



HAMPTON PARK HILL DEVELOPMENT PLAN

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

Related policies: Nil

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

Prepared by the City of Casey.

DRAFT

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Definitions

Active Open Space	Land set aside for the specific purpose of formal outdoor sports by the community.
Active Transport	The use of human powered (primarily walking and cycling) modes of transport to access places.
Carriageway	The area of a street reserve which is provided for the movement or parking of vehicles. It is determined by the invert of a kerb and channel and the point adjacent to the pavement edge for kerb (only) and edge strips.
Construction and Demolition Processing Facility	A site, location, tract of land, installation, or building that is used or intended to be used for the purpose of processing, transferring, or recycling construction and demolition debris that was generated off the premises of the processing facility.
Council	Casey City Council, being a body corporate constituted as a municipal Council under the <i>Local Government Act 2020</i> .
DELWP	Victorian State Government Department of Environment, Land, Water and Planning.
Development Plan (DP)	Provides an overall concept plan of how an area could be developed and can set development requirements in addition to normal planning requirements. Any future planning application for subdivision and development must be generally in accordance with the approved Development Plan.
Easement	A designated area of land that gives councils, or other authorities, access rights through your property to maintain, install, replace or upgrade essential services infrastructure.
Energy Generation	The production of electric power using fuel oil and its derivatives, natural gas, renewable energy sources, or any other method.
Hallam Road Landfill	The landfill located at 270-310 Hallam Rd, Hampton Park is one of Victoria's largest landfills and accepts household and commercial and industrial putrescible waste and solid inert waste.
Hub Plan	Developed by the Metropolitan Waste and Resource Recovery Group (MWRRG), the map aims to identify what waste and resource recovery activities could occur in hub areas across the State and what capacity Melbourne has for managing waste and resource recovery.
Integrated Transport	It refers to a multi-modal transport system where different modes of transport are efficiently linked with each other.

Landfill	A disposal site where solid waste, such as paper, glass, and metal, is buried between layers of dirt and other materials.
Landfill Gas Migration	The process which occurs when the landfill gas generated within a landfill moves from the site of original waste deposition out of the landfilled waste, into the surrounding environment.
Light Industry	Industries that usually are less capital-intensive than heavy industry and are more consumer-oriented than business-oriented, as they typically produce smaller consumer goods.
Local Access Road	A road or street whose primary function is to provide access to abutting properties.
Low Impact Agriculture	Agricultural uses that prove to have a low impact on the floodplain and low amenity impact on the surrounding residential areas.
Main Access Road	A road or street whose primary function is to connect local access streets and accommodate higher volumes of traffic from connecting arterial roads.
Passive Open space	Parks, gardens, linear corridors and reserves that are made available for passive recreation, play and relatively low levels of physical activity including walking, cycling, hiking, revitalisation, contemplation and enjoying nature.
Permeability	The extent to which the urban structure permits or restricts, the movement of people or vehicles through an area, and the capacity of the network to carry people or vehicles.
Planning Scheme Amendment	The process for making a change to a planning scheme through a formal preparation, exhibition and approvals process which is overseen by the Minister for Planning.
Potentially Contaminated Land	Land: a) used or known to have been used for industry or mining; b) used or known to have been used for the storage of chemicals, gas, waste or liquid fuel (other than minor above-ground storage that is ancillary to another use of the land); or c) where a known past or present activity or event (occurring on or off the land) may have cause contamination of the land
Precinct	In this Development Plan 'the Precinct' refers to land affected by the Development Plan Overlay and is bound by Ormond Road and Central Road to the north, the transmission line easement to the east, Glasscocks Road to the south, and Hallam Road/South Gippsland Highway to the west.
Public Open Space	Public land that has a leisure function or is reserved as a public park or conservation use. Also includes public land that does not have a core function of open space such as land that is primarily required for drainage or utility purposes

	but that may still be used for leisure purposes and valued by the community.
Rear Loaded	Vehicle access is located at the rear of the lot and is accessed via a rear laneway or internal loop road.
Road	Includes highway, street, lane, footway, square, court, alley or right of way, whether a thoroughfare or not and whether accessible to the public generally or not.
Sensitive Land Use	<p>Sensitive uses are land uses considered to be sensitive to emissions from industry and other uses due to their impact on amenity, human health and safety. Sensitive uses will differ depending on the type of industry or other use. Examples of sensitive uses include, but are not limited to:</p> <ul style="list-style-type: none"> » Dwelling » Residential aged care facility » Child care centre » Hospital » Place of assembly » School
Separation Buffer	The space between a land use with potential adverse amenity impact or potential risk to human health and land uses sensitive to the identified risk. Also known as a buffer or separation distance.
Shared Path	Areas open to the public that are designated for use by both pedestrians and bike riders.
Signalised Intersection	Installed at a major road intersection that improves crossing opportunities for pedestrians and cyclists.
Soil Stockpiling	Storing of soil for future use.
Transfer Station	Land used to collect, consolidate, temporarily store, sort or recover refuse, used or surplus materials before transfer for disposal, recycling or use elsewhere.
Water Sensitive Urban Design	The philosophy of achieving better water resource management outcomes in an urban context by using an integrated approach to planning and incorporating total water cycle management objectives into the planning process. The key elements of this design include protection from flooding, management of water quantity and quality to achieve ecological objectives, and water conservation, efficiency and reuse.

1. Introduction

The Hampton Park Hill Development Plan (the Development Plan) applies to land in and surrounding the Hallam Road waste and resource recovery hub in Hampton Park (the precinct) in the City of Casey. More specifically, the precinct is bound by Ormond Road and Central Road to the north, the transmission line easement to the east, Glasscocks Road to the south, and Hallam Road/South Gippsland Highway to the west (see *Figure 1*).

The Development Plan applies to land in Schedule 1 to the Development Plan Overlay (DPO1) in the *Casey Planning Scheme*.

Figure 1 The Hampton Park Hill Development Plan Precinct Boundary



The Victorian State Government have identified some of the precinct through the *State-wide Waste and Resource Recovery Implementation Plan* (SWRRIP, 2018) which identifies some of the area as a State-level significant waste and resource recovery site. *The Hallam Road Hub Plan* (Metropolitan Waste and Resource Recovery Group, 2021), ('the Hub Plan') identifies existing and potential future uses which are needed for state, regional and local waste and resource recovery facilities. The Hub Plan makes a series of recommendations, including a recommendation that the Hampton Park Development Plan is reviewed to acknowledge the importance of existing and future waste and resource recovery uses within the precinct.

1.1 Purpose

An existing Development Plan applies to the precinct that does not reflect the future waste and resource recovery activities, employment, and open space needs, or adequately consider land use conflict via separation buffers. Therefore, the purpose of this Development Plan is to review the existing Development Plan and provide a high-level framework guiding key elements of land use, built form, scale, connectivity and servicing provision. Under this framework, planning permits for use and development can be lodged with Council and more detailed site planning, subdivision and engineering design can take place.

The preparation of this Development Plan has been guided by the requirements in the existing DPO1. The DPO1 requires the Development Plan to show an existing and proposed road network, location of existing and proposed open space/open space linkages, and the location of any existing and proposed community facilities.

In accordance with the requirements of the DPO1, Council must take the Development Plan into consideration when assessing planning permit applications for the subdivision, use or development of land in the area to which it applies. A permit can only be granted for the subdivision, use or development of land that is generally in accordance with this Development Plan.

1.2 Development Outcomes

The Development Plan intends to build on the opportunities for the precinct to facilitate the waste and resource recovery needs of the State Government and provide increased employment and open space land that contributes to its surrounds in the Hampton Park area.

Future land uses identified in the Development Plan now better align with contemporary State Government strategy and policy to ensure consistent direction for ongoing and new development including the need to rezone land within the precinct.

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

- » An ability of the south-east metropolitan region to meet its waste and resource recovery needs
- » Identify adequate separation buffers from the waste and resource recovery facilities

- and other land uses with adverse amenity potential
- » An employment sub-precinct to service the local convenience needs of the area
- » 84.53 hectares of public open space reserves
- » 16.13 hectares of pathways and pedestrian/cyclist connections
- » A permeable local road network including pedestrian pathways and landscaping.

1.3 How to Read the Development Plan

The Development Plan is made up of:

- » Introduction and Background
- » Vision
- » Framework Plan
- » Implementation

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

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

- » Requirements must be met.
- » Guidelines should be met.

Where a requirement is listed no alternative shall be considered.

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

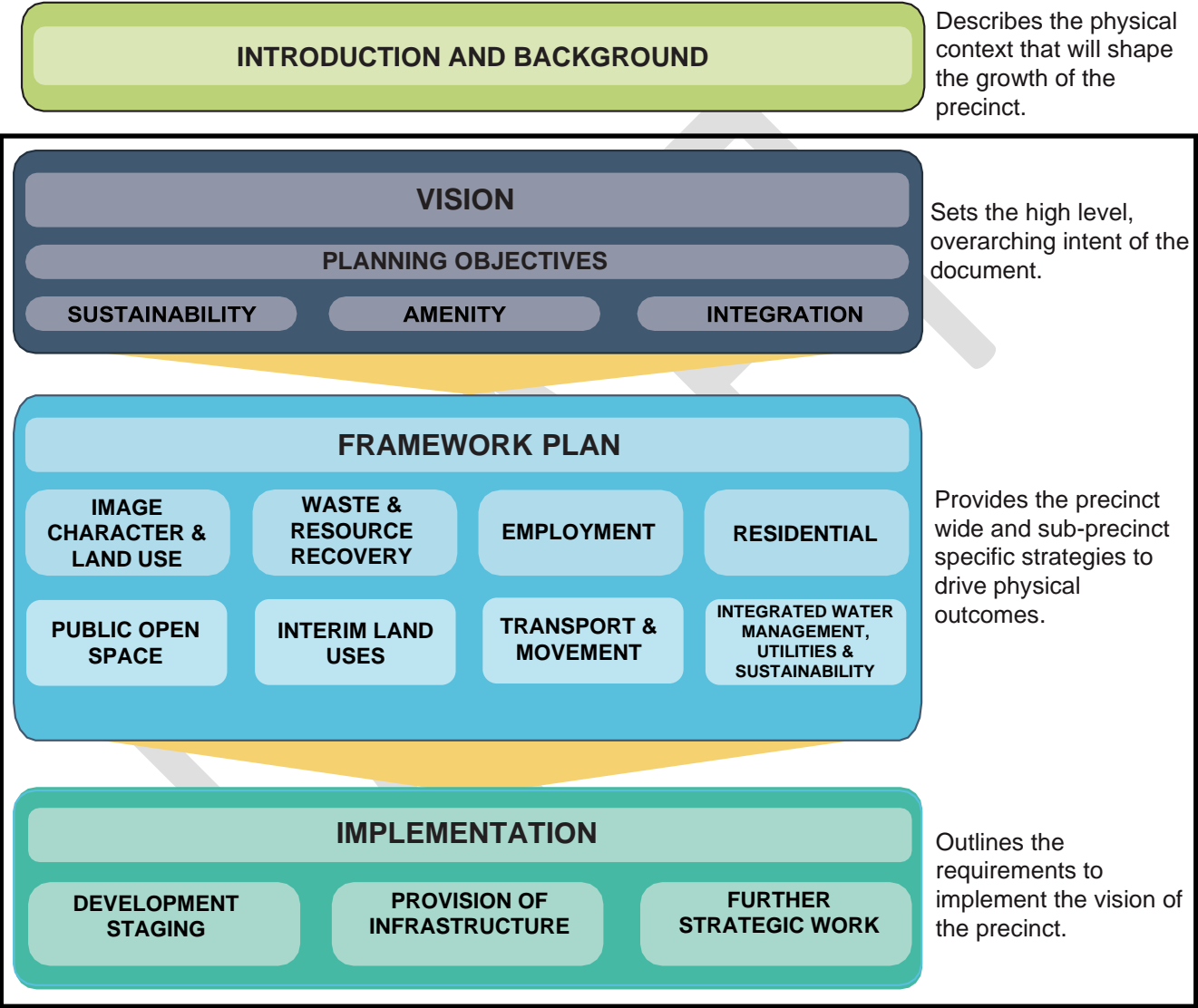
Application requirements: specify additional information which must be provided to the Responsible Authority with applications.

This approach ensures that a robust framework can be applied that will achieve future development outcomes.

1.4 Development Plan Components

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

Figure 2 Development Plan Components



2. Background

Part of the land covered by the Development Plan was previously used for sand extraction and is currently used for waste and resources recovery including a landfill, waste sorting and recycling, transfer station, and construction and demolition recycling. There are several associated uses established in the precinct including a concrete batching plant, construction and demolition processing facility (C&D processing), soil stockpiling and nursery and garden supplies.

