

Background Report
39-45 & 40-46 Cyril Beechey Lane
Cranbourne

Maclaw No. 10 Pty Ltd
Greenridge Properties Pty Ltd
September 2024

39-45 & 40-46 Cyril Beechey Lane, Cranbourne

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Executive Summary

KLM Spatial and Urbis Pty Ltd have been engaged by Maclaw No 10 Pty Ltd and Greenridge Properties Pty Ltd, respectively, in submitting this request for a Planning Scheme Amendment and amendment of the approved Cranbourne Development Plan for the land at 39-45 and 40-46 Cyril Beechey Lane, Cranbourne (the “land”).

Purpose

The purpose of this report is;

- To outline the strategic basis for a proposed planning scheme amendment
- Provide a summary of the key findings from background studies and reports
- Detail the key planning issues which require consideration

Overview

The subject land comprises two land parcels, each approximately 4 hectares size. The western parcel is currently used for horse agistment and contains a small caretaker’s residence, while the eastern parcel is void of any structures but has dense vegetation regrowth.

The land abuts established residential development to its north and west, and existing or proposed public open space to its south and east (being the former Stevensons Road landfill and associated waste transfer station).

The land is in the Farming Zone despite its size and characteristics which means it is not productive agricultural land. The current zoning is considered to be inconsistent with the urban location of the site and its proximity to a range of urban amenities.

Further, the land is identified as ‘urban’ pursuant to the South East Growth Corridor Plan (Victorian Planning Authority, June 2012) and is readily able to be serviced. A change in zoning to facilitate residential land uses by the application of the General Residential Zone Schedule 1 will ensure that the land is utilised to its highest and best use and will implement strategic objectives within the Casey Planning Scheme.

Proximity to the former Stevensons Road landfill has been addressed through a 53V Audit (*Environment Protection Act 1970*) of the landfill site and resultant recommendations for nearby land. A Landfill Gas Risk Assessment undertaken for the proponent responds to the audit requirements. A peer review of the LFGRA by an EPA appointed auditor finds that the land can be safely developed for residential purposes subject to specific building requirements intended to mitigate risk.

The eastern-most portion of the land is identified as having conservation value due to it providing suitable habitat for the Southern Brown Bandicoot and this providing a bio-link with other habitat to the south and north. Recognising the biodiversity value of this part of the land, this part of the land is not proposed to be developed as per the proposed planning controls.

A balanced approach to bushfire risk is achieved by providing specific buffers for the future urbanisation from the eastern conservation corridor and through the ongoing management of the biodiversity corridor.

The planning scheme amendment proposes;

- Rezone the land from Farming Zone Schedule 2 to a General Residential Zone Schedule 1 and Rural Conservation Zone (RCZ) to facilitate future residential development and conserve an identified biodiversity corridor.
- Insert a new schedule to the Development Plan Overlay specific to the land
- Corresponding changes to the Local Planning Policy Framework including;
 - Clause 21.02 – 6 – Strategic Framework Plan
 - Clause 21.03 – 7 – Housing Framework Plan
 - Clause 21.15 – *Cranbourne*.

The application of the General Residential Zone is considered to be the most appropriate noting;

- Development upto 3 storeys or 11 metres is appropriate on the land subject to it being designed in a manner to minimise impacts on the surrounds ie. towards the middle of the land or adjacent to the future open space to the south.
- Whilst the surrounding residential development to the west and north is generally single or double storey, there is opportunity for some higher development at this site which would not be permitted under the Neighbourhood Residential Zone.
- Although the land is within an area of incremental change, noting its proximity to future and existing open space and the demand for housing diversity, the General Residential Zone will facilitate these outcomes and encourage a greater breadth of housing type.
- The Development Plan Overlay complements the General Residential Zone by providing specific built form outcome guidelines as well as identifying the constraints of the land relating to matters such as landfill gas.

The site presents as an opportunity for residential development in an established urban context. The opportunities and constraints presented by the land are outlined below to demonstrate that the site is well placed for future residential development.

Site Opportunities

- The site is strategically located 1.2 kilometres from the Cranbourne Major Activity Centre which provides a range of retail, commercial and community uses, as well as employment opportunities. Development of the site can achieve the intent of a well located 20 minute neighbourhood.
- The land is serviced by public transport with the nearest bus stops approximately 400 metres to the north on Sladen Street. Bus route 791 provides access to Frankston Station, Cranbourne Station and Cranbourne Park Shopping Centre.
- It adjoins existing residential development on its northern and western boundaries.
- The land adjoins expansive existing and proposed public open space to its east and south. This proximity means that increased residential densities are appropriate as future residents can utilise large scale open space nearby, and the future dwellings can improve the passive surveillance of these isolated open space areas.
- A proposed shared trail (as stipulated within the proposed Development Plan Overlay) will improve future linkages to these open spaces for the neighbouring residential areas.

Site Constraints

- The land is located adjacent to a former landfill. Technical reporting, directed by the findings of a 53V Audit for the landfill, has found that residential development on the subject land is possible and future dwellings can be constructed in a manner to negate any potential risks that remain. A Land Fill Gas Risk Assessment prepared by the proponent addresses the audit requirements.
- The eastern part of the land has substantial native vegetation coverage. This vegetation is to be removed and offset off site in accordance with the requirements of Clause 52.17.
- The Southern Brown Bandicoot, which is an Endangered species under the Commonwealth *Environment Protection and Conservation Act 1999* and threatened under the Victorian *Flora and Fauna Guarantee Act 1988*, has been recorded within the eastern portion of the land. A referral to the Commonwealth Government has determined that the proposal is a Controlled Action. Offsets for the removal of this habitat have been identified and approval is imminent.
- The site can be sensitively developed to avoid amenity impacts on adjoining residential properties.
- The potential presence of Aboriginal Cultural Heritage is addressed by an approved Cultural Heritage Management Plan No 15729 and conditions will be addressed by any future development.

The above matters are appropriately considered and are required to be responded to in the attached Schedule to the Development Plan Overlay.

The project team for this submission comprises:

- **KLM Spatial & Urbis Pty Ltd** – Town Planners
- **One Mile Grid** – Traffic Engineers
- **Ecology and Heritage Partners** – Ecology and Bushfire Consultants
- **DRC Environmental** – Environmental Engineers
- **Incitus Pty Ltd** – Hydrological Engineers
- **Unearthed** - Archaeologist

1.0 Introduction

KLM Spatial and Urbis Pty Ltd have been engaged by Maclaw No 10 Pty Ltd and Greenridge Properties Pty Ltd respectively, in submitting this request for a Planning Scheme Amendment and amendment of the approved Cranbourne Development Plan for the land at 39-45 and 40-46 Cyril Beechey Lane, Cranbourne (the “land”).

The subject land is located approximately 43 kilometres to the south east of Melbourne and is one of a few remaining pockets of Farming Zone land within the City of Casey’s Urban Growth Boundary. It is prudent to note the land is identified as being ‘existing urban’ in the South East Growth Corridor Plan (VPA, 2012).

Given the size of the land (8 ha in total) and its inability to be used as productive agricultural land particularly given the extent of established residential development to its western and northern abutments, it is considered the existing Farming Zone is no longer appropriate.

Having regard to the location of the land within the fastest growing corridor of metropolitan Melbourne, its proximity to the Cranbourne Major Activity Centre, and recognising the existing level of residential development to its north and west, the land presents an opportunity for urban use.

Based on a strategic assessment of the site’s attributes, a residential zoning with contextual built form outcomes is sought.

Therefore, this request proposes to:

- Rezone the land from Farming Zone – Schedule 2 (FZ2) to General Residential Zone – Schedule 1 (GRZ1) and 30 metre wide sliver of land on the eastern-most boundary to Public Conservation and Resource Zone.
- Insert a new schedule XX to the Development Plan Overlay specific to the land.
- Remove Schedule 1 of the Development Plan Overlay from the subject land.
- Amend Clause 21.02-6 Strategic Framework Plan to identify the land as an existing urban area.
- Amend Clause 21.03-7 Housing Framework Plan to identify the land as being within a minimal change area.
- Update Clause 21.15 Cranbourne of the LPPF to reflect the change in zoning of the land, and

Concurrent with this request, it is proposed to update the approved Cranbourne Development Plan to remove the subject land from the Development Plan.

It is prudent to note that Planning Scheme Amendment C284CASE seeks to replace the MSS and Local Planning Policies at Clause 22 of the Casey Planning Scheme with a Municipal Planning Strategy at Clause 02 and introduce new local policies within Clauses 11 to 19 of the Planning Policy Framework. Exhibition of this amendment closed 1 December 2023 and is expected to proceed to Panel 6 May 2024.

For completeness, an assessment against the as exhibition policy changes has been provided within this report.

1.1. Purpose

Various background studies have been undertaken to inform the future planning of the land. This document outlines the strategic basis for a future rezoning, provides a summary of the key

findings from background studies and reports, and details key elements proposed to be included in the new schedule to the Development Plan Overlay. .

More specifically, this report:

- Summarises the background and strategic context of the land;
- Outlines the proposal and its strategic merit;
- Provides the physical and policy context of the land;
- Summarises the background investigations undertaken to inform the proposal; and
- Provides an overview of the opportunities and constraints for the land and proposed responses.

1.2. Consultant Team

The following consultants have been engaged to provide specialist input into the preparation of this report and the amended Development Plan. Where applicable, reference is made to the reports which form an attachment to this report:

Element	Consultant	Reference
Utility and Service Infrastructure	KLM Spatial	Section 6.0
Environmental Site Assessment	DRC Environmental	Section 7.0
Stormwater Strategy	Incitus	Section 8.0
Cultural Heritage Sensitivity	Unearthed Heritage	Section 9.2
Biodiversity	Ecology and Heritage Partners	Section 10.1
Endangered Fauna	Ecology and Heritage Partners	Section 10.2
Bushfire Risk Assessment	Ecology and Heritage Partners	Section 11.0
Transport and Movement	OneMileGrid Traffic Engineers	Section 12.0
Open Space and Community Facilities Needs Assessment	KLM Spatial & Urbis	Section 13.0
Housing Needs Assessment	KLM Spatial & Urbis	Section 14.0

1.3. Supporting Plans

In addition to the above, the following plans are submitted as part of this report to provide information which will assist Council relating to various aspects.

Plan Name	Reference
Context Plan	3865.03 CP01 Version 1
Existing Conditions Plan	3865.03 DE01 Version 1
Opportunities and Constraints Plan	3865.03 OC01 Version 1

2.0 Historical Site Overview

The subject land and land to its south are zoned Farming Zone; a remnant of the former land use of the area before more intensive urban development occurred. In recent decades the subject land has formed a buffer for uses to its south. The former Stevensons Road Landfill, which was operated by Council, lies immediately south of the western land parcel. The former Cemetery Road Waste Transfer Station lies immediately to the south of the eastern land parcel. Further southeast is the former Casey Landfill. All of these uses have ceased operations, with the two former landfills identified by Council for rehabilitation and future use as public open space.

In 2008 the former Stevensons Road Landfill was reported to be leaking methane gas into the adjoining Brookland Greens Estate. A detailed investigation into the incident was undertaken by the Victorian Ombudsman to determine the causes behind the leak. It is understood from this report that a series of “missed opportunities” led to the leak, but that the lack of a protective lining within the landfill was a key factor. The Stevensons Road Landfill has been subject to extensive rehabilitation and remediation by Council since.

In October 2007, the landowner of 39-45 Cyril Beechey Lane made an application to City of Casey to rezone the site for residential purposes. Given the high-profile incident at the adjoining Stevensons Road Landfill, this application was rejected in 2009.

In 2013 Amendment C50 to the Casey Planning Scheme proposed to introduce a new Municipal Strategic Statement and Local Planning Policies into the Casey Planning Scheme. KLM Spatial, on behalf of the landowner, made a submission to the amendment that the rural designation of the land lacked strategic basis given the site’s locational attributes.

At the Panel Hearing for Amendment C50, Council disagreed with KLM Spatial’s submission and maintained that a rural designation would be appropriate. The Panel did not accept Council’s submission that the land should be “rural” to provide a buffer to the transfer station and landfill, as these uses were no longer operational. The Panel did note however that there were a number of significant issues to be resolved before the land would be considered suitable for urban purposes, particularly in relation to the Stevensons Road Landfill.

It is considered that the issues identified by the Panel for Amendment C50 have now been addressed. Rehabilitation works and ongoing monitoring of the Stevensons Road Landfill are being undertaken by Council, and the land is no longer needed to act as a buffer as the land uses have ceased. Rezoning of the land to facilitate residential development is appropriate and will make a meaningful contribution to housing supply in a well serviced area of Cranbourne.

3.0 Subject Site and Surrounds

3.1. Subject Site

The subject land is comprised of two parcels of land at 39-45 and 40-46 Cyril Beechey Lane, Cranbourne (Lot 5 and Lot 6 LP7319). Each site is approximately 4 hectares in size, with the two sites sitting directly opposite on Cyril Beechey Lane. The land is generally flat, with a gradual fall from the north west to the south east.

The land is generally bounded by existing residential dwellings (zoned General Residential Zone – Schedule 1) to the north and west, a former landfill to the south west, a former waste transfer station to the south east (both zoned Farming Zone – Schedule 2), and Cemetery Road and active open space and the Cranbourne Racing Complex to the east (zoned Special Use – Schedule 6).

Primary access to the site is provided from Stevenson Road, connecting north to Sladen Street. The Stevenson Road pavement terminates close to the northern boundary of the properties. The road reserve continues southward, and is known as Cyril Beechey Lane between the two land parcels. There is currently no through north- south access with the road reserve blocked to traffic adjacent to the land.

Cyril Beechey Lane south of the land is gravel construction and provides access to Ballarto Road.

Cemetery Road lies along the eastern boundary of the land, providing access north to Sladen Street.

Figure 1. Aerial Image of Site and Surrounds as at October 2023, as sourced from Nearmap, accessed December 2023



39-45 Cyril Beechey Lane

Located on the western side of Cyril Beechey Lane, this property has an area of 4.040 hectares and comprises largely cleared land containing a single temporary dwelling and associated minor outbuildings.

This property is currently used for horse agistment purposes and, as such, is divided into a number of fenced paddocks. Two dams (constructed in the early 2000s) are located on the western side of the property. Access to this property is currently provided to its southeast (via Cyril Beechey Lane) and northeast (via Stevensons Road). It is understood that soil was removed across this property approximately 20 years ago.

40-46 Cyril Beechey Lane

Located on the eastern side of Cyril Beechey Lane, this property has an area of 3.902 hectares. The site has remained in an unused state throughout its known history and comprises predominantly native vegetation. Access to this property is currently provided to the southwest (via Cyril Beechey Lane, adjacent to its southern boundary) and to the east (via Cemetery Road, approximately 23 metres from its northern boundary).

Table 1. Land Title Particulars

Street Address	Lot & Plan No.	Title	Ownership	Area
39-45 Cyril Beechey Lane	Lot 6 on LP7319	07112 / 342	MacLaw No. 10 Pty Ltd	4.040 hectares
40-46 Cyril Beechey Lane	Lot 5 on LP7319	05528 / 488	Greenridge Properties Pty Ltd	3.902 hectares

Land Summary

The following table provides a snapshot of key elements of the land.

The Subject Land	39-45 and 40-46 Cyril Beechey Lane, Cranbourne (Lot 5 and Lot 6 LP7319)
Overall Area	7.942 hectares.
Planning Controls Current	Farming Zone – Schedule 2 - Development Plan Overlay – Schedule 1
Existing Lots	The land comprises two lots of approximately 4 hectares each.
Existing Roads	The land is bisected in a north-south direction by Cyril Beechey Lane road reserve. To the south Cyril Beechey, an approximately 5.5 metre wide unsealed local access road. Cemetery Road runs along the eastern boundary of the land.
Stormwater	The site generally drains from east to west. The legal point of discharge is in the north-west corner. The immediate downstream road and drainage infrastructure has the capacity to convey the stormwater runoff generated from the development of the site and no on-site retardation is required.

Vegetation	The western parcel has been largely cleared of vegetation and is dominated by environmental weeds. The eastern parcel consists almost entirely of native vegetation.
Fauna	The Southern Brown Bandicoot, which is listed as an Endangered species under the Commonwealth <i>Environment Protection and Biodiversity Conservation Act 1999</i> , has been recorded on the eastern site. Offsets for the removal of this habitat have been identified and approval from the Minister for Environment is imminent.
Bushfire Risk	The land is within a Bushfire Prone Area and is classed as Landscape Type One (lowest bushfire risk class).
Potential Contamination	The land is adjacent to the former Stevensons Road Landfill.
Topography	The topography is relatively flat ranging from approximately RL 71 m AHD at the high point on the northern boundary approximately 80 m from the eastern boundary, to RL 64 m AHD at the low point of the existing drainage reserve located in the north-west corner. Surface grades are generally in the range of 0.1% to 5%.
Geology	The site is underlain by Quaternary Aged Pleistocene siliceous sand dunes and sheets (including Cranbourne Sand) comprising thin sand cover and older rocks. Historically, sand mining has occurred in the vicinity.
Waterways	No waterways dissect the site.
Cultural Heritage	A Cultural Heritage Management Plan (CHMP) has been prepared for the land. This resulted in one Aboriginal place, Cyril Beechey Lane Scatter (VAHR 7921-1745), being registered within the activity area.
Vehicle Access	Vehicle access to the land is from the south from Cyril Beechey Lane, as Stevenson Road terminates in a court bowl adjacent to the land's northern boundary.

