

TOWN PLANNING

1 **ADOPTION OF PLANNING SCHEME AMENDMENT C208 - UPDATES TO THE MUNICIPAL STRATEGIC STATEMENT**

FILE REFERENCE INT1726

RESPONSIBLE GENERAL MANAGER Andrew Paxton

AUTHOR Emily Killin

RECOMMENDATION

That Council:

1. Adopt the following changes to Amendment C208 to the Cardinia Planning Scheme:
- Amended Clauses 21.02-5, 21.03-1, 21.03-2, 21.03-3 and 21.06-5.
2. Adopt the modified Amendment C208 to the Cardinia Planning Scheme under Section 29 of the *Planning and Environment Act 1987* (the Act) and submit Amendment C208 to the Minister for Planning for approval under Section 31 of the Act.
3. Adopt the modified *Healthy by Design (January 2017)* document.

Attachments

- | | | |
|---|-------------------------------------------|----------|
| 1 | Amendment C208 documents | 55 Pages |
| 2 | Healthy by Design (January 2017) | 12 Pages |
| 3 | Cardinia Shire Airport Policy (July 2015) | 5 Pages |

EXECUTIVE SUMMARY

This report outlines the recommendations of the Panel report (December 2016) in relation to Amendment C208 (the Amendment) to the Cardinia Planning Scheme. The Panel recommends the approval of the Amendment be subject to the correction of minor drafting errors in Clauses 21.02-5, 21.03-1, 21.03-2, 21.03-3 and 21.06-5 of the Cardinia Planning Scheme. These corrections are recommended by the Panel to ensure that the drafting of the Amendment is consistent with *Planning Practice Note 4 - Writing a Municipal Strategic Statement*.

A minor correction is also proposed to the *Healthy by Design (January 2017)* document with the intention to improve the purpose and influence of the document.

It is recommended that the required changes be made and the Amendment be submitted for approval to the Minister for Planning pursuant to section 31 of the Act

Background

On the 6 July 2015 Council resolved to adopt the *Cardinia Shire Airport Policy (2015)* and *Healthy by Design (2015)*. To ensure these policies are provided statutory weight in decision making, a Planning Scheme Amendment was sought to introduce them as reference documents into the Cardinia Planning Scheme.

On 6 June 2016 an internal memorandum was prepared and signed by the General Manager Planning and Development (Councils Delegate) that recommended Council write to the Minister for Planning and request

that Amendment C208 to the Cardinia Planning Scheme be prepared under Section 9(2) of the Act. The Amendment proposed the following changes:

- Update Clause 21.01-3 (Key Issues) to make reference to *Healthy by Design* principles and a third Airport in Melbourne's southeast.
- Update Clause 21.02-5 (Open space) to make reference to *Healthy by Design* principles and add *Healthy by Design (2015)* as a reference document.
- Update Clause 21.03-1 (Housing) to make reference to *Healthy by Design* principles and the *Healthy by Design Checklist (June 2015)*, and add *Healthy by Design (2015)* as a reference document.
- Update Clause 21.03-2 (Urban growth area) to make reference to *Healthy by Design* principles and the *Healthy by Design Checklist (June 2015)*, and add *Healthy by Design (2015)* as a reference document.
- Update Clause 21.03-3 (Rural townships) to make reference to *Healthy by Design* principles and the *Healthy by Design Checklist (June 2015)*, and add *Healthy by Design (2015)* as a reference document.
- Update Clause 21.05-5 (Pedestrian and bicycle network) to make reference to *Healthy by Design* principles and the *Healthy by Design Checklist (June 2015)*, and add *Healthy by Design (2015)* as a reference document.
- Add Clause 21.06-5 (Airport) including the addition of the *Cardinia Shire Airport Policy (2015)* as a reference document.

Authorisation to prepare the Amendment was received from the Department of Environment, Land, Water and Planning (DELWP) on 24 June 2016 and in accordance with section 8A (7) of the Act Council prepared the Amendment and placed it on exhibition from Thursday 21 July to Monday 22 August 2016.

At the conclusion of the exhibition period, 3 submissions were received, 2 in support of the Amendment and 1 requesting changes to the Amendment.

The supportive submissions were from Environmental Protection Authority and South East Water, the opposing submission was from a resident from Tynong. It was not considered reasonable to change the Amendment to address the changes requested by the submitter as these changes were considered to be beyond the scope of the Amendment.

At the 19 September 2016 General Council Meeting, Council resolved to request the Minister for Planning appoint an independent planning panel to consider all of the submissions received. The Panel Hearing was held on Thursday 1 December 2016 with only Council and the opposing submitter requesting to be heard.

On Tuesday 20 December 2016 Council received the Panel's report which recommended that the amendment be supported subject to a few minor modifications. The changes are as follows:

- *Amend Clauses 21.02-5, 21.03-1, 21.03-2, 21.02-3 and 21.06-5 to fix minor drafting errors.*

The corrections have been recommended by the Panel to ensure that the drafting of the Amendment is consistent with *Planning Practice Note 4 - Writing a Municipal Strategic Statement*. Officers support these changes as they will ensure that Council policy is reflected in the Municipal Strategic Statement in a way that is consistent with State Government requirements.

