' shown on Plan 8 - Employment and Activity Centres.

Purpose

The purpose of the Business Service Hub is to provide a walkable focal point for workers and visitors to access daily needs and services at the heart of the precinct.

Activity

Activities and services expected to be established in the Business Service Hub may include, but are not limited to:

- Cafés
- Food and beverage
- Gym
- Childcare
- pharmacy.

Planned outcomes

Decision guidance

Subdivision and development in the Business Service Hub area should:

- Provide for smaller-scale food and beverage, retail and commercial services to be located within walkable distance of the local workforce
- Provide an activated, pedestrian-oriented destination at the heart of the precinct to support a sense of place-identity.

MIXED BUSINESS & INDUSTRY

Application

Applies to land located within the 'Mixed Business & Industry' area shown on Plan 8 - Employment and Activity Centres.

The Mixed Business & Industry area is located at the core of precinct and along 'Employment Avenue' streets on Plan 4 - Movement Network.

Purpose	<p>The purpose of the Mixed Business & Industry area is to provide a commercially focused core made up of a blend of larger and smaller sized lots with good access to surrounding industries and providing high levels of public amenity.</p> <p>The area is envisaged as a contemporary style of business development characterised by compact and walkable built form and activated public realm that feels distinctly urban.</p>
Planned outcomes	<p>Activity</p> <p>A diverse range of compatible business and industry activities are expected to be established in the Mixed Industry & Business area including, but not limited to:</p> <ul style="list-style-type: none"> • Business parks • Research and development • Bulky goods retail • Offices • Professional services. <p>Decision guidance</p> <p>Activities that locate along key entry streets will generally be expected to address the street directly to support the higher-amenity character, and pedestrian-focused street environment.</p> <p>Subdivision and development in the Mixed Business & Industry area should:</p> <ul style="list-style-type: none"> • Encourage small to medium scale, mixed industry and business uses to establish along the key entry streets and at the core of the precinct • Encourage a high-quality presentation of built form Employment Avenue' street frontages • Support active modes of transport, and the delivery of potential future frequent service public transport connections through the core of the precinct.
LIGHT INDUSTRY	
Application	<p>Applies to land located within the 'Light Industry' area shown on Plan 8 - Employment and Activity Centres.</p> <p>The light industry area is generally located around the periphery of the precinct where it is important that new employment activities are compatible with more sensitive land uses.</p>
Purpose	<p>The area is envisaged as having a smaller scale and more articulated style of built form that will providing a transition between larger-format activities internal to the precinct and adjoining residential land.</p>
Planned outcomes	<p>Activity</p> <p>A range of activities that do not generate significant adverse amenity effects are expected to establish in the Light Industry area, including but not limited to:</p> <ul style="list-style-type: none"> • Small scale manufacturing • Service industries • Research and development.

Decision guidance

Subdivision and development in the Light Industry area should:

- Provide a scale and intensity of development that is compatible with more sensitive receiving environment
- Manage potential compatibility issues with adjoining land uses through contextually sensitive site layout and design.

INDUSTRY

Application

Applies to land located within the 'Industry' areas shown on Plan 8 - Employment and Activity Centres.

The industry areas are located along the 'Employment Service Loop' streets, away from the higher-amenity internal areas of the precinct, and potentially sensitive external interfaces.

Purpose

The purpose of the 'Industry' areas is to provide hubs for research and advanced/niche manufacturing that can work in tandem with the more commercially focused core.

The area is envisaged as enabling a more efficient use of land where it will not detract from the high-amenity parts of the precinct.

Activity

Activities expected to establish in the 'Industry' area include, but are not limited to:

- Industry
- Manufacturing
- warehousing and storage of goods
- Trade supplies
- Transport
- Logistics.

Planned outcomes

Decision guidance

Subdivision and development in the Industry area should:

- Consolidate heavier industrial activity to manage potential effects on the surrounding environment, including traffic, noise and hours of operation
- Include provision large lots that can accommodate building footprints over 2,000m²
- Ensure efficient access and movement for vehicles between the industry area and surrounding arterial network via the loop service connector road.

SENSITIVE INTERFACE

Application

Applies to employment land located within the 'Sensitive Interface Area' shown on Plan 8 Employment and Activity Centres.

The 'sensitive interface' area is located adjacent to the existing non-government secondary school fronting onto the South Gippsland Highway.

Purpose

The purpose of the Sensitive Interface area is to avoid potentially adverse amenity effects from employment land on the existing school.

The area is envisaged as being comprised of built from that generally

be smaller scale and more articulated.

Activity

A range of activities that do not generate significant adverse amenity effects are expected to establish in the Sensitive Interface Area, including but not limited to:

- Small scale manufacturing
- Service industries.

Subdivision and development in the Sensitive Interface Area should:

- Provide a scale and intensity of development that is compatible with more sensitive receiving environment.
- Manage potential compatibility issues with adjoining land uses through contextually sensitive site layout and design.

Planned outcomes

Table 5 Employment generation table

LAND USE	Area (Ha)	ESTIMATED JOBS
Casey Fields South (Employment) Regionally Significant Industrial Precinct (RSIP)	205.12	4,378
Devon Meadows Residential (includes local convenience centre 1.50 ha and mixed use 11.95 ha)	146.57	993
TOTAL	351.69	5,371

3.4 High quality public realm

3.4.1 Objectives – High quality public realm

OBJECTIVES		IMPLEMENTATION TOOLS
O12	To retain and protect features of the natural environment that make an important contribution to local character, amenity, heritage, culture and ecology.	<i>R7-R10</i> <i>G20-G22</i>
O13	To ensure development incorporates the natural environment as a defining feature of neighbourhood structure and character.	<i>R8-10, R12-R13</i> <i>G20-G22, G24, G26</i>
O14	To contribute to the protection and integration of areas of cultural heritage and living cultural values throughout the precinct.	<i>R10</i> <i>G20, G27</i>
O15	To provide effective movement corridors for the Southern Brown Bandicoot in accordance with the <i>Implementation Plan for the Southern Brown Bandicoot Sub-Regional Species Strategy 2016</i> .	<i>R8, R13</i>
O16	To ensure stormwater is managed in a safe, effective, efficient, manner.	<i>R7- R8</i> <i>G25</i>
O17	To encourage holistic, and integrated management and delivery and management of stormwater, wastewater and drinking water infrastructure.	<i>R7- R8</i> <i>G25</i>
O18	To provide a range of open space and recreation opportunities that meet the needs to the community.	<i>G21</i>
O19	To ensure that layout and design of open spaces and the public realm is safe, functional and inviting.	<i>R7-R8</i> <i>G26-G28</i>
O20	To ensure the layout of lots, streets, open spaces, and the public realm encourage the retention and establishment of canopy tree cover.	<i>R11-R12</i> <i>G21-G23</i>

3.4.2 Requirements and guidelines - High quality public realm

REQUIREMENTS	
R7	<p>Subdivision and development must manage stormwater runoff in a way that meets the performance objectives of the Commonwealth Scientific and Industrial Research Organisation Best Practice Environmental Management Guidelines for Urban Stormwater prior to discharge to receiving waterways unless otherwise approved by Melbourne Water and the responsible authority.</p> <p>Proposals that exceed the performance objectives are encouraged and will be considered to the satisfaction of the relevant authority</p>
R8	<p>Subdivision and development must demonstrate the extent to which development will contribute towards:</p> <ul style="list-style-type: none"> outcomes identified in the DEECA Western Port Strategic Directions Statement (September 2018) and Western Port IWM Catchment Scale Plan (September 2022)

- outcomes identified in the Casey Fields South/Devon Meadows PSP: Integrated Water Management – Issues and Opportunities Report (Alluvium, Feb 2023)
- stormwater volume reduction and infiltration targets in Melbourne Water’s Healthy Waterway Strategy (2018) that are applicable to the PSPs
- potable water reduction targets outlined in the draft Greater Melbourne Urban Water and System Strategy, Water for Life, that are applicable to the PSPs
- waterways and integrated water management outcomes which enable land to be used for multiple recreation and environmental purposes

To the satisfaction of South East Water, Melbourne Water, and the responsible authority.

R9	Subdivision and development involving the delivery of the DSS must effectively provide for the movement of Southern Brown Bandicoot between Royal Botanic Gardens and the Urban Growth Boundary, in accordance with the Sub-regional Species Strategy for the Southern Brown Bandicoot Supplement: Habitat Connectivity (DEPI 2134) and Southern Brown Bandicoot Habitat Connectivity Design Standards (DEECA 2023).
R10	<p>Trees identified as ‘To be retained’ on Plan 13 Native Vegetation Retention & Removal must be retained, and provision made for their ongoing maintenance, unless it can be demonstrated that:</p> <ul style="list-style-type: none"> a) Any potential adverse effects on local character or amenity as a result of removing the tree(s) can be adequately mitigated (e.g. through replacement planting) b) Any potential adverse effects on Aboriginal cultural heritage values are avoided or appropriately mitigated c) Any potential adverse effects on ecological values (including soil conservation and water quality) as a result of removing the tree can be adequately mitigated d) Retaining the tree(s) would unreasonably limit the ability to provide a building platform, access, and/or associated civil services e) Removal of the tree(s) is necessary to provide for the functional and operational needs of infrastructure, including, drainage, community infrastructure, and the road network f) Retaining the tree would result in an unacceptable level hazard or safety risk.
R11	Canopy tree coverage within the public realm must achieve a minimum of 30% coverage (excluding areas dedicated to biodiversity, native vegetation conservation, and drainage assets).
R12	Street trees must be provided on both sides of all roads/streets (excluding laneways) in accordance with the cross-sections, and at regular intervals appropriate to tree size at maturity.
R13	Subdivision and development must provide for the delivery of safe passage culverts shown on Plan 5Public realm in accordance with <i>Habitat Connectivity Design Standards for Southern Brown Bandicoot (DEECA 2023)</i> to the satisfaction of the responsible authority.

GUIDELINES

Subdivision and development should respond to significant landscape features, existing vegetation, and places of Aboriginal cultural heritage in a way that:

- a) supports the legibility of the urban structure
- b) retains and protects landscape features and existing vegetation that make a significant positive contribution to place character, amenity, cultural and/or ecological values
- G20** c) retains and protects Aboriginal cultural values and culturally significant places that are identified through the Cultural Heritage Management Plan (CHMP) process in consultation with the Bunurong Land Council Aboriginal Corporation (BLCAC)
- d) incorporates the sense and experience of the natural environment into the planned urban character
- e) provides for increased provision of tree canopy cover in the public realm over time.

Subdivision layouts should include frontage roads to all edges of open spaces.

- G21** Where frontage roads are not provided, an access way should be provided to the satisfaction of the responsible authority.

This guideline does not apply where community hubs or drainage reserves front open spaces.

- G22** The design of subdivision and development should facilitate the retention of existing canopy trees to contribute to the 30% canopy tree cover target where practical.

- G23** Canopy trees should have an average canopy foliage of 6.4m in diameter at maturity in summer. Where this cannot be achieved because of local climate and soil conditions, a suitable species should be selected which closest achieves this canopy cover, to the satisfaction of the responsible authority. The requirement for a minimum 30% canopy tree coverage within the public realm must still be met.

Subdivision and development should provide opportunities for integrated Water Management where practical, including mechanisms to:

- a) reduce reliance on potable water
- b) enable future harvesting and/or treatment and re-use of stormwater (e.g. through passive irrigation)
- G24** c) maximise habitat values for local flora and fauna species.
- d) protect and manage environmental values in relation to water quality and suitable hydrological regimes (both surface and groundwater).
- e) recognise and respond to Aboriginal cultural values.

Passive irrigation of street trees should be provided.

- G25** Alternative irrigation may be considered where it can be demonstrated through a comprehensive alternative plan (such as an Integrated Water Management Plan) that passive irrigation is either unnecessary or inferior to the proposed alternative (for example, recycled water irrigation of street trees in mandated recycled water areas).

Subdivision and development involving the delivery of the open space network should:

- G26** a) be located, sized and designed generally in accordance with the location shown on Plan 5 Public realm and Table 6 Open space delivery.

- a) make a positive contribution to a range of open space typologies and sizes provided throughout the precinct.
- b) support the legibility and understanding of the urban structure.
- c) make a positive contribution to the emerging place identity.
- d) provide for the retention and protection Aboriginal cultural values and culturally significant places identified through the Cultural Heritage Management Plan (CHMP) process in consultation with the Bunurong Land Council Aboriginal Corporation (BLCAC).
- e) facilitate opportunities for integrated management of water.

Alternative locations and configurations for local parks shown on Plan 5 Public Realm may be considered subject to:

G27

- a) open space being retained within the same landownership, unless otherwise agreed with the affected landowners
- b) not diminishing the quality or usability of the space
- c) not adversely affecting walkable accessibility of the network
- d) not adversely affecting the overall diversity of the precinct's open space network
- e) facilitating the protection and harm minimisation of Aboriginal cultural heritage.