3.2. Surrounding Context

The subject land sits within the urban context of Cranbourne and has excellent proximity to a range of facilities, and notably lies adjacent to large areas of existing and proposed public open space. The site benefits from:

- Cranbourne Major Activity Centre (approximately 1 kilometre to the north east) which has a wide mix of retail, community, commercial and industrial uses and employment opportunities.
- A cycling and bus routes along nearby Cranbourne-Frankston Road providing access to the Cranbourne Major Activity Centre and Cranbourne Railway Station.
- Existing and proposed public open space reserves, playgrounds and linear parks including the active open space reserves immediately to the east forming part of the Cranbourne Racecourse and Recreation Precinct, Royal Botanic Gardens Cranbourne, and Cherryhills Drive Reserve.
- Various Primary and secondary schools.

- Provision of external services including sewer, water, telecommunications and electricity which have capacity to accommodate an increase in development.

The immediate site context presents a varied range of existing and past uses, namely

- Well established residential development to the north and west,
- Active open space/soccer fields and the Cranbourne Racing Complex to the east,
- Small passive open space reserves/linkages abutting the north-east and north-west corners of the site,
- Proposed public open space to the south, being the former Stevensons Road landfill and former Cranbourne Waste Transfer Station to the south,
- Further south are rural properties, many occupied by horse stabling complexes associated with the racecourse, and the Royal Botanic Gardens Cranbourne.

Relevant land uses and developments proximate to the site are as follows:

Brookland Greens Estate

The Brookland Greens Estate is located immediately west of the land. The rezoning of this land from Rural Zone to Residential 1 Zone was considered and recommended by an independent planning panel in February 2000 (Amendment C6 to the Casey Planning Scheme). The Panel for Amendment C6 concluded that:

“...rezoning of the land to Residential 1 to allow residential subdivision is appropriate - the land is located on the fringe of an established urban area, and its development would provide for an orderly progression of development south of the Cranbourne township. The only real constraint to development is the need to provide buffers to nearby incompatible land uses. However, the need for these buffers is likely to change over time as uses (such as the Stevensons Road landfill) cease, or technological changes to other incompatible uses (such as the broiler farms) reduces the need for buffers” (page 27).

The part of the Brookland Greens Estate nearest to the land has a contemporary built form arrangement with high site coverage on modest blocks. The street layout is in a grid-like arrangement. Lot sizes are generally 500 to 700 sqm.

The Brookland Greens Estate was subject to an Ombudsman’s investigation into methane gas leaks within the housing estate in 2008. The source of the methane was reportedly as the closed Stevensons Road Landfill which is adjacent to the estate and directly south of the subject land. The Stevensons Road Landfill has since been subject to extensive rehabilitation and remediation by Council to mitigate any effects on nearby residents. Ongoing monitoring of the landfill occurs as part of a 53V Audit under the Environment Protection Act 1970

Residential Development

Land generally to the north of the site has historically been subdivided into large residential lots (approximately 2,000 sqm) despite its proximity to the Cranbourne Major Activity Centre and other facilities. This land is generally elevated above the subject site.

Recreation Reserve

To the east of the site is a substantial open space reserve. The reserve includes a number of soccer pitches, home to the Casey Comets Football Club, and an area of treed, passive open

space with walking trails. To the east of this area is the Cranbourne Racecourse and Cranbourne Training Complex.

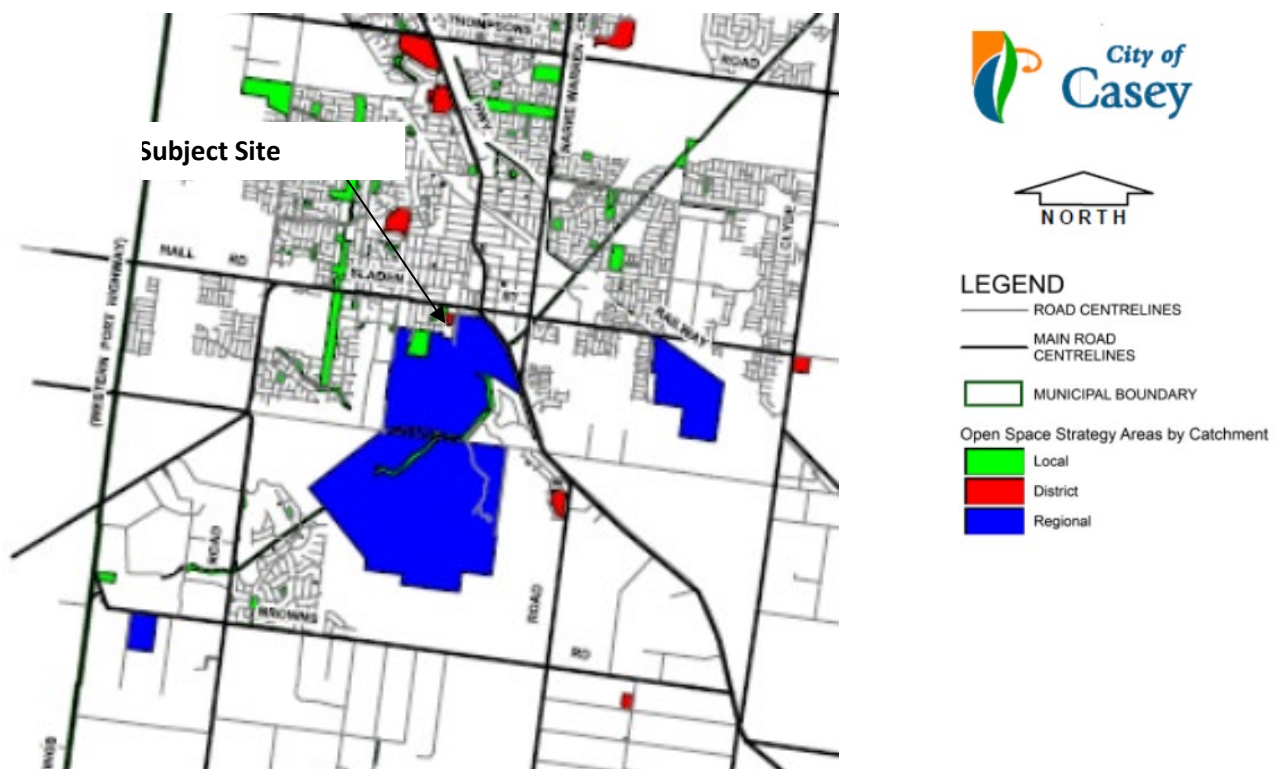
Parkland

The land has a direct interface with three pocket parks at its north-eastern and north-western boundaries, including Grandeur Nature Reserve and Sottile Drive Reserve.

Former landfill

Immediately southwest of the land is the former Stevensons Road Landfill. The Council owned landfill operated between 1992 and 2005. In 2008 the former landfill was reported to be leaking methane gas into the adjoining Brookland Greens Estate. A detailed investigation into the incident was undertaken by the Victorian Ombudsman to determine the causes behind the leak. It is understood from this report that a series of “missed opportunities” led to the leak, but that the lack of a protective lining within the landfill was a key factor. The Stevensons Road Landfill has been subject to extensive rehabilitation and remediation by Council since. It is understood that Council has designated the site for future public open space as illustrated in the City of Casey plan below.

Figure 2: Open Space Map, prepared by City of Casey, adopted 7 April 2015



Former waste transfer station

To the southeast of the land is the former Cemetery Road Waste Transfer Station which closed in January 2012. The land is currently vacant.

Road Network

Cyril Beechey Lane is an approximately 5.5 metre wide unsealed local access road which bisects the subject land in a north-south direction. Stevenson Road is the northern extension of Cyril Beechey Lane and intersects with Sladen Street to the north and Ballarto Road to the south

however access from the north is restricted due to a court bowl termination adjacent to the subject land's northern boundary.

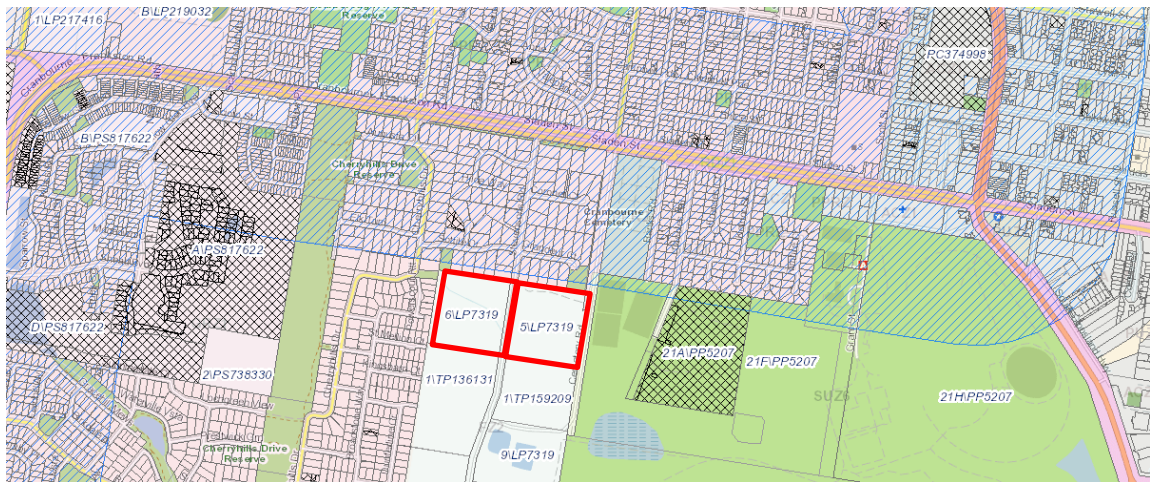
Cemetery Road runs along to the eastern boundary of the land. Cemetery Road is a local road with a 7.0 metre wide (approximately) sealed pavement that connects with Sladen Street approximately 400 metres to the north. Cemetery Road loops around to join with Cyril Beechey Lane to the south.

Public Transport

Local bus routes are located to the north of the subject land, servicing the established residential areas of Cranbourne. The nearest bus stops are located along either side of Sladen Street (approximately 400 metres to the north) which provide access to bus route 791 which runs between Frankston Station and Cranbourne Station and Cranbourne Park Shopping Centre.

The Principal Public Transport as defined under the Casey Planning Scheme stops just short of the northern boundary of the land, as illustrated below.

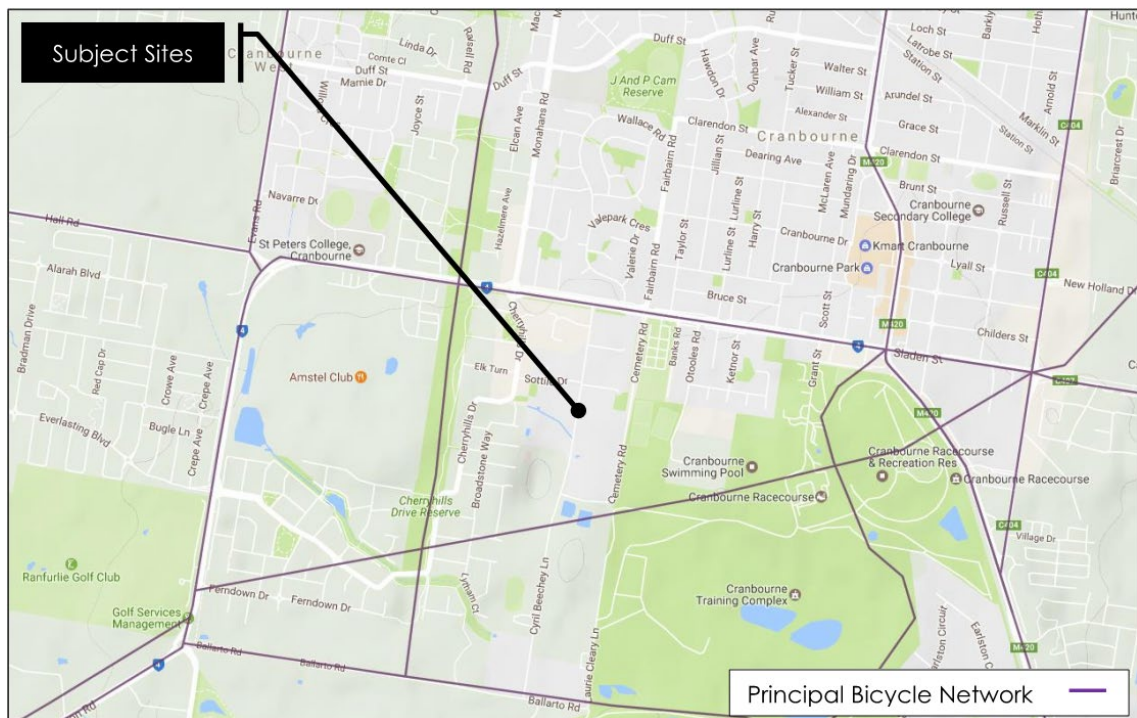
Figure 3: Extent of Principal Public Transport Network Area, as sourced from VicPlan Dec 2023



Pedestrian & Cycle Network

Cranbourne-Frankston Road includes on-road bicycle lanes in each direction which provides good cycling access to the subject site. However, there are no pedestrian or cycle pathways along either side of Cyril Beechey Lane, Cemetery Road, or Ballarto Road. Although a footpath has been constructed along the western side of Stevensons Road (the northern continuation of Cyril Beechey Lane), this path currently terminates at the northern boundary of the land. Although there are no formal bicycle paths in the vicinity of the site, bicycle access is available along the local road network.

Figure 4: Principle Bicycle Network, as sourced from Onemilegrid's Traffic Impact Assessment



4.0 Planning Assessment

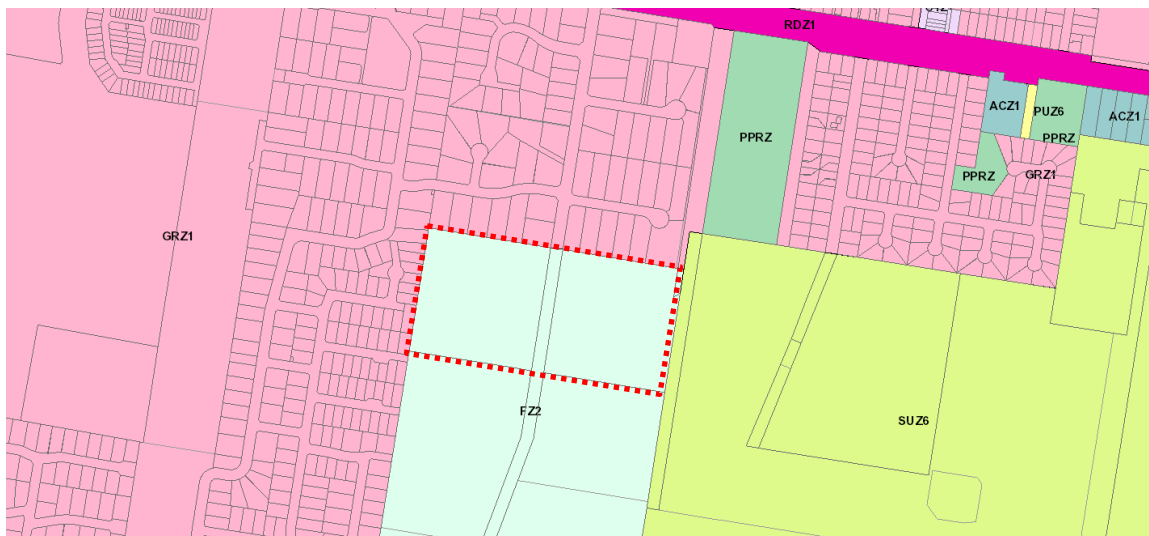
4.1. Current Zones and Overlays

The following zone and overlay controls currently apply to the land:

Farming Zone – Schedule 2 (FZ2)

The purpose of the Farming Zone is to facilitate and protect the use of land for agriculture, encourage the retention of employment and population to support rural communities, and to encourage the use and development of land based on comprehensive and sustainable land management practices and infrastructure provision.

Figure 5. Zoning Maps, as sourced from VicPlan, accessed on December 2023



Development Plan Overlay – Schedule 1 (DPO1)

A Development Plan is applicable to the site, prepared as required by DPO1, was adopted by the City of Casey in September 2007. The Cranbourne Development Plan applies to the area generally bounded by Glasscocks Road (to the north), Ballarto Road (to the south), Narre Warren-Cranbourne Road (to the east) and Evans Road (to the west). The Cranbourne Development Plan designates the subject land and sites immediately to its south as:

- Nos. 39-45 & 40-46: “Rural (buffer to transfer station/landfill)” (subject land)
- No. 21-37: “Quarry/landfill (future public open space)”
- No. 16-32: “Transfer Station” and “Public open space”

The aims of the Development Plan are to create a suburban environment that:

- Offers a range of housing and lifestyle opportunities.
- Provides for safe living.
- Enables access to essential community facilities and services.
- Creates a distinctive sense of community and place.
- Sensitively integrates natural physical features into the built environment.
- Preserves and protects significant flora and fauna.
- Incorporates key principles of urban design.