The landfill currently in operation is expected to reach capacity by 2032 and has a permit which allows landfilling until 2040. The Environmental Protection Agency (EPA) have imposed a 500-metre separation buffer from the landfill which is currently in place but not mapped clearly within the *Casey Planning Scheme*. The separation buffer is in place to ensure development is mindful of landfill gas migration being a risk to human health, and amenity impacts of odour and noise.

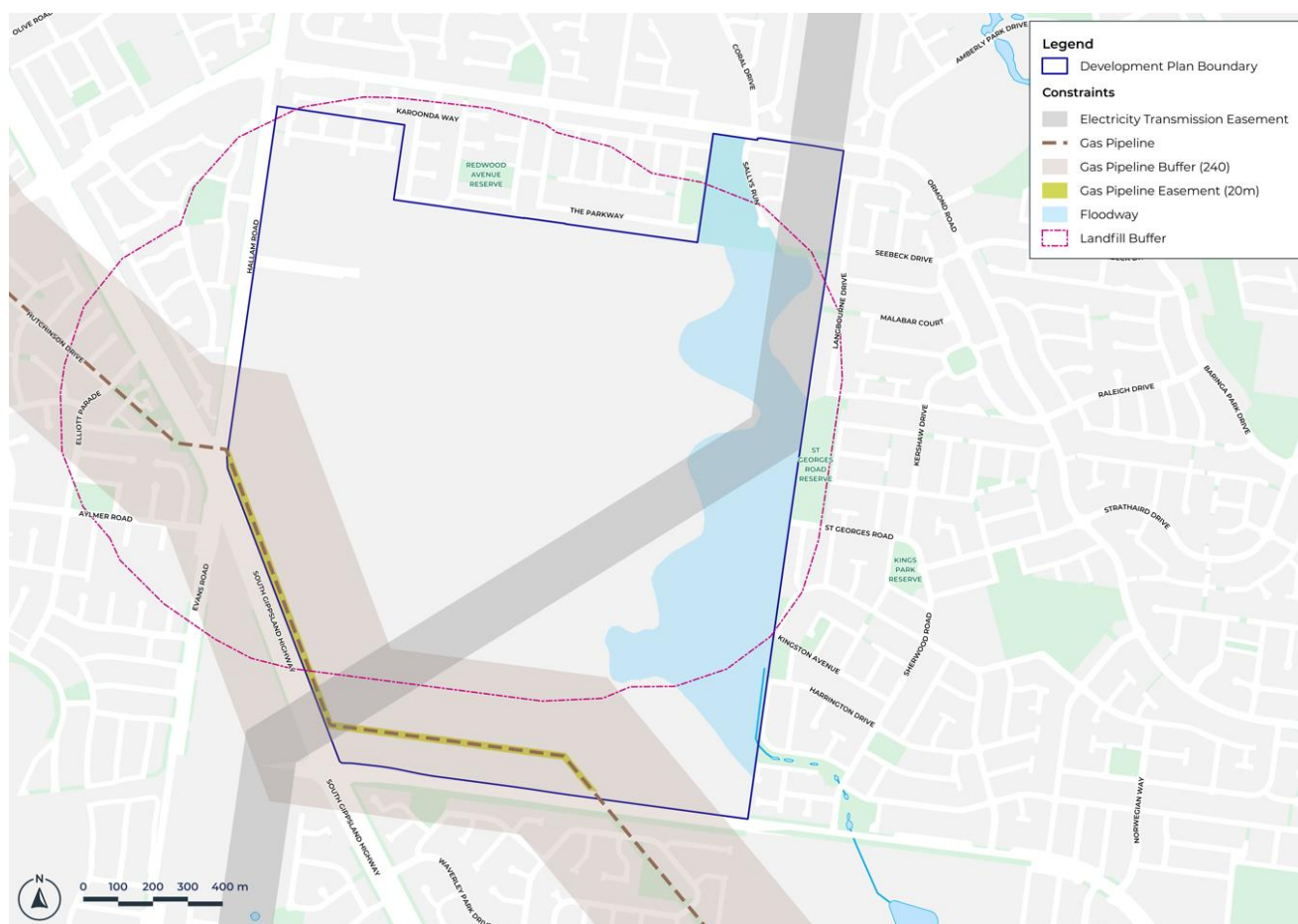
Notably, when the landfill was first established in the 1990's, the landfill separation buffer was only set at 100 metres. As a result, land was rezoned to residential surrounding the landfill in accordance with the 100-metre separation buffer and has been predominantly developed. The EPA has since discovered more about appropriate health and amenity buffer requirements for landfills and the buffer was extended to the current 500-metre EPA buffer. As a result, there are significant land use conflicts between sensitive uses (i.e., residential uses) within the separation buffer and the industry within the precinct.

In addition to the 500-metre landfill separation buffer, the precinct has additional constraints in the form of various separation buffers, easements and a floodway. These include:

- » Electricity transmission line and easement, together measuring approximately 155 metres in width.
- » High pressure gas pipeline, 20 metre width easement and 240 metre separation buffer.
- » Concrete batching plant with a 100-metre separation buffer for potential amenity impacts of noise and dust.
- » Reverse 300 metre separation buffer from residentially zoned land for C&D processing. The C&D processing equipment must be located at least 300 metres from residentially zoned land.

Constraints are mapped in *Figure 3*. The 500-metre landfill separation buffer and other constraints are not adequately reflected in planning controls via the *Casey Planning Scheme*.

Figure 3 Buffers and Constraints Map



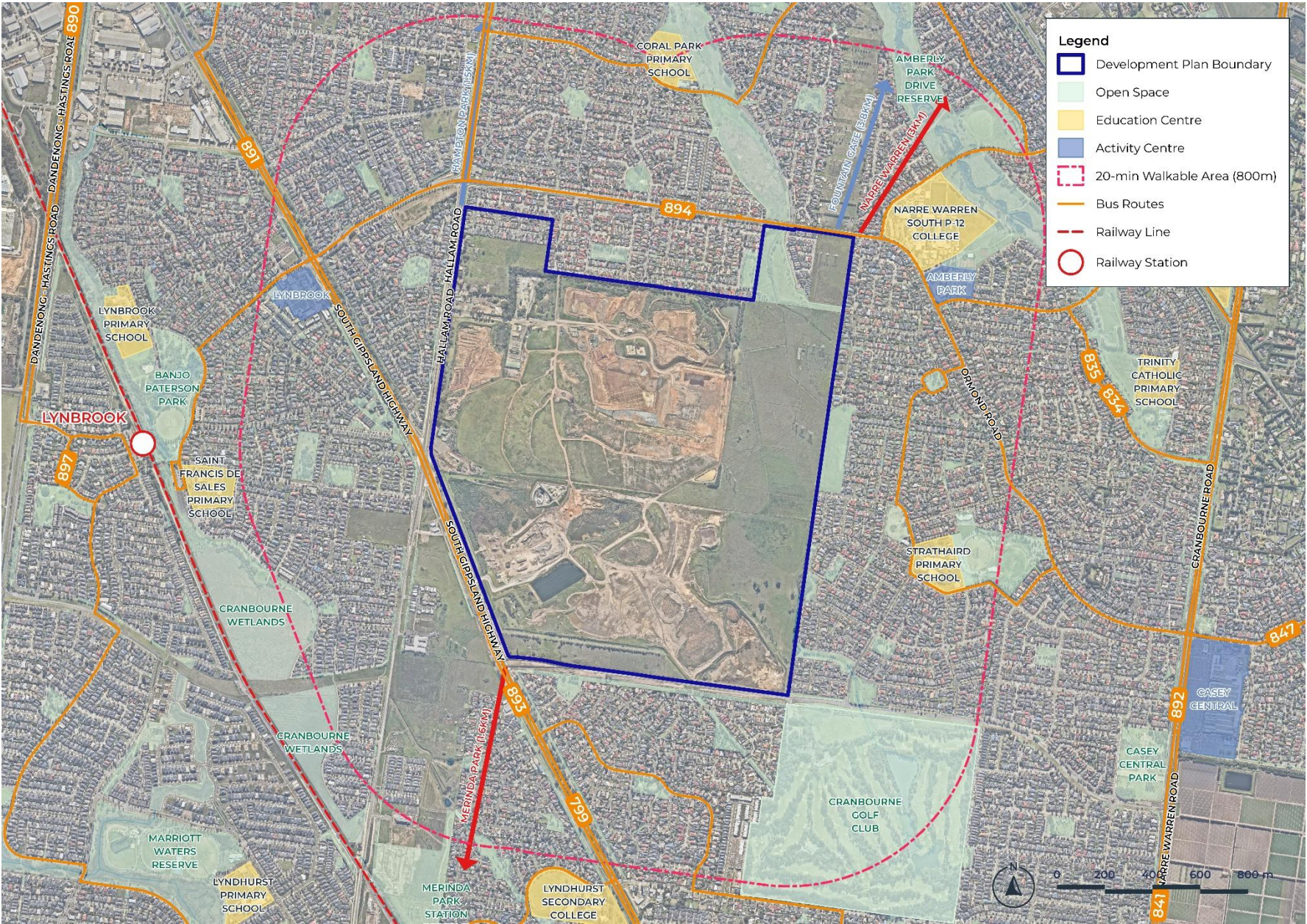
2.1 Surrounding Context

The 500 metre landfill separation buffer impacts land beyond the precinct boundary (see Figure 3). All use and development impacted by the separation buffer should mitigate risk from underground landfill gas migration through built form objectives in accordance with *EPA Publication 1642: Assessing planning proposals within the buffer of a landfill* (EPA, 2017).

Figure 4 illustrates that the precinct sits within an establishing urban context. Various urban amenities are located within 2km of the precinct boundary including:

- » Primary and secondary schools including Strathaird Primary School, St Francis De Sales Catholic Primary School, Lynbrook Primary School, Coral Park Primary School, St Kevins Primary School, Narre Warren South P-12 College and Lyndhurst Secondary College.
- » Recreation facilities such as River Gum Reserve (intercepts the precinct in the northeast corner), Ormond Road Reserve, Paterson Drive Reserve and Cairns Road Reserve. The area is also well serviced by a network of connecting paths and trails.
- » Lynbrook Train Station and Merinda Train Stations.
- » Two Neighbourhood Activity Centres: Lynbrook Village and Amberly Park.

Figure 4 Surrounding Context Map



2.2 Planning Context

2.2.1 Planning Policy Framework

The following Clauses from the Planning Policy Framework (PPF) have been identified as important to the Development Plan. These Clauses are correct at the time of drafting and are subject to change.

Clause 11.02-1S Supply of urban land

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

Clause 11.02-2S Structure planning

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

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

The objective of this clause is to protect and enhance river corridors, waterways, lakes and wetlands. A strategy is to ensure development responds to and respects the significant environmental, conservation, cultural, aesthetic, open space, recreation and tourism assets of water bodies and wetlands. The Healthy Waterways Strategy is a reference document under this clause.

Clause 13.04-1S Contaminated and potentially contaminated land

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

Clause 13.05-1S Noise management

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

Clause 13.06S Air quality management

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

Clause 13.07-1S Land use compatibility

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

Clause 15.01-1S Urban design

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

Clause 15.01-4S Healthy neighbourhoods

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

Clause 17 Economic development

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

Clause 18 Transport

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

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

Clause 19.02-6S Open space

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

Clause 19.03 Development infrastructure

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

Clause 19.03-15S Waste and resource recovery

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

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

2.2.2 Local Planning Policy Framework

The following Clauses from the Local Planning Policy Framework (LPPF) of the *Casey Planning Scheme* have been identified as important to the Development Plan. These Clauses are correct at the time of drafting and are subject to change.

