Casey Fields South (Employment) and Devon Meadows

Precinct Structure Plan



August 2026

Victorian Planning Authority

VICTORIA State Government | Department of Transport and Planning

ACKNOWLEDGEMENT OF COUNTRY

The Victorian Planning Authority proudly acknowledges the First Peoples of Victoria. We acknowledge their ongoing strength in practising the world's oldest living culture.

The Casey Fields South (Employment) and Devon Meadows Precinct Structure Plan area is the traditional Country of the Bunurong Peoples. We acknowledge the Bunurong Land Council Aboriginal Corporation and Bunurong Peoples as the Traditional Owners and custodians of Bunurong Country, and pay our respects to their Elders past and present. We acknowledge their continuing connection to and care for this land, waters and skies, and recognise their inherent right to speak and make decisions for Country. We recognise the long-lasting, far-reaching and intergenerational consequences of colonisation and dispossession, and that the impacts of these continue today. In the past planning for this precinct has not been undertaken with the input of First Peoples, and through this Plan we seek to build genuine partnership with the Bunurong Land Council Aboriginal Corporation to support self-determination and better outcomes for First Peoples.

We also acknowledge the diversity of First Peoples' communities associated with this Country, and the hard work of many generations of First Peoples who have fought for their rights to be recognised. First Peoples' self-determination is a human right enshrined in the United Nations Declaration on the Rights of Indigenous Peoples. Victoria's early land use planning and development laws and processes disregarded the input, interests, rights, and perspectives of First Peoples. During the implementation of this Plan, we encourage the Responsible Authority to work in partnership with Traditional Owners to acknowledge this.



Description of artwork

Aaron (Gunaikurnai) 'Movements Between the Five Clans' 2019, acrylic on canvas.

'The tracks are going between the five clans of the Gunaikurnai and the hands are the symbols of my spirit travelling around the campsites.'

This artwork was created through programs provided by the Torch. The Torch provides art, cultural and arts industry support to Indigenous offenders and ex-offenders in Victoria. The Torch aims to reduce the rate of re-offending by encouraging the exploration of identity and culture through art programs to define new pathways upon release.

Accessibility

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1.0 CONTEXT

1.1 How to read this document

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

Part 1 – Context

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

Part 2 – PSP outcomes

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

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

The outcomes are expressed as:

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

Part 3 – Implementation

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

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

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

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

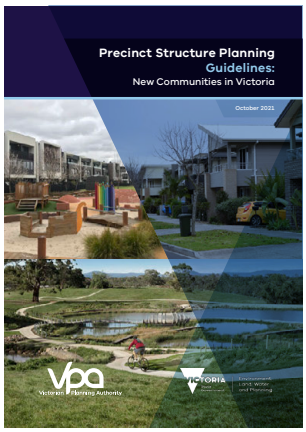
Part 4: Appendices

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

- precinct infrastructure plan and table
- summary land use budget and property-specific land use budget
- cross-sections
- activity centre performance requirements and guidelines
- various concept plans (e.g., activity centre, Biodiversity Conservation Strategy [BCS] conservation area, etc).
- canopy street tree calculation methodology
- glossary of terms.

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

Development must comply with all other relevant Acts and approvals.



▲

PSP Guidelines refers to the ***Precinct Structure Planning Guidelines: New Communities in Victoria***, available on the VPA website

1.2 Function of the PSP

The function of the PSP is to:

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

1.3 Regional context

The Devon Meadows (Residential) and Casey Fields South (Employment) precincts are located at the Urban Growth Boundary (UGB) in Melbourne's South East Growth Corridor (SEGC), approximately 5km from Cranbourne. Together they occupy a strategic position at the interface between urban Melbourne and the Gippsland region.

Under the South East Growth Corridor Plan, Casey Fields South is designated for industrial use, while Devon Meadows is now understood to be primarily residential. Surrounding growth precincts are also predominantly residential, underscoring the importance of delivering a well-located employment hub.

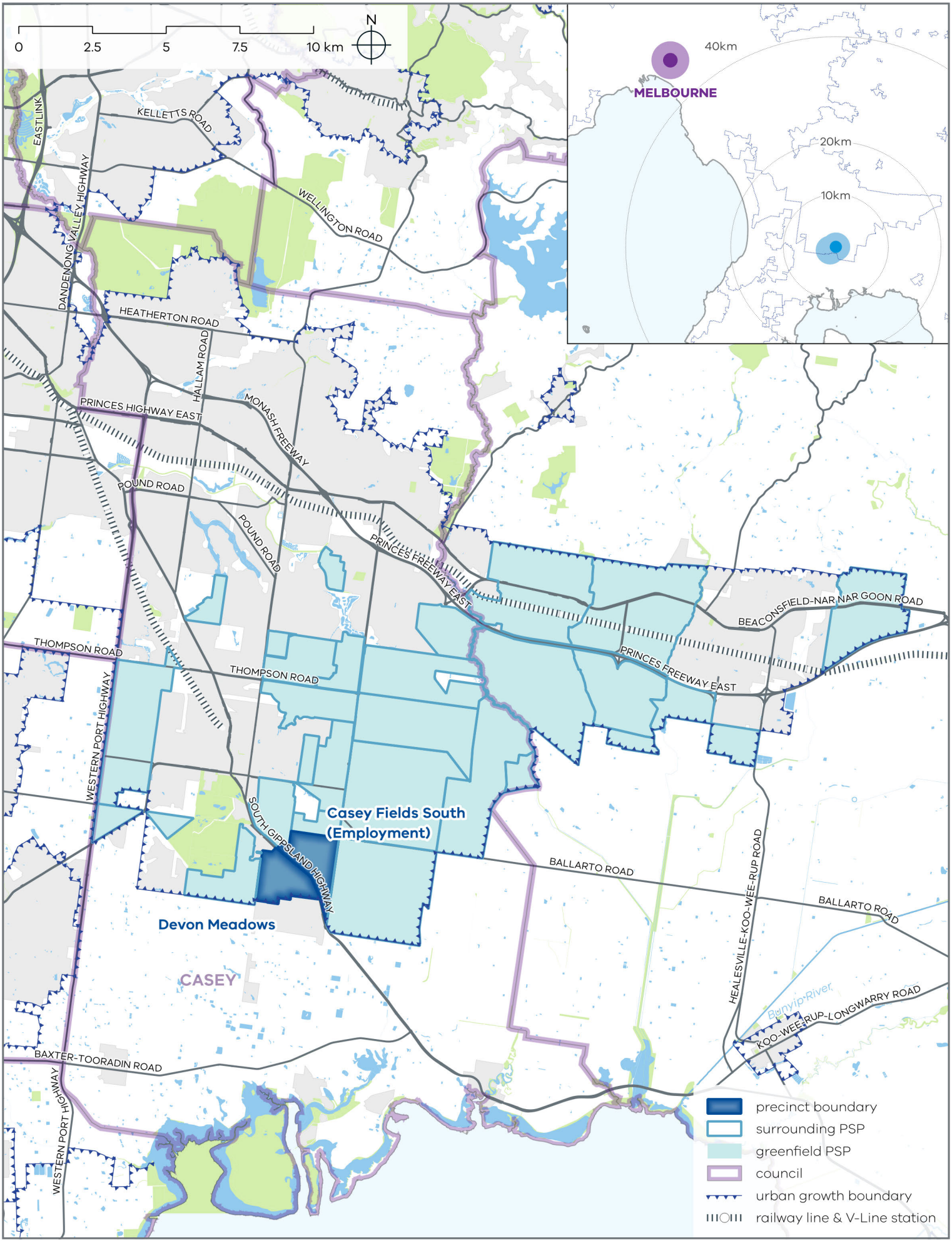
The City of Casey is one of Victoria's fastest-growing municipalities, with its population projected to increase by 40% to 550,000 over the next 20 years. Jobs growth has lagged population growth, with two-thirds of local workers commuting outside the municipality. Establishing Casey Fields South as an employment precinct will help redress this imbalance by creating jobs close to where people live.

The precincts are well connected to nearby centres and destinations, including the Botanic Ridge Local Activity Centre, the future Clyde South Major Activity Centre and potential Clyde South rail station, as well as the Cranbourne Town Centre, Royal Botanic Gardens, Casey Fields regional sports facility, and the planned Clyde Regional Park.

At the regional scale, the precincts are centrally positioned relative to major State Significant Industrial Precincts at Dandenong South, Officer, and the Port of Hastings. The *Southern Metro Land Use Framework Plan (2023)* also identifies a possible future South Eastern Airport in the Gippsland region, further strengthening the strategic value of the location.

Plan 1 - Regional Context

Casey Fields South & Devon Meadows PSPs



1.4 Precinct features

The Casey Fields South (Employment) precinct (275 ha) and the Devon Meadows precinct (261 ha) together cover an area comparable in size to Melbourne's Central Business District. While not large in the context of Melbourne's growth corridors, their combined scale represents a significant strategic development opportunity for the City of Casey.

Location and boundaries

The precincts form an irregular but broadly square area straddling the South Gippsland Highway in a gateway location between metropolitan Melbourne and the Gippsland region.

- Casey Fields South (Employment) is bounded by Ballarto Road (north), Clyde–Five Ways Road (east), and Casey Fields Boulevard (west), which is planned to extend across the highway into Devon Meadows and through to Craig Road.
- Devon Meadows is bounded by Craig Road (west), the Urban Growth Boundary and rural residential lots (south), and traversed north–south by Devon Road, which connects the South Gippsland Highway with Browns Road.

Topography and drainage

Both precincts are generally flat with gentle slopes falling northwest to southeast along the South Gippsland Highway. A high water table and shallow depressions create informal drainage lines across the land. The area is covered by multiple Development Services Scheme (DSS) catchments, including Devon Meadows, Clyde–Five Ways Road, Moores Road, and Clyde Township.

Ecology

Devon Meadows is more vegetated than Casey Fields South (Employment), reflecting smaller, fragmented landholdings. As part of the Melbourne Strategic Assessment, Devon Meadows was identified as containing mainly Healthy Woodland and Plains Grassland Ecological Vegetation Classes (EVCs), while Casey Fields South supports smaller patches of Plains Grassland. No conservation reserves are located within the project area, but drainage corridors through Devon Meadows will form habitat links for the Southern Brown Bandicoot between the Royal Botanic Gardens and the Urban Growth Boundary.

Current land use

- Casey Fields South (Employment): predominantly farming land, with some existing commercial and industrial activities on its northern boundary. Lighthouse Christian College, a private secondary school, is also located on Devon Road.
- Devon Meadows: a more diverse mix of residential, agricultural, and commercial uses, including a truck depot, horticultural businesses, and egg farms.

1.5 Cultural and historical context

1.5.1 Cultural context

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

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

The VPA has consulted with BLCAC and the Traditional Owners of the land to help ascertain the important cultural values that signify the precinct. Bunurong peoples are recognised as the Traditional Owners of their lands and waters across metropolitan Melbourne, the Mornington Peninsula, the Bass Coast and West Gippsland. The BLCAC aims to preserve and protect the sacred lands and waterways of their ancestors, their places, traditional cultural practices, and stories.

1.5.2 Historical context

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

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

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

1.6 Strategic policy context

This PSP is informed by:

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

1.7 Infrastructure Contributions Plan (ICP)

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

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

1.8 Background information

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

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

Relevant technical assessments and background reports are available on the project website at **vpa.vic.gov.au/project/casey-fields-south-devon-meadows/**

1.9 Implementation notes

Drainage

The Casey Fields South (Employment) and Devon Meadows PSP includes land set aside for Development Services Scheme (DSS) assets.

- Any change to the design, size, type, staging or location of DSS assets will be considered by the responsible authority as being generally in accordance if those DSS assets achieve the intended performance standards and are approved by Melbourne Water in respect of drainage matters. Any additional costs associated with any change of size, type or location of DSS assets that does not benefit the DSS will not be funded by the DSS.
- Should the land within a parcel be required for the delivery of these assets be reduced with the written consent of Melbourne Water post-gazettal of this PSP, then that surplus land may be used and development in accordance with the applied zoning of that land under Schedule 16 of the Urban Growth Zone. Where the extent of DSS land required is reduced, the net developable area for that parcel in **Table 13** and **Table 14** is taken to be the actual net developable area of the parcel.
- Any increases in NDHA are subject to the Casey Fields South (Employment) and Devon Meadows ICP - which sets out the process for changes to the land use budget.

Clyde–Five Ways Investigation Area

The area between Clyde–Five Ways Road and the South Gippsland Highway identified as an investigation area on **Plan 2 – Place Based Plan** anticipates that the alignment of the arterial road network will to be determined through the preparation of the Clyde South Precinct Structure Plan.

Following confirmation of the alignment of the arterial road network and approval of the Clyde South Precinct Structure Plan, further strategic review may be undertaken to consider whether the applied zoning in this area remains appropriate.

VCAT Order P1767/2010

The land identified as 'Vegetation to be retained – protected by VCAT Order 1767/2010' on **Plan 2 – Place Based Plan** of the PSP may have potential constraints to development due to the terms of the VCAT order.

- Unless varied or cancelled, VCAT enforcement orders are binding on every subsequent owner or occupier of the subject land.
- While the vegetation present on this site is subject to the MSA – the removal of this vegetation prior to the grant of any planning permit for the removal of the vegetation and the cancellation of the VCAT order may be considered as a breach of the VCAT order.

Sewer utility location

The indicative location of the rising sewer main shown within property CF-28 is subject to confirmation through detailed design of the adjoining drainage land.

If it can be demonstrated through detailed design, and to the satisfaction of Melbourne Water and South East Water, that the rising main can be wholly accommodated within the adjacent Development Services Scheme (DSS) land, the area of land currently identified for the utility within CF-28 may be for Light Industry in accordance with the PSP.

Service road access to arterial roads

Service roads to an arterial road may be considered through the planning permit process where it is demonstrated, to the satisfaction of the responsible authority and DTP Transport, that the proposed access arrangements will not adversely impact the safe and efficient operation of the arterial road network.

Cultural heritage

All proposals for development within the PSP must comply with the *Aboriginal Heritage Act 2006* (Vic) and all relevant statutory requirements.

Developers are encouraged to engage early with the Registered Aboriginal Party (RAP) to address cultural heritage considerations.

2.0 PSP OUTCOMES

2.1 PSP vision

Casey Fields South (Employment) and Devon Meadows will together form the future heart of Casey's economy and a thriving residential community – a vibrant and inclusive 20-minute neighbourhood where people can live and work locally.

Casey Fields South (Employment) will be a regionally significant employment precinct at the gateway to Melbourne's south-east. A Mixed Business and industry node will frame the South Gippsland Highway, creating a strong sense of arrival. The core of the precinct will provide for logistics, manufacturing, small business, and services — supporting around 4,378 local jobs.

The precinct will be structured around two industrial connector street spines: a north–south link between the South Gippsland Highway and Ballarto Road, and an east–west link to Clyde–Five Ways Road and Clyde South. These avenues will balance freight and logistics with a higher standard of pedestrian amenity and active transport, providing safe and legible connections across the precinct. A permeable loop network of industrial local access streets will consolidate vehicle access while keeping industrial connector street frontages active and walkable.

With direct links to major transport routes, the future Clyde Major Activity Centre, a potential train station, and regional recreation destinations, Casey Fields South will be a first-choice address for businesses and workers.

Devon Meadows will be a connected and walkable community of around 12,000 people. Its structure will be anchored by two centres. To the south-west, compact neighbourhoods will complete the catchment of the Botanic Ridge Activity Centre. To the north-east, a Local Convenience Centre and Mixed Use Area will form an integrated hub of shops, services, and housing, fronting the South Gippsland Highway – supporting around 993 local jobs. These centres will provide daily needs, local jobs, and a vibrant focus for community life.

A branching network of streets aligned with wetlands and waterways will link the centres, forming blue-green corridors that define neighbourhoods, create natural edges, and reinforce the landscape character. Between them, a new high school, primary school, and community centre will form the civic heart of the precinct, accessible from all directions. Devon Road will complement this framework as a low-speed, people-focused spine, connecting schools and community facilities with surrounding neighbourhoods and the wider movement network.

Housing will be most compact around the centres and step down to more traditional suburban streets at the edges. A connected system of tree-lined streets, waterways, and open spaces will celebrate Country and give every resident safe access to local parks and regional destinations.

2.2 PSP purpose

- Establish a distinct gateway destination that connects Melbourne's growing urban edge with the Gippsland Region.
- Develop Casey Fields South as a regionally significant employment precinct, with space for industry and business to grow, innovate, and provide local jobs.
- Create Devon Meadows as a connected and walkable community that blends diverse housing with a strong landscape character.
- Deliver a network of centres, schools, community facilities, and public spaces that support daily needs and community life.
- Provide an integrated blue-green network of waterways, open space, and vegetation that celebrates Country, manages stormwater, and supports biodiversity.

Plan 2 - Place Based Plan

Casey Fields South (Employment) and Devon Meadows PSPs

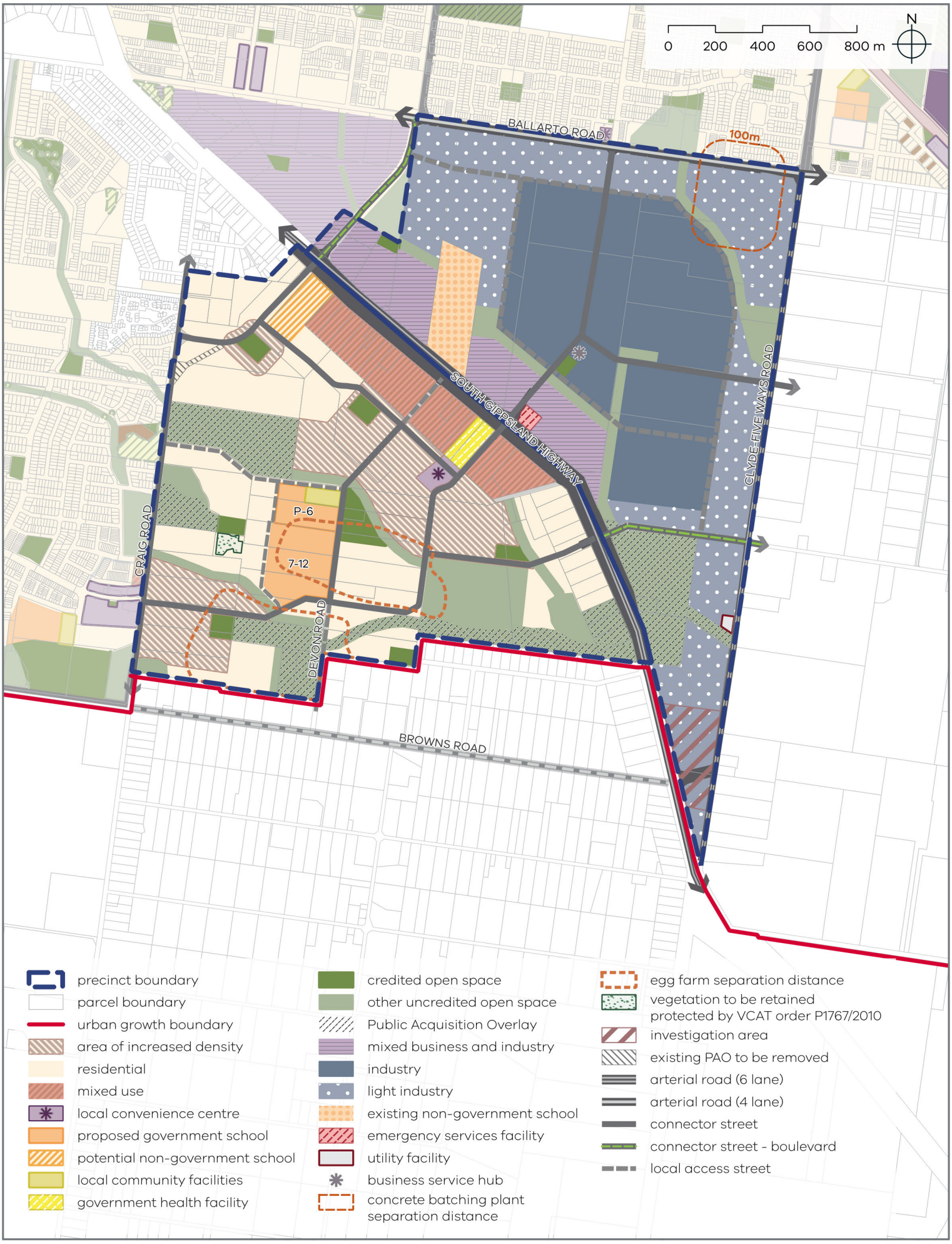


Figure 1 – Casey Fields South (Employment) PSP performance summary

276
hectares

213 ha
net developable area

4,378
Jobs (est.)

0
residents (est.)

0
dwellings (est.)

LAND USE SUMMARY

transport	7.84%
community	0.22%
education	3.16%
open space	11.30%
industrial	67.91%
commercial	9.46%
other	0.11%

1
school
- 1 non-government

0
neighbourhood centre & jobs hub

0
community facility

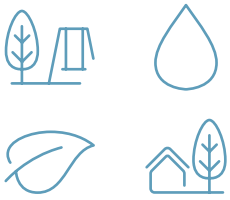
1.0 ha
local parks

0
sports reserve

Viable densities	Target No.	PSP targets	achieved	target
	T1	Dwelling density per NDHA in amenity areas	**n/a**	30
	T2	Dwelling density per NDHA across the PSP	**n/a**	20
		Other performance targets*		
		T3 Housing diversity		
		T4 Affordable housing		

Safe, accessible & well connected			achieved %	target %
	T9	Public transport in walking distance	**n/a**	95
		Other performance targets*		
		T5 Arterial road network		
		T6 Off-road cycle paths		
		T7 Footpaths		
		T8 Pedestrian and cyclist crossing		

Connect people to jobs & higher order services		
		Other performance targets*
		T10 Job density

	Target No.	PSP targets	achieved %	target %
High quality public realm				
	**T11**	Minimum open space targets		
		– Total residential credited open space	**n/a**	10
		– Local residential park	**n/a**	3-5
		– Sports reserve	**n/a**	5-7
		– Employment local park	**0.5**	2
	T12	Open space in walking distance		
		– Dwellings within 800m of sports reserve or open space	**n/a**	100
		– Dwellings within 400m of local park	**n/a**	95
		Other performance targets*		
		T13 Tree canopy coverage **T14** Passively irrigated street trees **T15** Good solar orientation **T16** Conservation areas **T17** Integrated water management solutions		
Services & destinations				
	**T18**	Education & community facilities in walking distance		
		– Dwellings within 800m of government primary school	**n/a**	70
		– Dwellings within 3,200m of government secondary school	**n/a**	100
		– Dwellings within 800m of community hub	**n/a**	80
		– Dwellings within 800m of health facility	**n/a**	80
Thriving local economies				
	**T19**	Activity centre in walking distance	**n/a**	80-90
Infrastructure coordination				
		**Other performance targets***		
		T20 Basic & essential infrastructure		

***** Targets achieved at the planning permit stage

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

Figure 2 – Devon Meadows (Residential) PSP performance summary

262
hectares

155 ha
net developable area

993
Jobs (est.)

11,851
residents (est.)

3,823
dwellings (est.)