Relevant objectives for the Development Plan area which relate to the subject land are to:

- Protect the amenity of existing/future residential areas by providing sufficient buffers to the landfill and transfer station sites.
- Provide a hierarchical road network that is legible to its users and which maximises direct access opportunities to key destinations.
- Establish a local network of public open space that offers a diversity of recreational and leisure opportunities, and that is accessible to the local community.
- Design and locate public open space in such a way that it serves to protect existing significant vegetation and natural drainage functions in the local area.

The Physical Framework Plan for the Development Plan area identifies the subject land as “rural (buffer to transfer station/landfill)”. Specifically, in relation to the subject land the Development Plan directs that:

The existing buffers to the Cranbourne landfill, waste transfer station/recycling depot and sand extraction site in Stevensons Road are to be maintained, and future residential development in the vicinity of these uses restricted until the activities requiring the application of the buffers have permanently closed (section 4.2.2, emphasis added).

We note the listed uses have now ceased.

The Development Plan provides a range of general and specific planning and design principles for residential areas. These include:

- Providing quality and choice in housing opportunities for both current and future communities.
- Building envelopes to minimise the impact of development upon significant vegetation.
- With the exception of corner lots, and lots with rear lane vehicular access, all residential allotments should have one road frontage only.
- Appropriate landscaped buffers should be provided between the interface of residential areas and environmentally sensitive or significant areas.
- No development within 200 metres of an existing landfill unless the activities affecting the buffer have permanently ceased, except in the case of a landfill where it has been determined by the responsible authority that the application of the buffer is no longer required.

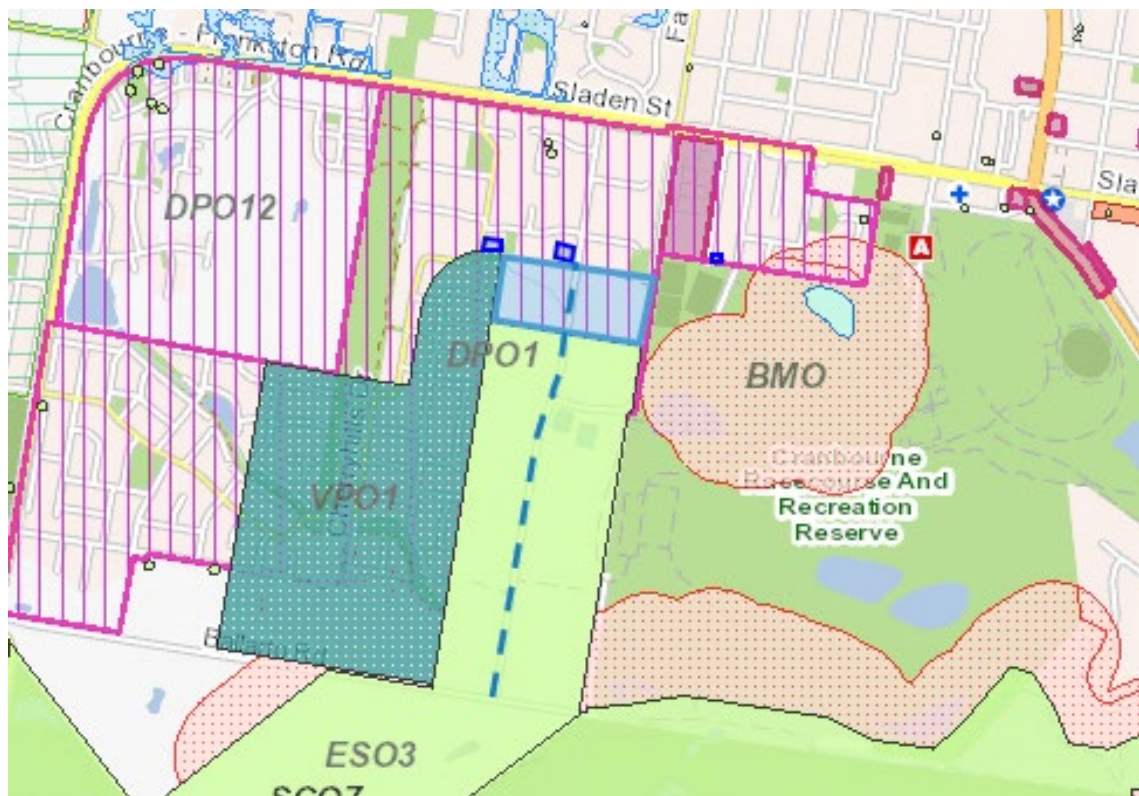
The Development Plan provides a range of general and specific planning and design principles for public open space. These include:

- All residential subdivisions should provide for public open space in accordance with the requirements of Clause 52.01 (Clause 53.01 post Amendment VC148) and the associated schedule of the Casey Planning Scheme.
- Public open space contributions in the form of land should be unencumbered.
- Land necessary to protect areas of vegetation for conservation will not be accepted as part of public open space contributions.
- Public open space provision to be in accordance with the Development Plan which includes specific location and dimension requirements.
- The former Stevensons Road landfill should be rehabilitated and developed for public open space.

Council are currently undertaking a review of the existing Development Plans throughout the City of Casey, including the Cranbourne Development Plan. Council's Officers have advised that the recommendation is the DPO1 should be deleted and that the Cranbourne Development Plan be revoked.

This review is at its preliminary stage as the Officer's recommendation is not yet to be adopted by the Council Administrators. Should the Council adopt the recommendation a Planning Scheme Amendment will likely take 12-18 months to remove this control (August 2022-February 2023). It is therefore proposed to remove the subject land from the Cranbourne Development Plan.

Figure 6. Development Plan Overlay Map, as sourced from VicPlan, accessed Dec 2023



5.0 Planning Policy Framework

5.1. Planning Policy Framework

The Planning Policy Framework (PPF) is in place to ensure that the objectives of Section 4 of the *Planning and Environment Act 1987* are implemented through appropriate land use and development planning policies. These policies incorporate environmental, social and economic factors that contribute towards the achievement of net community benefit and sustainable development.

The current proposal is impacted by and will implement the following policy directions:

- Clause 11 – Settlement
- Clause 12 – Environmental and Landscape Values
- Clause 13 – Environmental Risks and Amenity
- Clause 14 – Natural Resource Management
- Clause 15 – Built Environment and Heritage
- Clause 16 – Housing
- Clause 18 – Transport
- Clause 19 – Infrastructure

Clause 11 Settlement

Clause 11 Settlement states that planning is to anticipate and respond to the needs of existing and future communities through appropriate provision of zoned and serviced land for housing, taking advantage of existing settlement patterns and investment in infrastructure and services.

Clause 11.01-1S Settlement seeks to promote sustainable growth and development of Victoria and deliver choice and opportunity for all Victorians through a network of settlements. The subject land presents as an opportunity to develop land that is no longer suitable for agricultural uses, which benefits from strong connections to facilities and services, and the Cranbourne Activity Centre is within 1.2km of the subject land.

Clause 11.01-1R Green Wedges – Metropolitan Melbourne seeks to protect the green wedges of Metropolitan Melbourne from inappropriate development. The subject land is located within the Urban Growth Boundary and therefore the amendment will not result in further urban sprawl.

Clause 11.02-1S Supply of urban land is met by ensuring a sufficient supply of land for residential uses within the existing urban growth boundary area.

The population of the Growth Area municipality will grow from 332,981 people in 2018 to 514,800 people in 2041; an increase of 55 percent (Data prepared for the City of Casey by .id consultancy). At a local level, Cranbourne's population is forecasted to increase from 21,770 people in 2018 to 29,574 people by 2041; an increase of 36 percent. Between 2016 and 2041 an additional 2,990 dwellings will be needed to cater for this growth (an increase of 39 percent from 2016).

The *Urban Development Program (DELWP 2020)* reports that the Casey-Cardinia Growth Area has the lowest supply of residential land of all of the growth areas, with a short term estimated supply of only 13 years.

The subject site offers approximately 8 hectares of potential residential land within close proximity of the Cranbourne Activity Centre and which is a form of 'infill development' noting it is urbanised on three of its four abutments.

The population growth figures, and need for broad scale new residential areas clearly illustrates there is strong demand for residential land in the Cranbourne area, and the proximity to services is expected to further encourage future demand for this land. The image below shows there is very little undeveloped land remaining in proximity to the Cranbourne Activity Centre, other than that set aside for recreation reserves, schools or drainage purposes, indicating that the proposal represents a significant opportunity to provide well serviced land within close proximity of services.

Figure 7. Land within proximity of Cranbourne Activity Centre



Note: General absence of undeveloped land within proximity of Cranbourne Activity Centre

The *Supply of Urban Land* policy states that planning should consider *Opportunities for the consolidation, redevelopment and intensification of existing urban areas* and it is considered that the subject site represents a suitable infill site adjacent to and existing established residential area which can be developed to meet burgeoning demand in Cranbourne in accordance with this State policy.

Clause 12 Environmental and Landscape Values

Clause 12 Environmental and Landscape Values states that planning should help to protect ecological systems, biodiversity, environmental and landscape values, and restore and enhance sites and features of nature conservation, biodiversity, geological or landscape value.

Clause 12.01-1S Protection of biodiversity notes it is policy to *protect and enhance Victoria's biodiversity*. This can be done by avoiding impacts on important areas of biodiversity. The proposal responds to this by providing a linear reservation to identify and maintain a bio-corridor for the southern brown bandicoot along the eastern extent of the land. This is to be identified through the application of the RCZ.

Clause 12.01-2S Native vegetation management seeks to ensure that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation. It encourages a three step approach of avoid, minimise and offset the loss of vegetation.

The eastern parcel of the land contains native vegetation. Although some vegetation removal is unavoidable, retention is proposed along the eastern boundary to create a biodiversity corridor with the land to the north and south. Where it is not possible to avoid the removal of vegetation, it is proposed that offsets will be provided in accordance with clause 52.17.

Clause 13 Environmental Risks and Amenity

Clause 13 Environmental risks and amenity states that planning should aim to identify and manage environmental hazards and amenity conflicts and adopt a best practice environmental management and risk management approach.

Clause 13.02-1S Bushfire planning seeks to strengthen the resilience of settlements to bushfire through risk-based planning by directing population growth and development to low risk locations and ensuring the availability of areas where human life can be protected from bushfires.

A Bushfire Risk Assessment has been prepared, in conjunction with a Fauna Corridor Management Plan, and it was found that with the management of the biodiversity corridor it is unlikely that a long and intense fire would extend into the subject land, and that relevant bushfire protection and mitigation measures can be implemented into any future development. *Clause 13.04-1S Contaminated and potentially contaminated land* by ensuring that any externalities as a result of nearby contaminated land are considered in future development of the subject land.

Preliminary Site Investigations have been undertaken by both land parcels by DRC Environmental. The findings of these investigations concludes the land is suitable for residential purposes.

The Landfill Gas Risk Assessment that was prepared by DRC Environmental which was peer reviewed by Salient, illustrates that contamination originating from the former Stevensons Road Landfill site is low and can be mitigated through the built form of the development as a precaution. More specifically, the construction method of future dwellings which is to be in accordance with the Auditor recommendations and the prohibiting of sub terranean works such as basements and inground swimming pools. These restrictions are to be included with the Development Plan Overlay Schedule and via a Section 173 Agreement to be registered on Title to ensure these restrictions are clearly identified.

Clause 13.07-1S Land Use Compatibility seeks to protect community amenity, human health and safety while facilitating appropriate commercial, industrial, infrastructure or other uses with potential adverse off-site impacts.

An analysis into the potential use for the site has determined that a residential zoning would be most appropriate. This allows for new housing stock in close proximity to Cranbourne Major Activity Centre, extensive public open spaces, and can be designed to minimise amenity impacts on existing residences located to the north and west of the subject land.

The Landfill Gas Risk Assessment prepared by DRC Environmental and peer reviewed by Salient includes protection measures providing a total Protection Score of 8.0 comprised of:

- Protection Score 0.5: Reinforced concrete ground-bearing floor slab or waffle pod slab
- Protection Score 2.5: Passive sub-floor ventilation with very good performance
- Protection Score 2.0: Proprietary Gas Barrier Membrane (GBM) with sealed penetrations
- Protection Score 1.0: Tightly sealed polypropylene plastic barrier with sealed penetrations

These protection measures will provide a significant level of protection to the proposed buildings from and potential vapour ingress.

Clause 14 Natural Resource Management

Clause 14.01-1S Protection of Agricultural land seeks to protect the state's agricultural base by preserving productive agricultural land. The site area of the western lot being 4 hectares is not sufficient for land to be productive agricultural land furthermore, the site is not adjoining existing agricultural land.

The eastern lot has not previously been used for agricultural purposes due to the existing vegetation located on site.

Notwithstanding the above, the land is not identified as high quality agricultural land as per the planning scheme definitions nor is it in an area where this is supported noting the land sits within the Urban Growth Boundary.

Clause 14.02-2S Water Quality seeks to protect water quality. This development aims to incorporate water sensitive urban design, best practice stormwater management, an accessible and efficient urban form and improved energy efficiency outcomes. The Stormwater Management Strategy, identifies three options to meet its obligation to stormwater quality:

- Augmenting the Melbourne Water retarding basin located downstream with additional ephemeral wetland.
- Construction of a rain garden in the public open space reserve located in the northwest corner of the site.
- Payment of a stormwater quality offset contribution to Melbourne Water.

The preferred option will need to be agreed by the catchment management authorities, Council and Melbourne Water at the appropriate time.

Clause 15 Built Environment and Heritage

Clause 15 Built environment and heritage states that planning should ensure all land use and development appropriately responds to its context, and deliver high quality, sustainable, environments, as follows:

Clause 15.01-1S Urban design seeks to create an urban environment that is safe, functional and contributes to a sense of place and cultural identity. Future development will be guided by a Development Plan which will ensure that built form will respond to residential interfaces. Cycle and pedestrian connectivity, will be improved within the area as a connection will be created from Cherryhills Road to the active Public Open Space located to the east of the subject land. Public realm amenity will be facilitated through attractive landscaping within the public and private realms and additional open space reserves.

Clause 15.01-1R Urban Design Metropolitan seeks to create a distinctive and liveable city with quality design and amenity. New development will have regard for road design noting that the new Schedule to the Development Plan Overlay can include private road requirements, ensuring that future residents will benefit from safe and efficient movements through the development. This includes requiring footpaths on one side of the road, vegetated verges, indented car parking and turning areas for waste collection and emergency vehicle access.

Clause 15.01-2S Building design seeks building design outcomes that contribute positively to the local context and enhance the public realm. New development will be responsive to its context and the amenity of neighbouring properties and will be encouraged to protect and enhance views and vistas whilst retaining existing vegetation where possible. Future development will be subject to Council review through a subsequent planning permit application and new site specific Development Plan as a new schedule to the DPO is to be inserted to the Planning Scheme

Clause 15.01-3S Subdivision design is addressed by ensuring that the pattern of subdivision achieves an attractive, safe, accessible, diverse and sustainable neighbourhood. The subject land will create an improved pedestrian and cycle link between Cherryhills Road and the active Public Open Space to the east. Development of the land will also improve pedestrian and cycling connections from existing residential land to the west to the Cranbourne Activity Centres.

Clause 15.01-4S Healthy neighbourhoods is addressed by fostering healthy and active living and community wellbeing through a walkable structure, access to public transport and conveniently located adjacent to existing and future public open spaces. The proposal will achieve these outcomes, noting the proximity to the adjacent sporting fields.

Clause 15.01-4R Healthy neighbourhoods - Metropolitan Melbourne proposes creating a neighbourhood where people can meet most of their everyday needs within a 20 minute journey by foot, bike or public transport. This site is located within 1.2km of the Cranbourne Activity Centre which is identified as a Major Activity Centre within the *City of Casey Activity Centres Strategy, City of Casey, 2020*. Section 4.0 of this report lists the broad range of facilities and employment opportunities located within the or close proximity of the Activity Centre ensuring. Proximity of public transport is also an opportunity of the subject land noting that the Principal Public Transport Network Area is located to the north of the site and Cranbourne Station is located 3km to the north.

Clause 15.01-5S Neighbourhood character is to be addressed by recognizing, supporting and protecting neighbourhood character, cultural identity and sense of place. Any future development can seek to contribute to the emerging neighbourhood character of Cranbourne through its pattern of urban structure and subdivision, and consistency of landscape character and vegetation. Acknowledging that land towards the north is occupied by larger detached dwellings, the new Schedule to the DPO has included a requirement that the built form along

the northern boundary of each site should provide an appropriate transition to these neighbouring dwellings. Land to the west is characterised by smaller residential allotments with examples of shared walls and therefore a medium density development would be consistent with the pattern of subdivision within this area.

Clause 15.02-1S Energy and resource efficiency by encouraging land use and development that is energy and resource efficient, supports a cooler environment and minimises greenhouse gas emissions. Future development will promote a consolidated urban form which is integrated with land use and transport. It encourages the provision of new vegetation and open spaces as part of the development. These initiatives will facilitate more efficient energy use and reduced urban heat island effects.

Clause 15.03-2S Aboriginal cultural heritage by ensuring the protection and conservation of places of Aboriginal cultural heritage significance. This will be through the requirement for permit approvals to align with the recommendations of Cultural Heritage Management Plan (CHMP No. 15729) approved under the Aboriginal Heritage Act 2006.

