

Vision for Remaining Growth Areas

This Vision Statement will guide Council's advocacy for the future planning and development of the remaining Growth Areas. It encourages innovative planning approaches that respond to community needs and will contribute to the creation of Australia's most liveable city. The Vision Statement will support Council's advocacy to the VPA and guide its engagement with Government Agencies, developers and other stakeholders during the preparation and implementation of the Precinct Structure Plans.

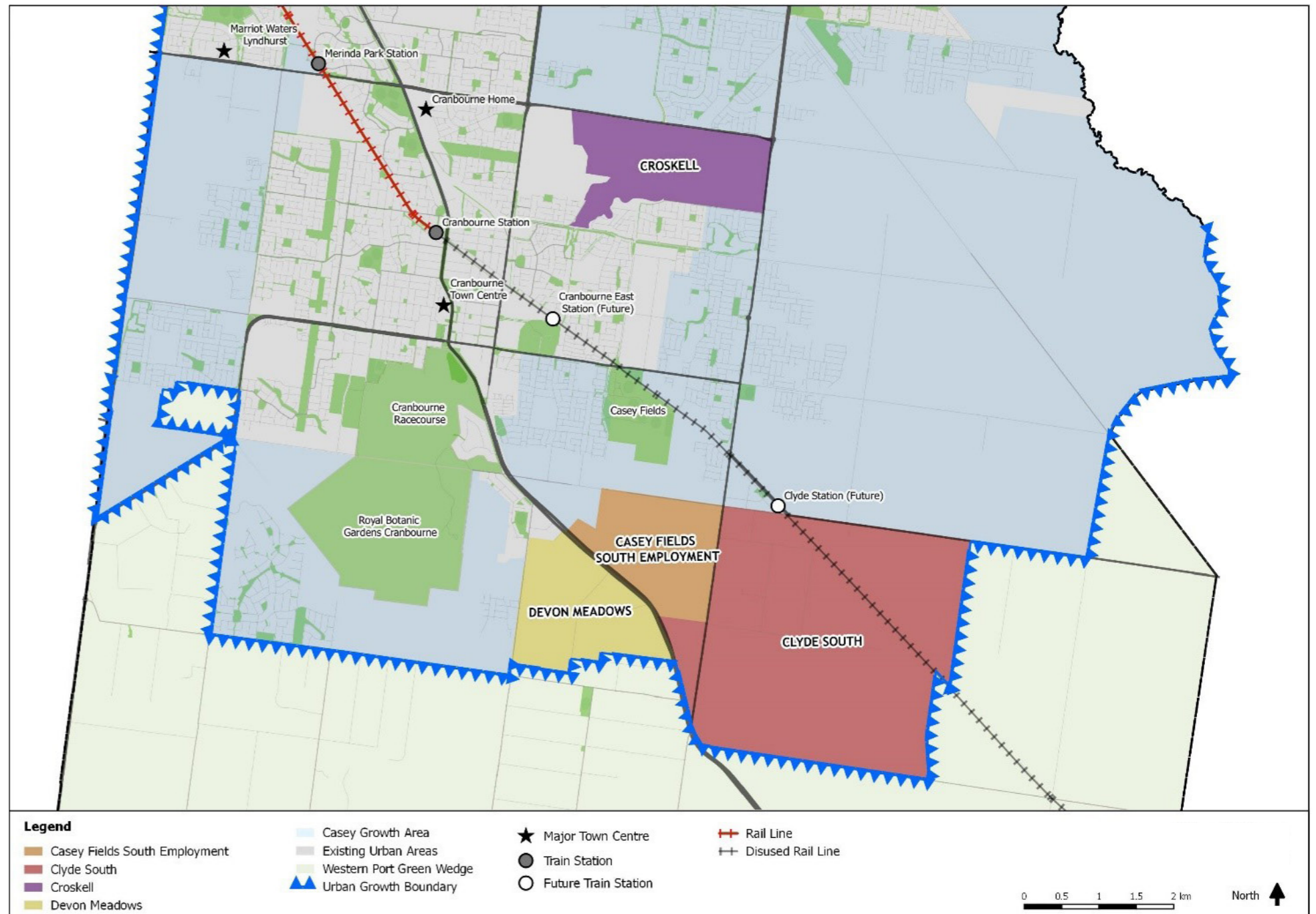
The City of Casey is one of the fastest growing regions in Australia. With over 356,500 residents in 2019 and an expected population of 549,190 by 2041, Council must plan for the future liveability of the City of Casey.