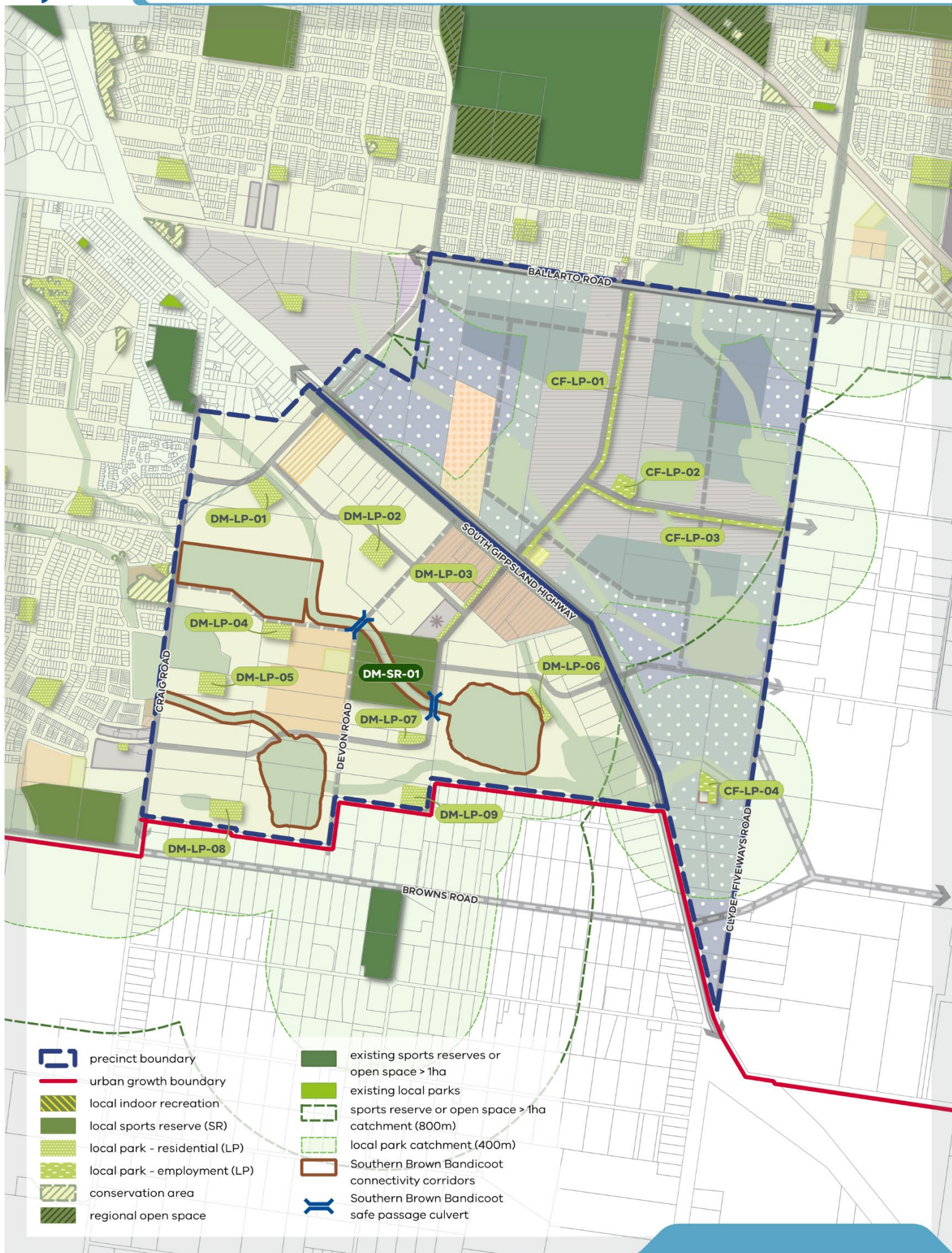
G28

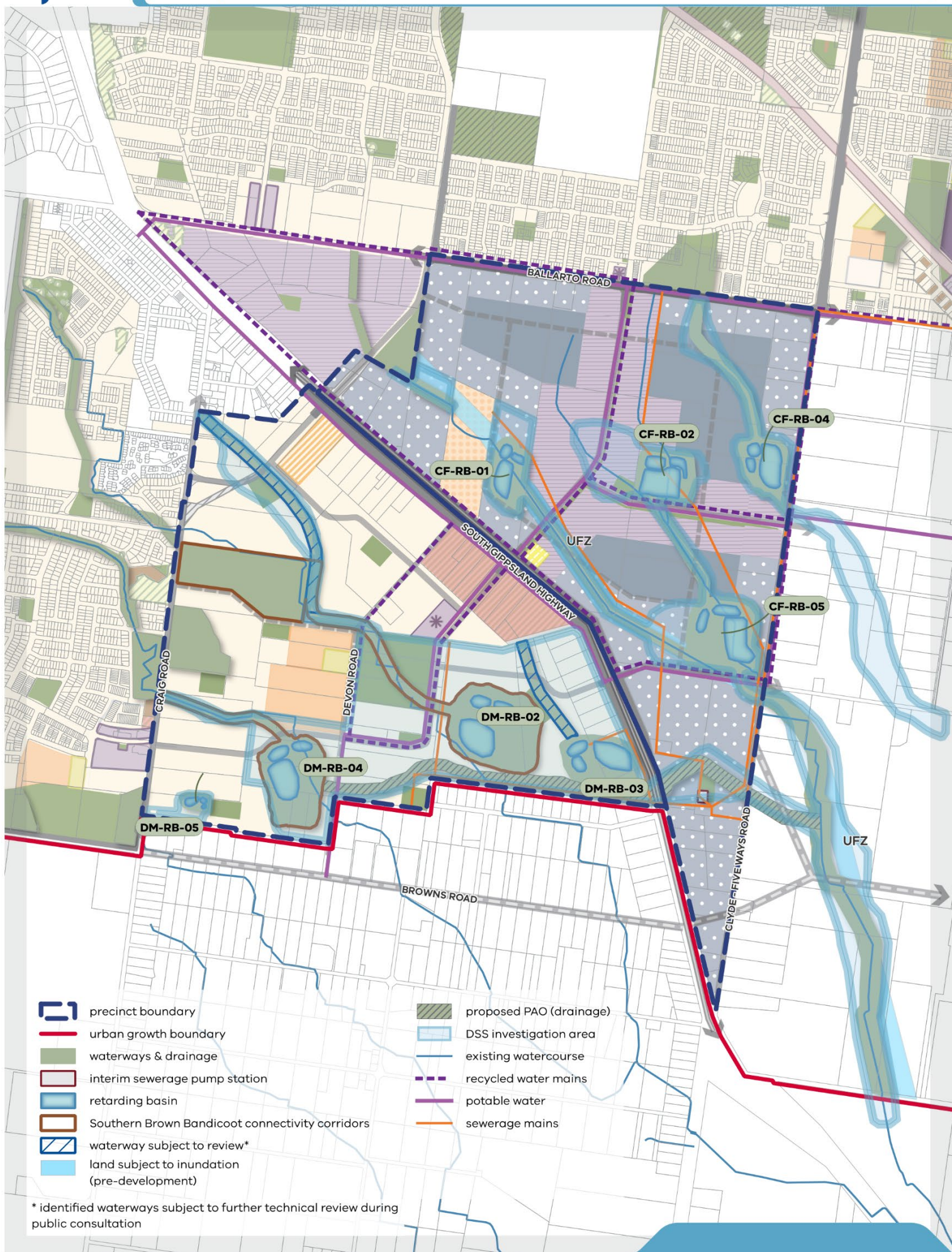
Where the delivery of an open space shown on Plan 5 Public realm involves multiple parcels held in different ownership, the first development proponent to lodge a permit application for land containing the park should prepare a master plan for the entire park.

Consultation with all relevant landowners should be undertaken as part of the master plan preparation to the satisfaction of the responsible authority.

Table 6 Open space delivery

PROJECT ID	TYPE	DESCRIPTION	AREA (HA)
DM-SR-01	Sports field	Purchase of land and construction of sports fields, hard courts and multi-purpose pavilion	8.17
CF-LP-01	Passive open space	Provision of land for a local park	1.70
CF-LP-02	Passive open space	Provision of land for a local park	0.70
CF-LP-03	Passive open space	Provision of land for a local park	1.16
CF-LP-04	Passive open space	Provision of land for a local park	0.60
DM-LP-01	Passive open space	Provision of land for a local park	1.93
DM-LP-02	Passive open space	Provision of land for a local park	1.00
DM-LP-03	Passive open space	Provision of land for a local park	0.57
DM-LP-04	Passive open space	Provision of land for a local park	0.77
DM-LP-05	Passive open space	Provision of land for a local park	0.95
DM-LP-06	Passive open space	Provision of land for a local park	0.50
DM-LP-07	Passive open space	Provision of land for a local park	0.50
DM-LP-08	Passive open space	Provision of land for a local park	1.00
DM-LP-09	Passive open space	Provision of land for a local park	1.00





3.5 Services and destinations

3.5.1 Objectives – Services and destinations

OBJECTIVES	IMPLEMENTATION TOOLS
O21 To provide convenient community access to everyday community and social needs, services, and spaces.	<i>R14-R15, R17</i> <i>G31</i>
O22 To ensure that the location and design quality of community facilities and public spaces makes them safe, functional and inviting places.	<i>R14-R17</i> <i>G29, G31, G33-G34</i>

3.5.2 Requirements and guidelines – Services and destinations

REQUIREMENTS
<p>Subdivision and development involving the delivery and design of community facilities, services and public spaces must:</p> <ul style="list-style-type: none"> appropriately reflect and cater for the anticipated needs of the community complement the planned activity and community-related outcomes in adjoining neighbourhoods provide convenient, walkable access to everyday needs, services and recreation opportunities.
<p>Proposed government school sites must have a minimum of two road frontages (three preferred), one of which must be a bus-capable connector road. All roads fronting school sites must be wide enough to simultaneously accommodate safe and efficient:</p> <ul style="list-style-type: none"> pedestrian movement two-way traffic and cycling movement student drop-off zones, and indented parking of cars and buses.
<p>R16 Any lot created for a proposed government school site must be designed and serviced to the satisfaction of Department of Education.</p>
<p>R17 Any connector street or access street abutting a community or education infrastructure must be designed to achieve slow vehicle speeds and provide designated pedestrian crossing points in the vicinity of the site.</p>
GUIDELINES
<p>Subdivision and development involving the delivery and design of community facilities, services and public spaces should:</p> <ul style="list-style-type: none"> emphasise their role as focal points for the community support the legibility and understanding of the urban structure make a positive contribution to the emerging place identity facilitate and encourage the opportunity for community participation and social interaction.
<p>G30 Subdivision and development involving the delivery of government school sites should be undertaken in accordance with the criteria specified in the <i>Victorian Government School Site Selection Criteria Toolbox</i> to the satisfaction of the Responsible Authority.</p>

G31

Community and recreation infrastructure, schools, and sporting reserves which are co-located should be designed to maximise efficiencies through the sharing of car parking and other complementary infrastructure, street activation, permeability, safe pedestrian and cyclist access and facilitate out of hours use.

G32

Where the responsible authority is satisfied that land shown as a potential non-government school site is unlikely to be used for a non-government school, the land may be used for an alternative purpose which is generally in accordance with the PSP and consistent with the provisions of the applied zone. The development or subdivision of the PSP must be 80% complete and the responsible authority must be in receipt of a letter from the proposed education provider stating that the land is no longer required.

The responsible authority must verify the need for the potential school with the education provider by referring to the Background Report and Community Infrastructure Assessment of the subject PSP area.

Further guidance on this can be found in the VPA's 'Non-government School Planning Guidance Note'.

G33

Alternative locations and configurations for community infrastructure shown on Plan 7 Community infrastructure may be considered subject to the satisfaction of the relevant responsible authorities.

Alterations that may impact a proposed government school site must be to the satisfaction of the Department of Education.

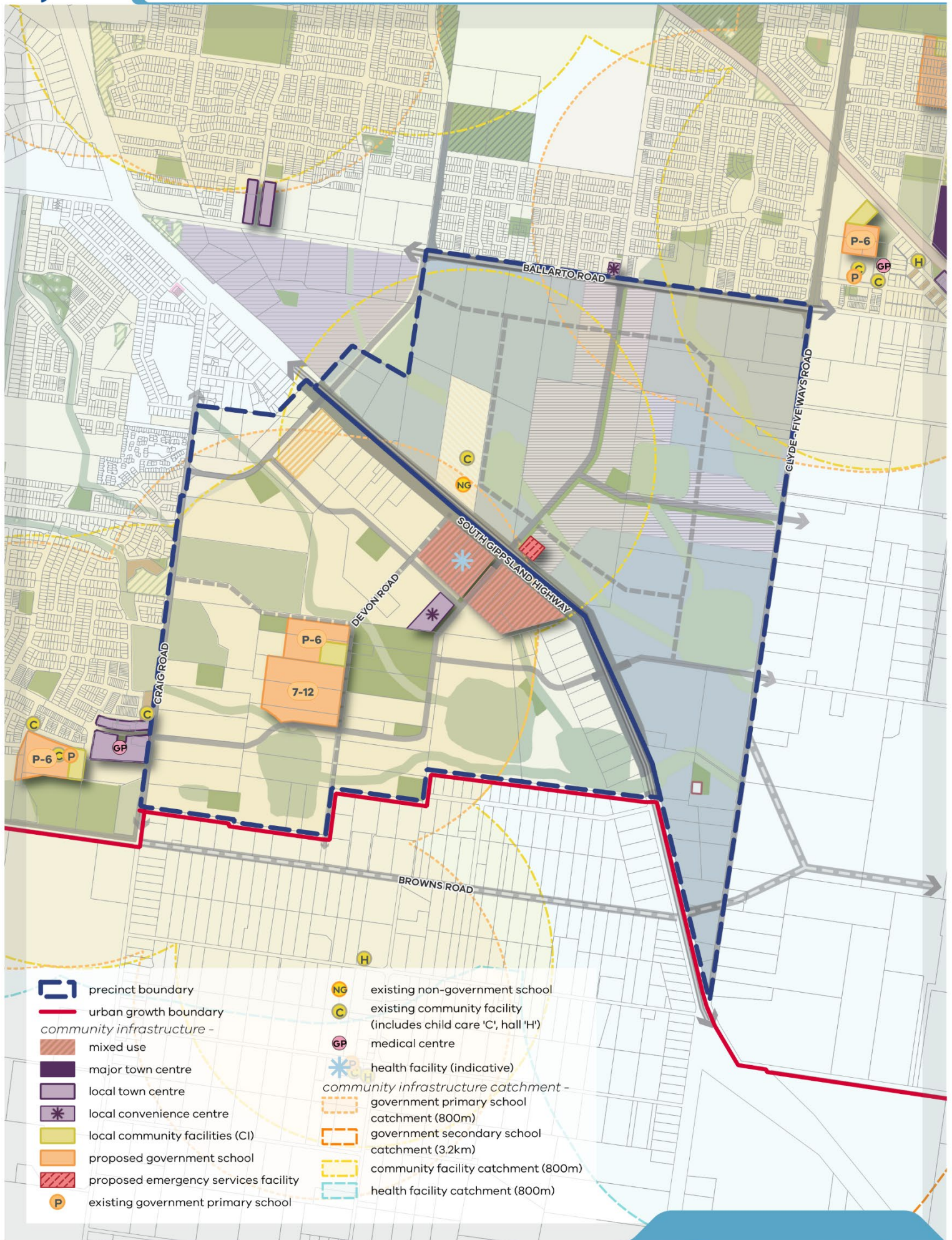
G34

Emergency service facilities should:

- be located along the arterial and connector road network
- provide an address to the street with a safe and legible entry and exit
- be generally in accordance with Plan 7 Community infrastructure

to the satisfaction of Emergency Services Victoria and Department of Health.

Where the responsible authority is satisfied that land shown as a potential emergency facility site is unlikely to be used for an emergency service facility, the land may be used for an alternative purpose which is generally in accordance with the PSP and consistent with the provisions of the applied zone.



3.6 Thriving local economies

3.6.1 Objectives– Thriving local economies

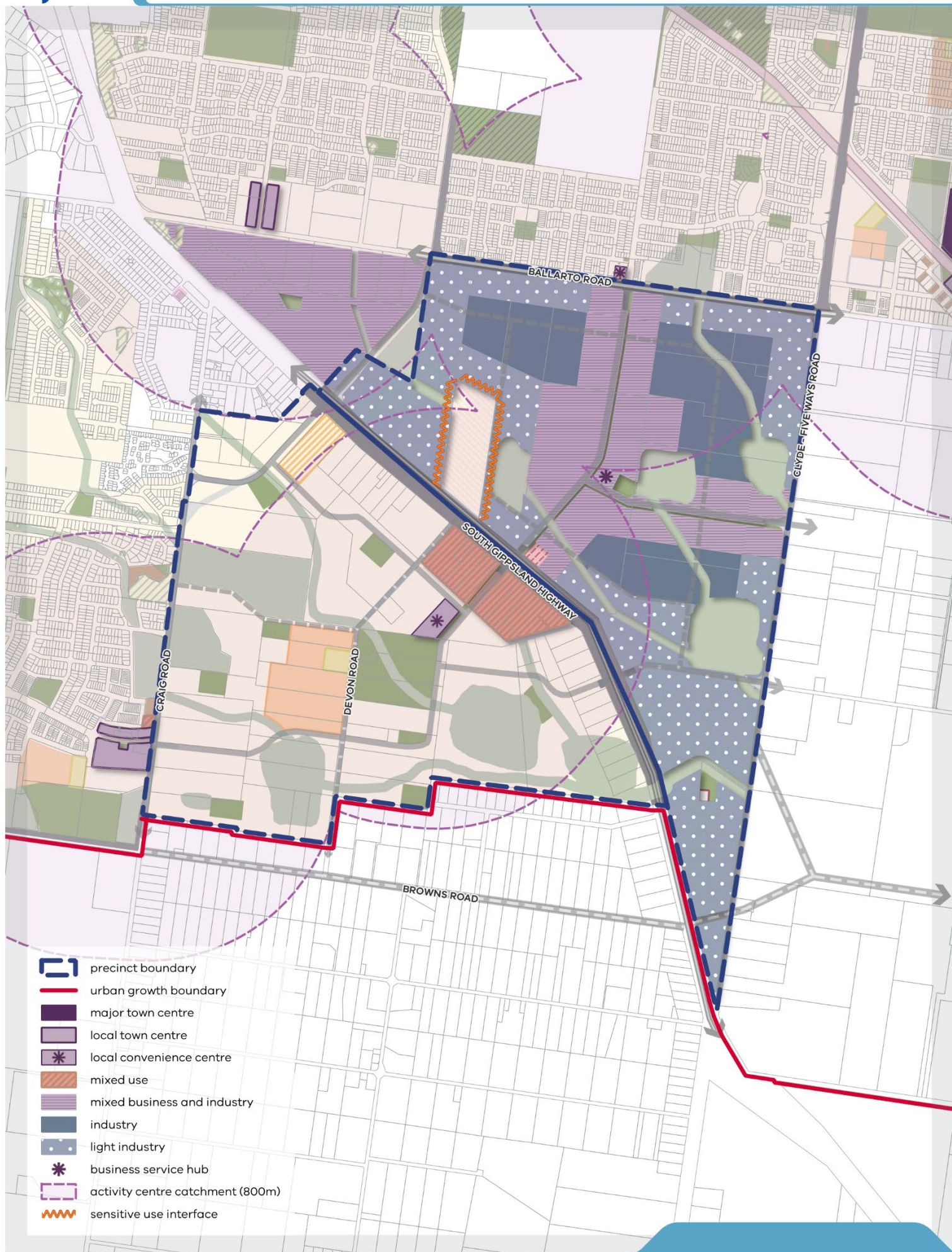
OBJECTIVES	IMPLEMENTATION TOOLS
O23 To provide convenient community access to everyday retail and commercial needs, services, and spaces.	R18 G36
O24 To ensure that the location and design quality of retail and commercial focused facilities and spaces makes them inviting, attractive, and safe places to work and visit.	R18 G35-G36
O25 To encourage provision of activities conducive to a night-time economy in appropriate locations	G36