The proposed development of the subject land will be responsive to its context and be designed to foster a healthy and active community. The land's location near a major activity centre will ensure residents can easily access their needs, whilst landscaping and public open space will contribute to the amenity of the public and private realms.

Clause 16 Housing

Clause 16 Housing states that planning should provide for diverse and affordable housing in accessible locations with supporting infrastructure and services.

Clause 16.01-1S Housing Supply is to facilitate well-located, integrated and diverse housing that meets the community needs. The rezoning of the land allows increased housing yield on currently underutilized agricultural land that located within proximity of the Cranbourne Activity centre. Additionally, the subject land is suitably located in terms of access to services and schools as nominated within Section 4.0 of this submission.

Clause 16.01-1R Housing Supply – Metropolitan Melbourne is met as the subject land is situated within 1.2km of the Cranbourne Activity Centre and is adjoining existing residential areas. The site benefits from good connections to public transport along Sladen Street and will improve connections for existing dwellings to the west of the subject land, ultimately generally aligned with the 20 minute neighbourhood concept.

Clause 16.01-2S Housing Affordability seeks a range addition residential lots within close proximity to the Cranbourne Activity Centre and will be able to utilize existing infrastructure networks, services and transport. It has been demonstrated within the Housing Needs Assessment (Section 14) smaller households will remain preeminent in percentage terms in both Casey and Cranbourne East, all age cohorts and household types will increase in total numbers over the period. This means that there will be demand for smaller dwellings within the area, some of which can be provided through development of the subject land.

Clause 18 Transport

Clause 18.02-1S Sustainable personal transport is met by promoting the use of sustainable personal transport by providing opportunities for more walking and cycling to key destinations and public transport linkages. Future pedestrian and cycling links can be provided through the

subject land from the north-west (from Cherryhills Drive) to north-east (Cemetery Road) providing access to a substantial open space reserve. Existing Public Open Space can be utilised to provide a through access. The reserve to the east includes a number of soccer pitches, home to the Casey Comets Football Club, and an area of treed, passive open space with walking trails. To the east of this area is the Cranbourne Racecourse and Cranbourne Training Complex.

Clause 18.02-1R Sustainable Personal Transport – Metropolitan Melbourne as the development of the subject land will improve pedestrian and cycling connections for land to the west (Cherryhills Road). A future connection will be provided through the site reducing the distance to the Cranbourne Activity Centre, promoting a 20 minute neighbourhood.

Clause 18.02-4S Car Parking seeks to ensure an adequate supply of car parking that is appropriately designed and located. Whilst, no development plans have been prepared for either site, the new Schedule to the DPO includes a requirement that that indented car parking is to be provided.

Clause 19 – Infrastructure

Clause 19.02-6S Open Space aims to establish, manage and improve a diverse and integrated network of public open space that meets the needs of the community. Development of the subject land will provide better connection from Cherryhills Road to the active Public Open Space Area to the east of the subject land, improving the walking and cycling links within the area. Whilst the Cranbourne Development Plan is under review, it does seek to rehabilitate the former Landfill Site (south of the subject land) for the purposes of Public Open Space. We note, it is proposed to amend the Cranbourne Development Plan removing the subject land from the approved DP.

Clause 19.02-6R – Open Space – Metropolitan Melbourne seeks to strengthen the integrated metropolitan open space network. Approximately 1.5km south from the subject land is the Cranbourne Royal Botanical Gardens (Cranbourne Regional Park). Future residents will benefit from its proximity when a pedestrian connection is made to the south.

Clause 19.03-1S Development and Infrastructure Contribution Plans seeks to ensure development occurs in manner which results in the timely delivery of critical infrastructure. Given the small scale of the land and noting it only applies to two land parcels, there is minimal shared infrastructure to be delivered with the exception of the formalising of the existing Cyril Beechey Road reservation. Further, broader infrastructure works are not considered to be required as a result of the development of this land.

Clause 19.03-3S Integrated Water Management proposes to sustainably manage water supply, water resources, wastewater, drainage and stormwater through an integrated water management approach. A Stormwater Management Strategy has been prepared by Incitus detailing the Stormwater Quality requirements and that the future development will achieve relevant freeboard from the 1% AEP flood levels associated the overland flows in road reserves or the Melbourne Water main drain, whichever is greater.

A Utility and Servicing Statement has been prepared by KLM Spatial which investigates the location of all services. Due to land being within an established area, there are no significant servicing issues.

5.2. Local Planning Policy Framework

The Casey Planning Scheme has not yet been translated into the new format Planning Policy Framework; therefore, an assessment has been undertaken against the existing Local Planning Policy Framework.

The Local Planning Policy Framework (LPPF) is comprised of the Municipal Strategic Statement (MSS) and Local Planning Policies. The elements of the Local Planning Policy Framework including Municipal Strategic Statement relevant to this proposal include:

- Clause 21.02 Key Issues and Strategic Vision
- Clause 21.03 Settlement and Housing
- Clause 21.04 Environment
- Clause 21.06 Transport
- Clause 21.07 Built Environment
- Clause 21.15 Cranbourne

Clause 21.02 Key Issues and Strategic Vision

The subject land is identified in Casey's Strategic Framework Plan as "rural". However, the Casey Housing Strategy does not identify the land as within its large-lot housing areas (Low Density Residential Zone Precincts). Clause 21.15 however provides further direction indicating that a strategic review should be undertaken of the Cyril Beechey Lane' precinct. The Casey Housing Strategy provides the most up to date strategy direction, as will be later discussed.

Clause 21.03 Settlement and Housing

Objective 2 of Clause 21.03 is "to provide quality housing to accommodate significant population increases and to suit a range of household types and lifecycle need". This rezoning of the land will facilitate a range of lot sizes in an established area to provide a range of dwelling types. As identified within Section 14.1 of this submission data prepared for the City of Casey by .id consultancy anticipates that the population of the municipality will grow from 332,981 people in 2018 to 514,800 people in 2041; an increase of 55 percent.

At a local level, Cranbourne's population is forecasted to increase from 21,770 people in 2018 to 29,574 people by 2041; an increase of 36 percent. Between 2016 and 2041 an additional 2,990 dwellings will be needed to cater for this growth (an increase of 39 percent from 2016). In 2016 the dominant household type in Cranbourne was "couple families with dependents". Whilst still the highest in total number, "couples without dependents" households, are expected to increase the most of all housing types between 2016 and 2026 to remain the second most common household type in Cranbourne.

Furthermore, the *Casey Housing Strategy 2017* gazetted 28 November 2019, details that diverse housing options will need to on offer to accomdate the forecasted population growth. Specifically, "*More diverse housing such as town houses, units and apartments will be located in locations with convenient access to shops, services, transport and open space, where it is easy to walk or cycle.*" The subject land is within a suitable location for higher density noting the proximity to the Cranbourne Activity Centre, community services, and existing public open space.

Clause 21.04 Environment

Objective 1 of Clause 21.04 is “to protect and significantly restore Casey’s biological diversity”. Strategies to achieve this include a net gain in native vegetation and providing for new planting and natural regeneration. This proposal will see a redistribution of vegetation across the subject land, with new dwellings located within vegetated landscapes.

The Biodiversity Assessment prepared by Ecology Heritage Partners notes that due to the modified nature of the study area, landscape context and the proximity of previous records, significant flora species are considered unlikely to occur within the study area. The assessment does recommend measures to mitigate impacts on ecological values within the study area, including:

- Consideration of Water Sensitive Urban Design techniques such as bio-retention systems, porous paving or swales.
- Utilise construction and micro-siting techniques to minimise impacts to native vegetation and habitats including fencing areas of retained native vegetation.
- Consideration of a Fauna Management Plan to guide the removal of trees and relocation of displaced fauna.

Objective 2 of Clause 21.04 is “to progressively improve the health of Casey’s built and natural environments through ecologically sustainable land use and development practices”. This development aims to incorporate water sensitive urban design, best practice stormwater management, an accessible and efficient urban form and improved energy efficiency outcomes into the final subdivision and built form.

A Stormwater Management Strategy was prepared by Incitus and is accompanying this submission. The future development will achieve relevant freeboard from the 1% AEP flood levels associated the overland flows in road reserves or the Melbourne Water main drain, whichever is greater. The land can achieve its obligated stormwater quality treatment through the implementation of three (3) different options.

Clause 21.06 Transport

The objective of this policy is to develop a highly accessible city structure that ensures people and businesses have easy access to goods, services, jobs and facilities. The subject land is Strategically located 1.2 kilometres from the Cranbourne Major Activity Centre which includes a range of retail, commercial and community uses. Bus stops are located approximately 400 metres to the north on Sladen Street. Bus route 791 provides access to Frankston Station, Cranbourne Station and Cranbourne Park Shopping Centre.

Local connections will be improved within the area as there is currently no through access from Cherryhills Road to the east. Development of the subject land will include a pedestrian link from the existing Public Open Space at Cherryhills Road to Grandeur Court Reserve.

Clause 21.07 Built Environment

Objective 1 of Clause 21.07 is “to create both an image that reflects Casey as a whole and images that reflect Casey’s diverse range of communities and places”.

This proposal has regard for the Cultural heritage of the land noting that Cultural Heritage Management Plan has been approved by Aboriginal Victoria. Any future development will need

to accord with the conditions of the approved Cultural Heritage Management Plan prepared by Unearthed Heritage. Further details are provided at Section 9.2 of this submission regarding Cultural Heritage Sensitivity.

The proposal has regard for existing neighbourhood character of the area noting that the proposed Schedule to the Development Plan Overlay requires that interfaces with existing residential uses and will need to be sensitively designed to avoid amenity impacts.

The following indicates describes the likely impact of any future development taking into account the existing context of the area:

- the site is generally located over the brow of a rise in Stevensons Road looking south, according development on the site will not impose on this existing streetscape character,
- similarly, the site is generally below the level of those adjoining properties on Sottile Drive reducing the potential for amenity and character impacts,
- the development will largely be hidden from view from the Cherryhills Drive reserve, but provides the opportunity for a shared path connection to this reserve,
- development will be visible from Cemetery Road and the adjoining sports fields, creating a 'new character' for this area and importantly providing passive surveillance for these sporting reserves.

We submit that the potential exists for graduated intensification of the development within the central area of the site, where this land is well separated from existing properties, without impacting or imposing upon the existing neighbourhood character.

Roads will be designed to include footpaths on one side of the road, vegetated verges, indented car parking and turning areas for waste collection and emergency vehicle access.

Objective 2 of Clause 21.07 is "to manage Casey's physical and community development to improve safety, acknowledging the strong community desire to feel safe and secure". Future development will be orientated to future roads to maximise natural surveillance, an appropriate lighting will be installed improving safety. The proposal will significantly improve passive surveillance and public safety at the adjoining playing fields which are otherwise remote from residential development.

Clause 21.15 Cranbourne

The Casey Planning Scheme includes a number of Local Area plans for precincts within the municipality. Some of the objectives for Cranbourne are to:

- Maintain and strengthen the distinctive landscape character of the Cranbourne Township and the surrounding residential areas.
- Create quality and diverse housing and lifestyle opportunities.
- Use the attraction of the Cranbourne Racecourse and Training Complex and Royal Botanic Gardens Cranbourne to create a distinctive sense of place.

The strategies to achieve these objectives include:

- Strengthen the established garden suburb environment, characterised by canopy trees, generous setbacks, a sense of openness and the dominance of the landscape setting.

- Provide for a full range of suburban housing opportunities throughout Cranbourne's residential areas, including well designed medium-density housing around lower order activity centres and major open space.
- Encourage the upgrading of the significant racing and associated tourism facilities at the Cranbourne Racecourse and Training Complex.
- Upgrade Cemetery Road in the long-term to a collector road linking Ballarto Road with Sladen Street.

Further strategic work of relevance to the land is to:

- Undertake a strategic review of future land use and development within the Cyril Beechey Lane precinct, as identified on the Cranbourne Local Area Map.

The Cranbourne Local Area Map at Clause 21.15-5 identifies the subject land as "rural", a "buffer to sensitive uses" (to the north which is designated as a lifestyle living area) and as an "Area Subject to Strategic Review". However, the designation as an area for review is inconsistent with maintaining the area for rural uses, and any buffers to the north can be addressed within a future planning permit application.

5.3. Amendment C284

This Planning Scheme amendment seeks to replace the Municipal Strategic Statement at Clause 21 and Local Planning Policies at Clause 22 of the Casey Planning Scheme with a Municipal Strategic Strategy at Clause 01. The amendment introduces new local policies within the existing Planning Policy Framework at Clauses 11 to 19.

This Amendment has recently completed exhibition (1 December 2023).

Noting the extent of the changes this amendment provides to the policy framework and recognising it has only just completed exhibition, an assessment against each of the new policy directions and objectives has not been undertaken.

Notwithstanding the above, the proposed rezoning remains consistent with the broader outcomes sought noting;

- The land is identified as 'residential' on the Strategic Framework Plan under Clause 02.04-1. The rezoning is consistent with this outcome.
- The Housing Framework Plan under Clause 02.04-4 identifies the land as 'incremental change' General Residential Zone Schedule 1. The rezoning is consistent with this outcome.
- The land sits with an area identified as habitat for Southern Brown Bandicoot pursuant to Clause 02.04-5 Areas with significant biodiversity values plan. The eastern land parcel which seeks to rezone a 30 metre wide sliver of land to the Rural Conservation Zone (RCZ) which will be set aside as a biodiversity corridor to provide suitable access between the northern and southern habitat areas.
- Clause 02.04-6 Areas specific strategic framework plan and specifically the Plan of Cranbourne, identifies the site as 'rural'. This Plan is a translation of the existing Clause 21.15-5 which is sought to be amended as part of this request.

6.0 Future Zoning Options

A number of land uses have been considered for the subject land. A summary of the suitability of these uses is provided below.

Commercial

Commercial uses include retail and office activities. These uses tend to be clustered together with convenient access to roads or public transport. The subject land does not have any main road access to encourage passing trade, nor is it near existing commercial activities. Access to the site is limited and proximity to residential areas may result in poor amenity outcomes for nearby residents. New retail and commercial activities here may also detract from other established centres. On this basis a commercial use would be inappropriate for the subject land.

Industrial

Industrial uses include manufacturing and the storage and distribution of goods and services, some of which can cause adverse noise, odour or amenity impacts on adjoining uses. Industrial uses are typically clustered in large areas with easy access to major freeways. The limited size of the land, distance of the land from other industrial uses and major freeway access, and the potential impact on adjoining sensitive uses means that an industrial use would be inappropriate for the subject land.

Mixed Use

Mixed use includes a range of residential, commercial and light industrial uses. As discussed for commercial and industrial uses, the location of these activities as an island within existing residential and public open space uses would be inappropriate.

Farming

The two subject land parcels together are approximately 8 hectares in size. The sites immediately to the south of the subject land are compromised in their ability to support farming uses due to their former uses. The size of the subject land, sensitive residential interfaces and inability to expand, means that farming uses are unlikely to be viable in this location.

Public Use

The land is in private ownership. Should any public use, such as public open space, be sought for the entirety of the site this would be subject to further discussion and compensation.

Residential

The site has an interface to existing residential uses to the north and west, and existing and future public open spaces to the east and south. The land is located 1.2 kilometres from the Cranbourne Major Activity Centre and its associated retail, commercial and community uses. The use of the adjoining land for residential uses acknowledges the locational attributes of the subject land for this use.

Moreover, the land to the south is identified as being future parks and open space. This provides further support for the land being zoned for residential purposes. Accordingly, the land is deemed appropriate for residential zoning, with this view being informed by the following:

- The broader site context which includes residential interfaces and existing and future open space.
- The preliminary site investigations undertaken have deemed the land is suitable for sensitive (residential) purposes.
- The landfill gas risk assessment and subsequent Audit have confirmed that residential development is supported.
- The environmental values of the land, namely identified Southern Brown Bandicoot habitat along the eastern boundary, is readily able to be retained as part of any rezoning.
- Matters such as bushfire and stormwater management are able to be addressed on the land.

The land is readily able to be serviced and is afforded existing infrastructure akin to an infill development.

Further to this, the application of the General Residential Zone is considered to be the most appropriate noting;

- Development upto 3 storeys or 11 metres is appropriate on the land subject to it being designed in a manner to minimise impacts on the surrounds ie. towards the middle of the land or adjacent to the future open space to the south.
- Whilst the surrounding residential development to the west and north is generally single or double storey, there is opportunity for some higher development at this site which would not be permitted under the Neighbourhood Residential Zone.
- Although the land is within an area of incremental change, noting its proximity to future and existing open space and the demand for housing diversity, the General Residential Zone will facilitate these outcomes and encourage a greater breadth of housing type.
- The Development Plan Overlay complements the General Residential Zone by providing specific built form outcome guidelines as well as identifying the constraints of the land relating to matters such as landfill gas.
- The site presents as an opportunity for residential development in an established urban context. The opportunities and constraints presented by the land are outlined below to demonstrate that the site is well placed for future residential development.

7.0 Practice Notes

The following Planning Practice Notes and guides are relevant to the subject site.