Clause 21.04 Environment

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

- » Retaining waterway capacity to enable waterways to perform their natural functions
- » Ensuring water sensitive urban design initiatives are incorporated into the design and construction of subdivision and development
- » Contributing to better air quality through integrated transport and land use planning
- » Managing land use and development to minimise potential for land use conflicts

- » Providing for effective and coordinated waste management that accords with the Metropolitan Waste and Resource Recovery Implementation Plan
- » Managing Casey's suburban structure to create a more efficient suburban form, with improved accessibility, greater reliance on public transport and pedestrian/cycling networks, and energy-efficient subdivision design

Clause 21.22 Hampton Park

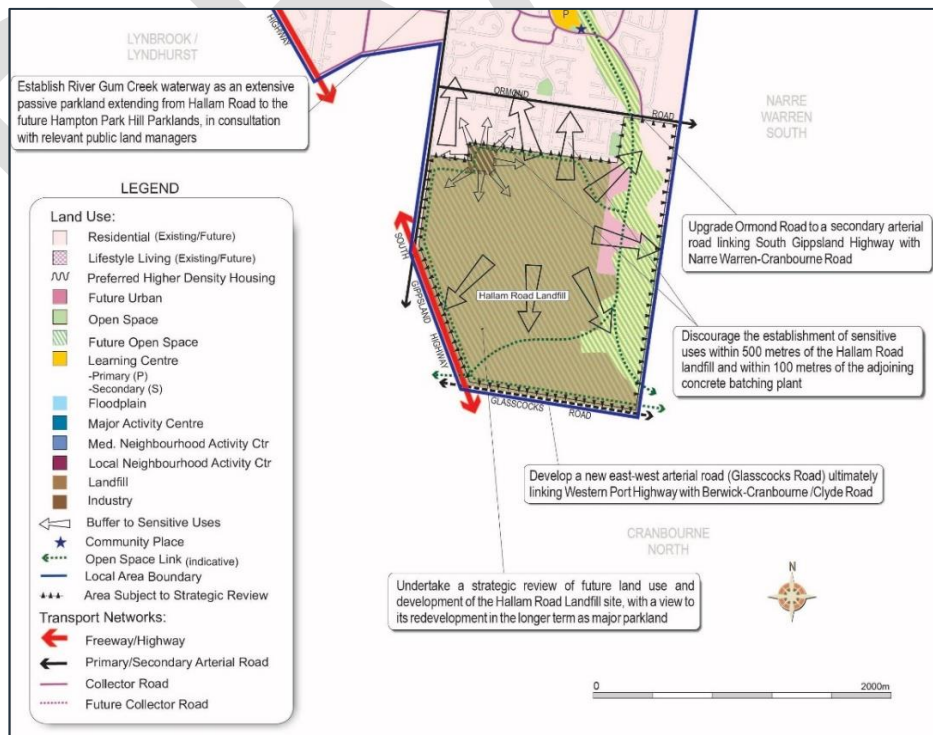
The objective of this clause is to recognise amenity constraints associated with existing industrial land uses in the precinct and to establish 'Hampton Park Hill' as a large, passive parkland. This objective is achieved through:

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

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

The policy does not currently identify that employment land is to be located within the precinct. Subject to the adoption of this Development Plan, the local policy and associated map will need to be updated.

Figure 5 Excerpt from Hampton Park Local Policy Map



Clause 21.23 Lynbrook/Lyndhurst

Some of the objectives of this clause are to recognise amenity constraints associated with existing industrial land uses and to provide diverse and integrated public open space systems. This is achieved by limiting sensitive uses within 500 metres of the Hallam Road Landfill as well as integrating parkland environments that support a range of active and passive recreation opportunities.

2.2.3 Current Planning Controls

Zones

Special Use Zone Schedule 1 (SUZ1)

The SUZ1 provides for use and development of land for earth and energy resources industry and encourages compatible uses and land management practises that minimise adverse impacts of the use and development of nearby land. The SUZ1 applies to most of the precinct, see *Figure 6*.

Urban Floodway Zone (UFZ)

The UFZ identifies and protects the major drainage path along the eastern edge of the precinct as shown in *Figure 6*. The drainage path conveys stormwater towards the Hallam Main Drain to the north.

General Residential Zone Schedule 1 (GRZ1)

The GRZ1 was applied within the precinct in areas where it was first considered there may be minimal constraints to residential development. GRZ1 areas surround the development plan area with two small portions included within the precinct in the north western corner as well as the north eastern corner, see *Figure 6*.

Public Park and Recreation Zone (PPRZ)

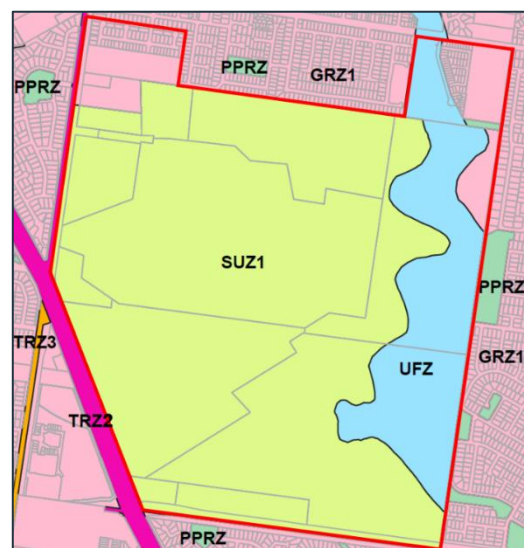
The PPRZ recognises areas for public recreation and open space. There is one

small section of PPRZ land within the precinct near the northeast corner, as shown in *Figure 6*. There are also three PPRZ land parcels which adjoin the precinct along the eastern edge. The development will need to consider these PPRZ areas within the broader context of open space networks.

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

The TRZ identifies land being used or needed for transport land uses. TRZ2 is used for roads that form part of the principal road network and TRZ3 shows significant municipal roads. See *Figure 6* for the road locations.

Figure 6 Zones

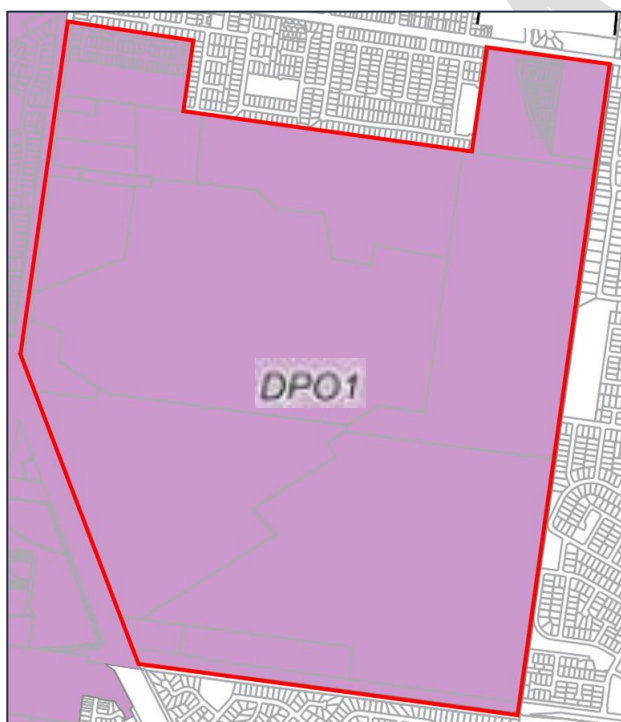


Overlays

Development Plan Overlay Schedule 1 (DPO1)

The DPO1 applies to the entire precinct (see *Figure 7*) and requires a development plan to be approved by the responsible authority prior to a planning permit application being considered. The DPO1 exempts a planning permit application from notice and review where it complies with the prepared development plan. The DPO1 extends to Hallam Road (west of the precinct). The area west of the precinct boundary is also guided by the separate Lyndhurst and Lynbrook Development Plan.

Figure 7 Development Plan Overlay

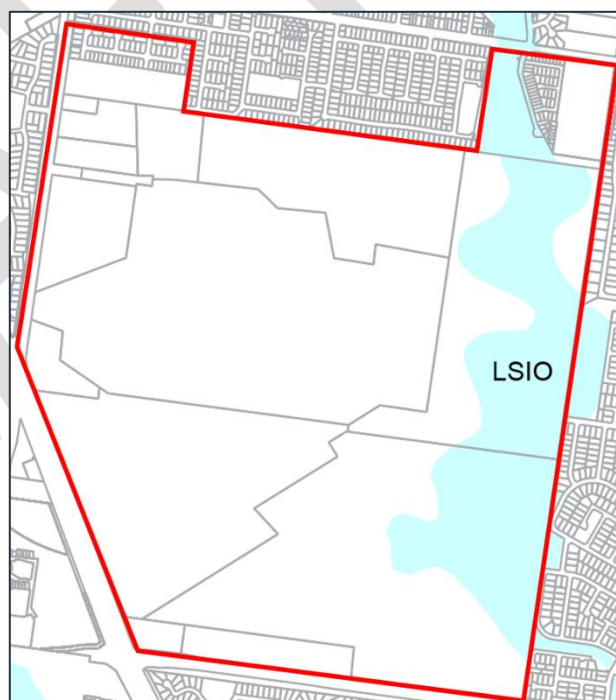


Land Subject to Inundation Overlay (LSIO)

The LSIO applies to land that is subject to inundation. The LSIO applies to the same land as the UFZ (see *Figure 8*).

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

Figure 8 Land Subject to Inundation Overlay



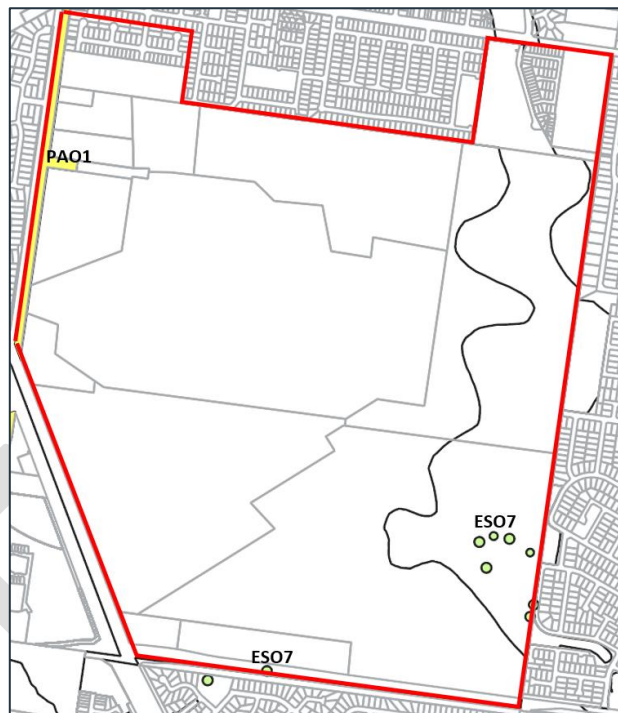
Environmental Significance Overlay Schedule 7 (ESO7)

The ESO7 identifies Casey's larger, environmentally significant River Red Gum trees as shown in *Figure 9*. The ESO7 seeks to protect and conserve the River Red Gum trees and thereby enhancing the environmental and landscape values of a local area.

Public Acquisition Overlay Schedule 1 (PAO1)

The PAO1 identifies land which is reserved and proposed to be acquired by Transport for Victoria for road purposes. The objective of the overlay has been achieved as the land is now in ownership of Transport for Victoria and has been used in the duplication of Hallam Road completed in 2020.

Figure 9 Environmental Significance Overlay and Public Acquisition Overlay



2.2.4 Strategic Policy Documents

The Development Plan is designed to be consistent with relevant State and local policies, strategies and guidelines. Relevant strategic State policy documents and their links to the Development Plan are summarised below.

Plan Melbourne 2017-2050

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

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

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

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

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

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

The SWRRIP utilises the term ‘circular economy’ – an economy that maximises the productive use and reuse of valuable resources. A circular economy continually seeks to reduce the environmental impacts of production and consumption, while enabling economic growth. Effective management of waste is critical to establishing a circular economy via recycling and reuse.

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

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

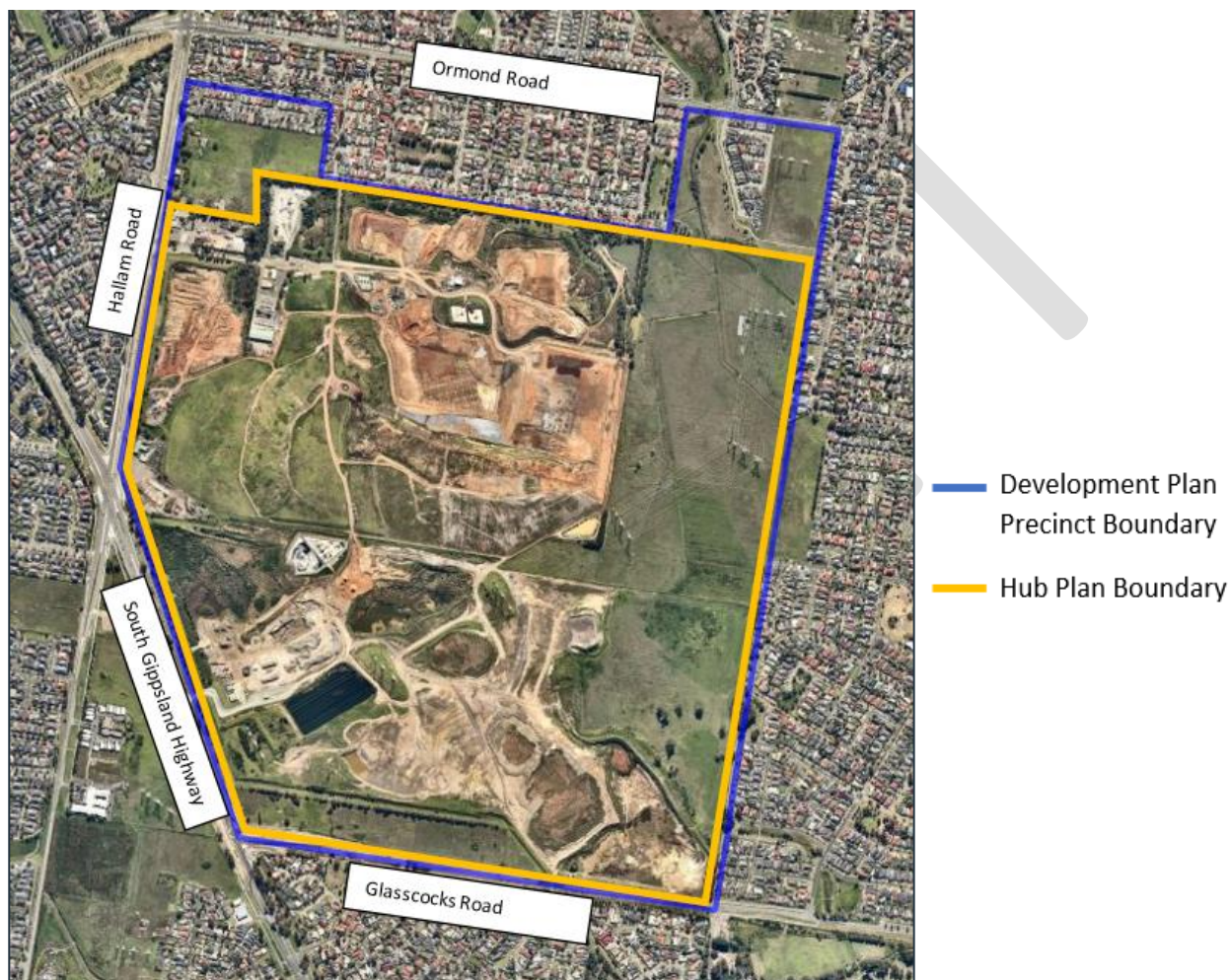
- » Reduce waste sent to landfill
- » Increase organic waste recovered
- » Deliver community, environmental and economic benefits
- » Plan for Melbourne’s growing population.