LAND USE SUMMARY

residential	50.58%
activity centre	0.57%
transport	7.65%
community	1.15%
education	5.89%
open space	26.06%
mixed use	8.10%

3
schools
- 1 government primary
- 1 government secondary
- 1 non-government

0
neighbourhood centre & jobs hub

1
community facility

7.76 ha
local parks

0
sports reserve

Viable densities

Target No.	PSP targets	achieved	target
T1	Dwelling density per NDHA in amenity areas[1]	30	30
T2	Dwelling density per NDHA across the PSP	25	20

Other performance targets*

T3 Housing diversity
T4 Affordable housing

Safe, accessible & well connected

		achieved %	target %
T9	Public transport in walking distance	100	95

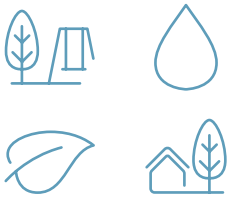
Other performance targets*

T5 Arterial road network
T6 Off-road cycle paths
T7 Footpaths
T8 Pedestrian and cyclist crossing

Connect people to jobs & higher order services

Other performance targets*

T10 Job density

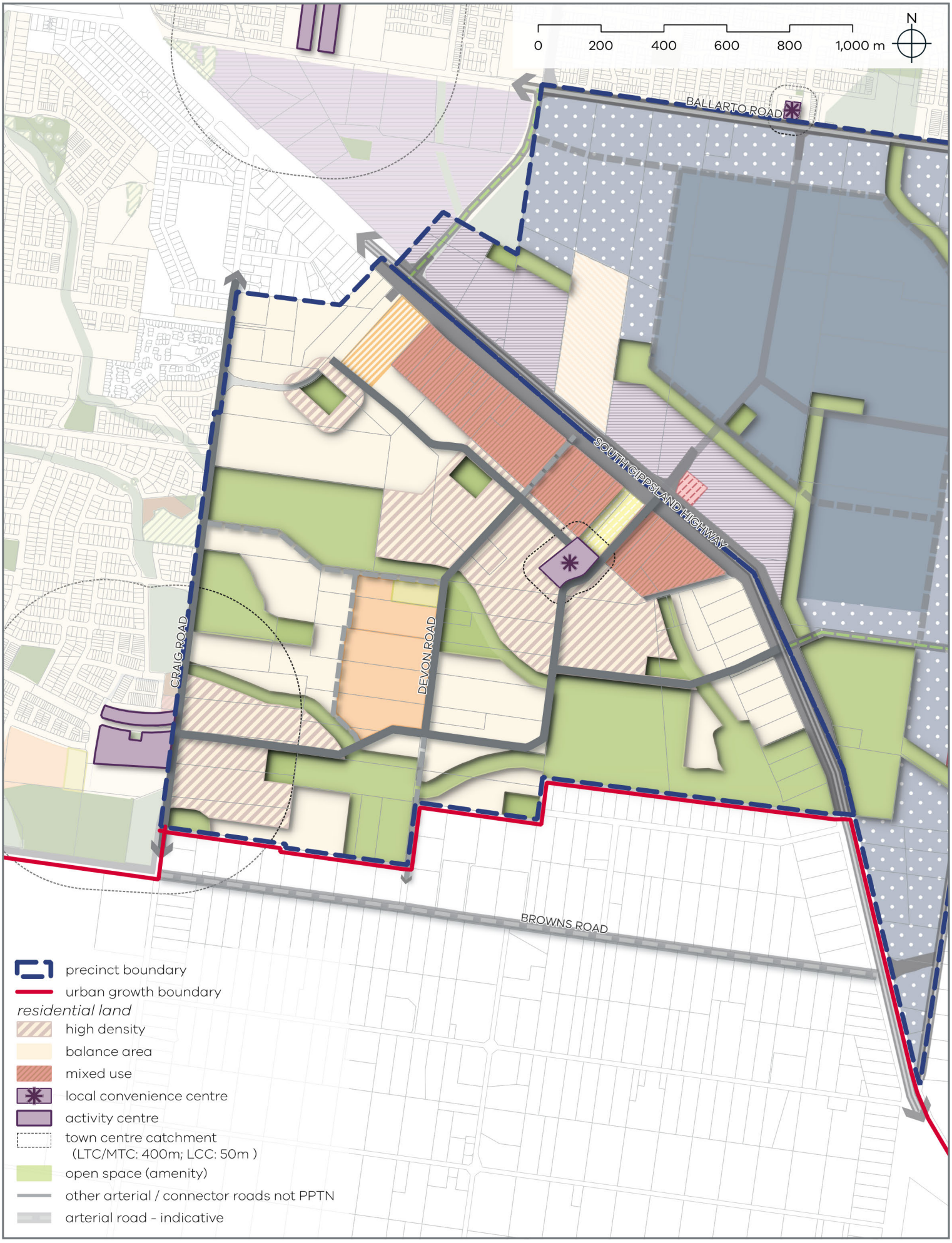
	Target No.	PSP targets	achieved %	target %
High quality public realm				
	**T11**	Minimum open space targets		
		– Total residential credited open space	**5**	10
		– Local residential park	**5**	3-5
		– Sports reserve	**0**	5-7
		– Employment local park	**n/a**	2
	T12	Open space in walking distance		
		– Dwellings within 800m of sports reserve or open space	**98**	100
		– Dwellings within 400m of local park	**100**	95
		Other performance targets*		
		T13 Tree canopy coverage **T14** Passively irrigated street trees **T15** Good solar orientation **T16** Conservation areas **T17** Integrated water management solutions		
Services & destinations				
	**T18**	Education & community facilities in walking distance		
		– Dwellings within 800m of government primary school	**89**	70
		– Dwellings within 3,200m of government secondary school	**100**	100
		– Dwellings within 800m of community hub	**93**	80
		– Dwellings within 800m of health facility	**100**	80
Thriving local economies				
	**T19**	Activity centre in walking distance	**89**	80-90
Infrastructure coordination				
		**Other performance targets***		
		T20 Basic & essential infrastructure		

***** Targets achieved at the planning permit stage

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

Plan 3 - Housing

Casey Fields South (Employment) and Devon Meadows PSPs



3.0 IMPLEMENTATION

3.1 Viable densities

3.1.1 Objectives – Viable densities

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

3.1.2 Requirements and guidelines - Viable densities

REQUIREMENTS	
R1	Residential subdivision and development must be generally in accordance with the density, distribution and diversity targets set in **Plan 3 – Housing** and **Table 1 – Housing density and diversity** to the satisfaction of the responsible authority. Residential subdivision and development that can demonstrate how target densities can be achieved over time may be considered.
R2	Vehicle access for lots 6m or less in width must be provided via a rear laneway, unless otherwise approved by the responsible authority.

GUIDELINES	
G1	Residential subdivisions within high density areas should demonstrate how a minimum of three housing typologies can be achieved. Where a residential subdivision is of a scale unsuitable to support three housing typologies, the subdivision may rely on other typologies within the area if the proposed development will contribute to housing diversity in the vicinity.
G2	Residential subdivision and development that contributes to meeting the 10% affordable housing target is encouraged, particularly proposals that involve partnership with a registered community housing provider.
G3	Affordable housing products should be located in high density areas close to services and community facilities and provide for a range of housing typologies to meet demonstrated local needs generally in accordance with **Table 1 – Housing density and diversity**.
G4	Where affordable housing is provided, consideration should be given to meeting the needs of different income ranges and household sizes generally in accordance with **Table 3 – Affordable housing demand guidance**.
G5	Specialised housing forms, such as lifestyle communities, retirement living, or aged care should: – respond to and integrate with adjoining development, avoiding inactive interfaces and blank facades to the public street network – be located within a walkable catchment area shown on **Plan 3 – Housing** – be accessible by public transport and shared path networks – not present a barrier to movement through the surrounding road, public transport, pedestrian and active transport movement network.

GUIDELINES

G6	Subdivision and development along the South Gippsland Highway should: – support the sense of arrival at a destination – contribute to development of a distinct gateway character signalling a point of transition between metropolitan Melbourne and the Gippsland Region.
G7	Opportunities for co-working and small office/home office arrangements should be provided in locations where they will make a positive contribution to neighbourhood character.

Table 1 – Housing density and diversity

Mixed Use Area	
Purpose and outcomes	The 'Mixed-Use Area' applies to land shown as 'Mixed Use' on **Plan 3 – Housing**. The purpose of the Mixed Use Area is to: – establish a node of higher-intensity development and activity that creates a distinct sense of place along the South Gippsland Highway – reinforce the role of this location as an urban gateway, marking the transition between metropolitan Melbourne, the Gippsland Region, and adjoining precincts – enable a diverse mix of housing, business, and local amenities that supports a compact and walkable environment – complement the vitality of the Devon Meadows Local Convenience Centre and nearby community facilities – support the viability of public transport by concentrating population and activity within walking distance of key routes.
Minimum density	Average of 30 dwellings or more per NDHA.
Target typologies	Housing will generally comprise more intensive typologies including, but not limited to: – apartment style/strata title development (up to four storeys) – townhouses/multi-unit attached dwellings – duplex/semi-detached dwellings – single detached house and land.
Decision guidance	Development in the Mixed Use Area should: – deliver an urban built form with buildings generally ranging from two to four storeys, to reinforce the sense of intensity and gateway identity – incorporate mix of uses, with smaller-scale commercial, retail, and service activities that support local needs and complement the Devon Meadows Local Convenience Centre – ensure activated and visually engaging frontages to the South Gippsland Highway and key entry streets to the Devon Meadows precinct – support walkability and public transport use through a permeable street and pathway network and high-quality pedestrian connections.

Local Convenience Centre	
Purpose and outcomes	The 'Local Convenience Centre' area applies to land shown as 'Local Convenience Centre' on **Plan 3 – Housing** The purpose of the Local Convenience Centre area is to: – function as a neighbourhood hub, providing daily retail, services, and small-scale community uses – support a compact, walkable environment closely integrated with surrounding housing and public transport – deliver modest but high-quality built form and public realm that reinforces a local sense of place – enable a mix of small businesses and limited higher-density housing, with housing generally above or behind active uses – contribute to the safety, amenity, and social life of the neighbourhood through active frontages and spaces for informal gathering.
Minimum density	Average of 30 dwellings or more per NDHA.
Target typologies	Housing will generally comprise more intensive typologies including, but not limited to: – apartment style/strata title development (up to four storeys) – townhouses/multi-unit attached dwellings.
Decision guidance	Development in the Local Convenience Centre Area should: – deliver a small-scale built form, generally 1–4 storeys, appropriate to a local convenience role – prioritise local retail and services at ground level, with residential uses designed to complement, not dominate, the centre's function – ensure active and engaging street frontages with transparent glazing, clear entries, and minimal blank walls – incorporate modest public realm elements such as forecourts, seating, and landscaping to support informal community activity – support safe pedestrian access and public transport use, while minimising the dominance of car parking.
High Density	
Purpose and outcomes	The 'High-Density Area' applies to land shown as 'High Density' on **Plan 3 – Housing**. The purpose of the High Density Area is to: – deliver a compact urban neighbourhood that concentrates population within walkable catchments of centres and transport – support the viability of local centres, services, and public transport through higher residential densities – provide a diverse mix of housing types, including terraces, townhouses, and low-rise apartments – reinforce a safe and walkable neighbourhood character, with buildings oriented to streets and public spaces – contribute to the vitality of nearby centres by establishing a critical mass of residents living nearby.
Minimum density	– Average of 30 dwellings or more per NDHa

Target typologies	Housing is expected to comprise a variety of typologies including, but not limited to: – apartment development (up to four storeys) – townhouses/multi-unit attached dwellings – duplex/semi-detached dwellings – some single detached house and land.
Decision guidance	Development In the High-Density Area should: – deliver a 2–4 storeys urban neighbourhood character, with higher intensity focused near key streets and amenities – provide a variety of housing typologies to meet diverse household needs – ensure subdivision and built form support a walkable street network with active frontages and passive surveillance – incorporate high-quality landscaping and communal open spaces to provide amenity and relief within a compact built environment – strengthen public transport access and walkability by locating housing within easy walking distance of shops, services, and bus routes.
Balance Area	
Purpose and outcomes	The 'Balance Area' applies to land within the Devon Meadows precinct that has not been identified as either Mixed Use or High Density areas on **Plan 3 – Housing** The purpose of the area is to: – deliver a traditional suburban residential character with a mix of detached and medium-density housing forms – provide for lower-intensity neighbourhoods that complement high-density areas and contribute to housing diversity – establish a legible street network with safe connections to open space, community facilities, and activity nodes – reinforce a green and landscaped neighbourhood identity through setbacks, street trees, and private gardens – create a transition between higher-intensity housing, mixed use nodes, and suburban edges of the precinct.
Minimum density	– Average of 20 dwellings or more per NDHa
Target typologies	Housing is expected to generally comprise detached and semi-detached typologies, but may include higher intensity development anticipated including, but not limited to: – townhouses/multi-unit attached dwellings – duplex/semi-detached dwellings – single detached house and land.
Decision guidance	Development In the Balance Area should: – deliver a suburban neighbourhood character, with buildings generally up to three storeys in height – provide a mix of housing typologies (at least three per development proposal) to support diversity, while reflecting the area's suburban context – focus more intensive housing near areas of higher amenity (e.g. open space, centres, or transport routes) and/or where it contributes positively to place identity – establish a connected and walkable street network with safe pedestrian and cycle links – reinforce a landscape-dominant character with tree-lined streets, generous setbacks, and high-quality private gardens.

Table 2 – Dwelling yields

Housing Catchment Area	NDHA	Dwellings/NDHA	No. of Dwellings
Mixed Use	21.2	30	636
Local Convenience Centre	1.5	30	45
Amenity Area[1]	2.6	30	78
High Density	46.9	30	1,408
Balance Area	82.8	20	1,656
TOTAL	**155**	**25 dw per NDA**	**3,823**
Anticipated population at 3.1 persons per dwelling			**11,851**

Note: Minor discrepancies in numbers due to rounding.

Table 3 – Affordable housing demand guidance

	Affordable Housing
% of total dwellings	10%

	Subsidised Market Housing	Social Housing
% of total dwellings	2%	8%

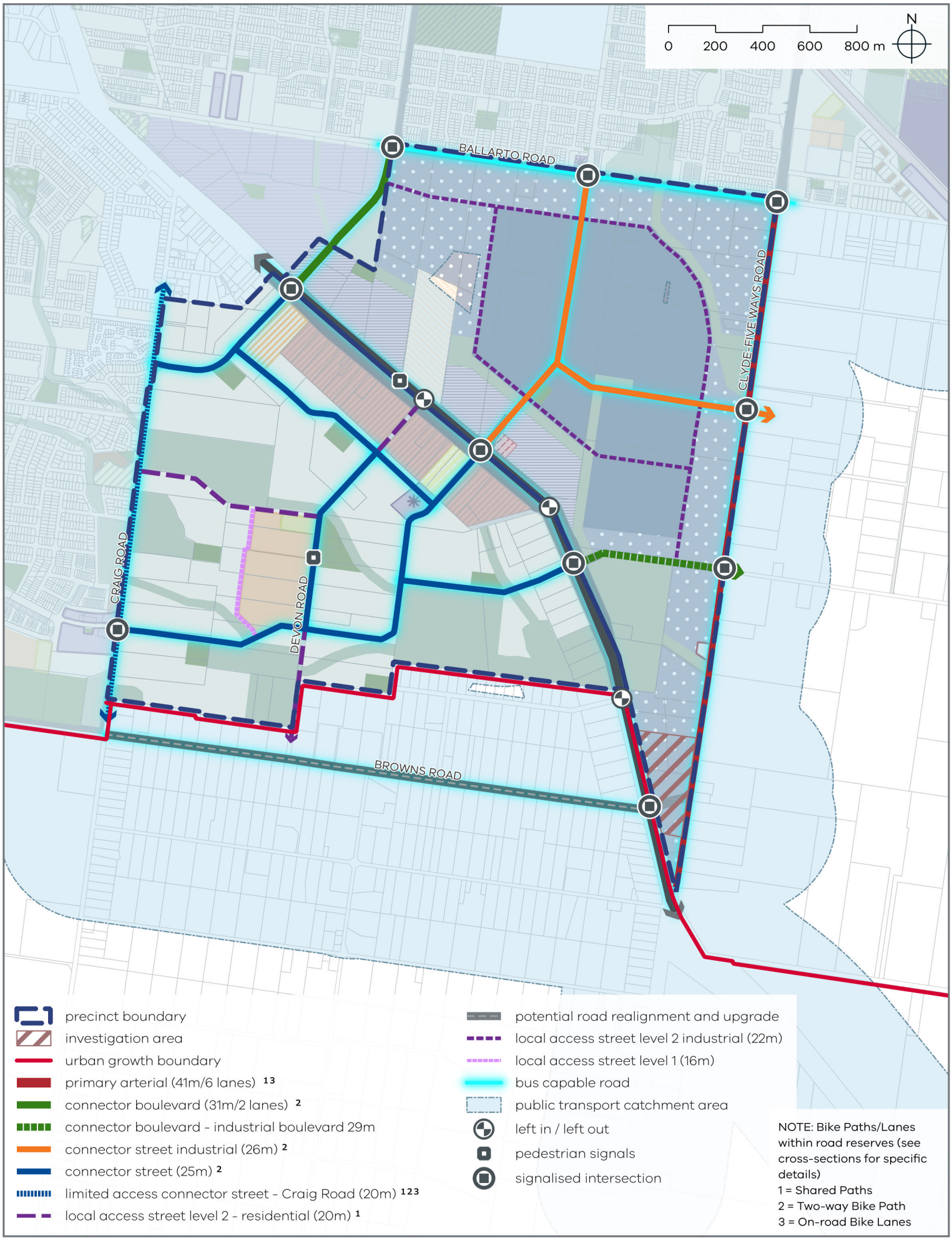
Income Band	% of subsidised market housing by income band	% of social housing by income band
Very low	0%	66%
Low	0%	31%
Moderate	100%	3%

Housing size	% of subsidised market housing by number of bedrooms	% of social housing by number of bedrooms
1-bedroom	41%	47%
2-bedroom	19%	17%
3-bedroom	20%	19%
4+ bedrooms	19%	17%

Note: Minor discrepancies in numbers due to rounding.
[1] Amenity areas are equivalent to 'High Density Areas' in the document.

Plan 4 - Movement Network

Casey Fields South (Employment) and Devon Meadows PSPs



3.2 Safe, accessible and well-connected

3.2.1 Objectives – Safe, accessible and well-connected

OBJECTIVES		IMPLEMENTATION TOOLS
O4	To effectively connect key destinations, and to integrate the transport network with existing and planned land uses and movement networks.	R3-R5 G8-G12
O5	To ensure the physical transport network is safe and efficient for its anticipated users.	R3-R4 G8-G12
O6	To encourage and support active and public modes of transport and reduce reliance on private vehicles.	R3-R4 G8-G12

3.2.2 Requirements and guidelines – Safe, accessible and well-connected

REQUIREMENTS	
R3	All roads must be designed and constructed generally in accordance with **Plan 4 – Movement Network**, and relevant cross sections in **Appendix 5 – Standard road cross sections and functional layout plans**, unless otherwise agreed by the relevant authority. Road crossings over waterways indicated in **Plan 4 – Movement Network** must be designed and delivered to ensure that flood flows are conveyed under the road crossing utilising culverts or a bridge, to the satisfaction of Melbourne Water
R4	Pedestrian and cyclist crossings must be provided generally in accordance with those indicated in **Plan 4 – Movement Network**. Additional pedestrian and cycle crossings must be provided every 400–800m, where appropriate, along arterial roads, rail lines, waterways, and any other accessibility barriers.
R5	Prior to the potential realignment of the Clyde–Five Ways Road shown on **Plan 4 – Movement Network**, any subdivision and development requiring access from Clyde–Five Ways Road must use the existing road reserve, unless otherwise agreed by the relevant authority.

GUIDELINES	
G8	Subdivision and development involving the delivery and design of the street and pathway network should: – provide a permeable network of logical and convenient connections between key neighbourhood, community, and employment destinations – respond to existing landscape features and significant vegetation to incorporate the sense and experience of the natural environment into the planned urban character – provide a legible hierarchy of streets and paths that support understanding of the urban structure – provide an appropriate variety of street typologies and cross sections to make a positive contribution to emerging place identity and planned urban character – provide safe and efficient transport infrastructure (including pedestrian and cycle infrastructure) that is designed to reflect the needs of its anticipated users – provide consistent wayfinding and interpretative signage to integrate the pedestrian and cycle network.
G9	Alternative alignments for local access streets shown on **Plan 4 – Movement Network** may be considered through detailed design where it is demonstrated, to the satisfaction of the responsible authority, that the street network continues to function as a continuous internal movement loop providing precinct-wide connectivity, direct access to key destinations, and high levels of internal permeability. Alternative intersection treatments, including staggered T-intersections, may also be approved where they achieve safe and efficient operation to the satisfaction of the responsible authority and the relevant road authority.

GUIDELINES

G10	Alternative footpath or shared path approaches may be used where they enhance walkability and permeability and respond to the purpose of the place and character of the urban form to the satisfaction of the responsible authority.
G11	Alternative cross sections from those provided in **Appendix 5 – Standard road cross sections and functional layout plans** may be considered where it can be demonstrated that: – proposed carriageway dimensions are sufficient to ensure safe and efficient operation of anticipated vehicular traffic, including buses (where applicable), and emergency vehicles – appropriate provision is made for active modes of transport (where applicable) – appropriate provision is made for on-street carparking (where applicable) – sufficient provision is made for accommodating required servicing and utility infrastructure (typically in the form of grassed verge areas) – sufficient provision is made for street tree planting to achieve 30% canopy tree coverage in the public realm – the total width of the proposed road reserve will be sufficient to safely accommodate the proposed cross-section typology – any existing pavement or infrastructure that is proposed to be retained, is in suitable condition and capable of supporting the intended function of the road – the proposed cross section typology will not negatively impact the safe and effective operation of the broader transport network to the satisfaction of the responsible authority.
G12	Slip lanes should be avoided in areas of high pedestrian activity (including schools and the Local Convenience Centre) and only provided at intersections between connector streets and arterial roads where they are necessitated by high-traffic volumes with pedestrian priority crossings.

3.3 Connect people to jobs and higher order services

3.3.1 Objectives – Connect people to jobs and higher order services

OBJECTIVES		IMPLEMENTATION TOOLS
O7	To develop the Casey Fields South (Employment) precinct into a regionally significant employment destination for industry and business.	R6-R7 G13-G15
O8	To provide a mixture of industry and business that reduces the need for local workers to travel out of the City of Casey for employment.	R6-R7 G13-G15
O9	To ensure Casey Fields South (Employment) has a flexible and adaptable urban structure that can attract ongoing investment and higher-order employment uses.	R6- R7 G13-G15
O10	To ensure the structure of employment land is well-integrated with the surrounding environment, and that the location, scale and intensity of commercial and industrial activity is compatible with adjoining land uses.	R6- R7 G13-G15
O11	To increase access to jobs by walking, cycling and public transport.	R6-R7 G13-G15

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

REQUIREMENTS	
R6	Subdivision and development of employment land must be generally in accordance with **Plan 9 – Employment and Activity Centres**, and **Table 4 – Employment areas planned outcomes** planned outcomes to the satisfaction of the responsible authority.
R7	Subdivision and development involving the delivery of employment land must: – complement the existing/planned network of commercial and industrial activity centres – provide for a form, scale and intensity of land use and activity that is compatible with adjacent land uses.

GUIDELINES	
G13	Subdivision and development of employment land should: – contribute to the legibility of the precinct's structure – support the emerging place identity – provide for a diverse mix of traditional and emerging industries and business – be adaptable to changing use, regeneration, and intensification initiatives. – identify larger strategic sites with the flexibility to be redeveloped to accommodate more intensive uses over time – provide a transition in built form scale and land use intensity between employment-oriented areas and sensitive land use areas (e.g., residential and schools) – deliver a high-quality, high amenity setting attractive to business and workers.

GUIDELINES

G14 Subdivision and development of land in the 'Business Service Hub' on **Plan 9 – Employment and Activity Centres** should:

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

G15 Alternate locations for the Local Service Hub may be considered where it can be demonstrated that the proposed location:

- will adequately service the local workforce
- will not conflict with an existing or planned activity centre, in particular, the Local Town Centres planned for Casey Field South Residential Precinct, and the Devon Meadows Precinct.
- will make a positive contribution to legibility and understanding of the urban structure
- will make a positive contribution to the emerging place identity.

Table 4 – Employment areas planned outcomes

Mixed Business and Industry	
Purpose and outcomes	The purpose of the Mixed Business and Industry area is to: – establish a continuous mixed business and industrial frontage along the South Gippsland Highway that supports high-profile employment uses and strong visual presentation to the arterial road – accommodate a range of business, industrial and complementary commercial activities at varying scales, including opportunities for large-format retail – create a sense of arrival and address to the precinct – support a higher amenity environment along key internal streets, including industrial connector streets – contribute to a coherent and legible employment corridor forming the primary interface to the arterial road.
Decision guidance	Subdivision and development in the Business area should: – locate and orient buildings to address the South Gippsland Highway and key internal streets, presenting active, high-quality frontages – provide a high standard of built form, landscaping and interface treatment along the highway frontage – support pedestrian-friendly outcomes along industrial connector streets through building orientation, glazing and active edges – minimise setbacks and vehicle crossovers along industrial connector streets, consolidating access where practical – generally direct primary vehicle access from industrial local access streets or local roads, rather than from industrial connector streets or the arterial road, where feasible – provide safe and direct pedestrian/cyclist connections to industrial connector streets and potential future public transport route.

