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HAMPTON
PARK HILL
DEVELOPMENT PLAN
JULY 2023
City of
Casey

Version	No.	Responsible Department	Approved	Date
Hampton Park Hill Development Plan	1	Strategic Planning and Reform	Jason Pullman	26/06/23

The City of Casey proudly acknowledge the traditional owners, Casey's Aboriginal communities and their rich culture and pays respect to their Elders past, present and future. We acknowledge Aboriginal people as Australia's first peoples and as the traditional owners and custodians of the land on which we work and live.

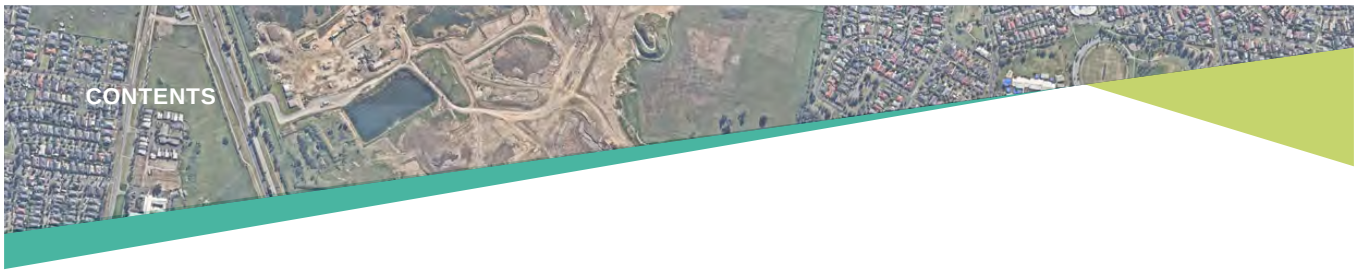
Related policies: Nil

Council policy documents change from time to time and it is recommended that you consult the electronic reference copy at www.casey.vic.gov.au/policiesstrategies to ensure that you have the current version. Alternatively you may contact Customer Service on (03) 9705 5200.

PREPARED BY:

City of Casey

Image:
Bunjil Place, 2019.



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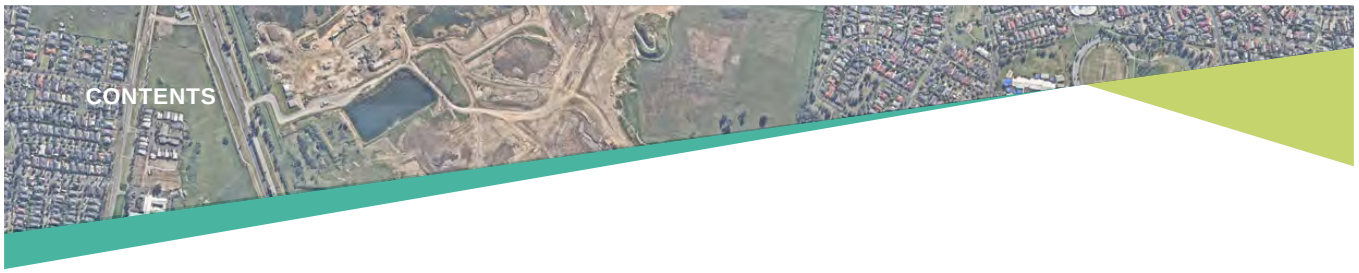

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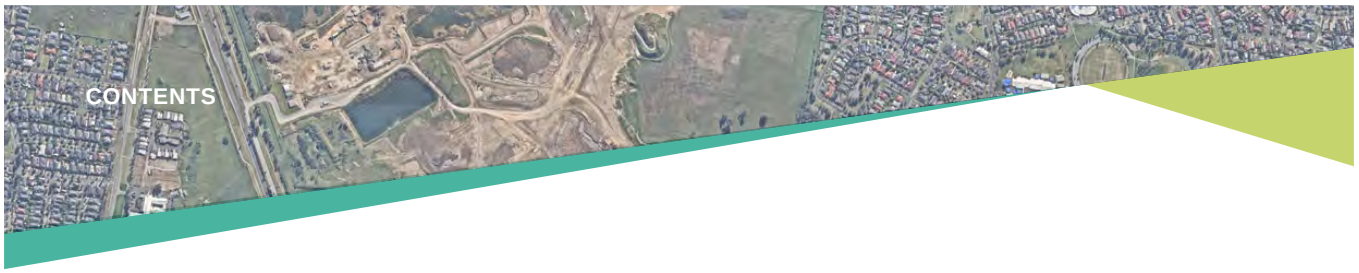

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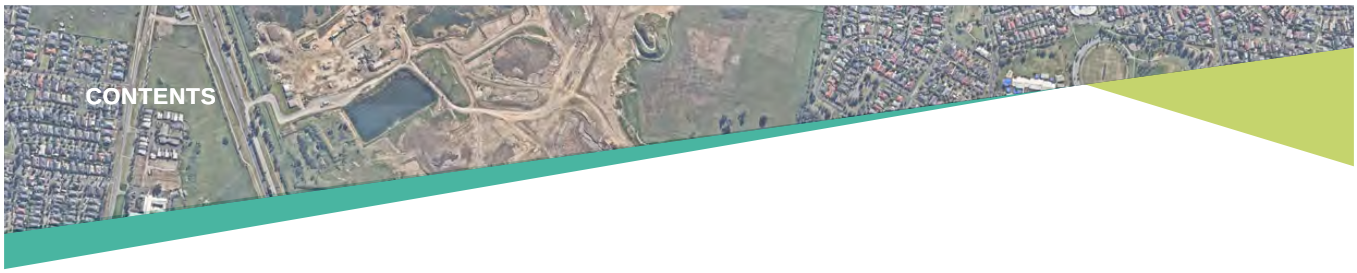

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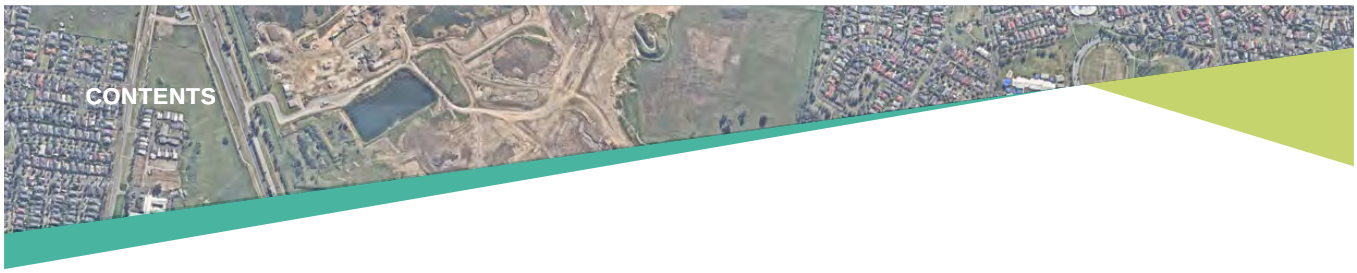

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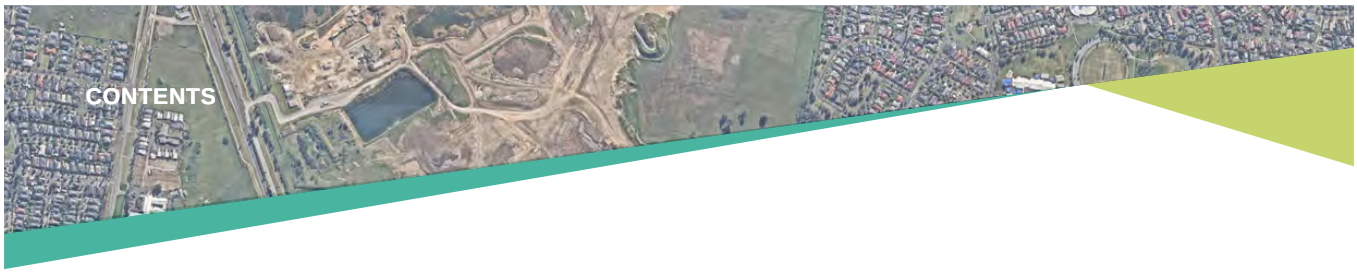
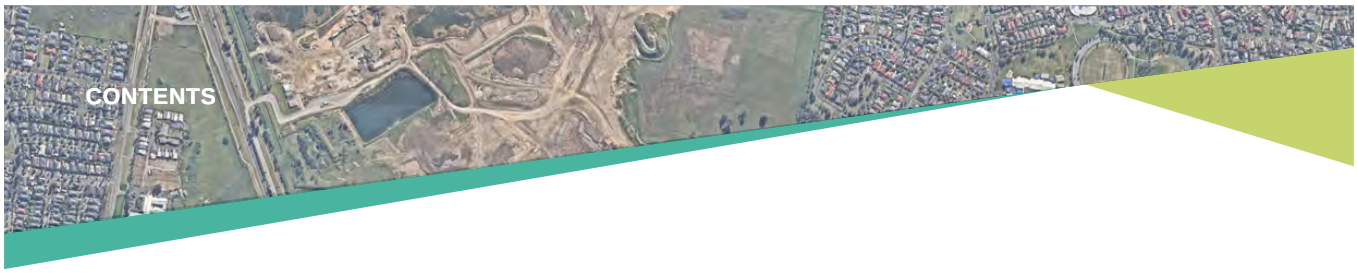


Definitions

Agriculture	Land used to: » propagate, cultivate, or harvest plants, including cereals, flowers, fruit, seeds, trees, turf, and vegetables. » Keep, breed, board, or train animals, including livestock, and birds; or » propagate, cultivate, rear, or harvest living resources of the sea or inland waters.
Buffer	A buffer is an area of land outside the operating area of a facility that is set aside to maintain an adequate distance between the facility and sensitive land uses (such as residential), so those uses are not adversely affected by noise, odour, or dust. The land may or may not be owned by the facility owner.
Carriageway	The area of a street reserve which is provided for the movement or parking of vehicles. It is determined by the invert of a kerb and channel and the point adjacent to the pavement edge for kerb (only) and edge strips.
Circular Economy	In a circular economy, resource use is minimised, and waste and pollution are avoided with good design and efficient practices. This reduces environmental impacts while maintaining or increasing the value people obtain from goods and services.
Construction and Demolition (C & D) waste	Solid inert waste generated from residential and commercial construction and demolition activities. e.g. bricks and concrete.
Council	Casey City Council, being a body corporate constituted as a municipal Council under the *Local Government Act 2020*.
Development Plan (DP)	Provides an overall concept plan of how an area could be developed and can set development requirements in addition to normal planning requirements. Any future planning application for subdivision, use and/or development must be generally in accordance with the approved Development Plan.
Easement	An easement is a legal right to occupy or use another person's land for specific purposes. The use of the land is limited, and the owner of the land retains legal title of the land. A utility easement is the most common type, and it involves giving easement rights to a utility company or the local municipality.
Energy Generation facility	Land used to generate energy for use off site other than geothermal energy extraction. It includes any building or other structure or thing used in or in connection with the generation of energy.



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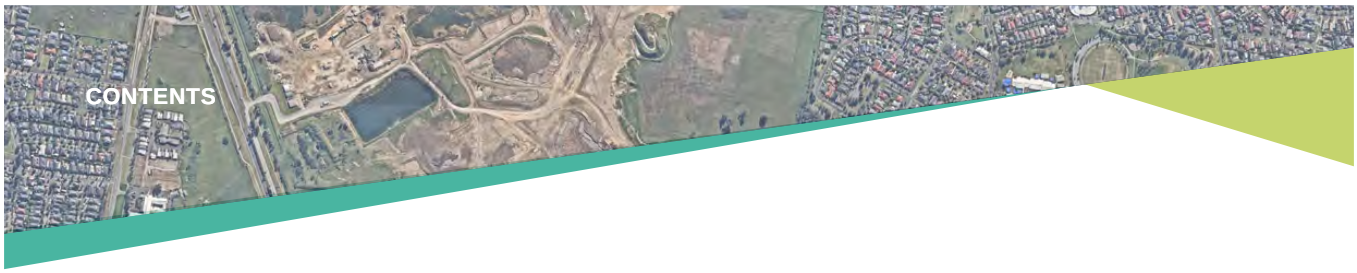
EPA	Environment Protection Authority Victoria. Established under the *Environment Protection Act 1970*, EPA's role is to be an effective environmental regulator and an influential authority on environmental impacts. The *Environment Protection Act 1970* was superseded in July 2020 by the *Environment Protection Act 2017*.
Hub Plan	Hallam Road Waste and Resource Recovery Hub Plan prepared by Metropolitan Waste and Resource Recovery Group in 2021 (MWRRG). The Plan aims to identify what waste and resource recovery activities could occur in hub areas across the State and what capacity Melbourne has for managing waste and resource recovery.
Integrated Transport	It refers to a multi-modal transport system where different modes of transport are efficiently linked with each other.
Landfill	A disposal site where solid inert waste and putrescible waste, is buried between layers of dirt and other materials.
Landfill gas (LFG)	A methane rich gas produced by the anaerobic decomposition of animal and plant matter in a landfill.
Landfill Gas Migration	The process which occurs when the landfill gas generated within a landfill moves from the site of original waste deposition out of the landfilled waste, into the surrounding environment.
Industry	Land used for any of the following operations: » any process of manufacture. » dismantling and breaking up of any article. » treating waste materials. » winning clay, gravel, rock, sand, soil, stone, or other materials. » laundering, repairing, servicing, or washing any article, machinery, or vehicle, other than on-site work on a building, works, or land; or » any process of testing or analysis. If on the same land as any of these operations, it also includes: » storing goods used in the operation or resulting from it. » providing amenities for people engaged in the operations. » selling by wholesale, goods resulting in the operation; and » accounting or administration in connection with the operation. If Materials recycling, goods resulting from the operation may be sold by retail.



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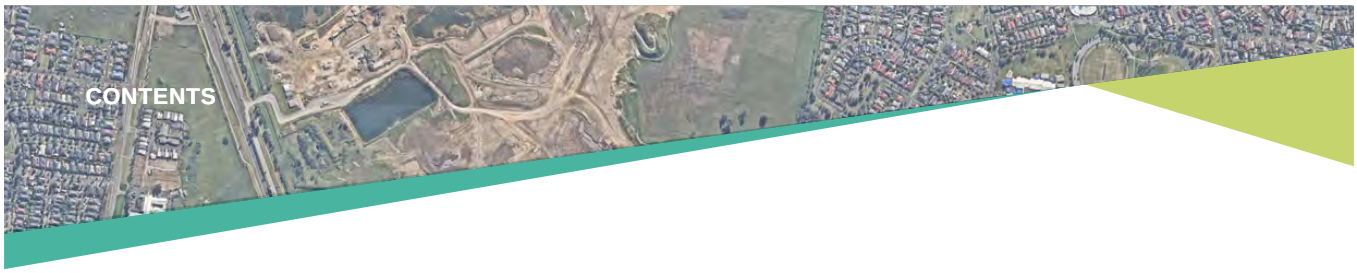
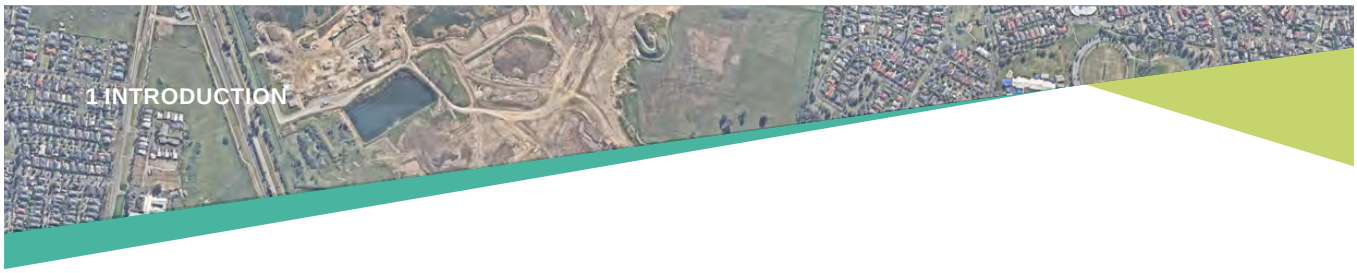
Local Access Road	A road or street whose primary function is to provide access to abutting properties.
Main Access Road	A road or street whose primary function is to connect local access streets and accommodate higher volumes of traffic from connecting arterial roads.
Passive Open space	Parks, gardens, linear corridors, and reserves that are made available for passive recreation, play and relatively low levels of physical activity including walking, cycling, hiking, revitalisation, contemplation and enjoying nature.
Planning Scheme Amendment	The process for making a change to a planning scheme through a formal preparation, exhibition and approvals process which is overseen by the Minister for Planning.
Potentially Contaminated Land	Land: » used or known to have been used for industry or mining; » used or known to have been used for the storage of chemicals, gas, waste or liquid fuel (other than minor above-ground storage that is ancillary to another use of the land); or » where a known past or present activity or event (occurring on or off the land) may have cause contamination of the land.
Hampton Park Hill Development Plan	The Development Plan is generally bounded by residential development to the north (south of Ormond Road), the transmission line easement to the east, Glasscocks Road to the south, and Hallam Road/South Gippsland Highway to the west.
Public Open Space	Land in public ownership and/or under public management that provides recreation and leisure benefits.
Refuse disposal	Land used to dispose of refuse, by landfill, incineration, or other means.
Road	Includes highway, street, lane, footway, square, court, alley or right of way, whether a thoroughfare or not and whether accessible to the public generally or not.



Sensitive Land Use	Sensitive uses are land uses considered to be sensitive to emissions from industry and other uses due to their impact on amenity, human health and safety. Sensitive uses will differ depending on the type of industry or other use. Examples of sensitive uses include, but are not limited to: » Dwelling » Residential aged care facility » Childcare centre » Hospital » Place of assembly » School
Separation Distance	Refers to the space between industrial land uses and sensitive land uses, which aims to minimise the off-site impacts on sensitive land uses arising from unintended industry generated odour and dust emissions. The space between a land use with potential adverse amenity impact or potential risk to human health and land uses sensitive to the identified risk. Also known as a buffer or separation distance.
Shared Path	Areas open to the public that are designated for use by both pedestrians and bike riders.
Signalised Intersection	A major road intersection in which traffic movement is controlled by traffic signals to improve the movement of vehicles, pedestrians and cyclists.
Soil Stockpiling	Storing of soil for future use.
Transfer Station	Land used to collect, consolidate, temporarily store, sort, or recover refuse, used or surplus materials before transfer for disposal, recycling or use elsewhere.
Water Sensitive Urban Design	The philosophy of achieving better water resource management outcomes in an urban context by using an integrated approach to planning and incorporating total water cycle management objectives into the planning process. The key elements of this design include protection from flooding, management of water quantity and quality to achieve ecological objectives, and water conservation, efficiency, and reuse.

1 INTRODUCTION

Image: Hampton Park Landfill Gas Extraction, May 2023



1 INTRODUCTION

The Hampton Park Hill Development Plan (Development Plan) applies to land that is generally bounded by residential development to the north (south of Ormond Road), the transmission line easement to the east, Glasscocks Road to the south, and Hallam Road/South Gippsland Highway to the west (see *Figure 1*).

The Development Plan has been prepared to implement the strategic directions of *Plan Melbourne 2017-2050* at 6.7.3 "to protect waste management and resource recovery facilities".

Most of the land within the Development Plan has been identified in the *State-wide Waste and Resource Recovery Infrastructure Plan* (SWRRIP, 2018) as one of 22 State significant Hubs for "waste and resource recovery services and infrastructure" in Victoria.

The *Hallam Road Waste and Resource Recovery Hub Plan 2021* (Hub Plan) prepared by Metropolitan Waste and Resource Recovery Group builds on the State Government strategic directions for this area. The Hub Plan makes a series of recommendations, including a recommendation that the Hampton Park Development Plan is reviewed to acknowledge the importance of existing and future waste and resource recovery uses within the area.

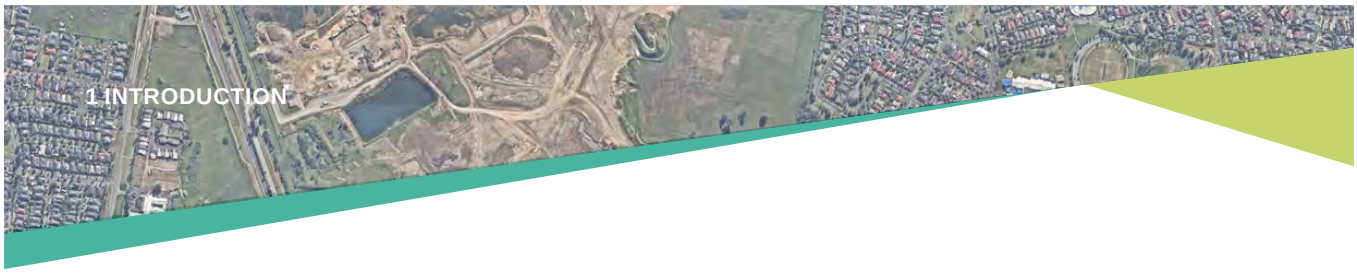
This Development Plan will replace the existing Hampton Park Development Plan which applies to land in Schedule 1 – Residential Areas to the Development Plan Overlay (DPO1) at Clause 43.04 of the *Casey Planning Scheme*.

This Development Plan has been informed and guided by several technical reports as follows:

- *Employment Land Study* (SGS, 2022)
- *Urban Design Interface Study* (Global South, 2022)
- *Transport Planning and Traffic Engineering Assessment* (Traffix Group, 2022)
- *Biodiversity Assessment* (Ecological Consulting, 2022)
- *Infrastructure and Servicing Report* (Stantec, 2023)

A Planning Scheme Amendment (PSA) will be required to implement parts of the Hampton Park Hill Development Plan. The PSA will be required to amend Clause 43.04 by introducing a new Schedule to the Development Plan Overlay and Clause 37.01 by amending Schedule 1 – Earth and Energy Resources Industry to the Special Use Zone of the Casey Planning Scheme. Future amendments to implement the Development Plan are identified in Section 6.3 – Future Strategic Work.

Figure 1: The Hampton Park Hill Development Plan Precinct Boundary, 2023



1 INTRODUCTION

1.1 Purpose

The existing Hampton Park Development Plan was prepared by the former Shire of Cranbourne in the 1990s, around the time the landfill commenced operations. With the introduction of the Victoria Planning Provisions the plan was adopted as a Development Plan and Schedule 1 to Clause 43.03 of the Casey Planning Scheme applied to land within the Development Plan area. The formerly adopted *Hampton Park Development Plan 2015* applied to two areas: 'Hampton Park Central' and the 'Southern Hampton Park' areas. The Hampton Park Development Plan, in 2019 was divided into two separate Development Plans to avoid duplication.

The existing Hampton Park Development Plan was prepared more than 20 years ago and is no longer current or consistent with State Government strategic directions for the area.

The purpose of the Hampton Park Hill Development Plan is to provide a high-level framework plan that is consistent with the strategic directions of State Government as articulated in Plan Melbourne, SWRRIP and the Hub Plan. The Plan will provide guidance on land use, built form, connectivity, and servicing provision. It is under this framework that more detailed site planning, development, subdivision, and engineering design can take place.

The Development Plan will guide key elements of land use, built form, scale, connectivity and servicing provision and guide decision making on land use and development proposals.

The review of the existing Development Plan and preparation of the new Development Plan was guided by the Department of Transport and Planning *Practice Note 23 – Applying the Incorporated Plan and Development Plan Overlays*.

The new Development Plan will be given statutory weight by the implementation of a planning scheme amendment to the Casey Planning Scheme to introduce a new schedule to the Development Plan Overlay. This new schedule will replace Schedule 1 to the DPO for this precinct.

The new Development Plan will play a significant role in the consideration of planning permit applications for use, development, and subdivision of land within the precinct, as proposals put forward must be generally in accordance' with the approved Development Plan.

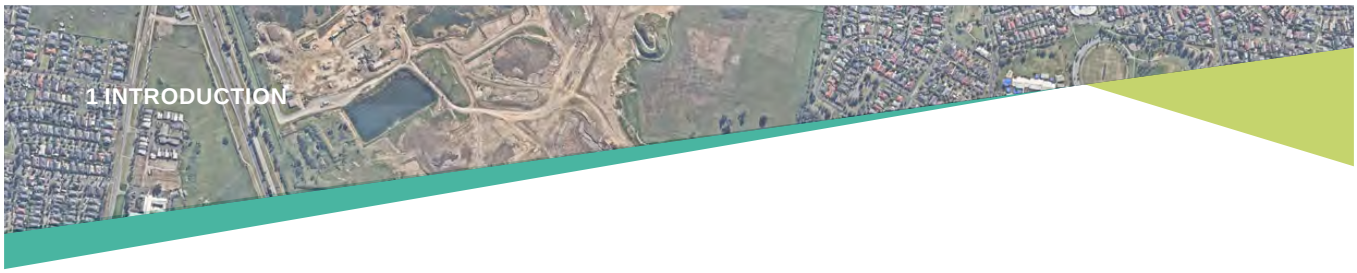
1.2 Development Outcomes

The Development Plan intends to build on the opportunities for the precinct to facilitate the waste and resource recovery needs of State Government and provide increased employment opportunities as well as secure public open space for the future leisure and recreational needs of the Hampton Park community.

Future land uses identified in the Development Plan now better align with current State Government strategy and policy to ensure consistent direction for existing and new development going forward.

It is expected that the Development Plan will result in the following broad benefits:

- Provide a long-term vision for the land that can be implemented over-time.
- An ability of the south-east metropolitan region to meet its waste and resource recovery needs and establish a circular economy.



- Integrated land uses and well-designed site responsive buildings that improve the character of the area.
- Recognise EPA recommended buffers for waste and resource recovery facilities and other land uses that have the potential for adverse off-site amenity impacts.
- Provide economic benefits through future development and an increase in local employment opportunities.
- Provide a large area of public open space for leisure and recreation purposes.
- Provide landscaping, pedestrian and cycling pathway connections.
- A permeable local road network.
- Provide certainty for the community, investors, developers, and existing operators in the area.

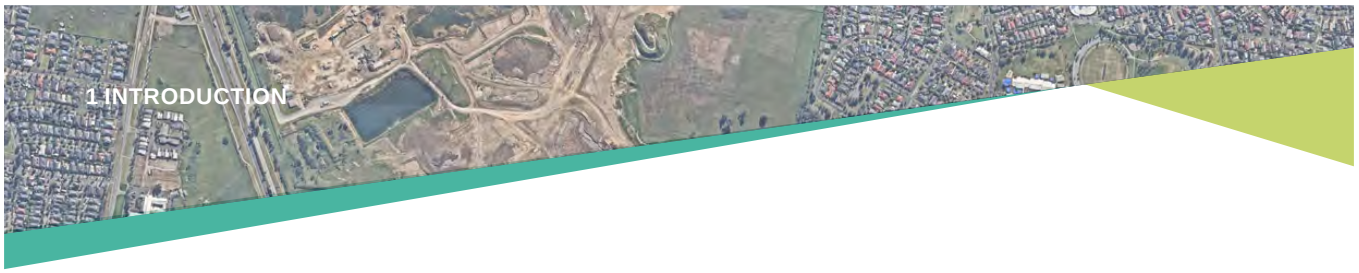
1.3 Community Consultation

The draft Hampton Park Hill Development Plan was placed on public exhibition for a period of six weeks, from 6 July to 14 August 2022.

The consultation process included:

- Notice of public consultation – letters sent out to 2,600 landowners and occupiers within the boundaries of the Plan and to residents within the buffer shown on the exhibited Plan.
- Emails sent to other stakeholders including the Lynbrook Residents Association.
- Local newspapers x 4 times.
- Development Plan as well as supporting documents (detailed in Section 1.1) placed on the Casey Council webpage in addition to the following documents:
  - Hallam Waste and Resource Recovery Hub Plan prepared by Metropolitan Waste and Resource Recovery Group
  - SUEZ Transfer Station Upgrade Overview prepared by Golder Associates Pty Ltd (For information purposes only).
  - Hampton Park Transfer Station Noise Impact Assessment prepared by ARUP (For information purposes only).
- Business and Industry Consultation, 14 July 2022.
- Community Consultation x 2 (18 July and 21 July 2022.
- Landfill Community Reference Group and Lynbrook Residents Association 21 July 2022.