3.6.2 Requirements and guidelines – Thriving local economies

REQUIREMENTS
<p>Subdivision and development involving the delivery and design of the Local Convenience Centre (LCC) shown on Plan 8 - Employment and Activity Centres must:</p> <ul style="list-style-type: none"> • Appropriately reflect and cater for the anticipated needs of the community. • Complement the planned activity and community-related outcomes in adjoining neighbourhoods. • Provide convenient, walkable access to everyday retail and commercial needs and services. • Meet the performance requirements specified in Table 7Activity centre performance requirements
GUIDELINES
<p>Subdivision and development involving the delivery and design of activity centres should:</p> <ul style="list-style-type: none"> • Address relevant elements of the Urban Design Guidelines Victoria • Emphasise their role as focal points for the community through strong integration with the surrounding neighbourhoods and movement network. • Support the legibility and understanding of the urban structure by positively responding to the surrounding site features, including the waterways, open space areas and other points of interest to create views and connections that reinforce the stories of place • Make a positive contribution to the emerging place identity by positively addressing and activating the public realm • Demonstrate how the use contributes to delivering local jobs anticipated in Table 5Employment generation table.
G36 Opportunities for after-hour activities and services should be provided in appropriate locations that do not detract from residential amenity

Table 7 Activity centre performance requirements

ACTIVITY CENTRE	PERFORMANCE REQUIREMENTS	PERFORMANCE OUTCOMES
Local Convenience Centre (LCC)	Land area (Ha) = 1.50 Retail floor space (m ²) = 3,900 Commercial floor space (m ²) = 1,600	<p>The purpose of the Devon Meadows Local Convenience Centre (LCC) is to provide day-to-day retail and commercial needs, services, and spaces for the local community.</p> <p>The LCC is anticipated to provide for a half-line supermarket with some speciality retail and commercial floor space.</p> <p>Higher density residential and mixed-use development is also envisaged as part of the overall centre concept.</p>



3.7 Infrastructure coordination

3.7.1 Objectives – Infrastructure coordination

OBJECTIVES		IMPLEMENTATION TOOLS
O26	To identify all basic and essential infrastructure with spatial requirements required to facilitate development of the precincts.	<i>R19–R29</i>
O27	To ensure development is staged in an orderly manner that is consistent with the planned delivery of necessary infrastructure.	<i>R19, R27, R28</i> <i>G37, G38</i>
O28	To sequence the staging of development and delivery of Development Service Scheme (DSS) assets in a way that manages the potential risk of flooding.	<i>R24, R25, R27, R28</i> <i>G37, G38</i>
O29	To plan for development that leverages existing and planned infrastructure.	<i>R19, R28, R29</i> <i>G37, G38</i>
O30	To encourage environmentally sustainable design and development and encourage the use of sustainable energy across the precinct.	<i>R21, R22, R25, R29</i>
O31	To ensure development is staged in an orderly manner that is consistent with the planned and delivery of necessary infrastructure.	<i>R19, R20, R22, R24</i> <i>Table 8, Table 9, Plan 9</i>

3.7.2 Requirements and guidelines – Infrastructure coordination

REQUIREMENTS	
R19	Staging of infrastructure and development must be generally in accordance with Plan 9 Infrastructure and Development Staging and Table 8 Water infrastructure, and must provide for the timely provision and delivery of infrastructure to the satisfaction of Melbourne Water and the responsible authority:
R20	Above-ground utilities (such as electricity substations, sewer pump stations, telecommunications facility, and overhead powerlines) must be identified at the subdivision design stage to ensure effective integration with the surrounding neighbourhood. This includes meeting requirements for mobile telecommunications infrastructure under the Commonwealth Telecommunication in New Developments (TIND) Policy. Land required to accommodate the infrastructure must not be counted as contributing to open space requirements specified in Table 6 Open space delivery.
R21	Utilities and other infrastructure must not cross conservation areas and waterway corridors identified in Plan 5 Public realm and Plan 6 Water. Where services cannot avoid crossing or being located within a conservation area or waterway corridor, they must be located to avoid disturbance to identified environmental values.
R22	All public open space must be finished to a standard that satisfies the requirements of the responsible authority prior to the transfer of the public open space.

R23

Where an inter-parcel connection is intended or indicated in the PSP, streets must be constructed to property boundaries at the relevant stage of development required or approved by the responsible authority. Provision should be made for temporary vehicle turning until the inter-parcel connection is delivered.

R24

Final designs and boundaries of constructed wetlands, retarding basins, stormwater quality treatment infrastructure, and associated paths, boardwalks, bridges, and planting, must be to the satisfaction of Melbourne Water and the responsible authority.

R25

Stormwater runoff from any development must meet the performance objectives of the *CSIRO Best Practice Environmental Management Guidelines for Urban Stormwater* prior to discharge to receiving waterways and as outlined on Plan 9 Infrastructure and Development Staging, unless otherwise approved by Melbourne Water and the responsible authority.

Proposals that exceed the performance objectives will be considered to the satisfaction of the relevant authority.

R26

All new electricity supply infrastructure (excluding substations and cables with voltage 66kv or greater) must be provided underground.

R27

Prior to the issue of a statement of compliance for any stage of the subdivision of a PSP parcel or the commencement of development of a PSP parcel, DSS assets WD1, WD2, WD3, SGC, WD4, O1, O2, O3 identified within the respective stage shown on Plan 9 Infrastructure and Development Staging and Table 8 Water infrastructure must be delivered unless otherwise agreed to in writing by Melbourne Water and the responsible authority.

R28

Development must provide for the delivery of ultimate waterway and drainage infrastructure as detailed in the DSS, including stormwater detention and quality treatment, and outfalls to the satisfaction of Melbourne Water and the responsible authority.

Where it can be demonstrated that this is not possible, development proposals must demonstrate how any interim solution adequately manages flow rates, treats stormwater generated from the development (without causing adverse impacts to the other properties within or outside the precinct, the environment, cultural heritage, or other infrastructure), to the satisfaction of Melbourne Water and the responsible authority.

An interim solution will not be considered for assets WD1, WD2, WD3, SGC, WD4, O1, O2, O3. These assets must be delivered in their ultimate form.

Development construction and interim solutions must avoid or mitigate the risk of soil erosion and waterway degradation.

R29

Utilities must be placed outside of, natural waterway corridors or on the outer edges of these corridors in the first instance. Where services cannot avoid crossing or being located within a conservation area or natural waterway corridor, they must be located to avoid disturbance to existing waterway values, native vegetation, areas of strategic importance to the Southern Brown Bandicoot, to the satisfaction of the Department of Energy, Environment and Climate Action, Melbourne Water, and the responsible authority.

GUIDELINES

G37

Staging of infrastructure and development should provide for the timely provision and delivery of the following infrastructure to the satisfaction of the responsible authority:

- Connection to any arterial road network and seek to co-ordinate the delivery of these roads in conjunction with the timing of the arterial road connections located external to the precinct

-
- Connector streets and connector street bridges
 - Street connections between properties, constructed to the property boundary
 - On- and off-road pedestrian and bicycle network paths
 - Safe pedestrian path/s (crushed rock or alternative interim provision where deemed appropriate) from any existing pedestrian network/s to proposed connections to facilitate connectivity to services, transport, community infrastructure and adjoining communities
 - Drainage infrastructure
 - Essential infrastructure
 - Land for community infrastructure, sports fields, local open space including urban agriculture.
-

G38 Out-of-sequence development may be considered where an agreement between a developer and the impacted infrastructure providers does not impose unreasonable additional burden on infrastructure providers.

G39 Design and location of underground services should be guided by Plan 10Precinct infrastructure.

G40 All new above-ground utilities, including temporary utilities, should be located outside of key view lines, and screened, to the satisfaction of the responsible authority.

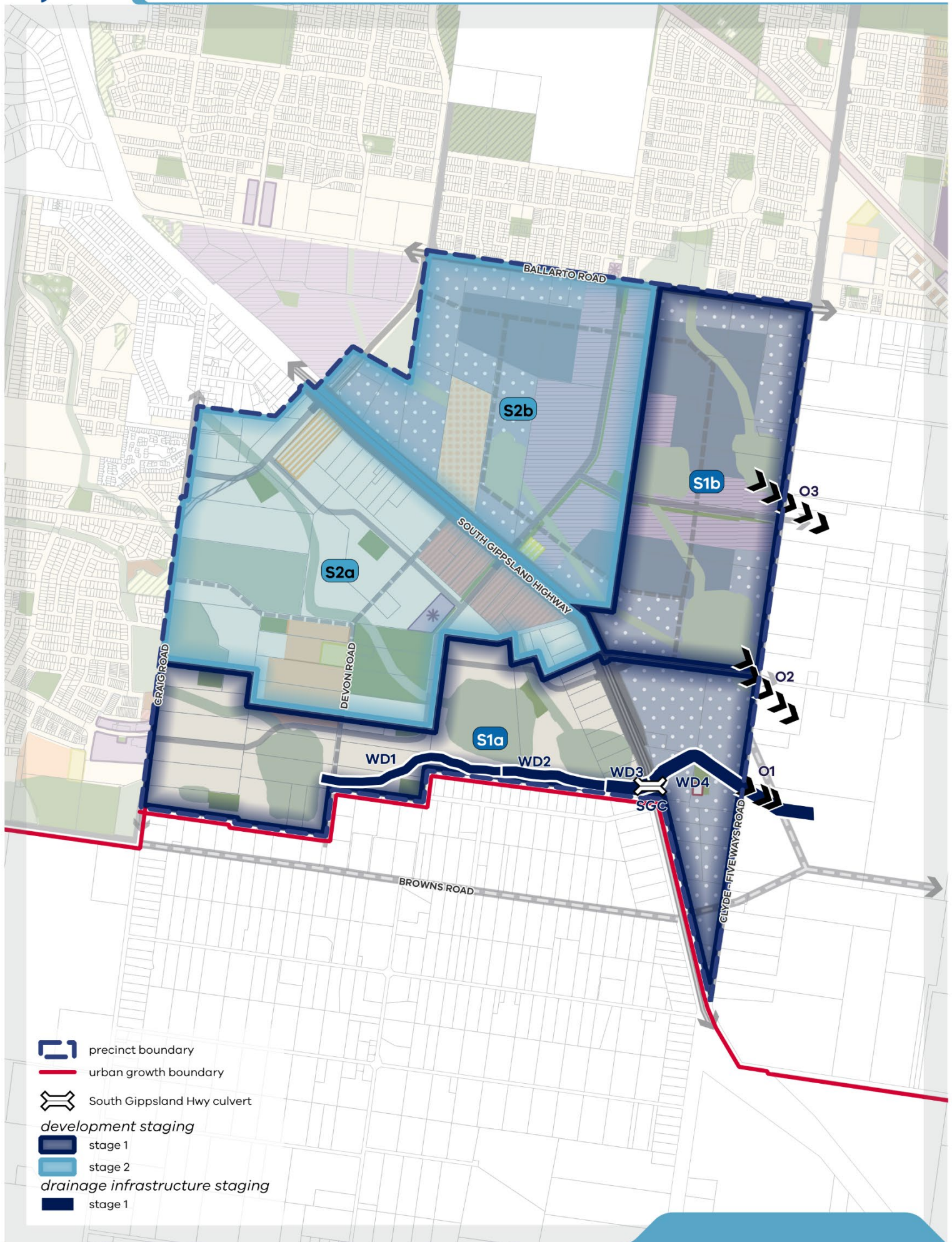
G41 Where primary waterway, conservation or recreation functions are not adversely affected, land required for integrated water management initiatives (such as stormwater harvesting, aquifer storage and recovery, sewer mining) should be incorporated within the precinct open space system as depicted on Plan 5Public realm.







G42 Trunk services should be placed along general alignments shown in Plan 10Precinct infrastructure as advised by the relevant servicing authorities.

Table 8 Water infrastructure

DRAINAGE SCHEME STAGED INFRASTRUCTURE				
PROJECT ID	DESCRIPTION	LOCATION	AREA (HA)	STAGE
WD1	Waterway diversion 1	DM-49, DM-77, DM-78	3.63	S1a
WD2	Waterway diversion 2	DM-49, DM-56	2.25	S1a
WD3	Waterway diversion 3	DM-56	1.23	S1a
WD4	Waterway diversion 4	CF-29, CF-26, CF-28, CF-30	5.20	S1a
SGC	South Gippsland Highway Culvert	South Gippsland Highway	N/A	S1a
O1	Outfall 1	CF-28, CF-30	N/A	S1a
O2	Outfall 2	CF-25, CF-28	N/A	S1b
O3	Outfall 3	CF-23	N/A	S1b

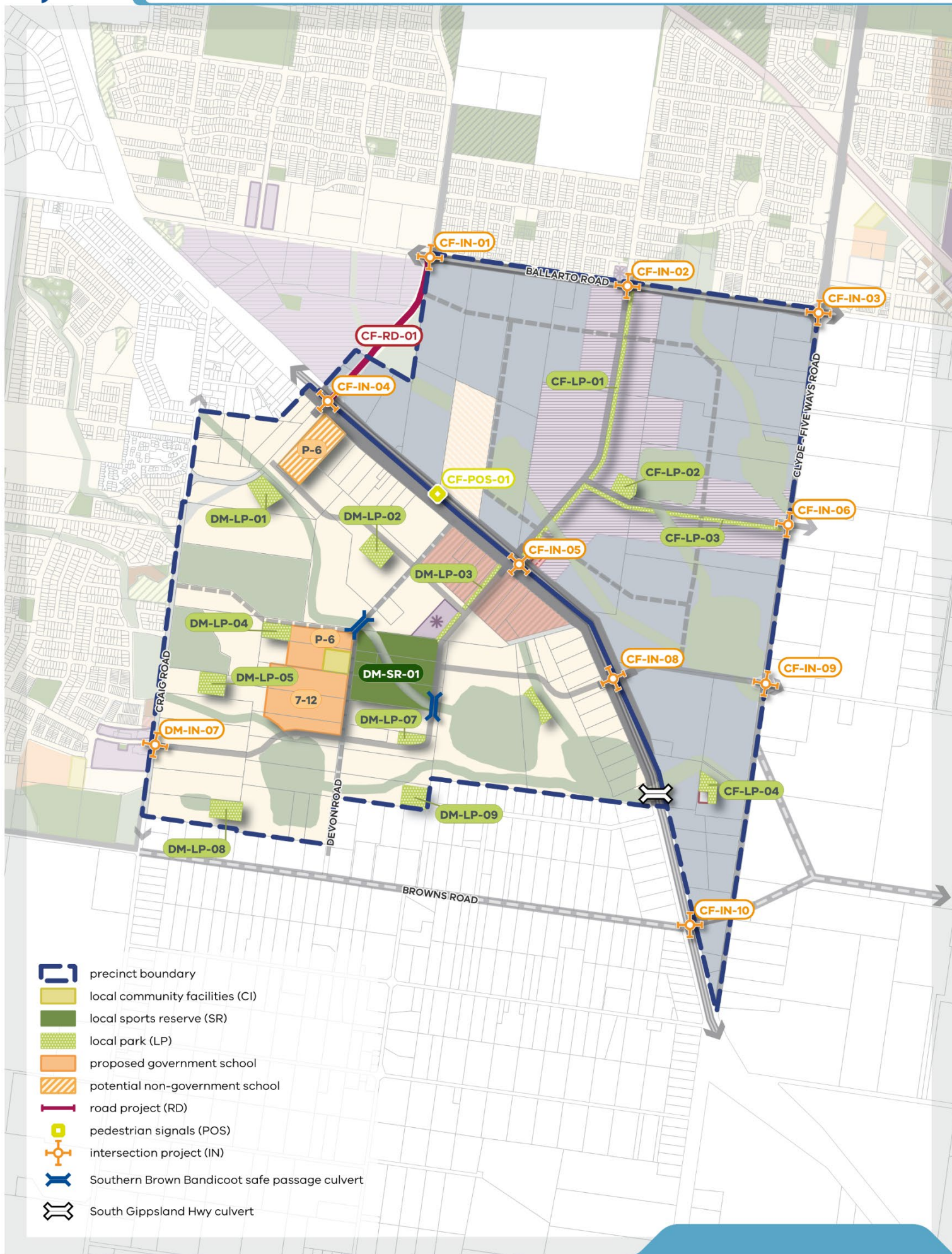
Note: Refer to Melbourne Water's Casey Fields South (Employment) & Devon Meadows PSP drainage strategy for further information.