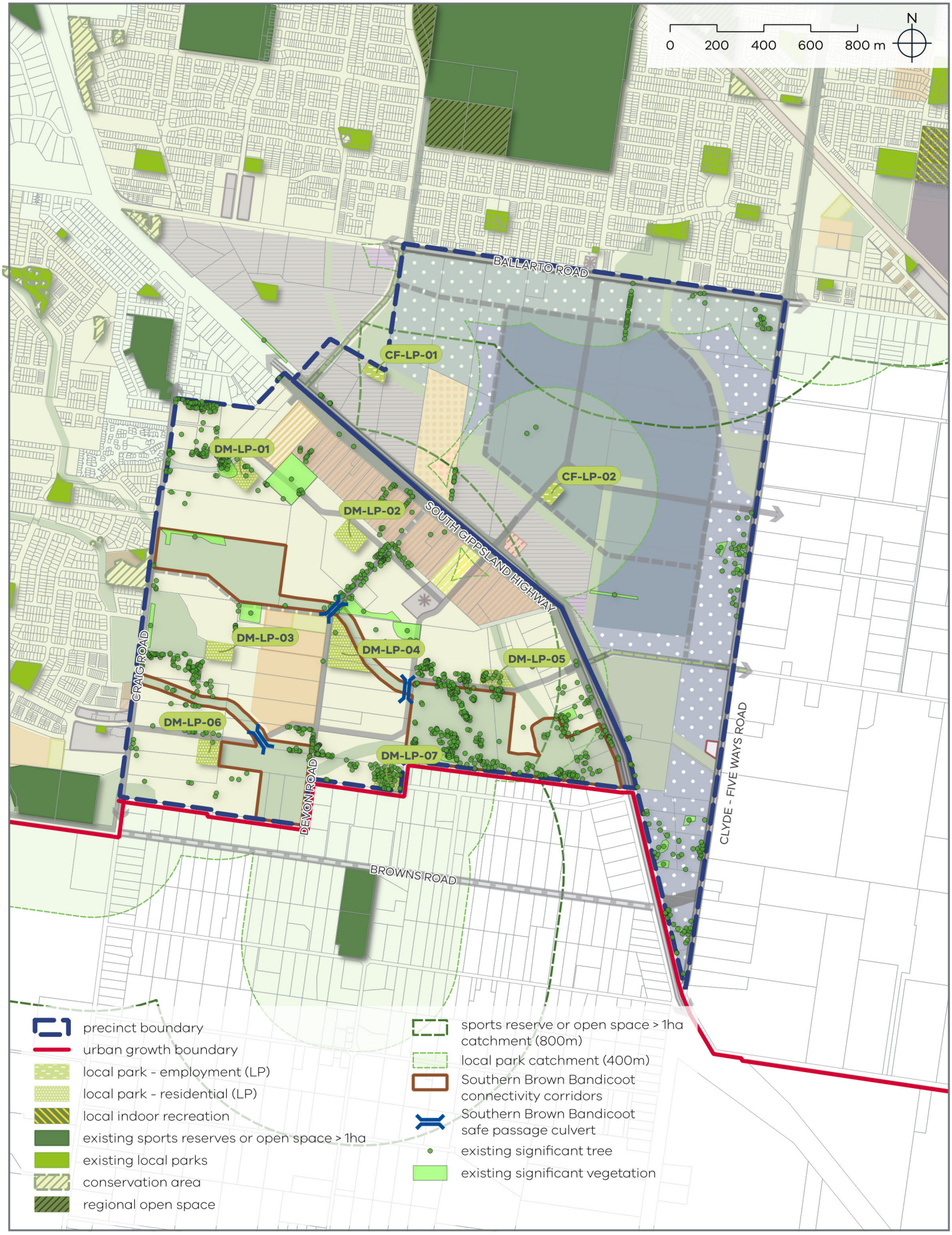
Industry	
Purpose and outcomes	The purpose of the Industry area is to: – create a hub for industrial uses including research and development, manufacturing, warehousing, and logistics – support an efficient use outcome in locations where higher-amenity built form is not required – provide flexibility to accommodate large-format industrial lots suitable for substantial building footprints – reinforce key internal streets, including industrial connector streets as high-amenity industrial environments – manage potential impacts on nearby sensitive uses through careful siting, traffic management, and operational design.
Decision guidance	Subdivision and development of land in the Industry area should: – provide flexibility for a supply of large-lot parcels capable of accommodating larger building footprints – design buildings and site layouts to avoid or mitigate adverse impacts such as noise, traffic and operational conflicts – ensure high-standard of presentation and pedestrian amenity to public street frontages, particularly industrial connector streets – encourage primary vehicle access to be provided from industrial local access streets or other local roads – minimise vehicle crossovers along the industrial connector streets by consolidating access and carparking arrangements where possible – provide safe and direct pedestrian/cyclist connections to industrial connector streets to support accessibility to active transport and potential future public transport routes.
Light Industry	
Purpose and outcomes	The purpose of the Light Industry area is to: – accommodate a range industrial and business activities compatible with sensitive adjoining land uses – provide a transition in built form scale and land use intensity between larger-format industrial areas and surrounding residential neighbourhoods – support a higher standard of built form design and streetscape presentation – contribute to a high-quality interface with nearby housing, open space and community uses.
Decision guidance	Subdivision and development in the Light Industry area should: – deliver a built form scale and intensity compatible with sensitive nearby uses. – address potential interface issues (noise, traffic, built form scale) through context-sensitive layout and design. – orient buildings to front public streets, with active and articulated frontages – incorporate landscaping and setbacks that reinforce transition outcomes where appropriate – support safe pedestrian and cyclist connectivity within and beyond the precinct.

Table 5 – Employment generation

Land Use	Area (ha)	Estimated jobs
Casey Fields South (Employment) Regionally Significant Industrial Precinct (RSIP)	214	4,378
Devon Meadows (Residential) (includes local convenience centre 1.0 ha and mixed use 21.2 ha)	155	993
Total	**369**	**5,371**

Plan 5 - Public Realm

Casey Fields South (Employment) and Devon Meadows PSPs



3.4 High-quality public realm

3.4.1 Objectives – High-quality public realm

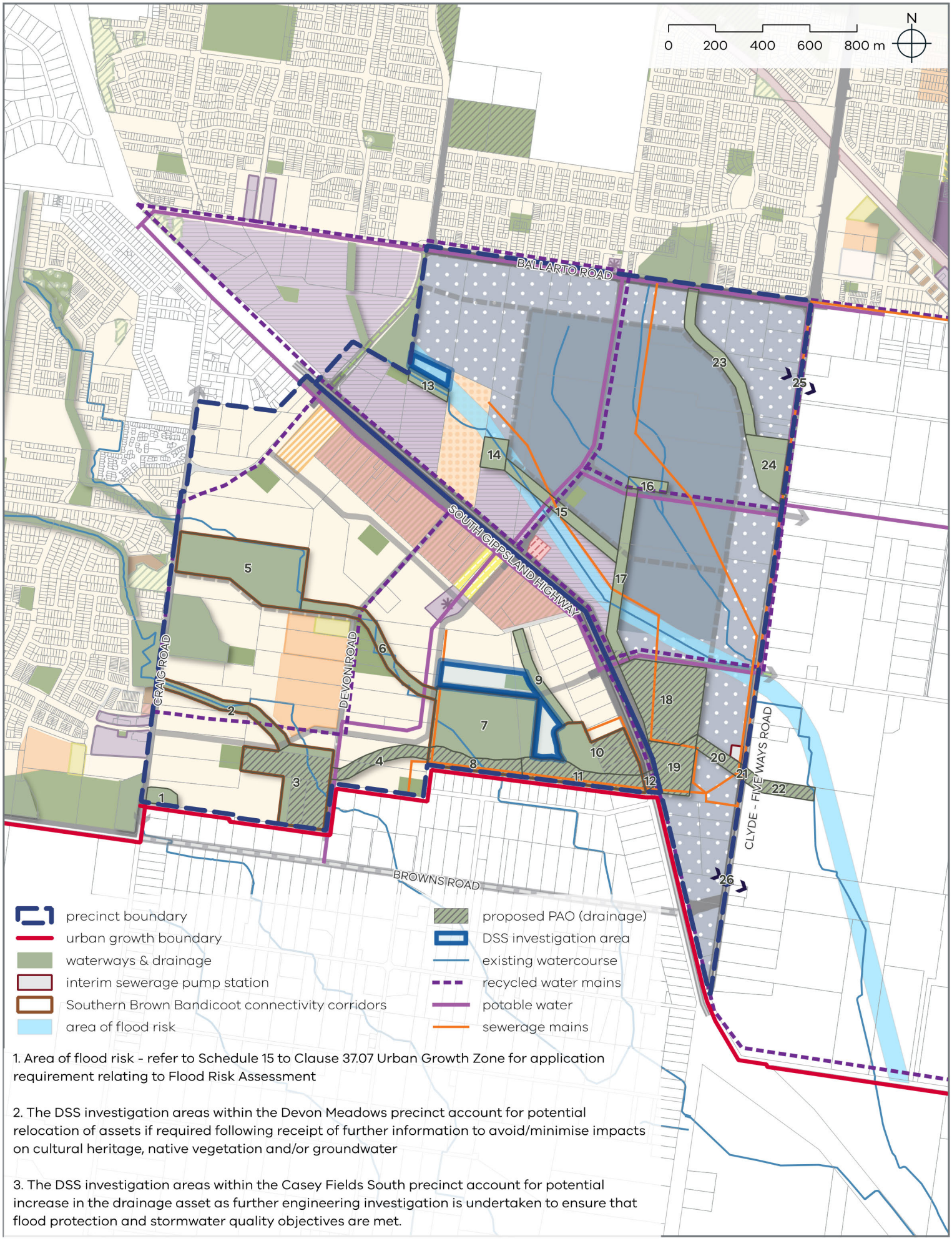
OBJECTIVES		IMPLEMENTATION TOOLS
O12	To retain and protect features of the natural environment that make an important contribution to local character, amenity, heritage, culture and ecology.	R11-R13 G15, G20-G22
O13	To encourage development incorporates the natural environment as a defining feature of neighbourhood structure and character.	R11-R13 G-15, G20-G22, G24, G26
O14	To contribute to the protection and integration of areas of cultural heritage and living cultural values throughout the precinct.	R10 G15, G20, G27
O15	To provide effective movement corridors for the Southern Brown Bandicoot in accordance with the *Implementation Plan for the Southern Brown Bandicoot Sub-Regional Species Strategy 2016*.	R8, R13
O16	To ensure stormwater is managed in a safe, effective, efficient, manner.	R8-R9
O17	To encourage holistic, and integrated management and delivery and management of stormwater, wastewater and drinking water infrastructure.	R8-R9 G25
O18	To provide a range of open space and recreation opportunities that meet the needs to the community.	G21
O19	To ensure that layout and design of open spaces and the public realm is safe, functional and inviting.	R8-R9 G26-G28
O20	To ensure the layout of lots, streets, open spaces, and the public realm encourage the retention and establishment of canopy tree cover.	R11-R12 G21-G23

3.4.2 Requirements and guidelines - High-quality public realm

REQUIREMENTS	
R8	Stormwater runoff from development must meet the performance objectives of the *Commonwealth Scientific and Industrial Research Organisation Best Practice Environmental Management Guidelines for Urban Stormwater* prior to discharge to receiving waterways unless otherwise approved by Melbourne Water and the responsible authority. Proposals that exceed the performance objectives are encouraged and will be considered to the satisfaction of Melbourne Water and the responsible authority
R9	Subdivision and development must demonstrate the extent to which development will contribute towards: – delivery of the Development Services Scheme – outcomes identified in the DEECA *Western Port Strategic Directions Statement (September 2018)* and *Western Port IWM Catchment Scale Plan (September 2022)* – outcomes identified in the *Casey Fields South/Devon Meadows PSP: Integrated Water Management – Issues and Opportunities Report (Alluvium, Feb 2023)* – quantitative performance objectives relating to applicable mean annual runoff of stormwater stated in EPA Publication 1739.1 (June 2021) potable water reduction targets outlined in the draft *Greater Melbourne Urban Water and System Strategy, Water for Life*, that are applicable to the PSPs – waterways and integrated water management outcomes which enable land to be used for multiple recreation and environmental purposes to the satisfaction of South East Water, Melbourne Water, and the responsible authority.

Plan 6 - Water

Casey Fields South (Employment) and Devon Meadows PSPs



1. Area of flood risk - refer to Schedule 15 to Clause 37.07 Urban Growth Zone for application requirement relating to Flood Risk Assessment

2. The DSS investigation areas within the Devon Meadows precinct account for potential relocation of assets if required following receipt of further information to avoid/minimise impacts on cultural heritage, native vegetation and/or groundwater

3. The DSS investigation areas within the Casey Fields South precinct account for potential increase in the drainage asset as further engineering investigation is undertaken to ensure that flood protection and stormwater quality objectives are met.

REQUIREMENTS

R10	Subdivision and development of land to implement the DSS must effectively provide for the movement of Southern Brown Bandicoot between Royal Botanic Gardens and the Urban Growth Boundary as shown on **Plan 5 – Public Realm**, and **Plan 6 – Water** and in accordance with the Sub-regional Species Strategy for the *Southern Brown Bandicoot Supplement: Habitat Connectivity* (DEPI 2134) and *Southern Brown Bandicoot Habitat Connectivity Design Standards (DEECA 2023).*
R11	Canopy tree coverage within the public realm must achieve a minimum of 30% coverage (excluding areas already dedicated to biodiversity, native vegetation conservation, and drainage assets).
R12	Street trees must be provided on both sides of all roads/streets (excluding laneways) in accordance with the cross-sections, and at regular intervals appropriate to tree size at maturity. Alternative street tree planting arrangements may be considered by the responsible authority where site specific constraints restrict street tree planting on both sides of the street.
R13	Subdivision and development must provide for the delivery of safe passage culverts shown on **Plan 5 – Public Realm** in accordance with *Habitat Connectivity Design Standards for Southern Brown Bandicoot (DEECA 2023)* to the satisfaction of Melbourne Water, DEECA, the responsible authority.

GUIDELINES

G16	Subdivision and development should respond to significant landscape features, existing vegetation, and places of Aboriginal cultural heritage in a way that: – supports the legibility of the urban structure – where practical, retains and protects landscape features and existing vegetation that make a significant positive contribution to place character, amenity, cultural and/or ecological values – retains and protects Aboriginal cultural values and culturally significant places that are identified for retention or protection through the Cultural Heritage Management Plan (CHMP) process in consultation with the Bunurong Land Council Aboriginal Corporation (BLCAC) – incorporates the sense and experience of the natural environment into the planned urban character – provides for increased provision of tree canopy cover in the public realm over time.
G17	Subdivision and development of land to implement the DSS should, where practical, achieve topographical levels which are compatible with the place and character of the surrounding urban form
G18	Subdivision layouts should include frontage roads to all edges of open spaces and drainage assets. Where frontage roads are not provided, an access way should be provided to the satisfaction of the responsible authority. This guideline does not apply where community hubs or drainage reserves front open spaces.
G19	Subdivision and development should facilitate the retention of trees identified on **Plan 5 – Public Realm** where practical in a manner that makes a positive contribution to local character and public amenity, unless: – removal of the tree(s) is necessary to provide for the functional and operational needs of infrastructure, including, drainage, community infrastructure, and the road network, or – retaining the tree(s) would unreasonably limit the ability to provide a reasonable building platform, site access, and/or associated civil services, or – retaining the tree would result in an unacceptable level hazard or safety risk, or – it can be demonstrated that any potential adverse effects on local character or amenity resulting from the removal of the tree(s) can be appropriately mitigated (e.g. through replacement planting).
G20	The design of subdivision and development should facilitate the retention of existing canopy trees to contribute to the 30% canopy tree cover target where practical.

GUIDELINES

G21 Canopy trees should have an average canopy foliage of 6.4m in diameter at maturity in summer.

Where this cannot be achieved because of local climate and soil conditions, a suitable species should be selected which closest achieves this canopy cover, to the satisfaction of the responsible authority.

The requirement for a minimum 30% canopy tree coverage within the public realm must still be met.

G22 Subdivision and development should provide opportunities for integrated Water Management where practical, including mechanisms to:

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

G23 Passive irrigation of street trees should be provided.

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

G24 Subdivision and development involving the delivery of the open space network should:

- be located, sized and designed generally in accordance with the location shown on **Plan 5 – Public Realm**, and **Table 6 – Open space delivery**
- make a positive contribution to a range of open space typologies and sizes provided throughout the precinct
- support the legibility and understanding of the urban structure
- make a positive contribution to the emerging place identity
- Provide active interfaces to encourage positive interaction with open space areas
- provide for the retention and protection Aboriginal cultural values and culturally significant places identified through the Cultural Heritage Management Plan (CHMP) process in consultation with the Bunurong Land Council Aboriginal Corporation (BLCAC)
- facilitate opportunities for integrated management of water
- consider the **City of Casey Open Space Strategy 2023**.

G25 Alternative locations and configurations for local parks shown on **Plan 5 – Public Realm** may be considered subject to:

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

G26 Where the delivery of an open space shown on **Plan 5 – Public Realm** involves multiple parcels held in different ownership, the first development proponent to lodge a permit application for land containing the park should prepare a master plan for the entire park.

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

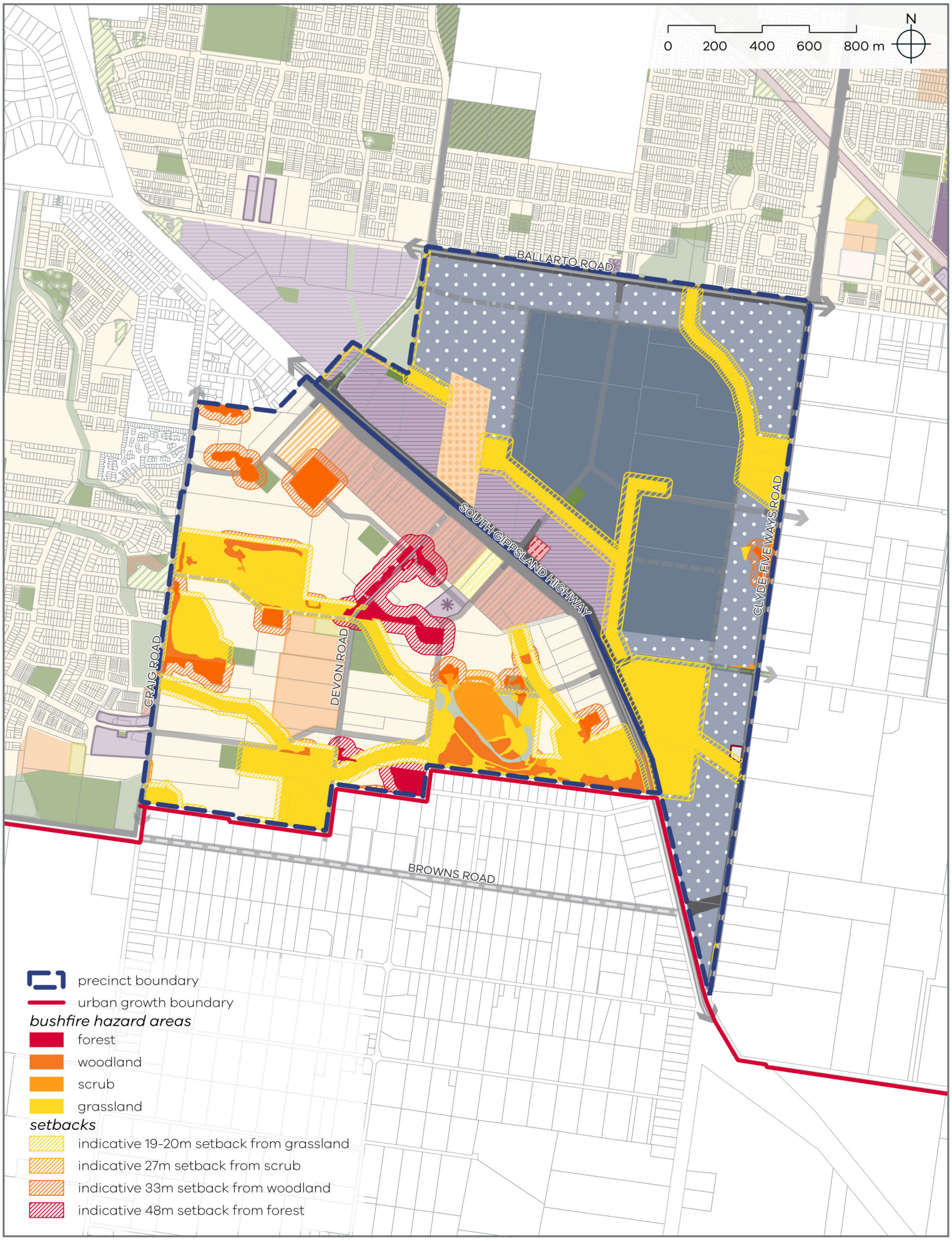
G27 Proposals involving any 'high impact activity' within an 'area of cultural heritage likelihood' shown on **Plan 13 – Cultural Heritage Sensitivity** in **Appendix 3 – Cultural Heritage Sensitivity** should undertake a voluntary Cultural Heritage Management Plan (CHMP).

Table 6 – Open space delivery

Project ID	Type	Description	Area (ha)
CF-LP-01	Passive open space	Provision of land for a local park	0.50
CF-LP-02	Passive open space	Provision of land for a local park	0.50
DM-LP-01	Passive open space	Provision of land for a local park	1.00
DM-LP-02	Passive open space	Provision of land for a local park	1.00
DM-LP-03	Passive open space	Provision of land for a local park	0.90
DM-LP-04	Passive open space	Provision of land for a local park	2.32
DM-LP-05	Passive open space	Provision of land for a local park	0.75
DM-LP-06	Passive open space	Provision of land for a local park	1.00
DM-LP-07	Passive open space	Provision of land for a local park	0.80

Plan 7 - Bushfire

Casey Fields South (Employment) and Devon Meadows PSPs



Bushfire management

3.4.3 Objectives – Bushfire management

OBJECTIVES		IMPLEMENTATION TOOLS
O21	To appropriately avoid or mitigate potential risk associated with bushfire.	R14 G28-G33

3.4.4 Requirements and guidelines – Bushfire management

REQUIREMENTS

R14	Development adjoining bushfire hazards shown on **Plan 7 – Bushfire** must be set back in accordance with **Table 7 – Bushfire hazard areas** and applicable setbacks for BAL 12.5 development, unless the bushfire hazard has been removed to the satisfaction of the responsible authority. A lesser setback may be considered subject to a site-specific assessment of bushfire risk, vegetation classifications and setbacks to the satisfaction of the responsible authority and relevant fire authority.

GUIDELINES

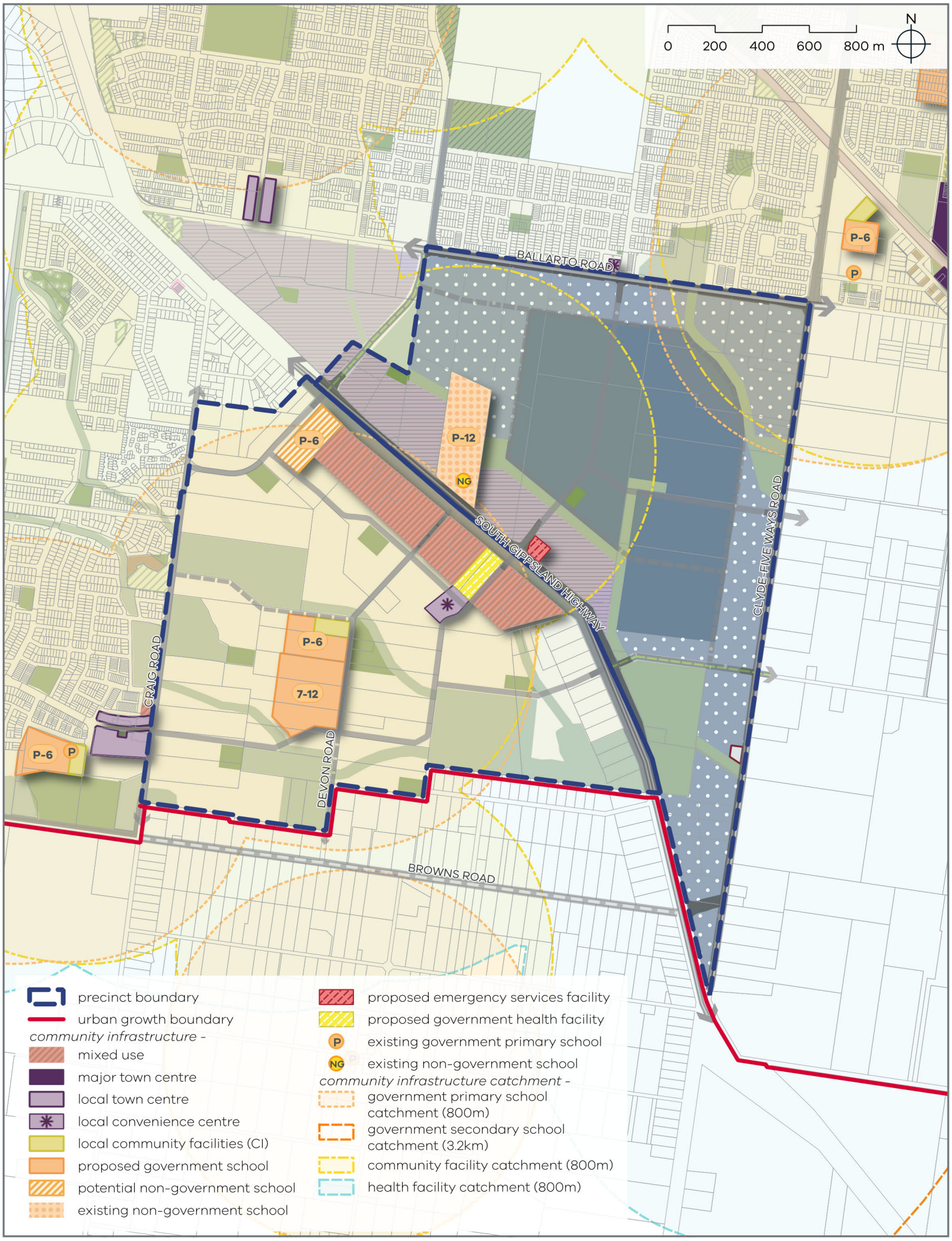
G28	Where a setback from a bushfire hazard area is required – the vegetation within the setback should be managed in accordance with Table 6 of Clause 53.02 to the Casey Planning Scheme.
G29	All vegetation outside of a bushfire hazard area shown on **Plan 7 – Bushfire** should be managed to ensure a low risk of bushfire.
G30	Subdivision and development adjoining a bushfire hazard area in **Plan 7 – Bushfire** should include a publicly accessible road as a perimeter road to separate the hazard from development and assist in firefighting. Alternative interface treatments may be considered where they provide an equivalent level of bushfire risk reduction and barrier free access between a public road and the potential bushfire hazard area, to the satisfaction of the responsible authority and relevant fire authority and, where the bushfire hazard area is drainage and waterway land, to the satisfaction of Melbourne Water.
G31	Subdivision should include a network of streets that provide multiple evacuation routes away from bushfire risks and areas of bushfire hazard.
G32	Where a setback is required from a bushfire hazard, the setback should be provided on public land (excluding drainage reserve land unless otherwise agreed to in writing by Melbourne Water), where practical.
G33	The landscape design and plant selection in waterways and drainage land should be consistent with the level of bushfire protection provided by the bushfire hazard interface identified on **Plan 7 – Bushfire**.