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

The Hub Plan developed by the Metropolitan Waste and Resource Recovery Group is an implementation step of the MWRRIIP which aims to identify what waste and resource recovery activities could occur in hub areas across the State, and therefore what capacity Melbourne has for managing waste and resource recovery activities.

The Hallam Road Hub Plan's (the Hub Plan) boundary differs from the precinct. The whole Hub Plan area is within the precinct boundary as shown in *Figure 10*.

Figure 10 Development Plan Precinct Boundary and Hup Plan Boundary



The Hub Plan identifies the Hallam Road hub area as a valuable, well-located site for waste and resource recovery infrastructure to service the City of Casey, the region and the State. The Hub Plan notes that the Hallam Road landfill has been in operation since the 1990's and will be reaching capacity within the next 5-10 years. As the Hallam Road landfill closes, the Hub will transition away from waste disposal activities and focus on waste transfer activities and the resource recovery of inert materials, while also providing valuable public open space to the City of Casey.

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

- » increased construction and demolition processing capacity will be needed for the future of the Hub
- » other inert material processing could be supported at the site, such as e-waste, plastics, metal or glass recycling
- » future waste activities will require reprocessing infrastructure when moving towards a circular economy (similar to the recent development of the e-waste reprocessing industry)
- » following the closure of the site's landfill, there will likely be a need for consolidation and bulk haulage of household waste

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

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

Recycling Victoria – A New Economy (DELWP, 2019)

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

Given the existing uses on the site with limited sensitive uses located within the precinct, it does present a unique opportunity to utilise this existing scenario with availability of separation buffers, for waste and resource recovery industries to be established and to facilitate a circular economy as envisaged in *Recycling Victoria*.

Open Space Strategy (City of Casey, 2015)

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

While the Hampton Park landfill site has not been specifically identified in the Strategy, an open space audit identified the suburb of Hampton Park as having a shortage of open space, particularly active open space.

Housing Strategy (City of Casey, 2019)

The City of Casey's Housing Strategy recognises the changing household demographics in the municipality and identifies housing changes to address the changing needs of the community. The Strategy identifies locations suitable for different rates of housing change (minimal, incremental and substantial change). The precinct and land within the landfill buffer are identified in the Housing Strategy as a minimal housing change area.

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

The Casey – a Design City document is a guide to promote design excellence in the built environment. The document highlights that good design creates benefits economically, socially and environmentally but that it has to be considered from the first stages of the development process.

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

EPA Guideline 1518 is a summary of key principles and requirements for determining separation distances between land uses which generate odour and dust emissions and sensitive land uses. It aims to protect human health and wellbeing, local amenity and aesthetic enjoyment by preventing sensitive land uses from locating on industrial land uses and to prevent new or expanded industrial land uses from impacting on sensitive land uses. The document lists land uses which have the potential for odour and dust emissions and provides general recommendations for separation distances.

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

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

2.3 Additional Documents

The Development Plan has been prepared by the City of Casey and has been informed and guided by various specialist assessments (separate to this document):

Employment Land Study (SGS, 2022)

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

The study also found that heavy industry should not be placed in the precinct due to land constraints. There is also no need for an activity centre in the precinct due to adequate existing provision of existing and planned activity centres in the area.

Urban Design Interface Study (Global South, 2022)

Global South were engaged to advise Council on interface treatments where residential land and employment areas meet. The report makes building design recommendations which mitigate the adverse amenity potential of employment land on the nearby residential areas.

Transport Planning and Traffic Engineering Assessment (Traffix Group, 2022)

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

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

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

Other

Council have also engaged consultants specialising in infrastructure servicing and biodiversity, respectively. These consultant reports were not available at the time of placing the Development Plan on community consultation but will inform the final Development Plan before it is adopted by Council.

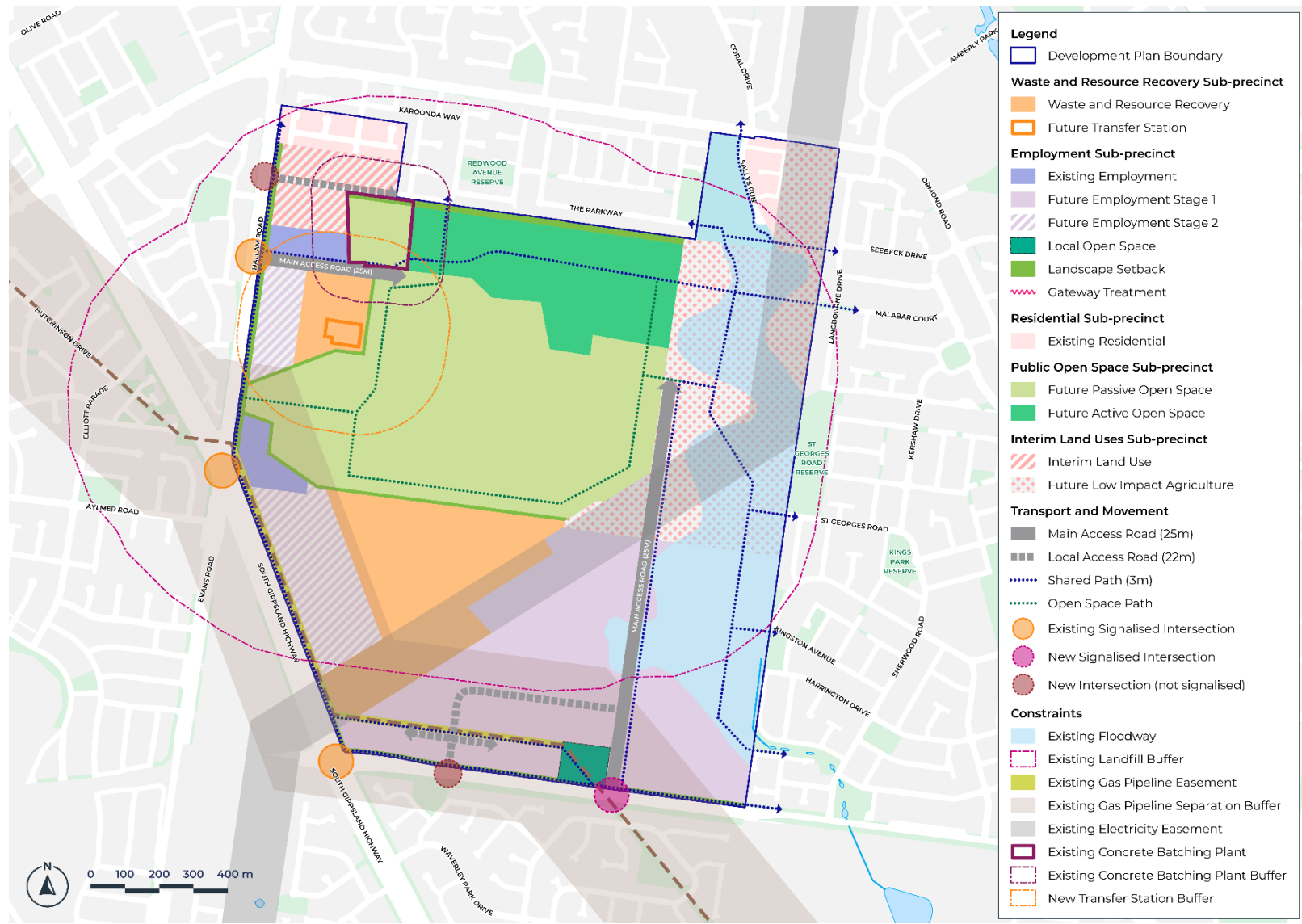
3 Vision

Hampton Park Hill Development Plan ensures access to sustainable waste and resource recovery facilities at a Local, regional, and State level by providing integrated land uses that enhance the amenity and safety of the community.

DRAFT

The Development Plan Map at *Figure 11* shows the preferred location of future land uses and infrastructure within the precinct.

Figure 11 Development Plan Map



There are six sub-precincts as shown in *Figure 12*:

Employment (Stages 1 & 2)

The employment sub-precinct is a central component to the Hampton Park Hill Development Plan and will be vital in terms of facilitating circular economy outcomes for the overall precinct. Large lot subdivision is encouraged within the sub-precinct and opportunities for light industrial uses that are complementary to waste and resource recovery activities will be provided. The sub precinct is divided into Stage 1 and Stage 2, and it is anticipated that Stage 2 will only be developed once suitable employment land in Stage 1 is exhausted.

Public Open Space

Whilst the public open space sub-precinct is being used as a landfill and associated activities at the time of writing, the sub-precinct will be transferred to Council's ownership subject to a 173 Agreement with the owner of the landfill site.

It is anticipated that once the disposal capacity of the landfill reaches its capacity by around 2040 and the landfill cells are progressively rehabilitated across the site, it will be transferred to Council's ownership and used as public open space.

Waste and Resource Recovery

As the landfill reaches capacity and the precinct evolves over time within the next 20 – 30 years, opportunities for improved resource recovery will be explored within the waste and resource recovery sub-precinct, with a focus towards facilitating circular economy outcomes. It is expected that the existing construction and demolition recycling facility as identified in figure 11 will continue to operate, as part of a major hub for reprocessing materials from C&D activities in the south-east area of Melbourne. The transfer station will also remain, and there will be scope for it to expand in the future in needed.

Interim Uses

There are undeveloped areas within the precinct that are either affected by the landfill separation buffer and/or inundation issues and are not suitable for immediate residential or industrial employment use. Until such time as the landfill is closed and risk from landfill gas migration has been significantly reduced and/or as the floodway issue is resolved, interim land uses should be considered for these areas.