-  precinct boundary
-  urban growth boundary
-  South Gippsland Hwy culvert
- development staging**
-  stage 1
-  stage 2
- drainage infrastructure staging**
-  stage 1

4 APPENDICES

Appendix 1 Precinct infrastructure



- precinct boundary
- local community facilities (CI)
- local sports reserve (SR)
- local park (LP)
- proposed government school
- potential non-government school
- road project (RD)
- pedestrian signals (POS)
- intersection project (IN)
- Southern Brown Bandicoot safe passage culvert
- South Gippsland Hwy culvert

Table 9 Precinct infrastructure

CATEGORY	PIP REF NO.	TITLE	DESCRIPTION	LEAD AGENCY	COMPONENT INCLUDED IN ICP			TIMING	APPORTIONMENT FUNDING SOURCE	APPORTIONMENT TO THE ICP
					ULTIMATE LAND	INTERIM CONSTRUCTION	ULTIMATE CONSTRUCTION			
Sporting Reserve	DM-SR-01	Sports field	Purchase of land and construction of sports fields, and multi-purpose pavilion	Casey Council	Yes	N/A	Yes	M-L	N/A	100.00%
Local Park	CF-LP-01	Passive open space	Provision of land for a local park	Casey Council	Yes	N/A	No	M-L	N/A	100.00%
Local Park	CF-LP-02	Passive open space	Provision of land for a local park	Casey Council	Yes	N/A	No	M-L	N/A	100.00%
Local Park	CF-LP-03	Passive open space	Provision of land for a local park	Casey Council	Yes	N/A	No	S-M	N/A	100.00%
Local Park	CF-LP-04	Passive open space	Provision of land for a local park	Casey Council	Yes	N/A	No	S-M	N/A	100.00%
Local Park	DM-LP-01	Passive open space	Provision of land for a local park	Casey Council	Yes	N/A	No	M-L	N/A	100.00%
Local Park	DM-LP-02	Passive open space	Provision of land for a local park	Casey Council	Yes	N/A	No	M-L	N/A	100.00%
Local Park	DM-LP-03	Passive open space	Provision of land for a local park	Casey Council	Yes	N/A	No	M-L	N/A	100.00%
Local Park	DM-LP-04	Passive open space	Provision of land for a local park	Casey Council	Yes	N/A	No	M-L	N/A	100.00%

CATEGORY	PIP REF NO.	TITLE	DESCRIPTION	LEAD AGENCY	COMPONENT INCLUDED IN ICP			TIMING	APPORTIONMENT FUNDING SOURCE	APPORTIONMENT TO THE ICP
					ULTIMATE LAND	INTERIM CONSTRUCTION	ULTIMATE CONSTRUCTION			
Local Park	DM-LP-05	Passive open space	Provision of land for a local park	Casey Council	Yes	N/A	No	S-M	N/A	100.00%
Local Park	DM-LP-06	Passive open space	Provision of land for a local park	Casey Council	Yes	N/A	No	S-M	N/A	100.00%
Local Park	DM-LP-07	Passive open space	Provision of land for a local park	Casey Council	Yes	N/A	No	S-M	N/A	100.00%
Local Park	DM-LP-08	Passive open space	Provision of land for a local park	Casey Council	Yes	N/A	No	S-M	N/A	100.00%
Local Park	DM-LP-09	Passive open space	Provision of land for a local park	Casey Council	Yes	N/A	No	S-M	N/A	100.00%
Community Infrastructure	DM-CI-01	Level 2 Community Centre	Purchase of land and construction of a Level 2 community centre	Casey Council	Yes	N/A	Yes	M-L	N/A	100.00%
Government School	N/A	Proposed State Government Primary School (P6)	Purchase of land and construction of government school (incorporating potential joint-use oval with adjoining Council sports	Department of Education	No	No	No	M-L	N/A	100.00%

CATEGORY	PIP REF NO.	TITLE	DESCRIPTION	LEAD AGENCY	COMPONENT INCLUDED IN ICP			TIMING	APPORTIONMENT FUNDING SOURCE	APPORTIONMENT TO THE ICP
					ULTIMATE LAND	INTERIM CONSTRUCTION	ULTIMATE CONSTRUCTION			
			reserve as relevant)							
Government School	N/A	Proposed State Government Secondary School (7-12)	Land and construction of government school (incorporating potential joint-use oval with adjoining Council sports reserve as relevant)	Department of Education	No	No	No	M-L	N/A	100.00%
Non-Government School	N/A	Potential Non Government Primary School	Land and construction of non-government school.	Non Government School Provider	No	No	No	M-L	N/A	100.00%
Intersection	CFS-IN-01	Intersection: Ballarto Road / Casey Fields Boulevard	Provision of ultimate land and construction of an interim secondary arterial to connector signalised 4-way intersection.	Casey Council	Yes	Yes	No	M-L	Casey Fields South Residential	25.00%
Intersection	CFS-IN-02	Ballarto Road / Morrison Road	Provision of ultimate land and	Casey Council	Yes	Yes	No	M-L	Casey Fields South Residential	50.00%

CATEGORY	PIP REF NO.	TITLE	DESCRIPTION	LEAD AGENCY	COMPONENT INCLUDED IN ICP			TIMING	APPORTIONMENT FUNDING SOURCE	APPORTIONMENT TO THE ICP
					ULTIMATE LAND	INTERIM CONSTRUCTION	ULTIMATE CONSTRUCTION			
			construction of a interim secondary arterial to connector signalised 4-way intersection.							
Intersection	CFS-IN-03	Intersection: Ballarto Road/Clyde-Fiveways Road	Provision of ultimate land and construction of an interim primary arterial to secondary signalised 4-way intersection	Casey Council	Yes	No	No	S-M	Casey Fields South Residential	25.00%
Intersection	CFS-IN-04	Intersection: South Gippsland Highway / Casey Fields Boulevard	Provision of ultimate land and of an interim secondary arterial to connector signalised 4-way intersection.	Casey Council	Yes	Yes	No	M-L	N/A	100.00%
Intersection	CFS-IN-05	Intersection: South Gippsland Highway / Central	Provision of ultimate land and construction of an interim	Casey Council	Yes	Yes	No	M-L	N/A	100.00%

CATEGORY	PIP REF NO.	TITLE	DESCRIPTION	LEAD AGENCY	COMPONENT INCLUDED IN ICP			TIMING	APPORTIONMENT FUNDING SOURCE	APPORTIONMENT TO THE ICP
					ULTIMATE LAND	INTERIM CONSTRUCTION	ULTIMATE CONSTRUCTION			
		connector street	secondary arterial to connector signalised 4-way intersection.							
Intersection	CFS-IN-06	Intersection: Clyde Five Ways Road / Central connector street	Provision of ultimate land and construction of an interim primary arterial to connector signalised 4-way intersection	Casey Council	Yes	Yes	No	S-M	N/A	100.00%
Intersection	DM-IN-07	Intersection: Craig Road / Hummingbird Drive Extension	Provision of ultimate land and of an interim connector to connector signalised 4-way intersection (eastern leg only).	Casey Council	Yes	Yes	Yes	S-M	N/A	100.00%
Intersection	CFS-IN-08	Intersection: South Gippsland Highway / Southern	Provision of ultimate land and construction of an interim secondary	Casey Council	Yes	Yes	No	S-M	N/A	100.00%

CATEGORY	PIP REF NO.	TITLE	DESCRIPTION	LEAD AGENCY	COMPONENT INCLUDED IN ICP			TIMING	APPORTIONMENT FUNDING SOURCE	APPORTIONMENT TO THE ICP
					ULTIMATE LAND	INTERIM CONSTRUCTION	ULTIMATE CONSTRUCTION			
		connector street	arterial to connector signalised 4-way intersection.							
Intersection	CFS-IN-09	Intersection: Clyde Five Ways Road / Moores Road Extension	Provision of ultimate land and construction of an interim primary arterial to connector signalised 4-way intersection	Casey Council	Yes	Yes	No	S-M	Clyde South	50.00%
Intersection	CFS-IN-10	Intersection: South Gippsland Highway / Clyde-Five Ways Road / Browns Road	Provision of ultimate land and construction of a primary arterial to secondary signalised 4-way intersection	Casey Council	Yes	Yes	No	M-L	Clyde South	50.00%
Road	CFS-RD-01	Casey Fields Blvd Connector Road	Provision of land and construction of a connector road (26m) one traffic lane in each	Casey Council	Yes	N/A	Yes	M-L	Cranbourne East	40.00%

CATEGORY	PIP REF NO.	TITLE	DESCRIPTION	LEAD AGENCY	COMPONENT INCLUDED IN ICP			TIMING	APPORTIONMENT FUNDING SOURCE	APPORTIONMENT TO THE ICP
					ULTIMATE LAND	INTERIM CONSTRUCTION	ULTIMATE CONSTRUCTION			
			direction (ultimate treatment)							
Pedestrian Operated Signals	CFS-POS-01	Devon Road pedestrian signals	Construction of a signalised pedestrian crossing over the South Gippsland Highway	Casey Council	N/A	N/A	Yes	M-L	N/A	0%

Appendix 2 Summary land use budget & property-specific land use budget

PLEASE NOTE – Table 10, 11 and 12 were updated on 7 March 2025 to correct an error in the ‘Total Area’ column for individual parcels. While this change has consequential changes to ‘Net Developable Area’ for each parcel, no other land uses have been changed. The update is purely to correct data errors and does not otherwise involve plan changes.

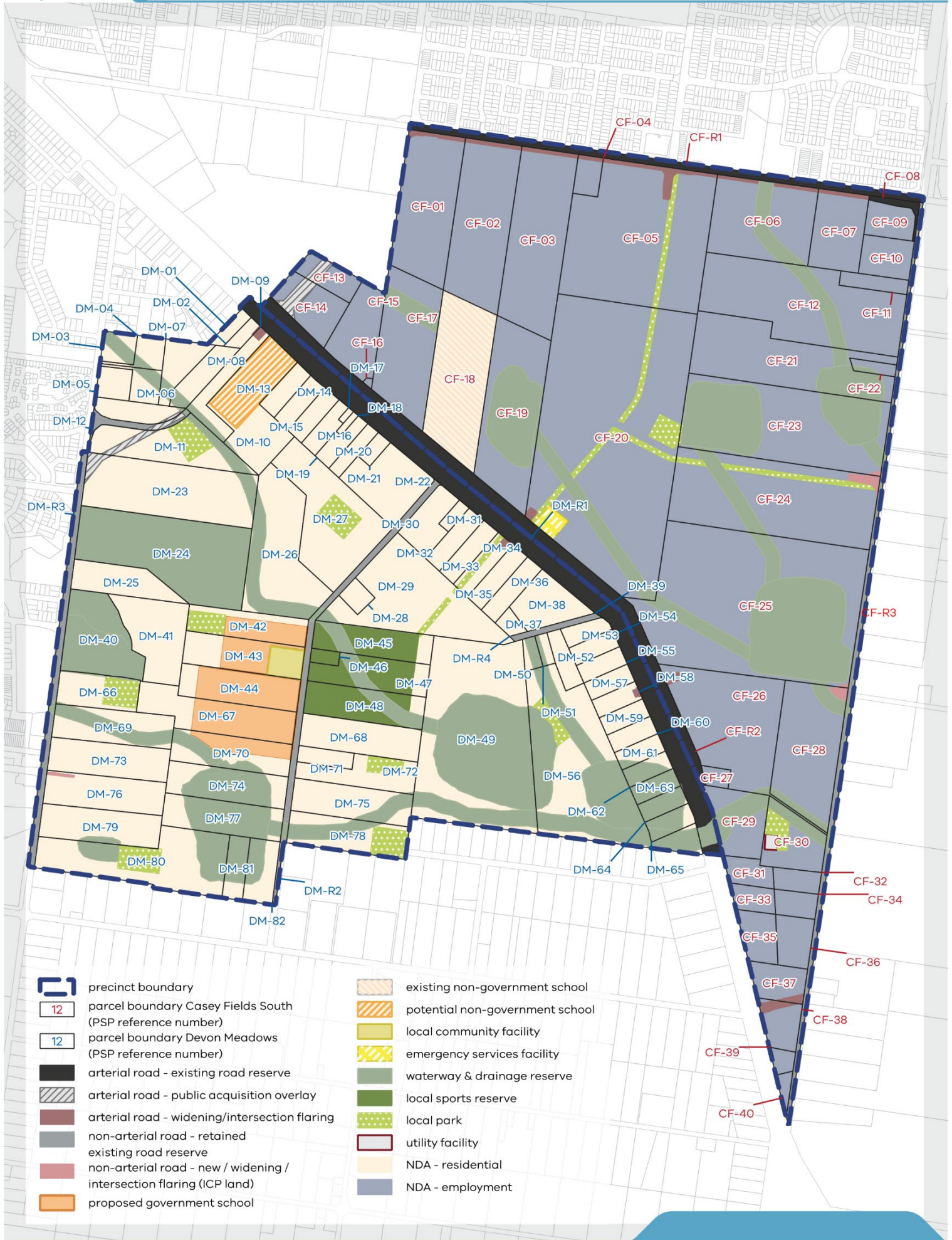


Table 10 Summary land use budget

DESCRIPTION	AREA (HA)	% OF TOTAL	% OF NDA
TOTAL PRECINCT AREA	536.92		
TRANSPORT			
Arterial road – existing road reserve	20.12	3.75%	5.72%
Arterial road – new/widening/intersection flaring (ICP land)	3.49	0.65%	0.99%
Non-arterial road – Public Acquisition Overlay	1.76	0.33%	0.50%
Non-arterial road – new/widening/intersection flaring (ICP land)	0.78	0.15%	0.22%
Non-arterial road – retained existing road reserve	6.84	1.27%	1.95%
Public transport facilities/reserve	-	-	-
SUB-TOTAL TRANSPORT	32.99	6.14%	9.38%
COMMUNITY & EDUCATION			
ICP community facilities	1.00	0.19%	0.28%
Proposed government school	11.90	2.22%	3.38%
Potential non-government school	3.50	0.65%	1.00%
Existing non-government school	8.73	1.63%	2.48%
Emergency services	0.60	0.11%	0.17%
SUB-TOTAL COMMUNITY & EDUCATION	25.73	4.79%	7.32%
OPEN SPACE			
UNCREDITED OPEN SPACE & REGIONAL OPEN SPACE			
Conservation reserve	-	-	-
Waterway and drainage reserve	99.75	18.58%	28.36%
Utilities easements	-	-	-
Existing local sports reserve	-	-	-
Landscape values	-	-	-
Other uncredited OS (isolated land between rail & gas easement)	-	-	-
Tree reserve	-	-	-
SUB-TOTAL UNCREDITED OPEN SPACE & REGIONAL OPEN SPACE	99.75	18.58%	28.36%
CREDITED OPEN SPACE			
Local network park (ICP land)	11.48	2.14%	3.27%
Local sports reserve (ICP land)	8.17	1.52%	2.32%
SUB-TOTAL CREDITED OPEN SPACE	19.65	3.66%	5.59%
TOTAL ALL OPEN SPACE	119.40	22.24%	33.95%
OTHER			
Utilities sub-stations / facilities (acquired by relevant authority)	0.20	0.04%	0.06%
Existing non-urban land	-	-	-
Quarry/landfill/organic waste	-	-	-
Potential residential	-	-	-
Potential industrial	-	-	-
Potential residential (sloping)	-	-	-
Potential residential expansion	-	-	-
Future investigation area	-	-	-
SUB-TOTAL OTHER	0.20	0.04%	0.06%
TOTAL NET DEVELOPABLE AREA – (NDA) Ha	351.99	65.56%	
NET DEVELOPABLE AREA – RESIDENTIAL (NDAR) Ha	146.87	27.35%	
NET DEVELOPABLE AREA – EMPLOYMENT (NDAE) Ha	205.12	38.20%	