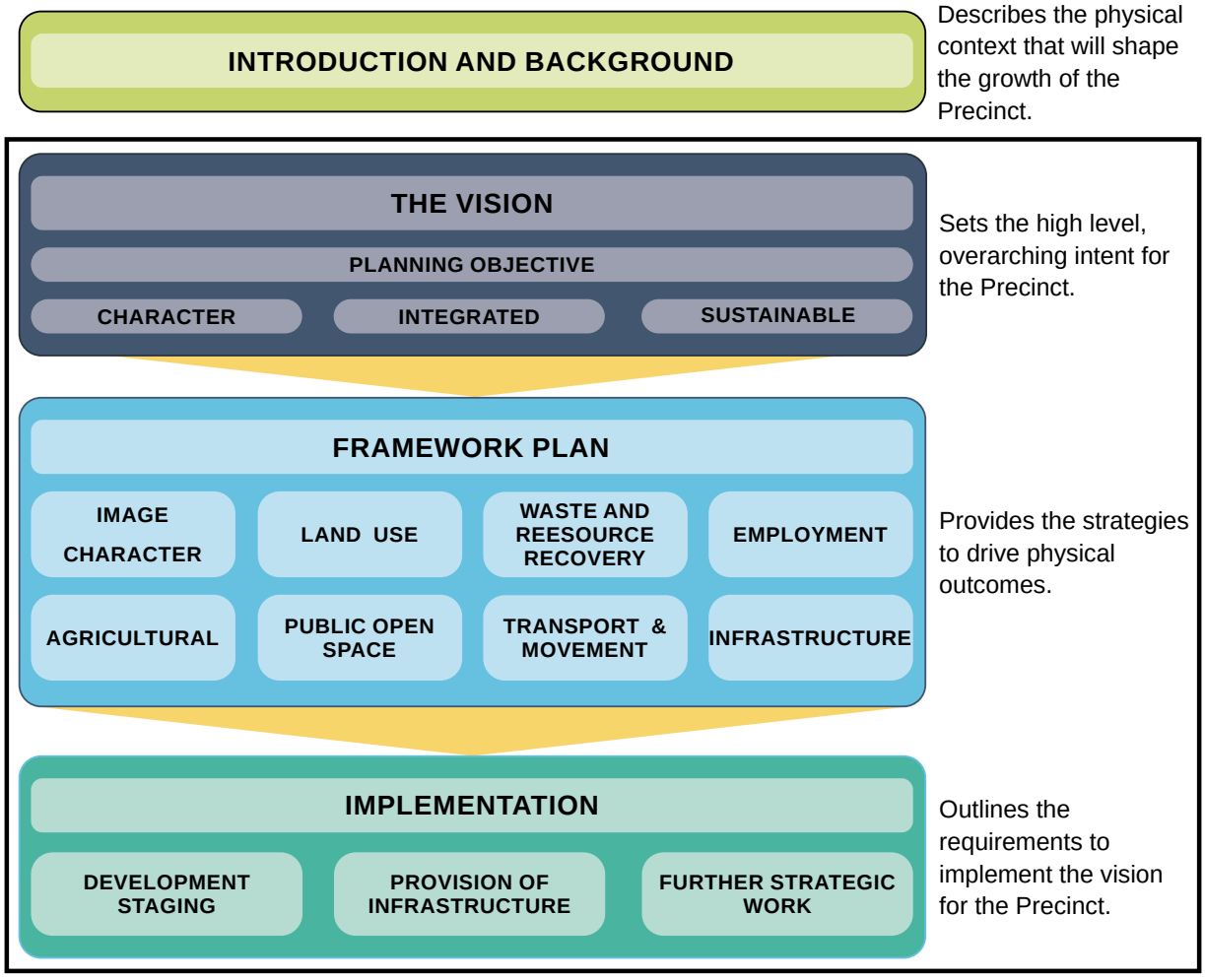
At the close of the consultation period, a total of 1068 submissions were received. Details of the submissions are summarised in the *Community Engagement Summary Report December 2022* prepared by Consulting by Design which accompanied the Council report presented to the 14 December 2022 Council meeting. All submissions received were included as an attachment to the report.



1.4 How to Read the Development Plan

As an assessment tool, this Development Plan outlines the following components which need to be considered as part of any future planning permit applications . *Figure 2* provides an overview of this Development Plan's components.

Figure 2: Development Plan Components



Objectives: describe the desired outcome to be achieved. Objectives must be met.

Strategies (i.e. Requirements and Guidelines): specify how the objectives are to be achieved:

» Requirements must be met.

» Guidelines should be met.

Where a requirement is listed, no alternative shall be considered.

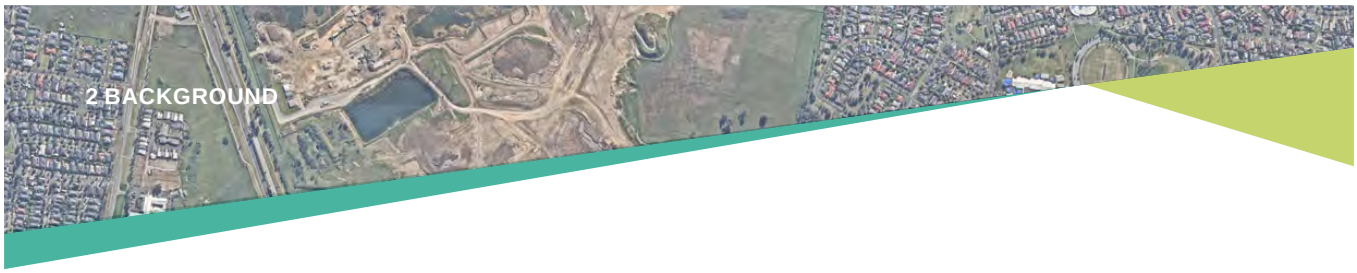
Where guidelines are listed, an application for an alternative design solution or outcome envisaged by the guideline which meets the objectives, may be considered to the satisfaction of the responsible authority.

Application requirements: specify additional information which must be provided to the responsible authority with planning permit applications.

Image: Hallam Road Landfill Gas Flares

2 BACKGROUND

Image: Hampton Park, 1989



2 BACKGROUND

The Development Plan covers an area of around 260 ha and is situated within the central area of Hampton Park near the neighbourhood activity centre (refer to *Figure 1*).

Historically, some of the land within the Development Plan was quarried in the 1950's, progressing from the northern portion of the Plan in a southerly direction, and later, in the 1990s, the quarry was used as a landfill, which is still in operation.

The land surrounding the Development Plan boundaries has been developed for residential purposes. The residential development to the north and west was developed in the early 2000's. Land to the east was farmland in 1991, but by 2005 was fully developed with dwellings, like the land on the southern side of Glasscocks Road.

Hallam Road and South Gippsland Highway form the western boundaries of the Development Plan area while the recently upgraded Glasscocks Road forms the southern boundary.

There are a range of services and facilities within 2km of the Development Plan area including primary schools, shopping centres (Lynbrook Village and Amberly Park neighbourhood activity centres), recreational facilities and the Lynbrook and Merinda Train Stations.

The land use within the Development Plan area has a 'waste and resource recovery' component along with a large area of land used for agricultural purposes. The land is also encumbered by several utility easements and land that is subject to flooding as well as land use buffers required for a few existing land uses.

Land use and constraints are discussed in more detail in the sections below.

2.1 Existing Land Uses

The principal land use within the Development Plan area is the landfill and associated activities. Other industrial and commercial activities also operate from the land including waste sorting and recycling, concrete batching plant, and construction and demolition recycling, nursery and garden supplies and agricultural activities.

2.1.1 Landfill

The Hallam Road landfill is currently in operation and first began receiving waste in the early 1997. The landfill is operated by Veolia Environmental Services Australia and has a planning permit which allows landfilling to continue until 2040. The landfill is licensed to accept putrescible waste, solid inert waste, and shredded tyres. The landfill and ancillary stockpile area as well as 'slimes' from the landfill water treatment occupies a large portion of the land included in the Development Plan area.

As the landfill cells fill, rehabilitation of these cells is completed progressively with landfill gas extraction already taking place in the rehabilitated cells.

It is expected the landfill operations will cease in the next 10 to 15 years (around 2035) and the remaining cells will be rehabilitated, with gas extraction expected to take place for many years to come based on the EPA's default aftercare period for a landfill following closure being 30 years.

Following capping and rehabilitation of the landfill including cessation of gas extraction, the land will be transferred to City of Casey for use as passive public open space.

When the landfill was first established, the recommended EPA buffer distance was much less

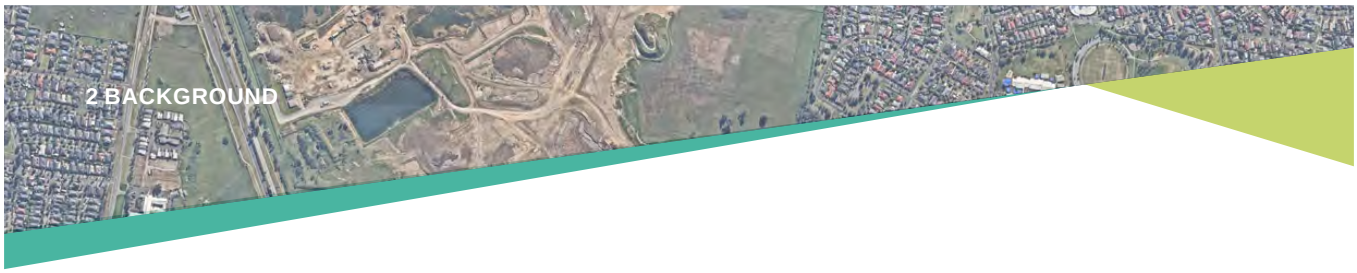
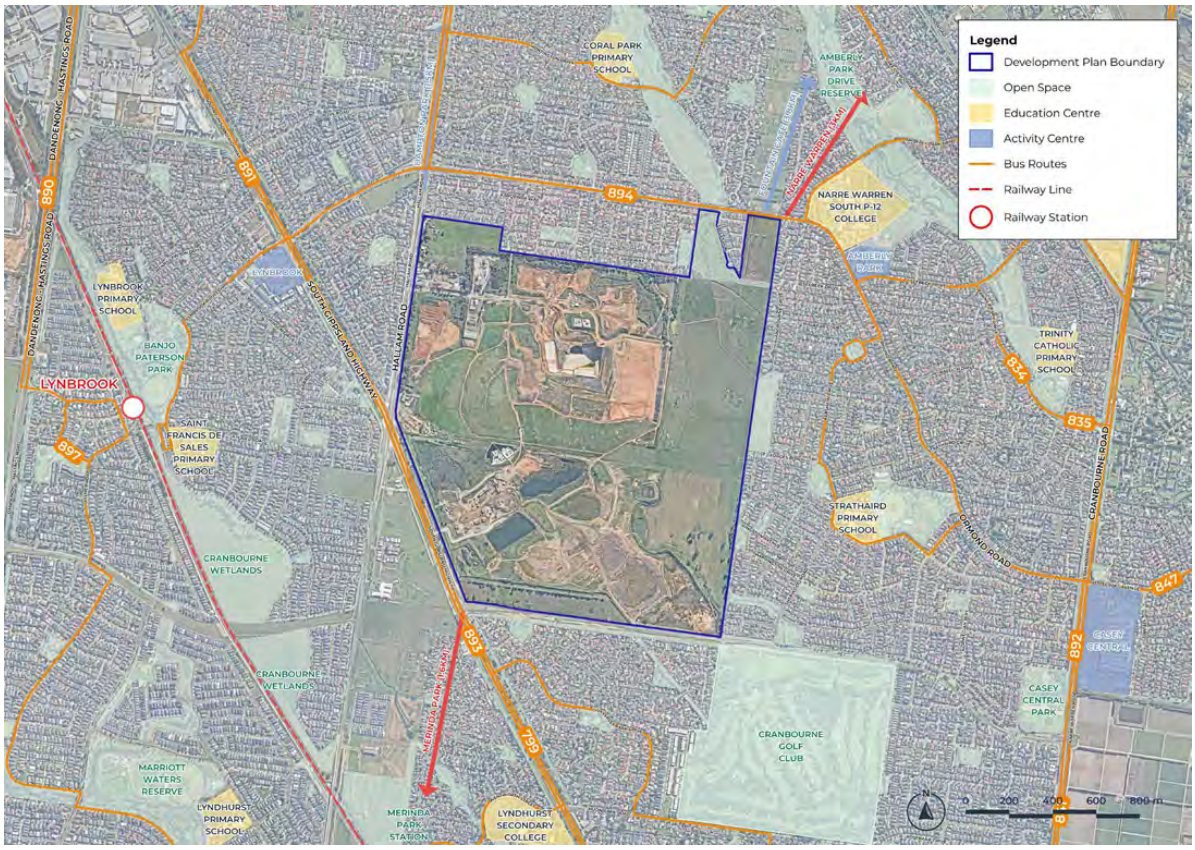
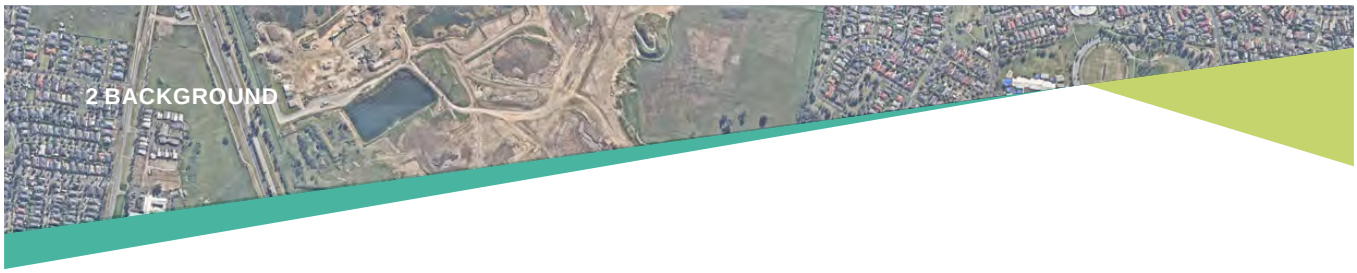


Figure 3: Surrounding Context Map





than that proposed by EPA today, and as a result, residential development was permitted close to the landfill. This has resulted in land use conflict between a legitimate operation and residential amenity.

2.1.2 LMS Energy

LMS Energy are the operators of the Hallam Road BioEnergy Facility located at the landfill site since 2005. The facility operates under an Operating Licence issued by EPA Victoria. LMS Energy capture and process landfill gas through their BioEnergy Facility. Gas extraction is currently taking place and will continue post landfill closure which will assist with EPA licence compliance and minimising carbon emissions in the City of Casey.

The infrastructure installed and works carried out by LMS Energy at the site represent best practice in accordance with EPA guidelines publication 788.3 and are a pivotal part of the post-landfill closure environmental management requirements. This facility is likely to continue to operate for a period of 30 years post landfill closure based on the EPA default aftercare period for a landfill.

2.1.3 Concrete Batching Plant

The concrete batching plant is located near the north boundary of the Development Plan adjacent to the existing landfill operations.

2.1.4 Materials Recycling (Construction and Demolition (C & D) Recycling facility)

The C & D Recycling facility is situated to the south of the landfill with frontage to Hallam Road. This facility was established in 2008 and services the south-eastern suburbs of Melbourne. The facility accepts waste from renovations, redevelopments, and industrial land developments. Materials managed on site include reinforced concrete, clean concrete, asphalt, bricks, and mixed loads containing clean fill.

2.1.5 Outlook Environmental

Outlook Environmental operates the Hampton Park resource recovery centre and the Outlook recycled goods shop.

Outlook Environmental is a not-for-profit organisation that processes domestic waste and recycling. Customers can drop off goods for appropriate disposal or recycling through the facility.

This facility is located close to the entrance of the landfill operations.

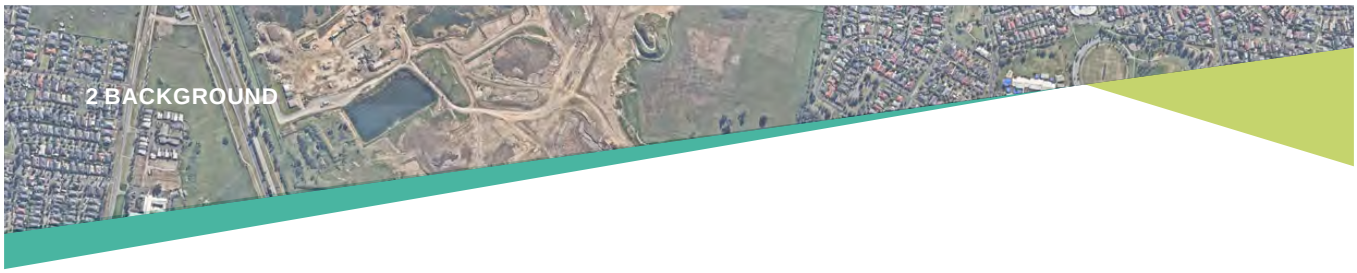
2.1.6 Agricultural land

Land to the east of the landfill is vacant and used for grazing purposes. This land is encumbered by the powerline easement, a significant floodway and the current EPA recommended buffer for landfills.

Land to the south, abutting Glasscocks Road is vacant with part being subject of a significant floodway.

2.1.7 Nursery and Garden Supplies

A plant and tree nursery operates from the site abutting the access point into the landfill while land at the corner of Hallam Road and South Gippsland Highway has been used and development for a nursey and garden supplies business.



2.2 Road Network and Access

The land within the Development Plan area abuts Hallam Road and the South Gippsland Highway to the west and south-west, both VicRoads declared arterial roads. Both arterial roads provide for two lanes of traffic in each direction separated by a central median.

Glasscocks Road abuts the southern boundary and has recently been upgraded to intersect with South Gippsland Highway and provides one lane of traffic in each direction.

A signalised intersection on Hallam Road provides road access into the landfill facility, concrete batching plant, LMS Energy and Outlook Environmental activities.

There are several vehicle access points along Hallam Road including three access points near the northern boundary of the Development Plan area, access to the nursery and garden supplies facility and access into the C & D facility from South Gippsland Highway.

2.3 Constraints

The land included in the Development Plan is encumbered by several easements and a significant floodway. These constraints need to be taken into consideration when determining the potential for future land use and development.

The land is relatively flat, except for the changes caused by quarrying and landfilling. The land drains to the north-east, into the Red River Gum Creek and Hallam Main Drain. The land to the east of the landfill is subject to inundation and drains northwards.

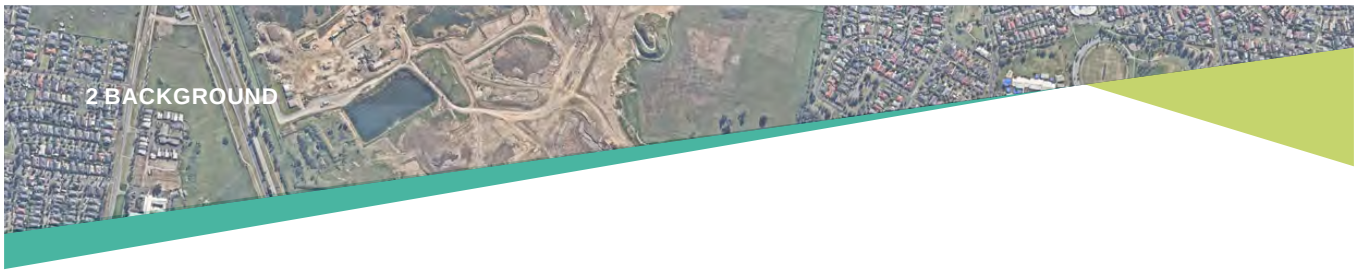
The land subject to inundation and flooding is included in the Land Subject to Inundation Overlay and Urban Floodway Zone of the Casey Planning Scheme. Melbourne Water is the referral authority for planning permit applications triggered under these planning controls.

It is understood that future modelling work may be commissioned by Melbourne Water which may see changes to the extent of coverage of these planning controls.

Easements for major gas and electricity infrastructure traverse the land from south-west to north-east and the EPA recommended buffer for the landfill extends beyond the boundaries of the Development Plan area as show in *Figure 3*. Details of the easements and EPA recommended buffers as they currently apply in accordance with Clause 53.10 of the Casey Planning Scheme are outlined below:

- Electricity transmission line and easement, together measuring approximately 155 metres in width.
- High pressure gas pipeline, 20metre width easement and 240metre separation buffer.
- EPA recommended 500metre buffer for the landfill operations.
- EPA recommended 100metre buffer for the concrete batching plant.
- EPA recommended 300metre buffer for the Construction and Demolition Facility.
- Reverse 300metre separation buffer from residentially zoned land for C&D processing. The C&D processing equipment must be located at least 300metres from residentially zoned land.

AusNet Services provide guidelines on land use and development within the transmission line easement and the APA Group manage the high-pressure gas transmission pipeline that runs around



100metres north of Glasscocks Road in a south-east/west direction. Any works carried out within the separation buffer (measurement length) will require third-party works approval from the APA Group.

2.4 Buffers

The Environmental Protection Authority Victoria (EPA) is the regulatory body for landfills under the *Environment Protection Act 2017*. The EPA's purpose in regulating landfills is to protect the environment and surrounding community, including using buffers, to separate incompatible land uses.

The current default buffer for landfills accepting municipal putrescible waste is 500 metres. The EPA advises the 100metre buffer originally applying to the Hallam Road landfill when it was first in operation in the 1990s was increased to 500 metres due to an increased understanding of the risks associated with these types of landfills. This buffer applies to both operating and closed landfills of this type. In the case of operating landfills, the buffer is to manage the risk of landfill amenity and gas, while for closed landfills it is to manage the risk of landfill gas impacts only.

At the time the 100metre buffer applied to the existing landfill, residential development surrounding the landfill continued and now there are a substantial number of dwellings within the current EPA recommended buffer of 500 metres.

According to the EPA, it typically takes at least 30 years for a closed landfill to stabilise to the point where the potential for harmful landfill gas migration ceases. Refer to EPA publication *Best Practice Environmental Management: Siting, Design, Operation and Rehabilitation of Landfills*.

The EPA advises that the current 500 metre buffer recommended for landfills in EPA Publication 1518 is being reviewed. They advise that the buffer currently recommended by EPA may increase to a default buffer of 1500 metres for large putrescible landfills based on recent research into risks of harm to human health, amenity, and the environment because of pollution and waste.

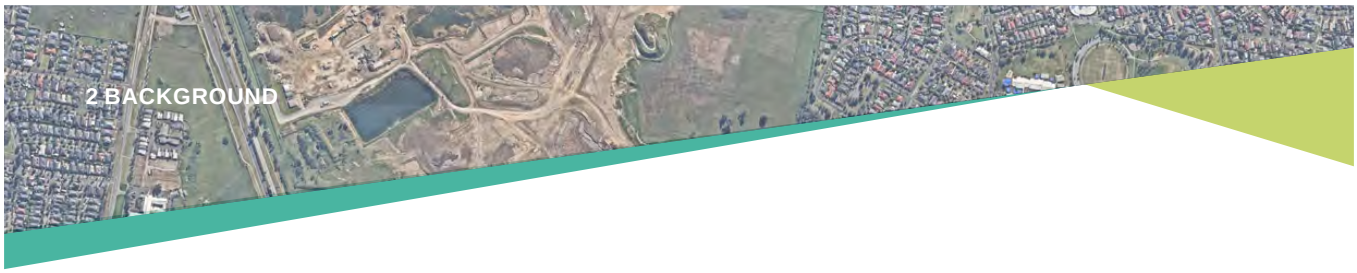
The EPA recently invited feedback on two new draft guidelines:

- Landfill buffer guideline; and;
- Separation distance guideline.

Consultation on the draft guidelines closed on 17 February 2023.

Once the draft guidelines are finalised the EPA intends to replace the current guidelines and have the new guidelines referenced in the Victoria Planning Provisions.

Until such time as the new guidelines come into force, it is considered the Development Plan should rely on the current provisions of the Casey Planning Scheme at Clause 53.10 (Uses and Activities with Potential Adverse Impacts) and the advice recommended in EPA publications when considering buffers for land uses. Clause 53.10 (Uses and Activities with Potential Adverse Impacts) in the Casey Planning Scheme outlines threshold distances for land uses and activities with adverse amenity impacts to sensitive uses. Land uses with the potential for off-site amenity impacts are listed in Clause 53.10. Where a proposed land use or activity exceeds the threshold distance, planning applications must be referred to the EPA, who is the relevant statutory referral authority in accordance with the Casey Planning Scheme.



It is considered it would be premature at this stage to consider future buffers that currently have little legislative weight. Future land use proposals will be assessed against the relevant planning controls that apply at the time when planning approval is sought, including EPA recommended buffers.

2.5 Potentially Contaminated Land

The planning system requires the consideration of potentially contaminated land, which includes landfill sites, in both the planning scheme amendment and planning permit process. Ministerial Direction No.1 – Potentially Contaminated Land and Planning Practice Note 30: Potentially Contaminated Land (July 202) provide guidance in this respect.

Consideration of Ministerial Direction No. 1 is given as part of a Planning Scheme Amendment process when a change in planning controls allow land to be used for a sensitive use as defined in the Victoria Planning Provisions.

The purpose of the above Direction is to ensure that potentially contaminated land is suitable for a use which is proposed to be allowed under an amendment to a planning scheme and which could be adversely affected by contamination.

This Development Plan sets out the future strategic land use framework which will evolve over three distinct stages. Sensitive uses as defined in the Victoria Planning Provisions will be prohibited in the Waste and Resource Recovery precinct and the Employment precinct. Public open space is proposed for recreational and leisure activities within the heart of the development plan area. Transfer of the land for recreational purposes may not occur for 10-15 years and rehabilitation of the land is required as part of an agreement with City of Casey prior to the transfer of the land. The landfill site will become available for transfer to City of Casey only once the landfill is closed and gas extraction has ceased and the land rehabilitated. This parcel of land will be used for passive public open space purposes and may not be available for 30+ years.

At the time of the preparation of a planning scheme amendment, Ministerial Direction No. 1 is required to be addressed in the Explanatory Report. An exemption can be granted from the need to comply with the Direction at the amendment stage where it is considered inappropriate. Open space is an example where an exemption may be appropriate. Where an exemption is proposed, referral and discussion with EPA prior to submitting the amendment with the Minister for Planning is recommended.