Casey's developing suburbs of Botanic Ridge, part of Clyde, Clyde North, Cranbourne East, Cranbourne North and Cranbourne West are benefiting from strong planning frameworks and the ongoing roll-out of key infrastructure. Strategic plans were prepared for these developing suburbs to balance development with environmental values and to ensure that new communities are supported by early access to infrastructure and services, such as transport, employment, community

facilities, activity centres, open space and recreation facilities.

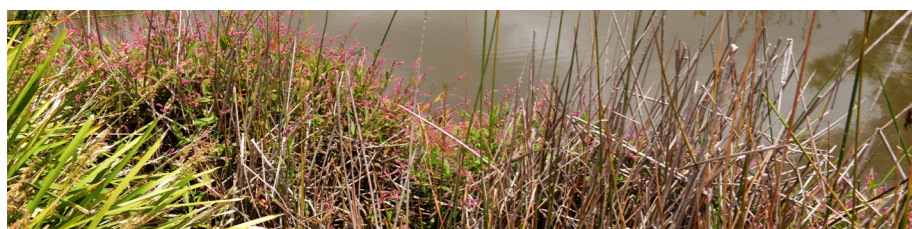
Over the coming years the Victorian Planning Authority (VPA) will prepare new strategic plans – known as 'Precinct Structure Plans' – for four remaining Growth Areas in the City of Casey, being Croskell, Casey Fields South Employment, Devon Meadows and Clyde South. A Precinct Structure Plan (PSP) is a neighbourhood-scale master-plan that sets out a blueprint for urban development, investment and infrastructure delivery. The VPA is responsible for preparing PSPs and consults with Council, government agencies, landowners and other stakeholders during their preparation.

At approximately 1,099 hectares, the Clyde South precinct is one of the largest PSP areas in the City of Casey. The combined residential population of the Clyde South, Casey Fields South Employment and Devon Meadows precincts is expected to increase from an estimated current population of 565 (as at 2016) to 37,445 by 2041. Croskell PSP and Casey Fields South Employment PSP will provide important local employment opportunities for the community, while the future land use of Devon Meadows is still to be determined. The opportunity to support development and growth in Casey is welcome, as ensuring an ongoing supply of residential and employment land is essential to maintaining housing affordability and local employment opportunities.



Vision for Remaining Growth Areas

- The City of Casey will insist on innovative planning approaches that contribute towards the creation of Australia's most liveable city and support demonstration projects in line with the Council's Smart City Strategy.
- Casey's remaining Growth Areas will foster business, industry, investment and employment through the creation of high amenity industrial and commercial precincts.
- Casey's remaining Growth Areas will facilitate diverse housing opportunities (in terms of housing size, type and affordability) to support the needs of Casey's changing and growing community.
- Casey's remaining Growth Areas will protect and celebrate existing environmental, cultural and landscape values, create a treed landscape setting and restore Casey's biological diversity to achieve a healthy environment and way of life for current and future generations.
- The planning framework for Casey's remaining Growth Areas (including PSPs and Infrastructure Contributions Plans (ICPs)) will respond to the high level of fragmented land ownership across these precincts. It will include mechanisms to coordinate development and staging of infrastructure delivery. Early engagement with landowners by Council and the VPA in the development of PSPs and delivery of infrastructure is essential to facilitate a fair, coordinated and orderly approach.



Vision for Croskell Precinct

The Croskell precinct is approximately 272 hectares and is identified as 'business with residential' in the South East Growth Corridor Plan.

- The Croskell PSP will integrate business investment with high quality residential development.
- Water will become a key feature of this precinct, as the Croskell PSP will celebrate and use the existing waterway in the landscape and achieve best practice integrated water management.
- The Croskell PSP will take advantage of the site's strategic location along the Thompsons Road Business Corridor and optimise exposure for business to Thompsons Road.
- The precinct will be supported by high amenity open space that serves the recreation needs of both future residents and workers, provides a point of difference for the employment area and contributes towards best practice integrated water management.
- The Croskell PSP will proactively manage the interface between business and residential land (both within the PSP area and to surrounding development) through planning, design and built form guidelines, transitional land use areas, as well as the strategic placement of parkland, drainage reserves and key roads.