Planning Practice Note 42: Applying the Rural Zones (December 2022, updated June 2023)

This practice note provides guidance on the application of the Farming Zone. It notes that this zone is focused on protecting and promoting farming and agriculture, and that should be applied to rural areas where these activities occur and require protection.

It is considered that the current zoning of the land is inconsistent with the intent of the Farming Zone on the basis that:

- The subject site does not illustrate the main features of the Farming Zone as:
 - o Farming is not the dominant use within the immediate and surrounding area. Indeed, the established residential interfaces prejudice the ability to productively farm the land.
 - o There is very limited opportunity for agricultural production to expand due to the land being land locked by residential land, the Cranbourne Racecourse and the former Landfill.
- The current conditions and context of the area do not align with guidelines of where to apply the farming zone as:
 - o Farming is not the principal activity in the area;
 - o The farmland is not of state, regional or local significance as the land has not been utilised suitable utilised for agricultural purposes for over a decade
 - o The changing of use to non-agricultural uses (residential) will not have an impact on the surrounding area land within the farming zone due to existing context being predominately residential.

Planning Practice Note 30: Potentially Contaminated Land (July 2021, updated August 2023)

This practice note provides guidance on the appropriate level of assessment of contamination for a planning scheme amendment or planning permit application.

Preliminary site investigations have been undertaken for both land parcels to identify the appropriateness of sensitive uses on the land and whether any remedying works are required. The investigations conclude the land is suitable for sensitive uses and no Environmental Audit Overlay or similar is required.

Based on the practice note, an environmental audit would be required had landfill activities occurred on the subject land, instead the 53V audit undertaken by the City of Casey for the Stevensons Road landfill establishes parameters for the development of surrounding land parcels. A Landfill Gas Risk Assessment prepared by DRC consultants addresses the audit requirements for the site. A peer review of this assessment was undertaken by Salient who is satisfied that the methods of risk assessment employed by DRC Environmental are consistent with the advice provided in British Standard BS8485:2015.

Relevant parts of this report have been prepared to comply with Minister's Direction No. 1 and Planning Practice Note 30.

Planning Practice Note 43: Understanding Neighbourhood Character (under review)

This practice note provides guidance for applicants, the community and councils about:

- understanding what is meant by neighbourhood character
- preparing or assessing a permit application for a residential development, including a neighbourhood and site description, a design response, and meeting the neighbourhood character objectives and standards in the planning scheme.

This Practice Note is currently under review.

Within this practice note it is explained what ‘respect’ means in regards to having respect for existing neighbourhood character. It is highlighted that “respecting character does not mean preventing change”. Housing preferences have changed as result in social and economic conditions, noting the Casey Housing Strategy 2017 identifies smaller housing types such as apartments, townhouses and units will be appropriate in suitable locations. The subject land adjoins two separate residential interfaces, being the north (large lots, detached dwellings), and the west (standard density, examples of shared wall dwellings). It is acknowledged that the future development will need to have regard for these existing interfaces. As such, the proposed Schedule to the Development Plan Overlay will require that built form along the northern boundary of the subject land should provide an appropriate transition to neighbouring dwellings.

Planning Practice Note 46: Strategic Assessment Guidelines for Preparing and Evaluating Planning Scheme Amendments (August 2018)

This practice note provides guidance on how to respond to Minister’s Direction No. 11: Strategic Assessment of Amendments. Relevant parts of this report have been prepared to comply with Minister’s Direction No. 11 and Planning Practice Note 46.

Planning Practice Note 64: Local Planning for Bushfire Protection (September 2015)

This practice note provides guidance about planning for bushfire protection. It notes that for areas to be rezoned for urban purposes, planning should require a buffer to be established to areas of permanent bushfire hazard. Bushfire protection is addressed in the accompanying specialist report.

Planning Practice Note 78: Applying the Residential Zones (June 2015)

This practice note was removed after the introduction of revised residential zones on 27 March 2017 by Amendment VC110 and has yet to be replaced with a new revision. Part of its content has been incorporated into *A Practitioner’s Guide to Victorian Planning Schemes*.

Planning Practice Note 90: Planning for Housing (July 2023, updated October 2023)

This practice note provides information and guidance about how to plan for housing growth and protect neighbourhood character to ensure a balanced approach to managing residential development in planning schemes. The Casey Housing Strategy 2017 gazetted 28 November 2019, provides a useful framework to determine dwelling demand and anticipated densities for the subject land.

In accordance with this Practice Note the Strategy identifies three different rates of housing change for the municipality – minimal, incremental and substantial. Existing residential land to the north and west is identified as land for “incremental change” with the application of the General Residential Zone – Schedule 1.

The Strategy does not nominate any rate of housing change for the land, most likely because the land is currently within a Farming Zone in which residential development cannot be contemplated.

It is appropriate that the General Residential Zone – Schedule 1 be applied to the subject land on the basis of the context of the surrounding area, convenient access to public transport, and proximity to the Cranbourne Activity Centre.

Planning Practice Note 91: Using the Residential Zones (July 2023, updated October 2023)

This practice note provides information and guidance about how to:

- use the residential zones to implement strategic work
- use local policies and overlays with the residential zones
- make use of the key features of the residential zones.

Discussion of the future zoning options is included at Section 6 of this submission. It was identified that the General Residential Zone is the most appropriate zone as the subject land is in close proximity to services and transport and adjacent to contemporary residential development to the north and west.

Further, the GRZ is the most appropriate zone noting that the site would be suitable for 3 storey development (in some parts of the site) which is a fundamental difference between the GRZ and NRZ. This is enhanced because of the site abutting future open space to its southern boundary.

Planning Practice Note 92: Managing Buffers and land use Compatibility (March 2021, updated June 2023)

This purpose of this practice note is to provide guidance on:

- planning for land use compatibility and the Planning Policy Framework
- requirements in planning provisions relating to the management of buffers, including:
 - o clause 53.10 Uses and activities with potential adverse impacts; and
 - o clause 44.08 Buffer Area Overlay

The subject land adjoins the former Stevensons Road Landfill is adjoining the subject land. Historically, the subject land has acted as a buffer to the residential existing residential uses throughout its operations and after its permanent closure. However, the former landfill site has since been subject to extensive rehabilitation and remediation by Council to mitigate any effects on nearby residents. To ensure that the proposed residential use is compatible with the former land uses, a Landfill Gas Risk Assessment was undertaken by DRC Environmental which include protection measures. This assessment was peer reviewed by Salient and deemed that the protection measures proposed are satisfactory.

7.1. Other Council Policies

Biodiversity Strategy, 2017

Ecology Australia were commissioned by the City of Casey in 2002 to produce a Biodiversity Enhancement Strategy including an inventory of remnant terrestrial native flora and fauna, significant communities, their condition, and threats as well as the preparation of management to ensure long-term conservation. The Biodiversity Enhancement Strategy identifies areas of biodiversity significance at a landscape and site level as well as flora and fauna species of significance that have been recorded in the City of Casey. It recommends using the principles of biodiversity conservation for prioritising actions for the best outcomes. These actions include:

1. Protect extant vegetation
2. Management of priority areas
3. Supplementation of biodiversity assets

The Biodiversity Enhancement Strategy will help provide a range of mechanisms to facilitate the preservation and management of rezoning, permit applications and submissions for subdivisions. The remnant vegetation of the City of Casey focuses on five distinct zones known as Biozones. The South west zone applies to the Royal Botanical Gardens, Cranbourne (RBGC) and immediate surrounds which includes the subject site.

The Strategy discusses threatening processes for flora and fauna. Of relevance to the subject site is the threat of residential development encroaching on the boundaries of the RBGC and loss of adjacent habitat links. The Targeted Southern Brown Bandicoot report prepared by Ecology and Heritage Partners Pty Ltd in June 2020 was submitted with the Background Report and discusses habitat connectivity at Section 4.2.2.

Casey Revegetation Strategy 2009

A long-term municipal strategy aimed at providing a coordinated and strategic approach to revegetation for the City of Casey. The strategy focuses on revegetation for the city and provides revegetation plans for 20 priority revegetation sites. The strategy was required due to the major loss of native vegetation in the municipality.

The Strategy includes a Connectivity Plan which identifies areas within the Remnant Vegetation Buffer. Although native vegetation removal has been severe within the City of Casey, the plan shows areas where remnant vegetation is present, including the subject site. The areas of vegetation identified within the plan have been buffered to indicate the connectivity potential of vegetation within the municipality. The key corridors identified are from the Royal Botanical Gardens to the coast and Cardinia Shire Council. However, the site is not within an identified priority area.

Casey Open Space Strategy 2015

The Casey Open Space Strategy guides the planning, design, development and management of open space in the municipality. It aims to provide a connected network of quality and diverse open spaces under the banner of four key pillars, as follows:

- A planned city to ensure planning for open space meets the diverse needs of the community.

- A green city with enhanced biodiversity, amenity and environmental quality in parks.
- A city of trails to connect people with destinations.
- An active city that encourages physical activity for people of all abilities.

A key direction under pillar one is to “advocate for cash contributions in excess of the standard open space contribution rate where open space is not provided for within the development and/or where higher density housing is proposed” (page 14). Cash contributions can be taken in lieu of provision of land under the following circumstances:

- Where the size of the subdivision does not allow sufficient land to be taken as open space.
- Where a good range of open space functions are already available (that meet the specified distance thresholds from the development).
- Where specific embellishments or enhanced quality open spaces are a priority.
- Where resources are required to contribute to a regional recreational resource that serves the new residential development.
- Where cash contributions are in excess of the standard sub-division rate.

It is noted that a 5 percent public open space contribution will be made, consistent with that required by surrounding areas and acknowledging the proximity of the land to a number of existing and proposed public open space reserves.

Casey Significant Tree Strategy Incorporating the Significant Tree Register 2015

This Strategy aims to protect identified significant trees, particularly approximately 1,000 identified River Red Gum, exotic and other native trees. There are no trees on the subject land affected by these controls.

Cranbourne Racing Complex and Surrounds Investment and Development Plan 2015

The Cranbourne Racing Complex and Surrounds Investment and Development Plan 2015 came into effect on gazettal of Amendment C116 on 19 March 2020, to the Casey Planning Scheme as the approved Incorporated Document for the affected land within the Cranbourne Racecourse.

The key objectives for the Cranbourne Racing Complex and Surrounds Investment are to:

- Secure the long-term economic viability of the racing industry and job creation
- Enhance opportunities for recreational uses and sustainable development
- Reinforce linkages between the site, Cranbourne Town Centre and Royal Botanic Gardens Cranbourne (RBGC)
- Ensure indigenous vegetation, biodiversity and ecological outcomes are considered as part of any development and are protected, retained, enhanced, and maintained where appropriate.

The Cranbourne Racing Development Plan does not nominate any specific activity at the subject site as the land is outside the focus area. However, the Equestrian Access and Movement Corridor runs along the eastern boundary of the site. Our understanding is that this designation is nominating this as a key route for visitor traffic and traffic associated with equestrian industry occurring at the Racecourse and surrounds. On this basis, the future development should not impact the movement corridor affecting access to Precinct 5 - Soccer, Passive Recreation

Precinct and Precinct 6 - O'Tooles Road Precinct. The specific interface to this road can be controlled via a future planning permit process.

7.2. Other State Policies

Plan Melbourne 2017-2050

Plan Melbourne 2017-2050 is the Victorian Government's long-term planning strategy, guiding the way the city will grow and change to 2050. The strategy outlines measures to support jobs close to homes, services and transport and identifies the areas that will accommodate Melbourne's future growth.

Plan Melbourne's long-term vision contains tangible implementation plan. The implementation plan is a five-year plan of actions that is regularly updated based on the needs to Melbourne as the population grows. The Plan is structured with the following:

- 9 principles – to guide policies and actions
- 7 outcomes – to state the ambitious of the plan
- 32 directions – to outline how the outcomes will be achieved
- 90 policies – to detail how directions will be turned into actions

Broadly, the rezoning will contribute to the principles listed in Plan Melbourne. Furthermore, the proposal will support the delivery of more housing in close proximity to existing services and allows for opportunities to present dense residential housing, contributing to the mixed-use neighbourhoods which supports the 20-minute neighbourhood policy within the strategy.

On 20 September 2023, the State Government released *Victoria's Housing Statement*, which unveiled a raft of planning and housing policy changes to facilitate the delivery of much needed housing across the state. Specifically, it was identified that *Plan Melbourne* will be updated with a focus of the plan to target 70% of new dwellings to be built in established areas and 30% in growth areas. The preparation of the *Draft Plan for Victoria* is likely to occur towards the end of 2023 with community engagement to commence at the start of 2024.

In the context of a revised *Plan for Victoria* and the signals from the State Government during its release, the proposed amendment is a good example of how rezoning the site will achieve the intent of the updates by providing an opportunity for infill development.

Urban Design Guidelines for Victoria 2017

The Victorian State Government developed the Urban Design Guidelines for Victoria in 2017 to support state agencies, local government, and the urban development sector to deliver functional places for people to live, work and spend leisure time. Focus sections within the Guidelines include urban structure, movement networks, public spaces, public transport environs, buildings, and objects in the public realm.

The Victorian Government advises the guidelines should be used when making decisions and investing in public realm. The consideration of these guidelines are relevant to the consideration of a future planning permit application (at a high level).

Bushfire Management Overlay Technical Guide 2017

The Bushfire Management Overlay Technical Guide was published in 2017 to guide the location, siting, design and construction of development and the implementation of bushfire protection measures which are considered where Bushfire Management Overlays apply.

This technical guide provides advice on preparing and assessing an application under Clause 44.06 Bushfire Management Overlay. The relevant bushfire planning provisions discussed in this technical guide are:

- Clause 44.06 Bushfire Management Overlay
- Clause 52.47 Planning for Bushfire
- Clause 52.48-5 Bushfire exemption to create defendable space
- Clause 66.06 Referral requirements to the relevant fire authority

The guide uses a five-step detailed pathway showing how to work through different parts of the planning scheme to prepare an application with strategies that considers bushfire matters.

Noting that a Bushfire Management Overlay is not present on the land, a Bushfire Risk Assessment for the rezoning of the land was prepared by Ecology and Heritage Partners Pty Ltd in June 2020 and updated in March 2023 in response to the land being within a Designated Bushfire Prone Area. The report provides an assessment of the relevant aspects of the Planning Scheme, namely Clause 13.02-15.

Protecting Victoria's Environment – Biodiversity 2037

Protecting Victoria's Environment – Biodiversity 2037 is the Victorian Government's ambitious plan to stop the decline of our biodiversity and achieve overall biodiversity improvement over the next 20 years. By 2037 Victoria aims to have no vulnerable or near-threatened species endangered, all critically endangered species will be able to be re-established in the wild and Victoria will achieve a net gain of the overall extent and condition of habitats across terrestrial, waterway and marine environments.

A *Biodiversity Assessment* was prepared by Ecology and Heritage Partners in June 2020 and submitted with the Background Report, addressing vegetation, flora and fauna species on site and the implications under the Commonwealth and State environmental legislation to ensure biodiversity is protected.

Further to the *Biodiversity Assessment*, a *Fauna Corridor Management Plan* was prepared by Ecology and Heritage Partners in May of 2023, in response to the retention of a strip of native vegetation along the eastern boundary of the site. The retention of the vegetation provides connectivity to habitat areas for the endangered Southern Brown Bandicoot. The plan provides advice and guidance to support the 2037 plan minimising the removal of biodiversity value.

Assessment of the potential for methane gas movement from Victorian Landfills February 2009 (EPA Publication 1270)

The Environment Protection Authority (EPA Victoria) published the *Assessment of the potential for methane gas movement from Victorian Landfills* in 2009, responding to the issues identified at the former Stevenson's Road (Cranbourne) landfill.

The EPA assessed 260 operating and close licensed landfills across Victoria for potential methane gas movement. Throughout the assessment the results highlight that residential estates included within the assessment were not affected in the same way as the development adjacent to the Stevenson's Road Cranbourne landfill.

Recommendations to manage the methane gas included:

- biodegradable waste to landfill to avoid straight waste to landfill
- landfill siting design and construction to ensure methane gas management is monitored to ensure ground soils secure methane from moving beyond the landfill cell.
- landfill gas management through gas management plans.
- planning guidelines to ensure buffer zones are enforced.

For full consideration of these matters and relevance to the subject site refer to the technical reports related to landfill.

Assessing planning proposals near landfills 2016 (EPA Publication 1625)

The guidelines published for assessing planning proposals near landfills 2016 were established to provide information and advice on planning permit applications and planning scheme amendments that would lead to development near an operating or closed landfill. The guidelines advise on what level of assessment a responsible authority should require to inform its decision and recommends a staged, risk-based approach.

For full consideration of these matters and relevance to the subject site refer to the technical reports related to landfill.