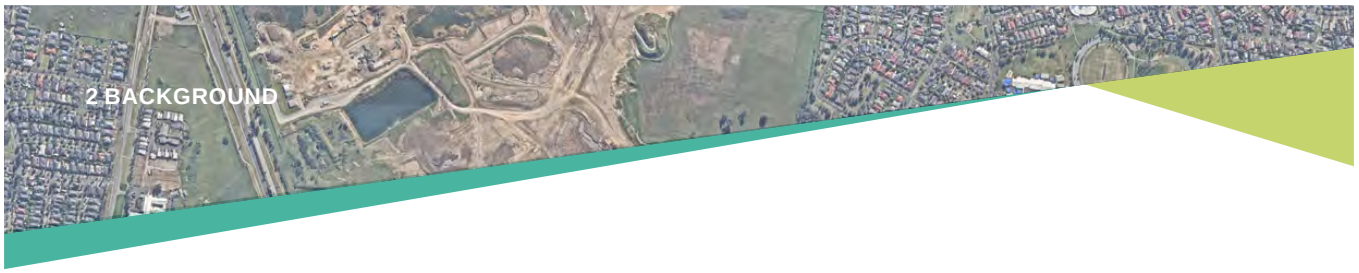
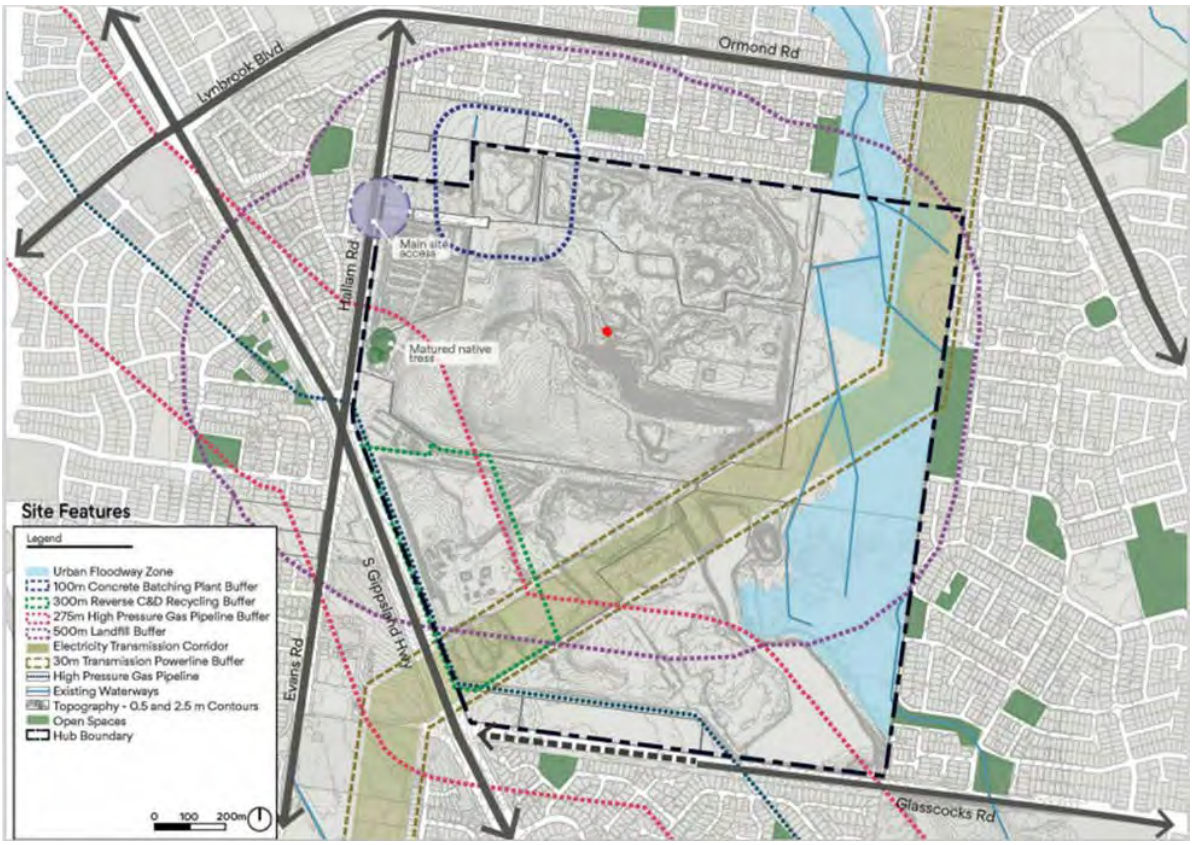
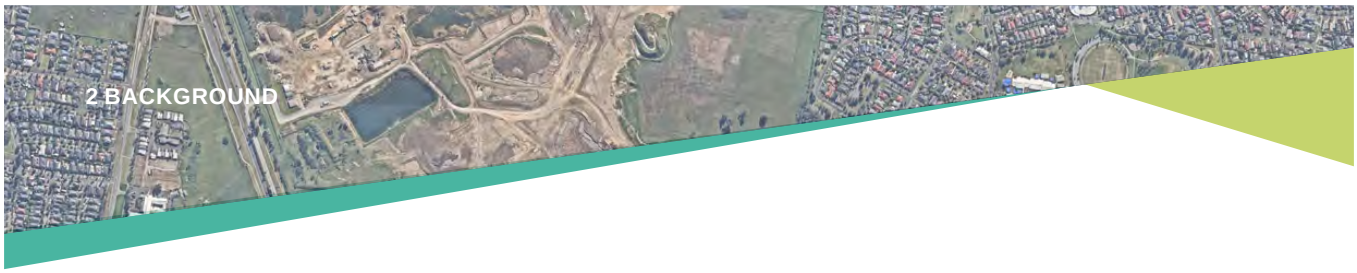


Figure 4: Constraints and Site features (Global South, May 2022)





2.6 Planning Context

2.6.1 Planning Policy Framework

The Casey Planning Scheme provides the policy framework for decision making for land use, subdivision, and development proposals. The planning scheme comprises of the State and Regional policy section, a local planning policy section applying specifically to the City of Casey, zones, and overlays as well as particular and general provisions. Separate zoning and overlay maps identify planning controls applying to individual properties.

Both the State and local planning policy framework have guided the preparation of the Hampton Park Hill Development Plan.

The following State planning policies provide the overarching strategic directions for the Development Plan. This includes *Plan Melbourne 2017-2050* and the *State-wide Waste and Resource Recovery Infrastructure Plan* (SWRRIP, 2018) and the *Hallam Road Waste and Resource Recovery Hub Plan 2021*.

Clause 11.02-1S Supply of urban land

The objective of this clause is to ensure that sufficient land is available for the needs of urban areas and to facilitate sustainable urban growth while meeting forecast demand. Planning for urban growth needs to consider the limits of land capability, natural hazards and environmental quality while maintaining access to productive natural resources and adequate supply of land for energy generation, infrastructure, and industry.

Clause 11.02-2S Structure planning

The objective of this clause is to facilitate the orderly development of urban areas by ensuring the effective planning and management of land use and development through the preparation of relevant plans. This clause encourages comprehensive planning to ensure sustainable, high quality, frequent and safe local and regional activities are available for living, working and recreation for new communities.

Clause 12.03-1S River corridors, waterways, lakes, and wetlands

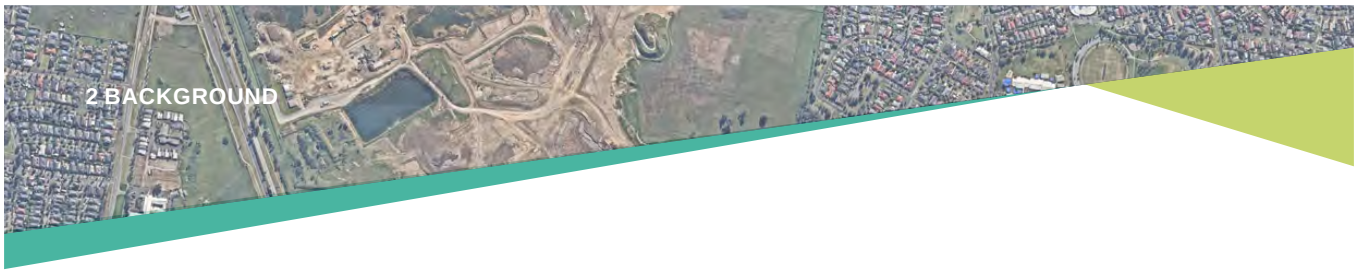
The objective of this clause is to protect and enhance river corridors, waterways, lakes, and wetlands. A strategy is to ensure development responds to and respects the significant environmental, conservation, cultural, aesthetic, open space, recreation and tourism assets of water bodies and wetlands. The Development Plan incorporates an area that is subject to flooding and the Red River Gum waterways.

Clause 13.04-1S Contaminated and potentially contaminated land

The objective of this clause is to ensure potentially contaminated land is suitable for its intended future use and development by ensuring that adequate information is provided regarding the risk of potential contamination.

Clause 13.05-1S Noise management

The objective of this clause is to minimise noise impacts on sensitive land use to ensure development is not prejudiced and community amenity is not reduced by noise emissions. The objective is to be met via a range of building design, urban design, and land use separation techniques as appropriate to the land use function and character of the area.



Clause 13.06S Air quality management

The objective of this clause is to protect and improve air quality. It seeks to achieve this through reducing transport impacts on air quality and ensuring that suitable separation of land uses is provided.

Clause 13.07-1S Land use compatibility

The objective of this clause is to safeguard community amenity while facilitating appropriate commercial, industrial, and other uses that may result in potential off-site effects. It encourages land uses to be sited in appropriate locations and to be developed using a range of building design, urban design, operational and land use separation measures.

Clause 15.01-1S Urban design

The objective of this clause is to create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity. The clause encourages development that contributes to quality of life through natural features and public realm amenity and to minimise detrimental impacts on amenity, the natural and built environment.

Clause 15.01-4S Healthy neighbourhoods

The objective of this clause is to achieve neighbourhoods that foster healthy and active living and community wellbeing. The design of neighbourhoods needs to include connected, safe and pleasant walking and cycling networks that promote active transport as part of daily life.

Clause 17 Economic development

This clause outlines to the need to provide for a strong and innovative economy, where all sectors are critical to economic prosperity. This clause seeks to diversify the economy, create opportunities for innovation and research, ensure availability of industrial land and facilitate the sustainable operation of industry.

Clause 17.01-1S Diversified economy

The objective of this clause is to strengthen and diversity the economy by protecting and strengthening existing and planned employment areas and plan for new employment areas, and improve access to jobs closer to where people live.

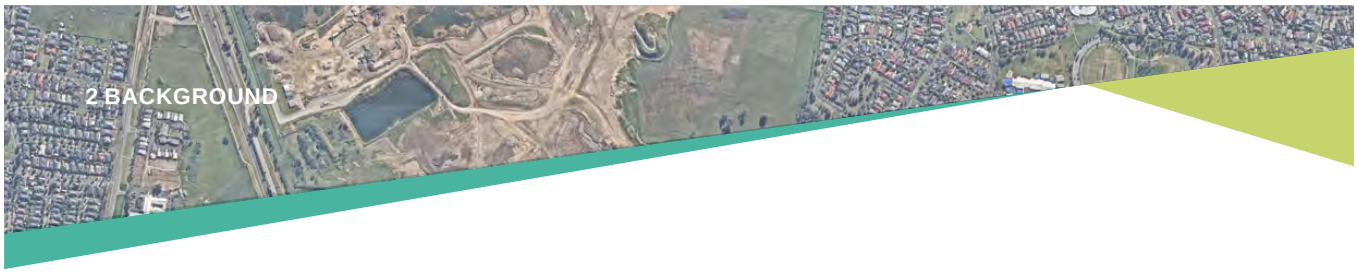
Clause 17.03-2S Sustainable industry

This clause aims to promote sustainable industrial development and operation. Strategies include co-locating similar industries, protecting industrial zones, separating sensitive uses from hazardous industries, and encouraging safe industrial activity in activity centres.

Clause 17.03-3S State significant industrial land

The area within the Development Plan is identified as being of State significance for ‘waste and resource recovery’ purposes which may include certain types of industrial uses where buffers may be accommodated within the precinct boundaries.

This Clause aims to safeguard industrial land of state significance by protecting industrial precincts from incompatible land use to enable future growth. The strategies in this clause include ensuring the availability of strategically located land for significant industrial development, particularly for industries and storage facilities requiring a significant threshold distance from incompatible uses. It also aims to protect heavy industrial areas from inappropriate development and maintain adequate buffer distances from sensitive or incompatible uses.



Clause 18 Transport

The objective of this clause is to support a safe, integrated, and sustainable transport system. The clause facilitates the following:

- Greater access to social, cultural, and economic opportunities through integrating land use and transport
- Integrated, reliable and coordinated movement networks for people and goods
- Environmentally sustainable transport system that supports health and wellbeing through walking, cycling, and public transport

Clause 19.02-6S Open space

The objective of this clause is to establish, manage and improve a diverse and integrated network of public open space that meet the needs of the community. It seeks to ensure open space land is set aside and developed in residential areas for local use with bicycle and pedestrian links to amenities. It also seeks to ensure that the amount of open space available to a community is not minimised over time and that the identification of further land required for open space is transferred as such.

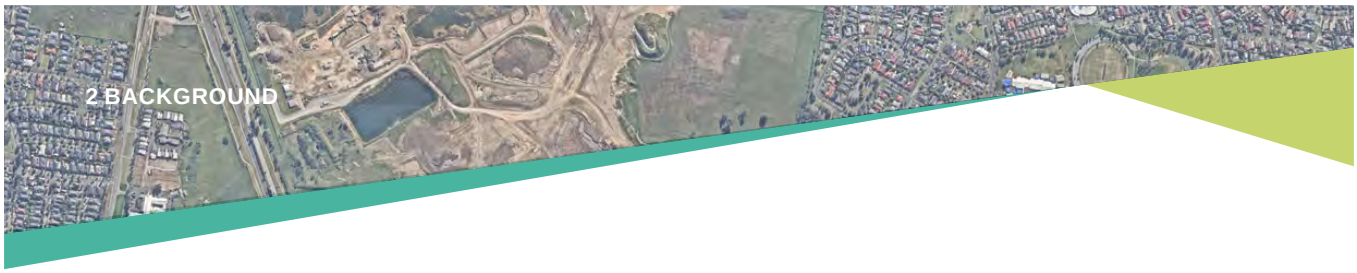
Clause 19.03 Development infrastructure

This clause includes objectives on infrastructure design and provision, integrated water management and waste and resource recovery. It encourages timely, efficient and cost-effective development infrastructure which meets the needs of the community and requires consideration of the Metropolitan Waste and Resource Recovery Implementation Plan.

Clause 19.03-15S Waste and resource recovery

The objective of this clause is the reduce waste and maximise resource recovery to reduce reliance on landfills and minimise environmental, community amenity and public health impacts. This clause puts in place strategies to ensure the following:

- Identification and planning of future waste and resource recovery infrastructure needs
- Protection of waste and resource recovery infrastructure against encroachment
- Minimisation of impacts from waste and resource recovery facilities on surrounding communities and environment
- Minimisation of groundwater, surface water, litter, odour, dust and noise contamination through rehabilitation of waste disposal facilities
- Integration of waste and resource recovery infrastructure with land use and transport planning



2.6.2 Local Planning Policy Framework

The Development Plan has had regard to the following Clauses from the Local Planning Policy Framework (LPPF) of the *Casey Planning Scheme*.

Clause 21.04 Environment

The objective of this clause is to improve the health of City of Casey's built and natural environments through ecologically sustainable land use and development practices. The Development Plan implements several strategies under this clause including:

- Retaining waterway capacity to enable waterways to perform their natural functions.
- Ensuring water sensitive urban design initiatives are incorporated into the design and construction of subdivision and development.
- Contributing to better air quality through integrated transport and land use planning.
- Managing land use and development to minimise potential for land use conflicts.
- Providing for effective and coordinated waste management that accords with the Metropolitan Waste and Resource Recovery Implementation Plan.
- Managing Casey's suburban structure to create a more efficient suburban form, with improved accessibility, greater reliance on public transport and pedestrian/cycling networks, and energy-efficient subdivision design.

Clause 21.22 Hampton Park

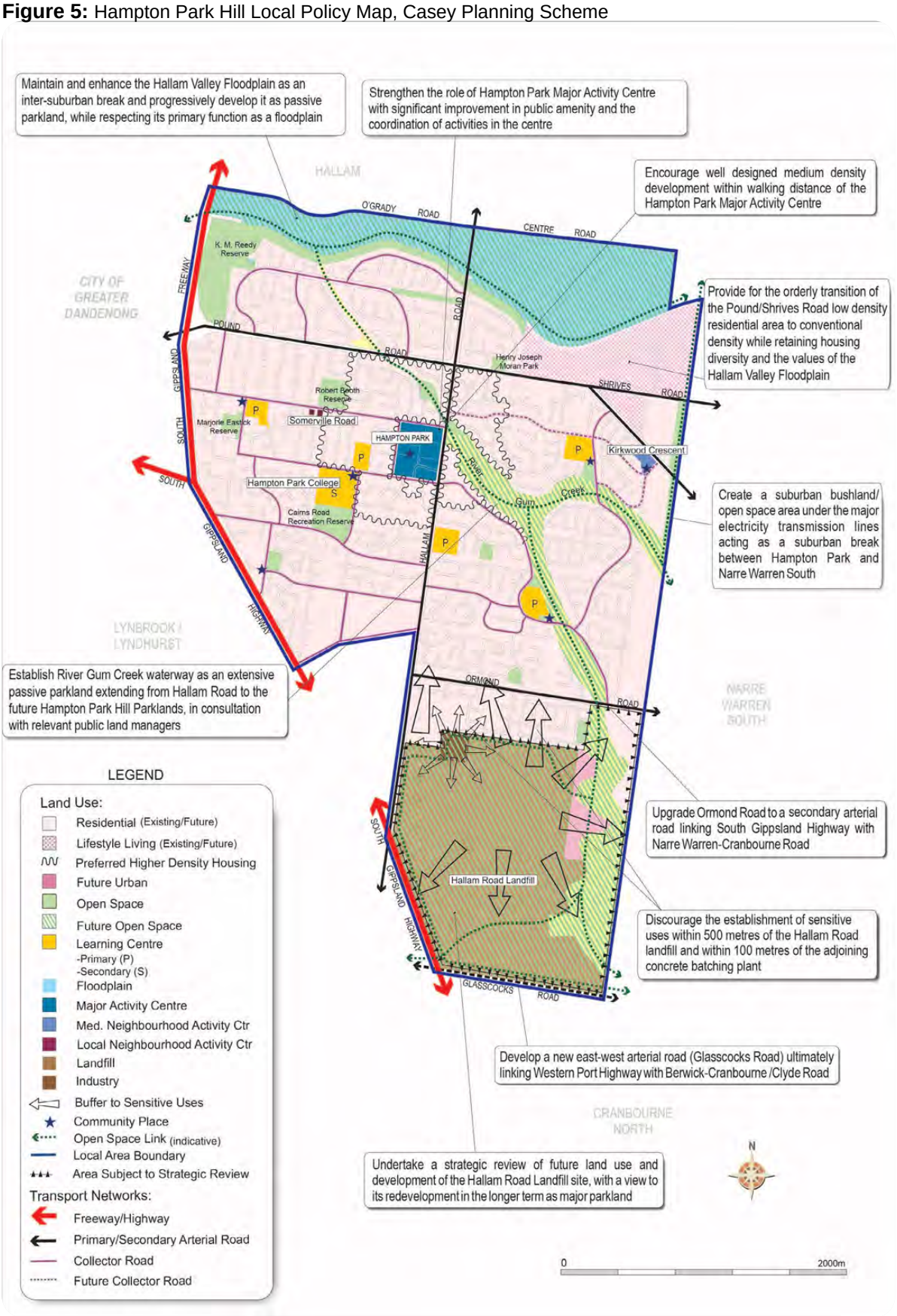
The objective of this clause is to recognise amenity constraints associated with existing industrial land uses in the precinct and to establish the land shown in the Hampton Park Local Policy map as a large, passive parkland. This objective is achieved through:

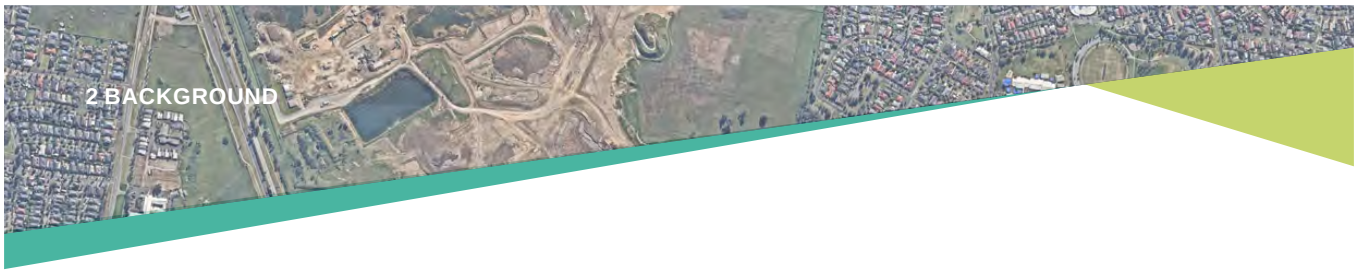
- Discouraging the establishment of sensitive uses within 500 metres of the Hallam Road landfill and within 100 metres of the adjoining concrete batching plant.
- Creating a suburban bushland and open space area under the major electricity transmission lines between the eastern branch of River Gum Creek and the Hallam Valley Floodplain to act as an inter-suburban break between Hampton Park and Narre Warren South.

Furthermore, this clause encourages a strategic review of future land use and redevelopment at the Hallam Road landfill site, with a view to establishing part of the precinct for a major parkland. *Figure 5* shows the relevant section of the Hampton Park local policy map.

The Hampton Park Local Policy Map is outdated and does not reflect the strategic directions of the SWRRIP or the Hub Plan for this area. Clause 21.22 of the Casey Planning Scheme will need to be updated to reflect the strategic directions of this Development Plan.

Figure 5: Hampton Park Hill Local Policy Map, Casey Planning Scheme





2.6.3 Planning Controls

Zones

Special Use Zone Schedule 1 (SUZ1)

Schedule 1 of the Special Use Zone (SUZ1) provides for use and development of land for earth and energy resources industry and encourages interim use of land compatible with the use and development of land nearby. It also encourages land management practises and rehabilitation that minimises adverse impact on the use and development of nearby land. Schedule 1 to the Special Use Zone will need to be replaced by a new Schedule to implement the strategic directions of this Development Plan. The SUZ1 applies to most of the precinct.

Urban Floodway Zone (UFZ)

The purpose of the Urban Floodway Zone is to identify and protect waterways, major flood paths, drainage depressions and high hazard areas within urban areas and maintain the free passage and temporary storage capacity of these water carrying features of the land. River Red Gum waterway and floodway is located near the eastern boundary of the Development Plan area and drains towards the Hallam Main Drain to the north. A planning permit is required for use and development (with few exceptions) and Melbourne Water are the referral authority in accordance with the Casey Planning Scheme.

General Residential Zone Schedule 1 (GRZ1)

The General Residential Zone Schedule 1 applies to two parcels of land within the Development Plan area located in north-western and north-eastern of the Development Plan. As the EPA recommended buffer for the landfill extends over most of the land in GRZ within the Development Plan area, the land is no longer suitable for development for dwellings or other sensitive land uses. Therefore, it is proposed to rezone this land to the Special Use Zone with the new schedule. No changes are proposed to the zoning of the residential land outside of the Development Plan boundaries.

Public Park and Recreation Zone (PPRZ)

The Public Park and Recreation Zone (PPRZ) recognises areas for public recreation and open space. There are a few parks and linear pathways located outside but within proximity to the Development Plan area, along the eastern edge of the Development Plan area. The Development Plan considers the future recreation and leisure needs of the Hampton Park community by identifying the landfill and land directly to the north, for future public open space for passive and active recreational pursuits. The Development Plan also proposes future connections to and through the Development Plan area to the existing residential development nearby.

Transport Zone Schedules 2 (TRZ2) and 3 (TRZ3)

The Transport Zone Schedules 2 and 3 (TRZ2&3) identifies land being used or needed for transport land uses. TRZ2 is used for roads that form part of the principal road network and TRZ3 shows significant municipal roads.

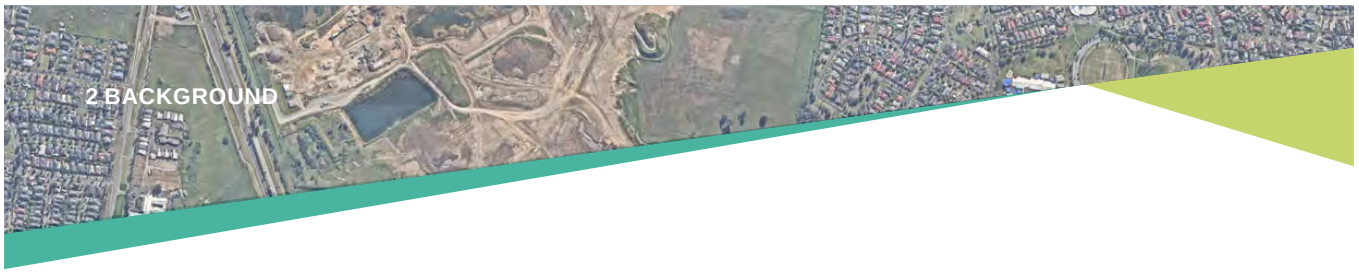
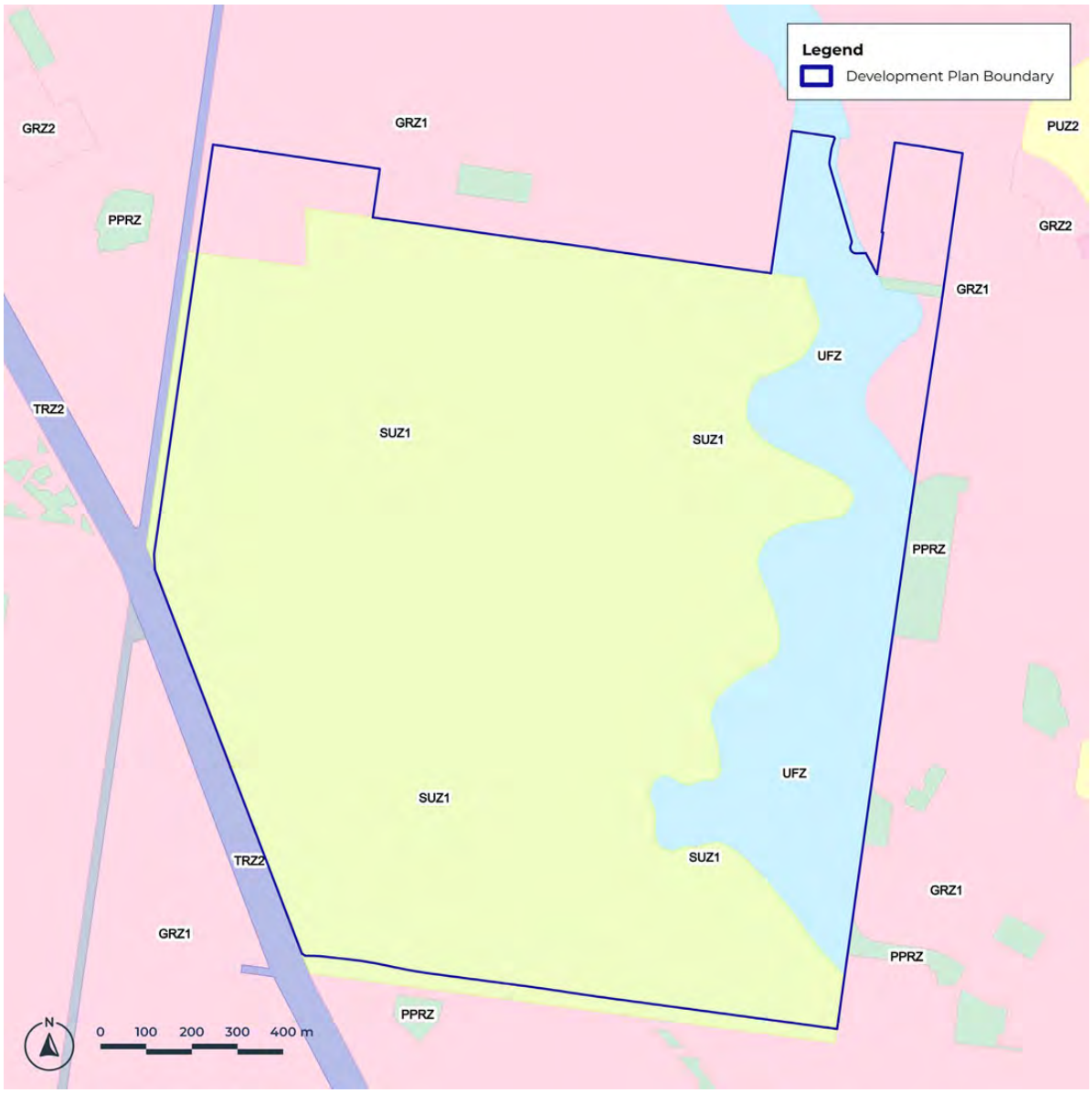
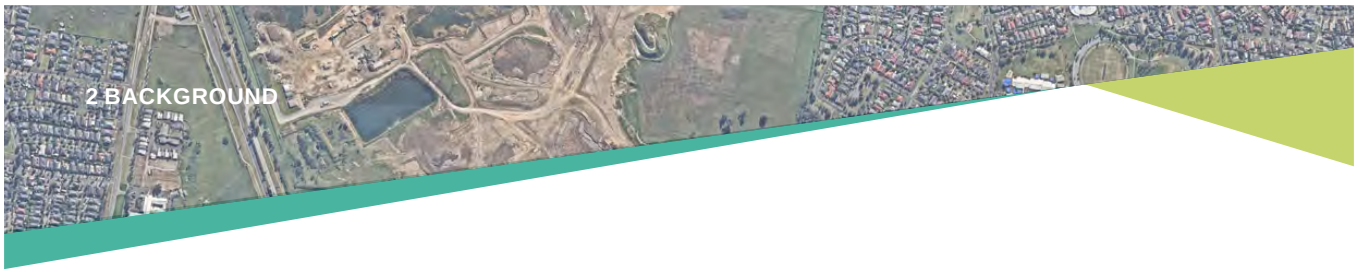


Figure 6: Zones





Overlays

Development Plan Overlay Schedule 1 (DPO1)

The Development Plan Overlay Schedule 1 (DPO1) applies to all the land within the Development Plan area and beyond. (see *Figure 7*). The existing DPO1 exempts planning permit applications from the notice and decision requirements, and the review rights of third parties under the Act.