Table 11 Casey Fields South (Employment) Property-specific land use budget

PARCEL ID	TOTAL AREA (HA)	TRANSPORT					COMMUNITY/EDUCATION					OPEN SPACE				TOTAL NET DEVELOPABLE AREA (HA)	TOTAL CONTRIBUTION LAND (HA)	TRANSPORT (HA)	RESIDENTIAL COMMUNITY AND RECREATION (HA)	COMMERCIAL & INDUSTRIAL COMMUNITY AND RECREATION (HA)
		ARTERIAL ROAD - EXISTING ROAD RESERVE	ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING (ICP LAND)	NON-ARTERIAL ROAD - RETAINED EXISTING ROAD RESERVE	NON-ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING (ICP LAND)	NON-ARTERIAL ROAD - PUBLIC ACQUISITION OVERLAY	PROPOSED GOVERNMENT SCHOOL	POTENTIAL NON-GOVERNMENT SCHOOL	ICP COMMUNITY FACILITIES	EXISTING NON-GOVERNMENT SCHOOL	EMERGENCY SERVICES FACILITY	WATERWAY AND DRAINAGE RESERVE	LOCAL SPORTS RESERVE (ICP LAND)	LOCAL NETWORK PARK (ICP LAND)	UTILITIES SUB-STATIONS / FACILITIES (ACQUIRED BY RELEVANT AUTHORITY)					
CF-01	8.33	-	0.30	-	-	-	-	-	-	-	-	-	-	-	-	8.03	0.30	0.30	-	-
CF-02	9.34	-	0.26	-	-	-	-	-	-	-	-	-	-	-	-	9.08	0.26	0.26	-	-
CF-03	10.34	-	0.25	-	-	-	-	-	-	-	-	-	-	-	-	10.08	0.25	0.25	-	-
CF-04	1.00	-	0.11	-	-	-	-	-	-	-	-	-	-	-	-	0.89	0.11	0.11	-	-
CF-05	19.01	-	0.80	-	-	-	-	-	-	-	-	-	-	0.61	-	17.60	1.41	0.80	-	0.61
CF-06	8.09	-	0.42	-	-	-	-	-	-	-	-	1.38	-	-	-	6.29	1.80	0.42	-	-
CF-07	4.05	-	0.26	-	-	-	-	-	-	-	-	-	-	-	-	3.78	0.26	0.26	-	-
CF-08	0.40	-	-	0.40	-	-	-	-	-	-	-	-	-	-	-	-	0.40	0.40	-	-
CF-09	1.62	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.62	-	-	-	-
CF-10	2.02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.02	-	-	-	-
CF-11	1.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.00	-	-	-	-
CF-12	13.53	-	-	-	-	-	-	-	-	-	-	1.40	-	-	-	12.13	1.40	-	-	-
CF-13	1.62	-	-	-	-	0.30	-	-	-	-	-	-	-	-	-	1.32	0.30	-	-	-
CF-14	2.98	-	-	-	-	0.59	-	-	-	-	-	-	-	-	-	2.40	0.59	-	-	-
CF-15	3.58	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.58	-	-	-	-
CF-16	0.07	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.07	-	-	-	-
CF-17	7.70	-	-	-	-	-	-	-	-	-	-	1.06	-	-	-	6.63	1.06	-	-	-
CF-18	8.72	-	-	-	-	-	-	-	-	8.72	-	-	-	-	-	-	8.72	-	-	-
CF-19	9.72	-	0.003	-	-	-	-	-	-	0.01	-	4.15	-	-	-	5.55	4.17	0.00	-	-
CF-20	37.73	-	0.11	-	-	-	-	-	-	-	0.60	2.53	-	2.08	-	32.42	5.31	0.11	-	2.08
CF-21	10.27	-	-	-	-	-	-	-	-	-	-	2.04	-	-	-	8.24	2.04	-	-	-
CF-22	0.54	-	-	-	-	-	-	-	-	-	-	0.11	-	-	-	0.42	0.11	-	-	-

CF-23	15.33	-	-	-	0.04	-	-	-	-	-	-	7.80	-	0.03	-	7.45	7.88	0.04	-	0.03
CF-24	15.32	-	-	-	0.36	-	-	-	-	-	-	1.42	-	0.84	-	12.70	2.62	0.36	-	0.84
CF-25	29.61	-	-	-	0.04	-	-	-	-	-	-	11.46	-	-	-	18.11	11.50	0.04	-	-
CF-26	10.55	-	0.17	-	-	-	-	-	-	-	-	0.23	-	-	-	10.16	0.40	0.17	-	-
CF-27	0.50	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.50	-	-	-	-
CF-28	8.29	-	-	-	0.20	-	-	-	-	-	-	0.98	-	-	-	7.10	1.19	0.20	-	-
CF-29	3.44	-	-	-	-	-	-	-	-	-	-	1.24	-	0.004	-	2.20	1.25	-	-	0.004
CF-30	3.41	-	-	-	-	-	-	-	-	-	-	0.79	-	0.60	0.20	1.82	1.59	-	-	0.60
CF-31	1.22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.22	-	-	-	-
CF-32	1.03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.03	-	-	-	-
CF-33	1.08	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.08	-	-	-	-
CF-34	1.07	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.07	-	-	-	-
CF-35	1.75	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.75	-	-	-	-
CF-36	1.76	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.76	-	-	-	-
CF-37	1.89	-	0.18	-	-	-	-	-	-	-	-	-	-	-	-	1.71	0.18	0.18	-	-
CF-38	1.74	-	0.33	-	-	-	-	-	-	-	-	-	-	-	-	1.42	0.33	0.33	-	-
CF-39	0.51	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.51	-	-	-	-
CF-40	0.38	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.38	-	-	-	-
Sub-Total	260.55	-	3.19	0.40	0.65	0.89	-	-	-	8.73	0.60	36.60	-	4.16	0.20	205.12	55.42	4.24	-	4.16

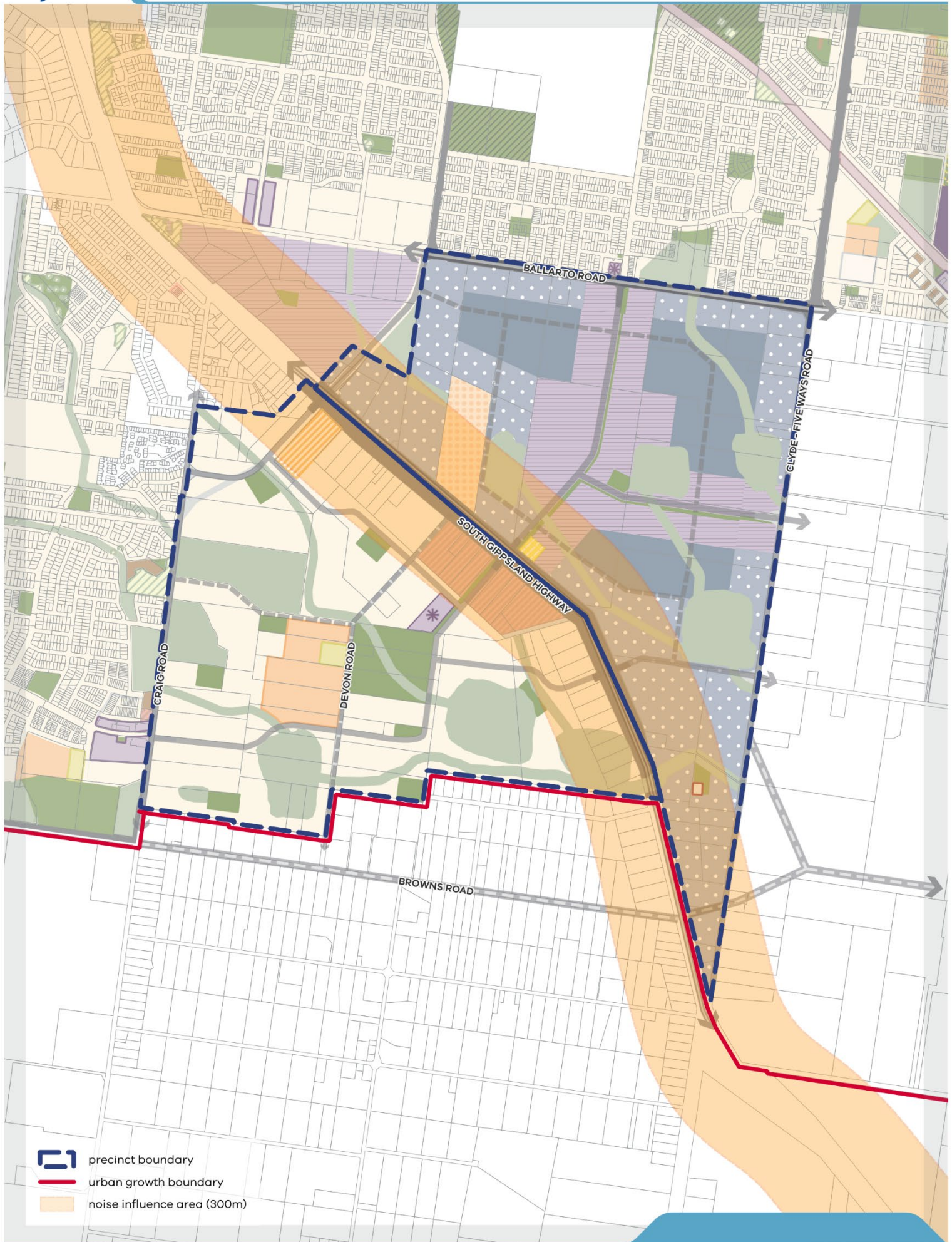
Table 12 Devon Meadows Property-specific land use budget

PARCEL ID	TOTAL AREA (HA)	TRANSPORT					COMMUNITY/EDUCATION					OPEN SPACE				TOTAL NET DEVELOPABLE AREA (HA)	TOTAL CONTRIBUTION LAND (HA)	TRANSPORT (HA)	RESIDENTIAL COMMUNITY AND RECREATION (HA)	COMMERCIAL & INDUSTRIAL COMMUNITY AND RECREATION (HA)
		ARTERIAL ROAD - EXISTING ROAD RESERVE	ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING (ICP LAND)	NON-ARTERIAL ROAD - RETAINED EXISTING ROAD RESERVE	NON-ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING (ICP LAND)	NON-ARTERIAL ROAD - PUBLIC ACQUISITION OVERLAY	PROPOSED GOVERNMENT SCHOOL	POTENTIAL NON-GOVERNMENT SCHOOL	ICP COMMUNITY FACILITIES	LOCAL CONVENIENCE CENTRE	EMERGENCY SERVICES FACILITY	WATERWAY AND DRAINAGE RESERVE	LOCAL SPORTS RESERVE (ICP LAND)	LOCAL NETWORK PARK (ICP LAND)	UTILITIES SUB-STATIONS / FACILITIES (ACQUIRED BY RELEVANT AUTHORITY)					
DM-01	0.58	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.58	-	-	-	-
DM-02	0.48	-	0.02	-	-	-	-	-	-	-	-	-	-	-	-	0.46	0.02	0.02	-	-
DM-03	1.01	-	-	-	-	-	-	-	-	-	-	0.49	-	-	-	0.52	0.49	-	-	-
DM-04	1.02	-	-	-	-	-	-	-	-	-	-	0.15	-	-	-	0.87	0.15	-	-	-
DM-05	1.06	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.06	-	-	-	-
DM-06	1.10	-	-	-	-	-	-	-	-	-	-	0.31	-	-	-	0.80	0.31	-	-	-
DM-07	1.78	-	-	-	-	-	-	-	-	-	-	0.19	-	-	-	1.59	0.19	-	-	-
DM-08	1.67	-	-	-	-	-	-	-	-	-	-	0.23	-	-	-	1.44	0.23	-	-	-
DM-09	2.03	-	0.10	-	-	-	-	-	-	-	-	0.29	-	-	-	1.64	0.39	0.10	-	-
DM-10	6.20	-	-	-	-	-	-	3.50	-	-	-	0.05	-	-	-	2.65	3.55	-	-	-
DM-11	6.72	-	-	-	-	0.38	-	-	-	-	-	0.75	-	1.03	-	4.56	2.16	0.38	1.03	-
DM-12	0.76	-	-	0.56	-	0.17	-	-	-	-	-	0.04	-	-	-	-	0.76	0.72	-	-
DM-13	1.11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.11	-	-	-	-
DM-14	1.06	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.06	-	-	-	-
DM-15	1.07	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.07	-	-	-	-
DM-16	0.99	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.99	-	-	-	-
DM-17	0.10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.10	-	-	-	-
DM-18	0.17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.17	-	-	-	-
DM-19	0.94	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.94	-	-	-	-
DM-20	0.83	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.83	-	-	-	-
DM-21	0.50	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.50	-	-	-	-
DM-22	4.14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.14	-	-	-	-

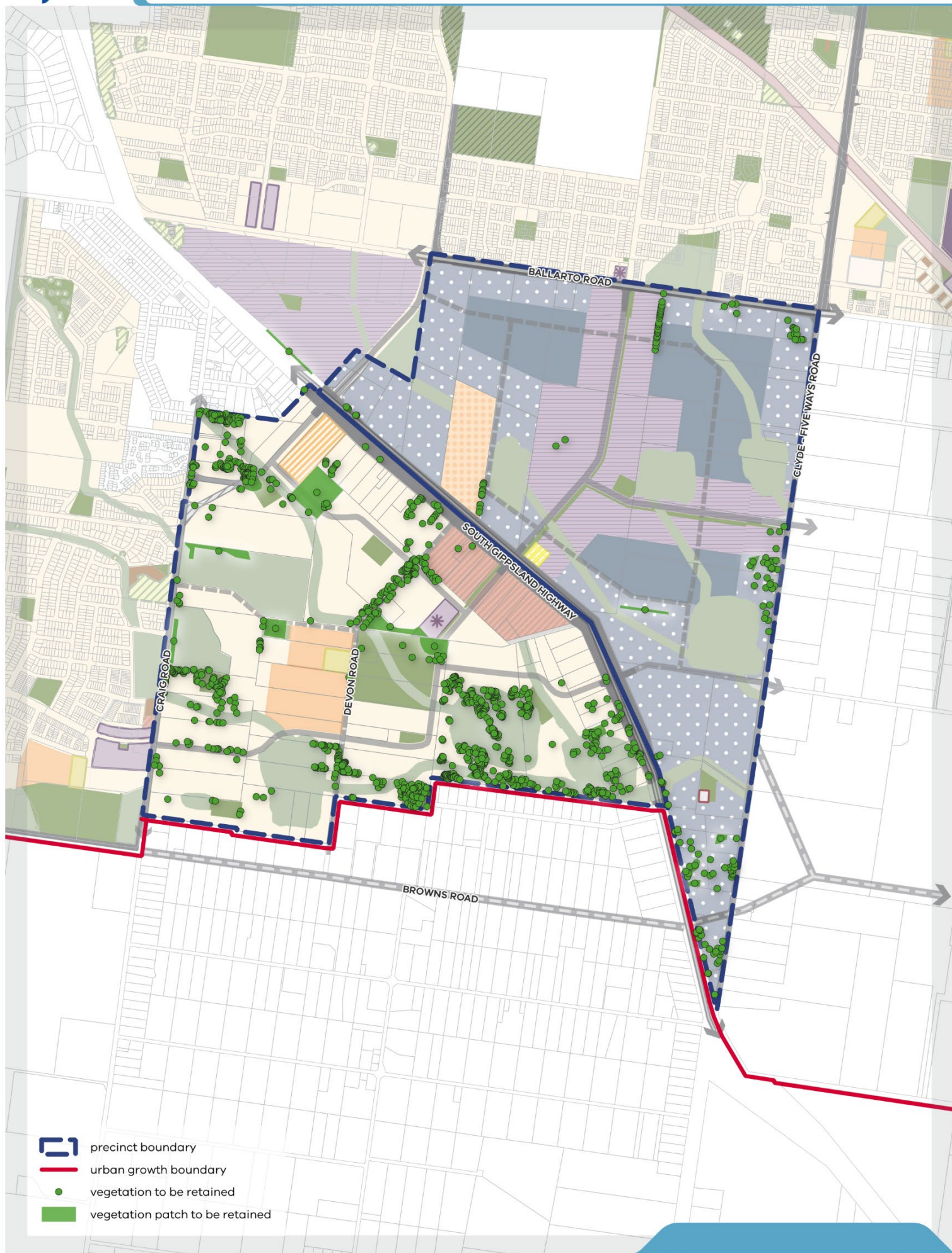
DM-23	9.35	-	-	-	-	0.32	-	-	-	-	-	0.41	-	-	-	8.61	0.73	0.32	-	-
DM-24	11.56	-	-	-	-	-	-	-	-	-	-	11.56	-	-	-	-	11.56	-	-	-
DM-25	2.90	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.90	-	-	-	-
DM-26	8.36	-	-	-	-	-	-	-	-	-	-	2.13	-	-	-	6.23	2.13	-	-	-
DM-27	8.30	-	-	-	-	-	-	-	-	-	-	-	-	1.00	-	7.30	1.00	-	1.00	-
DM-28	0.68	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.68	-	-	-	-
DM-29	9.49	-	-	-	-	-	-	-	-	1.50	-	0.16	-	0.24	-	7.59	1.91	-	1.75	-
DM-30	2.11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.11	-	-	-	-
DM-31	0.40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.40	-	-	-	-
DM-32	1.29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.29	-	-	-	-
DM-33	1.31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.31	-	-	-	-
DM-34	1.33	-	0.11	-	-	-	-	-	-	-	-	-	-	0.32	-	0.89	0.43	0.11	0.32	-
DM-35	1.34	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.34	-	-	-	-
DM-36	1.36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.36	-	-	-	-
DM-37	0.48	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.48	-	-	-	-
DM-38	2.77	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.77	-	-	-	-
DM-39	0.002	-	-	0.00	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00	-	-
DM-40	5.30	-	-	-	-	-	-	-	-	-	-	5.30	-	-	-	0.01	5.30	-	-	-
DM-41	4.57	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.57	-	-	-	-
DM-42	3.30	-	-	-	-	-	1.77	-	-	-	-	0.00	-	0.77	-	0.76	2.54	-	0.77	-
DM-43	3.96	-	-	-	-	-	1.73	-	1.00	-	-	-	-	-	-	1.23	2.73	-	1.00	-
DM-44	3.96	-	-	-	-	-	3.41	-	-	-	-	-	-	-	-	0.55	3.41	-	-	-
DM-45	3.47	-	-	-	-	-	-	-	-	-	-	0.53	2.53	0.00	-	0.41	3.06	-	2.54	-
DM-46	0.40	-	-	-	-	-	-	-	-	-	-	0.00	0.40	-	-	-	0.40	-	0.40	-
DM-47	3.54	-	-	-	-	-	-	-	-	-	-	0.60	2.48	-	-	0.46	3.08	-	2.48	-
DM-48	3.95	-	-	-	-	-	-	-	-	-	-	0.93	2.75	-	-	0.27	3.68	-	2.75	-
DM-49	20.24	-	-	-	-	-	-	-	-	-	-	11.30	-	-	-	8.93	11.30	-	-	-
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DM-51	0.40	-	-	-	-	-	-	-	-	-	-	0.13	-	-	-	0.27	0.13	-	-	-
DM-52	1.06	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.06	-	-	-	-
DM-53	0.83	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.83	-	-	-	-
DM-54	0.91	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.91	-	-	-	-
DM-55	0.91	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.91	-	-	-	-
DM-56	15.08	-	-	-	-	-	-	-	-	-	-	9.01	-	0.50	-	5.57	9.51	-	0.50	-
DM-57	0.91	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.91	-	-	-	-
DM-58	0.91	-	0.07	-	-	-	-	-	-	-	-	-	-	-	-	0.84	0.07	0.07	-	-
DM-59	0.91	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.91	-	-	-	-
DM-60	0.91	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.91	-	-	-	-