8.0 Utility and Service Strategy

KLM Spatial Engineering Services have prepared a servicing report to identify;

- Existing utilities and services within the Estate and surrounds
- Capacity of the existing utilities and services

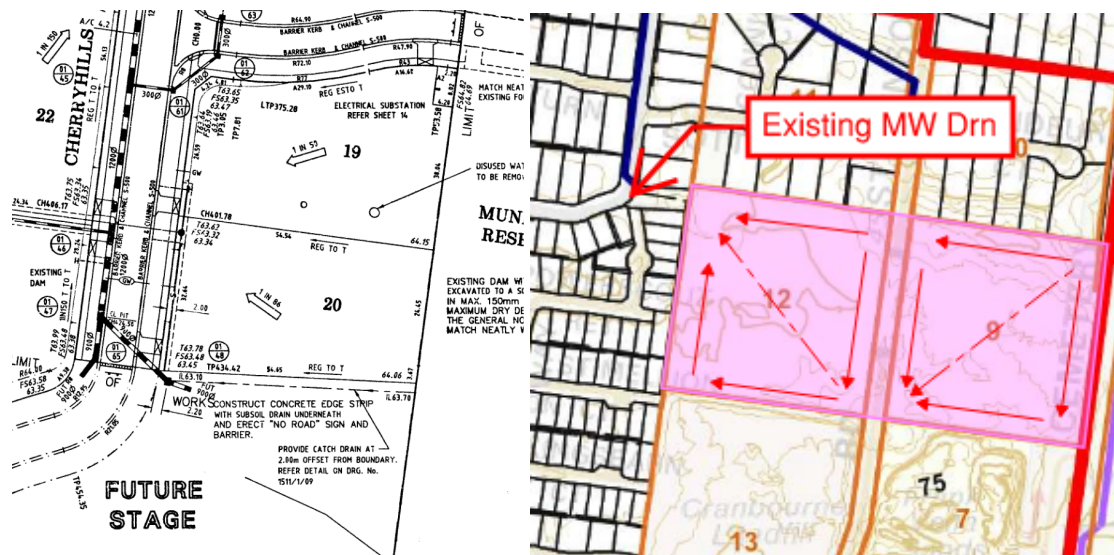
For ease of reference, the key findings of this report are divided into the service/utility itself. An overall plan identifying the alignment of the existing services and infrastructure has been provided for review (plan reference 8588 EI).

8.1. Main Drainage

The subject land is located within the MWC Drainage Scheme (No. 0701 Monahans Road DS). The status of this scheme is stated by MW as “Almost Complete”.

Main drainage infrastructure for the site is constructed to the north west corner of 39-45 Cyril Beechey Lane property.

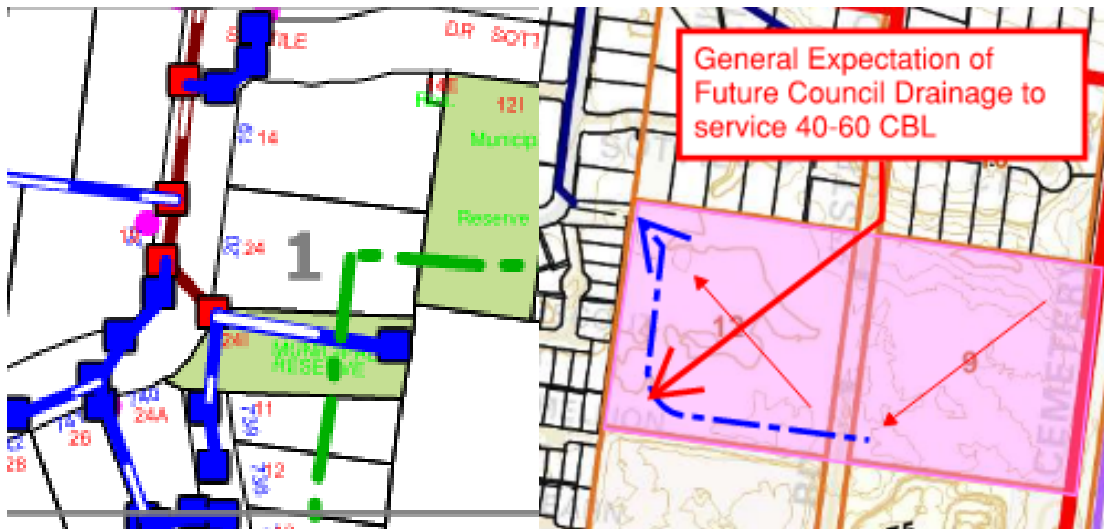
Augmentation of the MW main drainage infrastructure is not required.



8.2. Council Drainage

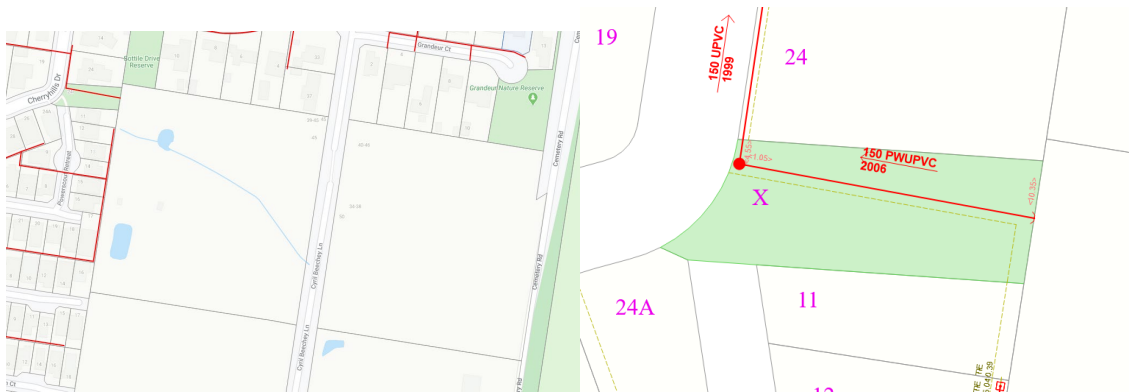
The subject land is located within the City of Casey Municipality. Council drainage infrastructure for the site is constructed from the end of the Melbourne Water drainage system to within a few metres of the north west boundary of 39-45 Cyril Beechey Lane property.

Augmentation of the 900mm diameter council drainage infrastructure is not required, however the extension of council drainage through 39-45 Cyril Beechey Lane to service 40-46 Cyril Beechey Lane will be required. Drainage is discussed in further detail in section 8.0 of this report.



8.3. Sewerage

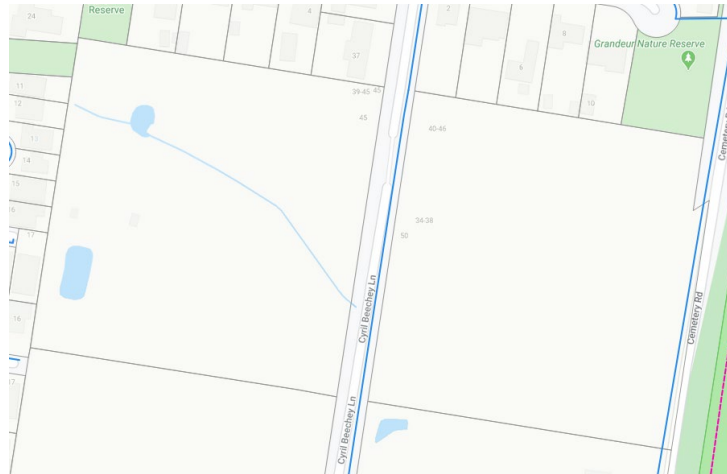
The proposed future use of the land will not require external augmentation of authority owned sewerage infrastructure.



The proposed sewerage solution for the two sites via the existing DN 150 Gravity sewer at the north west corner of 39-45 CBL. This sewer is some 2.5m deep with a capacity to service the expected use of the land.

8.4. Potable and Recycled Water Supply

The proposed development will not require augmentation of authority owned water supply infrastructure external to the two properties.



The proposed potable water solution for the two sites is via the existing DN225 water main within Cyril Beechey Lane common to both sites.

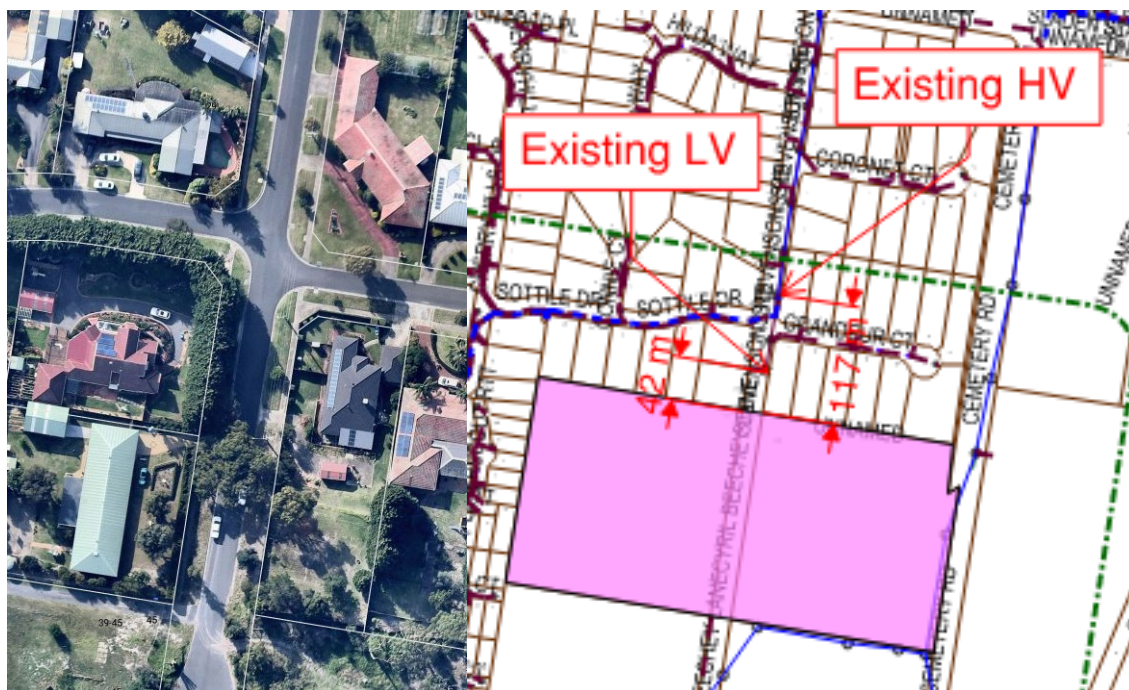
The proposed development will not require augmentation of authority owned recycled water supply infrastructure as the area is not subject to a requirement from South East Water to provide recycled water.

8.5. Electricity Supply and Transmission Infrastructure

The proposed development will require augmentation of authority owned electricity supply infrastructure.

High Voltage (HV) Electrical that exists 117m to the north within Stevensons Rd would need to be extended to the subject land.

Low Voltage (LV) Electricity exists 42m north within Stevensons Rd would not be required to be extended.

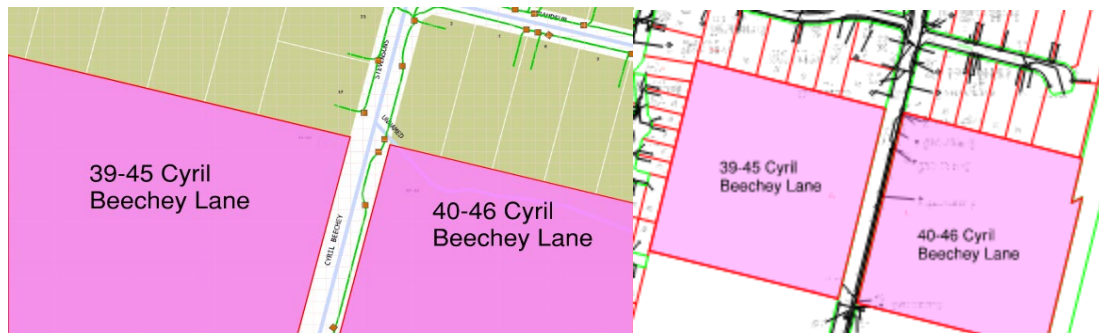


The proposed electricity solution to service the site would be from a HV extension to a new Sub-Station within one of the subject sites from which LV supply would be reticulated to each lot/dwelling.

8.6. Telecommunications

The proposed development will require augmentation of authority owned telecommunications infrastructure.

Cyril Beechey Lane road reserve contains both NBN & Telstra services.



The proposed telecommunications solution comparatively straight forward, providing two points of service for each of the subject sites, from which reticulation will extend for each of the future lots/dwellings.

9.0 Environmental Site Assessment (Contamination)

9.1. Background

Ministerial Direction No. 1 Potentially Contaminated Land seeks 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 significantly adversely affected by any contamination. A requirement under this Ministerial Direction is that:

In preparing an amendment which would have the effect of allowing (whether or not subject to the grant of a permit) potentially contaminated land to be used for a sensitive use, agriculture or public open space, a planning authority must satisfy itself that the environmental conditions of that land are or will be suitable for that use.

The western parcel of the land is adjacent to the former Stevensons Road Landfill. The former landfill was subject to a high-profile Ombudsman's investigation in 2009 following methane gas leaks into the Brookland Greens housing estate which also adjoins the landfill and the subject land. The Stevensons Road Landfill has since been subject to extensive rehabilitation and remediation by Council to mitigate any effects on nearby residents.

It is maintained that the subject land is not contaminated or the source of contamination based on its previous uses. However, due to its proximity to the Stevensons Road Landfill, evidence is provided to demonstrate that the land is suitable for a sensitive use. It is also noted that ongoing testing has been undertaken by the proponent as well as Council in accordance with Council's Audit as the polluter for the area.

Notwithstanding the above, both land parcels have been subject to a preliminary site investigation to assess the appropriateness of rezoning the land for sensitive (residential) uses. The investigation concludes that the land is suitable for residential uses.

9.2. Landfill Gas Risk Assessment

DRC Environmental undertook a landfill gas risk assessment for the subject land. The assessment was undertaken to fulfil the City of Casey's requirements for a landfill gas risk assessment for development within 500 metres of the former Stevensons Road Landfill to generally accord with the 53V Audit undertaken for the landfill. The objectives of the assessment were to provide recent data to undertake a site-specific risk assessment and to assess the landfill gas risk so that appropriate design measures can be adopted to reduce the potential risk of methane accumulation in residential dwellings on the land.

A peer review of this assessment was undertaken by Salient who is satisfied that the methods of risk assessment employed by DRC Environmental are consistent with the advice provided in British Standard BS8485:2015.

Report Context

The Stevensons Road Landfill incident prompted the Environment Protection Authority Victoria (EPA) to undertake an assessment on landfill methane management across Victoria (EPA Publication 1270) to provide the community confidence that landfill methane is being adequately managed. The assessment resulted in EPA providing best practice planning guidelines that recommended the following:

- A buffer distance of 500m between dwellings and landfills that accept (or historically accepted) biodegradable waste (includes the former Stevensons Road Landfill); and
- A buffer distance of 200m between dwellings and landfills that accept solid inert wastes.

A subsequent report produced for the former landfill for the City of Casey states that “for any developments requiring a planning permit within 500m buffer zone of the SRL (excluding Brookland Greens Estate) it is recommended a site specific landfill gas risk assessment be completed as per the latest version of EPA Publication 1625 – Assessing planning proposals near landfills.”

Assessment Findings

The report found that there is potential for landfill gasses to still be present beneath the subject land but that the level of impact is generally low and can be managed.

The Auditor concluded from the assessment of risk to all receptors, including residents in houses within the 500m buffer of the former Stevensons Road Landfill site (including the subject site), that the:

- Risk level for uncontrolled event of exposure to workers in trench or pits is ‘acceptable’; assuming continued application of standard OHS practices in regards to confined space entry;
- Risk level for uncontrolled event of exposure to occupants of nearby houses from LFG explosion is ‘insignificant’ and asphyxiating levels of LFG was considered ‘acceptable’;
- Emission of methane from leachate contaminated groundwater is possible but unlikely pathway for the migration of methane off the landfill site, risk is considered ‘acceptable’; and
- Estimated indoor methane concentrations for diffusive ingress into a house to methane levels above the LEL is not considered likely to occur.

DRC’s site-specific landfill gas assessment has confirmed that methane concentrations at the site are below the limit of reporting and generally carbon dioxide concentrations are below guideline values, with the exception of one location SV07 in the central portion of the eastern block. Based on the lack of any elevated CO₂ concentrations along the site boundary and the construction near buried fill material with high organic matter, CO₂ concentrations may be representative of active biodegradation occurring, rather than landfill gas emissions.

Based on the lack of surface migration of LFG at the site and the gas relief system which is now in place at SRL there is no pressure gradient pushing LFG to the site.

The following recommendations are made:

- Given the lack of surface or subsurface emissions at the site the use of only passive underfloor venting is proposed during building construction at the site.
- In accordance with the site’s risk rating, a proprietary gas resistance membrane is recommended for all house footprints at the site. This is because potential pathways are through subsurface migration ingress and accumulation within service pits and beneath buildings.
- Services greater than 1.5m bgl are required to be vented with double containment lines on sewer services to ensure potential for LFG ingress is managed. This will stop

accumulation of methane and carbon dioxide within the service, and to stop the service providing a preferential pathway beneath buildings or structures on the site. This includes deep water and sewer services to ensure potential for LFG ingress is managed.

Accordingly, it is proposed that the Schedule to the Development Plan Overlay require that:

- *Any subdivision or residential development of the land must require the owner of the land enter into an agreement with the Responsible Authority under Section 173 of the Planning and Environment Act 1987, which provides for the recommendations of a land fill gas risk assessment that accords with the requirements of the relevant Section 53V Audit under the Environment Protection Act 1970 for the former Stevensons Road Landfill to be registered on the title of the land and all lots created by any subdivision.*

10.0 Stormwater Management

Incitus undertook a Stormwater Strategy for the future subdivision and development of the subject land. The Stormwater Strategy outlines a management plan for the stormwater that is generated from the urbanisation of the land. Any development of the land will be required to meet the drainage standards specified by the City of Casey, Victorian Planning Authority and Melbourne Water.