DPO Schedule 1 – Residential Areas requires a development plan to be approved by the responsible authority prior to a planning permit application being considered. The existing *Hampton Park Development Plan, 2015* extends across Hallam Road to the west to include a portion of the residential land. The 2019 Development Plan shows most of the land for public open space and residential development. This plan was prepared in the 1990s and is no longer consistent with the State Government strategic directions for this land. The Hampton Park Hill Development Plan seeks to replace the existing schedule to the DPO with a new schedule to guide the revised Development Plan.

Figure 7: Development Plan Overlay

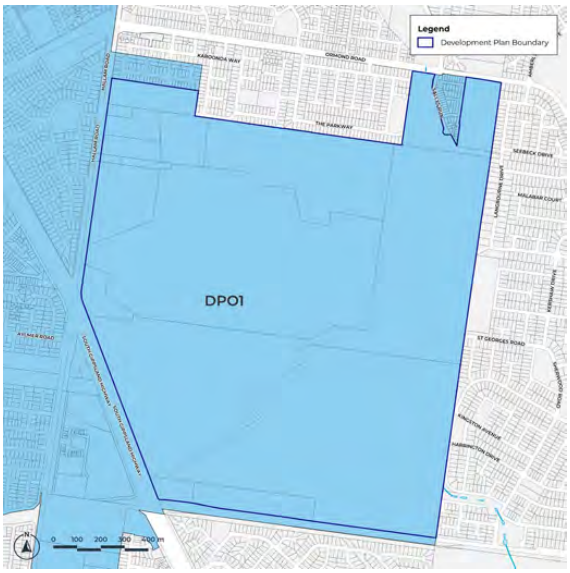
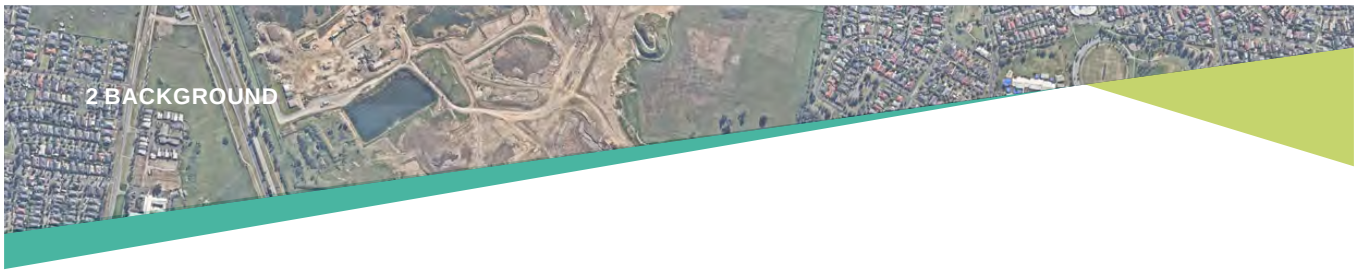


Figure 8: Hampton Park Hill Development Plan 2015 Map

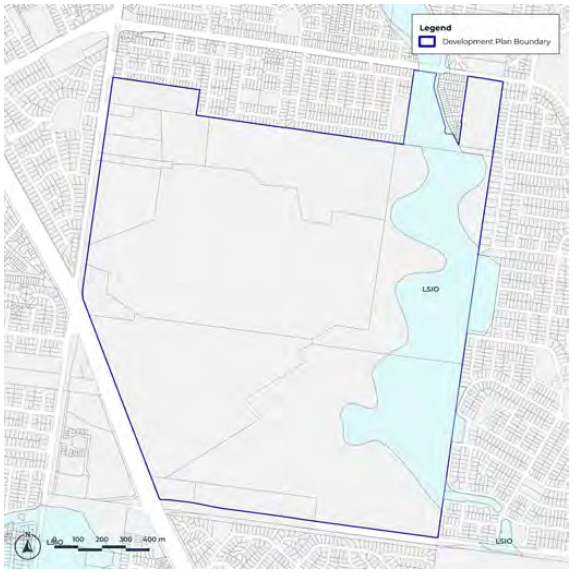


Land Subject to Inundation Overlay (LSIO)

The Land Subject to Inundation (LSIO) applies to land that is subject to inundation. The LSIO applies to the same land as the UFZ (see *Figure 9*).

As advised by Melbourne Water, the UFZ may not accurately identify the current 1% Annual Exceedance Probability (AEP) flood extent for the precinct. It is anticipated that further investigations will be undertaken either by Melbourne Water to accurately determine the extent of flooding, and to assess its impact on future land use and development within or adjacent to the UFZ.

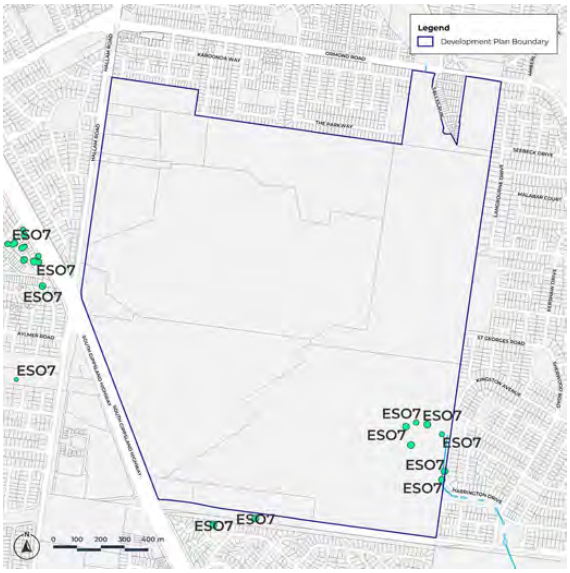
Figure 9: Land Subject to Inundation Overlay

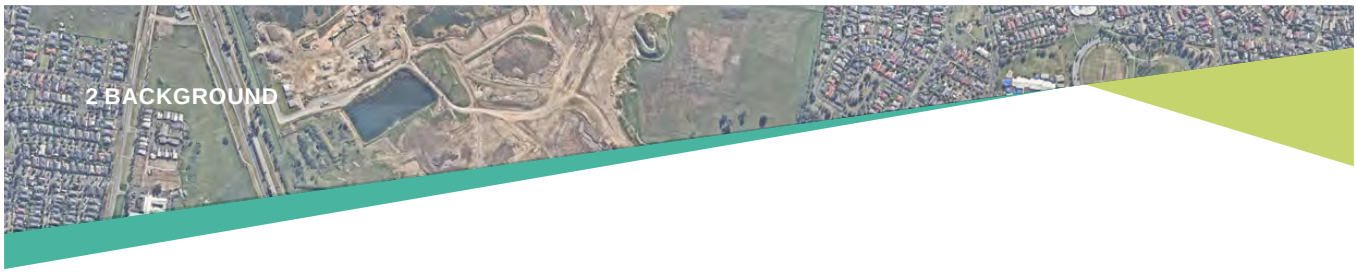


Environmental Significance Overlay Schedule 7 (ESO7)

The Environmental Significance Overlay Schedule 7 (ESO7) Significant River Red Gums in Casey identifies the Cities' significant old-growth River Red Gums *(Eucalyptus camaldulensis)*. The purpose of the ESO7 is to protect and conserve the River Red Gum trees as they are both important individually and collectively, for their intrinsic environmental, scientific, landscape and cultural heritage values. There are several River Red Gums located within the south-east of the Development Plan area as shown in *Figure 10*.

Figure 10: Environmental Significance Overlay

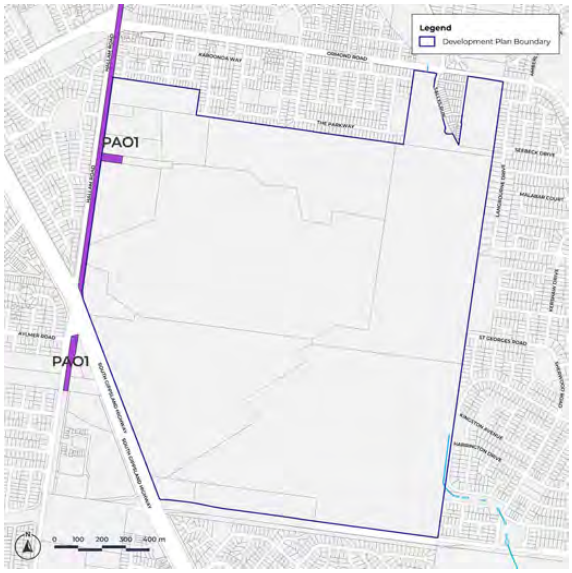


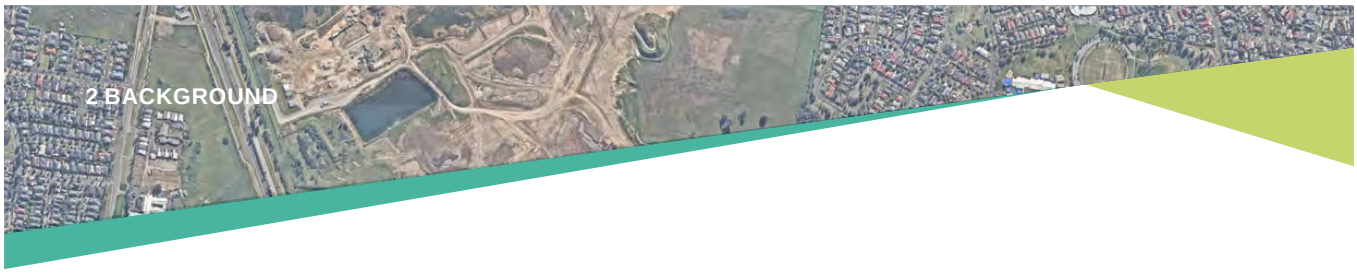


Public Acquisition Overlay Schedule 1 (PAO1)

The Public Acquisition Overlay Schedule 1 (PAO1) identifies land which is reserved and proposed to be acquired by Transport for Victoria for road purposes. As land included in this overlay along sections of Hallam Road has now been duplicated in 2020, the overlay is no longer required and is proposed to be removed from the land.

Figure 11: Public Acquisition Overlay





2.6.4 Strategic Policy Documents

The Development Plan has been prepared with a view of implementing relevant State and local policies, strategies, and guidelines. Relevant strategic State policy documents and their links to the Development Plan are summarised below.

Plan Melbourne 2017-2050, Department of Environment, Land, Water and Planning

Plan Melbourne 2017-2050 is the metropolitan planning strategy to manage Melbourne's growth and change. Direction 6.7 identifies waste management and resource recovery as an essential community service that protects the environment and public health and, seeks ways to recover (i.e., recycle and reuse) valuable resources. Waste and resource recovery infrastructure must be effectively integrated with land use planning to provide long term certainty as well as manage potential conflicts with incompatible land uses located nearby. The Development Plan actions Direction 6.7 by protecting waste management and resource recovery facilities from further urban encroachment and identifies locations for new waste facilities as well as employment opportunities elsewhere on the land within the Development Plan area.

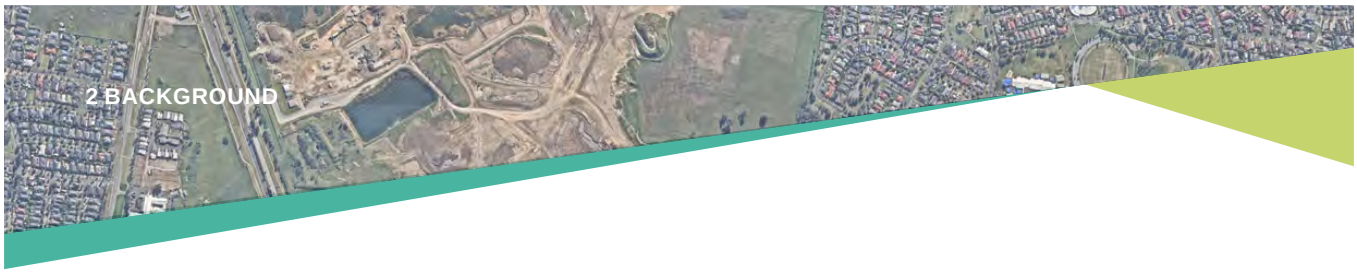
Melbourne Industrial and Commercial Land Use Plan (MICLUP) (DELWP, 2020)

The MICLUP State Policy aims to protect industry and infrastructure from encroachment of incompatible uses, including the protection of state significant industrial land and waste infrastructure. Part of the Hampton Park Hill Development Plan areas is identified for extractive industries due to the previous sand extraction use at the site. While the site is not currently identified for industrial land, the policy encourages Councils to prepare strategic work for precincts to guide future development of industrial land.

State-wide Waste and Resource Recovery Infrastructure Plan (Sustainability Victoria, 2018)

The *State-wide Waste and Resource Recovery Infrastructure Plan* (SWRRIP) aims to guide planning and investment in Victoria's waste and resource recovery infrastructure. The purpose of the SWRRIP is to create an integrated waste infrastructure system to reduce and manage expected volumes of waste.

As Melbourne's population increases, so does the waste produced by the community and industries, alike. A key constraint for waste infrastructure is the amount of suitable land available within the Melbourne region. Given there are not many locations where new waste infrastructure can be placed, the plan seeks to retain sites which are currently used for waste and resource recovery as a priority. The Hallam Road landfill and surrounds has been identified as one of the 22 hubs of State importance in Victoria for waste and resource recovery.



The SWRRIP uses the term 'circular economy' – an economy that maximises the productive use and reuse of valuable resources. Effective management of waste is critical to establishing a circular economy via recycling and reuse.

Metropolitan Waste and Resource Recovery Implementation Plan (Metropolitan Waste and Resource Recovery Group, 2016)

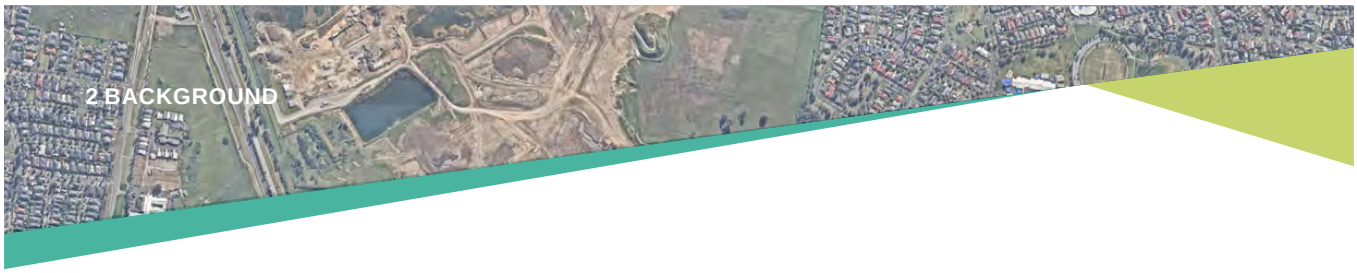
The *Metropolitan Waste and Resource Recovery Implementation Plan* (MWRRIP) developed by the Metropolitan Waste and Resource Recovery Group, is a document that sits under the SWRRIP and specifically considers the metropolitan Melbourne region. It sets out how waste and resource recovery infrastructure needs will be met for the region over a 10-year period. The MWRRIP describes how the strategic actions outlined in the SWRRIP will be implemented under the MWRRG's jurisdiction. The MWRRIP has four strategic objectives:

- Reduce waste sent to landfill.
- Increase organic waste recovered.
- Deliver community, environmental and economic benefits.
- Plan for Melbourne's growing population.

Hallam Road Waste and Resource Recovery Hub Plan (Metropolitan Waste and Resource Recovery Group, 2021)

The *Hallam Road Waste and Resource Recovery Hub Plan* (Hub Plan) prepared by the Metropolitan Waste and Resource Recovery Group. The Hub Plan includes all the land as shown in *Figure 12* below and is identified as one of 22 'hub and spoke' networks for the waste industry in the SWWRIP. The hub has proximity to the South Gippsland Highway and Hallam Road as key transport links. The Hub Plan builds on the strategic objectives of the MWRRIP which aims to identify what waste and resource recovery activities could occur in hub areas across the Victoria, and therefore what capacity Melbourne has for managing waste and resource recovery activities.

Figure 12: Development Plan Precinct Boundary and Hub Plan



The Hallam Road Hub Plan's (the Hub Plan) boundary differs somewhat from the precinct. The whole of the Hub Plan area is contained within the precinct boundary as shown in *Figure 12*.

The Hub Plan identifies the Hallam Road hub area as a valuable, well-located site for waste and resource recovery infrastructure to service the City of Casey, the region, and the State. The Hub Plan notes that the Hallam Road landfill has been in operation since the 1990's and will be reaching capacity within the next few years. As the Hallam Road landfill closes and rehabilitation and gas extraction take place, the Hub will transition away from waste disposal activities and focus on waste transfer activities and the resource recovery of inert materials, while also providing valuable public open space for the City of Casey in the longer term.

The Hub Plan found that several activities currently in the hub area are required to continue or expand, and suggested additional activities which should be explored to enable a circular economy. These activities include:

- increased construction and demolition processing capacity.
- other inert material processing, such as e-waste, plastics, metal, or glass recycling.
- reprocessing infrastructure following the landfill closure, a need for consolidation and bulk haulage of household waste.

The Hub Plan also considers land located within the various buffer areas of waste and resource recovery facilities. For surrounding uses to be complementary to the future waste and resource recovery land uses they should be:

- non-residential
- resilient to dust, noise, and odour
- promoting the principles of a circular economy
- building industrial ecology relationships between businesses in the hub (e.g., one business uses a by-product of another business).

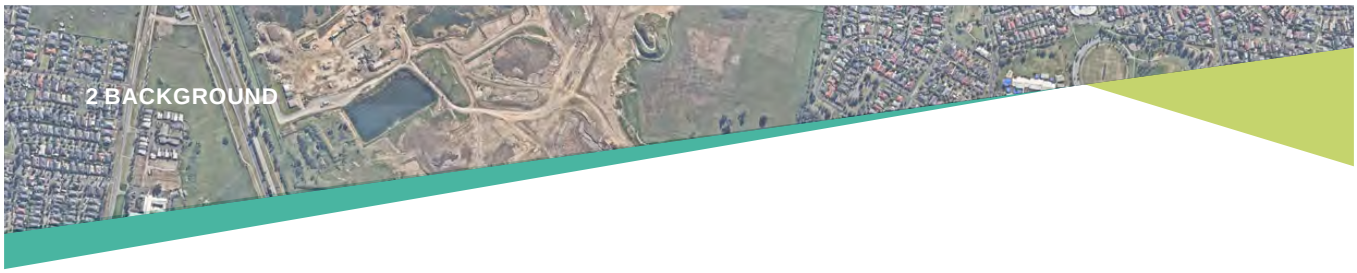
Recycling Victoria – A New Economy (DELWP, 2019)

Recycling Victoria is a policy and action plan to achieve more circular economy outcomes. It indicates the importance and need for a more circular economy and the need to be more sustainable with materials and resources via recycling and repurposing. The *Kerbside Reform*, also announced through *Recycling Victoria*, will create four separate streams (glass, organics, mixed recycling, and general waste) and will ultimately aim to reduce contamination and increase recycling of relevant materials, including glass and organics. Therefore, processing facilities for glass, organics and other relevant materials will be needed in the future.

Open Space Strategy (City of Casey, 2015)

The City of Casey's Open Space Strategy seeks to deliver a connected network of quality and diverse open spaces now and into the future to improve the liveability for residents and visitors. It recognises several benefits ranging through social, mental, physical, environmental, and economic.

While the Hallam Road landfill has not been specifically identified in the Strategy, an open space audit identified the suburb of Hampton Park as having a shortage of open space, particularly active open space. Transfer of the landfill site and land to the north once the rehabilitation and gas extraction has ceased will provide additional passive and active recreational opportunities to fill this gap in the future.



Housing Strategy (City of Casey, 2019)

The City of Casey's Housing Strategy recognises the changing household demographics in the municipality and identifies housing changes to address the changing needs of the community. The Strategy identifies locations suitable for different rates of housing change (minimal, incremental, and substantial change). The precinct and land within the landfill buffer are identified in the Housing Strategy as minimal housing change areas. However, as the land currently in the General Residential Zone within the Development Plan boundaries, is subject to the EPA recommended buffer, it is not suitable for development for dwellings or sensitive uses.

Casey – A Design City (City of Casey, 2022)

The *Casey – a Design City* document is a guide to promote design excellence in the built environment. The document highlights that good design creates benefits economically, socially, and environmentally and should be considered from the first stages of the development process. This document will assist in guiding future design of development as part of the planning permit process.

EPA Publication 1518: Recommended Separation Distances for Industrial Residual Air Emissions (EPA, 2013)

EPA Publication 1518 provides recommended separation distances for industrial activities from sensitive land uses such as dwellings. The activities listed in this publication generally fall under the heavy industry classification and have a high propensity of producing odour, noise, and dust emissions, therefore requiring separation distances from sensitive uses. Clause 53.10 of the Casey Planning Scheme includes a list of land uses that require separation distances aimed at managing the potential odour or noise risk from uses listed in this clause.

EPA Publication 1642: Assessing planning proposals within the buffer of a landfill (EPA, 2017)

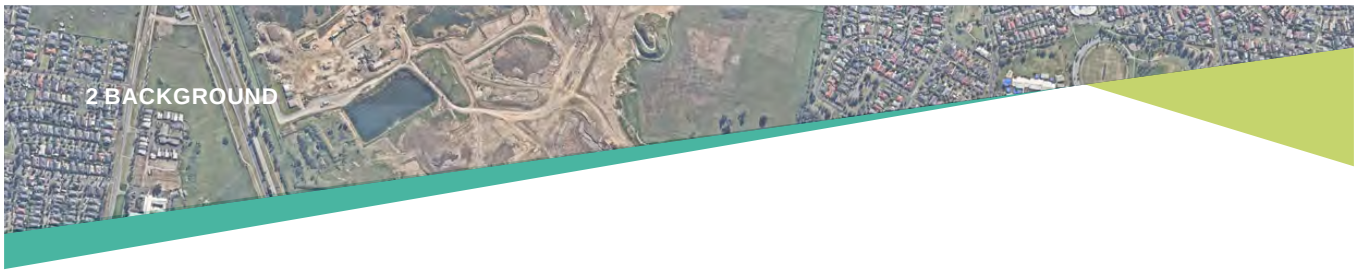
EPA Publication 1642 provides information and advice on assessing planning permit applications and planning scheme amendments that would lead to development within the separation buffer of an operating or closed landfill. The document includes guidance on understanding landfills and separation buffers, what reports a developer might be asked to undertake and how Council should assess the reports.

EPA Publication 788.3: Siting, design, operation, and rehabilitation of landfills.

This publication is the source document for best practice environmental management measures for landfills in Victoria. It considers the risk landfills pose to the environment and provides a guide for the measures required to meet legislative objectives. The recommended buffer for landfills is currently 500 metres. However, the EPA are currently reviewing the guidelines for buffers for landfills.

EPA Publication 1490.1: Closed landfill guidelines.

This guideline requires landfill operators to plan for and complete rehabilitation of landfill sites after they are closed. To ensure that the risks are appropriately quantified and managed, owners of closed landfill sites will be issued with pollution abatement notices that require the gathering of necessary information and date, the development of rehabilitation plans and aftercare management and monitoring Supportinprograms.



2.7 Supporting Documents

The Development Plan has been prepared by the City of Casey and has been informed and guided by the following technical reports:

Hampton Park Employment Land Needs Assessment (SGS, 2022)

An *Employment Land Needs Assessment* was undertaken by SGS Economics to understand the employment needs of the precinct and surrounding area. The study found that over the next 20 years the precinct should accommodate 58ha of new light industrial employment land in order to accommodate identified demand. The ideal location for the employment land is along the south-eastern portion of the precinct, adjoining Glasscocks Road. Post 20 years, the demand is likely to increase due to demographic changes and therefore there is a need for the provision for further employment land.

The study also found that heavy industry should not be in the precinct due to land constraints and that retail activities should not be considered as there are existing activity centres that can service the needs of the precinct.

Urban Design Interface and Context Report (Global South, 2022)

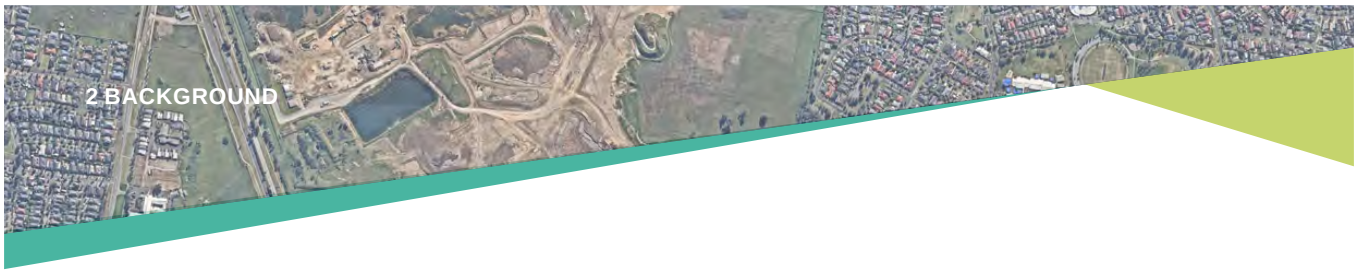
Global South were engaged to advise Council on urban design interface treatments for Hallam Road, South Gippsland Highway and Glasscocks Road as well as internal urban design treatments. The report includes a range of recommendations relating to building design, interface treatments, landscaping, and streetscape presentation.

Traffic Engineering Assessment (Traffix Group, 2022)

The Transport Planning and Traffic Engineering Report undertaken by Traffix Group makes recommendations for a future active transport and road access network within the precinct. The report also considers the traffic impact of employment land on the surrounding roads. The assessment found that proposed employment land would not cause unacceptable impacts on the existing road network.

Biodiversity Report (Ecological Consulting, 2022)

The Biodiversity Assessment report provides an evaluation of the potential biodiversity value of the land within the Development Plan area. It includes a review of background information, a field assessment, and a likelihood of occurrence assessment for significant species, including those listed under the *Flora and Fauna Guarantee Act 1988* and the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999*. Also, the assessment includes the mapping of the extent of revegetation and incidental surveys for flora and fauna species, with an emphasis on recording dominant or commonly encountered species. The report identifies the potential for significant species and threatened ecological communities to occur, which can inform decisions related to land use planning, conservation, and management actions. The report includes recommendations for the future protection of the environmental features of the land.