DM-61	0.91	-	-	-	-	-	-	-	-	-	-	0.11	-	-	-	0.80	0.11	-	-	-
DM-62	0.91	-	-	-	-	-	-	-	-	-	-	0.66	-	-	-	0.25	0.66	-	-	-
DM-63	0.91	-	-	-	-	-	-	-	-	-	-	0.90	-	-	-	0.01	0.90	-	-	-
DM-64	0.91	-	-	-	-	-	-	-	-	-	-	0.89	-	-	-	0.02	0.89	-	-	-
DM-65	1.01	-	-	-	-	-	-	-	-	-	-	0.79	-	-	-	0.22	0.79	-	-	-
DM-66	2.73	-	-	-	-	-	-	-	-	-	-	0.11	-	0.95	-	1.67	1.06	-	0.95	-
DM-67	5.17	-	-	-	-	-	3.41	-	-	-	-	-	-	0.00	-	1.77	3.41	-	0.00	-
DM-68	3.95	-	-	-	-	-	-	-	-	-	-	0.00	-	-	-	3.95	0.00	-	-	-
DM-69	4.05	-	-	-	-	-	-	-	-	-	-	1.55	-	-	-	2.50	1.55	-	-	-
DM-70	3.96	-	-	-	-	-	1.58	-	-	-	-	0.99	-	-	-	1.38	2.58	-	-	-
DM-71	0.92	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.92	-	-	-	-
DM-72	3.03	-	-	-	-	-	-	-	-	-	-	0.01	-	0.50	-	2.52	0.51	-	0.50	-
DM-73	4.05	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.05	-	-	-	-
DM-74	3.96	-	-	-	-	-	-	-	-	-	-	2.56	-	-	-	1.39	2.56	-	-	-
DM-75	3.95	-	-	-	-	-	-	-	-	-	-	0.73	-	-	-	3.23	0.73	-	-	-
DM-76	4.05	-	-	-	0.13	-	-	-	-	-	-	-	-	-	-	3.92	0.13	0.13	-	-
DM-77	3.96	-	-	-	-	-	-	-	-	-	-	2.91	-	-	-	1.05	2.91	-	-	-
DM-78	3.95	-	-	-	-	-	-	-	-	-	-	1.17	-	1.00	-	1.78	2.17	-	1.00	-
DM-79	4.05	-	-	-	-	-	-	-	-	-	-	0.21	-	-	-	3.84	0.21	-	-	-
DM-80	8.51	-	-	-	-	-	-	-	-	-	-	2.06	-	1.00	-	5.46	3.06	-	1.00	-
DM-81	1.32	-	-	-	-	-	-	-	-	-	-	0.96	-	-	-	0.36	0.96	-	-	-
DM-82	1.92	-	-	-	-	-	-	-	-	-	-	0.71	-	-	-	1.21	0.71	-	-	-
Sub-Total	242.54	-	0.30	0.56	0.13	0.87	11.90	3.50	1.00	1.50	-	62.21	8.17	7.32	-	145.07	97.47	1.86	17.99	-

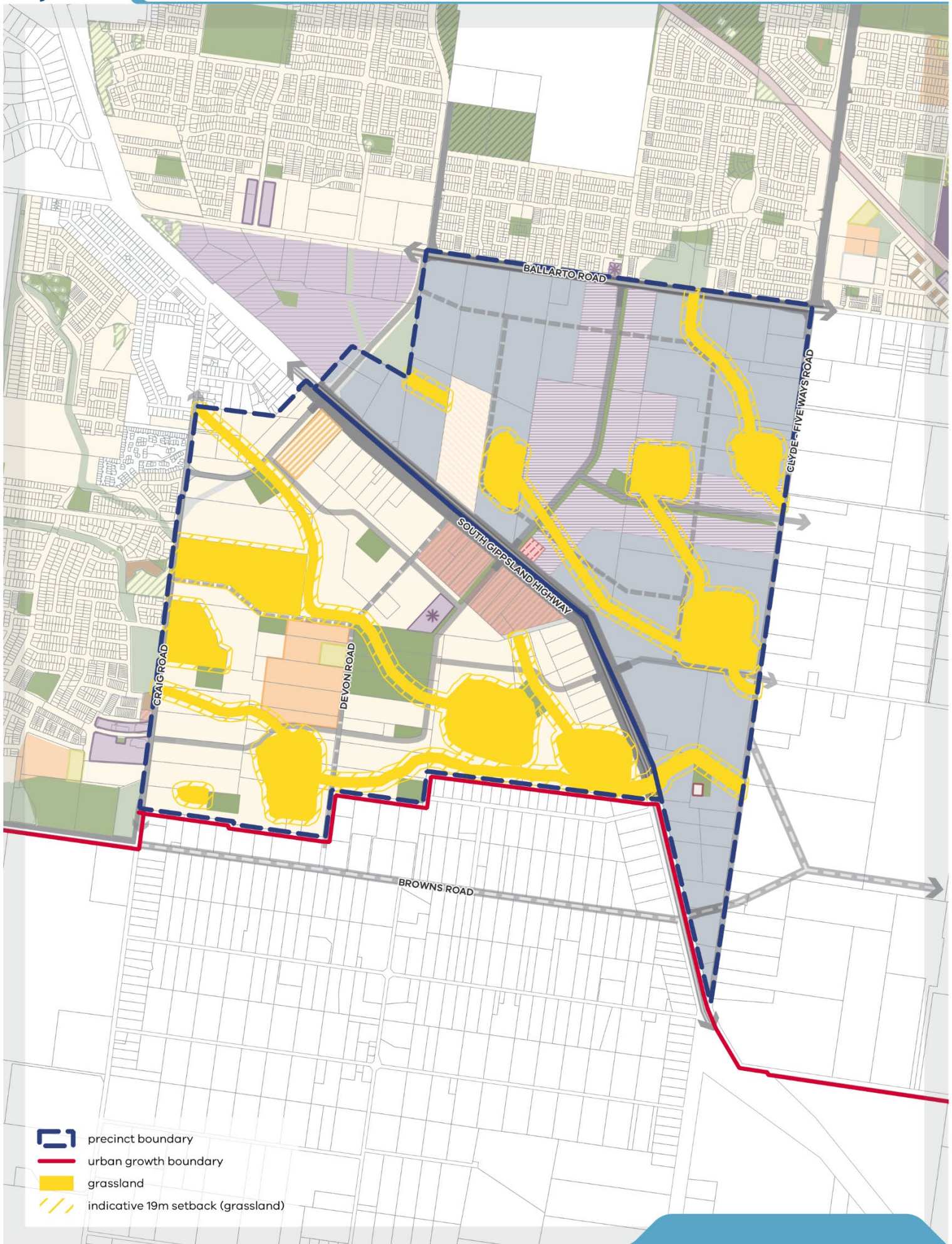
Appendix 3 Noise influence areas



Appendix 4 Native vegetation retention and removal

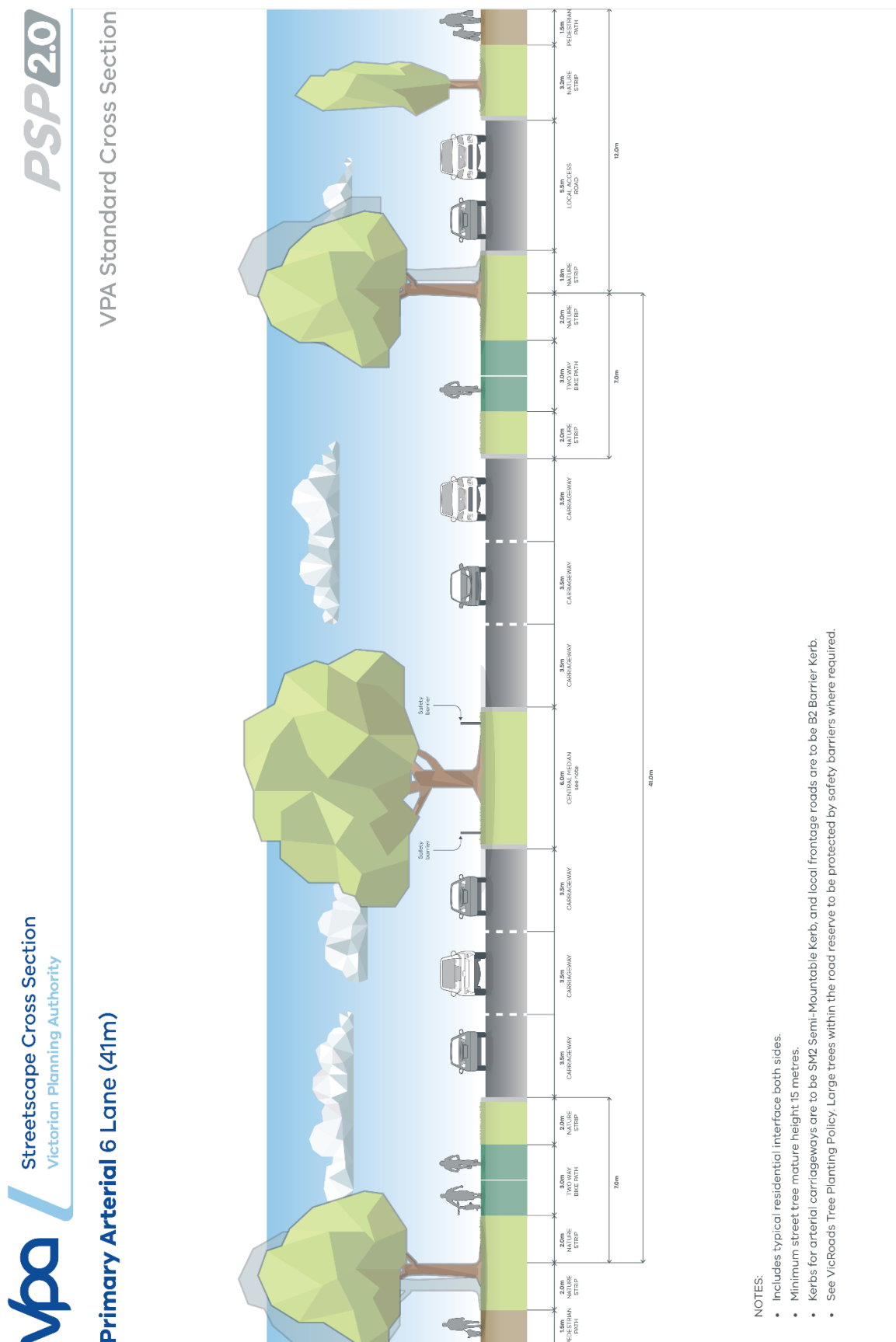


Appendix 5 Bushfire



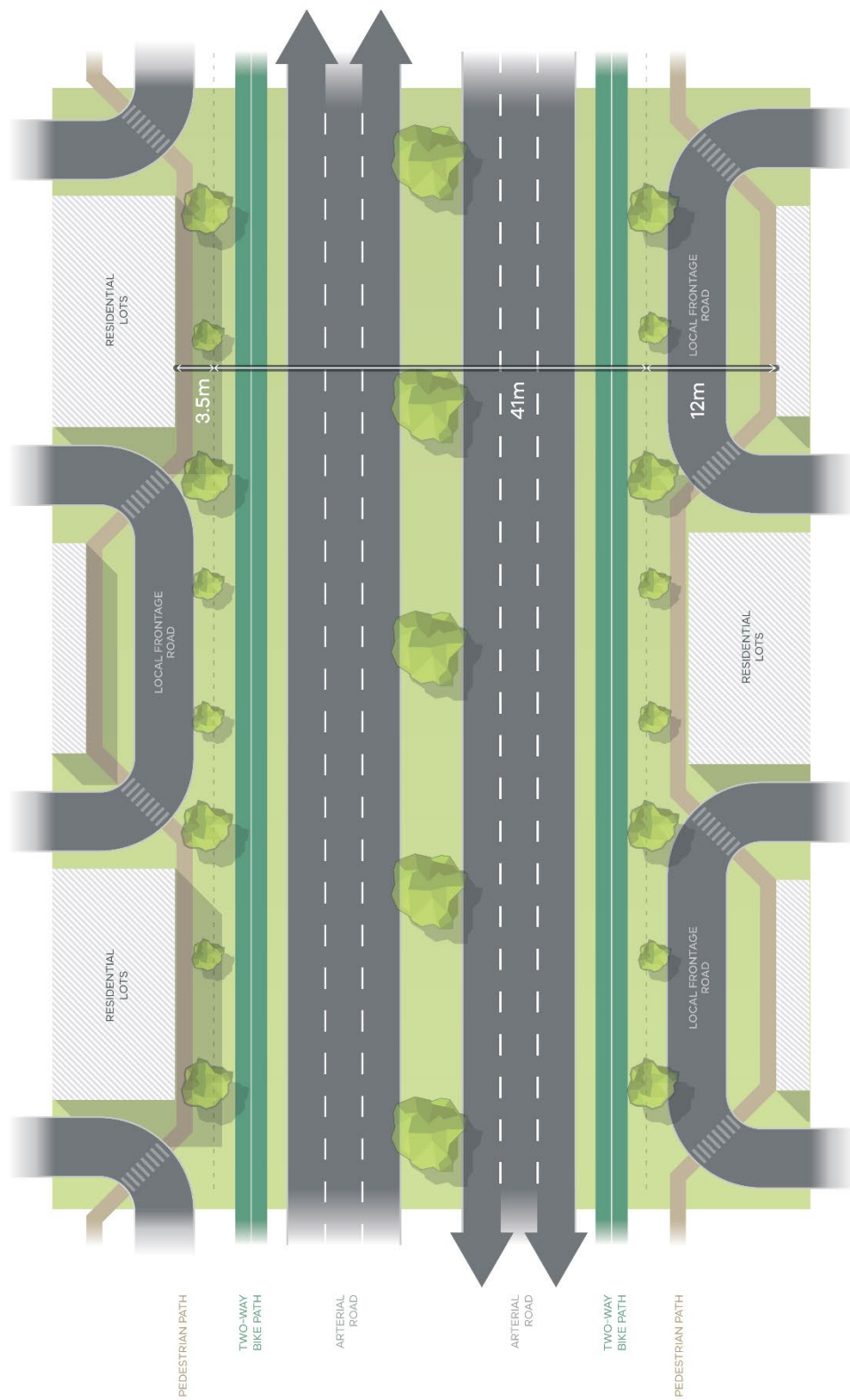
- precinct boundary
- urban growth boundary
- grassland
- indicative 19m setback (grassland)