Stormwater Quantity

The development will provide pipe drainage infrastructure to convey the 1 in 5 Annual Exceedance Probability (AEP) water flows and minimise nuisance flooding occurrences in regular rainfall events. This will be through overland flow paths contained within road reserves. The gap flows, that is, the difference between the 1% AEP design flows and the pipe flows, will be safely conveyed through the development along road reserve corridors. A minor drainage system of subservice pipes will capture and convey stormwater runoff for rainfall events up to and including the 1 in 5 AEP.

The site is located within Melbourne Water's Monahans Road Development Services Scheme. These schemes provide for catchment scale retardation. Advice from Melbourne Water is that no scheme assets are required in the development. However, a check is required to ensure the downstream system has capacity to convey the flows without the provision of any on-site retardation due to the density of the development. These checks found that the downstream system has the capacity to convey the peak stormwater flows generated from the development for both the minor and major drainage systems and no on-site retardation is required.

The development of site will be designed so that all allotments will be set a minimum of 150 mm above the overland flow conveyed through the road reserves, or 300 mm above the hydraulic grade line associated with the Melbourne Water main drain, whichever is greater.

Allotments will achieve relevant freeboard from the 1% AEP flood levels associated the overland flows in road reserves or the Melbourne Water main drain, whichever is greater.

Stormwater Quality

The development has three possible options for meeting its obligation to stormwater quality treatment.

- Augmenting the Melbourne Water retarding basin located downstream with additional ephemeral wetland.
- Construction of a rain garden in the public open space reserve located in the northwest corner of the site.
- Payment of a stormwater quality offset contribution to Melbourne Water.

The preferred option will need to be agreed by the catchment management authorities, including Council and Melbourne Water.

Outfall Arrangement

The legal point of discharge for the site is the north-west corner. The immediate downstream road and drainage infrastructure has the capacity to convey the stormwater runoff generated from the development of the site and no on-site retardation is required.

The existing drain provides the development with a free draining outfall.

11.0 Heritage

11.1. Post-Contact European Heritage

The land is not affected by a Heritage Overlay under the Casey Planning Scheme, and there are no heritage overlays on land adjoining the subject land.

There is a Heritage Overlay within the vicinity of the subject land, applying to the Cranbourne Cemetery (HO141). The Statement of Significance for the cemetery states that “it is of importance to the City as the larger and if not the older of only two cemeteries within the city's boundaries and with many 19th century headstones”. Development of the subject land will not impact upon the heritage significance of the Cranbourne Cemetery.

11.2. Cultural Heritage Sensitivity

Unearthed Heritage prepared a Cultural Heritage Management Plan (CHMP) for the subject land (both properties). The CHMP has been prepared to the complex assessment level and was undertaken in three stages, increasing in detail at each stage.

Desktop Assessment

A desktop assessment of the activity area was undertaken. It found that:

- The activity area is located within the Gippsland Plain Bioregion. The activity area is part of a system of dunes between the Carrum Carrum and Koo Wee Rup ‘great’ swamps, providing relief above the low-lying swampy areas.
- There are no Aboriginal places within the activity area, however there are four Aboriginal places immediately north of the activity area.
- The activity area has been subject to varying degrees of disturbance, with the western half likely to have been most disturbed from market gardening, as well as the two road reserves from road construction and installation of underground services.
- Based on the distribution of Aboriginal places within the geographic region, the most likely types to be found in the activity area are:
 - o Those comprising flaked stone artefacts, either as single isolated artefacts or diffuse scatters of stone artefacts, predominantly fashioned from silcrete and quartz; or
 - o Scarred trees may be present on mature gums, though the post-contact and recent history of vegetation clearing in both activity areas will have all but removed the potential for these to remain.
- Human remains and hearths are unlikely to occur, though the potential cannot be ruled out, though to a lesser extent in more highly disturbed areas.
- Stone artefacts are commonly found within subsurface contexts between 400 mm – 800 mm on sandy rises.
- Areas that have been previously subject to high levels of ground disturbance would not necessarily rule out archaeological potential in these areas due to the relative depth of potential archaeological deposits, though disturbances are likely to have altered the context of archaeological material.
- It is reasonably possible and likely that Aboriginal cultural heritage exists within the activity area; therefore, according to r. 62, standard (field survey) and complex (test excavation) assessments must be undertaken to explore the nature, extent and significance of the Aboriginal place.

Standard Assessment

A high potential for sub-surface archaeological deposits was predicted, specifically on the upper slopes and crest of the dune. Sub-surface deposits of stone artefacts are the most likely potential Aboriginal place type within the activity area.

The activity area was surveyed with an 11 percent effective coverage rate. No Aboriginal cultural heritage material was identified. The swale landform is considered to have low archaeological sensitivity, while the dune has high archaeological sensitivity. Due to the land-use history of the activity area, where archaeological material is found above 300-400 mm depth, it is likely to be located in a disturbed context. Any deeper deposits encountered are likely to be more intact.

Based on the above conclusions, it is likely that an Aboriginal place exists within the activity area, and it is not possible to identify the extent, nature and significance of the Aboriginal cultural heritage in the activity area unless a complex assessment is carried out. Therefore, a complex level assessment (test excavation) is required, in accordance with the AH Regulations (r. 64).

Complex Assessment

Three 1 m x 1 m test pit (TP), six 2 m x 1 machine-excavated test pits (MTPs) and four 500 mm x 500 mm shovel test pits (STPs) were excavated to depths between 450 mm and 2 m. Twenty-four artefacts of quartz, crystal quartz, silcrete and quartzite were identified across five excavations at depths ranging from 100 mm to 800 mm on the upper slopes and crest of the dune, and were registered as Cyril Beechey Lane Scatter, VAHR 7921-1745. The average artefact density was low, at 1.8 artefacts per m².

Assessment Summary

One Aboriginal place, Cyril Beechey Lane Scatter (VAHR 7921-1745), located within 40-46 Cyril Beechey Lane, was registered during this CHMP within the activity area, as follows:

“A low-density subsurface scatter of 24 stone artefacts, identified between 0 mm and 800 mm below the ground surface, within a sandy rise landform. The place comprises 24 artefacts, 20 (83.3%) of which were recovered from 500-700 mm depth. Past land use within the Aboriginal place (vegetation clearance, rubbish dumping, occasional sand extraction, house construction) and bioturbation have resulted in what appears to be a low-moderately disturbed deposit, with evidence of moderate disturbance generally extending to around c. 500 mm. Residential development has destroyed a portion of this place outside the activity area (this portion was previously registered as VAHR 7921-0227, though merged into the registration of VAHR 7921-1745). Of the 24 artefacts identified during this assessment, 14 are fashioned from quartz, six crystal quartz, three silcrete and one quartzite, and at least three further quartz artefacts identified in exposures by Smith (1991) in the previous registration for VAHR 7921-0227. Artefact densities across the place are consistently low, ranging from 0.5 artefacts per m² to 4 artefacts per m², resulting in an average artefact density of 1.8 artefacts per m².”

The proposed development requires cut across the extent of VAHR 7921-1745 within the activity area, as such the activity cannot be undertaken in a way that avoids harm to VAHR 7921-

1745. Accordingly, the CHMP sets out a series of Cultural Heritage Management Conditions which must be complied with.

12.0 Biodiversity and Ecology

12.1. Biodiversity

KLM Spatial and Urbis engaged Ecology and Heritage Partners to conduct a biodiversity assessment for the subject land. The assessment was undertaken to identify and characterise vegetation, including any significant flora and fauna species and/or ecological communities, and address any implications under Commonwealth and State environmental legislation.

In summary, the assessment found that:

- Fifty-seven flora species (25 indigenous and 32 introduced) were recorded on the subject land.
- Based on habitat present within the study area and the site context, significant flora species are considered unlikely to occur.
- Seventeen fauna species (11 native and 6 introduced) were recorded on the subject land. Fauna species of national conservation significance were recorded within 40-46 Cyril Beechey Lane (Southern Brown Bandicoot).
- No vegetation within the subject land met the condition thresholds that define any significant ecological communities.

The report divides the subject land into its two parcels, as dissected by Cyril Beechey Lane. The eastern parcel is almost entirely native vegetation, with remnant vegetation representative of four Ecological Vegetation Classes (EVCs) – Healthy Woodland, Swamp Scrub, Riparian Scrub and Sedgy Swamp Woodland. The western parcel is cleared of native vegetation however there are remnant scattered trees and modified Healthy Woodland present. Study area west is highly disturbed and dominated by environmental weeds. Woodland and scattered remnant trees occur throughout both sites and provide a resource for arboreal fauna.

Based on these findings, the following key legislative and policy implications apply:

- *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) (Commonwealth) – The proposal was referred to the Commonwealth Environment Minister as the Southern Brown Bandicoot is listed as an Endangered species under the EPBC Act. It was determined that the proposal is a Controlled Action and relevant reports will need to be lodged. Offsets have now been secured to enable removal of this habitat. Approval from the Minister for Environment is imminent.
- *Planning and Environment Act 1987* (Victoria) – A planning permit will be required to remove, destroy or lop any native vegetation.
- *Native Vegetation Removal Guidelines* – The removal of vegetation will need to be assessed by the Department of Environment, Land, Water and Planning for consideration under the Detailed Assessment Pathway. A three-step approach (avoid, minimise and offset) aims to achieve no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation. Based on the assumption that all vegetation is to be removed, the offset requirement for native vegetation removal is 1.147 General Habitat Units.

The Ecology Heritage Partners report recommends measures to mitigate impacts on ecological values within the study area, including:

- Consideration of Water Sensitive Urban Design techniques such as bio-retention systems, porous paving or swales.
- Utilise construction and micro-siting techniques to minimise impacts to native vegetation and habitats including fencing areas of retained native vegetation.
- Consideration of a Fauna Management Plan to guide the removal of trees and relocation of displaced fauna.
- Ensure any planting as part of the proposed works use indigenous species sourced from a local provenance.

12.2. Endangered Fauna

KLM Spatial and Urbis engaged Ecology and Heritage Partners to conduct targeted surveys of the nationally significant Southern Brown Bandicoot (*Isoodon obesulus*) on the land at 40-46 Cyril Beechey Lane. The Southern Brown Bandicoot is listed as Endangered under the Commonwealth *Environment Protection and Conservation Act 1999* (EPBC Act) and threatened under the Victorian *Flora and Fauna Guarantee Act 1988* (FFG Act). This survey was to ascertain its presence within the land area, use and importance of the site for the species, as well as potential impacts on the species and habitats as a result of the proposed future development of the land.

A remote camera survey detected the Southern Brown Bandicoot on 17 occasions during the 17 survey nights (255 detector nights). Seventeen other species (11 native and six introduced) were detected during the survey period, with high usage by foxes and cats. Any development of the land is likely to impact the Southern Brown Bandicoot population due to the high quality of habitat, and frequent use of the land by the existing Southern Brown Bandicoot population.

As the proposed development will result in the removal of significant suitable habitat and fragmentation of existing Southern Brown Bandicoot populations, the proposed action is considered a significant impact in accordance with the significant impact criteria for endangered species and therefore triggers a referral to the Commonwealth Minister for Environment under the EPBC Act.

A number of recommendations are also made for the enhancement or protection of Southern Brown Bandicoot habitat within the local area:

- Undertake fox and cat control programs to control known predators of Southern Brown Bandicoots.
- Undertake active rehabilitation and revegetation activities to maintain and improve habitat structure and connectivity for the species in areas known to support suitable habitat or that are likely to be strategically important for the species in the future.
- Undertake further survey work to measure the populations of Southern Brown Bandicoot using the connective vegetation corridors adjacent to the site.

12.3. Fauna Corridor Management Plan

Following the results of the targeted survey of the nationally significant Southern Brown Bandicoot (*Isoodon obesulus*) and discussions with Council and the Department of Transport and Planning (formerly DELWP), the proposed amendment has been revised to reduce the impact on native vegetation and provide a 30 metre north-south habitat connectivity corridor for the Southern Brown Bandicoot along the eastern boundary of the site.

KLM Spatial and Urbis engaged Ecology and Heritage Partners to prepare a Fauna Corridor Management Plan to provide a management plan that would describe management priorities and actions to protect and enhance the quality of the Southern Brown Bandicoot habitat within the designated 30 metre corridor, while also achieving bushfire safety regulations.

Report Findings and recommendations

The report found that in order to appropriately manage the Fauna Corridor the following actions are recommended:

- Undertake a site assessment to determine the existing conditions within the corridor;
- Undertake removal of selected trees;
- Implement firebreaks within the habitat corridor;
- Gradual replacement of invasive shrubs with designated native species (i.e. ongoing revegetation.
- Pest control, including weeds, rabbits and introduced predators (cats and foxes);
- Ongoing annual reporting;
- Inform future landowners of the ecological values within the study area.

Accordingly, it is proposed that the Schedule to the Development Plan Overlay require that:

- A planning permit for subdivision or buildings or works at 40-46 Cyril Beechey Lane must include the following condition:

Prior to certification of the plan of subdivision or the commencement of buildings or works a Fauna Corridor Management Plan for the site must be prepared and approved to the satisfaction of the responsible authority, unless otherwise agreed by the responsible authority. Once approved the documentation will be endorsed and form part of the permit. The Fauna Corridor Management Plan must address:

- Avoid impacts during and after construction on native vegetation shown as retained in the Development Plan and on the retained ecological values of the biodiversity corridor;
- Provides for the enhancement of existing retained native vegetation and the restoration of the balance of the corridor with native vegetation characteristic of the site;
- Provides for adequate monitoring of the ecological values of the biodiversity corridor to inform adaptive management to protect and enhance these values;
- Detail ongoing vegetation/habitat management actions and targets aimed at maintaining suitable habitat for Southern Brown Bandicoot (e.g. weed control, supplementary planting, and habitat creation etc.);
- Outline the roles and responsibilities of the Fauna Corridor Management Plan actions;
- Establish the setback and landscaping requirements for residential lots adjoining the vegetated biodiversity corridor reserve to provide

landscaped front yard that are suitable habitat for the Southern Brown Bandicoot;

- Establish an adaptive management response process within the Fauna Corridor Management Plan to be enacted if management is not meeting defined targets.

13.0 Bushfire Assessment

Urbis Pty Ltd and KLM Spatial engaged Ecology and Heritage Partners to prepare a bushfire risk assessment for the subject land. The report assesses how the indicative concept layout responds to the requirements of the Bushfire Prone Area requirements, including a description of the land's vegetation character and a landscape hazard assessment. The report addresses the five key strategies to meet the objective of Clause 13.02-1S, which are:

- Protection of human life;
- Bushfire hazard identification and assessment;
- Settlement planning;
- Areas of biodiversity conservation value; and
- Uses and development in a Bushfire Prone Area.

The report describes the subject land by its two parcels ('study area east' & 'study area west') as divided by Cyril Beechey Lane, the descriptors of which guide the assessment. It describes the eastern parcel as primarily intact and covered by native vegetation, with a slight southerly slope of approximately five degrees. The western parcel is generally flat and has been highly modified, having been cleared for agricultural use such as maintaining stock and horse yards. The eastern parcel contains Woodland, Shrubland and Grassland vegetation classes, whilst the west is Grassland.

Based on Planning Practice Note 65: Preparing and Assessing a Planning Application Under the Bushfire Provisions in Planning Schemes, the broader landscape is classed as Landscape Type One which is the lowest bushfire risk class. This is because:

- There is little vegetation beyond 100 metres of the study area (except isolated and fragmented Woodland remnants, Grassland and low-threat vegetation);
- Extreme bushfire behaviour is not possible;
- The wider landscape is characterised predominantly by the presence of existing residential areas, and areas currently undergoing residential development.
- The type and extent of vegetation is unlikely to result in the neighbourhood-scale destruction of property; and
- Immediate access is available to a place that provides shelter from bushfire.

The bushfire risk assessment found that it is unlikely that a long and intense fire would extend into the subject land from the south, and that fire is unlikely to come from existing residential areas to the north, west and southwest of the land. However, separation distances have been recommended, particularly from the woodland vegetated areas to the north, south and east of the land.

Furthermore, with the inclusion of the vegetated biodiversity corridor reserve along the eastern side of the site the bushfire risk assessment recommended that, a 14.5m road reserve buffer be provided along the length of the corridor, the vegetation within the corridor is to be modified from its existing state (i.e. Woodland) to a Shrubland state and the inclusion of fire breaks to mitigate the risk associated with the retained vegetation. Additionally, the bushfire risk assessment is to be considered in conjunction with the Fauna Corridor Management Plan for the ongoing management of the biodiversity corridor to ensure the risks associated with bushfire is appropriately managed.

The report found that multiple safe access and egress for emergency vehicles and residents can be achieved, using vehicle access points from Cemetery Road, Stevensons Road and Cyril Beechey Lane. Detailed design and construction recommendations are made within the report to guide their design.