A minor correction is also proposed to the *Healthy by Design (January 2017)* document with the intent to improve the purpose and influence of the document. In its previous format, there is some uncertainty as to what development applications the guidelines apply to. The correction confirms that the guidelines apply if any of the conditions on page 4 of the document are applicable.

Next steps

We are at **Stage 4** of the Planning Scheme Amendment process as detailed below in Figure 1.

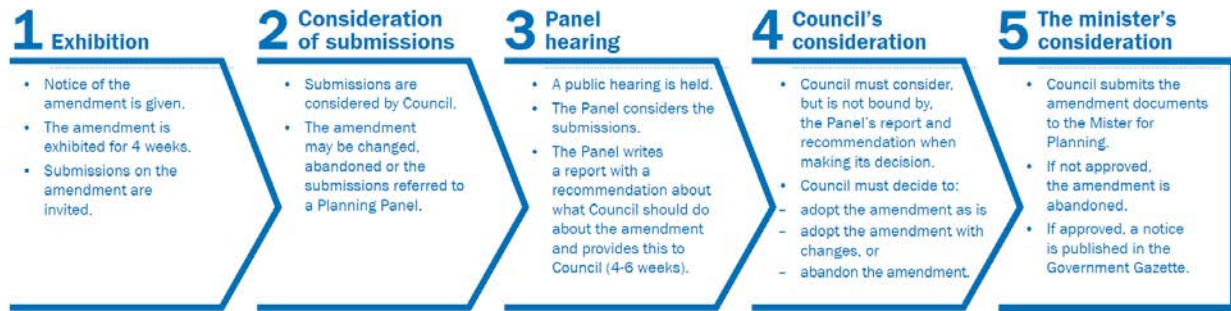


Figure 1. Steps in the Planning Scheme Amendment process

If Council resolves to adopt the Amendment, officers will prepare the final documents and submit these to the Minister for Planning for approval (Stage 5). Approval timeframes of the Amendment cannot be confirmed and are subject to process undertaken by the Department of Environment, Land, Water and Planning (DELWP).

Policy implications

The Amendment ensures Councils *Healthy by Design (January 2017)* document and the *Cardinia Shire Airport Policy (July 2015)* are given statutory weight through their implementation into the Cardinia Planning Scheme as reference documents. This will ensure that the contents of these documents will be taken into account when planning related matters are being considered.

Council is required to respond to specific directions within *Plan Melbourne* at a local policy level. This Amendment will achieve this.

The Amendment achieves the objectives of the State Planning Policy Framework, specifically Clause 15 (Built Environment and Heritage) and Clause 18 (Transport). The Amendment also supports the following Clause's in the Local Planning Policy Framework: Clause 21.02-5 (Open Space) and Clause 21.06-2 (Community Safety).

Relevance to Council Plan

The Amendment is relevant to the following aspects of the Council Plan:

1.4 Improved health and wellbeing for all

- Source funding and deliver a range of initiatives that promote healthy living.

2.1 Our diverse community requirements met

- Plan for the provision of facilities to service and support our changing communities.

2.2 Engaged communities

- Communicate the activities and decisions of Council to the residents in a variety of ways.

2.4 Improved health and wellbeing of our residents

- Integrate healthy lifestyle programs into Council's role in strengthening communities.
- Help establish partnerships and social infrastructure opportunities that improve health and wellbeing outcomes for residents.

3.4 Natural and built environments supporting the improved health and wellbeing of our communities

- Plan and develop built environments that support improved health and wellbeing of our communities.
- Raise awareness of our environment's impact on people's health and wellbeing.

3.5 Balanced needs of development, the community and the environment

- Review the Municipal Strategic Statement and the Cardinia Planning Scheme regularly to ensure it continues to meet Council objective.

4.1 Increased business diversity in Cardinia Shire

- Plan for and support local employment opportunities.

4.3 Diverse and resilient business community

- Advocate for the delivery of small and large scale projects that enhance and drive economic activity.

Consultation/communication

Exhibition of the Amendment commenced on 21 July 2016 and concluded on Monday 22 August 2016, 2 supportive submissions were received and 1 submission requested changes to the Amendment.

As the Amendment does not directly affect a specific location within the Shire, direct notice to owners and occupiers was not carried out. Therefore, additional advertisements measures were utilised to ensure the Amendment was promoted as widely as possible. The Amendment was exhibited through the following methods:

Date	Method
19 July 2016	'Have your say' advertisement in the Bunyip and District Newsletter
19 July 2016	'Have your say' advertisement in the Ranges Trader
20 July 2016	Notice of preparation of Amendment in the Pakenham-Berwick Gazette
20 July 2016	'Have your say' advertisement in the Pakenham Berwick Gazette
21 July 2016	'Have your say' advertisement in the Berwick News
21 July 2016	'Have your say' advertisement in the Pakenham News
21 July 2016	Notice of preparation of Amendment in the Government Gazette
21 July 2016	Facebook post on Living Healthy Cardinia Shire Facebook Page
22 July 2016	Notification of the Amendment in the Councillor Bulletin
27 July 2016	Facebook post on Living Healthy Cardinia Shire Facebook Page
29 July 2016	'Have your say' advertisement in the Goon News
1 August 2016	'Have your say' advertisement in the Koo Wee Rup Black Fish
2 August 2016	Facebook post on Living Healthy Cardinia Shire Facebook Page
3 August 2016	'Have your say' advertisement in the Tynong Tabloids
21 July to 22 August 2016	Amendment documents available at the following locations: Cardinia Shire Council website Cardinia Shire Council Customer Service front desk Cardinia Shore Council internal staff newsfeed DELWP website

Several discussions took place with the resident, however their concerns were unable to be resolved and Council resolved to refer the submission to an independent Panel.