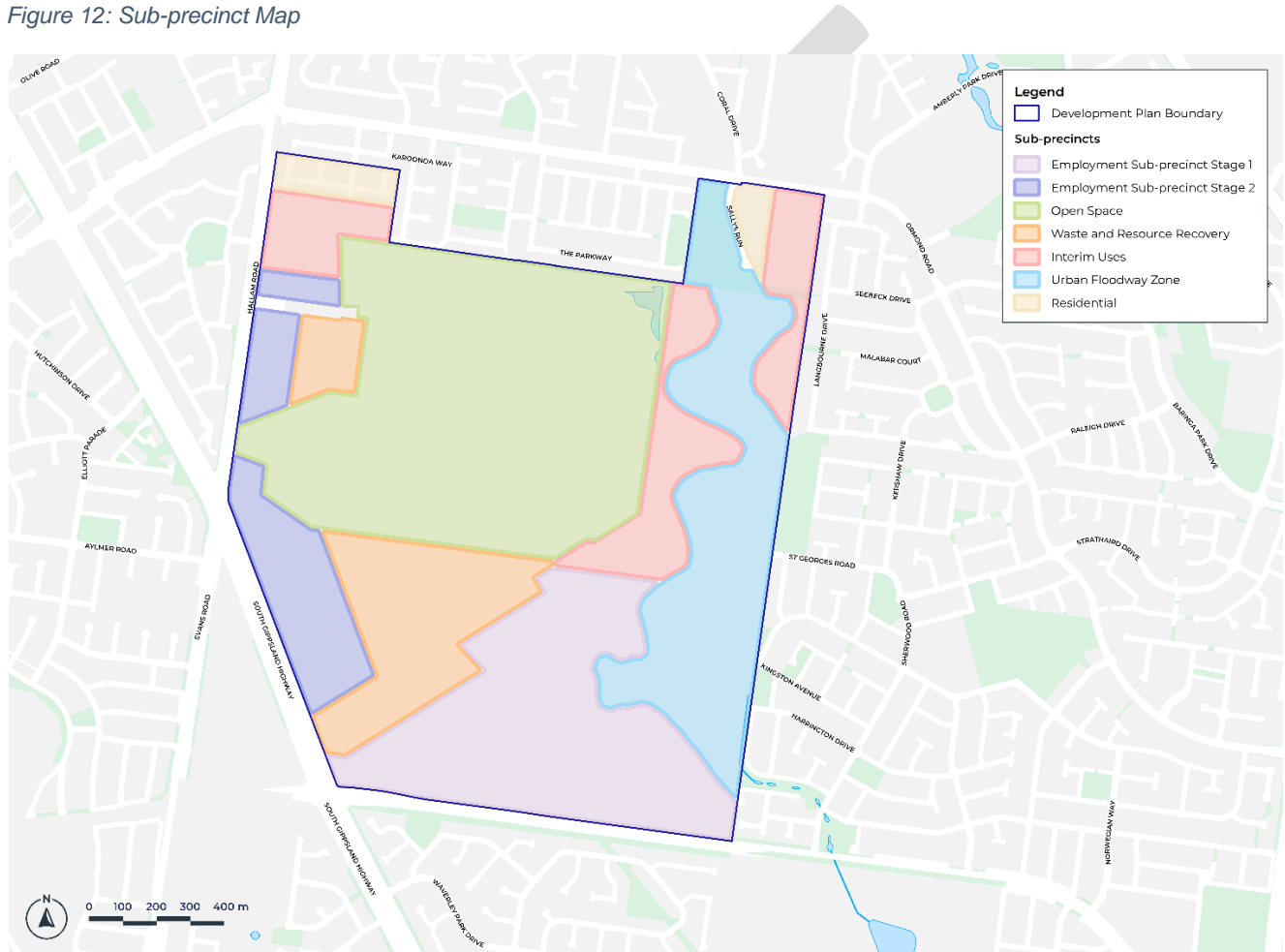
Residential

A small section of the precinct is already developed for residential land use. Until such time as the landfill is closed and risk from landfill gas migration has been significantly reduced, no further sensitive land uses should be introduced to or intensified in the residential sub-precinct.

Urban Floodway

The urban floodway sub-precinct is the section of land currently affected by the Urban Floodway zone and Land Subject to Inundation Overlay. As advised by Melbourne Water, the UFZ may not accurately identify the current 1% Annual Exceedance Probability (AEP) flood extent for the precinct. It is anticipated that further investigations will be undertaken either by Council or Melbourne Water to accurately determine the current extent of flooding on site, and to assess its impact on future land use and development within or adjacent to the urban flood sub-precinct.

Figure 12: Sub-precinct Map



3.1 Summary Land Use Budget

The land use budget as summarised in *Table 1* provides an overview of the land required for open space, employment land, waste and resource recovery and transport activities. The total precinct area is 265.63 hectares.

Table 1 Summary Land Use Budget

Description	Hectares
<i>Waste and Resource Recovery</i>	28.03
<i>Employment:</i>	
» Existing employment	4.15
» Future light industrial/commercial Stage 1	45.82
» Future light industrial/commercial Stage 2	12.67
<i>Residential (existing)</i>	6.32
<i>Public Open Space:</i>	
» Active open space (Subject to land swap agreement)	21.98
» Passive open space	62.55
» Employment land local park	1.58
<i>Interim Land Uses:</i>	
» Temporary employment (long-term residential)	6.49
» Low impact agriculture	61.29
<i>Transport and Movement:</i>	
» Internal road network and reserve (estimated)	0.72
» Shared paths (estimated)	1.61
<i>Integrated Water Management</i>	
» Urban floodway zone for stormwater management on eastern boundary	44.17

3.2 Objectives

There are 41 objectives that apply to the Development Plan. These objectives shown in dark green shading must be met and are included under the following themes:

- Image, character and land use
- Waste and resource recovery
- Employment
- Residential
- Public open space
- Interim land uses
- Transport and movement
- Integrated water management and utilities

The requirements and guidelines for each objective are included in section 4.0 Framework Plan.

Image, Character and Land Use	
1.	To facilitate a gradual transition of the precinct away from waste disposal activities and focus on waste transfer activities and resource recovery of inert materials within the waste and resource recovery sub-precinct.
2.	To deliver suitable land to meet the employment needs of Casey, whilst taking advantage of the precinct's access to major transport links, and its valuable link between metropolitan Melbourne and the south-eastern suburbs.
3.	To mitigate and manage the risk of gas migration and other adverse amenity impacts associated with the existing Hampton Park landfill to its surrounds, through identification and establishment of a suitable mapped separation buffer.
4.	To reduce risk of land use conflict between residential, employment and waste and resource recovery land.
5.	To facilitate a circular economy by supporting industries that reuse or recycle waste recovered from the precinct.
6.	To deliver high quality designed built form and visual interfaces between various land uses to minimise potential impacts of industrial or waste and resource recovery uses on residential amenity.
7.	To develop a distinctive urban character in the precinct integrating the future public open space with surrounding residential areas as well as future employment land.
8.	To enhance the green-treed image and strengthen the landscape character of the broader Hampton Park area by encouraging extensive tree planting at the precinct entrances, along Glasscocks Road, Hallam Road and South Gippsland Highway, and within public open space areas.

Waste and Resource Recovery	
9.	To support the state significance of the waste and resource recovery hub, by protecting uses within the sub-precinct from encroachment of sensitive land uses and development that would compromise the ability of existing or new waste and recovery facilities to function safely and effectively.
10.	To support the development of a modern commercial scale waste transfer facility to meet the local and regional waste processing and recycle needs.
11.	To encourage co-location of compatible activities that support and enhance waste and resource recovery activities.
12.	To manage and minimise off-site impacts of waste and resource recovery industries, through land use separation, siting, building design, landscape interventions and operational measures.

Employment	
13.	To ensure the supply of suitable land to meet the employment needs of Casey.
14.	<p>To ensure the design of built form within the employment land is:</p> <ul style="list-style-type: none"> • Site responsive to the locality • Achieves active frontages to Hallam Road, South Gippsland Highway and Glasscocks Road, and • Addresses any interface to future public open space
15.	To encourage land uses that are compatible with the waste and resource recovery industry or focus on reuse or recycle waste recovered from the precinct.
16.	To ensure that industrial uses do not affect the safety and amenity of adjacent sensitive land uses.
17.	To facilitate built form along Glasscocks Road and Hallam Road, to act as a visual and amenity buffer between the waste and resource recovery and existing residential precincts.
18.	To ensure development within the employment land demonstrates design excellence and achieves environmentally sustainable design outcomes.
19.	To ensure that new employment uses do not place an unreasonable burden on road and traffic infrastructure within the precinct and adjoining precincts.

Residential	
20.	To discourage intensification of existing sensitive land uses and development within the landfill separation buffer area through restrictions on subdivision, development of second dwellings and dependent persons units.
21.	To discourage further introduction of sensitive land uses within the landfill separation buffer area.
22.	To manage and minimise potential unintended off-site adverse amenity impacts of Hampton Park landfill on safety and human health.

Public Open Space	
23.	To facilitate the safe transition of the Hampton Park landfill to public open space, after its closure and rehabilitation.
24.	To provide open spaces that cater for a broad range of users through a mix of spaces and landscape planting to support both active and passive recreational activities for all ages and abilities.
25.	To achieve an attractive and accessible public open space outcome to enhance local distinctiveness and amenity.
26.	To discourage the use or development, including expansion of any waste disposal related activities on land designated for future public open space within the precinct.
27.	To facilitate suburban bushland and open space areas under the major electricity transmission lines within the precinct, between the eastern branch of River gum Creek and the Hallam Valley Flood plain, to act as an inter-suburban break between Hampton Park and Narre Warren South.

Interim Land Uses	
28.	To encourage interim non-urban land use activities and land management practices on encumbered land which is not suitable for residential or industrial employment uses.
29.	To ensure that River Gum Creek is not adversely impacted from any interim non-urban land use activities within the precinct.

Transport and Movement	
30.	To establish an integrated and sustainable transport network that maximises access to public transport and encourages walking and cycling to/from/within the precinct.
31.	To provide for appropriate road cross sections having consideration of all relevant future user groups that are envisaged.
32.	To provide separation of traffic associated with industrial uses from public open space and surrounding residential uses.
33.	To provide a legible and effective internal street network to allow movement of traffic within the precinct and direct external connections to Glasscocks Road and Hallam Road.
34.	To improve vehicular access to land parcels within the precinct to enable development.
35.	To maximise public access to future open space and facilities.
36.	To establish a street network which reduces vehicle speeds and maximises pedestrian and cyclist safety.

Integrated Water Management, Utilities and Sustainability	
37.	To minimise the potential adverse impacts of flooding on the eastern portion of the precinct on the future public open space and employment land.
38.	To minimise the visual impacts of the transmission corridor.
39.	To deliver an integrated water management system that reduces reliance on reticulated potable water, increases the re-use of alternative water, responds to local soil types, ensures waterway health, and contributes towards a sustainable and green urban environment.
40.	To ensure sensitive land uses are minimised within proximity to the high-pressure gas transmission pipelines adjacent to Glasscocks Road and South Gippsland Highway and that construction is managed to minimise risk of any adverse impacts.
41.	To ensure all drainage and stormwater management requirements for future development is met on site, and that downstream infrastructure and properties are not adversely affected.

4 Framework Plan

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

There are 38 requirements and 45 guidelines that apply to the development plan. The requirements shown in light green must be met, and the guidelines shown in aqua should be met. They are included under the same themes as the objectives.

4.1 Image, Character and Land Use

The requirements (1 – 3) and guidelines (1 – 11) below apply to the whole precinct.

Requirements	
1.	All new development within the 500-metre landfill separation buffer must mitigate the risk from underground landfill gas migration through built form objectives in accordance with <i>EPA Publication 1642: Assessing planning proposals within the buffer of a landfill</i> (EPA, 2017).
2.	Development and subdivision of land must provide interface treatment outcomes generally consistent with <i>Figures 12 – 15</i> .
3.	Landscaping and tree planting in streets and public open spaces must be planted and designed to: <ul style="list-style-type: none">» include native vegetation to maintain and reinforce the landscape character» include larger species to facilitate continuous canopy cover» be in modified and improved soil to support tree establishment» be appropriate in size to nature strips, nearby utilities and built form» be suitable for local conditions
Guidelines	
1.	New development and land use within the landfill separation buffer should consider the need for a landfill gas migration risk assessment or an environmental audit, conducted under section 53V of the <i>Environment Protection Act 1970</i> (Section 53V Audit) that assesses the risk of harm, including the risk of landfill gas migration, to the proposed development, in accordance with <i>EPA Publication 1642: Assessing planning proposals within the buffer of a landfill</i> (EPA, 2017).

2.	<p>New development within the landfill separation buffer should consider incorporating:</p> <ul style="list-style-type: none"> » passive landfill gas mitigation measures based on appropriate risk assessment for landfill gas migration, such as: <ul style="list-style-type: none"> ○ reinforced building floor construction with concrete slabs and gas-resistant membranes ○ underfloor venting ○ in-ground vertical venting wells to create a preferential pathway for gas to escape before reaching a building. » active landfill gas mitigation measures based on appropriate risk assessment for landfill gas migration, such as: <ul style="list-style-type: none"> ○ extraction from the ground, or ○ maintaining a positive pressure of air to prevent gas from entering under or within a building.
3.	Land uses that are sensitive to potential landfill gas migration should not be located within the landfill buffer area.
4.	New development should avoid below ground works such as basements.
5.	The <i>Casey Design Excellence Guide</i> should be considered in the design, development and assessment of development applications.
6.	Tree planting should be provided along the edges of the precinct, including densely planted 'buffer' edge sections and large trees to improve amenity of existing residential areas and future public open spaces.
7.	Significant trees should be retained and located within the public domain, including public open space and road reserves.
8.	A consistent suite of lighting and street and open space furniture should be used across the precinct, appropriate to the type and role of street or public space.
9.	Works for drainage infrastructure and development purposes within areas of high sensitivity for aboriginal cultural heritage should minimise disturbance of the area.