Table 7 – Bushfire hazard areas

Bushfire hazard area	AS 3959 setback	Applicable tailored setback
Grassland	19m	20m
Scrub	27m	n/a
Woodland	33m	n/a
Forrest	48m	n/a

Plan 8 - Community Infrastructure

Casey Fields South (Employment) and Devon Meadows PSPs



3.5 Services and destinations

3.5.1 Objectives – Services and destinations

OBJECTIVES		IMPLEMENTATION TOOLS
O22	To provide convenient community access to everyday community and social needs, services, and spaces.	R15-R16, R18 G34 ,G36, G38
O23	To ensure that the location and design quality of community facilities and public spaces makes them safe, functional and inviting places.	R15-R18 G34, G36-G39

3.5.2 Requirements and guidelines – Services and destinations

REQUIREMENTS

R15	Subdivision and development involving the delivery and design of community facilities, services and public spaces must: – appropriately reflect and cater for the anticipated needs of the community – complement the planned activity and community-related outcomes in adjoining neighbourhoods – provide convenient, walkable access to everyday needs, services and recreation opportunities.
R16	Proposed government school sites must have a minimum of two road frontages (three preferred), one of which must be a bus-capable connector road. All roads fronting school sites must be wide enough to simultaneously accommodate safe and efficient: – pedestrian movement – two-way traffic and cycling movement – student drop-off zones, and indented parking of cars and buses..
R17	Any lot created for a proposed government school site must be designed and serviced to the satisfaction of Department of Education.
R18	Any connector street or access street abutting a community or education infrastructure must be designed to achieve slow vehicle speeds and provide designated pedestrian crossing points in the vicinity of the site.

GUIDELINES

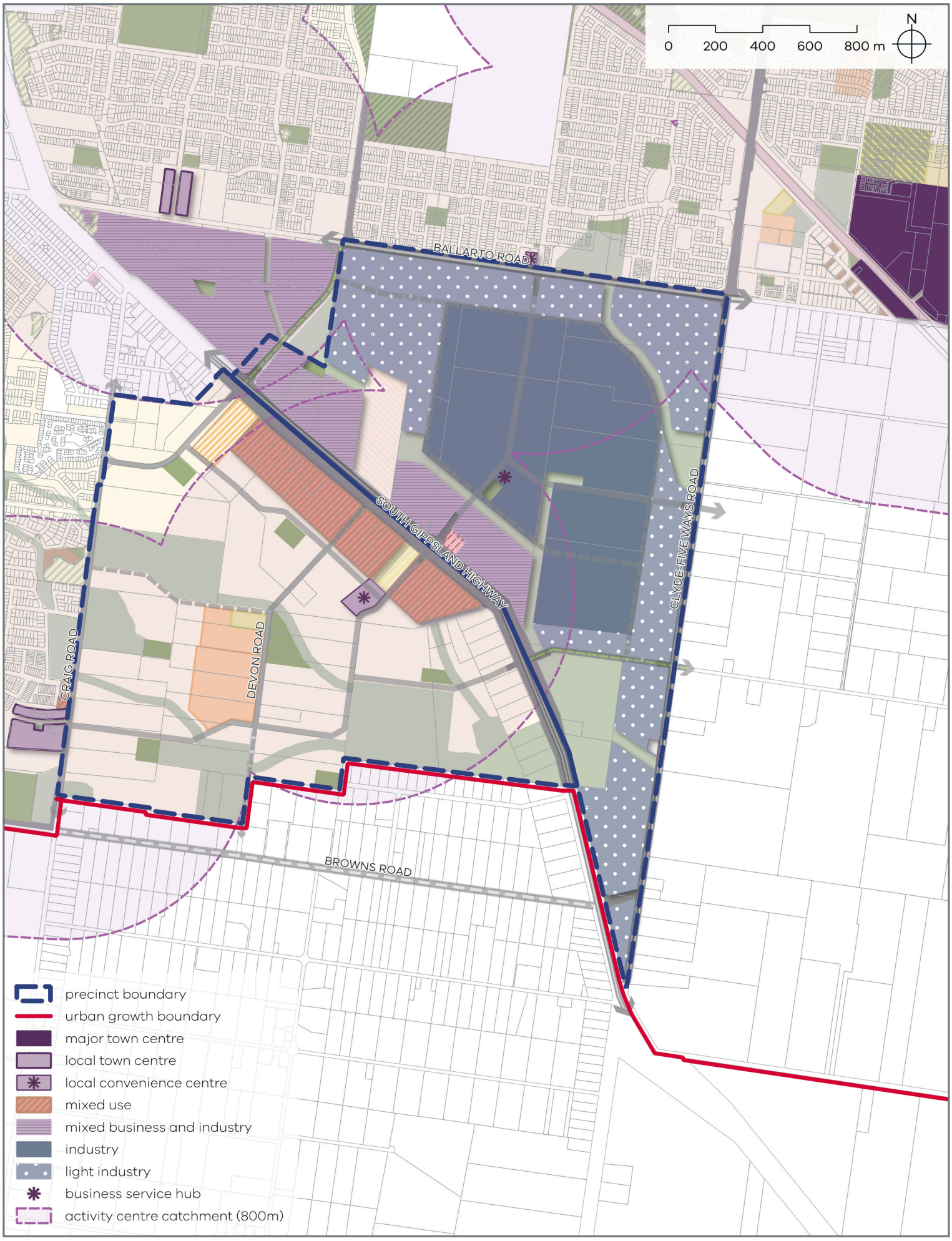
G34	Subdivision and development involving the delivery and design of community facilities, services and public spaces should: – emphasise their role as focal points for the community – support the legibility and understanding of the urban structure – make a positive contribution to the emerging place identity – facilitate and encourage the opportunity for community participation and social interaction.
G35	Subdivision and development involving the delivery of government school sites should be undertaken in accordance with the criteria specified in the *Victorian Government School Site Selection Criteria Toolbox* to the satisfaction of the Responsible Authority. Where the Department of Education is satisfied that land shown as a proposed government school is unlikely to be used for a government school, the land may be used for an alternative purpose which is generally in accordance with the PSP and consistent with the provisions of the applied zone.
G36	Community and recreation infrastructure, schools, and local parks which are co-located should be designed to maximise efficiencies through the sharing of car parking and other complementary infrastructure, street activation, permeability, safe pedestrian and cyclist access and facilitate out of hours use.

GUIDELINES

G37	Where the responsible authority is satisfied that land shown as a potential non-government school site is unlikely to be used for a non-government school, the land may be used for an alternative purpose which is generally in accordance with the PSP and consistent with the provisions of the applied zone. The development or subdivision of the PSP must be 80% complete and the responsible authority must be in receipt of a letter from the proposed education provider stating that the land is no longer required. The responsible authority must verify the need for the potential school with the education provider by referring to the Background Report and Community Infrastructure Assessment of the subject PSP area. Further guidance on this can be found in the VPA's '**Non-government School Planning Guidance Note**'.
G38	Alternative locations and configurations for community infrastructure shown on **Plan 8 – Community Infrastructure** may be considered subject to the satisfaction of the relevant responsible authorities. Alterations that may impact a proposed government school site must be to the satisfaction of the Department of Education.
G39	Emergency service facilities should: – be located along the arterial and connector road network – provide an address to the street with a safe and legible entry and exit – be generally in accordance with **Plan 8 – Community Infrastructure** to the satisfaction of Victorian Health Building Authority and Department of Health. Where the responsible authority is satisfied that land shown as a potential emergency facility site is unlikely to be used for an emergency service facility, the land may be used for an alternative purpose which is generally in accordance with the PSP and consistent with the provisions of the applied zone.

Plan 9 - Employment and Activity Centres

Casey Fields South (Employment) and Devon Meadows PSPs



3.6 Thriving local economies

3.6.1 Objectives– Thriving local economies

OBJECTIVES		IMPLEMENTATION TOOLS
O24	To provide convenient community access to everyday retail and commercial needs, services, and spaces.	R19 G40
O25	To ensure that the location and design quality of retail and commercial focused facilities and spaces makes them inviting, attractive, and safe places to work and visit.	R19 G40-G41
O26	To encourage provision of activities conducive to a night-time economy in appropriate locations.	G41

3.6.2 Requirements and guidelines – Thriving local economies

REQUIREMENTS

R19	Subdivision, design and development of the Local Convenience Centre (LCC) shown on **Plan 9 – Employment and Activity Centres** must appropriately reflect and cater for the anticipated needs of the community. – complement the planned activity and community-related outcomes in adjoining neighbourhoods – provide convenient, walkable access to everyday retail and commercial needs and services – meet the performance requirements specified in **Table 8 – Activity centre performance requirements**.

GUIDELINES

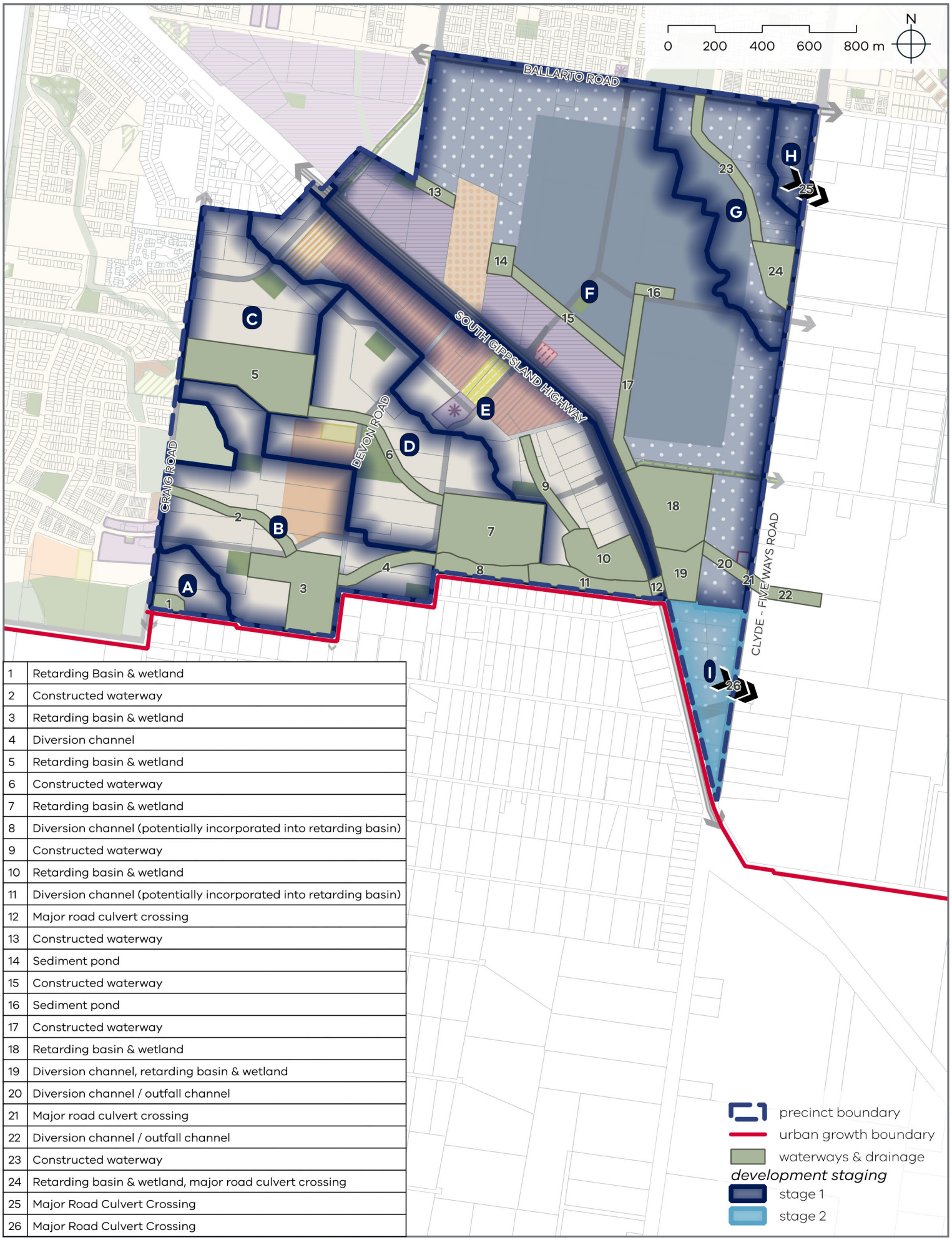
G40	Subdivision and development involving the delivery and design of activity centres should: – address relevant elements of the *Urban Design Guidelines for Victoria* – emphasise their role as focal points for the community through strong integration with the surrounding neighbourhoods and movement network – support the legibility and understanding of the urban structure by positively responding to the surrounding site features, including the waterways, open space areas and other points of interest to create views and connections that reinforce the stories of place – make a positive contribution to the emerging place identity by positively addressing and activating the public realm – demonstrate how the use contributes to delivering local jobs anticipated in **Table 5 – Employment generation**.
G41	Opportunities for after-hour activities and services should be provided in appropriate locations that do not detract from residential amenity.

Table 8 – Activity centre performance requirements

Activity centre	Performance requirements	Performance outcomes
Local Convenience Centre (LCC)	Land area (Ha) = 1.00	The purpose of the Devon Meadows Local Convenience Centre (LCC) is to provide day-to-day retail and commercial needs, services, and spaces for the local community. The LCC is anticipated to provide for a half-line supermarket with some speciality retail and commercial floor space. Higher density residential and mixed-use development is also envisaged as part of the overall centre concept.

Plan 10 - Infrastructure and Development Staging

Casey Fields South (Employment) and Devon Meadows PSPs



1	Retarding Basin & wetland
2	Constructed waterway
3	Retarding basin & wetland
4	Diversion channel
5	Retarding basin & wetland
6	Constructed waterway
7	Retarding basin & wetland
8	Diversion channel (potentially incorporated into retarding basin)
9	Constructed waterway
10	Retarding basin & wetland
11	Diversion channel (potentially incorporated into retarding basin)
12	Major road culvert crossing
13	Constructed waterway
14	Sediment pond
15	Constructed waterway
16	Sediment pond
17	Constructed waterway
18	Retarding basin & wetland
19	Diversion channel, retarding basin & wetland
20	Diversion channel / outfall channel
21	Major road culvert crossing
22	Diversion channel / outfall channel
23	Constructed waterway
24	Retarding basin & wetland, major road culvert crossing
25	Major Road Culvert Crossing
26	Major Road Culvert Crossing

3.7 Infrastructure coordination

3.7.1 Objectives – Infrastructure coordination

OBJECTIVES		IMPLEMENTATION TOOLS
O27	To identify all basic and essential infrastructure with spatial requirements required to facilitate development of the precincts.	R20-R28
O28	To ensure development is staged in an orderly manner that is consistent with the planned delivery of necessary infrastructure.	R20, R28 G42-G44
O29	To sequence the staging of development and delivery of Development Service Scheme (DSS) assets in a way that manages any potential adverse effects associated with stormwater and groundwater.	R20, R25, R28 G42-G44
O30	To plan for development that leverages existing and planned infrastructure.	R20, R28, R29 G42, G44
O31	To encourage environmentally sustainable design and development and encourage the use of sustainable energy across the precinct.	R20, R21, R24, R28

3.7.2 Requirements and guidelines – Infrastructure coordination

REQUIREMENTS	
R20	Staging of infrastructure and development must be generally in accordance with **Plan 10 – Infrastructure and Development Staging**, **Plan 11 – Precinct Infrastructure Plan**, and **Table 11 – Precinct infrastructure**, and must provide for the timely provision and delivery of infrastructure to the satisfaction of the responsible authority.
R21	Above-ground utilities (such as electricity substations, sewer pump stations, telecommunications facility, and overhead powerlines) must be identified at the subdivision design stage to ensure effective integration with the surrounding neighbourhood. This includes meeting requirements for mobile telecommunications infrastructure under the Commonwealth's *Telecommunications in New Developments (TIND) Policy*. Land required to accommodate the infrastructure must not be counted as contributing to open space requirements specified in **Table 6 – Open space delivery**.
R22	Utilities and other infrastructure must not cross conservation areas and waterway corridors identified in **Plan 5 – Public Realm** and **Plan 6 – Water**, unless otherwise agreed to by the responsible authority. Where services cannot avoid crossing or being located within a conservation area or waterway corridor, they must be located to avoid disturbance to identified environmental values.
R23	All public open space must be finished to a standard that satisfies the requirements of the responsible authority prior to the transfer of the public open space.
R24	Where an inter-parcel connection is intended or indicated in the PSP, streets must be constructed to property boundaries at the relevant stage of development required or approved by the responsible authority. Provision should be made for temporary vehicle turning until the inter-parcel connection is delivered.
R25	Subdivision and development involving the delivery of DSS assets must be undertaken in accordance with the relevant Development Services Scheme and avoid or appropriately mitigate any potential adverse effects on the environment to the satisfaction of Melbourne Water.
R26	Final designs and boundaries of constructed wetlands, retarding basins, stormwater quality treatment infrastructure, and associated paths, boardwalks, bridges, and planting, must be to the satisfaction of Melbourne Water and the responsible authority.
R27	All new electricity supply infrastructure (excluding substations and cables with voltage 66kv or greater) must be provided underground.

REQUIREMENTS

R28 Prior to the issue of a Statement of Compliance for the first stage of subdivision or completion of the first stage of development, all Development Services Scheme (DSS) assets identified for the relevant parcel in:

- **Table 9 – Casey Fields South parcel-specific water infrastructure**, and
- **Table 10 – Devon Meadows parcel-specific water infrastructure**
- **Plan 10 – Infrastructure and Development Staging**

must be constructed in their ultimate form to the satisfaction of the responsible authority and Melbourne Water.

Where it can be demonstrated that this is not reasonably practicable, with the written consent of the responsible authority and Melbourne Water, a development may rely on:

- the staged delivery of the assets identified for that PSP parcel; or
- a proposal for interim drainage solutions for one or more stages; or
- the delivery of the assets identified for that PSP parcel at a later stage of the subdivision or development.

GUIDELINES

G42 Proposals for development that rely upon:

- the staged delivery of the assets identified for that PSP parcel; or
- a proposal for interim drainage solutions for one or more stages; or
- the delivery of the assets identified for that PSP parcel at a later stage of the subdivision or development

may be considered by Melbourne Water and the responsible authority where it can be demonstrated to their satisfaction that:

- the ultimate drainage assets cannot reasonably be delivered prior to the issue of a Statement of Compliance for the first stage of subdivision
- the proposed drainage solution will satisfactorily manage flood flows and stormwater generated by the development, including stormwater treatment, without adverse impacts on surrounding or downstream properties, cultural heritage, groundwater, or infrastructure
- unless otherwise agreed, the proposed drainage solution will not compromise the delivery of the ultimate DSS drainage assets, and there is a mechanism to ensure construction of the ultimate asset
- to the extent that the proposed drainage solution does not contribute to the ultimate form of a DSS asset, that any interim or temporary drainage solutions will be decommissioned prior to the issue of a Statement of Compliance for the final stage of a permitted subdivision
- the proposed drainage solution will not result in any additional costs to the DSS
- the ultimate asset will be delivered prior to the issue of a statement of compliance for the final stage or the completion of development of the PSP parcel
- as it relates to the South Gippsland Highway Culvert Crossing (Asset 12) and the Clyde–Five Ways Road Culvert Crossing (Asset 21), any interim drainage solution will not result in unreasonable repeated interruptions to the operation of the South Gippsland Highway or Clyde–Five Ways Road (as relevant) to the satisfaction of the Department of Transport and Planning.

GUIDELINES

G43	Staging of infrastructure and development should provide for the timely provision and delivery of the following infrastructure to the satisfaction of the responsible authority: – connection to any arterial road network and seek to co-ordinate the delivery of these roads in conjunction with the timing of the arterial road connections located external to the precinct – connector streets and connector street bridges – street connections between properties, constructed to the property boundary – on-and off-road pedestrian and bicycle network paths – safe pedestrian path/s (crushed rock or alternative interim provision were deemed appropriate) from any existing pedestrian network/s to proposed connections to facilitate connectivity to services, transport, community infrastructure and adjoining communities – drainage infrastructure – essential infrastructure – land for community infrastructure, sports fields, local open space including urban agriculture.
G44	Out-of-sequence development may be considered where an agreement between a developer and the impacted infrastructure providers does not impose unreasonable additional burden on infrastructure providers.
G45	Design and location of underground services should be guided by **Plan 10 – Infrastructure and Development Staging**.
G46	All new above-ground utilities, including temporary utilities, should be located outside of key view lines, and screened, to the satisfaction of the responsible authority.
G47	Where primary waterway, conservation or recreation functions are not adversely affected, land required for integrated water management initiatives (such as stormwater harvesting, aquifer storage and recovery, sewer mining) should: – be incorporated within the precinct open space system as depicted on **Plan 5 – Public Realm** – provide sufficient access to construct, maintain and manage assets during and post development.
G48	Trunk services should be placed along general alignments shown in **Plan 11 – Precinct Infrastructure Plan** as advised by the relevant servicing authorities.

Table 9 – Casey Fields South parcel-specific water infrastructure

INFRASTRUCTURE COORDINATION REQUIREMENTS – CASEY FIELDS SOUTH PARCELS

PARCEL ID	CATCHMENT	DSS ASSETS
CF-01	F	14, 15, 17, 18, 19, 20, 21, 22
CF-02	F	14, 15, 17, 18, 19, 20, 21, 22
CF-03	F	16, 17, 18, 19, 20, 21, 22
CF-04	F	16, 17, 18, 19, 20, 21, 22
CF-05	F	16, 17, 18, 19, 20, 21, 22
CF-06	G	23, 24
CF-07	G	23, 24
CF-08	H	25
CF-09	H	25
CF-10	H	25
CF-11 (east)	H	25
CF-11 (west)	G	23, 24
CF-12 (west)	F	16, 17, 18, 19, 20, 21, 22
CF-12 (central)	G	23, 24
CF-12 (east)	H	25
CF-13	F	13, 14, 15, 17, 18, 19, 20, 21, 22
CF-14	F	13, 14, 15, 17, 18, 19, 20, 21, 22
CF-15	F	13, 14, 15, 17, 18, 19, 20, 21, 22
CF-16	F	13, 14, 15, 17, 18, 19, 20, 21, 22
CF-17	F	13, 14, 15, 17, 18, 19, 20, 21, 22
CF-18	F	14, 15, 17, 18, 19, 20, 21, 22
CF-19	F	14, 15, 17, 18, 19, 20, 21, 22
CF-20	F	15, 16, 17, 18, 19, 20, 21, 22
CF-21 (west)	F	16, 17, 18, 19, 20, 21, 22
CF-21 (east)	G	23, 24
CF-22	G	23, 24
CF-23 (west)	F	16, 17, 18, 19, 20, 21, 22
CF-23 (east)	G	24
CF-24 (west)	F	17, 18, 19, 20, 21, 22
CF-24 (east)	G	24
CF-25	F	17, 18, 19, 20, 21, 22
CF-26	F	18, 19, 20, 21, 22
CF-27	F	18, 19, 20, 21, 22
CF-28	F	18, 19, 20, 21, 22
CF-29	F	19, 20, 21, 22
CF-30	F	20, 21, 22

INFRASTRUCTURE COORDINATION REQUIREMENTS – CASEY FIELDS SOUTH PARCELS

PARCEL ID	CATCHMENT	DSS ASSETS
CF-31	I	26
CF-32	I	26
CF-33	I	26
CF-34	I	26
CF-35	I	26
CF-36	I	26
CF-37	I	26
CF-38	I	26
CF-39	I	26
CF-40	I	26

Note: The VPA and Melbourne Water are aware of some parcels being identified in multiple stages and note that the information shown is subject to change. The DSS and/or catchment boundary on a parcel may be modified, subject to the approval of Melbourne Water.

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

Should CF-28 drain to the south, to the satisfaction of Melbourne Water, DSS assets 18 and 19 against CF-28 in **Table 9** will not be applicable.