The Panel Hearing was held at Cardinia Shire Council on Thursday 1 December 2016 with only Council and the resident requesting to be heard.

Financial and resource implications

The Amendment has no significant financial or resource implications for Council.

Conclusion

The modifications to the Amendment sought by the Panel are supported as they ensure that the Amendment is drafted in a way that is consistent with State Government requirements. It is submitted that the above outlined changes do not alter the intent of the document. Rather, the changes are administrative in nature and clarify and strengthen the proposed policies which will assist in assessing future planning permit applications.

It is therefore recommended that the amendment be adopted and submitted to the Minister for Planning for approval.

Planning and Environment Act 1987

CARDINIA PLANNING SCHEME

AMENDMENT C208

EXPLANATORY REPORT

Who is the planning authority?

This Amendment has been prepared by Cardinia Shire Council, who is the planning authority for this Amendment.

The Amendment has been made at the request of Cardinia Shire Council.

Land affected by the Amendment

The Amendment applies to all land within Cardinia Shire.

What the amendment does

The Amendment updates the Local Planning Policy Framework (LPPF) to make reference to relevant policy direction outlined in Plan Melbourne.

The Amendment proposes to:

- Updates Clause 21.01-3 (Key Issues) to make reference to *Healthy by Design* principles and a third Airport in Melbourne's southeast.
- Updates Clause 21.02-5 (Open space) to make reference to *Healthy by Design* principles and add *Healthy by Design (January 20172015)* as a reference document.
- Updates Clause 21.03-1 (Housing) to make reference to *Healthy by Design* principles and the *Healthy by Design Checklist (June 2015)*, and add *Healthy by Design (January 20172015)* as a reference document.
- Updates Clause 21.03-2 (Urban growth area) to make reference to *Healthy by Design* principles and the *Healthy by Design Checklist (June 2015)*, and add *Healthy by Design (January 20172015)* as a reference document.
- Updates Clause 21.03-3 (Rural townships) to make reference to *Healthy by Design* principles and the *Healthy by Design Checklist (June 2015)*, and add *Healthy by Design (January 20172015)* as a reference document.
- Updates Clause 21.05-5 (Pedestrian and bicycle network) to make reference to *Healthy by Design* principles and the *Healthy by Design Checklist (June 2015)*, and add *Healthy by Design (January 20172015)* as a reference document.
- Adds a Clause 21.06-5 (Airport) including the addition of the *Cardinia Shire Airport Policy (July 2015)* as a reference document.

Strategic assessment of the Amendment

Why is the Amendment required?

The Amendment is required to implement the initiatives and actions detailed in Plan Melbourne which was approved by the Minister for Planning in May 2014.

Plan Melbourne details a number of initiatives and actions that seek to achieve the overall vision of the Plan, which is:

Melbourne will be a global city of opportunity and choice. This will be achieved by protecting the suburbs; developing in defined areas near services and infrastructure; creating a clearer

and simpler planning system with improved decision making; rebalancing growth between Melbourne and regional Victoria; and identifying an investment and infrastructure pipeline.

A number of these initiatives and actions are not evident in the Municipal Strategic Statement (MSS) in the Cardinia Planning Scheme.

A review of Plan Melbourne in conjunction with the MSS has identified there is limited content in relation to *Healthy by Design* principles and the potential for a third Airport in Melbourne's southeast. This Amendment will seek to include these policies in the MSS of the Cardinia Planning Scheme.

Healthy by Design

Plan Melbourne contains a number of initiatives in relation to health and encouraging neighbourhoods to develop in a way that promotes an active lifestyle. Two of these initiatives are:

- *Initiative 3.4.1 – Make neighbourhoods pedestrian friendly.*
- *Initiative 4.3.2 – Ensure that Municipal Public Health and Well Being Plans inform and shape Municipal Strategic Statements.*

As a response to this content in Plan Melbourne, Council has developed *Healthy by Design (2015)*, a document that seeks to integrate health into planning, allowing people to choose to be active in an environment that is convenient, safe and pleasant. The document seeks to provide built form and public realm outcomes that include:

- Well planned networks of walking and cycling routes.
- Streets with direct, safe and convenient access.
- Local destinations within walking distances from homes.
- Accessible open spaces for recreation and leisure.
- Conveniently located public transport stops.
- Local neighbourhoods that foster community spirit.

Third Airport for Melbourne's southeast

Plan Melbourne does not identify a specific site for an airport; however it does identify a potential location within Cardinia Shire. This is identified in the following initiatives in Plan Melbourne:

- *Initiative 1.5.6 – Plan for a Third Airport in Melbourne's southeast.*
- *Initiative 3.6.3 – Ensure sufficient airport capacity, with efficient landside access for passengers and freight.*

In response to this, Council has adopted a policy supporting a third airport for Melbourne in Cardinia, the *Cardinia Shire Airport Policy (July 2015)*.