10.	<p>Land uses should be consistent with <i>Figure 11</i>:</p> <p><i>Waste and Resource Recovery</i></p> <ul style="list-style-type: none"> » Transfer waste disposal and C&D processing facilities should remain in the waste and resource recovery sub-precinct. <p><i>Industrial</i></p> <ul style="list-style-type: none"> » Light industrial uses complementary to waste and resource activities or uses that support the concept of a circular economy should be located within the employment land sub-precincts: <ul style="list-style-type: none"> ○ in the south-eastern portion of the precinct, south of the electricity transmission line and north of Glasscocks Road ○ along the Hallam Road, South Gippsland Highway and Glasscocks Road frontages <p><i>Residential</i></p> <ul style="list-style-type: none"> » No further intensification of residential uses in the residential sub-precinct that is affected by the landfill separation buffer should be supported. <p><i>Interim Land Uses</i></p> <ul style="list-style-type: none"> » No sensitive land uses on land zoned general residential should be supported. » Low impact agriculture (such as outdoor gardens or greenhouses), horticulture uses on land zoned special use or on encumbered land such as land in the electricity transmission easement and urban floodway, within the interim land use sub-precinct is encouraged. <p><i>Public Open Space</i></p> <ul style="list-style-type: none"> » Active public open space within the northern part of the public open space sub-precinct is encouraged. » Passive public open space within the southern part of the public open space sub-precinct is encouraged. » Passive public open space within the urban floodway sub-precinct is encouraged.
11.	<p>Works for infrastructure and development purposes within areas of high sensitivity for aboriginal cultural heritage should minimise disturbance of the area.</p>
<p>Application Requirements</p>	
<p>In areas of aboriginal cultural heritage sensitivity, a Cultural Heritage Management Plan may be required to be undertaken prior to a planning permit being granted in accordance with the <i>Aboriginal Heritage Act 2006</i> and supporting Regulations.</p>	

The interface diagrams at *Figures 12 to 15* show cross sections which illustrate the preferred interface treatments.

Figure 12 North Interface Diagram

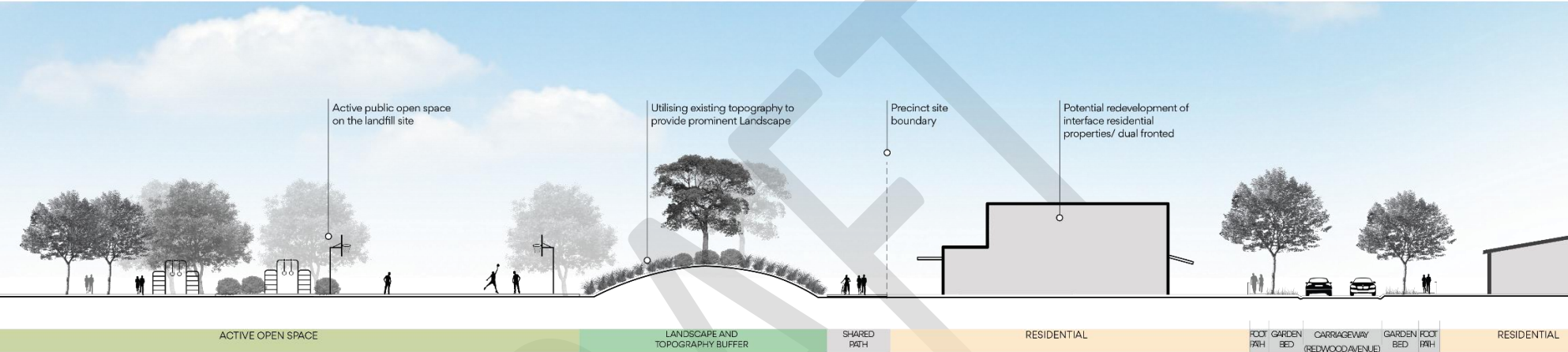


Figure 13 East Interface Diagram

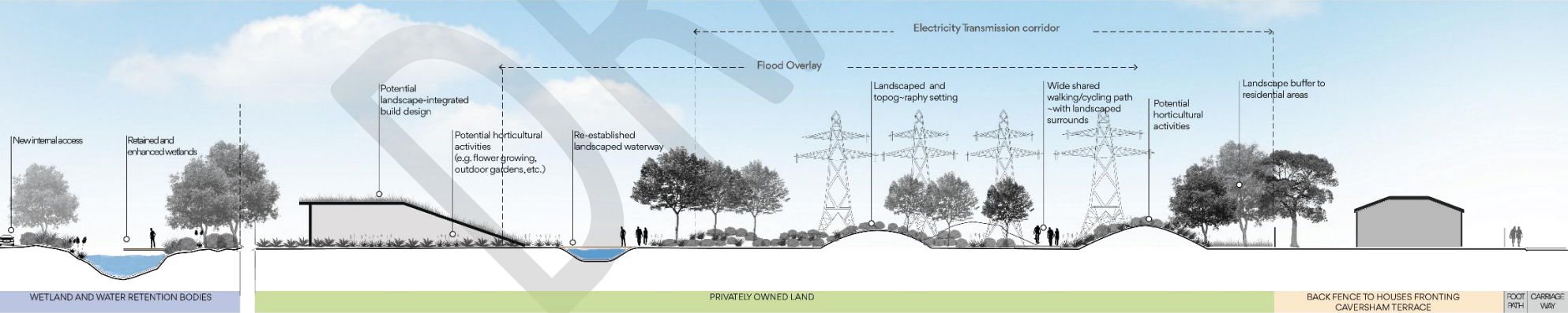


Figure 14 South Interface Diagram

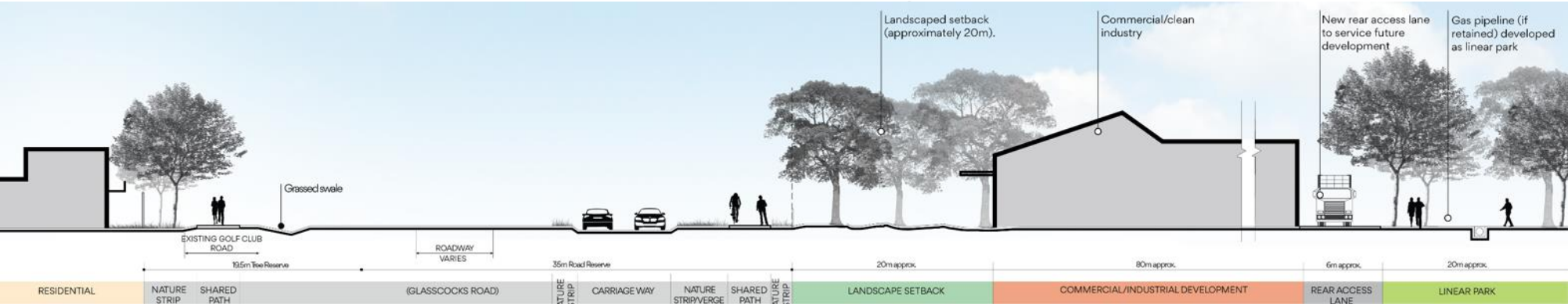
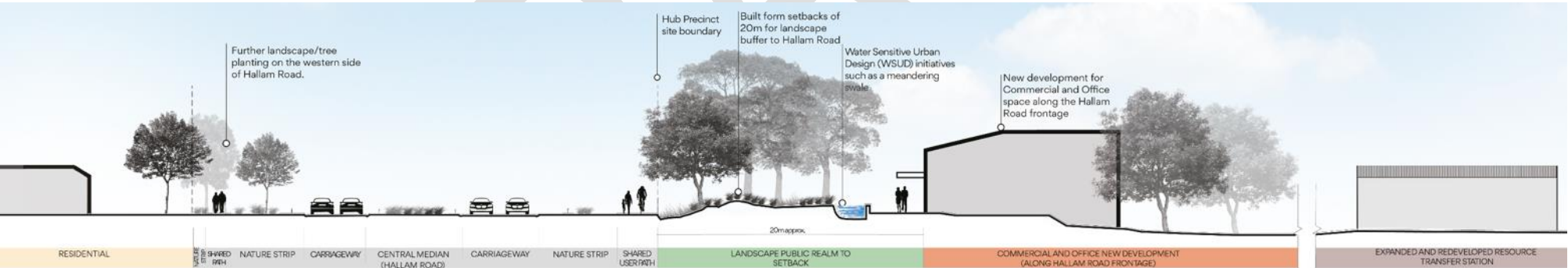


Figure 15 West Interface Diagram



4.2 Waste and Resource Recovery

The requirements (4 – 7) and guidelines (12 – 13) below apply specifically to the waste and resource recovery sub-precinct.

Requirements	
4.	Sensitive land uses must not be located within the 250-metre separation buffer of the waste transfer facility in accordance with <i>Figure 11</i> .
5.	Sensitive land uses must not be located within the 300-metre separation buffer of the construction and demolition recycling facility in accordance with <i>Figure 11</i> .
6.	Development within the waste and resource recovery sub-precinct must ensure the careful design and location of buildings and provide a landscape buffer of at least 5 metres at any interface with sensitive land uses and public open space, to mitigate potential adverse amenity impacts on adjoining land use and development.
7.	<p>Future extensions to or redevelopment of the existing or new waste transfer facility must provide:</p> <ul style="list-style-type: none"> » an attractive interface to the future adjoining public open space. » acoustic shielding for noise sources including any truck routes and ventilation and exhaust fan machinery.
Guidelines	
12.	New development should be in accordance with <i>Recommended Separation Distances for Industrial Residual Air Emissions</i> EPA Publication 1518, to mitigate the potential offsite impacts of waste and resource recovery operations.
13.	A landscape buffer of at least 5 metres wide must be provided along the relevant edges of the waste and resource recovery sub-precinct to limit views to the future expansion of the transfer station or other waste and resource recovery facilities, from future public open space.
Application Requirements	
An application to use or develop land within the waste and resource recovery sub-precinct, including extensions to existing buildings must be accompanied by an appropriate air quality and noise assessments, to consider the impact of air and noise pollution on the health and amenity of residents in existing residential precincts.	

4.3 Employment

The requirements (8 – 14) and guidelines (14 – 18) below apply specifically to the employment sub-precinct.

Requirements	
8.	Development within employment sub-precinct on Glasscocks Road, South Gippsland Highway and Hallam Road must provide 20 metre landscaped front setbacks to enhance landscape values and visual amenity.
9.	Pronounced architectural and/landscape gateway treatments must be provided at corners and entry points, along Hallam Road, South Gippsland Highway and Glasscocks Road.
10.	Development within the employment sub-precinct must provide sensitive design responses at interfaces to residential areas.
11.	Development must demonstrate design and operational considerations to mitigate any potential adverse impacts from nearby waste and resource recovery activities (e.g. dust, odour, and noise).
12.	Development adjacent to public open space must provide an attractive interface and passive surveillance of the public open space.
13.	Development must create attractive frontages to the street: <ul style="list-style-type: none"> » Locate car parking to the side or rear of employment development, rather than at street frontages » Locate commercial loading areas away from street frontages » Avoid installing fences backing onto streets » Avoid dominating the street interface with loading docks and blank walls
14.	Subdivision layout must provide for buildings to front or otherwise address all roads, including arterial roads.
Guidelines	
14.	Subdivision should consider the future light industrial use of the sub precinct, support activities that are complementary to waste and resource recovery and consider a minimum lot size of around 9000 square metres within the landfill separation buffer.
15.	Development should be generally consistent with the <i>City of Casey's Employment Land Design Guide</i> (2022).
16.	All outdoor advertising signs should be generally consistent with the <i>City of Casey's Advertising Signs Design Guide</i> (2021).
17.	Built form at upper levels along Hallam Road and South Gippsland Highway should be stepped back to minimal visual impact

18.	Subdivision and development should demonstrate flexibility and adaptability to allow for staging and to meet the long-term employment needs of the region.
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4.4 Residential

The requirement (15) and guidelines (19 – 20) below apply specifically to the residential sub-precinct.

Requirements	
15.	Due to the potential landfill gas migration risk, limit sensitive land uses and associated development, and subdivision on residential land within the landfill separation buffer to no more than one dwelling on a lot and no more than one dependent person's unit on a lot.
Guidelines	
19.	Non-residential transitional uses should only occur in residential areas where the use: <ul style="list-style-type: none"> » will not detract from the residential amenity of the area » has appropriate access to the higher order road network and will not cause congestion on local roads » is compatible with the electricity easement, where applicable » is able to adequately address landfill gas migration risks, and » can be transitioned back to residential over time when the landfill separation buffer is reduced
20.	Development within the electricity transmission easement as shown in <i>Figure 11</i> , should be consistent with <i>A guide to living with transmission easements</i> (AusNet Services, no date) within 60 metres of transmission line.

4.5 Interim Land Uses

The requirements (16 – 18) and guidelines (21 – 23) below apply specifically to the interim land use sub-precinct.

Requirements	
16.	Due to the potential landfill gas migration risk and inundation issues, any interim land uses within the sub-precinct, must be compatible with the nearby landfill, waste and resource recovery, employment, and residential areas.
17.	Access to the interim land use sub-precinct must be provided to allow for vehicles to enter and exit the precinct without disrupting the road network.
18.	Interim land uses and development must not prejudice the ability of abutting land parcels or other community infrastructure (e.g. roads, paths or public open space) to develop.