Infrastructure and Servicing Report (Stantec, 2023)

The Hampton Park Hill Precinct Infrastructure Report assesses the existing drainage and utility services infrastructure to cater for the envisaged development of the precinct.

The report describes the existing trunk drainage and utility services infrastructure in the vicinity of the precinct, and its capacity to cater for development based on authority advice at the time of its preparation.

The report provides information relating to stormwater, water supply, sewerage, electricity, telecommunications and gas supply infrastructure and capacity.

SUEZ Transfer Station Upgrade Overview (Golder Associates Pty Ltd, 2022)

Golder Associates Pty Ltd prepared a report for a future commercial transfer station proposal on land near the landfill site within the Development Plan area. The report provides information on the need for the transfer station and details of the proposal including a site concept plan, design of the building, volumes of waste accepted per year, and hours of operation. Section 8 of the report provides information regarding Community Engagement processes. An Air Quality and Noise Assessment was undertaken by Golder Associates and appended to the above report.

Under the *Environment Protection Act 2017* and *Environment Protection Regulations 2021*, large waste and resource recovery facilities are required to obtain a Development Licence and an Operating licence from EPA. In addition, a planning permit is also required under the provisions of the Special Use Zone of the Casey Planning Scheme.

Hampton Park Transfer Station Noise Impact Assessment (ARUP, 2022)

Council sought the advice of ARUP to understand the noise implications of a new transfer station within the precinct. ARUP used information provided by the developer of a proposed transfer station to undertake a noise impact and modelling assessment. The report found that with standard noise mitigation measures a transfer station could be developed within the precinct with minimal impact on the surrounding residential land.

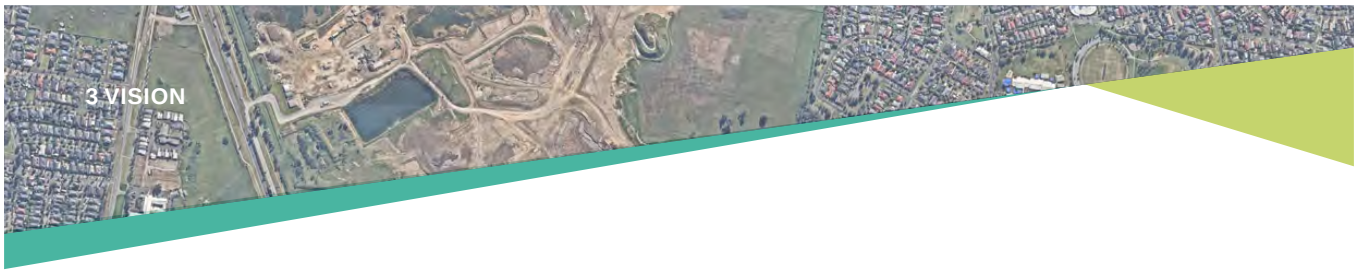
3 VISION

Image: Wilson Botanic Park, Berwick, 2020

Image: National Tree Planting Day, 2019

VISION

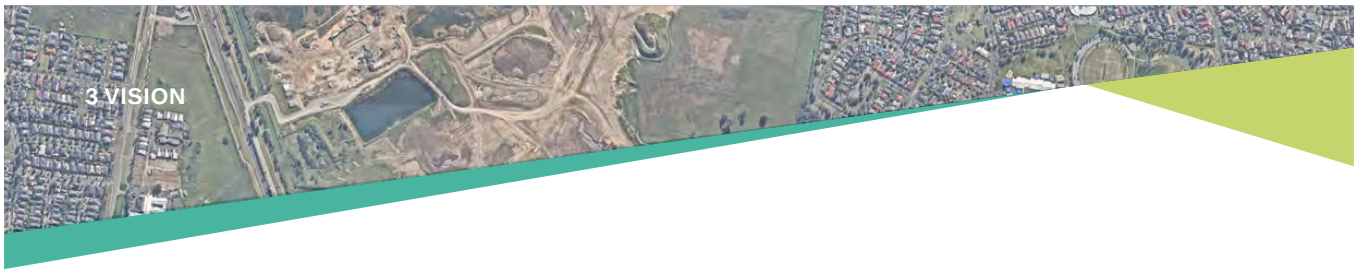
Hampton Park Hill Development Plan vision is to enhance the well-being of the community by transitioning land uses that support a circular economy with an emphasis on complementary waste and resource recovery land uses, together with future public open space and employment opportunities, for the benefit of the wider community.



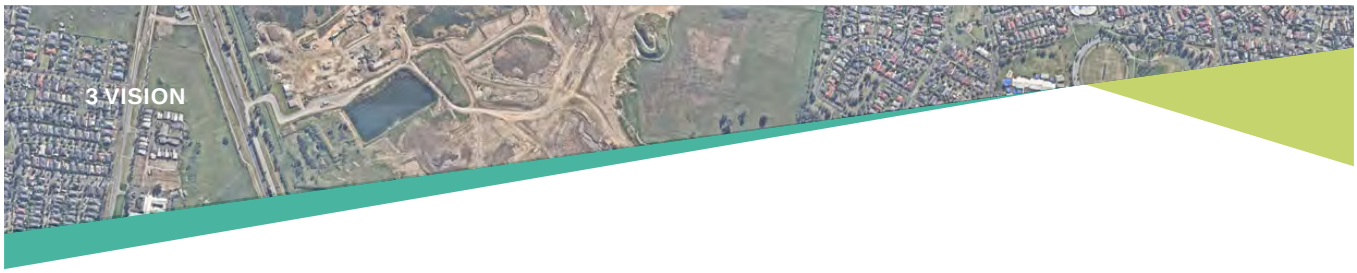
3.1 Objectives

The vision will be realised through the three land use framework plans in Section 3.2.

	Character
O1	To facilitate the gradual transition of the precinct over three distinct development phases to a circular economy with an emphasis on waste and resource recovery in line with the staging Framework Plans.
O2	To develop a distinctive urban landscape character for the area which integrates future land use and development.
O3	To mitigate and manage the risk of gas migration associated with the existing landfill through rehabilitation plans and aftercare management and monitoring programs.
O4	To ensure that future land uses are compatible with the existing land uses surrounding the precinct.
O5	To encourage agricultural and horticultural land use activities and land management practices that are compatible with the Urban Floodway Zone and Land Subject to Inundation Overlay.
O6	To discourage residential development or sensitive uses within the landfill separation buffer.
O7	To optimise employment opportunities through an appropriate mix of land use activities.
O8	To encourage building design that enhances the streetscape presentation of the external and future internal road networks.
	Integrated
O9	To ensure that future public open space is well designed, fit for purpose and connects with surrounding residential areas as well as future employment land.
O10	To encourage the coordination and staging of development to ensure the delivery of infrastructure and servicing requirements are provided in an orderly fashion and funded by developers.
O11	To provide a road hierarchy incorporating a collector and local road networks including identification of public transport routes and stops.
O12	To establish an integrated and sustainable transport network that maximises access to public transport and encourages walking and cycling within the area.
O13	To manage and minimise the risk of off-site amenity impacts of waste and resource recovery industries, through EPA recommended separation buffers, siting, building design, landscape interventions and operational measures.
O14	To facilitate convenient pedestrian and cycling connections throughout the site and beyond.



	Sustainable
O15	To encourage well designed, environmentally sustainable development that enhances the streetscape and amenity of the area.
O16	To encourage the protection and conservation of environmental features of the area.
O17	To ensure future public open space is located on land that is appropriately rehabilitated and fit for purpose.
O18	To encourage the protection of the ecological benefits of the Hallam Valley floodplain and River Red Gum waterway for long-term preservation for public use.
O19	To encourage a suburban bushland and open space corridor under the major electricity transmission line.
O20	To encourage the integration of water sensitive urban design into new development.



3.2 Framework Plans

The long-term vision of the Development Plan will be realised over three distinct timeframes as show in the framework plans below.

The three timeframes relate to the operation, closure, rehabilitation, and gas extraction of the landfill. The various staged plans show existing and future land use opportunities, existing and future infrastructure requirements for road network, and the transition of land to future land uses including public open space. The framework plans also shows the current EPA recommended buffers required for existing land uses that have the potential to result in off-site amenity impacts, as well as easements, and land subject to flooding.

The three stages are:

» Stage 1 – Current to closure of landfill (2023 to 2040)

» Stage 2 – Landfill rehabilitation and gas extraction

» Stage 3 – Ultimate Scenario

3.2.1 Stage 1 – Current to closure of landfill (2023 to 2040)

This stage anticipates that most of the existing land uses will continue to operate into the short term future.

Landfill

The landfill has approval to operate until 2040 but may cease operation within the next 10-15 years depending on the filling capacity of the remaining cells. Rehabilitation of landfill cells that have reached capacity is taking place and extraction of gas by LMS Energy is currently occurring.

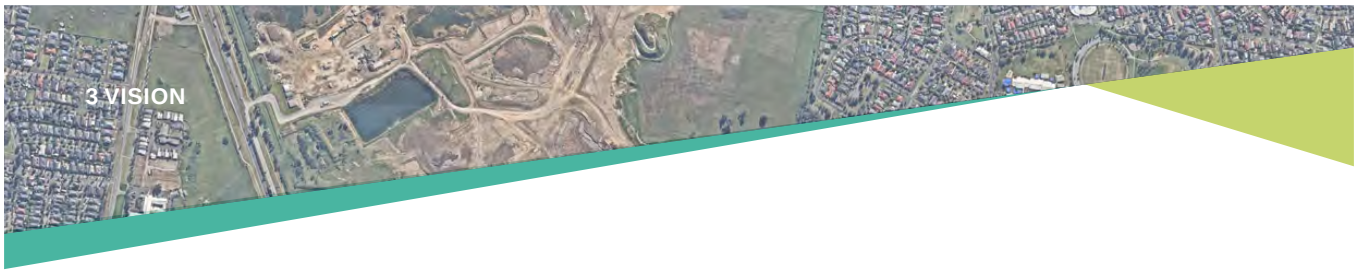
Gas Extraction

LMS Energy's Hallam Road BioEnergy Facility's infrastructure and assets are located near the landfill site. This facility will continue to provide biogas recovery and carbon abatement services post the landfill closure. This activity is essential in managing the extraction of gas emissions from the landfill and to considered to align with the future vision for the land. Future uses proposing to locate in proximity to the facility should consider the long-term nature of this activity.

Buffers

While the landfill continues to operate, the buffer recommended by the EPA will apply to surrounding land and will need to be considered for future land use proposals that require planning approval that are within the buffer. Residential development and sensitive land uses will not be supported within the recommended EPA buffer for the landfill.

While the existing concrete batching plant continues to operate, the buffer recommended by the EPA will apply to surrounding land. This includes part of the land currently in the General Residential Zone to the north-west.



Waste and Resource Recovery

Land identified for Waste and Resource Recovery has the potential to be used for a range of activities, providing any recommended EPA buffers can be contained within the boundaries of the Development Plan or can be reduced subject to the submission of a risk assessment prepared by a suitably qualified person that is supported by the EPA.

Land uses with the potential for off-site amenity impacts should only be supported if buffers recommended by the EPA are contained within the boundaries of the Development Plan or can be reduced subject to the submission of a risk assessment prepared by a suitably qualified person and supported by the EPA.

Residential

Given the extent of existing buffers, it is intended that land currently in the General Residential Zone – Schedule 1 within the landfill buffer will be rezoned to the Special Use Zone with a new schedule that will prohibit 'sensitive land uses' as defined in the Casey Planning Scheme which includes dwellings.

Such land includes the following:

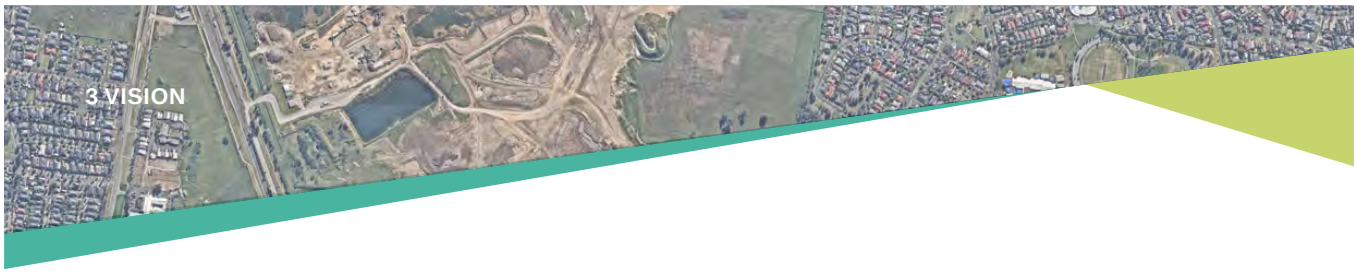
- Vacant land in the General Residential Zone – Schedule 1 in the north-west corner of the Development Plan has been identified for Employment B. Future land uses in this precinct will need to be responsive to the amenity of residential development nearby.
- Vacant land to the east of the Urban Floodway Zone currently in the General Residential Zone – Schedule 1 has been identified for agriculture land uses.

Employment

The land shown as employment will be vital in terms of facilitating circular economy outcomes for the overall precinct. Large lot subdivision is encouraged within this area with opportunities for industrial uses that are complementary to waste and resource recovery activities subject to meeting any planning scheme criteria.

The employment land within the southern area of the Development Plan is expected to develop before the land in the area identified for Waste and Resource Recovery with frontage to South Gippsland Highway.

The vacant land in the north-west corner of the Development Plan has been identified as 'Employment B' and expected to develop in the short-term with activities that will be compatible with nearby residential development. Development in this location will need to be site responsive and achieve high quality design outcomes that respect the sensitive interfaces. In this respect, landscaping, acoustic treatments, and setbacks will play an important role in development proposals for this area.



Public Open Space

With the development and future subdivision of the employment land abutting Glasscocks Road, a portion of the land is to be set aside for a local park as part of the Public Open Space contribution requirement. The land should be unencumbered and generally in the location shown in the Framework Plan. The local park should have two road frontages and be easily accessible for employees and the community on the south side of Glasscocks Road. The local park should be suitably improved with playground equipment, seating, landscaping, and shade structures prior to transfer to Casey Council.

The land to the north of the landfill cells has the potential for use as public open space and may become available for transfer to Casey Council during this period.

Agriculture

Land to the east that is constrained by the existing floodway and transmission line easement as well as the EPA buffer for the landfill is not suitable for residential or industrial land use and development and therefore will continue to be available for agricultural activities. There is the opportunity to use this land for a range of agricultural and horticultural activities, subject to planning approval, as required.

Infrastructure

Infrastructure and servicing requirements including provision of or upgrading of road networks and/or wetlands will rest with developers to fund and provide as part of any planning approval for use, development, and subdivision of land.

Melbourne Water advised the Urban Floodway Zone may not accurately identify the current 1% Annual Exceedance Probability (AEP) flood extent. During this period, it is likely that Melbourne Water will commission a review of the floodway included in the Land Subject to Inundation Overlay and Urban Floodway Zone. Updated modelling would be required to determine the extent of flooding and would need to take into consideration future development within the catchment area. Provision of a wetlands may be required to manage stormwater run-off relating to future development.

Melbourne Water would be the lead agency in this regard.

Urban Design

Urban Design treatments including landscaping, shared user paths will be required as part of any development proposal.

Planning Requirements

Prior to planning approvals being granted for land use and development, an environmental audit must be prepared by an EPA registered suitably qualified person that demonstrates that the land is not contaminated and suitable for the purposes proposed.

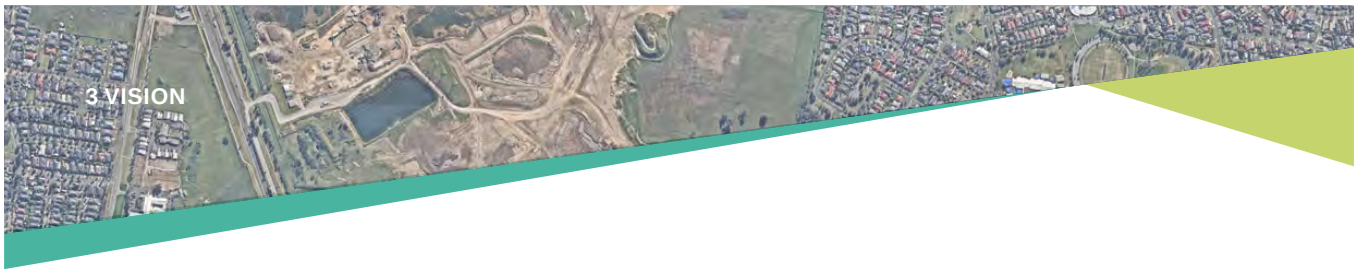
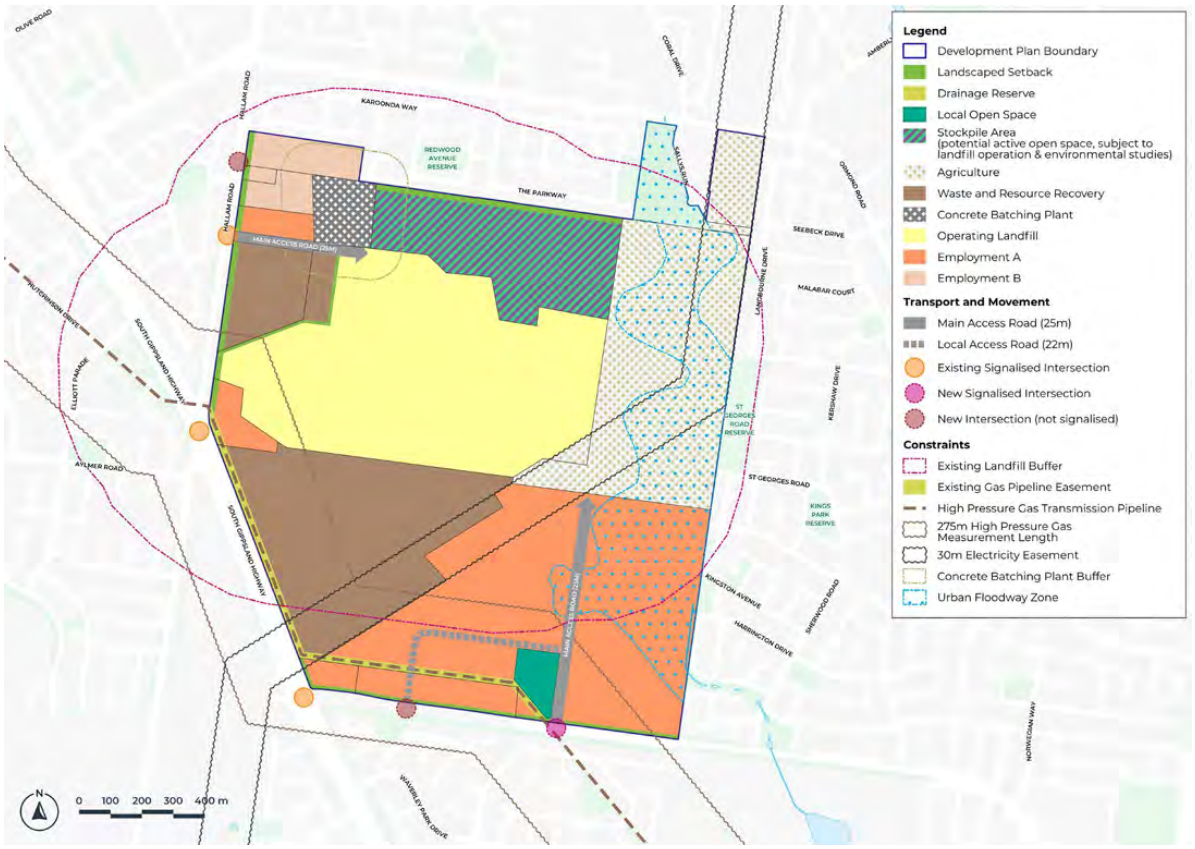
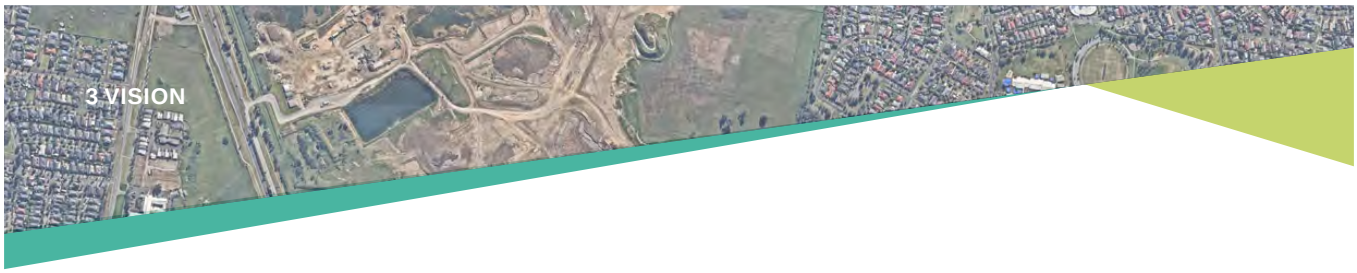


Figure 13: Stage 1 – Current to closure of landfill (2023 to 2040)





3.2.2 Stage 2 - Rehabilitation of landfill and gas extraction

This stage will commence upon the closure of the existing landfill and will continue until the biogas recovery and carbon abatement services being managed by LMS Energy are finalised.

Landfill and Gas Extraction

With this stage, the risk of off-site amenity impacts are significantly reduced, and gas migration will be monitored as a requirement of EPA landfill licence.

At this stage, it is not possible to predict how long the biogas recovery period will extend for, however, EPA estimate that gas extraction from landfills may take up to 30 years after a landfill has closed. However, it may be much shorter than the EPA default period.

The landfill cells will be progressively rehabilitated and infrastructure for gas extraction will be constructed.

Buffers

The recommended EPA buffer for closed landfills will apply.

Public Open Space

The land directly north of the landfill, the former stockpile area, identified for public open space, will be rehabilitated, and transferred to the City of Casey, in accordance with the terms of the S173 Agreement. The public open space will be transformed into an active recreational area for the benefit of the local community.

With land becoming available for public open space purposes, shared pathways could provide connections from Hallam Road through to the existing residential estate to the east. North-south shared pathway connections may also be able to be facilitated.

It is anticipated that the concrete batching plant will close during this period and will then have the potential to become available for public open space for passive leisure activities.

Waste and Resource Recovery and Employment

Land fronting Hallam Road and South Gippsland Highway identified for 'Waste and Resource Recovery' in Stage 1 will become available for 'Employment' land use. This represents a change in the types of land uses envisaged for these areas.

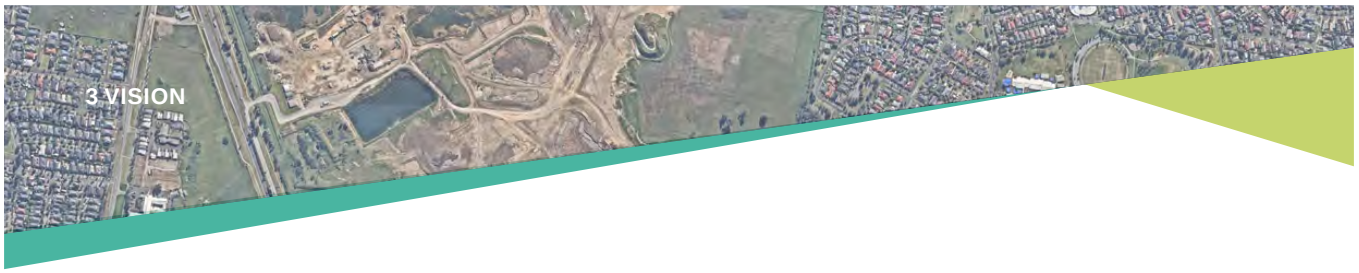
The vacant land in the north-west corner of the Development Plan has been identified as 'Employment B' and expected to develop in the short-term with activities that will be compatible with nearby residential development. Development in this location will need to be site responsive and achieve high quality design outcomes that respect the sensitive interfaces. In this respect, landscaping, acoustic treatments, and setbacks will play an important role in development proposals for this area.

Agriculture

It is anticipated the land to the east will continue to be used for agricultural purposes until such time as the gas extraction has ceased and the buffer is no longer required.

Infrastructure

Infrastructure and servicing requirements including provision of or upgrading of road networks and/or wetlands will rest with developers to fund and provide as part of any planning approval for use, development, and subdivision of land.



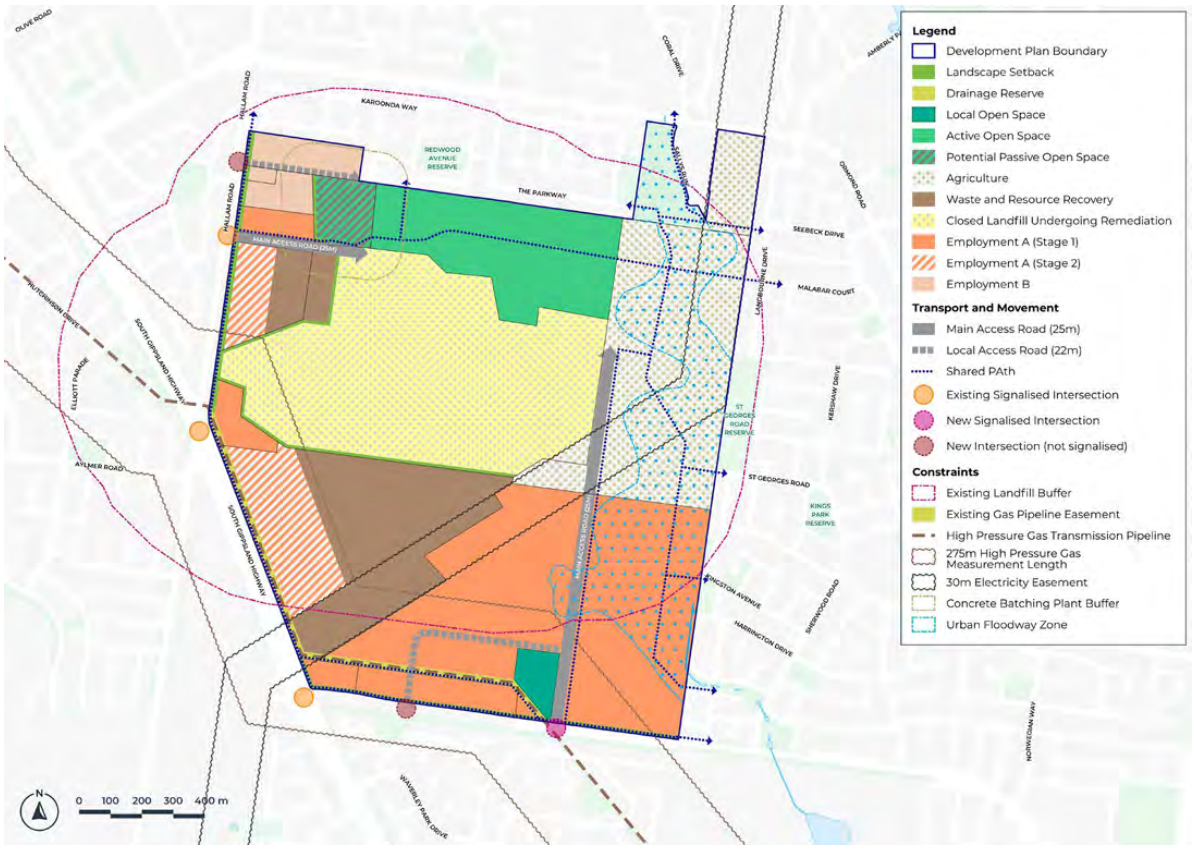
Urban Design

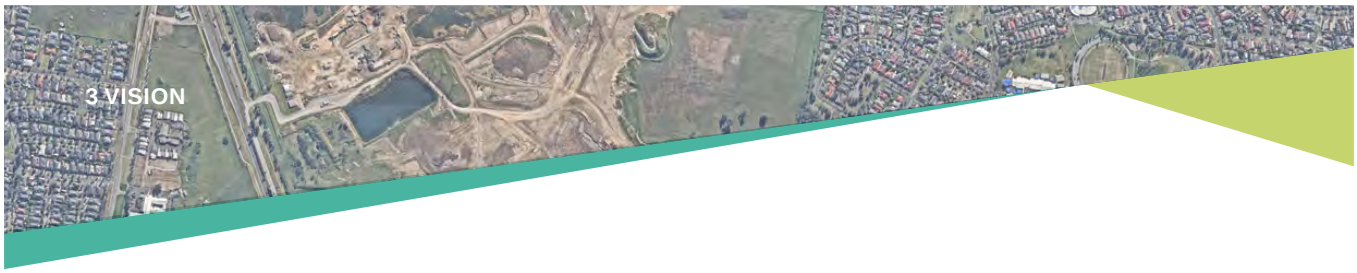
Urban Design treatments including landscaping, shared user paths will be required as part of any development proposal.