Appendix 6 Standard road cross sections & functional layout plans

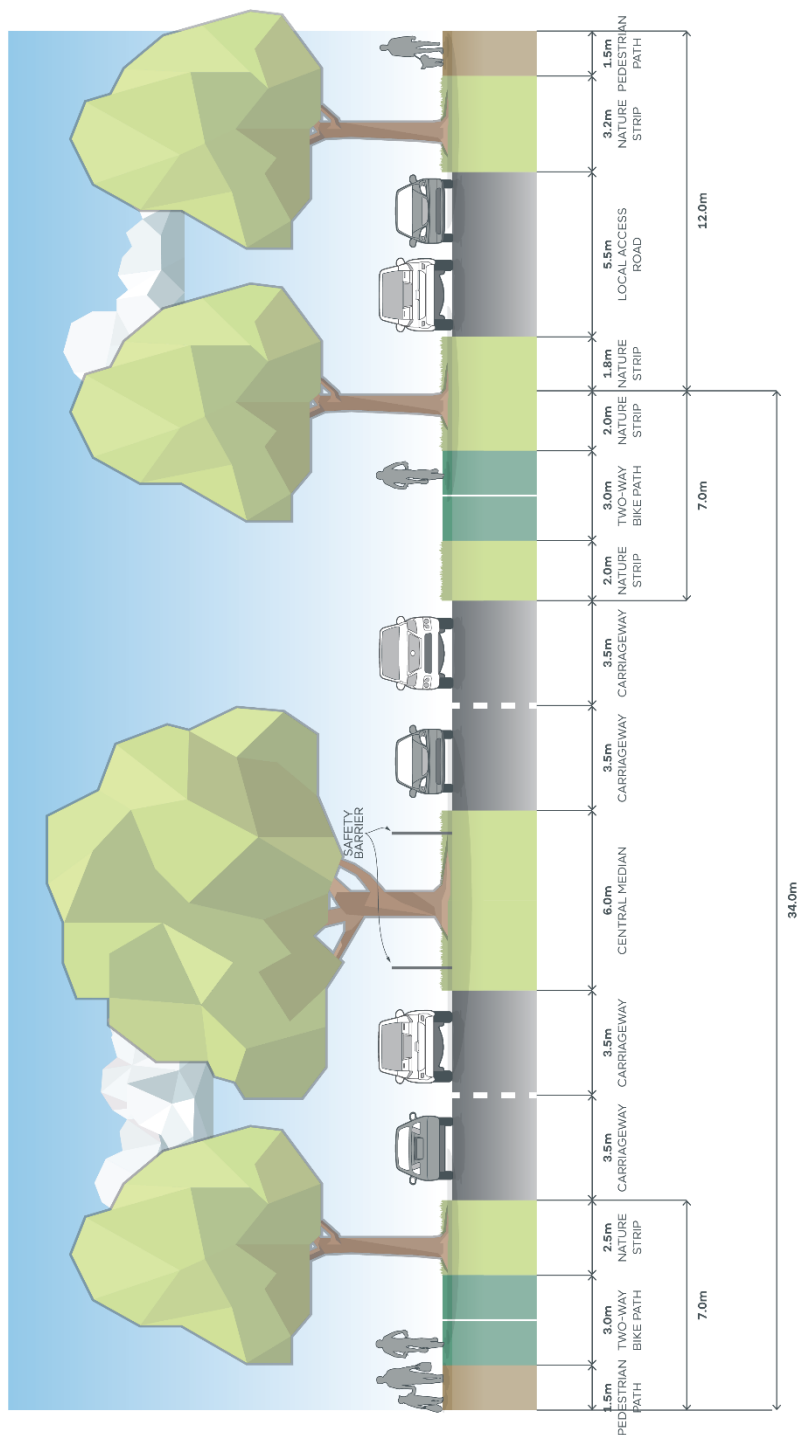


Primary Arterial 6 Lane (41m)

VPA Standard Cross Section



Secondary Arterial – 4 lane (34.0m)

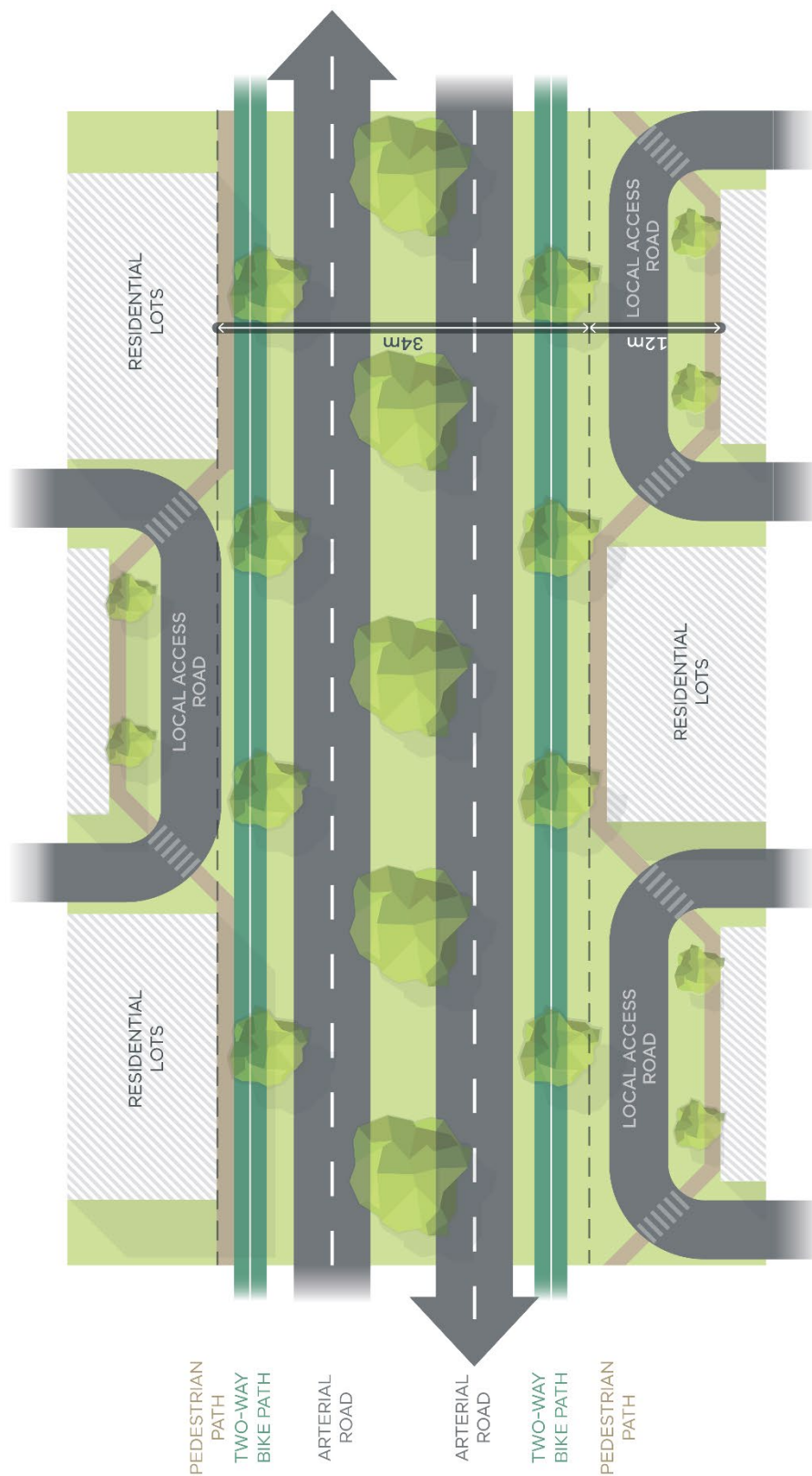


NOTES:

- Includes typical residential interface both sides.
- Minimum street tree mature height 15 metres.
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be B2 Barrier Kerb.
- See VicRoads Tree Planting Policy. Large trees within the road reserve to be protected by safety barriers where required.

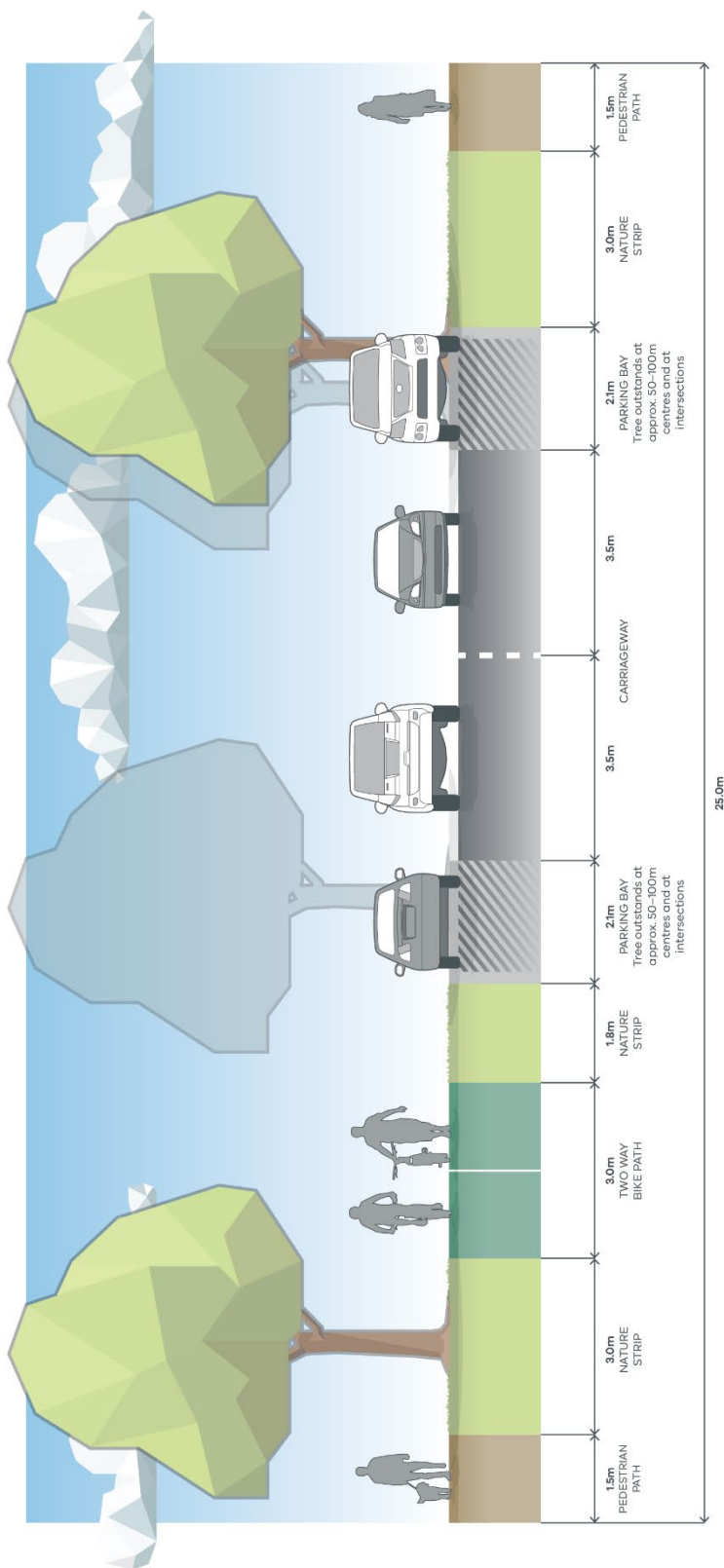
Secondary Arterial – 4 Lane (34m) – PLAN VIEW

VPA Standard Cross Section



Connector Street (25m)

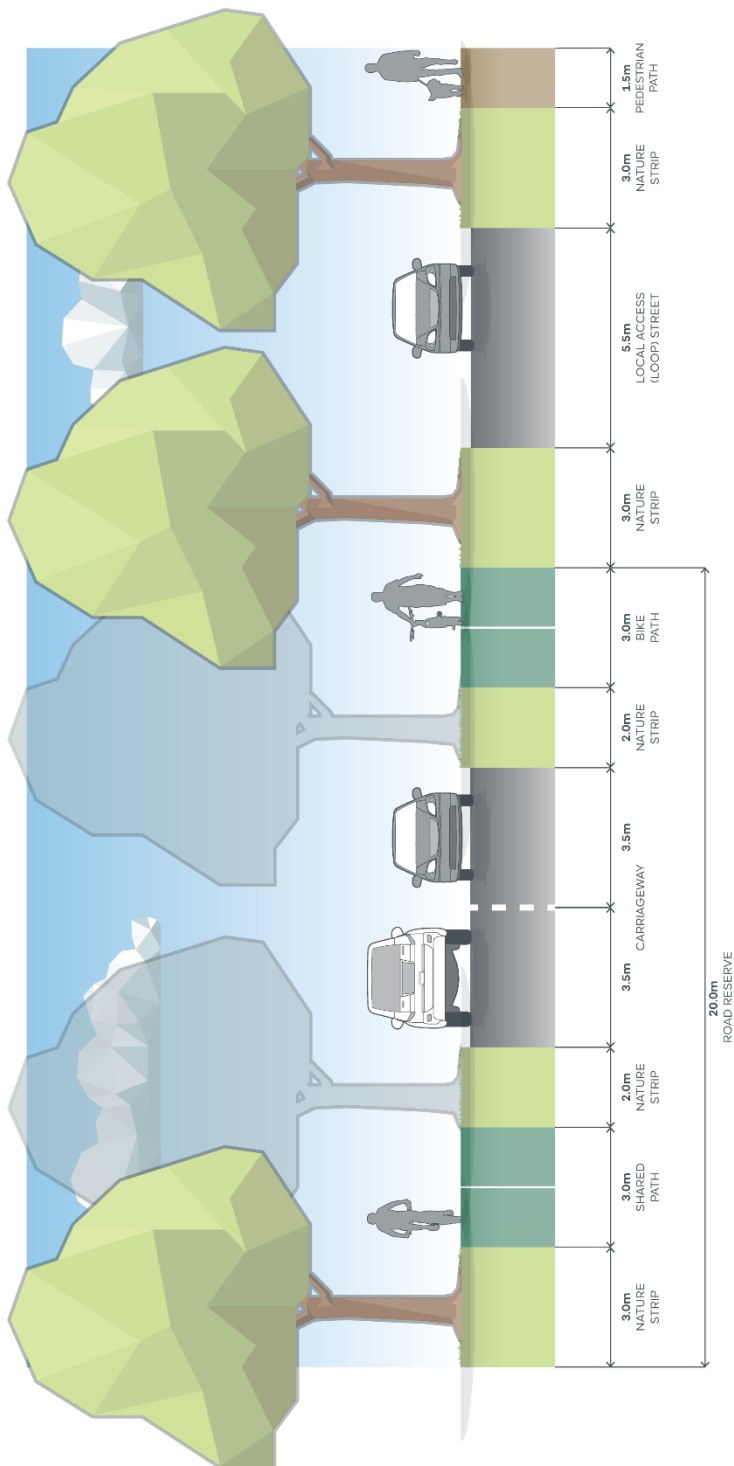
VPA Standard Cross Section



NOTES:

- Minimum street tree mature height 15 metres.
- All kerbs are to be B2 Barrier Kerb.
- Where roads abut school drop-off zones and throughfares, grassed nature strip should be replaced with pavement. Canopy tree planting must be incorporated into any additional pavement.
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority.
- Variation to indicative cross-section may include water sensitive urban design (WSUD) outcome. These could include but are not limited to bio-retention tree planter systems and/or median bio-retention swales. Such variations must be to the satisfaction of the responsible authority.