Guidelines	
21.	Any interim land uses and activities, such as low impact agricultural land management practises, should avoid the potential for any detrimental impact on the adjacent River Gum Creek and environs.
22.	All interim land uses should provide for an attractive and responsive interface to existing residential properties and future public open space areas.
23.	<p>Non-residential transitional uses should only occur on land zoned residential, within the interim land use sub-precinct, where the use:</p> <ul style="list-style-type: none"> » will not detract from the residential amenity of the area » has appropriate access to the higher order road network and will not cause congestion on local roads » is compatible with the electricity easement, where applicable » is able to adequately address landfill gas migration risks » can be transitioned back to residential over time when the landfill buffer is reduced
Application Requirements	
<p>An application for a non-residential use in a residential area within the interim use sub-precinct should address Clause 22.02 Non-residential Uses in Residential and Future Residential Areas Policy of the <i>Casey Planning Scheme</i> and be accompanied by the following additional information:</p> <ul style="list-style-type: none"> » A landscape plan showing landscaping to be provided on the site, including the types of plants and their anticipated height at maturity, to ensure appropriate interface treatment with adjoining residential area is provided. 	

4.5 Public Open Space

The requirements (19 – 21) and guidelines (24 – 34) below apply specifically to the public open space sub-precinct.

Requirements	
19.	Public open space must be provided generally in accordance with <i>Figure 11</i> and <i>Table 2</i> (see section 5.2 Provision of Infrastructure).
20.	Development of the public open space must be consistent with Ministerial Direction No. 1 - <i>Potentially contaminated land</i> and planning practice note 30: <i>Potentially contaminated land</i> , so that the site can be safely used and developed, subject to appropriate remediation and implementation of necessary controls to manage residual contamination.
21.	Establish in consultation with relevant public land managers, the Hallam Valley Floodplain ('Casey Valley Parklands') as an inter-suburban break between Hampton Park and Hallam and progressively develop it as passive public open space accessible by the public, while respecting its primary function as a floodplain.

Guidelines	
24.	Public open space should have a road frontage to all edges or alternative active frontage to the satisfaction of the responsible authority.
25.	Development along Hallam Road should not conceal the public open space precinct from the main road frontage.
26.	Shared path networks associated with public open space should include wayfinding signage which clearly identifies key destinations and communicates necessary information to all users.
27.	Public open space should cater for a broad range of users by providing a mix of spaces and planting to support both structured and unstructured recreational activities and play opportunities for all ages and abilities.
28.	Principles of Universal Design and Crime Prevention Through Environmental Design should be applied to encourage best practice thinking in the design and functionality of these public open spaces.
29.	Water sensitive urban design principles should be used to direct water for passive irrigation within the open space where appropriate.
30.	Design of the public open space should incorporate the existing topography treed buffer along the northern edge of the precinct with new breaks and links to support visibility and access from the north.
31.	<p>Landscaping design within the passive public open space in the urban floodway zoned area should comprise:</p> <ul style="list-style-type: none"> » Topographic variation and new green 'landforms' » Wetlands and water retention bodies » A water corridor following existing River Gum Creek alignment and floodway » Extensive planting as a buffer to residential areas.
32.	<p>Prior to the public open space sub precinct being transferred to Council, a master plan should be prepared for the public open space which is generally consistent with <i>Figure 11</i>.</p> <p>The master plan should:</p> <ul style="list-style-type: none"> » Reflect the district level status of the public open space » Define a range of appropriate facilities consistent with its role » Respond to the topography, view lines and existing vegetation » Have regard for interfaces with adjoining land uses and development » Confirm future ownership / management of the parkland
33.	Kiosk substations should not be sited in public open space reserves.

34.	Any fencing of public open space should be low scale, visually permeable to facilitate public safety and surveillance and designed to guide movement and access.
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4.6 Integrated Transport

The requirements (22 – 30) and guidelines (35 – 39) below apply to the whole precinct.

Requirements	
22.	<p>Vehicle entrances to the precinct must be enhanced, visible and accessible, and provided at key locations, including:</p> <ul style="list-style-type: none"> » Hallam Road, at existing entrance (signalised intersection, left in/left out) » Hallam Road, north of the existing entrance (unsignalised, left in/left out) » South Gippsland Highway, near the existing access to the homestead site (left in/left out) » Glasscocks Road, approximately 800m east of South Gippsland Highway (signalised intersection) » Glasscocks road, approximately 300m east of south Gippsland Highway (unsignalized, left in/ left out)
23.	No direct vehicle access to Hallam Road, South Gippsland Highway and Glasscocks Road are to be permitted, except with the written consent of the relevant road management authority or as an approved interim arrangement.
24.	An efficient internal local road and share path network consistent with <i>Figure 16</i> must be provided to support safe movement and connectivity to all intersections with the external road network.
25.	Rear vehicular access for employment land must be provided where practicable, to reduce amenity impact on adjoining residential land.
26.	Local streets and share paths must be consistent with road cross sections in Section 5 of this DP.

27.	<p>Design of roads must give priority to pedestrians and cyclists by providing the following:</p> <ul style="list-style-type: none"> » Footpaths, at least 1.5 metres wide, on both sides of all streets and roads unless otherwise specified by the DP and relevant cross section » Shared paths or bicycle paths, where identified in Figure 16, the cross sections in figures 14 or 15 or as specified by another requirement in the DP » Safe, accessible and convenient crossing points of major access and local access streets at all intersections, key desire lines and key destinations (including open space) » Pedestrian priority crossings on all slip lanes » Safe and convenient transition between on and off road bicycle paths <p>The design of these roads must be to the satisfaction of the co-ordinating roads authority and the responsibility authority.</p>
28.	<p>Shared and pedestrian paths along waterways or the urban floodway zone must be as follows:</p> <ul style="list-style-type: none"> » Delivered by development proponents consistent with the network shown in figure 13 » Above 1:10 year flood level with any crossing of the waterway designed to be above 1:100 flood level to maintain hydraulic function of the waterway » Constructed to a standard that satisfies the requirements of Melbourne Water » Located to minimise disturbance to native vegetation and habitat <p>Shared and pedestrian paths along waterways must be to the satisfaction of the Melbourne Water and the responsible authority.</p>
29.	<p>Bicycle priority at intersections of minor streets and connector roads with dedicated off-road bicycle paths must be achieved through strong and consistent visual and physical cues and road signs.</p>
30.	<p>Bicycle parking facilities are to be provided by development proponents in convenient locations at key destinations such as open space.</p>
Guidelines	
35.	<p>Public entrances and walking and cycling routes should be provided separate, from heavy vehicle routes to and from the precinct.</p>
36.	<p>Lighting should be installed along shared, pedestrian and cycle paths linking key destinations, unless otherwise approved by the responsible authority.</p>
37.	<p>The alignment of the off-road bicycle path should be designed for cyclists travelling up to 30 kilometres per hour to the satisfaction of the responsible authority.</p>
38.	<p>Wayfinding signs, identifying the direction, distance and walking time to community facilities should be provided to the satisfaction of the responsible authority.</p>

39.

New shared path connections should be provided to the precinct:

From existing residential areas east of the precinct, at:

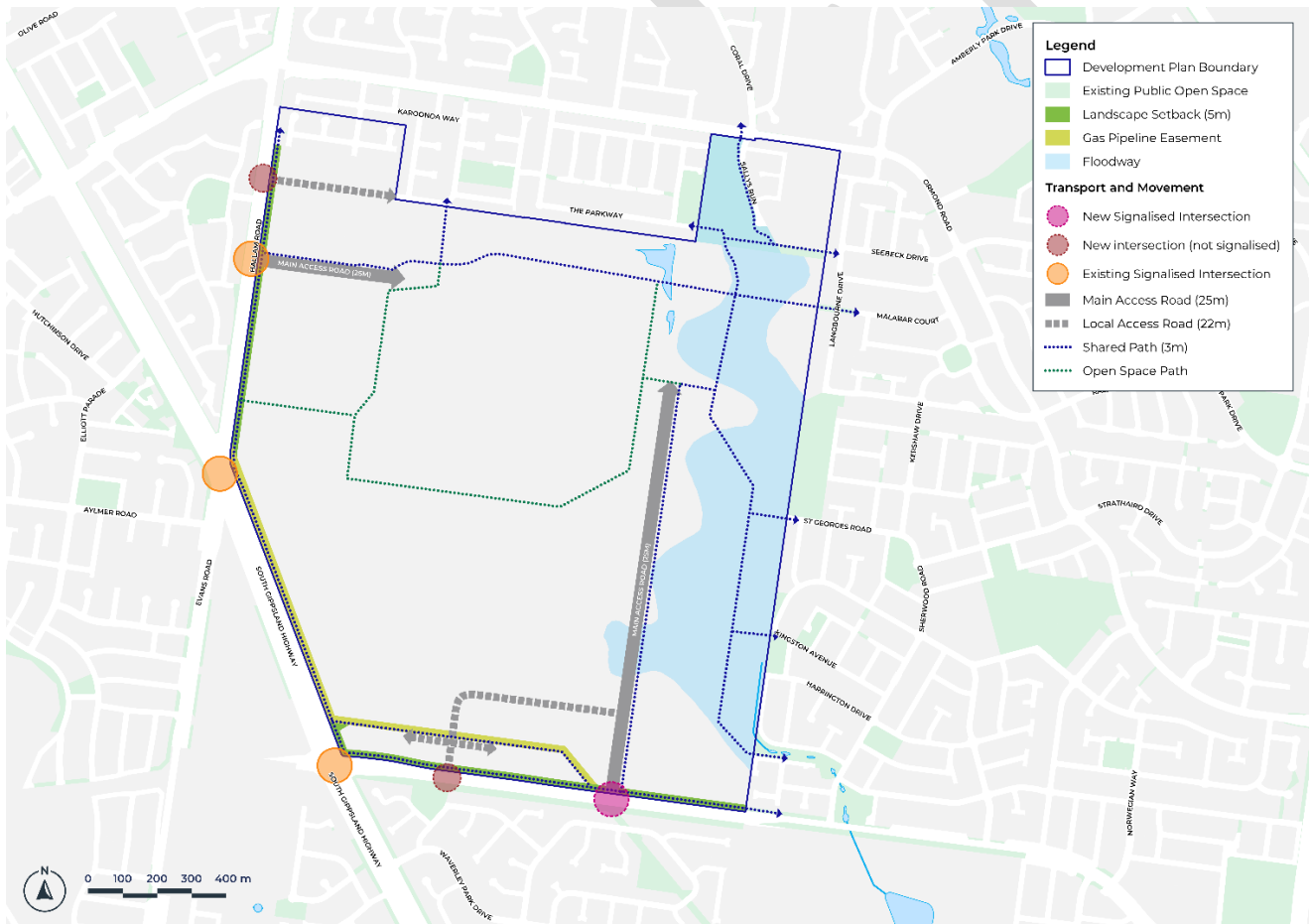
- » Langbourne Drive, existing path near Seebeck Drive
- » Langbourne Drive, existing link near Malabar Court
- » St Georges Road, at southern edge of St Georges Road Reserve
- » Kingston Avenue, near Dunoon Road
- » Menzies Close, existing path along drainage reserve.

From existing residential areas north of the precinct, at:

Redwood Avenue (at Karoonda way or Gramar Way).

Figure 16 maps the integrated transport network of existing and future roads, existing and future intersections and active transport routes.

Figure 16 Integrated Transport Map



4.7 Integrated Water Management, Utilities & Sustainability

The requirements (31 – 38) and guidelines (40 – 44) below apply to the whole precinct.

Requirements	
31.	Development must be consistent with the <i>Guidelines for Development in Flood Affected Areas</i> (DELWP, 2019) and any proposed works or connections to Melbourne Water's waterways or drainage network (e.g. drainage connections, re-alignments or regrading) must be done in consultation with Melbourne Water and in accordance with Melbourne Water's best guidelines and requirements.
32.	New development subject to flooding from a Melbourne Water drain or waterway must not reduce floodplain storage, obstruct the conveyance of flood flow or threaten the environmental values of the floodplain. Upon review of works proposed within the floodplain, Melbourne Water may require a detailed flood study and associated engineering plans to demonstrate compliance with the relevant guidelines.
33.	Change in land-use must not adversely affect surrounding areas in afflux of flood levels, and frequency of inundation. This includes maintaining the flood plain storage of the UFZ area to its existing conditions and function, as well as flood levels in adjacent roads that act as overland flow paths conveying any upstream flows to the UFZ flood plain area.
34.	Development must meet best practice stormwater quality treatment standards (including performance objectives of the <i>Stormwater Environment Protection Policy (Waters)</i> (DELWP, 2018) prior to discharge to receiving waterways, unless otherwise approved by the relevant water authority and the responsible authority.
35.	Development must achieve flood protection standards and General Environment Duty (GED) objectives for environmental management of stormwater to the satisfaction of Melbourne Water.
36.	Sensitive land uses or other uses, as determined by the relevant pipeline owner/licensee, as substantially used by community members unable to protect themselves from the consequences of pipeline failure, must not be established within the gas pipeline separation buffer as identified in <i>Figure 11</i> .