The amendment ~~Amendment~~ seeks to reference this policy in the LPPF of the Cardinia Planning Scheme. The policy identifies Council support for the initiative and aims to provide clear direction in relation to Council's role in the development of an Airport for Melbourne's southeast. It also ensures that due consideration is given to the identification of an appropriate site. The policy seeks to achieve the following:

- *Provision of leadership and strategy development to ensure an Airport is achievable in Melbourne's southeast.*
- *Assist to identify an appropriate site in Melbourne's southeast region.*
- *Explore planning and investment pathways that will facilitate a major domestic airport in Melbourne's southeast.*
- *Ensuring that adequate consideration is given to the environmental, social and economic impacts of the land use to create an unencumbered Airport located in Melbourne's southeast.*

How does the Amendment implement the objectives of planning in Victoria?

The objectives of planning in Victoria are as follows:

- To provide for the fair, orderly, economic and sustainable use and development of land.
- To provide for the protection of natural and man-made resources and the maintenance of ecological processes and genetic diversity.
- To secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria.
- To conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value.
- To protect public utilities and other assets and enable the orderly provision and coordination of public utilities and other facilities for the benefit of the community.
- To facilitate development in accordance with the objectives set out in the points above.
- To balance the present and future interests of all Victorians.

The objectives of planning in Victoria are implemented by the ~~amendment~~ Amendment as follows.

The introduction of *Healthy by Design (January 2017~~2015~~)* principles into the Cardinia Planning Scheme seeks to integrate health into planning, in order to allow people to be able to choose to be active in an environment that is convenient, safe and pleasant. This will ensure communities in Cardinia Shire are developed in an orderly and pleasant manner for use by current and future generations.

The *Cardinia Shire Airport Policy (July 2015)* seeks to ensure that adequate consideration is given to the environmental, social and economic impacts of the land use to create an unencumbered Airport located in Melbourne's southeast. This policy encourages the Airport to be situated in a location that is least likely to disrupt natural resources and ecological processes. The construction of an Airport in Melbourne's southeast will provide a public utility to significantly benefit a large population of Victoria by providing access to a service as well as jobs and subsequent economic growth.

How does the Amendment address any environmental, social and economic effects?

The Amendment will have positive environmental, social and economic benefits by ensuring that objectives and strategies to provide a sound decision making framework are established in order to integrate *Healthy by Design* principles within decision making. It also provides a Council's clear position in relation to the establishment of an airport in Melbourne's southeast.

Does the Amendment address relevant bushfire risk?

~~This~~ ~~The amendment~~ Amendment will not result in bushfire risk.

Does the Amendment comply with the requirements of any Minister's Direction applicable to the amendment?

The ~~amendment~~ Amendment complies with the requirements of the Ministerial Direction on the Form and Content of Planning Schemes pursuant to s.7(5) of the *Planning and Environment Act 1987* (the Act).

Pursuant to Section 12 of the Act, the amendment complies with the following Ministerial Directions:

Ministerial Direction No. 9 – Metropolitan Strategy

The Amendment is consistent with this direction as the intention of the Amendment is to ensure initiatives in Plan Melbourne are referenced in the MSS of the Cardinia Planning Scheme. The relevant directions and initiatives of Plan Melbourne are as follows:

- *Initiative 1.5.6 – Plan for a Third Airport in Melbourne’s southeast.*
- *Initiative 3.6.3 – Ensure sufficient airport capacity, with efficient landside access for passengers and freight.*
- *Initiative 3.4.1 – Make neighbourhoods pedestrian friendly.*
- *Initiative 4.3.2 – Ensure that Municipal Public Health and Well Being Plans inform and shape Municipal Strategic Statements.*

Ministerial Direction No. 11 – Strategic Assessment of Amendments

The Amendment has been prepared having regard to this Direction.

Ministerial Direction No. 15 – The Planning Scheme Amendment Process

The process for this Amendment will be consistent with guidance provided by this Direction.

How does the Amendment support or implement the State Planning Policy Framework and any adopted State policy?

Plan Melbourne sets out a vision for Melbourne which is as follows:

Melbourne will be a global city of opportunity and choice. This will be achieved by protecting the suburbs; developing in defined areas near services and infrastructure; creating a clearer and simpler planning system with improved decision making; rebalancing growth between Melbourne and regional Victoria; and identifying an investment and infrastructure pipeline.

Plan Melbourne contains a number of initiatives that support the objectives of *Healthy by Design (2015)*. This includes the 20 minute neighbourhood, making neighbourhoods pedestrian friendly, creating a network of high-quality cycling links, implementing design guidelines to promote walking and cycling neighbourhoods for healthy living and ensuring the Municipal Health and Wellbeing plans inform and shape the MSS.

The following table outlines the policies within Plan Melbourne which the Amendment implements.