Planning Requirements

Prior to planning approvals being granted for land use and development, an environmental audit must be prepared by an EPA registered suitably qualified person that demonstrates that the land is not contaminated and suitable for the purposes proposed.

Figure 14: Stage 2 – Rehabilitation of landfill and gas extraction





3.2.3 Stage 3 – Ultimate Scenario

Stage 3 Ultimate Scenario signifies the implementation of the vision for the area.

By this stage, it is expected that the area will be defined by an urban landscaped character responsive to surrounding residential development that offers high quality public open space for leisure and recreational pursuits.

It will be fully developed offering a mix of employment opportunities with a focus on a circular economy for waste and resource recovery. Land uses should complement the existing residential character surrounding the site without the need for buffers encroaching into residential areas.

This stage would see all biogas recovery completed and infrastructure removed from the closed landfill site. The closed landfill will have been rehabilitated and transfered to the City of Casey for passive public open space in accordance with the terms of the S173 Agreement between the landowner and council.

EPA recommended buffers for closed landfills should no longer be required.

With the removal of the buffers, there is the opportunity to reconsider the merit of land previously in the General Residential Zone for residential purposes. It is likely that this would require a change to planning controls that apply to the land and consideration of any remaining constraints as part of any planning scheme amendment rezoning proposal.

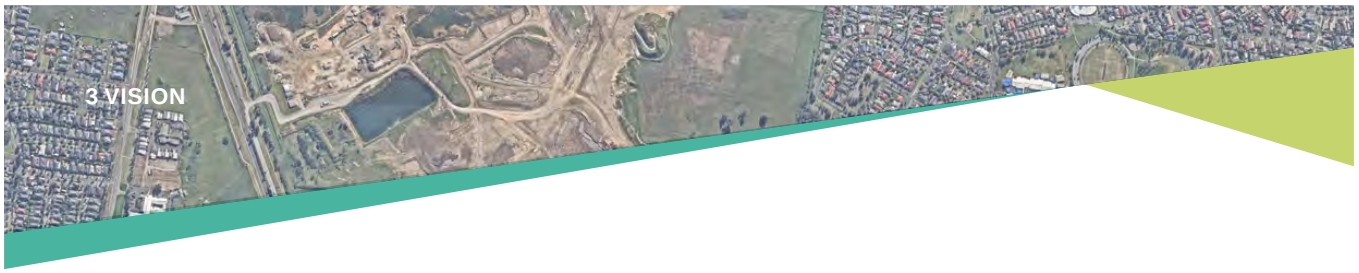
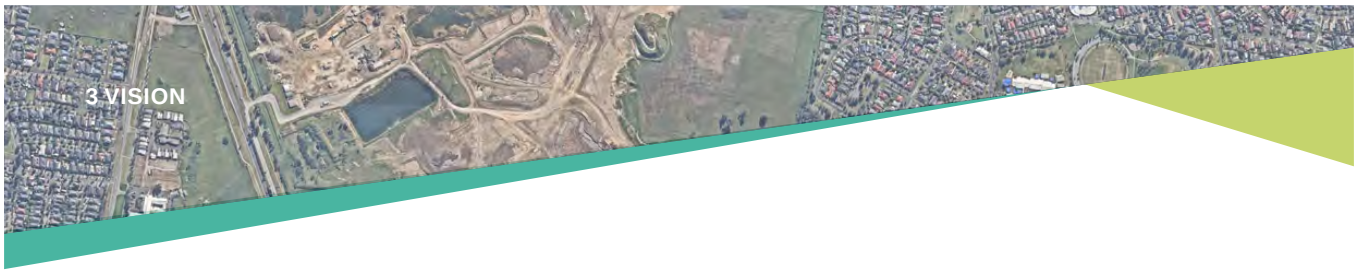


Figure 15: Stage 3 – Ultimate Scenario



3.3 Summary Land Budget

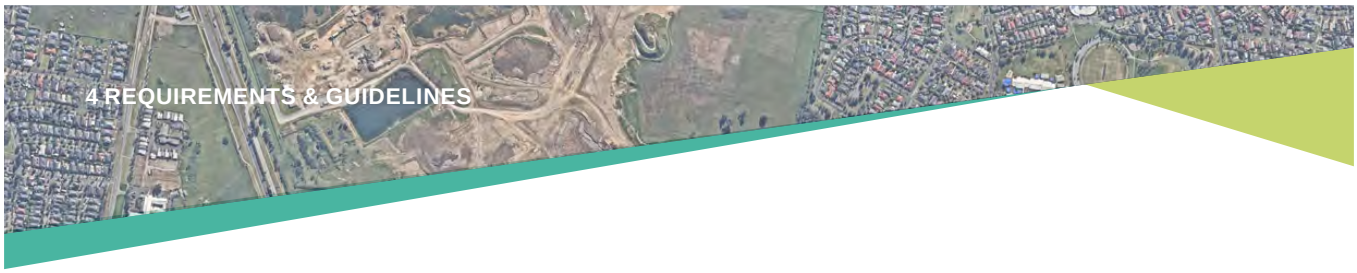
The land use budget as summarised in *Table 1* provides an overview of the land required for open space, employment land, waste and resource recovery and transport activities as proposed in the Development Plan. The Development Plan has an approximate area of 259 hectares.

Table 1: Summary Land Budget

	Hectares (Ha) (approximate)		
Description	**Stage 1 Area**	**Stage 2 Area**	**Stage 3 Area**
Agriculture	43	43	21
Concrete Batching Plant	4	N/A	N/A
Operating Landfill & Stockpile Area	78	N/A	N/A
Waste and Resource Recovery	42	28	28
Potential Residential Opportunities	N/A	N/A	28
Gas Pipeline Reserve	4	4	4
Road Reservation	7	7	7
Employment			
» Employment A	66	80	80
» Employment B	6	6	N/A
Public Open Space:			
» Active open space (Subject to land swap agreement)	N/A	26	26
» Passive open space	N/A	58	58
» Employment land local park	2	2	2
» Landscape Setback	5	5	5
Total Precinct Area	**259**	**259**	**259**

4 REQUIREMENTS & GUIDELINES

Image: Hallam Road Landfill



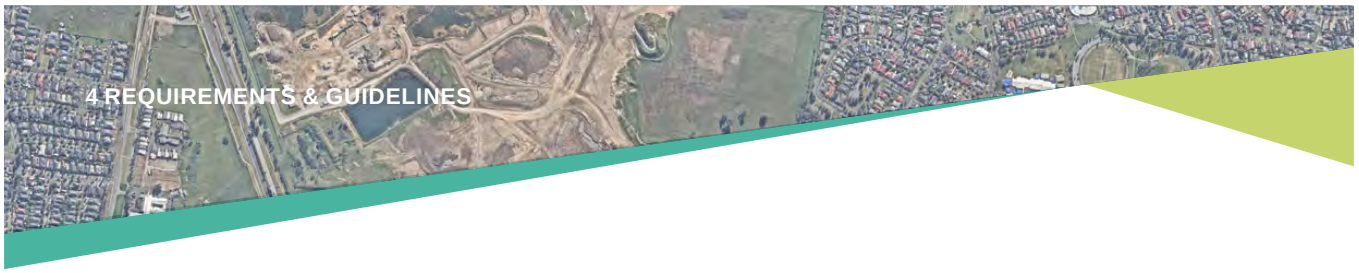
This section establishes the overarching Framework Plan that applies and helps to realise the vision and objectives for the Precinct. The plan summarises the approach through the planning and design guidelines for land use, built form, sustainability and infrastructure.

There are 33 requirements and 42 guidelines that apply in the Development Plan. The requirements and guidelines are included under the same themes as the objectives.

4.1 Image, Character and Land Use

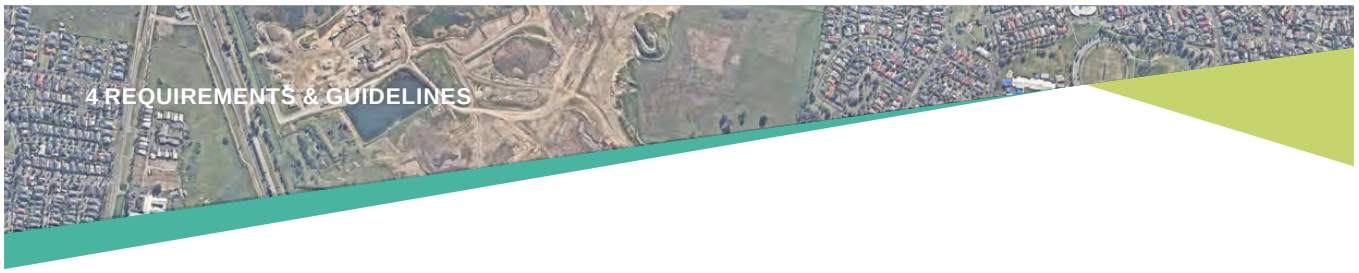
The requirements (1 – 3) and guidelines (1 – 9) below apply to the whole precinct.

	Requirements
R1	All new development within the EPA recommended landfill buffer must mitigate the risk from landfill gas migration through built form objectives in accordance with EPA *Publication 1642: Assessing planning proposals within the buffer of a landfill* (EPA, 2017).
R2	Development and subdivision of land must provide interface treatment outcomes generally consistent with *Figures 16 – 19*.
R3	Landscaping and tree planting in development sites, streets and public open spaces must be planted and designed to: » include native vegetation to maintain and reinforce the landscape character. » include larger species to facilitate continuous canopy cover. » be in modified and improved soil to support tree establishment. » be appropriate in size to nature strips, nearby utilities and built form. » be suitable for local conditions.
	Guidelines
G1	New development within the EPA recommended landfill buffer should consider the need for a landfill gas migration risk assessment or an environmental audit that assesses the risk of harm, including the risk of landfill gas migration, to the proposed development, and incorporate into the design of the development any recommendations of such a report, in accordance with EPA *Publication 1642: Assessing planning proposals within the buffer of a landfill* (EPA, 2017). A statement clearly addressing any recommendations in the landfill gas assessment should be provided.

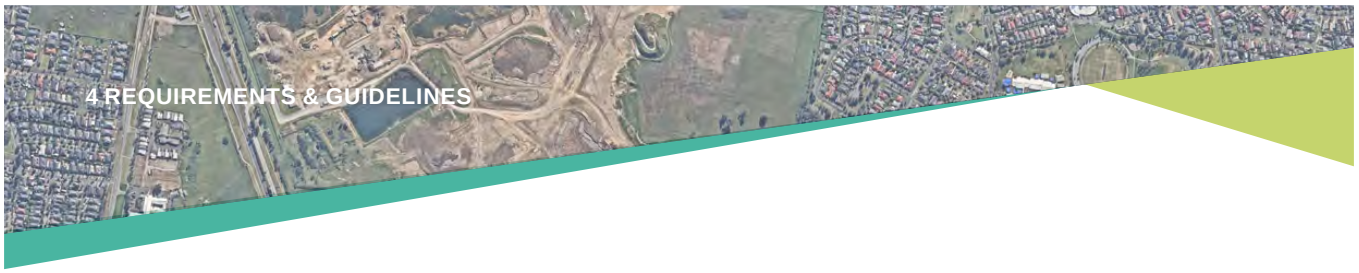


G2	New development within the landfill separation buffer should consider incorporating:
	» passive landfill gas mitigation measures based on an appropriate risk assessment for landfill gas migration, such as:
	  » reinforced building floor construction with concrete slabs and gas-resistant membranes
	  » underfloor venting
	  » in-ground vertical venting wells to create a preferential pathway for gas to escape before reaching a building.
	» active landfill gas mitigation measures based on an appropriate risk assessment for landfill gas migration, such as:
	  » extraction from the ground, or
	  » maintaining a positive pressure of air to prevent gas from entering under or within a building.

G3	New development should avoid below ground works such as basements.
G4	Apply the *City of Casey Employment Land Design Guide 2022* in the siting and design of development proposals.
G5	Provide a suitable landscaped buffer to development along Glassocks Road, South Gippsland Highway and Hallam Road to enhance the streetscape and visual amenity.
G6	Significant trees should be retained and located within the public domain, where appropriate, including public open space and road reserves.
G7	A consistent suite of lighting and street and open space furniture should be used across the precinct, appropriate to the type and role of street or public space.



G8	Land uses should be consistent with *the three staging Framework Plans*: Waste and Resource Recovery » Resource recovery activities, recycling and C&D processing facilities should remain in the waste and resource recovery sub-precinct. » Activities of separating materials from waste that can be recycled into new products or used as energy alternative to fossil fuels and is actioned with the goal of diverting as much waste from landfill as possible, should be encouraged Industrial » Light industrial uses complementary to waste and resource activities or uses that support the concept of a circular economy should be located within the employment land precinct: » in the south-eastern portion of the precinct, south of the electricity transmission line and north of Glasscocks Road » along the Hallam Road, South Gippsland Highway and Glasscocks Road frontages Agricultural » Agriculture (such as outdoor gardens or greenhouses), horticulture uses on land zoned special use or on encumbered land such as land in the electricity transmission easement and urban floodway (subject to Melbourne Water approval), is encouraged. Public Open Space » Active public open space within the northern part of the site should be transferred to Council once rehabilitated and suitable for public open space use. » Public open space in form of a local park with a minimum area of 1 hectare within the southern employment land should be provided at the time the land is developed. » Passive public open space once remediation and gas extraction completed should be transferred to Council. » Passive public open space and connections throughout the precinct are encouraged.
G9	Any works required within an areas of aboriginal cultural heritage sensitivity should be guided by the recommendations of a Cultural Heritage Management Plan, if one is required under the *Aboriginal Heritage Act 2006*.



	Application Requirement
A1	In areas of aboriginal cultural heritage sensitivity, a Cultural Heritage Management Plan may be required to be undertaken prior to a planning permit being granted in accordance with the *Aboriginal Heritage Act 2006* and supporting Regulations.
A2	Any new development proposal within the landfill buffer should be accompanied by a landfill gas risk assessment or an environmental audit, conducted under Part 8.3 of the *Environment Protection Act 2017* that assesses the risk of harm, including the risk of landfill gas migration, to the proposed development, in accordance with EPA *Publication 1642: Assessing planning proposals within the buffer of a landfill* (EPA, 2017). A statement clearly addressing any recommendations in the landfill gas assessment should be provided.

The interface diagrams at Figures *16-19* show cross sections which illustrate the preferred interface treatments.

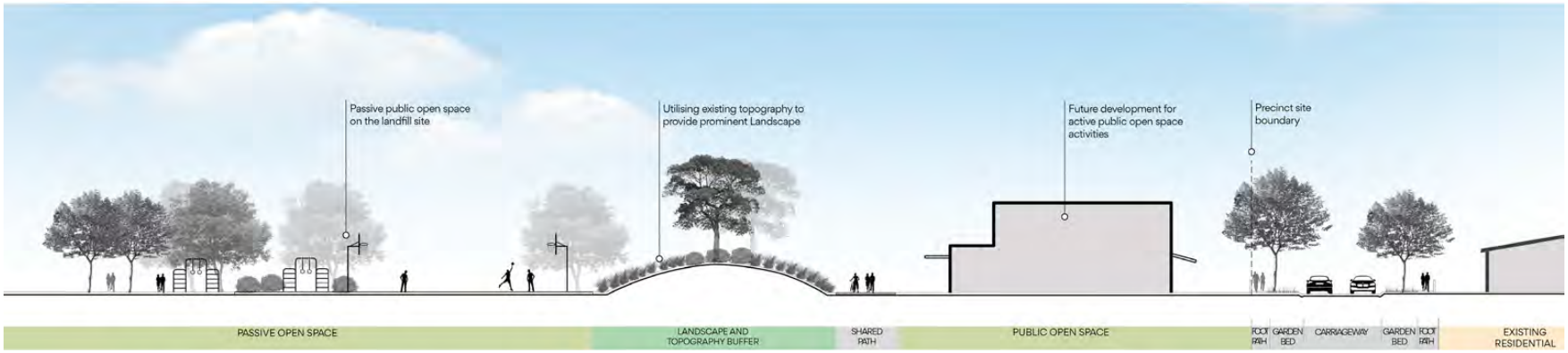


Figure 16: North Interface Diagram - Stage 2

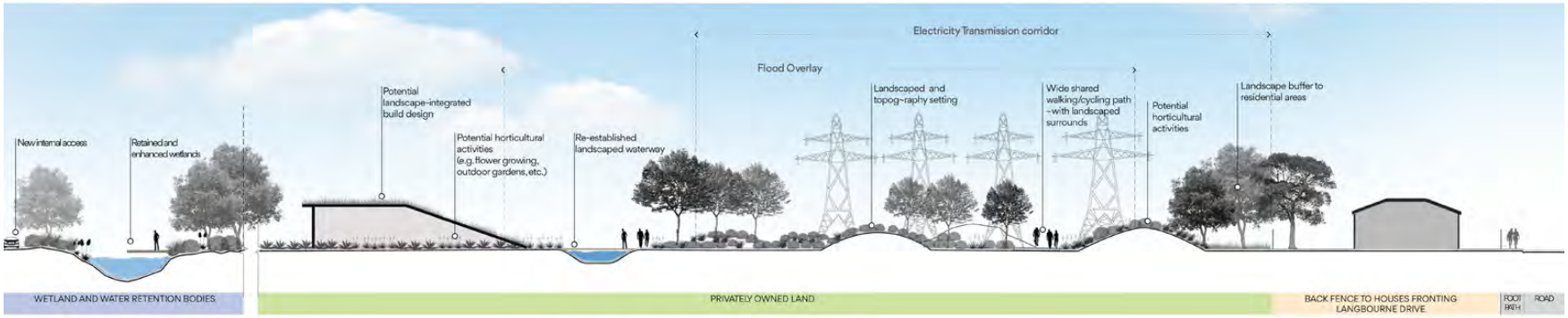


Figure 17: East Interface Diagram - Stages 1-3

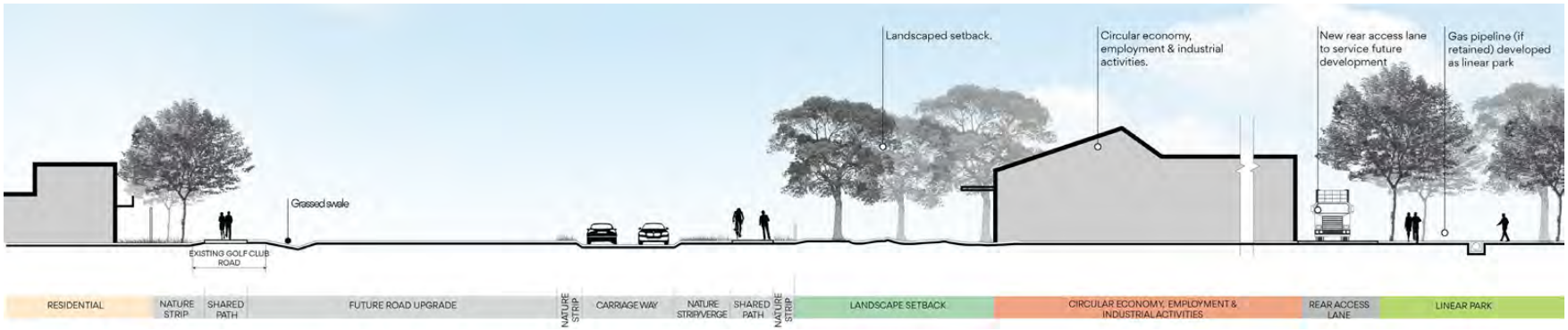


Figure 18: South Interface Diagram - Stages 1-3

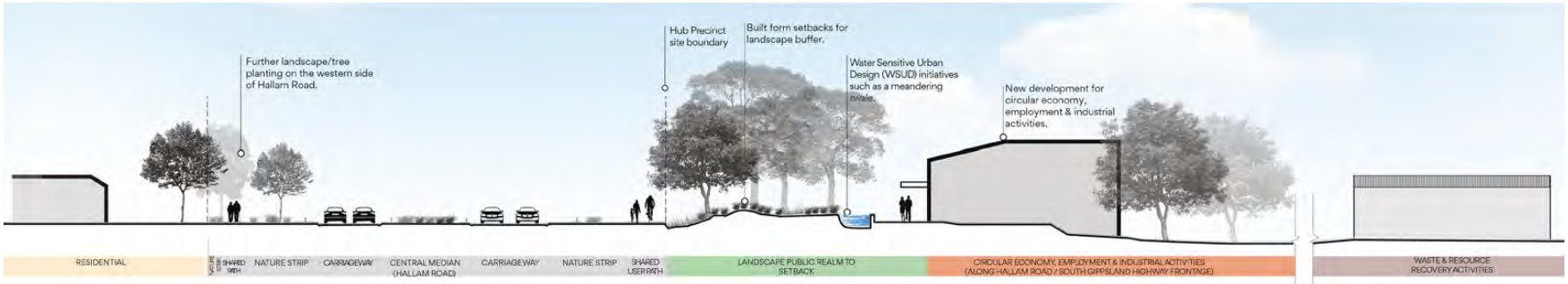
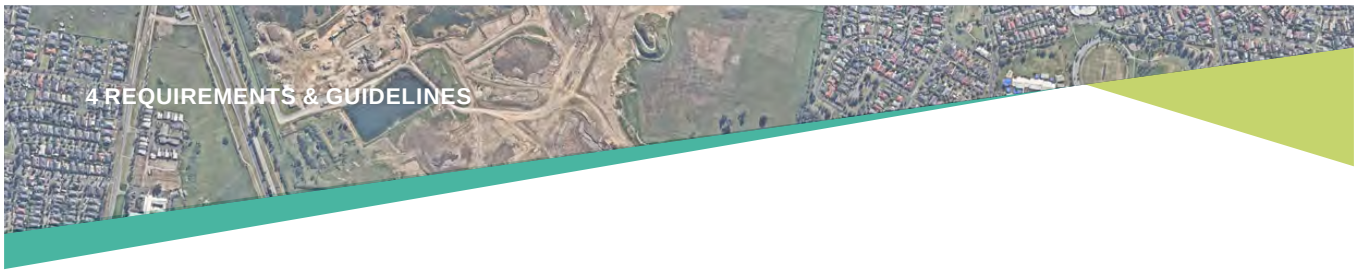


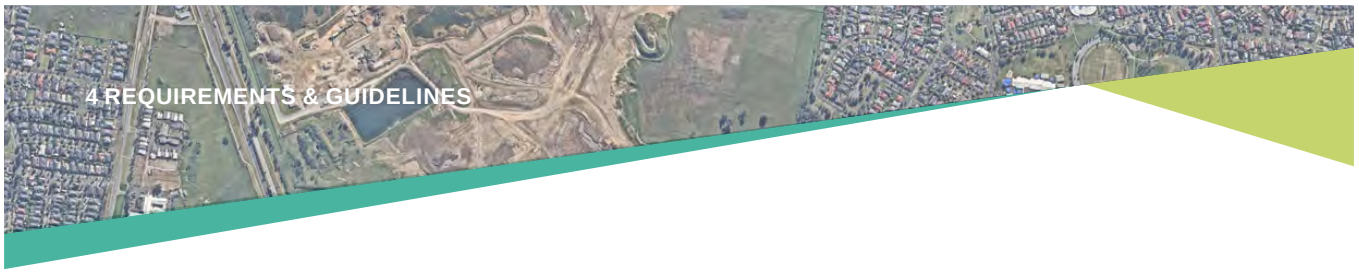
Figure 19: West Interface Diagram - Stages 1-3



4.2 Waste and Resource Recovery

Requirements (4-5) and guidelines (10-11) below apply specifically to the waste and resource recovery precinct.

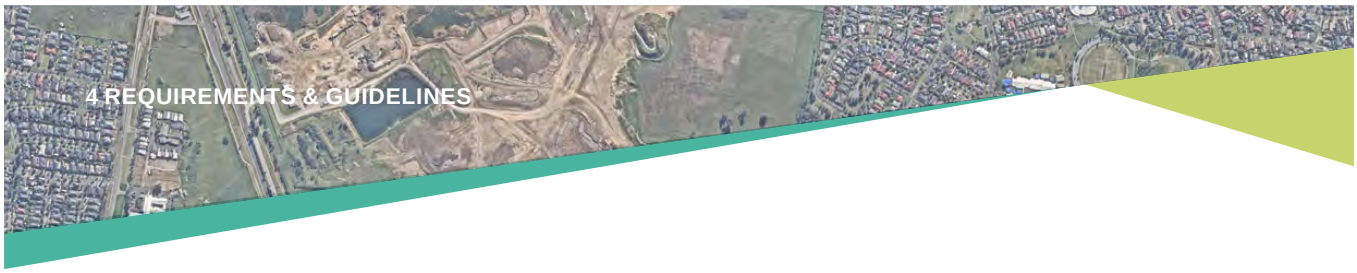
	Requirements
R4	Development within the waste and resource recovery sub-precinct must ensure the design and location of buildings are site responsive and provide a landscape buffer of at least 5 metres at any interface with adjoining land uses and/or public open space.
R5	Future extensions to or redevelopment of existing or new waste transfer facility must provide: » an attractive interface to the future adjoining land use and/or public open space » acoustic shielding for noise sources including any truck routes and ventilation and exhaust fan machinery.
	Guidelines
G10	New development should be in accordance with *Recommended Separation Distances for Industrial Residual Air Emissions* EPA Publication 1518, to mitigate potential offsite impacts of waste and resource recovery operations.
G11	A landscape buffer of at least 5 metres wide must be provided along the relevant edges of the waste and resource recovery precinct to limit views to existing and/or future development within this precinct from future public open space and other interfaces.
	Application Requirements
A3	Any application to use or develop land within the waste and resource recovery precinct, including extensions to existing buildings must be accompanied by an appropriate odour, air quality and noise assessments, to consider the impact of odour, air and noise pollution on the health and amenity of residents in existing residential precincts.
A4	Any new development proposal within the landfill buffer should be accompanied by a landfill gas risk assessment or an environmental audit, conducted under Part 8.3 of the *Environment Protection Act 2017* that assesses the risk of harm, including the risk of landfill gas migration, to the proposed development, in accordance with EPA Publication 1642: *Assessing planning proposals within the buffer of a landfill* (EPA, 2017). A statement clearly addressing any recommendations in the landfill gas assessment should be provided.
A5	Any new land use requiring an EPA recommended buffer, the said buffer should be contained within the Development Plan boundaries or demonstrate through a risk assessment prepared by a suitably qualified person that the default buffer recommended by the EPA may be reduced.