Vision for Clyde South Precinct

The Clyde South precinct is approximately 1099 hectares and is identified as 'residential' in the South East Growth Corridor Plan.

- Recognising the differing housing needs of a growing and diverse municipality, the Clyde South PSP will require that a range of residential lot sizes be provided to support a variety of dwelling and household types. Higher density development will be directed in proximity to the principal public transport network and activity centres, including the future Clyde Railway Station and Clyde Major Town Centre.
- The Clyde South PSP will respond to the design and land take requirements of the future Clyde Railway Station (including the grade separation at Ballarto Road, rail stabling and commuter parking) and require urban intensification around the station. The planning framework will ensure the viability of future intensification (e.g. through transitional requirements, minimum height controls, minimum lot sizes, etc).
- Community facilities and public open space should adjoin retarding basins and waterways (where possible) to capitalise on the amenity value.
- The pedestrian and cycling network should prioritise easy access to the proposed Clyde Regional Park, proposed Clyde Park Sports Precinct, Casey Fields, future Clyde Railway Station and future Clyde Major Town Centre. Active travel can be maximised through improved amenity and boulevard treatments (such as wider paths and tree planting) along key shared paths. Land within the disused railway line should be utilised for a shared use trail that will connect residents to the broader regional trail network, key activity centres, community destinations and natural environs.
- Achieve best practice integrated water management within the Western Port Catchment and reduce the impact of stormwater on non-urban areas outside the Urban Growth Boundary.



Vision for Casey Fields South Employment and Devon Meadows Precincts

The Casey Fields South Employment precinct is approximately 220 hectares and is identified as 'industrial' in the South East Growth Corridor Plan. The adjoining Devon Meadows precinct is approximately 208 hectares and does not have an identified land use in the South East Growth Corridor Plan.

- The Casey Fields South Employment PSP will encourage industry and investment that builds on the nearby Casey Fields regional sporting facility, the Royal Botanic Gardens Cranbourne, the Cranbourne Racecourse and the Western Port



Green Wedge. Complementary industry may include sports medicine, food manufacturing enterprises, education facilities and other value adding industries.

- The VPA will work closely with Council to determine the future use of land in Devon Meadows. The appropriate land use will be informed by the findings of DELWP's industrial and commercial land supply study for the southern region.
- The PSPs will require well-designed interfaces to adjoining residential areas (internal and external to the precincts) be created to minimise the potential impacts of industrial or employment-based land uses on residential amenity, and to allow for development of industries and associated uses that will be compatible with the nearby community.
- South Gippsland Highway will become a key gateway into Casey's urban area. Land use, development, tree planting and public artwork along South Gippsland Highway must contribute to this amenity and arrival experience.
- Southern Brown Bandicoot connectivity corridors that link the Royal Botanic Gardens Cranbourne to other potential habitat within and outside the Urban Growth Boundary will be a key feature of the Devon Meadows PSP. Habitat corridors will comprise drainage reserves, local parks and landscape trails, and will include revegetation, landscaping, and culvert and road crossing design suitable for use by the Southern Brown Bandicoot.
- Landscaping, vegetation, tree planting and built form controls will ensure that future development in the Devon Meadows PSP area enhances the existing landscape character and supports Southern Brown Bandicoot habitat and movement.
- The pedestrian and cycling network should prioritise easy access to Casey Fields, Royal Botanic Gardens Cranbourne and the future Clyde Railway Station. Active travel can be maximised through improved amenity and boulevard treatments (such as wider paths and tree planting) along key roads and shared paths.
- Achieve best practice integrated water management within the Western Port Catchment and reduce the impact of stormwater on non-urban areas outside the Urban Growth Boundary.

Objectives and Strategic Actions

The Vision for Remaining Growth Areas is supported by a series of Objectives and Strategic Actions.