Plan Melbourne Policy	Actions
Initiative 1.5.6 – Plan for a third Airport in Melbourne’s southeast	<p>In the short term: In partnership with the Department of State Development, Business and Innovation, and local governments, confirm a preferred site for an airport in Melbourne’s southeast including associated industrial and commercial land.</p> <p>In the medium term: Investigate a process for the private sector to invest in the development of a new airport. Examine the land transport needs of a future airport in this corridor.</p>
Initiative 3.4.1 - Make neighbourhoods pedestrian friendly	<p>Work with local governments and institutions in national employment clusters, metropolitan activity centres, activity centres, urban renewal areas and other job -rich centres to provide better footpaths, shade trees and reduced delayed at pedestrian crossing points.</p> <p>Encourage local governments and their communities to identify and develop pedestrian networks and pedestrian priority precincts in their areas.</p> <p>Consider using lower speed limits in mixed-use and residential neighbourhoods in accordance with the new guidelines for 40km/h pedestrian zones.</p>
Initiative 3.6.3 - Ensure	Investigate the opportunities for an 'aero town' concept to

sufficient airport capacity, with efficient landside access for passengers and freight.	support business and hotel accommodation at one of Melbourne's international airports, including the possible future southeast airport (short term)
Initiative 4.3.2 - Ensure that Municipal Public Health and Well Being Plans inform and shape Municipal Strategic Statements	Identify an appropriate mechanism to ensure that municipal health and wellbeing plans inform and shape strategic planning and decision making to promote community health and wellbeing.

Within the SPPF, *Healthy by Design (2015)* is supported by:

- Clause 15 (Built Environment and Heritage) which aims to create environments that are safe and functional and provide for a sense of place and cultural identity.
- Clause 18 (Transport) which supports an integrated and sustainable transport system through coordinating improvements to public transport, walking and cycling networks with the ongoing development of areas, providing safe, convenient and direct pedestrian and cycling access to activity centres, public transport interchanges and other strategic redevelopment sites.

Within the SPPF, the provision of a third Airport for Melbourne's southeast is supported by:

- Clause 18.04-2 (Planning for Airports) which has the objective '*to strengthen the role of Victoria's airports within the State's economic and transport infrastructure and protect their ongoing operation*'. This Clause outlines several strategies including:
 - *Ensuring that in the planning of airports, land-use decisions are integrated, appropriate land-use buffers are in place and provision is made for associated businesses that service airports.*
 - *Ensuring the planning of airports identifies and encourages activities that complement the role of the airport and enables the operator to effectively develop the airport to be efficient and functional and contributes to the aviation needs of the State.*
 - *Preserving long-term options for a new general aviation airport south-east of Metropolitan Melbourne by ensuring urban development does not infringe on possible sites, buffer zones or flight paths.*

How does the Amendment support or implement the Local Planning Policy Framework, and specifically the Municipal Strategic Statement?

Within the LPPF, *Healthy by Design (January 2017/2015)* supports the outcomes sought pursuant to Clause 21.02-5 (Open space) and Clause 21.06-2 (Community safety).

Clause 21.02-5 *recognises the need to develop open space linkages and provide off road tracks and trails for walking and cycling.*

Clause 21.06-2 *seeks to improve community safety and the perception of safety through providing for safe movement through good connections and access, appropriate management of open spaces to ensure they are attractive and well used, and ensuring safe access routes for pedestrians and cyclists.*

Does the Amendment make proper use of the Victoria Planning Provisions?

The amendment ~~Amendment~~ makes proper use of the Victorian Planning Provisions (VPP) by updating and strengthening the MSS to ensure that it is reflective of current State Policy. The MSS is consistent with the VPP Practice Note *Format of Municipal Strategic Statements*, and reflects best practice drafting of the LPPF.

How does the Amendment address the views of any relevant agency?

The views of relevant agencies will ~~be~~ be sought as part of the amendment ~~Amendment~~ process.

Does the Amendment address relevant requirements of the Transport Integration Act 2010?

There are no requirements of the Transport Integration Act 2010 that are relevant to this amendment ~~Amendment~~.

Resource and administrative costs**• What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?**

The ~~amendment~~ ~~Amendment~~ will have no impact on the resource and administrative costs of the responsible authority

Where you may inspect this Amendment

The Amendment is available for public inspection, free of charge, during office hours at the following places:

Cardinia Shire Council Civic Centre, 20 Siding Avenue, Officer

The Amendment can also be inspected free of charge at the Department of Environment, Land, Water and Planning website at www.delwp.vic.gov.au/public-inspection.

Submissions

~~Any person who may be affected by the Amendment may make a submission to the planning authority. Submissions about the Amendment must be received by 5pm Monday 22 August 2016.~~

~~Electronic submissions are encouraged and a submission must be sent to:~~

~~mail@cardinia.vic.gov.au or posted to:~~

~~Strategic Planning – Amendment C208
Cardinia Shire Council
PO Box 7
PAKENHAM VIC 3810~~

Panel hearing dates

~~In accordance with clause 4(2) of Ministerial Direction No.15 the following panel hearing dates have been set for this amendment:~~

- ~~• directions hearing: The week commencing 17 October 2016.~~
- ~~• panel hearing: The week commencing 14 November 2016.~~

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21.01 CARDINIA SHIRE KEY ISSUES AND STRATEGIC VISION14/06/2012
C124Propo
sed C208**21.01-1 Snapshot of Cardinia Shire**14/06/2012
C124

The Cardinia Shire is located on the south east fringe of Melbourne and is one of eight 'interface Councils' which form the perimeter of metropolitan Melbourne, providing a transition between urban and rural areas. The municipality has an area of approximately 1,280 square kilometres, comprising a variety of landforms and landscapes.

The northern part of the Cardinia Shire is set in the foothills of the Dandenong Ranges, and includes the Bunyip State Park and the Cardinia Reservoir. The red volcanic soils around Gembrook have been historically significant for potato production. The area is located within two water catchments being the Yarra Valley and Westernport catchments.