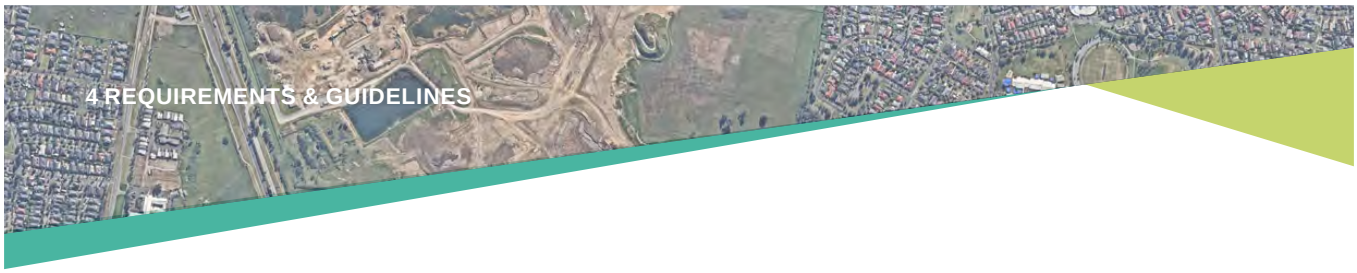
4.3 Employment

Requirements (6-12) and guidelines (12-19) below apply specifically to the employment.

	Requirements
R6	Development within employment precinct on Glasscocks Road, South Gippsland Highway and Hallam Road must provide a 7 metre landscaped front setbacks to enhance landscape values and visual amenity.
R7	Architecturally designed buildings and/landscape gateway treatments must be provided at corners and entry points, along Hallam Road, South Gippsland Highway and Glasscocks Road.
R8	Development within the employment precinct must provide sensitive design responses at interfaces to residential areas.
R9	Development must demonstrate design and operational considerations to mitigate any potential adverse impacts from nearby waste and resource recovery activities (e.g. dust, odour, and noise).
R10	Development adjacent to public open space must provide an attractive interface and passive surveillance of the public open space.
R11	Development should be designed to create attractive frontages to the street by: » Locating car parking to the side or rear of development, rather than at street frontages, where possible » Locate commercial loading areas away from street frontages. » Avoid installing fences along street frontages if front fencing is required it should be transparent in its design. » Avoid dominating the street interface with loading docks and blank walls.
R12	Subdivision layout must provide for buildings to front or otherwise address all roads, including arterial roads.
	Guidelines
G12	Subdivision should consider the future light industrial use of the precinct, support activities that are complementary to waste and resource recovery and consider a minimum lot size of around 9000 square metres or justify the need for a variation to the lot size
G13	Development should be generally consistent with the *City of Casey's Employment Land Design Guide (2022)*.



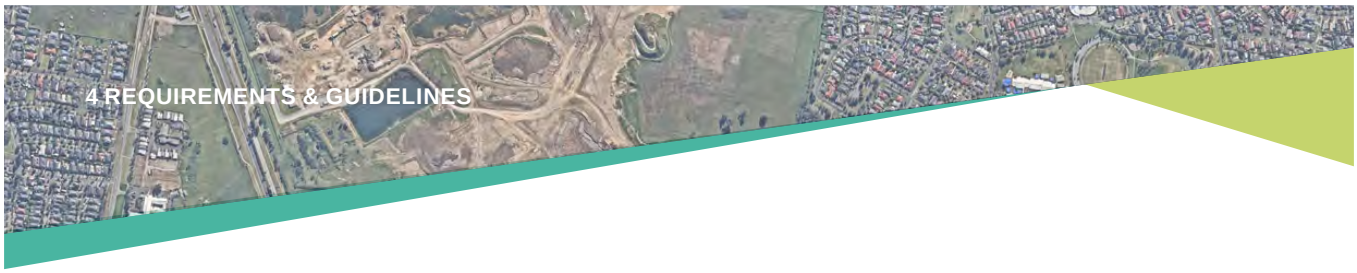
G14	All outdoor advertising signs should be generally consistent with the *City of Casey's Advertising Signs Design Guide (2021)*.
G15	Built form fronting Glasscocks Road, Hallam Road and South Gippsland Highway should be architecturally designed to provide visual interest and activation.
G16	Subdivision and development should demonstrate flexibility and adaptability to allow for staging and to meet the long-term employment needs of the region.
G17	Any new development proposal within the landfill buffer should be accompanied by a landfill gas risk assessment or an environmental audit, conducted under Part 8.3 of the *Environment Protection Act 2017* that assesses the risk of harm, including the risk of landfill gas migration, to the proposed development, in accordance with EPA *Publication 1642: Assessing planning proposals within the buffer of a landfill* (EPA, 2017). A statement clearly addressing any recommendations in the landfill gas assessment should be provided.
G18	Any application to use or develop land within the waste and resource recovery sub-precinct, including extensions to existing buildings must be accompanied by an appropriate air quality and noise assessments, to consider the impact of air and noise pollution on the health and amenity of residents in existing residential precincts.
G19	Any new land use requiring an EPA recommended buffer, the said buffer should be contained within the Development Plan boundaries or demonstrate through a risk assessment prepared by a suitably qualified person that the default buffer recommended by the EPA may be reduced.



4.4 Agricultural Land Uses

Requirements (13-14) and guidelines (20-21) below apply specifically to the Agricultural Land Uses.

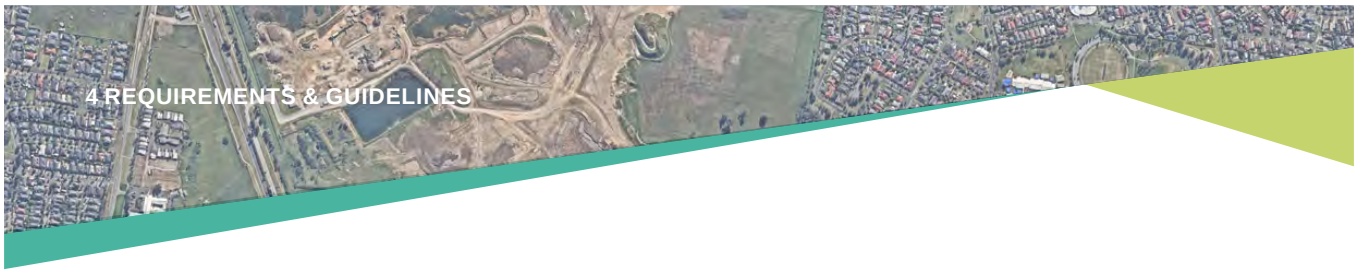
	Requirements
R13	Due to the potential landfill gas migration risk, transmission easement and floodway, new land use and development within the agricultural precinct, must be compatible with the existing landfill, waste and resource recovery, employment, and residential areas.
R14	Proper access to the agricultural land use precinct should be provided to allow for vehicles to enter and exit the precinct without having an unreasonable impact on the existing road network or the need to traverse through residential areas.
	Guidelines
G18	Any new land use and development proposals for agricultural or horticultural should avoid the potential for any detrimental impact on the River Gum Creek and environs.
G19	Any new use and development proposals should provide for an attractive and responsive interface to existing residential properties and future public open space areas.
	Application Requirements
A6	Any new use or development proposal within the landfill buffer should be accompanied by a landfill gas risk assessment or an environmental audit, conducted under Part 8.3 of the *Environment Protection Act 2017* that assesses the risk of harm, including the risk of landfill gas migration, to the proposed development, in accordance with EPA Publication 1642: Assessing planning proposals within the buffer of a landfill (EPA, 2017). A statement clearly addressing any recommendations in the landfill gas assessment should be provided.



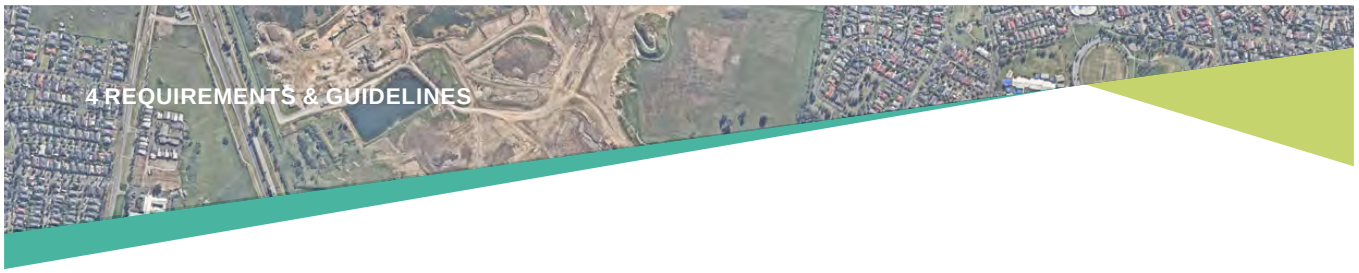
4.5 Public Open Space

Requirements (15-17) and guidelines (22-32) below apply specifically to public open space.

	Requirements
R15	Public open space should be provided in stages according to the Framework Plans.
R16	Development of public open space must be consistent with *Ministerial Direction No. 1 - Potentially contaminated land* and *planning practice note 30: Potentially contaminated land*, so that the site can be safely used and developed, subject to appropriate remediation and implementation of necessary controls to manage residual contamination.
R17	In consultation with relevant public land managers, the River Red Gum Creek and Hallam Valley Floodplain be established, when the land becomes available, as a future an inter-suburban break between Hampton Park and Hallam and progressively develop it as passive public open space accessible by the public, while respecting its primary function as a floodplain.
	Guidelines
G22	Public open space should have a few road frontages or alternative active frontages for easy access by the community
G23	Appropriate signage should be erected on Hallam Road to ensure the public open space is clearly identifiable by the community
G24	Shared path networks associated with public open space should include wayfinding signage which clearly identifies key destinations and communicates necessary information to all users.
G25	Public open space should cater for a broad range of users by providing a mix of spaces and planting to support both structured and unstructured recreational activities and play opportunities for all ages and abilities.
G26	Principles of Universal Design and Crime Prevention Through Environmental Design should be applied to encourage best practice thinking in the design and functionality of these public open spaces.
G27	Water sensitive urban design principles should be used to direct water for passive irrigation within the open space where appropriate.
G28	Design of the public open space should incorporate the existing topography treed buffer along the northern edge of the precinct with new breaks and links to support visibility and access from the north.



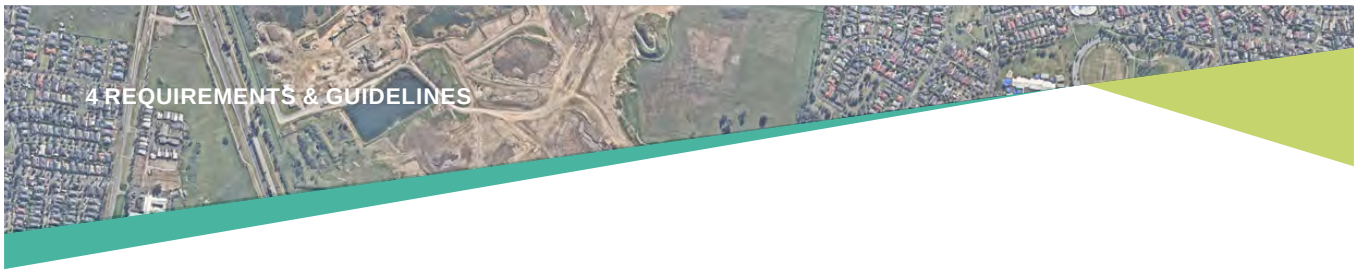
G29	Landscaping design within the passive public open space in the urban floodway zoned area should comprise: » Topographic variation and new green 'landforms' » Wetlands and water retention bodies » A water corridor following existing River Gum Creek alignment and floodway » Extensive planting as a buffer to residential areas.
G30	Prior to the public open space precinct being transferred to Council, a master plan should be prepared for the public open space. The master plan should: » Reflect the district level status of the public open space. » Define a range of appropriate facilities consistent with its role. » Respond to the topography, view lines and existing vegetation. » Have regard for interfaces with adjoining land uses and development. » Confirm future ownership / management of the parkland.
G31	Kiosk substations should not be sited in public open space reserves.
G32	Any fencing of public open space should be low scale, visually permeable to facilitate public safety and surveillance and designed to guide movement and access.



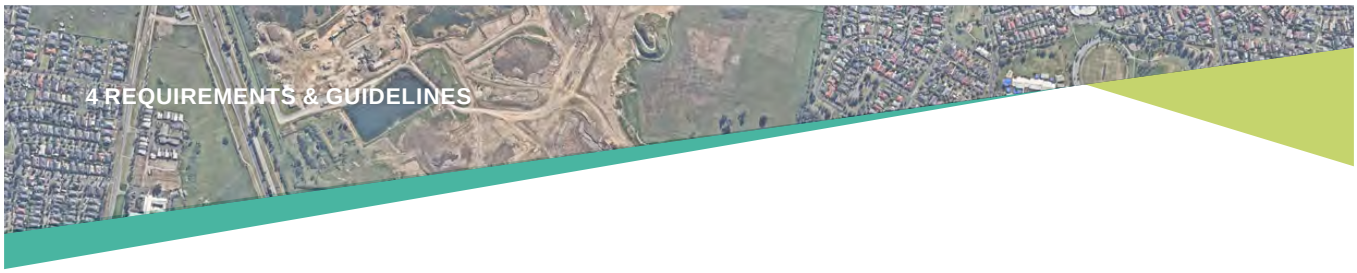
4.6 Integrated Transport

Requirements (18-26) and guidelines (33-37) below apply to the whole precinct.

	Requirements
R18	Vehicle entrances to the precinct must be enhanced, visible and accessible, and provided at key locations, including: » Hallam Road, at existing entrance (signalised intersection, left in/left out) » Hallam Road, north of the existing entrance (unsignalised, left in/left out) » South Gippsland Highway, near the existing access to the homestead site (left in/ left out) » Glasscocks Road, approximately 800m east of South Gippsland Highway (signalised intersection) » Glasscocks road, approximately 300m east of south Gippsland Highway (unsignalized, left in/ left out)
R19	No new direct vehicle access to Hallam Road, South Gippsland Highway and Glasscocks Road are to be permitted, except with the written consent of the relevant road management authority or as an approved interim arrangement.
R20	An efficient internal local road and share path network consistent with the staging framework plans must be provided to support safe movement and connectivity to all intersections with the external road network.
R21	Rear vehicular access for employment land must be provided where practicable, to reduce amenity impact on adjoining residential land.
R22	Local streets and share paths must be consistent with road cross sections in Section 5 of this Development Plan.



R23	Design of roads must give priority to pedestrians and cyclists by providing the following: » Footpaths, at least 1.5 metres wide, on both sides of all streets and roads unless otherwise specified by the Development Plan and relevant cross section » Shared paths or bicycle paths, where identified in *Figure 20*, the cross sections in *Figures 21 or 22* or as specified by another requirement in the Development Plan » Safe, accessible, and convenient crossing points of major access and local access streets at all intersections, key desire lines and key destinations (including open space) » Pedestrian priority crossings on all slip lanes » Safe and convenient transition between on and off-road bicycle paths The design of these roads must be to the satisfaction of the co-ordinating roads authority and the responsibility authority.
R24	Shared and pedestrian paths along waterways or the urban floodway zone must be as follows: » Delivered by development proponents consistent with the network shown in the framework plans. » Above 1:10 year flood level with any crossing of the waterway designed to be above 1:100 flood level to maintain hydraulic function of the waterway » Constructed to a standard that satisfies the requirements of Melbourne Water » Located to minimise disturbance to native vegetation and habitat Shared and pedestrian paths along waterways must be to the satisfaction of the Melbourne Water and the responsible authority.
R25	Bicycle priority at intersections of minor streets and connector roads with dedicated off-road bicycle paths must be achieved through strong and consistent visual and physical cues and road signs.
R26	Bicycle parking facilities are to be provided by development proponents in convenient locations at key destinations such as open space.
	Guidelines
G33	Public entrances and walking and cycling routes should be provided separate, from heavy vehicle routes to and from the precinct.
G34	Lighting should be installed along shared, pedestrian and cycle paths linking key destinations, unless otherwise approved by the responsible authority.



G35	The alignment of the off-road bicycle path should be designed for cyclists travelling up to 30 kilometres per hour to the satisfaction of the responsible authority.
G36	Wayfinding signs, identifying the direction, distance and walking time to community facilities should be provided to the satisfaction of the responsible authority.
G37	New shared path connections should be provided to the precinct: From existing residential areas east of the precinct, at: » Langbourne Drive, existing path near Seebeck Drive » Langbourne Drive, existing link near Malabar Court » St Georges Road, at southern edge of St Georges Road Reserve » Kingston Avenue, near Dunoon Road » Menzies Close, existing path along drainage reserve. From existing residential areas north of the precinct, at: » Redwood Avenue (at Karoonda way or Gramar Way).

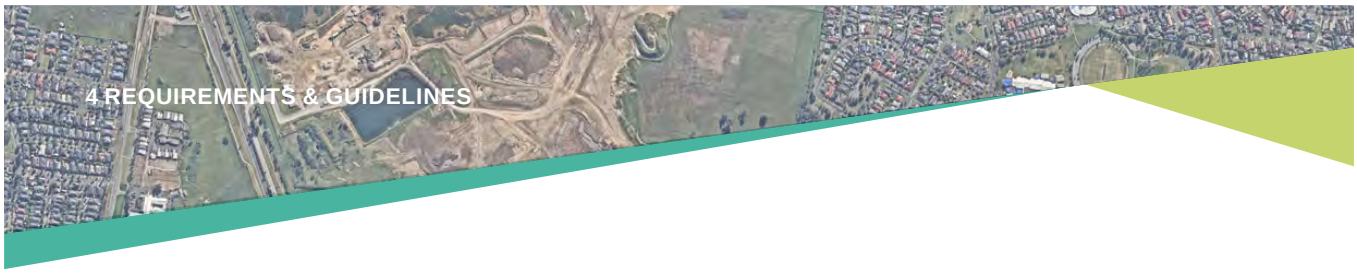
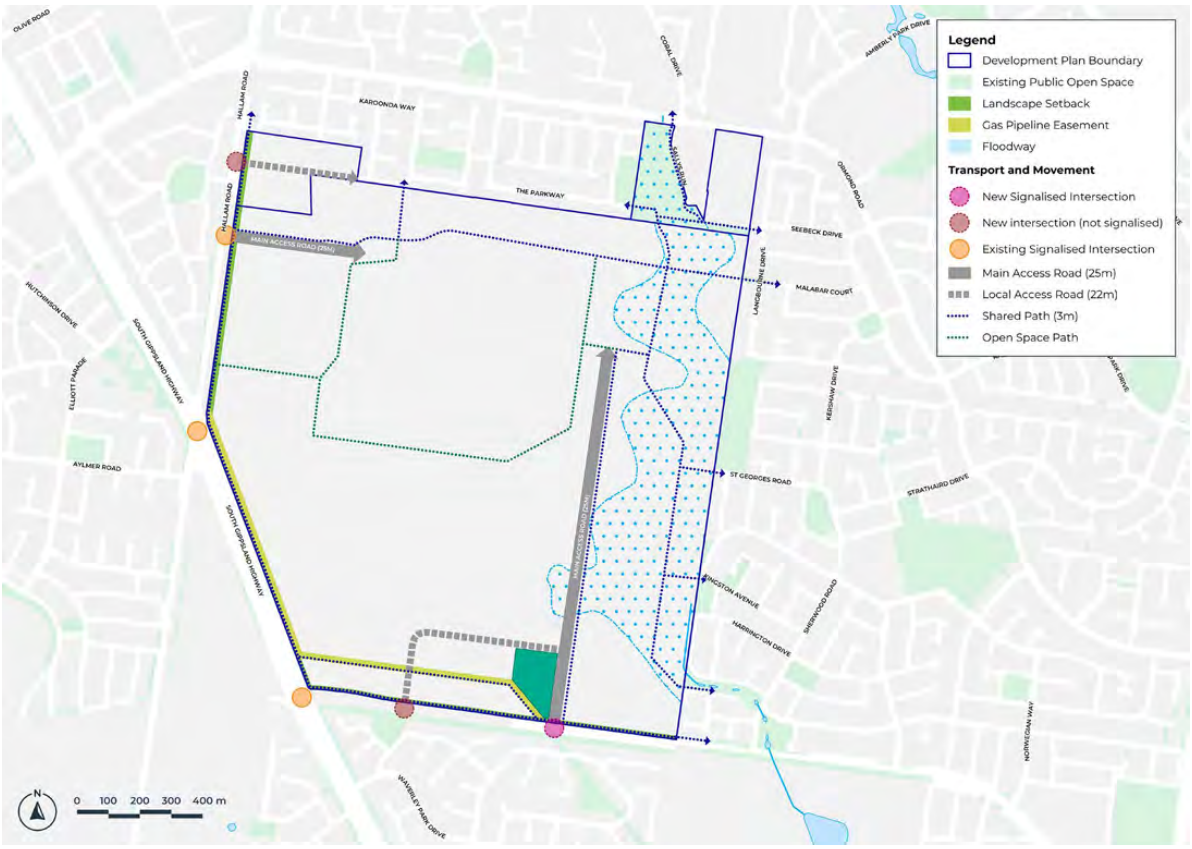
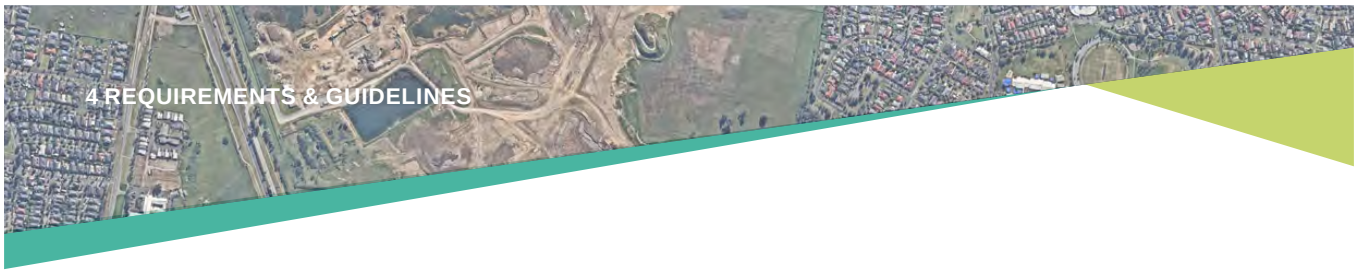


Figure 20 maps the integrated transport network of existing and future roads, existing and future intersections and active transport routes.

Figure 20: Integrated Transport Map

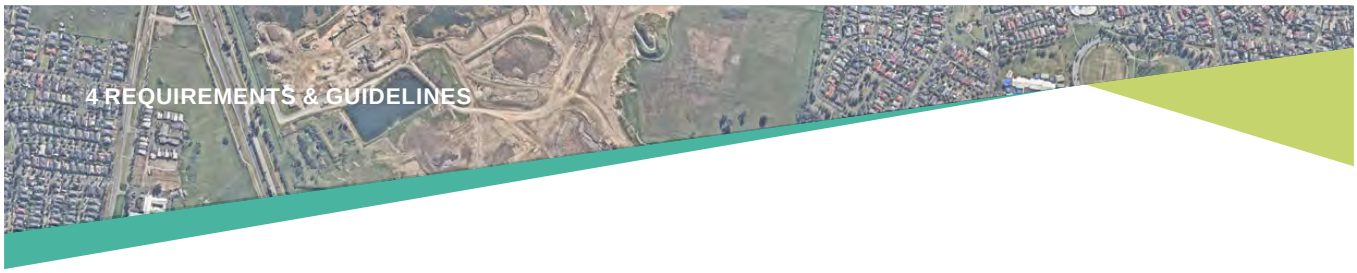




4.7 Integrated Water Management, Utilities & Sustainability

Requirements (27-33) and guidelines (38-42) below apply to the whole of the precinct.

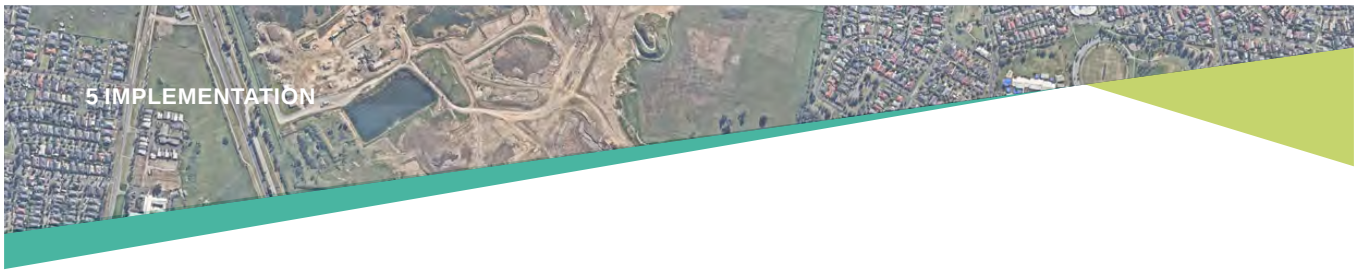
	Requirements
R27	Development must be consistent with the *Guidelines for Development in Flood Affected Areas* (DTP, 2019) and any proposed works or connections to Melbourne Water's waterways or drainage network (e.g., drainage connections, re-alignments, or regrading) must be done in consultation with Melbourne Water and in accordance with Melbourne Water's best guidelines and requirements.
R28	New development subject to flooding from a Melbourne Water drain or waterway must not reduce floodplain storage, obstruct the conveyance of flood flow or threaten the environmental values of the floodplain. Upon review of works proposed within the floodplain, Melbourne Water may require a detailed flood study and associated engineering plans to demonstrate compliance with the relevant guidelines.
R29	Change in land-use must not adversely affect surrounding areas in afflux of flood levels, and frequency of inundation. This includes maintaining the flood plain storage of the UFZ area to its existing conditions and function, as well as flood levels in adjacent roads that act as overland flow paths conveying any upstream flows to the UFZ flood plain area.
R30	Development must meet best practice stormwater quality treatment standards (including performance objectives of the *Stormwater Environment Protection Policy (Waters)* (DELWP, 2018) prior to discharge to receiving waterways, unless otherwise approved by the relevant water authority and the responsible authority.
R31	Development must achieve flood protection standards and General Environment Duty (GED) objectives for environmental management of stormwater to the satisfaction of Melbourne Water.
R32	Development that is within proximity to the gas pipeline easement must: » allow for vegetation plantings of certain species with a mature height greater than 0.5 metres to have a three-metre minimum clearance from the gas pipeline easement. » not rely upon the gas pipeline easement as the accessway to a lot » not locate any carriageway or road required to provide direct access to a lot on the gas pipeline easement
R33	Any development that incorporates the gas pipeline easement must be designed and developed to the satisfaction of the relevant pipeline licensee/operator.



	Guidelines
G38	Water Sensitive Urban Design (WSUD features) initiatives such as meandering swales, should be incorporated into landscape buffers.
G39	Green and softscape buffers between the urban floodway area and future public open space and employment development should be provided.
G40	Tree planting and landscaping around the electricity transmission line should be provided where practicable, to reduce visual starkness of the transmission corridor.
G41	The layout and design of the waterways, wetlands, and retarding basins (including the design of paths, bridges, boardwalks and the stormwater drainage system) should integrate with the biodiversity and natural systems.
G42	Drainage of stormwater wetlands should be designed to minimise the impact of urban stormwater on the biodiversity values of the precinct.
	Application Requirements
A6	An application to subdivide or develop land within the precinct must be accompanied by a detailed Drainage and Stormwater Management Strategy which demonstrates how stormwater runoff addresses the relevant standards and guidelines as required by Melbourne Water. The strategy should also include information regarding the future ownership and maintenance requirements of any proposed assets.
A7	An application to use and/or develop land within the gas pipeline buffer or 'gas notification zone' may require a Safety Management Study. The recommendations of the Safety Management Study must be implemented and incorporated into the application as required by AS2885 *Australian Standard Pipelines – Gas and Liquid Petroleum* (Standards Australia, 2008) to the satisfaction of the pipeline owner/licensee (APA VTS Australia (Operations) Pty Ltd).

5 IMPLEMENTATION

Image: Hallam Road Landfill at Sunset, May 2023



This implementation plan guides the way that infrastructure and services should be provided to meet the needs of the future development of the precinct, including who is responsible for the delivery of works. Infrastructure required by the precinct should be grouped and delivered in a coordinated manner.