37.	<p>Development that is within proximity to the gas pipeline easement shown in <i>Figure 11</i> must:</p> <ul style="list-style-type: none"> » allow for vegetation plantings of certain species with a mature height greater than 0.5 metres to have a three-metre minimum clearance from the gas pipeline easement » not rely upon the gas pipeline easement as the accessway to a lot » not locate any carriageway or road required to provide direct access to a lot on the gas pipeline easement
38.	<p>Any development that incorporates the gas pipeline easement as identified in Figure 11 must be designed and developed to the satisfaction of the relevant pipeline licensee/operator</p>
Guidelines	
40.	<p>Water Sensitive Urban Design (WSUD features) initiatives such as meandering swales, should be incorporated into landscape buffers.</p>
41.	<p>Green and softscape buffers between the urban floodway area and future public open space and employment development should be provided.</p>
42.	<p>Tree planting and landscaping around the electricity transmission line should be provided where practicable, to reduce visual starkness of the transmission corridor.</p>
43.	<p>The layout and design of the waterways, wetlands and retarding basins (including the design of paths, bridges, boardwalks and the stormwater drainage system) should integrate with the biodiversity and natural systems.</p>
44.	<p>Drainage of stormwater wetlands should be designed to minimise the impact of urban stormwater on the biodiversity values of the precinct.</p>
Application Requirements	
<p>An application to use or/and develop land within the gas pipeline separation buffer as identified in Figure 11 or 'gas pipeline notification zone' associated with a use outlined below must be accompanied by a Safety Management Study (SMS):</p> <ul style="list-style-type: none"> » Accommodation (other than dwelling) » Childcare centre » Corrective institution » Dependent persons unit » Education centre » Hospital » Place of Assembly » Residential aged care facility » Retirement village » Service station. 	

The recommendations of the SMS must be implemented and incorporated into the application as required by AS2885 *Australian Standard Pipelines – Gas and Liquid Petroleum* (Standards Australia, 2008) to the satisfaction of the pipeline owner/licensee (APA VTS Australia (Operations) Pty Ltd).

An application to subdivide or develop land within the precinct must be accompanied by a detailed Drainage and Stormwater Management Strategy which demonstrates how stormwater runoff addresses the relevant standards and guidelines as required by Melbourne Water. The strategy should also include information regarding the future ownership and maintenance requirements of any proposed assets.

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5 Implementation

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

5.1 Development Staging

5.1.1 Waste and Resource Recovery

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

5.1.2 Employment

Development of new employment land is to be staged in two parts as shown in *Figure 11 Development Plan Map*. A staged approach responds to the need to not provide an oversupply of potential employment land in the local and regional context. The stages have been defined to achieve the following outcomes:

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

5.1.3 Interim Land Uses

Within the interim land uses sub-precinct, staging will be determined by the market development program of developers within the precinct and the availability of infrastructure services.

Only once risk from landfill gas migration has decreased or been mitigated to the satisfaction of the responsible authorities, then residential use and development can be considered.

5.1.4 Integrated Transport

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

5.2 Provision of Infrastructure

A Servicing Infrastructure and Capacity Report is currently being undertaken to inform the current state of servicing infrastructure. The report will make recommendations for upgrades and broad costings required to support implementation of this development plan.

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

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

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

Subdivision Construction Works by Developers

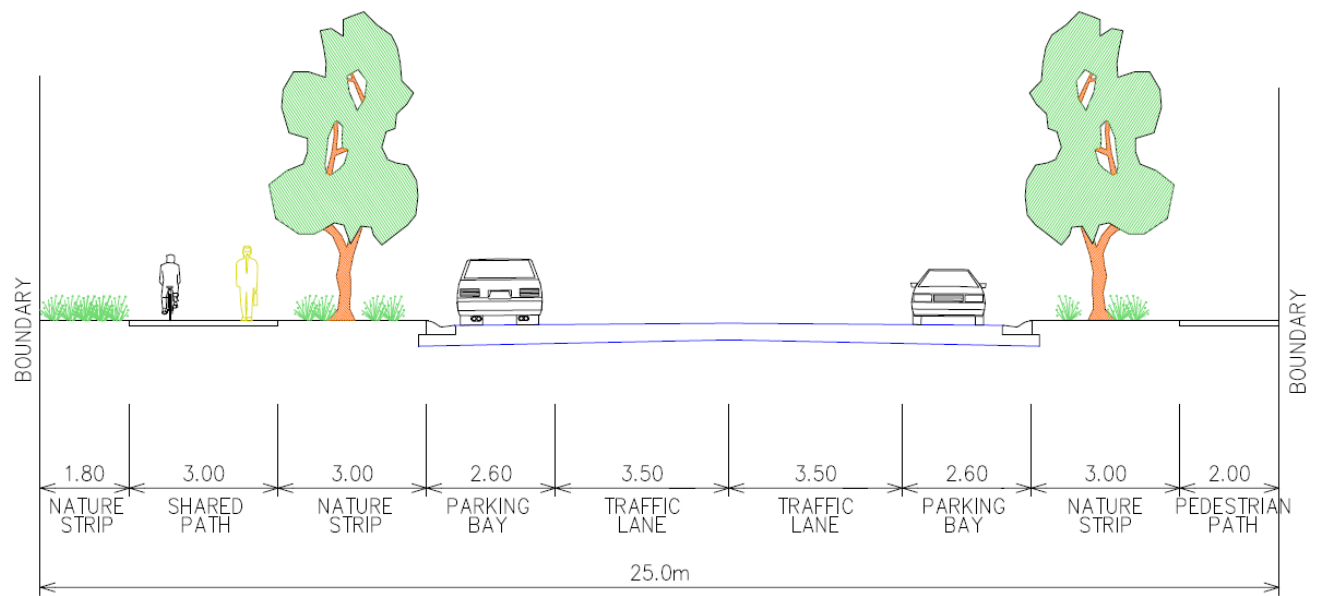
As part of subdivision construction works, all lots should be able to be connected to reticulated drainage, sewerage, water, electricity, and telecommunications services.

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

- » Public open space within the employment land sub-precinct
- » Connector streets and local streets in accordance with cross sections at *Figures 17 and 18*
- » Landscaping of all existing and future roads and local access streets
- » Council approved fencing and landscaping along arterial roads
- » Street lighting
- » Local bus stop infrastructure
- » Intersection works and traffic management measures along arterial roads and local access roads
- » 3-metre-wide shared paths which deliver connections generally in accordance with *Figure 16*
- » Local drainage systems connected to the ultimate drainage outfall points, and
- » Infrastructure as required by utility services providers including water, sewerage, drainage, electricity, and telecommunications.

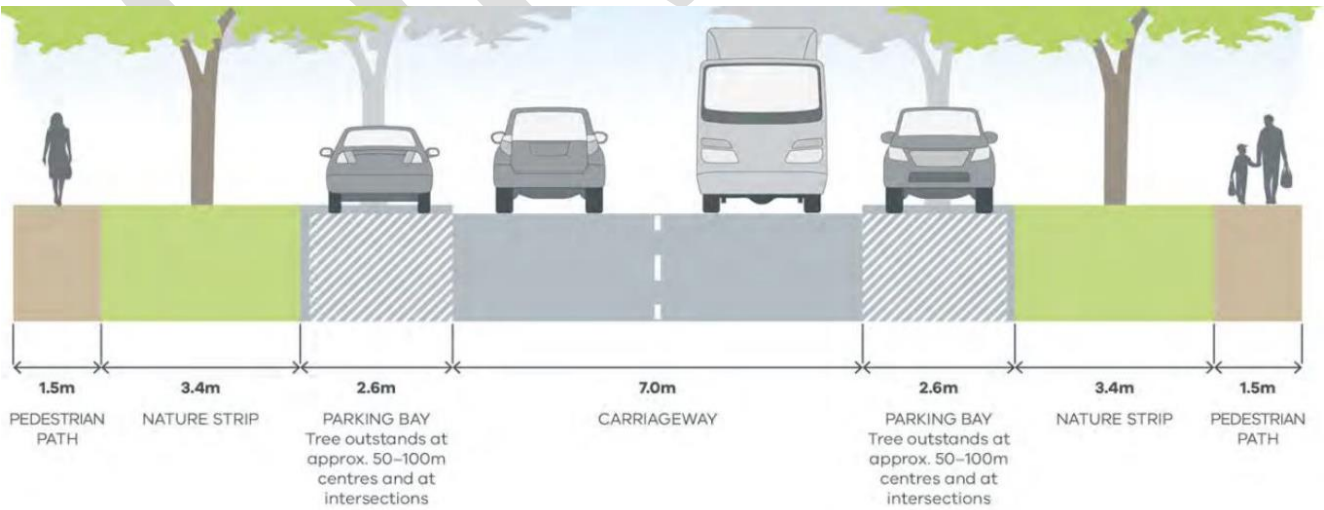
The road cross section at *Figure 17* shows an example main access road. The main access road can accommodate a single lane for traffic in each direction, a parking bay on both sides of the road, a pedestrian path on one side of the road and a shared path on the other side of the road.

Figure 17 Main Access Road Cross Section (25 metre wide)



The road cross section at *Figure 18* shows an example local access road. The local access road can accommodate a single lane for traffic in each direction, a parking bay on both sides of the road, and a pedestrian path on both sides of the road.

Figure 18 Local Access Road Cross Section (22 metre wide)



Public Open Space

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

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

Table 2 Public Open Space Delivery Guide

Public Open Space ID	Area	Type	Attributes	Lead Agency	Indicative Timing
POS 1	21.98Ha	Active open space	Generally located as shown in Figure 11.	Council	Medium term (10 – 15 years)
POS 2	62.55Ha	Passive open space	Generally located as shown in Figure 11	Council	Long term (20+ years)
POS 3	Minimum 70m x 70m	Local park	Generally located within the employment land sub-precinct, as shown in Figure 11.	Developer	At subdivision stage

5.3 Further Strategic Work

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

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

Planning Scheme Amendments

1	Review the provisions of the Special Use Zone 1 to ensure that the purpose and uses align with the objectives, requirements and guidelines of this Development Plan.
2	Work with the EPA and DELWP to consider applying the Buffer Area Overlay (BAO) over land that reflects the 500-metre separation buffer requirement for landfill gas migration risk and include requirements around future use and development needing to consider landfill gas migration issues.
3	Consider applying the BAO on residential land within the landfill separation buffer, to restrict subdivision, development of more than one dwelling on a lot, and more than one dependent person's unit on a lot.
4	Consider applying the BAO on residential land within the landfill separation buffer, to prohibit the following sensitive uses: <ul style="list-style-type: none"> » accommodation (other than dwelling and dependent person's unit) » education centre » hospital » place of assembly.
5	Work with the EPA and DELWP to consider applying the BAO to other land within the precinct affected by separation buffers.
6	Consider reviewing the existing zoning of land identified for employment purposes in stage 1 of this Development Plan and apply an industrial or commercial type zone.
7	Consider reviewing the existing zoning of land identified for employment purposes in the remaining stages of this Development Plan to a future industrial or commercial type zone when additional employment land supply is required to be met.
8	Once the public open space land is transferred to Council ownership, consider rezoning the land to a Public Park and Recreation Zone.
9	Continue to liaise with Melbourne Water to understand if there is a need to change the flood mapping extent along River Gum Creek and to reflect this via a planning scheme amendment.
10	Liaise with Transport for Victoria to consider removal of the PAO1.

11

Consider reviewing Clauses 21.22 Hampton Park and 21.23 Lynbrook/Lyndhurst or similar provisions in the *Casey Planning Scheme* rewrite, to ensure the landfill separation buffer is adequately reflected per the objectives, requirements and guidelines of this Development Plan.

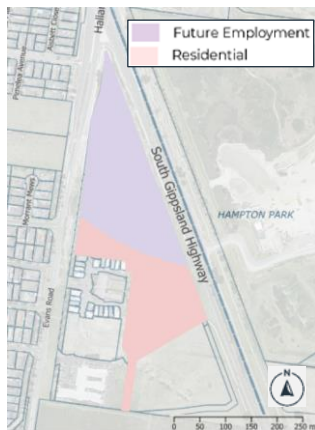
Other Development Plans

1

Consider reviewing the Lynbrook and Lyndhurst Development Plan to ensure:

- » the landfill buffer is adequately reflected per the objectives, requirements and guidelines of this Development Plan
- » Future employment and interim employment land that is affected by the landfill buffer is adequately reflected per the objectives, requirements and guidelines of this Development Plan in accordance with *Figure 19*.

Figure 19 Future Employment Land in Lynbrook Lyndhurst Development Plan



5.4 Administrative Updates

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