The Objectives set out key principles that will form the focus of Council's advocacy during the preparation of a PSP.

The Strategic Actions include a range of targeted research, policy development, partnerships and advocacy activities to help Council realise its Vision and Objectives for the remaining Growth Areas.

These Objectives and Strategic Actions will strengthen Council's advocacy to the VPA and guide Council's engagement with Government Agencies, developers and other stakeholders during the preparation and implementation of the PSPs.

Objective 1: Improve access to local employment

- Support and participate in the State Government's study into regional employment land. The findings from this study will inform the City of Casey's advocacy during PSP preparation.
- Research and seek to implement best practice planning approaches to unlock and facilitate commercial investment in a growth areas context.

Objective 2: Improve housing diversity and affordability in Casey's growth areas

- Continue research on the current and future housing diversity needs within the Casey Growth Area, including an improved understanding of demography and the needs of different communities, including our ageing population. The findings from this research will inform the City of Casey's advocacy during PSP preparation, as well as the future delivery of services and community infrastructure.
- Research and seek to implement best practice planning approaches to facilitate housing diversity and affordability within a growth area context. Based on the findings of this research, advocate for the inclusion of housing diversity and affordable housing requirements in the remaining PSPs.

Objective 3: Support early delivery of public transport infrastructure and high quality, connected active transport networks

- Continue Council's "Commit to Casey" advocacy campaign for the extension of the Cranbourne Railway Line to Clyde and the early delivery of the Cranbourne East and Clyde Railway Stations to support sustainable travel behaviour, reduce car

dependency and foster early urban intensification and transit orientated development around the station.

- Research and seek to implement options to incentivise the early delivery of active transport infrastructure.
- Identify opportunities to facilitate improved cycling linkages between PSP areas and retrofit existing cycling networks to improve bike path connectivity and advocate for their inclusion during PSP preparation.
- Research the influence of emerging transport technologies (such as autonomous vehicles and e-bikes) on future travel methods and best practice planning approaches to accommodate them. The findings from this research will inform the City of Casey's advocacy during PSP preparation.

Objective 4: Support early delivery of community infrastructure and enhance social connectedness in public space

- Research the social, demographic and cultural needs of Casey's Growth Area communities to ensure that new PSPs will support services and facilities that are aligned with community needs and expectations.
- Research and seek to implement innovative funding, delivery and partnership models for early community infrastructure delivery, such as developer or GAIC works in kind agreements, interim facilities and collocation/integration of Council and State Government facilities.
- Advocate to the VPA for the inclusion of key services (including Community Service Organisations, Country Fire Authority and State Emergency Services) within the remaining PSP's areas.
- Research and seek to implement best practice planning approaches to facilitate social connectedness in new communities and public spaces.

Objective 5: Preserve the natural and cultural values within and adjoining the remaining PSPs

- Undertake the Integrated Water Management Growth Area Analysis Project in partnership with Melbourne Water, VPA, DELWP and Cardinia Shire Council to identify strategies to reduce the impact of stormwater, improve liveability, and achieve best practice integrated water management within the Western Port Catchment. The findings from this project will inform the City of Casey's advocacy during PSP preparation.
- Research and seek to implement best practice approaches to support Southern Brown Bandicoot conservation and movement in public and private space, including minimum standards for habitat corridors, built form and landscaping (such as setback requirements or bandicoot friendly gardens).

- Advocate to the VPA and DELWP for the implementation of the planning requirements within Council's Growth Areas Heritage Places Policy in future Urban Growth Zone Schedules.
- Continue to advocate for PSP requirements (such as PSP concept plans or urban design frameworks) that require future subdivision and development to consider the interface and connections to heritage places.
- Research and seek to implement best practice planning approaches to the interface between urban residential development and the adjoining rural areas in the Westernport Green Wedge.

Objective 6: Public spaces should incorporate greenery and contribute to a treed landscape setting

- Advocate to the VPA to incorporate canopy cover and tree species diversity in future PSPs.
- Research and seek to implement best practice approaches to preserve existing scattered trees.
- Research and seek to implement best practice approaches to preserve the natural topography during the planning permit and development process and advocate to the VPA and the Department of Environment, Land, Water and Planning for improved planning controls.



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