The Koo Wee Rup swamp and Western Port form the significant features of the southern part of the Cardinia Shire, and includes high quality agricultural land of State significance. The land is generally flat alluvial plains which have been substantially cleared of vegetation. The exception to this is the Heath Hill area, which is recognised as being of landscape significance by the National Trust.

The Princes Highway and the Princes Freeway corridor runs east-west through the centre of the Cardinia Shire and provides a demarcation between the hills in the northern part of the municipality and the alluvial plains to the south. The corridor is a key road and rail link between Melbourne, the Latrobe Valley and Gippsland. The South Gippsland Highway is a key link to south Gippsland and a tourist route to Phillip Island.

The majority of the Cardinia Shire's population is located within the existing towns of Beaconsfield, Officer and Pakenham. These towns are part of the Casey-Cardinia Growth Area, and will accommodate the majority of future residential and commercial growth. The remainder of the population is located within Cardinia's townships and rural residential areas.

The population within the Cardinia growth area is expected to grow from a current population of around 77,000 people (2011) to 120,000 people by 2021, and to approximately 155,000 people in 2031. A major employment corridor of approximately 2,500 hectares south of the Pakenham Bypass has been identified which, when developed, will provide employment and business opportunities for current and future residents.

21.01-2 Key influences14/06/2012
C124

The key influences in relation to the municipality are:

- Urban growth including urban pressures on the rural hinterland and management of green wedge areas.
- The quality and character of existing rural townships.
- Infrastructure to meet the needs of the existing and future community.
- Environmentally significant areas.
- Areas of significant landscape value.
- The protection and sustainable use of agricultural land.
- The local economy including employment opportunities.

21.01-3 Key issues14/06/2012
C124Prop
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The key issues facing Cardinia are focused around five strategic themes:

Environment

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- The protection of environmentally significant areas including the northern hills and the Western Port coast.
- The protection and management of biodiversity.
- The protection of the Koo Wee Rup swamp area, which contains important groundwater reserves and horticultural soils in the Western Port basin.
- The maintenance and enhancement of existing significant landscapes.
- The protection of life and property in terms of flooding and wildfire.
- The protection and enhancement of areas and places of heritage significance.
- The reduction in greenhouse gas emissions and potable water usage.
- The provision of a range of open space functions to meet community needs, encourage an active lifestyle and protect the environment.

Settlement and housing

- The management of urban growth including urban pressures on the rural hinterland.
- The sustainable development of the growth area and rural townships..
- The provision of appropriate rural residential and rural living development.
- The integration of health into planning communities to allow people to choose to be active in an environment that is convenient, safe and pleasant.

Economic development

- The development of a balanced local economy and local employment opportunities for residents.
- The need to support and strengthen existing businesses.
- The attraction of new business, particularly to the employment corridor south of the Pakenham bypass.
- The protection and sustainable use of agricultural land.
- The role of tourism within the wider business community.

Infrastructure

- The provision of infrastructure to meet the needs of the existing and future community.

Particular use and development

- Encouraging an attractive, functional and sustainable built form in existing and future development.
- The restructure of inappropriate subdivisions.
- The integration of community safety with new and existing use and development.
- The location and characteristics of gaming venues.
- Encouraging the investigation of potential locations for a third airport in Melbourne's southeast.

21.01-414/06/2012
C124**Strategic vision**

Cardinia Shire Council's corporate plan *Creating the Future, Cardinia Council Plan 2009-2013* describes the following vision for the municipality:

"Cardinia will be developed in a planned manner to enable future generations to enjoy and experience the diverse and distinctive characteristics of our Shire"

Council is committed to fostering the sustained wellbeing of the community and environment in the Cardinia Shire. In doing this, it seeks to balance the competing needs of the environment, economic development and the community, by:

- Developing a strong economic base.
- Recognising and protecting the diverse and significant environmental and cultural heritage values in the municipality.

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- Providing opportunities to create and maintain a cohesive, safe and robust community.
- Enhancing the experience of people who live, work and visit the municipality.

CARDINIA PLANNING SCHEME

21.01-5 Strategic framework plan14/06/2012
C124

The Cardinia Shire Strategic Framework Plan (Figure 1) sets out the general pattern for land use and development to respond to the key influences and issues to achieve the strategic vision for the municipality.