Table 10 – Devon Meadows parcel-specific water infrastructure

INFRASTRUCTURE COORDINATION REQUIREMENTS – DEVON MEADOWS PARCELS

PARCEL ID	CATCHMENT	DSS ASSETS
DM-01	E	9, 10, 11, 12, 19, 20, 21, 22
DM-02	E	9, 10, 11, 12, 19, 20, 21, 22
DM-03	C	5, 6, 7, 8, 11, 12, 19, 20, 21, 22
DM-04	C	5, 6, 7, 8, 11, 12, 19, 20, 21, 22
DM-05	C	5, 6, 7, 8, 11, 12, 19, 20, 21, 22
DM-06	C	5, 6, 7, 8, 11, 12, 19, 20, 21, 22
DM-07 (south)	C	5, 6, 7, 8, 11, 12, 19, 20, 21, 22
DM-07 (north)	E	9, 10, 11, 12, 19, 20, 21, 22
DM-08 (north-east)	E	9, 10, 11, 12, 19, 20, 21, 22
DM-08 (south-west)	C	5, 6, 7, 8, 11, 12, 19, 20, 21, 22
DM-09 (north-east)	E	9, 10, 11, 12, 19, 20, 21, 22
DM-09 (south-west)	C	5, 6, 7, 8, 11, 12, 19, 20, 21, 22
DM-10 (north)	E	9, 10, 11, 12, 19, 20, 21, 22
DM-10 (south)	C	5, 6, 7, 8, 11, 12, 19, 20, 21, 22
DM-11	C	5, 6, 7, 8, 11, 12, 19, 20, 21, 22
DM-12	C	5, 6, 7, 8, 11, 12, 19, 20, 21, 22
DM-13	E	9, 10, 11, 12, 19, 20, 21, 22
DM-14	E	9, 10, 11, 12, 19, 20, 21, 22
DM-15	E	9, 10, 11, 12, 19, 20, 21, 22
DM-16	E	9, 10, 11, 12, 19, 20, 21, 22
DM-17	E	9, 10, 11, 12, 19, 20, 21, 22
DM-18	E	9, 10, 11, 12, 19, 20, 21, 22
DM-19	E	9, 10, 11, 12, 19, 20, 21, 22
DM-20	E	9, 10, 11, 12, 19, 20, 21, 22
DM-21	E	9, 10, 11, 12, 19, 20, 21, 22
DM-22	E	9, 10, 11, 12, 19, 20, 21, 22
DM-23	C	5, 6, 7, 8, 11, 12, 19, 20, 21, 22
DM-24	C	5, 6, 7, 8, 11, 12, 19, 20, 21, 22
DM-25	B	3, 4, 8, 11, 12, 19, 20, 21, 22
DM-26	D	6, 7, 8, 11, 12, 19, 20, 21, 22
DM-27	D	6, 7, 8, 11, 12, 19, 20, 21, 22
DM-28	D	6, 7, 8, 11, 12, 19, 20, 21, 22
DM-29 (west)	D	6, 7, 8, 11, 12, 19, 20, 21, 22
DM-29 (east)	E	9, 10, 11, 12, 19, 20, 21, 22
DM-30	E	9, 10, 11, 12, 19, 20, 21, 22

INFRASTRUCTURE COORDINATION REQUIREMENTS – DEVON MEADOWS PARCELS

PARCEL ID	CATCHMENT	DSS ASSETS
DM-31	E	9, 10, 11, 12, 19, 20, 21, 22
DM-32	E	9, 10, 11, 12, 19, 20, 21, 22
DM-33	E	9, 10, 11, 12, 19, 20, 21, 22
DM-34	E	9, 10, 11, 12, 19, 20, 21, 22
DM-35	E	9, 10, 11, 12, 19, 20, 21, 22
DM-36	E	9, 10, 11, 12, 19, 20, 21, 22
DM-37	E	9, 10, 11, 12, 19, 20, 21, 22
DM-38	E	9, 10, 11, 12, 19, 20, 21, 22
DM-40		n/a - this is site of Melbourne Water retarding basin and wetland to service Botanic Ridge PSP
DM-41	B	3, 4, 8, 11, 12, 19, 20, 21, 22
DM-42	D	6, 7, 8, 11, 12, 19, 20, 21, 22
DM-43	D	3, 4, 8, 11, 12, 19, 20, 21, 22
DM-44	B	3, 4, 8, 11, 12, 19, 20, 21, 22
DM-45	D	6, 7, 8, 11, 12, 19, 20, 21, 22
DM-46	D	6, 7, 8, 11, 12, 19, 20, 21, 22
DM-47	D	6, 7, 8, 11, 12, 19, 20, 21, 22
DM-48	D	6, 7, 8, 11, 12, 19, 20, 21, 22
DM-49 (south-west)	D	7, 8, 11, 12, 19, 20, 21, 22
DM-49 (north-east)	E	9, 10, 11, 12, 19, 20, 21, 22
DM-50	E	9, 10, 11, 12, 19, 20, 21, 22
DM-51	E	9, 10, 11, 12, 19, 20, 21, 22
DM-52	E	9, 10, 11, 12, 19, 20, 21, 22
DM-53	E	9, 10, 11, 12, 19, 20, 21, 22
DM-54	E	9, 10, 11, 12, 19, 20, 21, 22
DM-55	E	9, 10, 11, 12, 19, 20, 21, 22
DM-56 (east)	E	9, 10, 11, 12, 19, 20, 21, 22
DM-56 (west)	D	7, 11, 12, 19, 20, 21, 22
DM-57	E	9, 10, 11, 12, 19, 20, 21, 22
DM-58	E	9, 10, 11, 12, 19, 20, 21, 22
DM-59	E	9, 10, 11, 12, 19, 20, 21, 22
DM-60	E	9, 10, 11, 12, 19, 20, 21, 22
DM-61	E	10, 11, 12, 19, 20, 21, 22
DM-62	E	10, 11, 12, 19, 20, 21, 22
DM-63	E	10, 11, 12, 19, 20, 21, 22
DM-64	E	10, 11, 12, 19, 20, 21, 22
DM-65	E	10, 11, 12, 19, 20, 21, 22

INFRASTRUCTURE COORDINATION REQUIREMENTS – DEVON MEADOWS PARCELS

PARCEL ID	CATCHMENT	DSS ASSETS
DM-66	B	2, 3, 4, 8, 11, 12, 19, 20, 21, 22
DM-67	B	3, 4, 8, 11, 12, 19, 20, 21, 22
DM-68	D	7, 8, 11, 12, 19, 20, 21, 22
DM-69	B	2, 3, 4, 8, 11, 12, 19, 20, 21, 22
DM-70	B	2, 3, 4, 8, 11, 12, 19, 20, 21, 22
DM-71	D	7, 8, 11, 12, 19, 20, 21, 22
DM-72 (west)	B	3, 4, 8, 11, 12, 19, 20, 21, 22
DM-72 (east)	D	7, 8, 11, 12, 19, 20, 21, 22
DM-73	B	3, 4, 8, 11, 12, 19, 20, 21, 22
DM-74	B	2, 3, 4, 8, 11, 12, 19, 20, 21, 22
DM-75	B	4, 8, 11, 12, 19, 20, 21, 22
DM-76 (north-east)	B	3, 4, 8, 11, 12, 19, 20, 21, 22
DM-76 (south-west)	A	1
DM-77	B	3, 4, 8, 11, 12, 19, 20, 21, 22
DM-78	B	4, 8, 11, 12, 19, 20, 21, 22
DM-79 (east)	B	3, 4, 8, 11, 12, 19, 20, 21, 22
DM-79 (west)	A	1
DM-80 (east)	B	3, 4, 8, 11, 12, 19, 20, 21, 22
DM-80 (west)	A	1
DM-81	B	3, 4, 8, 11, 12, 19, 20, 21, 22
DM-82	B	3, 4, 8, 11, 12, 19, 20, 21, 22

Note: The VPA and Melbourne Water are aware of some parcels being identified in multiple stages and note that the information shown is subject to change.

The DSS and/or catchment boundary on a parcel may be modified, subject to the approval of Melbourne Water.

4.0 APPENDICES

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Plan 11 - Precinct Infrastructure Plan

Casey Fields South (Employment) and Devon Meadows PSPs

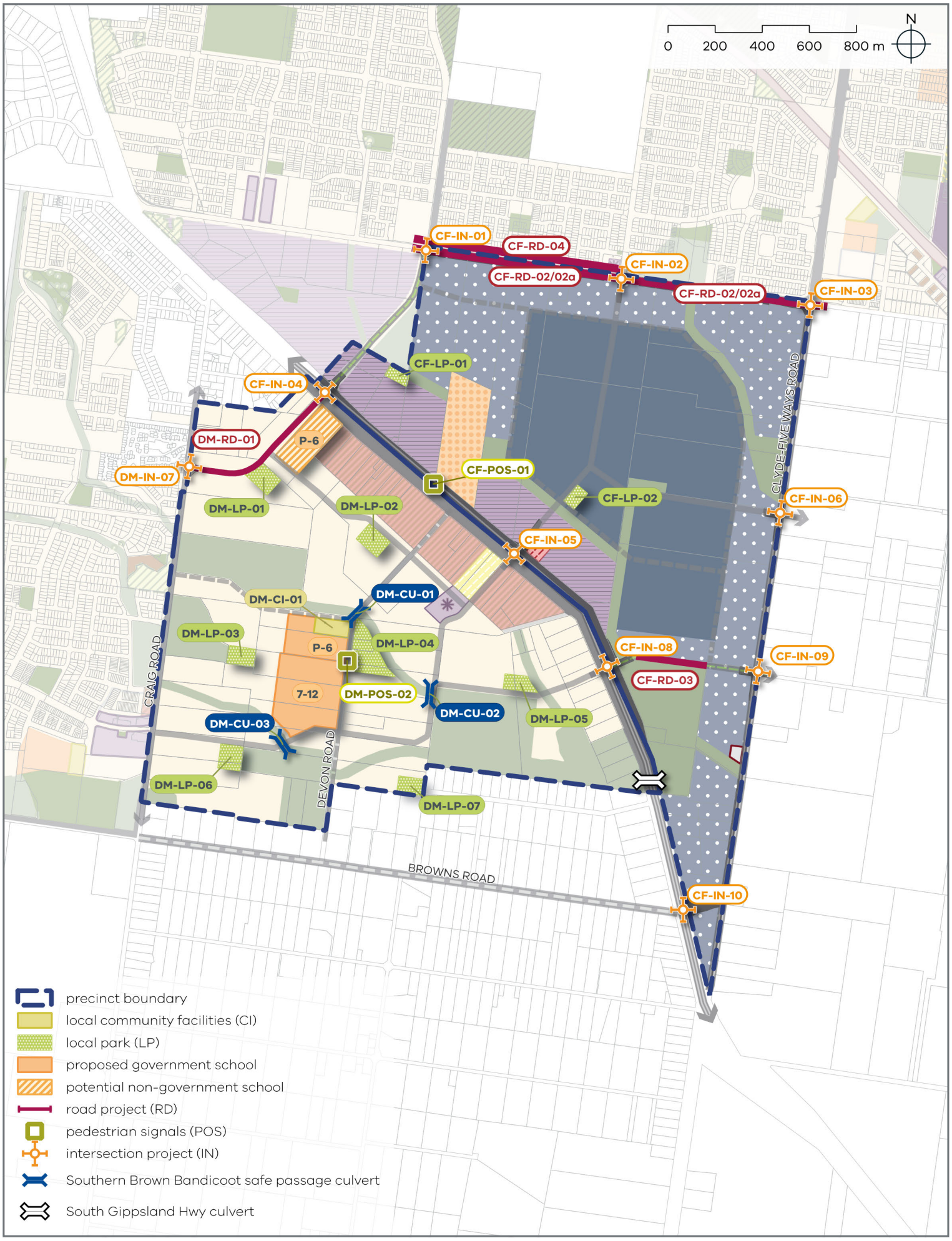


Table 11 – Precinct infrastructure

CATEGORY	PIP REF NO.	TITLE	DESCRIPTION	LEAD AGENCY	COMPONENT INCLUDED IN ICP			TIMING	APPORTIONMENT FUNDING SOURCE	APPORTIONMENT TO THE ICP
					ULTIMATE LAND	INTERIM CONSTRUCTION	ULTIMATE CONSTRUCTION			
Parks										
Local Park	CF-LP-01	Passive open space	Provision of land for a local park	Casey Council	Yes	N/A	No	M-L	N/A	0%
Local Park	CF-LP-02	Passive open space	Provision of land for a local park	Casey Council	Yes	N/A	No	S-M	N/A	0%
Local Park	DM-LP-01	Passive open space	Provision of land for a local park	Casey Council	Yes	N/A	No	M-L	N/A	0%
Local Park	DM-LP-02	Passive open space	Provision of land for a local park	Casey Council	Yes	N/A	No	M-L	N/A	0%
Local Park	DM-LP-03	Passive open space	Provision of land for a local park	Casey Council	Yes	N/A	No	M-L	N/A	0%
Local Park	DM-LP-04	Passive open space	Provision of land for a local park	Casey Council	Yes	N/A	No	S-M	N/A	0%
Local Park	DM-LP-05	Passive open space	Provision of land for a local park	Casey Council	Yes	N/A	No	M-L	N/A	0%
Local Park	DM-LP-06	Passive open space	Provision of land for a local park	Casey Council	Yes	N/A	No	M-L	N/A	0%
Local Park	DM-LP-07	Passive open space	Provision of land for a local park	Casey Council	Yes	N/A	No	M-L	N/A	0%
Community infrastructure										
Community Infrastructure	DM-CI-01	Level 1 Community Centre	Purchase of land and construction of a Level 1 community centre	Casey Council	Yes	N/A	Yes	M-L	ICP	100%
Education facilities										
Government School	N/A	Proposed State Government Primary School (P6)	Purchase of land and construction of government school	Department of Education	No	No	No	M-L	N/A	N/A
Government School	N/A	Proposed State Government Secondary School (7-12)	Land and construction of government school	Department of Education	No	No	No	M-L	N/A	N/A
Non-Government School	N/A	Potential Non-Government Primary School	Land and construction of non-government school	Non-Government School Provider	No	No	No	M-L	N/A	N/A
Intersections										
Intersection	CF-IN-01	Intersection: Ballarto Road / Casey Fields Boulevard	Provision of ultimate land and construction of an interim secondary arterial to connector boulevard signalised 4-way intersection.	Casey Council	Yes	Yes	No	M-L	Casey Fields South (Residential) DCP	25%
Intersection	CF-IN-02	Ballarto Road / Morrison Road	Provision of ultimate land and construction of an interim secondary arterial to connector signalised 4-way intersection.	Casey Council	Yes	Yes	No	M-L	Casey Fields South (Residential) DCP	50%

					COMPONENT INCLUDED IN ICP					
CATEGORY	PIP REF NO.	TITLE	DESCRIPTION	LEAD AGENCY	ULTIMATE LAND	INTERIM CONSTRUCTION	ULTIMATE CONSTRUCTION	TIMING	APPORTIONMENT FUNDING SOURCE	APPORTIONMENT TO THE ICP
Intersection	CF-IN-03	Intersection: Ballarto Road/ Clyde-Fiveways Road	Provision of ultimate land and construction of an interim primary arterial to secondary arterial signalised 4-way intersection	Casey Council	Yes	No	No	S-M	Casey Fields South (Residential) DCP	25%
Intersection	CF-IN-04	Intersection: South Gippsland Highway / Casey Fields Boulevard	Construction of an interim primary arterial to connector boulevard signalised 4-way intersection.	Casey Council	Yes	Yes	No	M-L	Cranbourne East DCP	80.11%
Intersection	CF-IN-05	Intersection: South Gippsland Highway / Central connector street	Provision of ultimate land and construction of an interim primary arterial to connector boulevard signalised 4-way intersection.	Casey Council	Yes	Yes	No	M-L	ICP	100%
Intersection	CF-IN-06	Intersection: Clyde–Five Ways Road / Central connector street	Provision of ultimate land and construction of an interim primary arterial to connector boulevard signalised 4-way intersection	Casey Council	Yes	Yes	No	S-M	Clyde South ICP	50%
Intersection	DM-IN-07	Intersection: Craig Road and Casey Fields Boulevard extn	Provision land and construction of a connector-to-connector intersection (design treatment TBC)	Casey Council	Yes	Yes	No	S-M	Botanic Ridge DCP	0%
Intersection	CF-IN-08	Intersection: South Gippsland Highway / Southern connector street	Provision of ultimate land and construction of an interim primary arterial to connector boulevard signalised 4-way intersection.	Casey Council	Yes	Yes	No	S-M	ICP	100%
Intersection	CF-IN-09	Intersection: Clyde–Five Ways Road / Moores Road Extension	Provision of ultimate land and construction of an interim primary arterial to connector boulevard signalised 4-way intersection	Casey Council	Yes	Yes	No	S-M	Clyde South ICP	50%
Intersection	CF-IN-10	Intersection: South Gippsland Highway / Clyde-Five Ways Road / Browns Road	Provision of ultimate land and construction of a primary arterial to primary arterial signalised 4-way intersection	Casey Council	Yes	Yes	No	M-L	Clyde South ICP	50%
Roads										
Road	DM-RD-01	Casey Fields Blvd Connector Road	Land and construction of the part of the residential connector boulevard street connection between CF-IN-04 and DM-IN-07	Casey Council	Yes	No	Yes	S-M	Botanic Ridge DCP	0%
Road	CF-RD-02	Ballarto Rd widening	Provision of ultimate land for a secondary arterial Rd carriageway	Casey Council	Yes	No	No	S-M	ICP	100%
Road	CF- RD-02a (RD-57.1-01 in Clyde DCP)	Ballarto Rd construction	Ballarto Road upgrade of existing carriageway excluding intersections (interim treatment)	Casey Council	No	Yes	No	S-M	Casey Fields South (Residential) DCP	0%

					COMPONENT INCLUDED IN ICP					
CATEGORY	PIP REF NO.	TITLE	DESCRIPTION	LEAD AGENCY	ULTIMATE LAND	INTERIM CONSTRUCTION	ULTIMATE CONSTRUCTION	TIMING	APPORTIONMENT FUNDING SOURCE	APPORTIONMENT TO THE ICP
Road	CF-RD-03	Moores Rd Extn	Land and construction of the part of the industrial connector boulevard street connection between IN-08 and IN-09 located within property CF-26	Casey Council	Yes	No	Yes	S-M	ICP	100%
Road	CF-RD-04	Ballarto Rd utility service relocation	Road Upgrade Project between CF-IN-01 and CF-IN-02	Casey Council	No	No	Yes	S-M	ICP	100%
Pedestrian Operated Signals	CF-POS-01	South Gippsland Highway pedestrian signals	Construction of a signalised pedestrian crossing over the South Gippsland Highway	Casey Council	N/A	N/A	Yes	M-L	ICP	100%
Pedestrian Operated Signals	DM-POS-02	Devon Road pedestrian signals	Construction of a signalised pedestrian crossing over the Devon Road	Casey Council	N/A	N/A	Yes	M-L	ICP	100%

Appendix 2 – Land Use Budget

Plan 12 - Land Use Budget

Casey Fields South (Employment) and Devon Meadows PSPs

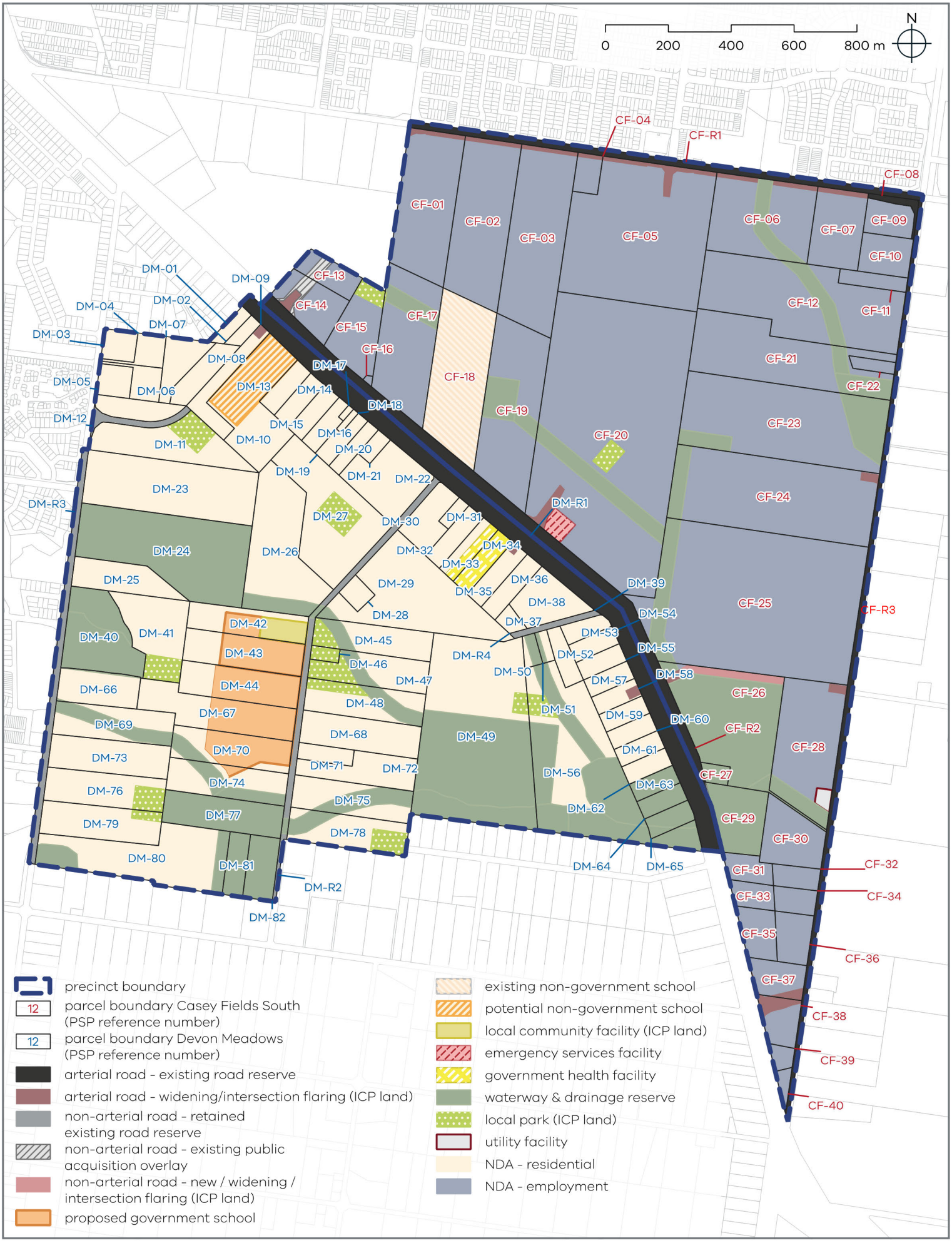


Table 12 – Summary land use budget

DESCRIPTION	AREA (HA)	% OF TOTAL	% OF NDA
TOTAL PRECINCT AREA (ha)	**537.22**		
TRANSPORT			
Arterial Road - Existing Road Reserve	28.46	5.30%	7.73%
Arterial Road - Public Acquisition Overlay	-	-	-
Arterial Road - New / Widening / Intersection Flaring (ICP land)	4.93	0.92%	1.34%
Non-Arterial Road - New / Widening / Intersection Flaring (ICP land)	0.85	0.16%	0.23%
Non-Arterial Road - Existing Public Acquisition Overlay	0.67	0.12%	0.18%
Non-Arterial Road - Retained Existing Road Reserve	6.72	1.25%	1.82%
Public Transport Facilities / Reserve	-	-	-
SUB-TOTAL TRANSPORT	**41.62**	**7.75%**	**11.30%**
COMMUNITY & EDUCATION			
ICP Community Facilities	1.00	0.19%	0.27%
Proposed Government School	11.90	2.22%	3.23%
Existing Non-Government School	8.72	1.62%	2.37%
Potential Non-Government School	3.50	0.65%	0.95%
Emergency Services Facility	0.60	0.11%	0.16%
Government Health Facility	2.01	0.37%	0.55%
SUB-TOTAL COMMUNITY & EDUCATION	**27.73**	**5.16%**	**7.53%**
OPEN SPACE			
UNCREDITED OPEN SPACE & REGIONAL OPEN SPACE			
Waterway and drainage reserve	90.56	16.86%	24.59%
SUB-TOTAL UNCREDITED OPEN SPACE & REGIONAL OPEN SPACE	**90.56**	**16.86%**	**24.59%**
CREDITED OPEN SPACE			
Local network park (ICP land)	8.76	1.63%	2.38%
SUB-TOTAL CREDITED OPEN SPACE	**8.76**	**1.63%**	**2.38%**
TOTAL ALL OPEN SPACE	**99.32**	**18.49%**	**26.97%**
OTHER (UNCREDITED LAND)			
Utilities sub-stations / facilities (acquired by relevant authority)	0.30	0.06%	0.08%
SUB-TOTAL OTHER	**0.30**	**0.06%**	**0.08%**
TOTAL NET DEVELOPABLE AREA – (NDA) Ha	**368.26**	**68.55%**	
NET DEVELOPABLE AREA – RESIDENTIAL (NDAR) Ha	**155.03**	**28.86%**	
NET DEVELOPABLE AREA – EMPLOYMENT (NDAE) Ha	**213.23**	**39.69%**	

Table 13 – Casey Fields South (Employment) Precinct property-specific land use budget