5.1 Development Staging

5.1.1 Waste and Resource Recovery

Within the waste and resource recovery precinct, staging will be determined by the market development program of developers within the precinct and the availability of infrastructure services.

5.1.2 Employment

Development of new employment land is to be staged in two parts as shown in the staging Framework Plans. A staged approach ensures that land supply matches the demand for employment land in the local and regional context. The stages of the Development Plan have been defined to achieve the following outcomes:

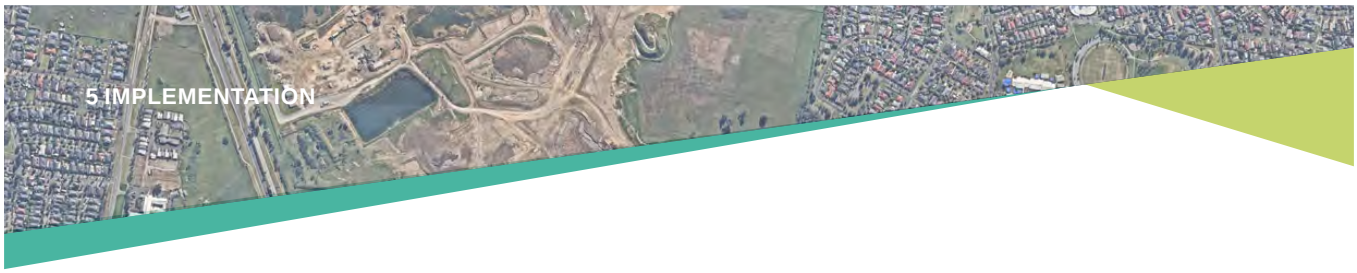
- Preserve the viability of nearby existing and proposed activity centres, commercial and industrial land
- Prevent the employment land market from being oversaturated
- Respond to site constraints
- Opportunity to respond to future changes in the employment land market i.e., releasing stage 2 land once the market needs are better understood.

5.1.3 Agricultural Land Uses

Once the risk from landfill gas migration has decreased or been mitigated to the satisfaction of the responsible authorities, then residential use and development can be considered in those locations identified in the Development Plan and not subject of any constraints.

5.1.4 Integrated Transport

Development staging must not create circumstances in which residents, enterprise or industry will be unreasonably isolated from commercial and community facilities or public transport. Development staging should be integrated with adjoining developments, including the timely provision of connecting roads and walkway/cycling paths.



5.2 Provision of Infrastructure

The Hampton Park Hill Precinct Infrastructure Report prepared by Stantec Consulting Ltd. June 2023 provides an assessment of the existing drainage and utility services infrastructure to cater for the envisaged development of the precinct. This report describes the existing trunk drainage and utility services infrastructure in the vicinity of the precinct, and its capacity to cater for development of the precinct based on authority advice at this time.

The infrastructure and services are to be provided through the following mechanisms:

- Subdivision construction works by developers.
- Utility service provider requirements
- Capital works projects by Council.

The provision of key shared infrastructure is not proposed to be guided by a Development Contribution Plan scheme or similar scheme that includes development or community infrastructure contribution levies.

5.2.1 Stormwater

The site is located within the three different Melbourne Water Drainage Scheme zones, Hampton Park East Extension DS, Lyndhurst North DS and Lyndhurst South DS. The Hampton Park East Extension DS zone includes a floodway and area of inundation along the River Gum Creek. Melbourne Water has advised that retarding basins will most likely be required to retard peak stormwater flows from the proposed development.

5.2.2 Water Supply

Potable water supply reticulation is available in the existing developments adjacent to the precinct with larger mains located South-West of the precinct adjacent to Hallam Road and North West along Ormond Road. South East Water has advised that it will be necessary to construct four new 300mm diameter reticulated drinking water mains in order to cater for the proposed development.

5.2.3 Sewerage

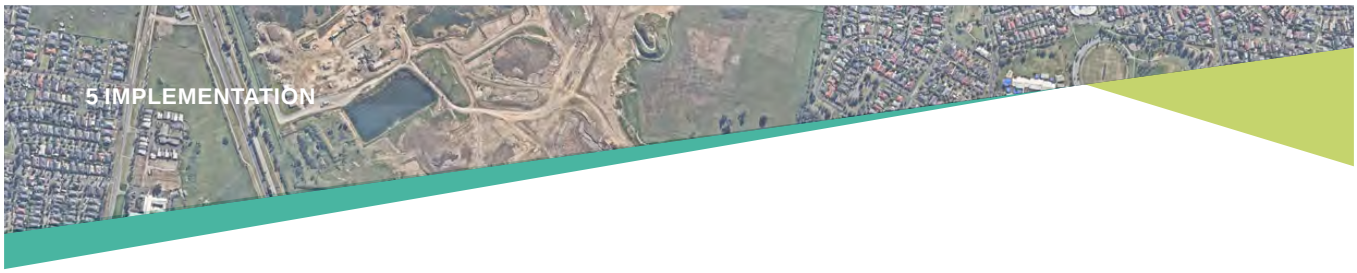
Sewer reticulation mains are available in the existing developments adjacent to the precinct with the largest main located North East of the precinct adjacent to The Parkway Reserve. Other potential points of connection are located South of the precinct along Kettle Street and South East on the corner of South Gippsland Hwy and Hallam Road.

South East Water(SEW) has advised that there is some spare capacity in the existing 525 mm diameter sewer along the north and east boundaries of the precinct. SEW has cited the unknown future topography of the site once the landfill is no longer operational, and as such have not confirmed if there is sufficient capacity/grade in this main to service the entire development or whether multiple discharges are required. Further advice from SEW will be required at the time of development to determine SEW regrading the capacity of other existing sewers for multiple discharges.

5.2.4 Electricity

High voltage electrical infrastructure is available adjacent to the precinct boundary with feeder lines to the South West and North East of the precinct.

According to AusNet the current electricity infrastructure is close to capacity. The South Western feeder is scheduled to have an additional transformer installed which will increase supply capacity and potentially have enough capacity to cater for the development. Augmentation of existing infrastructure will most likely be required.



Overhead electricity transmission lines that run through the precinct restrict development within the easement over these assets.

5.2.5 Telecommunication

NBN fibre optic cables are available adjacent to the site with a line connecting to the existing infrastructure in the North-West of the precinct. Further advice from NBN will be required at the time of development to determine if there is sufficient capacity in NBN's network to service future development in the precinct.

5.2.6 Gas Supply

Larger existing high-pressure gas reticulation infrastructure is available to South West of precinct along Evans Road and North and North East of the precinct along Ormond Road. A gas transmission pipeline is aligned through the South West corner of the precinct in a 20.1 m wide easement within which there are constraints on development. A buffer zone extends 240 m either side of the pipeline within which sensitive uses are discouraged.

Further advice from APA will be required at the time of development to determine the capacity and potential points of connection to service future development in the precinct.

5.2.7 Subdivision Construction Works by Developers

As part of subdivision construction works, all lots should be able to be connected to reticulated drainage, sewerage, water, electricity, and telecommunications services.

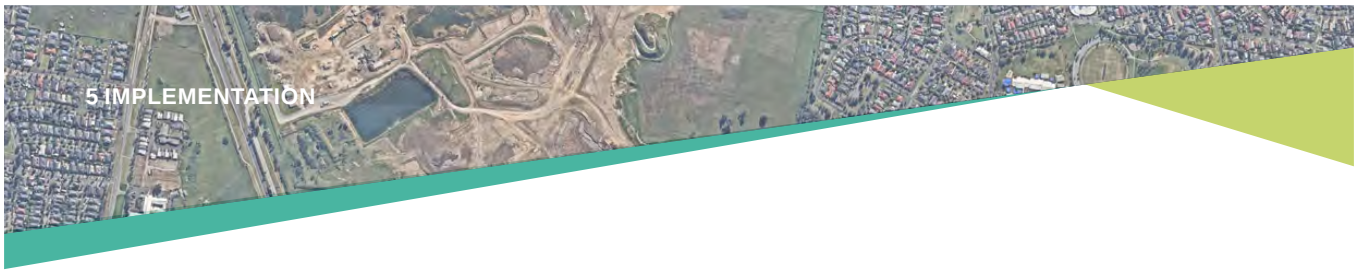
The following infrastructure works must be provided for in full prior to any adjacent development within the Precinct, to be determined at the time of the planning permit, to the satisfaction of the responsible authority and other relevant agencies and authorities. The timing of certain specific infrastructure delivery is also defined in the Development Plan's requirements.

As part of subdivision construction works, all lots should be able to be connected to reticulated drainage, sewerage, water, electricity, and telecommunications services.

The following infrastructure works should be provided for, either in full or in part, by the developer to the satisfaction of the responsible authority and other relevant agencies and authorities:

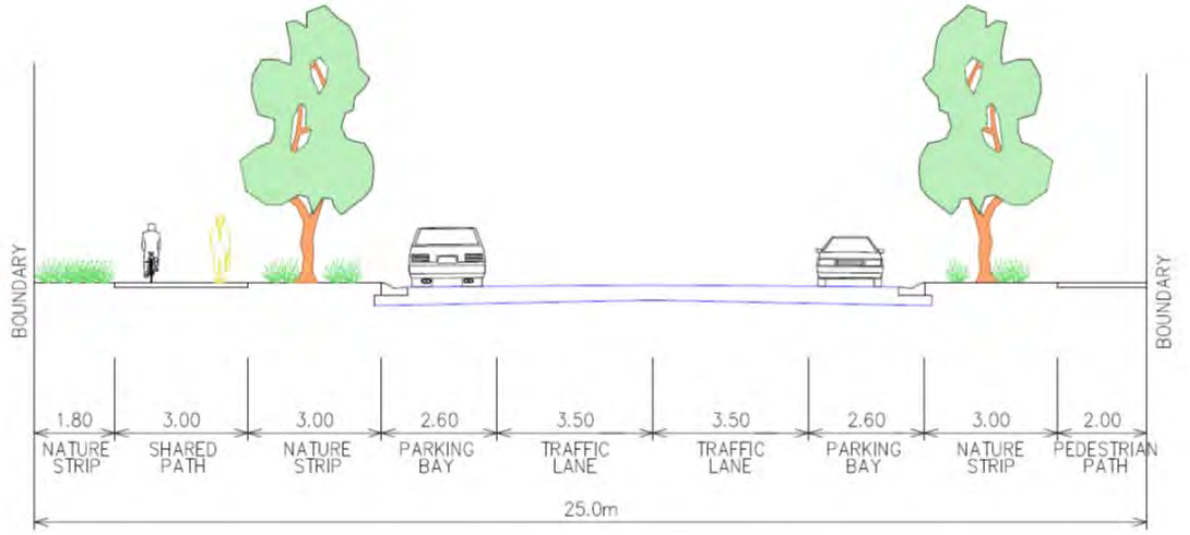
- Public open space within the employment land sub-precinct
- Connector streets and local streets in accordance with cross sections at *Figures 21 and 22*
- Landscaping of all existing and future roads and local access streets
- Council approved fencing and landscaping along arterial roads
- Street lighting
- Local bus stop infrastructure
- Intersection works and traffic management measures along arterial roads and local access roads
- 3-metre-wide shared paths which deliver connections generally in accordance with *Figure 20*
- Local drainage systems connected to the ultimate drainage outfall points, and
- Infrastructure as required by utility services providers including water, sewerage, drainage, electricity, and telecommunications.

The road cross section at *Figure 21* shows an example main access road. The main access road can accommodate a single land for traffic in each direction, a parking bay on both sides of the road, a



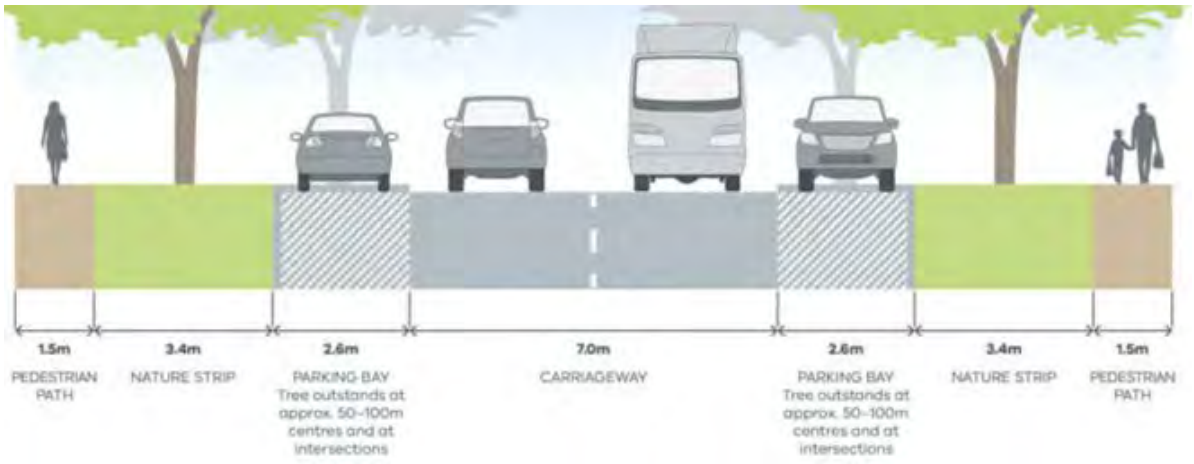
pedestrian path on one side of the road and a shared path on the other side of the road.

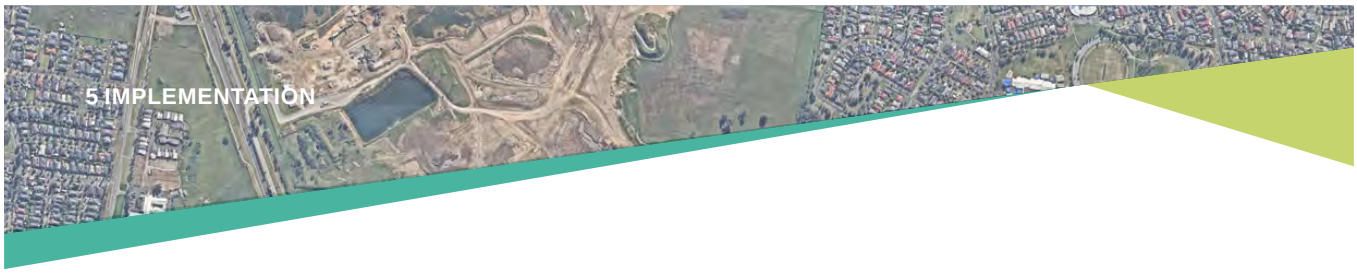
Figure 21: Main Access Road Cross Section (25 metre wide)



The road cross section at *Figure 22* shows an example local access road. The local access road can accommodate a single land for traffic in each direction, a parking bay on both sides of the road, and a pedestrian path on both sides of the road.

Figure 22: Local Access Road Cross Section (22 metre wide)





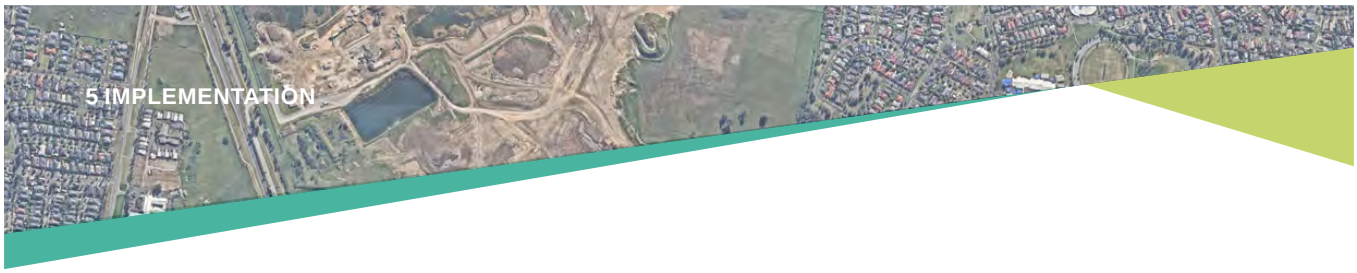
5.2.8 Public Open Space

All public open space must be to a standard that satisfies the requirements of the responsible authority prior to the transfer of the public open space from private ownership to Council ownership, including but not limited to:

- Remediated to a standard which is suitable for the primary purpose of either active or passive open space
- Removal of all existing and disused structures, foundations, pipelines, protruding rocks and stockpiles except for infrastructure necessary for the site's rehabilitation or regulatory compliance
- Clearing of rubbish, environmental weeds, rocks and loose surface
- Levelled, topsoiled and grassed with warm climate grass, unless conservation reserve requirements direct otherwise
- Provision of water tapping potable and recycled water connection points
- Trees and other plantings (drought tolerant unless approved by the responsible authority)
- Vehicular exclusion devices (fence, bollards, or other suitable method) and maintenance access points
- Utilities are provided to the public open space
- Any other requirements the land is subject to (e.g. section 173 Agreements)

Table 2: Open Space Delivery

Open Space	Area	Type	Attributes	Lead Agency	Indicative Timing
POS 1	21.98Ha	Active open space	Generally located as shown in the Framework Plans.	Council	Medium term (10 – 15 years)
POS 2	62.55Ha	Passive open space	Generally located as shown in the Framework Plans.	Council	Long term (20+ years)
POS 3	Minimum 1 hectare	Local park	Generally located within the employment land precinct, as shown in the Framework Plans.	Developer	At subdivision stage

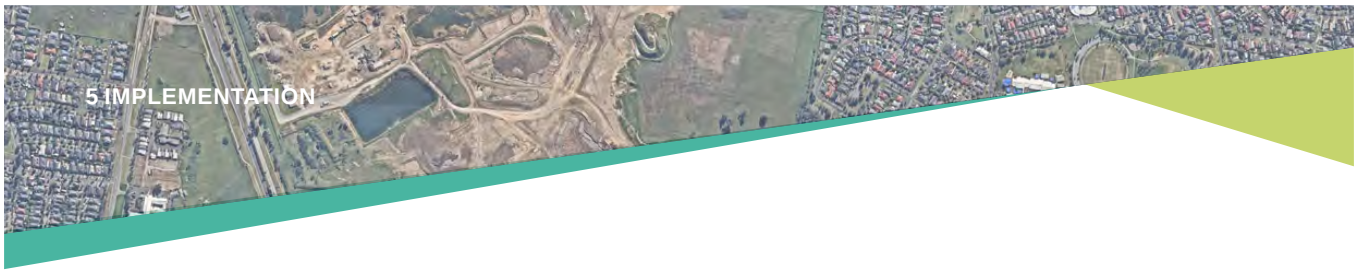


5.3 Further Strategic Work

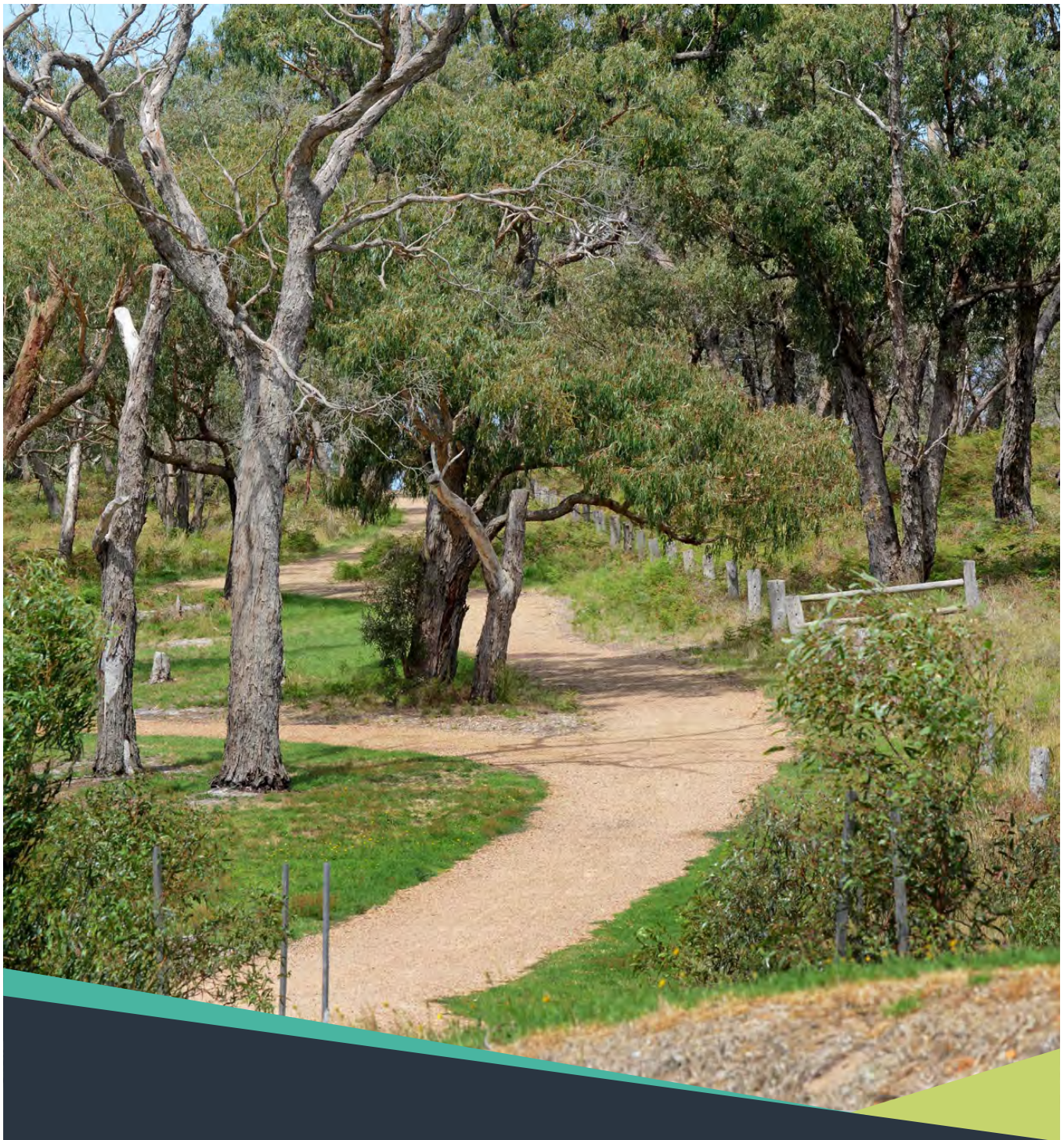
The objectives, requirements and guidelines outlined in the Development Plan have resulted in the need for further strategic work to help implement the Development Plan. These are shown in pink shading and involve future planning scheme amendments and changes to adjoining development plans.

Council is currently undertaking a review of the *Casey Planning Scheme*. The review is expected to shift the location of some of the local planning policy in the *Casey Planning Scheme* and remove or add new information. Any future planning scheme amendment to implement the Development Plan will be required to consider the *Casey Planning Scheme* review project.

	Planning Scheme Amendments
1	Review the provisions of the Special Use Zone – Schedule 1 to ensure that the purpose and uses align with the objectives, requirements, and guidelines of this Development Plan.
2	Work with the EPA and DTP to consider applying the Buffer Area Overlay (BAO) over land that is included in the EPA recommended buffer for landfill gas migration risk and include requirements around future use and development to consider landfill gas migration issues.
3	Investigate applying the BAO on residential land within the EPA recommended landfill buffer to ensure future development within the buffer responds to the potential risks of gas migration.
4	Review the provisions of the Development Plan Overlay with the purpose of introducing a new schedule that supports the Hampton Park Hill Development Plan.
5	Once the public open space land is transferred to Council ownership, facilitate a planning scheme amendment to rezone the land to a Public Park and Recreation Zone.
6	Continue to liaise with Melbourne Water to understand if there is a need to change the flood mapping extent along River Gum Creek and to reflect this via a planning scheme amendment.
7	Liaise with Transport for Victoria to consider removal of the Public Acquisition Overlay - Schedule 1.
8	Amend the local policy at Clauses 21.22 Hampton Park to ensure consistency with State Government strategic directions and this Development Plan.
9	Consider the need to review local policy at Clause 21.23 Lynbrook/Lyndhurst or similar provisions in the *Casey Planning Scheme* rewrite, to ensure the landfill separation buffer is adequately reflected per the objectives, requirements, and guidelines of this Development Plan.

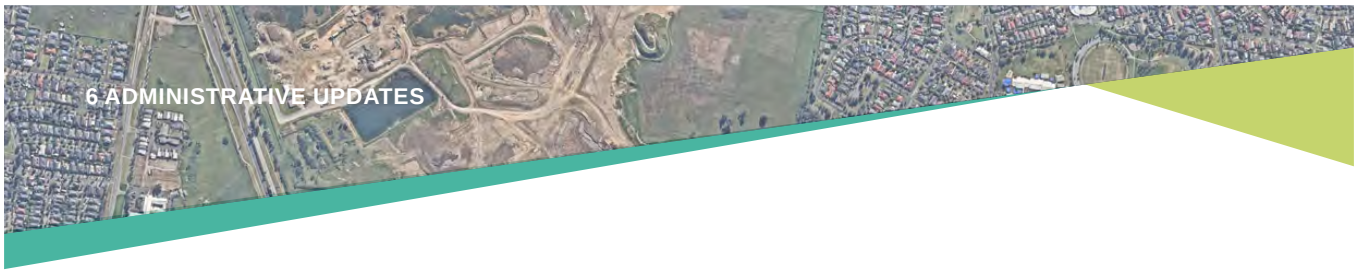


	Other Development Plans
1	Consider reviewing the Lynbrook and Lyndhurst Development Plan to ensure: » the landfill buffer is adequately reflected per the objectives, requirements, and guidelines of this Development Plan » Future employment and interim employment land that is affected by the landfill buffer is adequately reflected per the objectives, requirements, and guidelines of this Development Plan.



6 ADMINISTRATIVE UPDATES

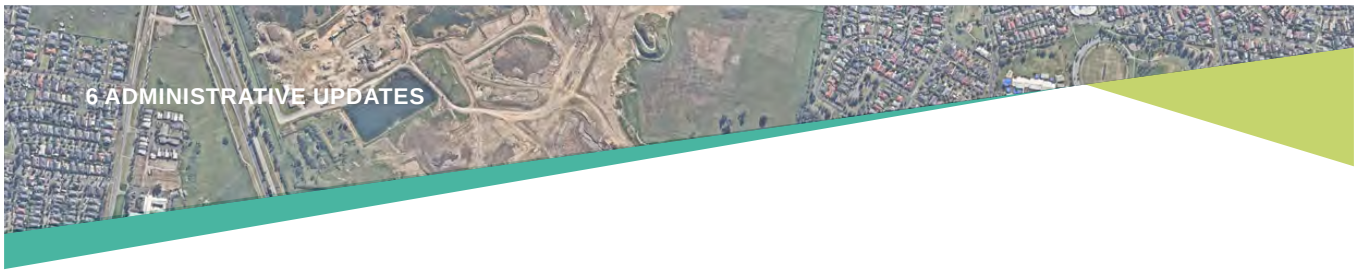
Image: Cranbourne North, 2018



6 ADMINISTRATIVE UPDATES

It is recognised that, from time to time, circumstances may change leading to the need for minor administrative changes to this document. Where an update does not materially alter this document, such a change may be made administratively. Examples include a change to the name of a Council department, to the name of a Federal or State Government department, and a minor update to legislation which does not have a material impact. Any change or update which materially alters this document must be by resolution of Council.

It is recommended that this Development Plan is reviewed periodically after its adoption or upon the closure of the landfill as the circumstances relating to the vision and staging in the framework plans may have changed.



6 ADMINISTRATIVE UPDATES

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Image: Hampton Park Hill Precinct, 2021

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المترجم الفوري 翻译 مترجم شفاهی ਦੁਭਾਸ਼ੀਆ භාෂණ පරිවර්තක

Customer Service Centres

Narre Warren:
Bunjil Place,
Patrick Northeast Drive

Cranbourne:
Cranbourne Park Shopping Centre

City of Casey