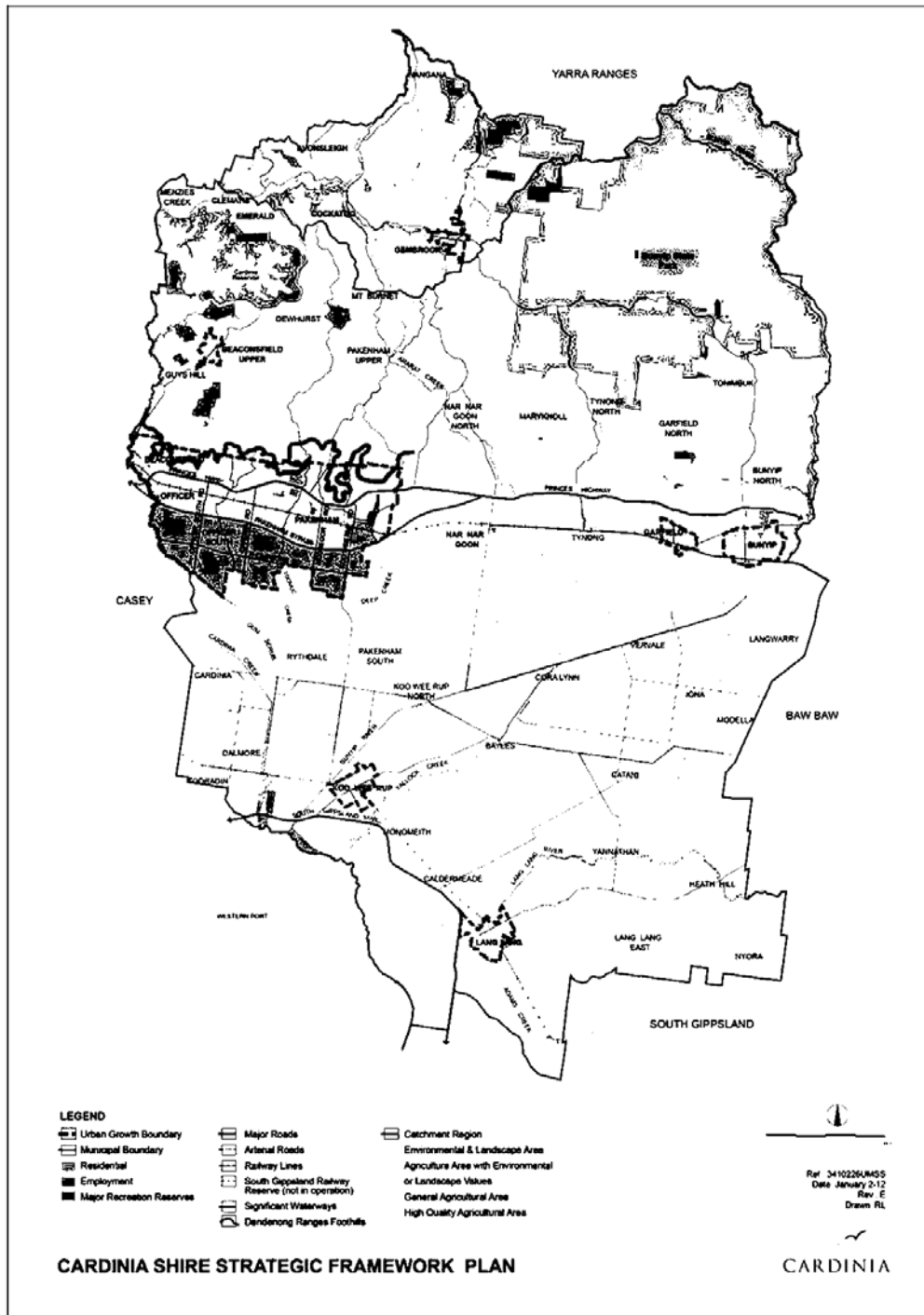
The purpose of the framework plan is to provide an overview of land use in the Cardinia Shire and to identify locations where specific land use outcomes will be supported and promoted.

The major strategic directions identified in the Cardinia Shire Strategic Framework Plan include:

- Identification of major landscape features within the Cardinia Shire, including:
 - Western Port.
 - Cardinia Reservoir.
 - Bunyip State Park.
 - Dandenong Ranges Foothills.
- Locations of areas primarily used for general agriculture.
- Locations of areas identified as having high quality soils for agriculture and horticulture.
- Locations of areas identified as having environmental and landscape significance.
- Locations of rural townships and the urban growth area.
- Existing major transport links.
- Natural and man-made drainage.

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Figure 1: Cardinia Shire strategic framework plan



CARDINIA PLANNING SCHEME

21.02 ENVIRONMENT

17/03/2016
C162 Proposed
C208

This Clause provides local content to support Clause 11 (Settlement), 12 (Environmental and Landscape Values), Clause 13 (Environmental Risk), Clause 14 (Natural Resource Management) and Clause 15 (Built Environment and Heritage) of the State Planning Policy Framework.

21.02-1 Catchment and coastal management

14/06/2012
C124

This section provides local content to support 13.01 (Climate change impacts), Clause 13.02 (Floodplains), Clause 13.03 (Soil degradation) and Clause 14.02 (Water) of the State Planning Policy Framework.

Overview

The majority of the Cardinia Shire is contained in the Western Port catchment, which is a RAMSAR wetland, with a small section in the northern part of the municipality being within the Yarra catchment. The Port Phillip and Western Port Regional Catchment Strategy (2004-2009) describes the catchment assets and how they are interrelated. It indicates what needs to be done to manage and use the assets in a sustainable and integrated way, and outlines goals and priorities for the future.

Key issues

- Recognising that a catchment is an integrated environmental system, and that development and actions undertaken in one part of the catchment have an effect on other parts of the catchment.
- Retaining and re-establishing native vegetation along waterways to minimise erosion and sediment.
- Managing stormwater and effluent in both urban and rural areas.
- Recognising that areas within the municipality have a shallow groundwater table, which increases the potential for salinity and its impacts on infrastructure and the environment.
- Controlling the amount of water entering the groundwater table in recharge areas in order to manage salinity.

Objective 1

To protect and improve the environmental health and social and economic values of water resources and ensure their efficient management.