Parcel ID	Total Area (ha)	TRANSPORT					COMMUNITY/ EDUCATION		OPEN SPACE/UTILITIES			Total net developable area (ha)	Total contribution land (ha)	Transport (ha)	Community & recreation (ha)	Open space (ha)
		Arterial road - existing road reserve	Arterial road - new / widening / intersection flaring (ICP land)	Non-arterial road - retained existing road reserve	Non-arterial road - new / widening / intersection flaring (ICP land)	Non-arterial road – existing public acquisition overlay	Existing non-government school	Emergency services facility	Waterway and drainage reserve	Local network park (ICP land)	Utilities sub-stations / facilities (acquired by relevant authority)					
CF-01	8.33	-	0.30	-	-	-	-	-	-		-	8.03	8.33	0.30	-	-
CF-02	9.34	-	0.26	-	-	-	-	-	-	-	-	9.08	9.34	0.26	-	-
CF-03	10.34	-	0.25	-	-	-	-	-	-	-	-	10.08	10.34	0.25	-	-
CF-04	1.00	-	0.11	-	-	-	-	-	-	-	-	0.89	1.00	0.11	-	-
CF-05	19.01	-	0.80	-	-	-	-	-	-	-	-	18.21	19.01	0.80	-	-
CF-06	8.09	-	0.42	-	-	-	-	-	1.38	-	-	6.29	6.71	0.42	-	1.38
CF-07	4.05	-	0.26	-	-	-	-	-	-	-	-	3.78	4.05	0.26	-	-
CF-08	0.40	0.40	-	-	-	-	-	-	-	-	-	-	-	0.40	-	-
CF-09	1.62	-	-	-	-	-	-	-	-	-	-	1.62	1.62	-	-	-
CF-10	2.02	-	-	-	-	-	-	-	-	-	-	2.02	2.02	-	-	-
CF-11	1.00	-	-	-	-	-	-	-	-	-	-	1.00	1.00	-	-	-
CF-12	13.53	-	-	-	-	-	-	-	1.40	-	-	12.13	12.13	-	-	1.40
CF-13	1.62	-	-	-	-	0.30	-	-	-	-	-	1.32	1.32	0.30	-	-
CF-14	2.98	-	0.22	-	-	0.37	-	-	-		-	2.40	2.61	0.59	-	-
CF-15	3.58	-	-	-	-	-	-	-	-	0.49	-	3.09	3.58	-	-	0.49
CF-16	0.07	-	-	-	-	-	-	-	-	-	-	0.07	0.07	-	-	-
CF-17	7.70	-	-	-	-	-	-	-	0.98	0.01	-	6.71	6.72	-	-	0.99
CF-18	8.72	-	-	-	-	-	8.72	-	-	-	-	-	-	-	8.72	-
CF-19	9.72	-	0.0026	-	-	-	-	-	1.74	-	-	7.97	7.97	0.00	-	1.74
CF-20	37.73	-	0.52	-	-	-	-	0.60	2.41	0.50	-	33.70	34.72	0.52	0.60	2.91
CF-21	10.27	-	-	-	-	-	-	-	1.50	-	-	8.78	8.78	-	-	1.5
CF-22	0.54	-	-	-	-	-	-	-	-	-	-	0.54	0.54	-	-	-
CF-23	15.33	-	-	-	-	-	-	-	3.09	-	-	12.24	12.24	-	-	3.09
CF-24	15.32	-	0.22	-	-	-	-	-	1.08	-	-	14.01	14.24	0.22	-	1.08

Parcel ID	Total Area (ha)	TRANSPORT					COMMUNITY/ EDUCATION		OPEN SPACE/UTILITIES			Total net developable area (ha)	Total contribution land (ha)	Transport (ha)	Community & recreation (ha)	Open space (ha)
		Arterial road - existing road reserve	Arterial road - new / widening / intersection flaring (ICP land)	Non-arterial road - retained existing road reserve	Non-arterial road - new / widening / intersection flaring (ICP land)	Non-arterial road – existing public acquisition overlay	Existing non-government school	Emergency services facility	Waterway and drainage reserve	Local network park (ICP land)	Utilities sub-stations / facilities (acquired by relevant authority)					
CF-25	29.61	-	0.01	-	-	-	-	-	2.16	-	-	27.44	27.45	0.01	-	2.16
CF-26	10.55	-	0.22	-	0.85	-	-	-	9.45	-	-	0.04	1.10	1.07	-	9.45
CF-27	0.50	-	-	-	-	-	-	-	0.50	-	-	-	-	-	-	0.50
CF-28	8.29	-	0.22	-	-	-	-	-	1.06	-	0.30	6.70	6.93	0.22	-	1.36
CF-29	3.44	0.06	-	-	-	-	-	-	3.39	-	-	-	-	0.06	-	3.39
CF-30	3.41	-	-	-	-	-	-	-	0.001	-	-	3.41	3.41	-	-	0.001
CF-31	1.22	-	-	-	-	-	-	-	-	-	-	1.22	1.22	-	-	-
CF-32	1.03	-	-	-	-	-	-	-	-	-	-	1.03	1.03	-	-	-
CF-33	1.08	-	-	-	-	-	-	-	-	-	-	1.08	1.08	-	-	-
CF-34	1.07	-	-	-	-	-	-	-	-	-	-	1.07	1.07	-	-	-
CF-35	1.75	-	-	-	-	-	-	-	-	-	-	1.75	1.75	-	-	-
CF-36	1.76	-	-	-	-	-	-	-	-	-	-	1.76	1.76	-	-	-
CF-37	1.89	-	0.25	-	-	-	-	-	-	-	-	1.65	1.89	0.25	-	-
CF-38	1.74	-	0.50	-	-	-	-	-	-	-	-	1.24	1.74	0.50	-	-
CF-39	0.51	-	-	-	-	-	-	-	-	-	-	0.51	0.51	-	-	-
CF-40	0.38	-	-	-	-	-	-	-	-	-	-	0.38	0.38	-	-	-
CF-R1	3.38	3.38	-	-	-	-	-	-	-	-	-	-	-	3.38	-	-
CF-R2	7.64	7.64	-	-	-	-	-	-	-	-	-	-	-	7.64	-	-
CF-R3	4.05	4.05	-	-	-	-	-	-	-	-	-	-	-	4.05	-	-
Sub-Total	**275.61**	**15.53**	**4.57**	**-**	**0.85**	**0.67**	**8.72**	**0.60**	**30.15**	**1.00**	**0.30**	**213.23**	**219.65**	**21.61**	**9.32**	**31.44**

Table 14 – Devon Meadows Precinct property-specific land use budget

Parcel ID	Total Area (ha)	TRANSPORT					COMMUNITY/EDUCATION				OPEN SPACE/UTILITIES			Total net developable area (ha)	Total contribution land (ha)	Transport (ha)	Community & recreation (ha)	Open space (ha)
		Arterial road - existing road reserve	Arterial road - new / widening / intersection flaring (ICP land)	Non-arterial road - retained existing road reserve	Non-arterial road - new / widening / intersection flaring (ICP land)	Non-arterial road - public acquisition overlay	Proposed government school	Potential non-government school	ICP community facilities	Government health facility	Waterway and drainage reserve	Local network park (ICP land)	Utilities sub-stations / facilities (acquired by relevant authority)					
DM-01	0.58	-	-	-	-	-	-	-	-	-	-	-	-	0.58	0.58	-	-	-
DM-02	0.48	-	-	-	-	-	-	-	-	-	-	-	-	0.48	0.48	-	-	-
DM-03	1.01	-	-	-	-	-	-	-	-	-	-	-	-	1.01	1.01	-	-	-
DM-04	1.02	-	-	-	-	-	-	-	-	-	-	-	-	1.02	1.02	-	-	-
DM-05	1.06	-	-	-	-	-	-	-	-	-	-	-	-	1.06	1.06	-	-	-
DM-06	1.10	-	-	-	-	-	-	-	-	-	-	-	-	1.10	1.10	-	-	-
DM-07	1.78	-	-	-	-	-	-	-	-	-	-	-	-	1.78	1.78	-	-	-
DM-08	1.67	-	-	-	-	-	-	-	-	-	-	-	-	1.67	1.67	-	-	-
DM-09	2.03	-	0.13	-	-	-	-	-	-	-	-	-	-	1.91	2.03	0.13	-	-
DM-10	6.20	-	-	-	-	-	-	3.50	-	-	-	-	-	2.70	2.70	-	3.5	-
DM-11	6.72	-	-	-	-	-	-	-	-	-	-	1.00	-	5.72	6.72	-	-	1.00
DM-12	0.76	-	-	0.76	-	-	-	-	-	-	-	-	-	-	-	0.76	-	-
DM-13	1.11	-	-	-	-	-	-	-	-	-	-	-	-	1.11	1.11	-	-	-
DM-14	1.06	-	-	-	-	-	-	-	-	-	-	-	-	1.06	1.06	-	-	-
DM-15	1.07	-	-	-	-	-	-	-	-	-	-	-	-	1.07	1.07	-	-	-
DM-16	0.99	-	-	-	-	-	-	-	-	-	-	-	-	0.99	0.99	-	-	-
DM-17	0.10	-	-	-	-	-	-	-	-	-	-	-	-	0.10	0.10	-	-	-
DM-18	0.17	-	-	-	-	-	-	-	-	-	-	-	-	0.17	0.17	-	-	-
DM-19	0.94	-	-	-	-	-	-	-	-	-	-	-	-	0.94	0.94	-	-	-
DM-20	0.83	-	-	-	-	-	-	-	-	-	-	-	-	0.83	0.83	-	-	-
DM-21	0.50	-	-	-	-	-	-	-	-	-	-	-	-	0.50	0.50	-	-	-
DM-22	4.14	-	-	-	-	-	-	-	-	-	-	-	-	4.14	4.14	-	-	-
DM-23	9.35	-	-	-	-	-	-	-	-	-	-	-	-	9.35	9.35	-	-	-
DM-24	11.56	-	-	-	-	-	-	-	-	-	11.56	-	-	-	-	-	-	11.56

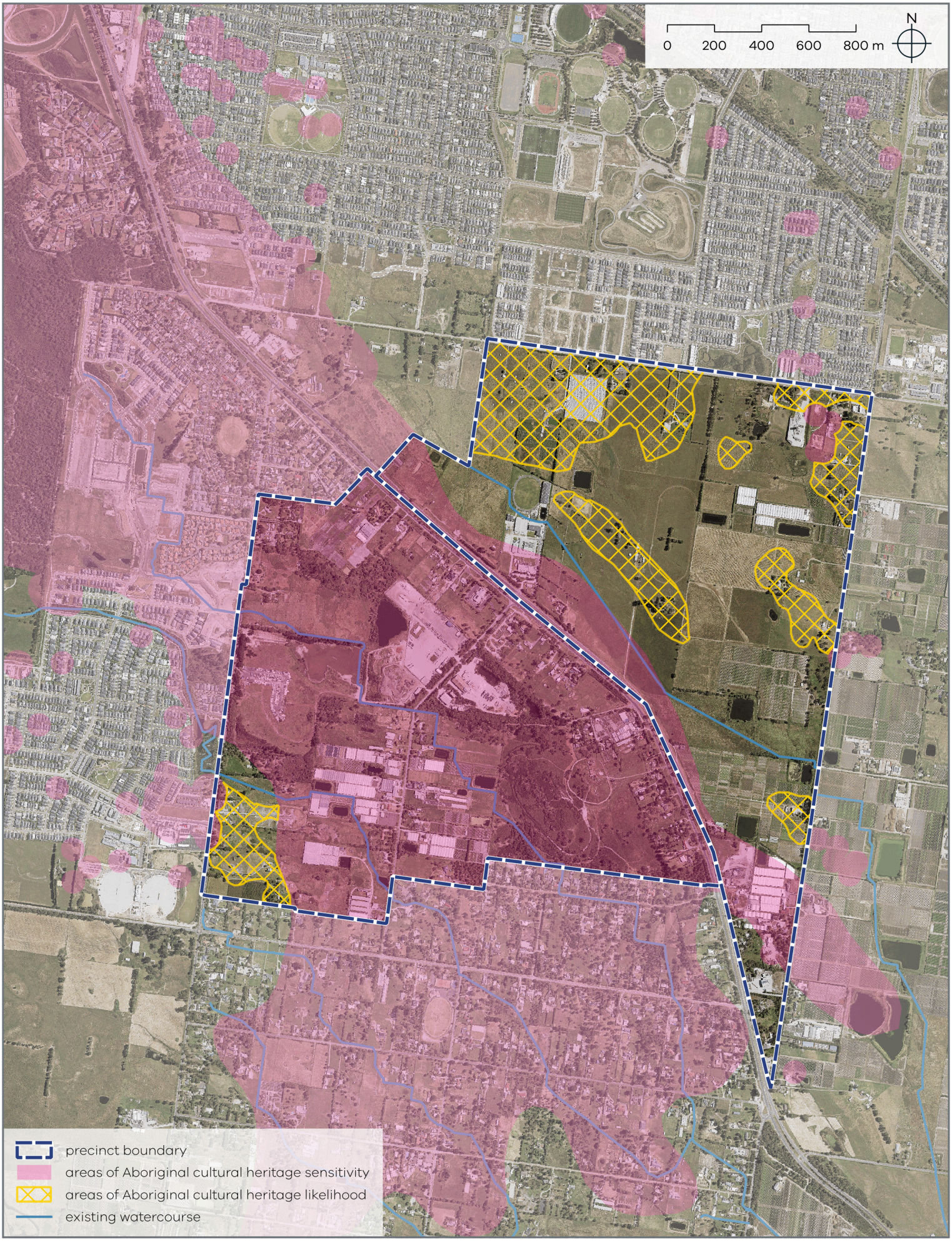
Parcel ID	Total Area (ha)	TRANSPORT					COMMUNITY/EDUCATION				OPEN SPACE/UTILITIES			Total net developable area (ha)	Total contribution land (ha)	Transport (ha)	Community & recreation (ha)	Open space (ha)
		Arterial road - existing road reserve	Arterial road - new / widening / intersection flaring (ICP land)	Non-arterial road - retained existing road reserve	Non-arterial road - new / widening / intersection flaring (ICP land)	Non-arterial road - public acquisition overlay	Proposed government school	Potential non-government school	ICP community facilities	Government health facility	Waterway and drainage reserve	Local network park (ICP land)	Utilities sub-stations / facilities (acquired by relevant authority)					
DM-25	2.90	-	-	-	-	-	-	-	-	-	-	-	-	2.90	2.90	-	-	-
DM-26	8.36	-	-	-	-	-	-	-	-	-	1.05	-	-	7.31	7.31	-	-	1.05
DM-27	8.30	-	-	-	-	-	-	-	-	-	-	1.00	-	7.30	8.30	-	-	1.00
DM-28	0.68	-	-	-	-	-	-	-	-	-	-	-	-	0.68	0.68	-	-	-
DM-29	9.49	-	-	-	-	-	-	-	-	-	0.16	-	-	9.33	9.33	-	-	0.16
DM-30	2.11	-	-	-	-	-	-	-	-	-	-	-	-	2.11	2.11	-	-	-
DM-31	0.40	-	-	-	-	-	-	-	-	-	-	-	-	0.40	0.40	-	-	-
DM-32	1.29	-	-	-	-	-	-	-	-	-	-	-	-	1.29	1.29	-	-	-
DM-33	1.31	-	-	-	-	-	-	-	-	0.68	-	-	-	0.62	0.62	-	0.68	-
DM-34	1.33	-	-	-	-	-	-	-	-	1.33	-	-	-	-	-	-	1.33	-
DM-35	1.34	-	0.10	-	-	-	-	-	-	-	-	-	-	1.24	1.34	0.10	-	-
DM-36	1.36	-	-	-	-	-	-	-	-	-	-	-	-	1.36	1.36	-	-	-
DM-37	0.48	-	-	-	-	-	-	-	-	-	-	-	-	0.48	0.48	-	-	-
DM-38	2.77	-	-	-	-	-	-	-	-	-	-	-	-	2.77	2.77	-	-	-
DM-39	0.0015	-	-	0.0015	-	-	-	-	-	-	-	-	-	-	-	0.0015	-	-
DM-40	5.30	-	-	-	-	-	-	-	-	-	5.30	-	-	0.01	0.01	-	-	5.30
DM-41	4.57	-	-	-	-	-	-	-	-	-	-	0.88	-	3.69	4.57	-	-	0.88
DM-42	3.30	-	-	-	-	-	0.77	-	1.00	-	0.0021	-	-	1.53	2.53	-	1.77	0.0021
DM-43	3.96	-	-	-	-	-	2.73	-	-	-	-	-	-	1.23	1.23	-	2.73	-
DM-44	3.96	-	-	-	-	-	2.87	-	-	-	-	-	-	1.08	1.08	-	2.87	-
DM-45	3.47	-	-	-	-	-	-	-	-	-	0.53	0.47	-	2.47	2.95	-	-	1.00
DM-46	0.40	-	-	-	-	-	-	-	-	-	0.0009	0.40	-	-	0.40	-	-	0.40
DM-47	3.54	-	-	-	-	-	-	-	-	-	0.60	0.87	-	2.07	2.94	-	-	1.47
DM-48	3.95	-	-	0.0004	-	-	-	-	-	-	0.93	0.57	-	2.44	3.02	0.0004	-	1.50
DM-49	20.24	-	-	-	-	-	-	-	-	-	12.52	0.29	-	7.42	7.71	-	-	12.81

Parcel ID	Total Area (ha)	TRANSPORT					COMMUNITY/EDUCATION				OPEN SPACE/UTILITIES			Total net developable area (ha)	Total contribution land (ha)	Transport (ha)	Community & recreation (ha)	Open space (ha)
		Arterial road - existing road reserve	Arterial road - new / widening / intersection flaring (ICP land)	Non-arterial road - retained existing road reserve	Non-arterial road - new / widening / intersection flaring (ICP land)	Non-arterial road - public acquisition overlay	Proposed government school	Potential non-government school	ICP community facilities	Government health facility	Waterway and drainage reserve	Local network park (ICP land)	Utilities sub-stations / facilities (acquired by relevant authority)					
DM-50	0.50	-	-	-	-	-	-	-	-	-	0.32	-	-	0.18	0.18	-	-	0.32
DM-51	0.40	-	-	-	-	-	-	-	-	-	0.13	-	-	0.27	0.27	-	-	0.13
DM-52	1.06	-	-	-	-	-	-	-	-	-	-	-	-	1.06	1.06	-	-	-
DM-53	0.83	-	-	-	-	-	-	-	-	-	-	-	-	0.83	0.83	-	-	-
DM-54	0.91	-	-	-	-	-	-	-	-	-	-	-	-	0.91	0.91	-	-	-
DM-55	0.91	-	-	-	-	-	-	-	-	-	-	-	-	0.91	0.91	-	-	-
DM-56	15.08	-	-	-	-	-	-	-	-	-	9.87	0.46	-	4.76	5.22	-	-	10.33
DM-57	0.91	-	-	-	-	-	-	-	-	-	-	-	-	0.91	0.91	-	-	-
DM-58	0.91	-	0.13	-	-	-	-	-	-	-	-	-	-	0.78	0.91	0.13	-	-
DM-59	0.91	-	-	-	-	-	-	-	-	-	-	-	-	0.91	0.91	-	-	-
DM-60	0.91	-	-	-	-	-	-	-	-	-	-	-	-	0.91	0.91	-	-	-
DM-61	0.91	-	-	-	-	-	-	-	-	-	-	-	-	0.91	0.91	-	-	-
DM-62	0.91	-	-	-	-	-	-	-	-	-	0.0038	-	-	0.91	0.91	-	-	0.0038
DM-63	0.91	-	-	-	-	-	-	-	-	-	0.91	-	-	-	-	-	-	0.91
DM-64	0.91	-	-	-	-	-	-	-	-	-	0.91	-	-	-	-	-	-	0.91
DM-65	1.01	-	-	-	-	-	-	-	-	-	1.01	-	-	-	-	-	-	1.01
DM-66	2.73	-	-	-	-	-	-	-	-	-	0.11	-	-	2.62	2.62	-	-	0.11
DM-67	5.17	-	-	-	-	-	2.87	-	-	-	-	-	-	2.30	2.30	-	2.87	-
DM-68	3.95	-	-	-	-	-	-	-	-	-	0.0036	-	-	3.95	3.95	-	-	0.0036
DM-69	4.05	-	-	-	-	-	-	-	-	-	1.55	-	-	2.49	2.49	-	-	1.55
DM-70	3.96	-	-	-	-	-	2.49	-	-	-	0.49	-	-	0.97	0.97	-	2.49	0.49
DM-71	0.92	-	-	-	-	-	-	-	-	-	-	-	-	0.92	0.92	-	-	-
DM-72	3.03	-	-	-	-	-	-	-	-	-	0.0049	-	-	3.03	3.03	-	-	0.0049
DM-73	4.05	-	-	-	-	-	-	-	-	-	-	-	-	4.05	4.05	-	-	-
DM-74	3.96	-	-	-	-	-	0.16	-	-	-	1.34	-	-	2.46	2.46	-	0.16	1.34

Parcel ID	Total Area (ha)	TRANSPORT					COMMUNITY/EDUCATION				OPEN SPACE/UTILITIES			Total net developable area (ha)	Total contribution land (ha)	Transport (ha)	Community & recreation (ha)	Open space (ha)
		Arterial road - existing road reserve	Arterial road - new / widening / intersection flaring (ICP land)	Non-arterial road - retained existing road reserve	Non-arterial road - new / widening / intersection flaring (ICP land)	Non-arterial road - public acquisition overlay	Proposed government school	Potential non-government school	ICP community facilities	Government health facility	Waterway and drainage reserve	Local network park (ICP land)	Utilities sub-stations / facilities (acquired by relevant authority)					
DM-75	3.95	-	-	-	-	-	-	-	-	-	1.47	-	-	2.48	2.48	-	-	1.47
DM-76	4.05	-	-	-	-	-	-	-	-	-	-	0.72	-	3.33	4.05	-	-	0.72
DM-77	3.96	-	-	-	-	-	-	-	-	-	3.96	-	-	-	-	-	-	-
DM-78	3.95	-	-	-	-	-	-	-	-	-	0.66	0.80	-	2.49	3.29	-	-	1.46
DM-79	4.05	-	-	-	-	-	-	-	-	-	-	0.28	-	3.77	4.05	-	-	0.28
DM-80	8.51	-	-	-	-	-	-	-	-	-	1.59	-	-	6.92	6.92	-	-	1.59
DM-81	1.32	-	-	-	-	-	-	-	-	-	1.32	-	-	-	-	-	-	1.32
DM-82	1.92	-	-	-	-	-	-	-	-	-	1.92	-	-	-	-	-	-	1.92
DM-R1	12.93	12.93	-	-	-	-	-	-	-	-	-	-	-	-	-	12.93	-	-
DM-R2	2.82	-	-	2.63	-	-	-	-	-	-	0.19	0.00	-	0.00	0.00	2.63	-	0.19
DM-R3	2.78	-	-	2.78	-	-	-	-	-	-	-	-	-	-	-	2.78	-	-
DM-R4	0.54	-	-	0.54	-	-	-	-	-	-	-	-	-	-	-	0.54	-	-
Sub-Total	**261.61**	**12.93**	**0.36**	**6.72**	**-**	**-**	**11.90**	**3.50**	**1.00**	**2.01**	**60.42**	**7.76**	**-**	**155.03**	**164.14**	**20.00**	**18.40**	**64.19**