Overall, it is considered that all relevant bushfire protection and mitigation measures as required under AS 3959-2009 can be practically implemented and maintained for the proposed development, in addition to any broader bushfire protection measures adopted within the Cranbourne locality. Notwithstanding, it is proposed that the Schedule to the Development Plan Overlay require that:

- All new lots must be capable of achieving a setback from a bushfire hazard to enable construction standard of BAL 12.5
- A Bushfire Site Management Plan must be prepared addressing bushfire risk during, and where necessary, after construction.

14.0 Transport and Movement

KLM Spatial and Urbis engaged Onemilegrid Traffic Engineers to prepare a Transport Impact Assessment for the proposed rezoning of the subject land. The assessment has considered the change in use of the sites from Farming Zone to residential and the anticipated impacts of additional vehicle movements generated by these uses.

14.1. Existing Road Network

Stevensons Road

- Stevensons Road is a local road which extends from Cranbourne-Frankston Road in the north to the northern end of the subject sites.
- Stevensons Road has a road reserve of approximately 19m and a pavement width of approximately 7m, which allows two-way vehicle movements and intermittent kerbside parking on each side of the road. The southern end of Stevensons Road currently terminates at the northern end of the sites as a court bowl.
- The default 50km/h speed limit applies to Stevensons Road.
- The intersection between Cranbourne-Frankston Road and Stevensons Road is a left-in/left-out intersection. A left turn deceleration lane is provided on the eastern leg of Frankston-Cranbourne Road.

Cyril Beechey Lane

- Cyril-Beechey Lane is a local access road which extends from Ballarto Road in the south to the subject sites in the north.
- Cyril Beechey Lane is currently unsealed and provides a varying carriageway width along its length.

Sottile Drive

- Sottile Drive is a local road extending east-west between Cherryhills Drive in the west and Stevensons Road in the east.
- Sottile Drive has a pavement width of approximately 7m.
- The default 50km/h speed limit applies to Sottile Drive.

Cherryhills Drive

- Cherryhills Drive is a local road extending generally north-south between Cranbourne-Frankston Road in the north and continues to the south as Brookland Greens Boulevard. The northern leg of the signalised intersection between Cranbourne-Frankston Road and Cherryhills Drive continues as Monahans Road.
- Cherryhills Drive generally has a pavement width of 8.5m and includes kerbside parking on each side of the road.
- The intersection between Cranbourne-Frankston Road and Cherryhills Drive is a fully controlled signalised cross intersection with separate right turn lanes and left turn slip lanes, at each leg of the intersection respectively.

Cranbourne-Frankston Road (Sladen Street)

- Cranbourne-Frankston Road, also referred to as Sladen Street, is an arterial road which extends generally south-west to north-east from Frankston in the west to Cranbourne in the east. The road is identified as a Road Zone Category 1 and is under the control of VicRoads.
- In the vicinity of the sites, Cranbourne-Frankston Road comprises two traffic lanes and a bicycle lane in each direction, separated by a median of approximately 12m wide. A service lane on the northern side of the road provides for direct property access.
- An indented bus stop is situated on the westbound traffic carriage on Cranbourne-Frankston Road, to the east of the intersection with Stevensons Road.
- A signed speed limit of 80km/h applies to Cranbourne-Frankston Road in the vicinity of Stevensons Road.
- The Cranbourne Development Plan (adopted by Casey City Council on 18 September 2007) identifies an ultimate layout for Cranbourne-Frankston Road for a 4-6 lane divided regional connection between the Cranbourne and Frankston areas.

14.2. Proposed Road Network

Vehicle access is proposed via an extension of Stevensons Road to the south through the site. The extension of Stevensons Road, to provide access east and west to both land parcels. At this early stage the northern roundabout is proposed with four legs and the southern roundabout is proposed with three legs and a potential future fourth leg to the south. There have been no detailed designs undertaken for the proposed roundabouts, however, they will need to be designed and constructed to meet Australian Standards.

The proposed extension of Stevensons Road proposes to maintain the existing cross section of the road, with a road reserve of approximately 20 metres and a pavement width of 7 metres. The road width allows for kerbside parking on each side of the road. The road extension will be constructed to a Council Standard Road and will be designed to incorporate pedestrian paths to provide connection to existing pedestrian infrastructure to the north on Stevensons Road.

Any future internal public or private roads are to be designed within subsequent planning permit applications, and are to be sufficient for an Access Place as identified within Clause 56 of the Planning Scheme. As a new Schedule to the DPO is being inserted into the Scheme, guidance of the future road network has been included within the Schedule.

14.3. Traffic Volumes and Capacity

Industry accepted traffic generation rates have been used to estimate the number of daily vehicle movements the proposed development may generate. Based on the location of the land and the indicative proposed scale of development, it is estimated that each of the dwellings may generate 9 vehicle movements per day, with 10 percent of these movements occurring during peak hour periods (indicative layout illustrates 187 dwellings results in 1,683 daily movements).

It is assumed that all movements will be made via Stevensons Road and then to Cranbourne-Frankston Road via Stevensons Road or Sottile Drive and Cherryhills Drive.

Taking into account existing road network conditions, growth on the arterial road network between the time of the traffic surveys and occupation of dwellings on the land, existing traffic

counts and planned future upgrades for Cranbourne-Frankston Road, it is considered that there is existing environmental capacity within the immediate roads to accommodate additional vehicle movements to be generated by dwellings at the proposed lots, as follows:

- The layout of Stevensons Road is determined to have indicative daily capacity for the future development of the sites;
- The layout of Sottile Drive and Cherryhills Drive are considered to have indicative daily capacity for the future development of the sites;
- The intersection analysis identified that post-development the intersections of Cranbourne-Frankston Road / Stevensons Road, Cranbourne-Frankston Road / Cemetery Road and Cranbourne-Frankston Road are operating within capacity.

15.0 Needs Assessment – Open Space and Community Facility

The subject land is located in a long-established residential area. The following information demonstrates the proximity of the site to key open space and community facilities.

15.1. Activity Centres

Centre Type	Name and distance from subject land
Metropolitan Activity Centres	- Fountain Gate/Narre Warren – 10km, north-east
National Employment and Innovation Cluster	- Dandenong – 12km, north-west
Health and Education Precinct	- Casey Hospital and Monash University Precinct Berwick – 10km, north-east
Major Activity Centres (within 10kms)	- Cranbourne Town Centre – 1.2km, north-east - Casey Central – 6km, north-east - Hampton Park – 9.5km, north - Karingal Hub – 10km, south-west - Clyde North (proposed)
Neighbourhood Activity Centres (within 1.5km)	- Cranbourne West (proposed) - Sandhurst Centre

15.2. Community Facilities

Facility Type	Name and distance from subject land
Secondary Schools (within 3km)	- St Peter's Catholic College - 1.1km, north-west - Cranbourne Secondary College – 1.8km, north-east - Casey Grammar School, Prep-Year 12, 2.4km, north-east - Marnebek School Cranbourne, 2.6km, north-east
Primary Schools (within 3km)	- St. Agatha's Catholic School, 1km, north-east - Cranbourne West Primary School – 1.2km, north - Cranbourne Park Primary School – 1.5km, north - Cranbourne Primary School – 1.7km, east - Barton Primary School – 2.4km, west - Casey Grammar School, Prep-Year 12 - 2.4km north-east
Health / Community (within 2.5 km)	- Willora Kindergarten and Maternal and Child Health Centre - Clarendon Street Kindergarten - Balla Balla Community Centre - Cranbourne Community House

	<ul style="list-style-type: none"> - Mayone Bulluk Family and Community Centre - Cranbourne Library – 2.3km, east - Casey Stadium – 2.3km, east - Casey RACE – 2.5km, east - Cranbourne Bowls - Cranbourne Tennis - Various medical centres in the Cranbourne Activity Centre - Various community centres in the Cranbourne Activity Centre
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15.3. Open Space and Linear Connections

The land benefits from being proximate to existing active and passive open space reserves and corridors. Most notably, the land is in close proximity to a substantial open space reserve to the east. The reserve includes a number of soccer pitches, home to the Casey Comets Football Club, and an area of treed, passive open space with walking trails. To the east of this area is the Cranbourne Racecourse and Cranbourne Training Complex.

The land has a direct interface with three pocket parks at its north-eastern and north-western boundaries, including Grandeur Nature Reserve and Sottile Drive Reserve.

It is understood that Council intends to redevelop the two adjoining sites to the south as public open space. This will add to the quantum of open space in the area.

15.4. Clause 53.01 – Public Open Space Contribution

Any future applications will be required to make a contribution to Council for public open space in the amount specified in the schedule to this clause, being either a land or cash contribution or a combination of both. The subject land is located within Contribution Rate Area No. 5 (CR5), and therefore a POS contribution of 5% will be required. Future /development/subdivision permit applications will nominate whether the contribution will be a land or cash contribution.

16.0 Current and Projected Housing Needs

Development of the land will meet demand for residential development from a demographic and policy perspective.

16.1. Population Forecasts

The City of Casey is one of metropolitan Melbourne's fastest growing urban areas. Data prepared for the City of Casey by .id anticipates that the population of the municipality will grow from 332,981 people in 2018 to 514,800 people in 2041; an increase of 55 percent. "Couple family with dependents" will continue to be the predominant household type over the period 2016 to 2041. This is consistent with young families being attracted to larger, more affordable homes in Melbourne's growth areas.

At a local level, Cranbourne is forecast to increase from 21,770 people in 2018 to 29,574 people by 2041; an increase of 36 percent. Between 2016 and 2041 an additional 2,990 dwellings will be needed to cater for this growth (an increase of 39 percent from 2016). In 2016 the dominant household type in Cranbourne was "couple families with dependents", consistent with the dominant age structure for persons in the suburb of 0-4 years of age. Whilst still the highest in total number, "couples without dependents" households are expected to increase the most of all housing types between 2016 and 2026 to remain the second most common household type in Cranbourne.

Whilst family households will remain preeminent in percentage terms in both Casey and Cranbourne East, all age cohorts and household types will increase in total numbers over the period. This means that there will be demand for smaller dwellings within the area, some of which can be provided through development of the subject land.

16.2. Planning Policy

The Casey Housing Strategy 2017 gazetted 28 November 2019, provides a useful framework to determine dwelling demand and anticipated densities for the subject land. The City of Casey's housing vision is:

Casey will offer a diversity of housing to meet the needs of its community both now and in the future. Residents will be able to find housing that suits their current and future needs in terms of type, tenure, size and costs. More diverse housing such as town houses, units and apartments will be located in locations with convenient access to shops, services, transport and open space, where it is easy to walk or cycle. Housing diversity will create a more self-sufficient city so that residents do not have to move outside Casey to find the housing they want (page 4).

The focus of the Strategy is on the established areas due to the current homogenous supply of housing. The Strategy identifies that established areas will need to cater for nearly 20 percent of the overall population growth of the municipality. New housing will need to support the changing and growing community, ensuring that new dwellings are appropriately located and can meet the needs of future generations.

The Strategy identifies three different rates of housing change for the municipality – minimal, incremental and substantial. The Strategy identifies existing residential land to the north and west of the land for "incremental change". with the application of the General Residential Zone – Schedule 1.

The Strategy does not nominate any rate of housing change for the land, most likely because the land is currently within a Farming Zone in which residential development cannot be contemplated.

As part of the development of the strategy, a Housing Market Assessment was carried out. It found that over the next 15 to 20 years, there will be a further trend towards medium density houses, townhouses in particular. It notes that while the majority of new dwellings provided in Casey annually will comprise of detached houses (70 percent), some would be townhouses (22 percent) and some units, flats and apartments (8 percent) (page 16).

The rezoning of this site would provide an opportunity for diverse housing in a location that is at the edge of an activity centre. This would make a positive contribution to accommodating Casey's diversifying population in housing more suitable to its needs.

17.0 Opportunities and Constraints

The site presents a unique opportunity for residential development in an established urban context. The opportunities and constraints presented by the land are outlined below to demonstrate that, on balance, the site is well placed for future development.

Opportunities

- Strategically located 1.2 kilometres from the Cranbourne Major Activity Centre which includes a range of retail, commercial and community uses.
- Serviced by public transport with the nearest bus stops approximately 400 metres to the north on Sladen Street. Bus route 791 provides access to Frankston Station, Cranbourne Station and Cranbourne Park Shopping Centre.
- Adjoins existing residential development on its northern and western interfaces so no buffer treatments are required.
- Adjoins expansive existing and proposed public open space to its east and south. This proximity means that increased densities can be sought as residents can utilise large scale open space nearby.

Constraints

- The land is located adjacent to a former landfill which has been the subject of a high profile investigation by the Victorian Ombudsman. A report into the suitability of this land has found that residential development on the subject land is possible and that further mitigating factors can be built into future dwellings to negate any potential risks that remain.
- The eastern part of the land has substantial native vegetation coverage. As this is not remnant vegetation it is considered acceptable that it be removed and replaced either on site or as offsets elsewhere.
- The Southern Brown Bandicoot, which is an Endangered species under the Commonwealth *Environment Protection and Conservation Act 1999* and threatened under the Victorian *Flora and Fauna Guarantee Act 1988*, has been recorded as using the site, particularly the eastern part, as habitat.
- Interfaces with existing residential uses and the Cranbourne Racecourse will need to be sensitively designed to avoid amenity impacts.
- The potential presence of Aboriginal Cultural Heritage can be managed through the recommendations of the approved Cultural Heritage Management Plan.

18.0 Conclusion

It is clear that the current farming zone is not an accurate nor appropriate zone for the land given its limited agricultural productivity, small land holding size and its abuttal to established residential areas. As such, this report has sought to review the most appropriate planning outcomes for the site. An analysis into the potential use for the site has determined that a residential zoning would be most appropriate.

This report has demonstrated that constraints on the land can be addressed to enable its development for urban purposes. This allows for new housing stock in close proximity to Cranbourne Major Activity Centre and extensive public open spaces, and minimises adverse amenity impacts on existing residences.

The proposal is consistent with strategic policy at a state and local level, and the requirements of the Casey Planning Scheme.

It is therefore considered that based on the above assessment the proposal should be supported by Council for the following reasons:

- The proposal is consistent with the purpose and intent of the Planning Policy Framework which seeks greater housing diversity and provision within established areas of Casey.
- The new schedule to the Development Plan Overlay that is specific to the land provides clear guidance for a subsequent Development Plan, and therefore ensures that an appropriate planning outcome will be achieved. This will be in a manner which has regard to the interfaces with established residential properties.
- The proposal has regard for the existing context of the area due to adjoining existing residential development. The subject land also has excellent connection to urban amenities and existing public open space.
- Appropriate mitigation measures will be implemented per the recommendations of the Landfill Gas Risk Assessment and Section 53V Audit of the former landfill site.
- The proposal has regard for the Cultural Heritage significance of the land. Any future development will need to accord with the conditions of the approved Cultural Heritage Management Plan prepared by Unearthed Heritage.
- The future development will achieve relevant freeboard from the 1% AEP flood levels associated the overland flows in road reserves or the Melbourne Water main drain, whichever is greater. The land can achieve its obligated stormwater quality treatment through the implementation of three (3) different options.
- The loss of native vegetation can be mitigated through the implementation techniques such as, bio-retention systems, porous paving or swales and ensuring any planting as part of the proposed works use indigenous species sourced from a local provenance.
- The proposal satisfies the objective of Clause 13.01-2S as the broader landscape is classed as Landscape Type One which is the lowest bushfire risk class. Relevant bushfire protection can be practically implemented and maintained for the proposed development, in addition to any broader bushfire protection measures adopted within the Cranbourne locality.
- The existing road infrastructure of Stevenson Road and Cranbourne-Frankston Road has capacity to accommodate the traffic generated post development, taking into the account the growth of the surrounding area,
- The subject land is able to appropriately serviced due to being located within an established area.

Overall, the proposal is considered to present an appropriate planning outcome and is consistent with the purpose and intent of the relevant planning controls and policies as assessed within this report.

19.0 References

Current Assessments and Reports

The following specialist investigations have been commissioned by KLM Spatial to assist and inform the preparation of this report:

Planning Assessment prepared by KLM Spatial

Utility and Service Infrastructure Assessment prepared by KLM Spatial

Landfill Gas Risk Assessment by DRC Environmental (currently being peer reviewed prior to lodgement)

Stormwater Management Strategy prepared by Incitus

Cultural Heritage Sensitivity prepared by Unearthed Heritage

Biodiversity Assessment prepared by Ecology and Heritage Partners

Southern Brown Bandicoot surveys prepared by Ecology and Heritage Partners

Bushfire Risk Assessment prepared by Ecology and Heritage Partners

Transport and Movement Assessment prepared by Onemilegrid Traffic Engineers

Open Space and Community Facilities Needs Assessment by KLM Spatial

Housing Needs Assessment by KLM Spatial

Planning Policies and Strategies

Casey Planning Scheme

Casey Significant Trees Register

Casey Housing Strategy

Cranbourne Development Plan

Amendment C6 to the Casey Planning Scheme – Panel Report

Amendment C50 to the Casey Planning Scheme – Panel Report

Amendment C198 to the Casey Planning Scheme – Panel Report

Amendment C284 to the Casey Planning Scheme – As Exhibited

South East Growth Corridor Plan, prepared by the Victorian Planning Authority, June 2012

END OF ASSESSMENT