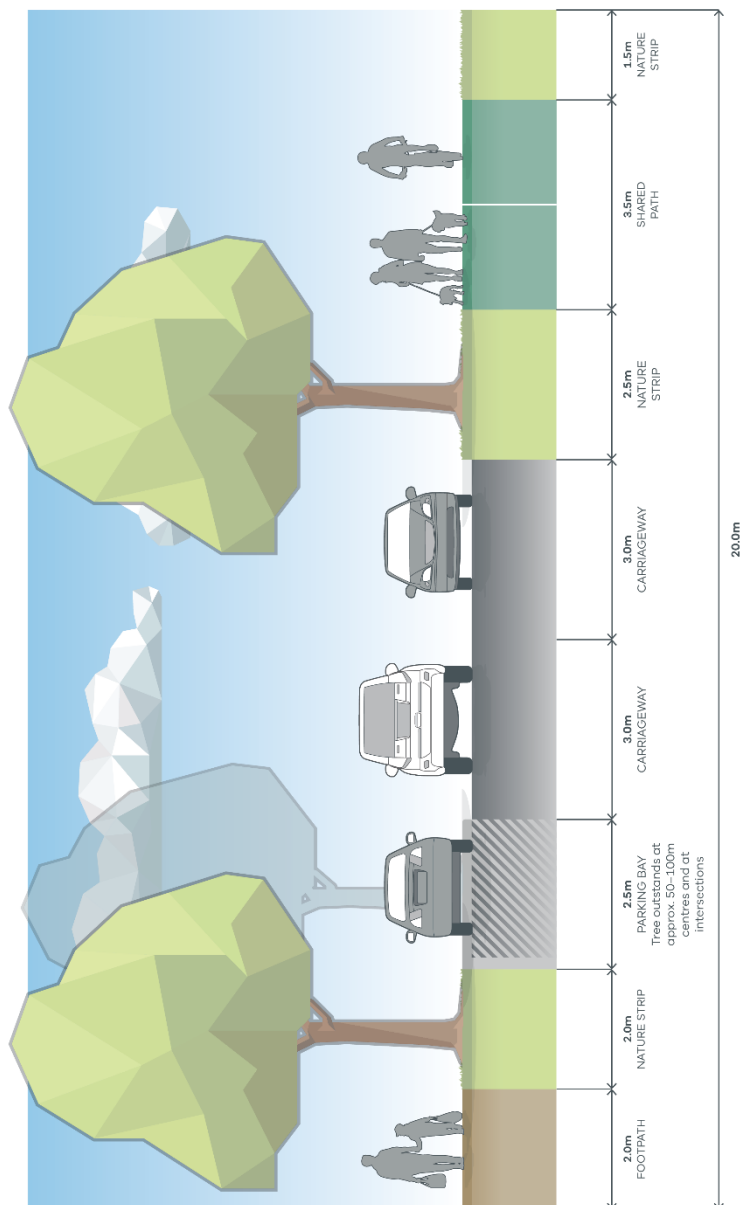
Limited Access Connector Street (20.0m)



NOTES:

- Minimum street tree mature height 15 metres.
- No direct property access to be permitted, access via loop roads only.
- Verges widths may be reduced where roads abut open space with the consent of the responsible authority.
- Variation to indicative cross-section may include water sensitive urban design (WSUD) outcome. These could include but are not limited to bioretention tree planter systems and/or median bioretention swales. Such variations must be to the satisfaction of the responsible authority.

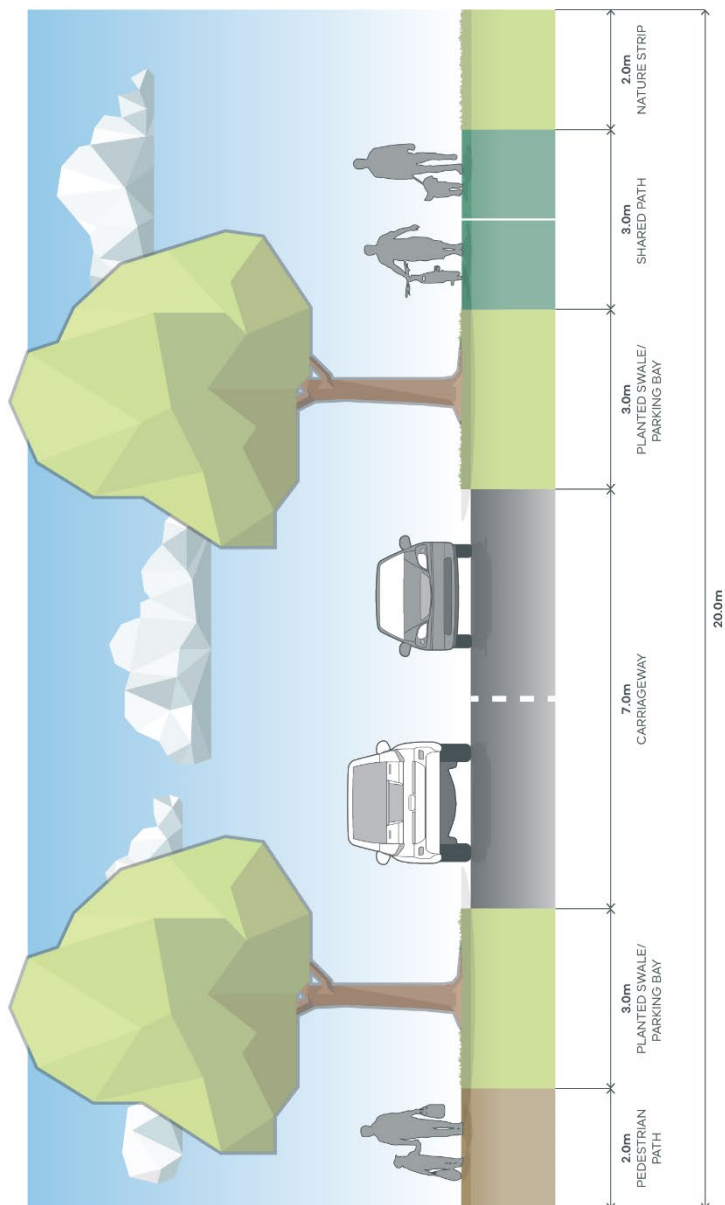
Local Access Street – Devon Shareway (20.0m)



KEY FEATURES:

- Slow speed street connecting community facilities and residential neighbourhoods to key connector street routes
- Shared cycle path on one side ensures cyclists have a safe connection to the primary movement routes
- Wide footpath on the opposite side provides a comfortable and protected pedestrian environment
- Narrow carriageways, potential for no road markings and kerb-less edges to encourage slow speeds
- Indented parking to allow for bus parking and drop off in school zones
- Safe pedestrian crossing to be provided between the school and the active open space
- Potential for clusters of increased visitor parking near high-demand locations (e.g. schools and active recreation).

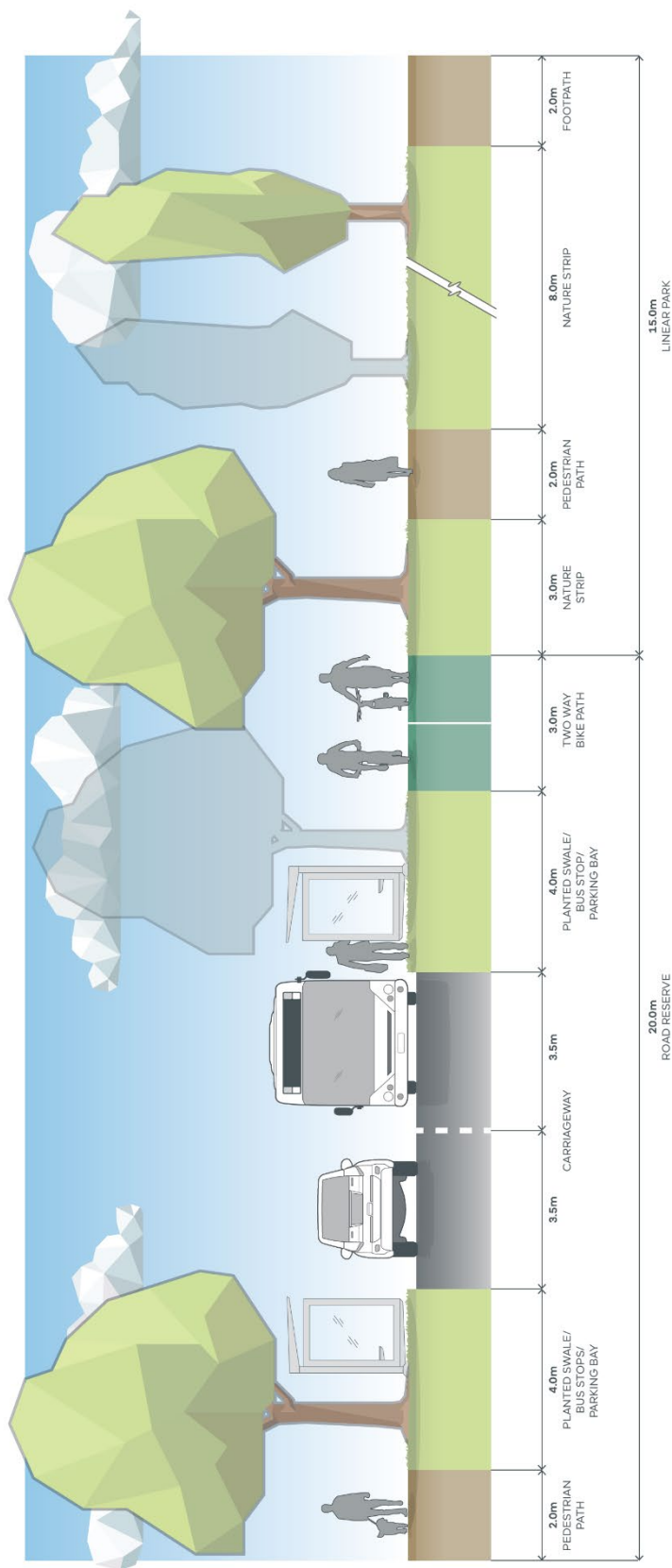
Local Access Street – Employment Service Loop (20m)



KEY FEATURES:

- Primary movement corridor for heavy vehicle movements
- Servicing of employment lots
- Movement-focused street with generous vehicle carriageway
- Generous planted nature strips on each side of carriageway to provide passive stormwater treatment, parking, lighting and seating.
- Separated, generously sized footpath and shared path

Connector Street – Employment Avenue (20m)



KEY FEATURES:

- Primary movement corridor for public transport, pedestrians and cyclists through site
- Generous planted nature strips on each side of carriageway to provide passive stormwater treatment, bus stops, lighting and seating
- People-focused with separated, generously sized cycle and walking paths
- Adjoining 15m linear path for additional planting, pedestrian movement and seating.

Appendix 7 Glossary of terms

TERM	DEFINITION
Activity centre	Provides the focus for services, employment and social interaction. They are where people shop, work, meet, relax and live. Usually well-served by public transport, they range in size and intensity of use.
Affordable housing	Has the same meaning as Section 3AA of the <i>Planning and Environment Act 1987</i> .
Biodiversity Conservation Strategy (BCS)	The <i>Biodiversity Conservation Strategy for Melbourne Growth Corridors</i> (State Government of Victoria, 2013).
Canopy tree cover	The total area of a tree's foliage (which comprises of the layer of leaves, branches, and stems) that covers the ground when viewed from above.
Canopy tree	A tree which has an average potential canopy of foliage of 6.4m in diameter or greater at maturity in the summer months.
Co-location	Adjoining land uses to enable complementary programs, activities, and services as well as shared use of resources and facilities, for example, siting schools and sporting fields together.
Community facility	<p>Infrastructure provided by government or non-government organisations for accommodating a range of community support services, programs, and activities. This includes:</p> <ul style="list-style-type: none"> Facilities for education and learning (e.g. government and non-government schools, universities, adult learning centres) Early years (e.g. preschool, maternal and child health, childcare) canopy Health and community services (e.g. hospitals, aged care, doctors, dentists, family and youth services, specialist health services) Community (e.g. civic centres, libraries, neighbourhood houses) Arts and culture (e.g. galleries, museums, performance space) Sport, recreation and leisure (e.g. swimming pools) Justice (e.g. law courts) Voluntary and faith (e.g. places of worship), and Emergency services (e.g. police, fire and ambulance stations).
Encumbered land	Land that is constrained for development purposes, including easements for power/transmission lines, sewer, gas, waterways/drainage; retarding basins/ wetlands; landfill; conservation, protected vegetation and heritage areas. This land may be used for a range of activities (e.g. walking trails, sports fields) and is not credited. However, regard is taken to the availability of encumbered land when determining the open space requirement.

Fire threat edge	The interface between urban development and an area which presents a permanent potential for fire to impact on a community.
Frontage	The road alignment at the front of a lot. If a lot abuts two or more roads, the one to which the building, or proposed building faces
Gross developable area	Total precinct area excluding encumbered land, arterial roads and other roads with four or more lanes.
Housing density (gross)	The number of houses divided by gross developable area.
Housing density (net)	The number of houses divided by net developable area.
Linear open space network	Corridors of open space, mainly along waterways that link together forming a network
Land use budget table	A table setting out the total precinct area, gross developable area, net developable area and constituent land uses proposed within the precinct
Local centre	An activity centre smaller than a neighbourhood activity centre which may include a small limited-line supermarket or convenience store of between 599 square metres and 1,500 square metres, plus non-retail uses.
Main street	A function of an activity centre, where vitality and activity are created by orienting uses towards the street and ensuring that the primary address of all retail stores is the street. This would normally be a connector street rather than an arterial road.
Neighbourhood activity centre	Activity centres that are an important community focal point and have a mix of uses to meet local needs. Accessible to a viable user population by walking, cycling and by local bus services and public transport links to one or more principal or major activity centres. This should be of sufficient size to accommodate a supermarket.
Net developable area (NDA)	Land within a precinct available for development. This excludes encumbered land, arterial roads, railway corridors, government schools and community facilities and public open space. It includes lots, local streets, and connector streets. Net developable area may be expressed in terms of hectare units (i.e. NDHa).
Passive open space	Open space that is set aside for parks, gardens, linear corridors, conservation bushlands, nature reserves, public squares and community gardens that are made available for passive recreation, play and unstructured physical activity including walking, cycling, hiking, revitalisation, contemplation and enjoying nature.
Principal public transport network	Incorporated document <i>Principle Public Transport Network 2017</i> (Victorian Government, 2017), and <i>Principle Public Transport Network Area Maps</i> (Victorian Government, August 2018).
Public open space	Land that is set aside in the precinct structure plan for public recreation that incorporates active and passive open space.

Rear Loaded	When vehicle access is provided to a site via a laneway located to the rear of the parcel and not from the primary street frontage.
Sensitive response	A design or engineered response that does not significantly contrast with the existing landform.
Small Lot Housing Code	Standards that establish a building envelope for a single Class 1a building and associated Class 10 buildings on an allotment.
Social housing	<p>Social housing as defined by the Housing Act 1983 (Vic) means the following housing (other than under the Victorian Affordable Housing Programs) —</p> <p>(a) public housing</p> <p>(b) housing owned, controlled or managed by a participating registered agency</p> <p>A type of rental housing that is provided and/or managed by the government or by a not-for-profit organisation. Social housing is an overarching term that covers both public housing and community housing.</p>
Unencumbered	Land that is not constrained by uses required to enable development (including easements for power/transmission lines, sewer, gas, waterways/drainage; retarding basins/wetlands; landfill; conservation protection vegetation and heritage areas).
Water sensitive urban design	<p>A sustainable water management approach that aims to provide water quality, flood management and green landscapes. Key principles include:</p> <ul style="list-style-type: none"> • minimising water-resistant areas • recharging natural groundwater aquifers (where appropriate) by increasing the amount of rain absorbed into the ground • encouraging onsite reuse of rain and incorporation of rain gardens • encouraging onsite treatment to improve water quality, and • removing pollution and using temporary rainfall storage (retarding basins/wetlands) to reduce the load on drains.