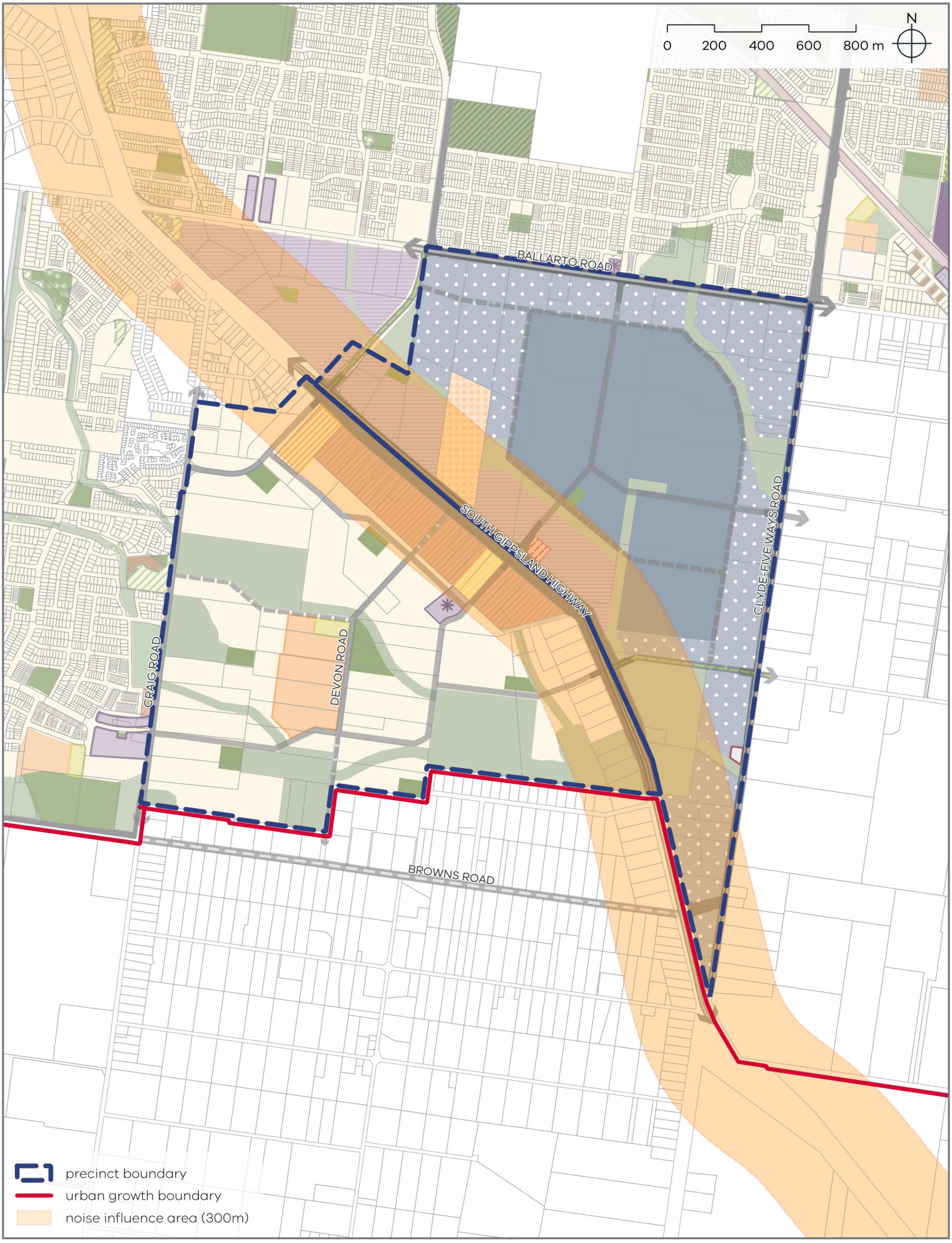
Plan 13 - Cultural Heritage Sensitivity

Casey Fields South (Employment) and Devon Meadows PSPs



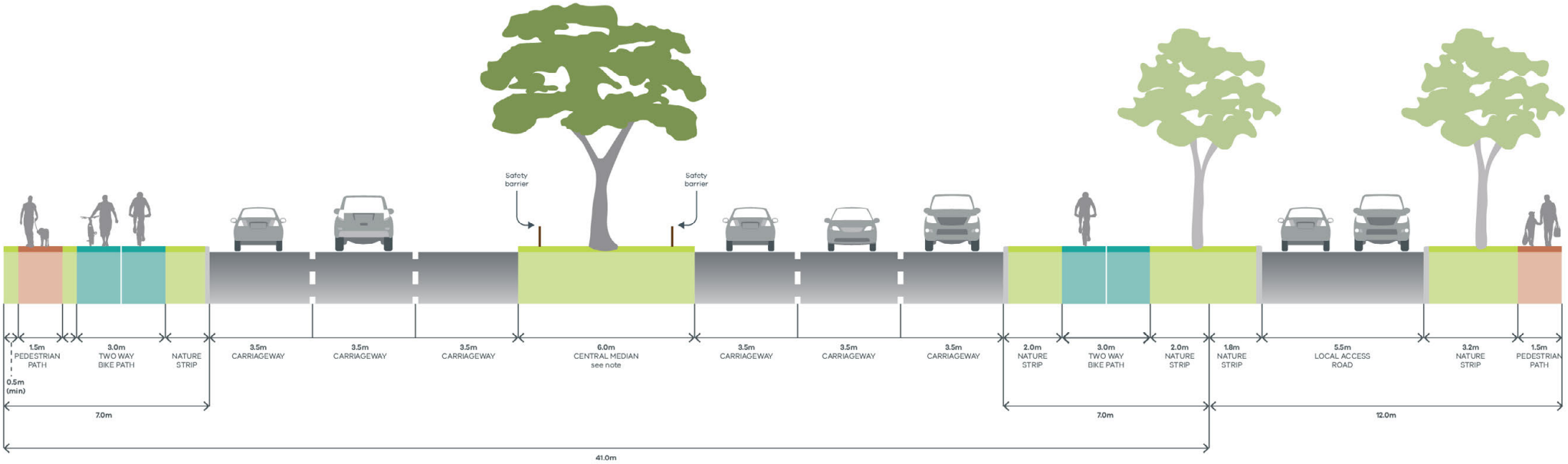
Plan 14 - Noise Influence Area

Casey Fields South (Employment) and Devon Meadows PSPs

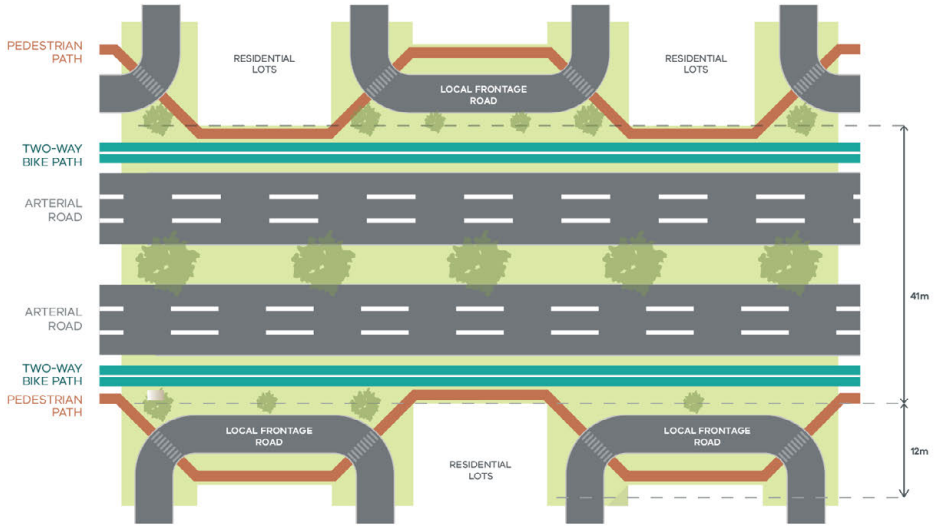


Streetscape Cross Section

Primary Arterial 80km/h - 6 Lane (41m)



Inset Plan
(indicative only)

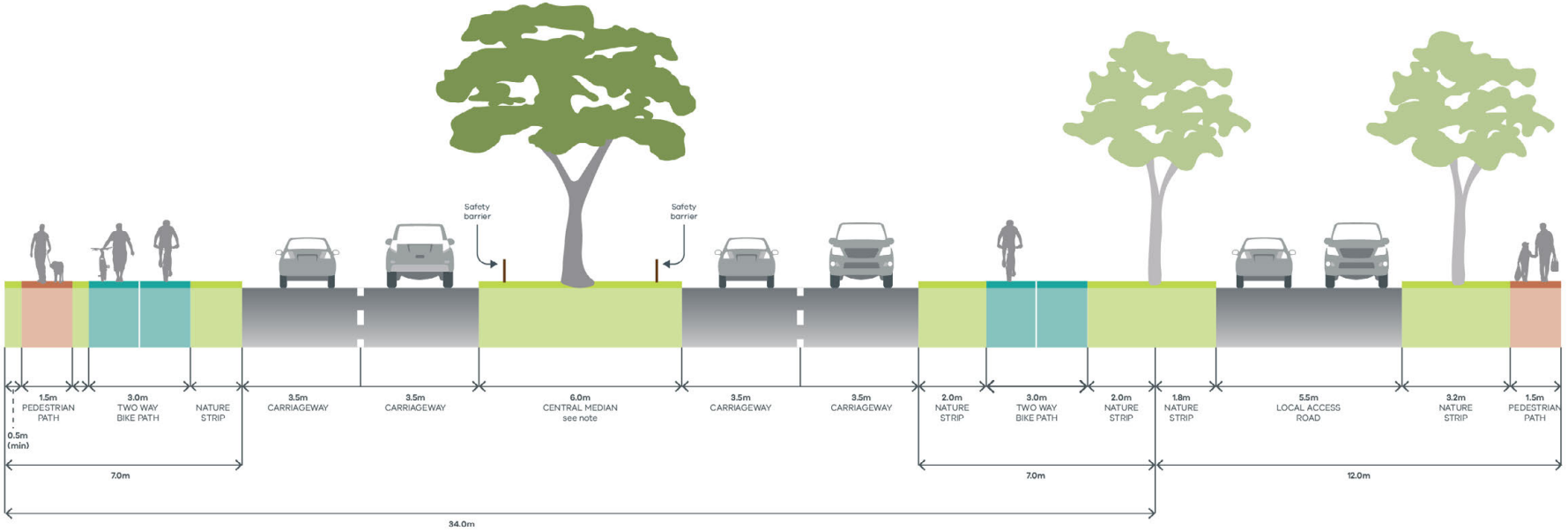


NOTES:

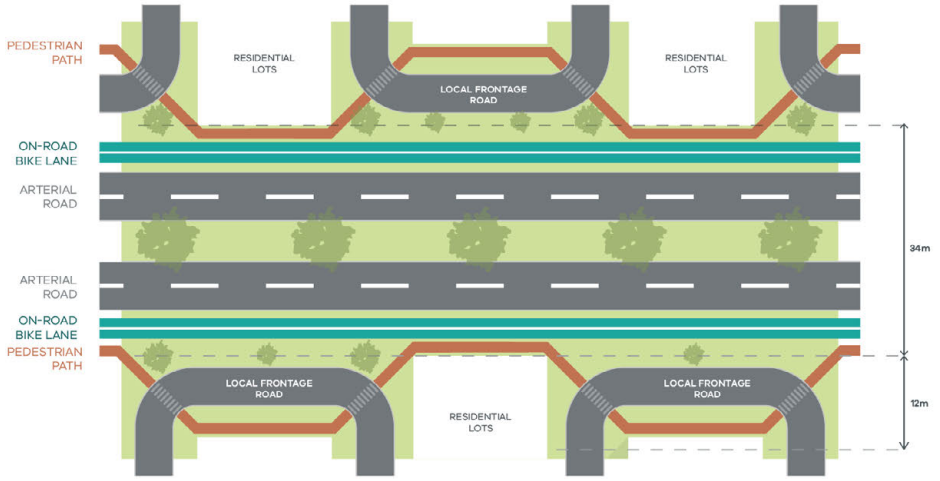
- Includes typical residential interface both sides.TWO
- Minimum street tree mature height 15 metres.
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be B2 Barrier Kerb.
- See VicRoads Tree Planting Policy. Large trees within the road reserve to be protected by safety barriers where required.
- Depending on context, a shared path can replace the separated footpath and bike path within the arterial road reserve, on both sides, subject to approval from the responsible authority.

Streetscape Cross Section

Secondary Arterial 80km/h - 4 Lane (34m)



Inset Plan
(indicative only)

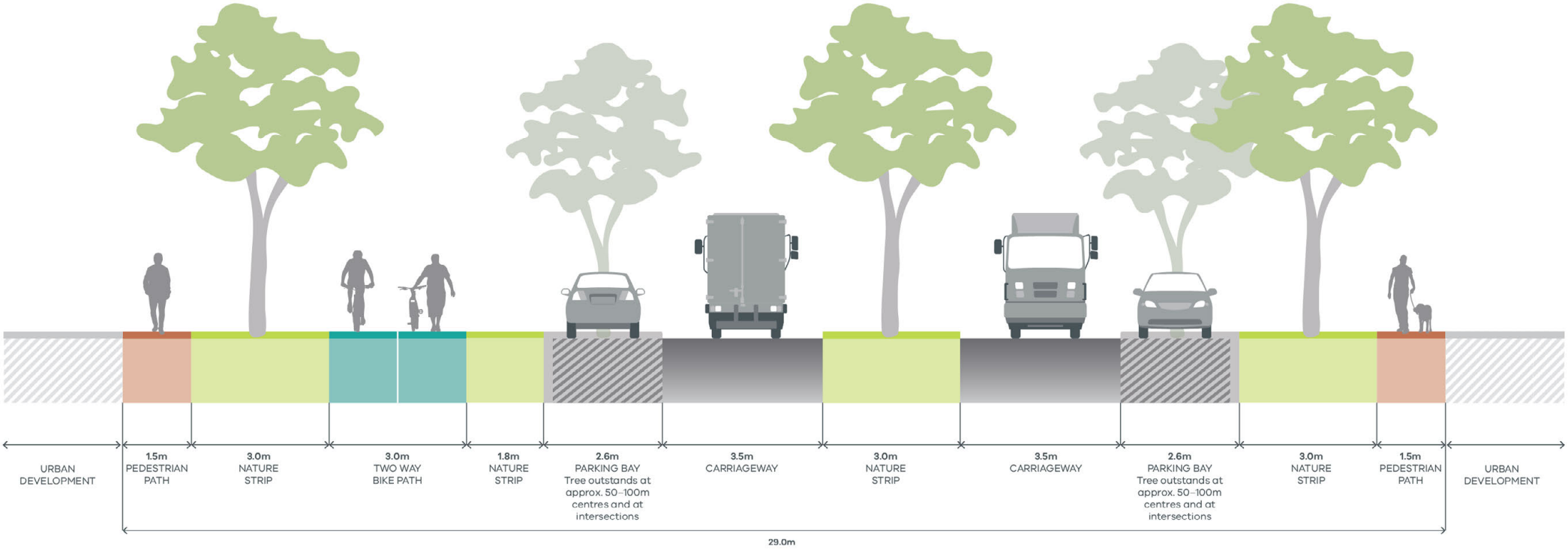


NOTES:

- Includes typical residential interface both sides.
- Minimum street tree mature height 15 metres.
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be B2 Barrier Kerb.
- See VicRoads Tree Planting Policy. Large trees within the road reserve to be protected by safety barriers where required.
- Depending on context, a shared path can replace the separated bike path within the arterial road reserve, on both sides, subject to approval from the responsible authority.

Streetscape Cross Section

Connector Street - Industrial Boulevard (29m)

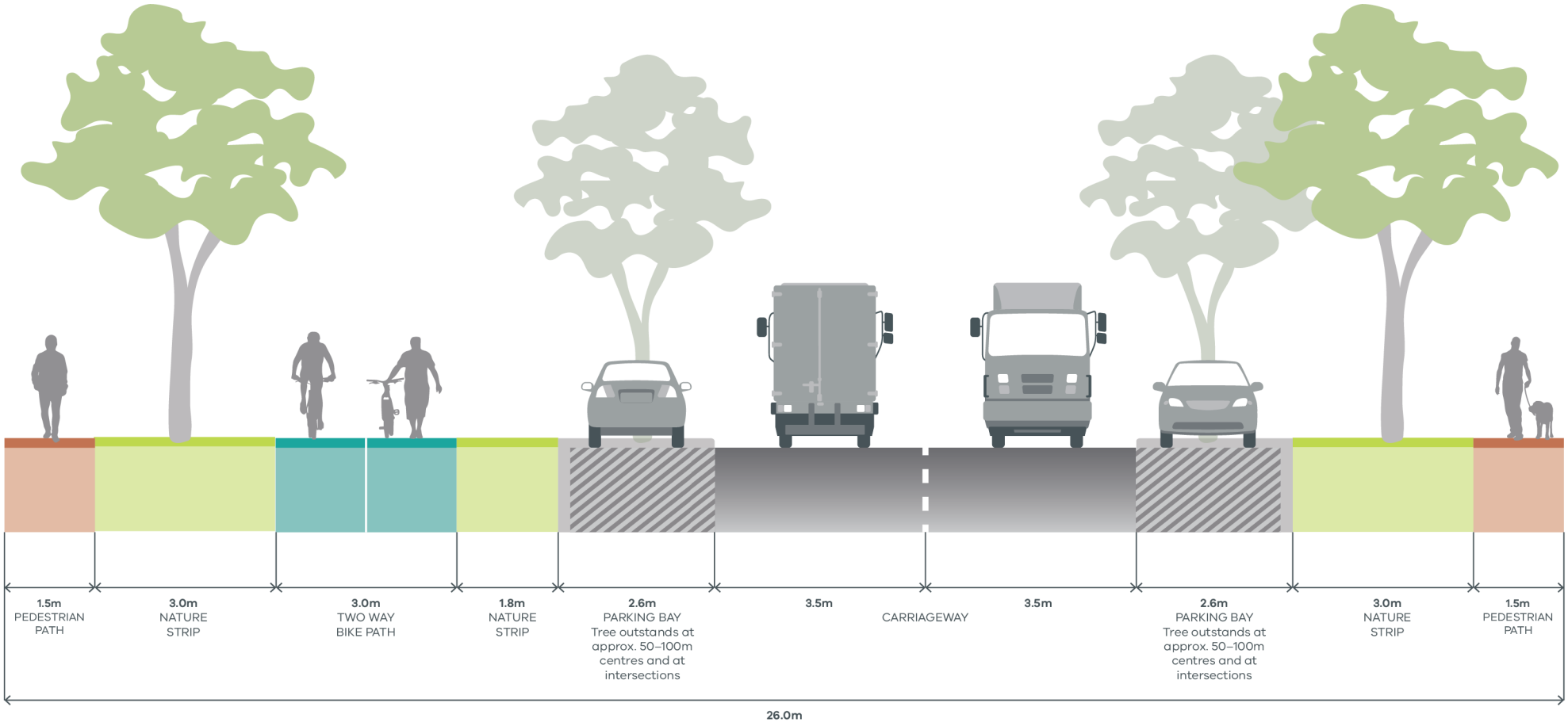


NOTES:

- No direct driveway access to properties is permitted.
- Local street intersections are permitted, subject to detailed design in consultation with the council at the planning permit stage.
- The final width of the central median is to be determined through detailed design and agreement by the council through the planning permit process.
- The final width of the on-street parking bays (a minimum of 2.6m is required) is to be determined through detailed design and agreement by he council through the planning permit process.

Streetscape Cross Section

Connector Street - Industrial (26m)

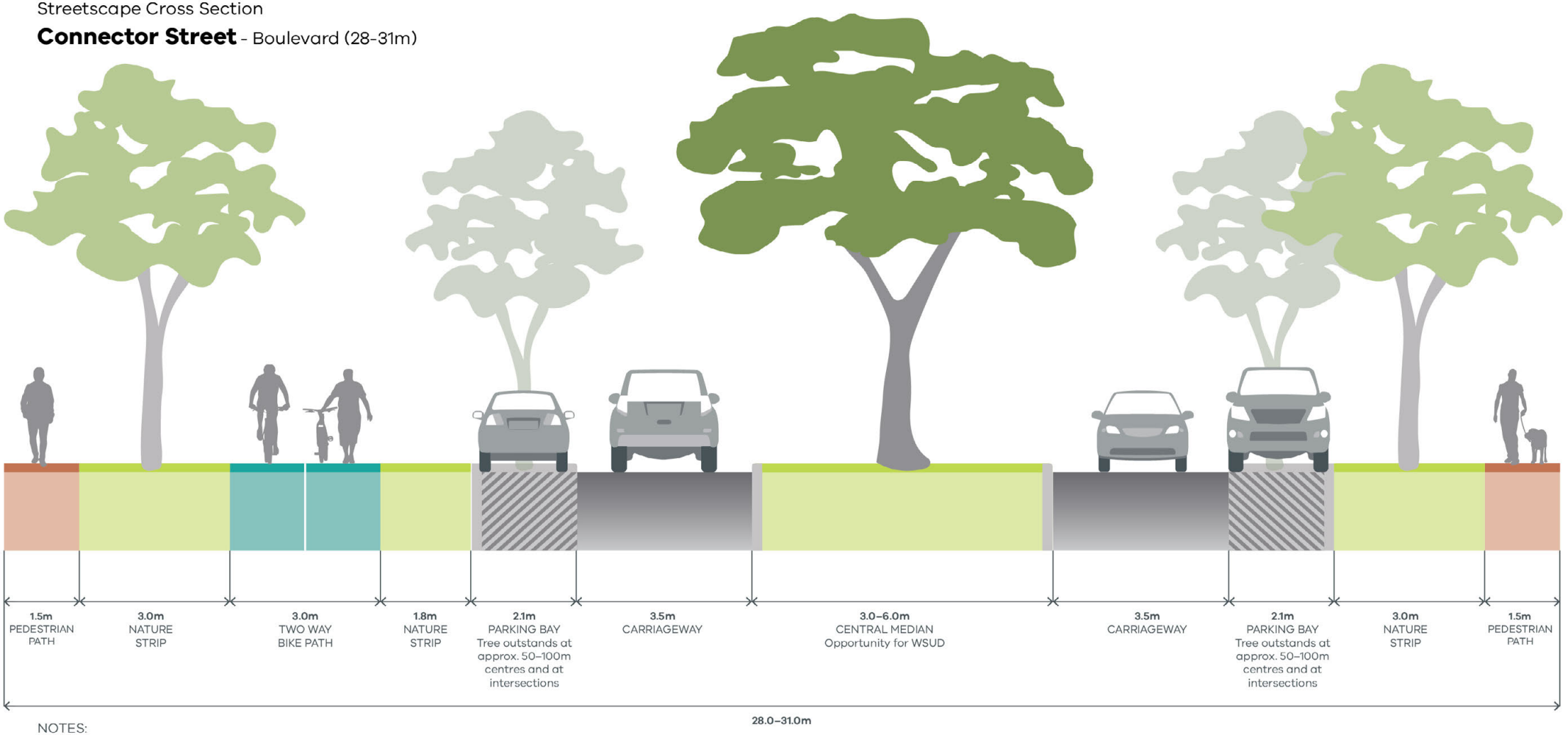


NOTES:

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

Streetscape Cross Section

Connector Street - Boulevard (28-31m)

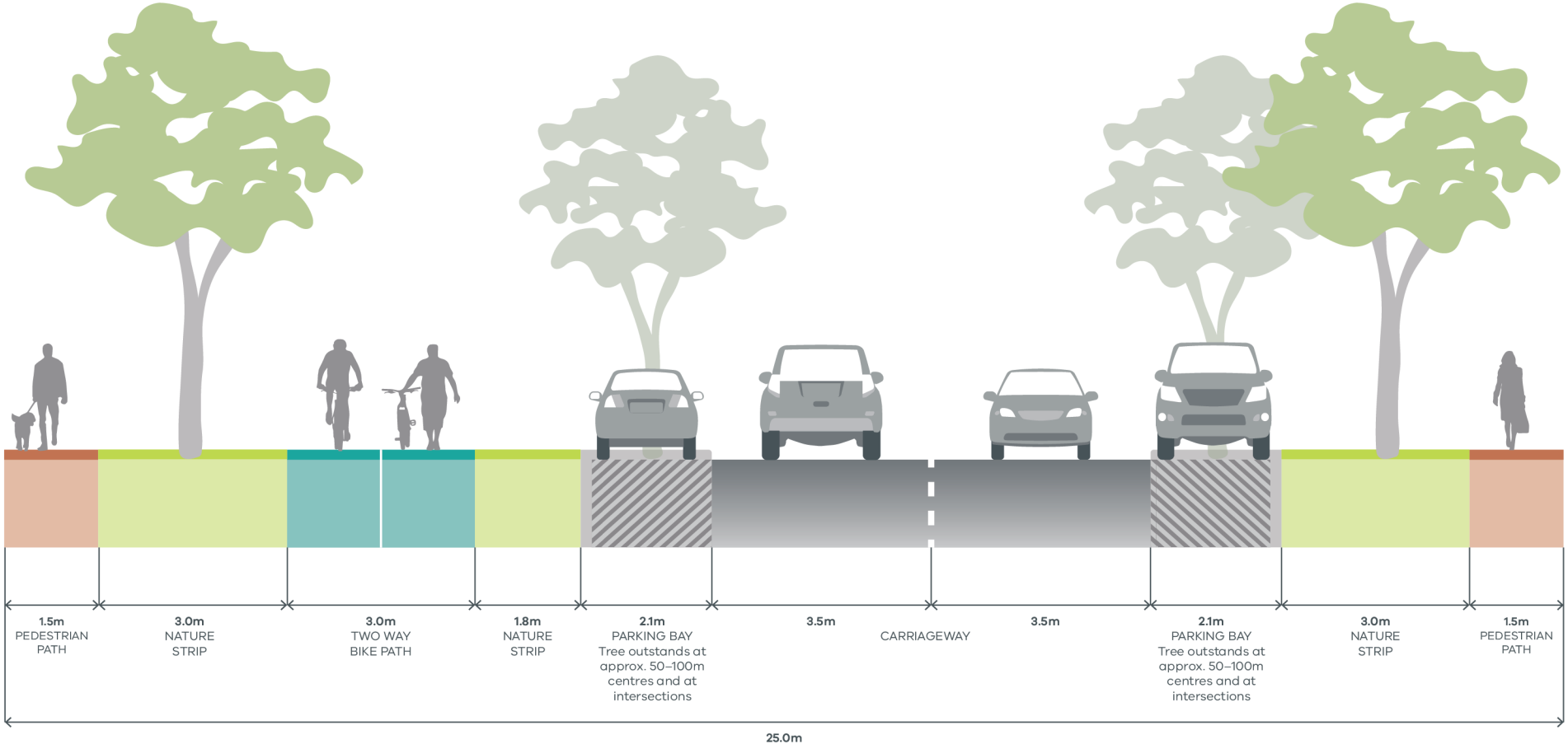


NOTES:

- Include a central median with large canopy trees to create a boulevard effect. Trees are to be centrally planted in median.
- Topsoil used in central medians is to be sandy loam, with a minimum depth of 200mm. The surface of medians is to be free-draining with a minimum cross fall of 2%, and is to be planted with warm season grasses.
- In areas where high pedestrian volumes are expected (e.g. around schools and town centres), central medians should be paved with harder wearing surfaces such as granitic sand or other pavements. Canopy tree planting must be incorporated into additional paved area.
- Any garden beds in central medians are to be offset 1.5m from back of kerb.
- All kerbs are to be B2 Barrier Kerb.
- Kerb to central median is to be SM2 semi-mountable kerb.
- Depending on the location of breaks in the median, provide intermediate pedestrian crossing points to accommodate mid-block crossings.
- An alternative boulevard treatment can be achieved through a wider verge on one side capable of accommodating a double row of canopy trees.
- Variations to indicative cross-section may include water sensitive urban design (WSUD) outcome. These could includebut are not limited to bioretention tree planter systems and/or median bioretention swales. Such variations must be to the satisfaction of the responsible authority.
- Parking lanes are to remain at 2.1m.

Streetscape Cross Section

Connector Street (25m)

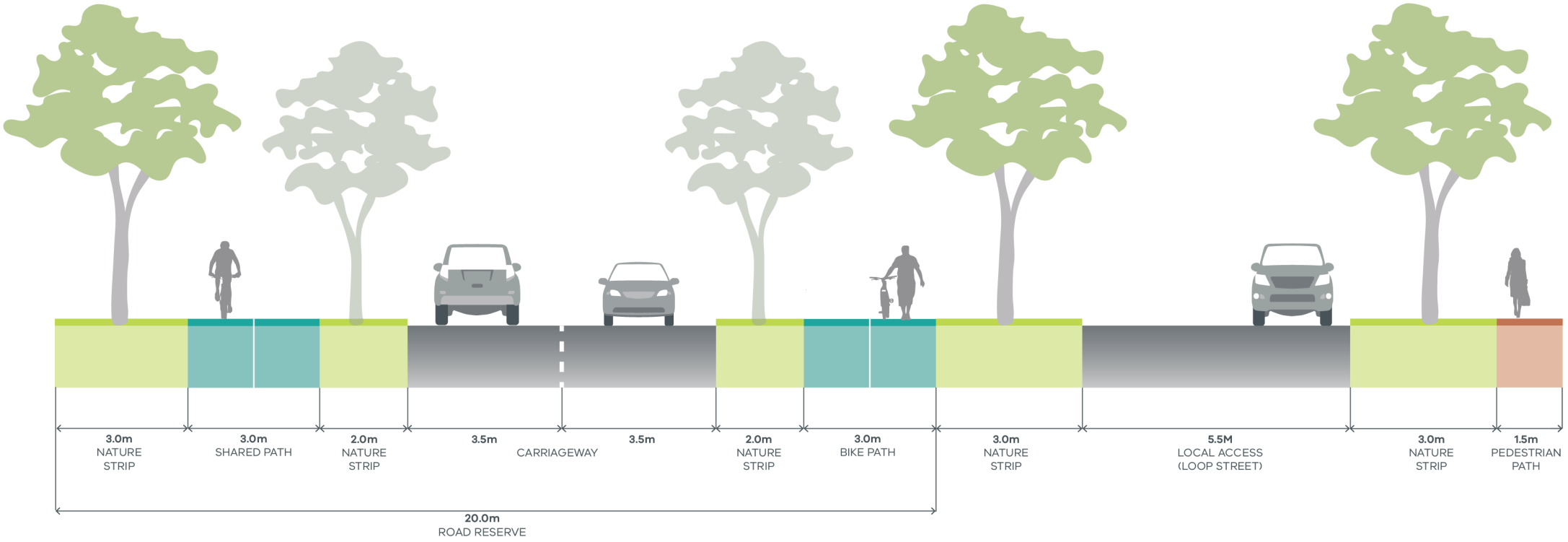


NOTES:

- Minimum street tree mature height 15 metres.
- All kerbs are to be B2 Barrier Kerb.
- Where roads abut school drop-off zones and throughfares, grassed nature strip should be replaced with pavement. Canopy tree planting must be incorporated into any additional pavement.
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority.
- Variation to indicative cross-section may include water sensitive urban design (WSUD) outcome. These could include but are not limited to bioretention tree planter systems and/or median bioretention swales. Such variations must be to the satisfaction of the responsible authority.
- Parking lanes are to remain at 2.1m.

Streetscape Cross Section

Limited Access Connector Street (20m)

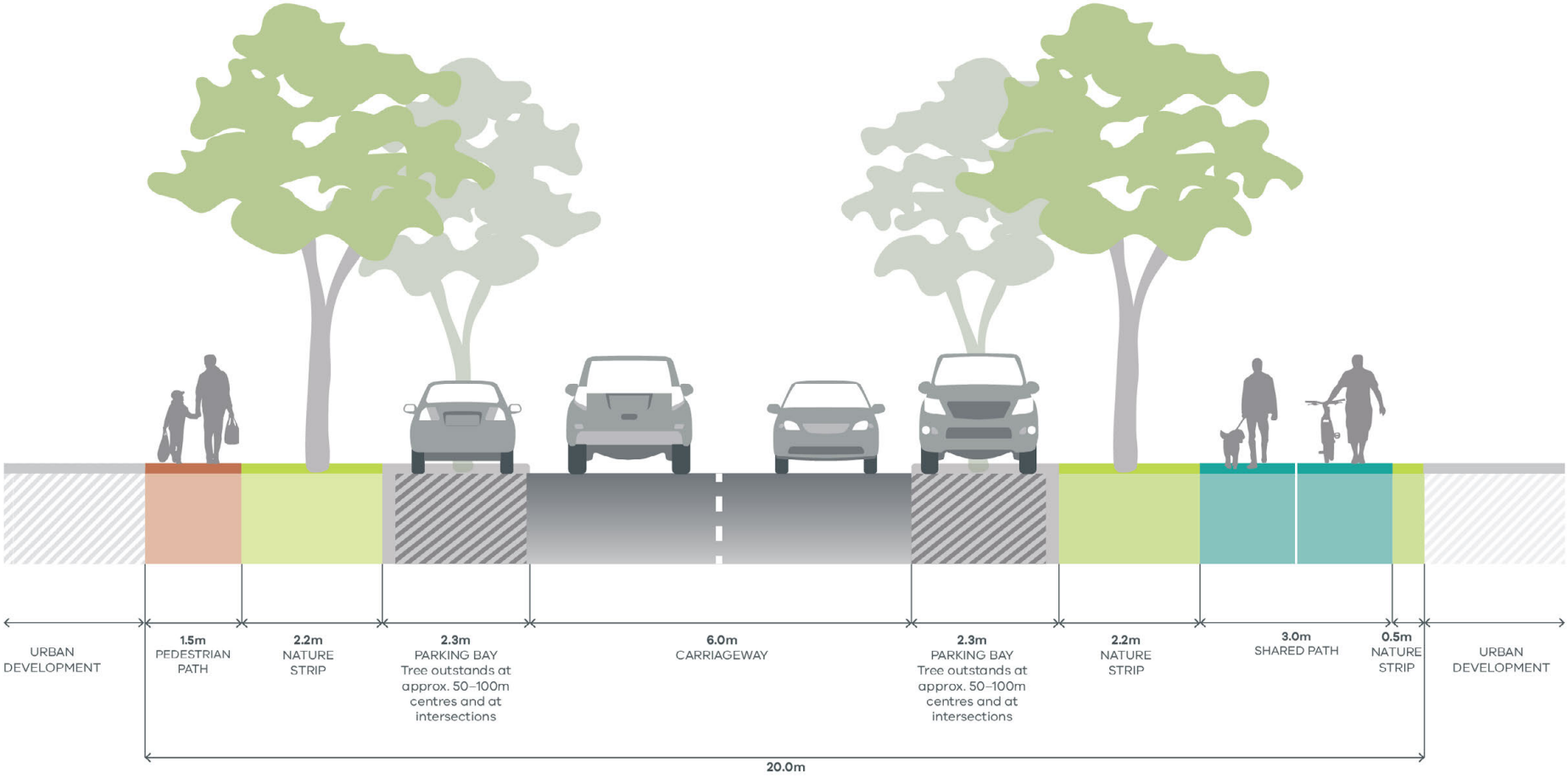


NOTES:

- Minimum street tree mature height 15 metres.
- No direct property access to be permitted, access via loop roads only.
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority.
- Variation to indicative cross-section may include water sensitive urban design (WSUD) outcome. These could include but are not limited to bioretention tree planter systems and/or median bioretention swales. Such variations must be to the satisfaction of the responsible authority.
- Depending on context, a shared path can replace the separated bike path within the road reserve, on both sides, subject to approval from the responsible authority.

Streetscape Cross Section

Local Access Street Level 2 - Residential (20m)

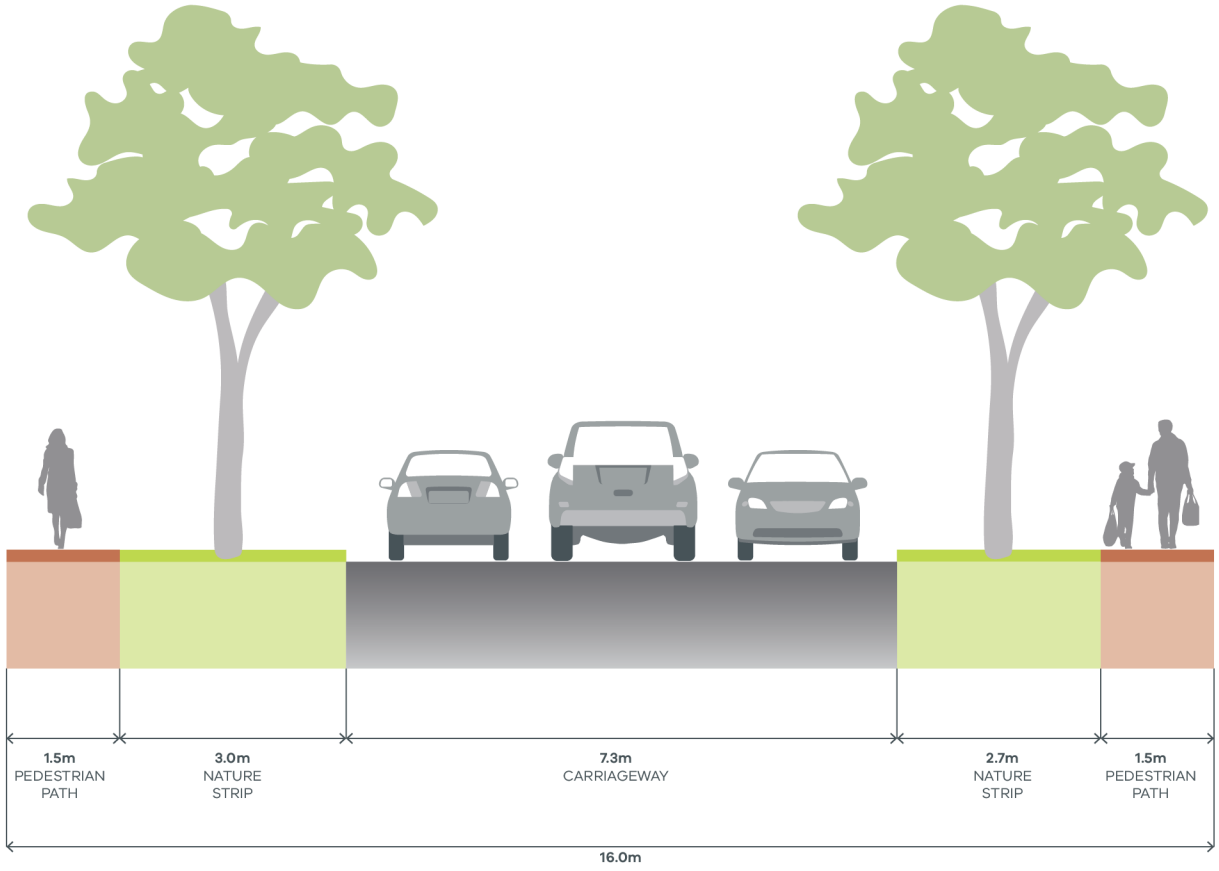


NOTES:

- Minimum street tree mature height 15 metres.
- All kerbs are to be B2 Barrier Kerb.
- Where roads abut school drop-off zones and thoroughfares, grassed nature strip should be replaced with pavement. Canopy tree planting must be incorporated into any additional pavement.

Streetscape Cross Section

Local Access Street Level 1 (16m)

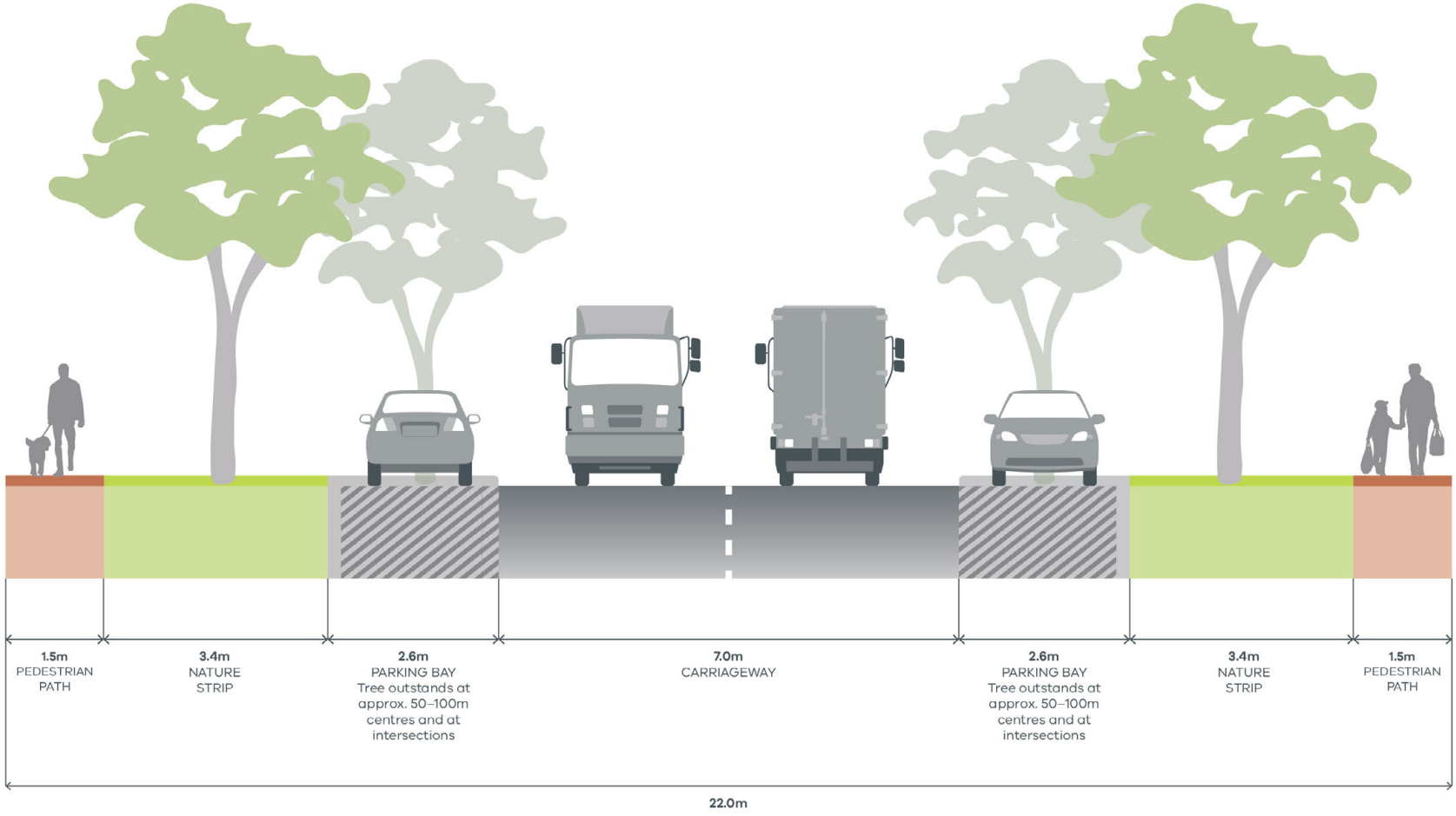


NOTES:

- Minimum street tree mature height 15 metres.
- All kerbs are to be B2 Barrier Kerb.

Streetscape Cross Section

Local Access Street Level 2 - Industrial (22m)

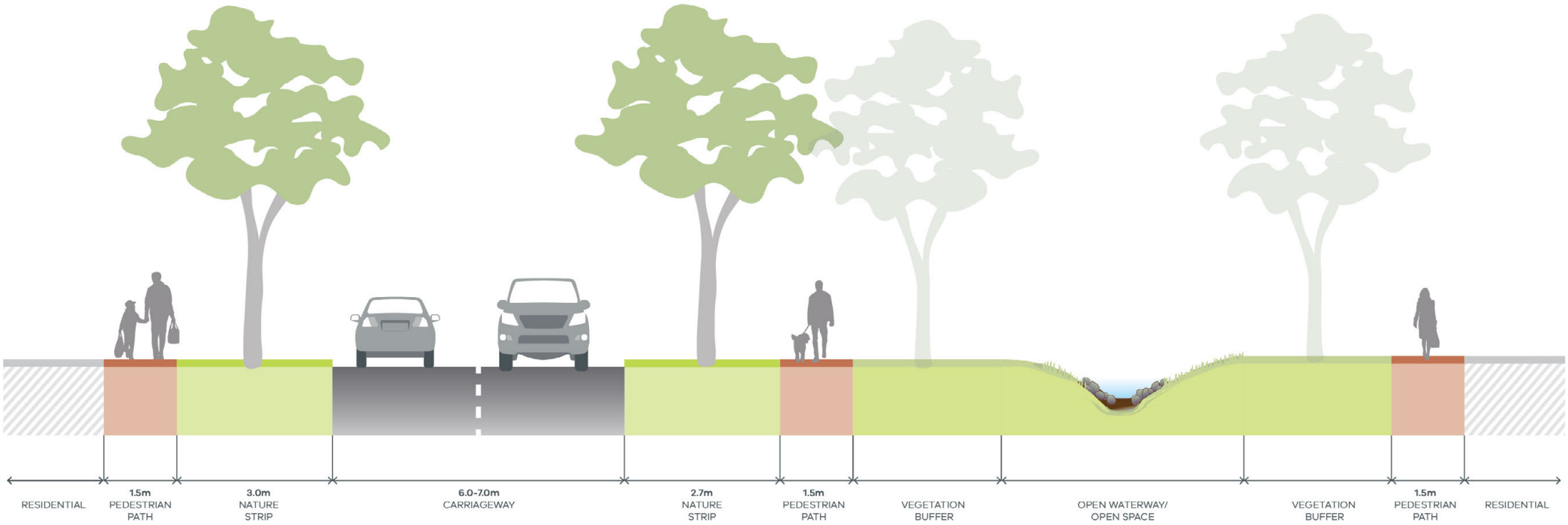


NOTES:

- Minimum street tree mature height 15 metres.
- All kerbs are to be B2 Barrier Kerb.

Streetscape Cross Section

Open Waterway/Open Space



NOTES:

- Waterway widths are subject to Council approval.
- Minimum street tree mature height 15 metres.
- Vegetation buffer widths are subject to Council approval.

Appendix 6 – Glossary of terms

Term	Definition
Activity centre	Provides the focus for services, employment and social interaction. They are where people shop, work, meet, relax and live. Usually well-serviced by public transport, they range in size and intensity of use.
Affordable housing	Has the same meaning as Section 3AA of the *Planning and Environment Act 1987*.
Biodiversity Conservation Strategy (BCS)	The *Biodiversity Conservation Strategy for Melbourne Growth Corridors* (State Government of Victoria, 2013).
Canopy tree cover	The total area of a canopy tree's foliage (which comprises of the layer of leaves, branches, and stems) that covers the ground when viewed from above.
Canopy tree	A tree which has an average potential canopy of foliage of 6.4m in diameter or greater at maturity in the summer months.
Co-location	Adjoining land uses to enable complementary programs, activities, and services as well as shared use of resources and facilities, for example, siting schools and sporting fields together.
Community infrastructure	Infrastructure provided by government or non-government organisations for accommodating a range of community support services, programs, and activities. This includes: – facilities for education and learning (e.g. government and non-government schools, universities, adult learning centres) – early years (e.g. preschool, maternal and child health, childcare) – health and community services (e.g. hospitals, aged care, doctors, dentists, family and youth services, specialist health services) – community (e.g. civic centres, libraries, neighbourhood houses) – arts and culture (e.g. galleries, museums, performance space) – sport, recreation and leisure (e.g. swimming pools) – justice (e.g. law courts) – voluntary and faith (e.g. places of worship) – emergency services (e.g. police, fire and ambulance stations).
Encumbered land	Land that is constrained for development purposes, including easements for power/transmission lines, sewer, gas, waterways/drainage; retarding basins/ wetlands; landfill; conservation, protected vegetation and heritage areas. This land may be used for a range of activities (e.g. walking trails, sports fields) and is not credited. However, regard is taken to the availability of encumbered land when determining the open space requirement.
Fire threat edge	The interface between urban development and an area which presents a permanent potential for fire to impact on a community.
Frontage	The road alignment at the front of a lot. If a lot abuts two or more roads, the one to which the building, or proposed building faces.
Gateway	The identifiable built form, landscape and public realm qualities that signal arrival and a transition in place, land use or urban structure. Gateway character is typically expressed through coordinated elements such as building scale and orientation, land use intensity, streetscape design, landscaping, and visual markers that create a strong and legible sense of transition
Gross developable area	Total precinct area excluding encumbered land, arterial roads and other roads with four or more lanes.
Housing density (gross)	The number of houses divided by gross developable area (Ha).
Housing density (net)	The number of houses divided by net developable area (Ha).
Linear open space network	Corridors of open space, mainly along waterways that link together forming a network.
Land use budget table	A table setting out the total precinct area, gross developable area, net developable area and constituent land uses proposed within the precinct.

Term	Definition
Local centre	An activity centre smaller than a neighbourhood activity centre which may include a small limited-line supermarket or convenience store of between 599 square metres and 1,500 square metres, plus non-retail uses.
Main street	A function of an activity centre, where vitality and activity are created by orienting uses towards the street and ensuring that the primary address of all retail stores is the street. This would normally be a connector street rather than an arterial road.
Neighbourhood activity centre	Activity centres that are an important community focal point and have a mix of uses to meet local needs. Accessible to a viable user population by walking, cycling and by local bus services and public transport links to one or more principal or major activity centres. This should be of sufficient size to accommodate a supermarket.
Net Developable Area (NDA)	Land within a precinct available for development. This excludes encumbered land, arterial roads, railway corridors, government schools and community facilities and public open space. It includes lots, local streets, and connector streets. Net developable area may be expressed in terms of hectare units (i.e. NDHa).
Noise Influence Area	An area that may be affected by noise impacts due to it being within 300m of the South Gippsland Freeway.
Passive open space	Open space that is set aside for parks, gardens, linear corridors, conservation bushlands, nature reserves, public squares and community gardens that are made available for passive recreation, play and unstructured physical activity including walking, cycling, hiking, revitalisation, contemplation and enjoying nature.
Principal public transport network	Incorporated document *Principle Public Transport Network 2017* (Victorian Government, 2017), and *Principle Public Transport Network Area Maps* (Victorian Government, August 2018).
Public open space	Land that is set aside in the precinct structure plan for public recreation that incorporates active and passive open space.
Rear loaded	When vehicle access is provided to a site via a laneway located to the rear of the parcel and not from the primary street frontage.
Sensitive response	A design or engineered response that does not significantly contrast with the existing landform.
Small Lot Housing Code	Standards that establish a building envelope for a single Class 1a building and associated Class 10 buildings on an allotment.
Social housing	Social housing as defined by the *Housing Act 1983* (Vic) means the following housing (other than under the **Victorian Affordable Housing Programs**): a. **public housing** b. housing owned, controlled or managed by a **participating registered agency**. A type of rental housing that is provided and/or managed by the government or by a not-for-profit organisation. Social housing is an overarching term that covers both public housing and community housing.
Unencumbered	Land that is not constrained by uses required to enable development (including easements for power/transmission lines, sewer, gas, waterways/ drainage; retarding basins/wetlands; landfill; conservation protection vegetation and heritage areas).

Term	Definition
Water sensitive urban design	A sustainable water management approach that aims to provide water quality, flood management and green landscapes. Key principles include: – Minimising water-resistant areas. – Recharging natural groundwater aquifers (where appropriate) by increasing the amount of rain absorbed into the ground encouraging onsite reuse of rain and incorporation of rain gardens. – Encouraging onsite treatment to improve water quality, and removing pollution and using temporary rainfall storage (retarding basins/ wetlands) to reduce the load on drains. – Encouraging onsite treatment to improve water quality. – Removing pollution and using temporary rainfall storage (retarding basins/wetlands) to reduce the load on drains.



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