Strategies

- Encourage the retention and, where appropriate, the re-establishment of native vegetation to minimise erosion and sediment entering waterways, reduce salinity and protect areas of landscape and biodiversity value.
- Encourage the protection of waterway environs including the fencing off of waterways and the re-establishment of riparian vegetation, especially in rural areas degraded by the impact of stock.
- Encourage the maintenance and upgrade of levee banks in the Koo Wee Rup Flood Protection District, particularly along the Bunyip Main Drain.

CARDINIA PLANNING SCHEME

- Protect groundwater resources in the Western Port Basin.
- Protect Western Port and the associated significant estuarine, intertidal and immediate marine habitat of Western Port and promote sustainable outcomes.
- Minimise erosion and the entry of sediment into waterways associated with earthworks.

Objective 2

To effectively manage development to mitigate impacts on the operation and health of waterway systems.

Strategies

- Encourage the use of measures to manage and treat stormwater quality in both urban and rural areas including wetlands, litter and pollution traps, retarding basins and revegetation along waterways.
- Provide for the retention and treatment of domestic wastewater on-site in accordance with the State Environment Protection Policy (Waters of Victoria) where reticulated sewerage is not available.
- Maximise the potential to utilise recycled wastewater for agricultural, urban and other purposes.
- Require best practice water sensitive urban design and improvements in drainage in all new developments.

Objective 3

To minimise the impact of shallow groundwater conditions and salinity on the built and natural environment, including both native vegetation and agricultural land, and to ensure that development does not contribute to increasing the risk or extent of salinity.

Strategies

- Ensure any development in an identified shallow ground water or potential salinity risk area is subject to a risk assessment which identifies appropriate mitigation measures.
- Discourage development that will be at risk from salinity or that will potentially increase the risk or extent of impacts from salinity.

Objective 4

To recognise areas within the municipality that are liable to flooding and inundation and to minimise potential risk to life, property and the environment.

Strategies

- Minimise development on land liable to flooding and inundation, and where development is permitted, ensure that the siting of buildings and works takes into account the potential depth of flooding, the route of major floodways, and the impact on the operation of the waterway system.

Implementation

The strategies in relation to catchment and coastal management will be implemented through the planning scheme by:

CARDINIA PLANNING SCHEME

Use of policy and exercise of discretion

- When deciding on applications for use and development that may impact on the water catchment, waterways, ground water resources or the coast, considering, as appropriate:
- The use of appropriate buffer distances, which can include revegetation and water sensitive urban design, between the use or development and adjoining waterways to minimise erosion and entry of sediment into waterways.
- Reference documents listed in the State Planning Policy Framework at clauses 13.01 (Climate change impacts), Clause 13.02 (Floodplains), Clause 13.03 (Soil degradation) and Clause 14.02 (Water)

Application of zones and overlays

- Applying the Urban Floodway Zone over land identified by Melbourne Water as being of greatest risk and frequency of flooding.
- Applying a Floodway Overlay, Land Subject to Inundation Overlay or Special Building Overlay on land identified by Melbourne Water as being flood prone.
- Applying an Environmental Significance Overlay along the Western Port coastline.
- Applying an Environmental Significance Overlay in the northern hills area to address erosion, waterway management and vegetation protection issues.
- Applying the Erosion Management Overlay to areas where erosion is a significant risk.

Further strategic work

- Investigating the need for development provisions such as the application of the Salinity Management Overlay over land identified as being prone to salinity.

Reference documents

Planning Decision Support Framework for Salinity (2005)

Domestic Wastewater Management Plan (2007)

Waste Management Strategy 2004-2009

Environment Management Strategy 2004-2007

Cardinia Shire Council Stormwater Management Plan (2002)

Land Capability Study of the Cardinia Shire (1997)

Salinity – Land Capability Study 2004

Yarra Valley Water: Water Plan 2009/10-2012/13 (2008)

South East Water: Water Plan 2009/10-2012/13 (2008)

Any listed at clauses 13.01 (Climate change impacts), Clause 13.02 (Floodplains), Clause 13.03 (Soil degradation) and Clause 14.02 (Water) of the State Planning Policy Framework.

21.02-2

14/06/2012
C124

Landscape**Overview**

The diverse landscapes within the Cardinia Shire are one of the municipality's strongest attributes. Five areas within the Cardinia Shire have been recognised as significant landscapes by the National Trust. These are the Western Port Coast, Heath Hill, Cockatoo Creek, Puffing Billy Corridor and Menzies Creek Valley.

CARDINIA PLANNING SCHEME

Key issues

- Protecting significant landscapes, including the protection of the specific features of each landscape.
- Recognising that the landscape is an important element in the sustainable development of tourism in the municipality.
- Acknowledging that ridgelines are particularly vulnerable to inappropriate development.
- Recognising the pressures to develop land in locations of high scenic value.

Objective

To recognise and protect the diverse landscape and areas of significant landscape value.

Strategies*Landscape values*

- Protect significant landscapes recognised by the National Trust including the Western Port Coast, Heath Hill, Cockatoo Creek and Menzies Creek Valley from development that is inconsistent with the landscape values and built form of the surrounds.
- Protect the scenic corridor of the Puffing Billy Tourist Railway from extensive native vegetation removal and development that is inconsistent with the landscape values of the existing corridor.
- Recognise the value of the landscape to the community and as a competitive strength for the sustained development of tourism in the municipality.
- Ensure that development in the urban growth area does not intrude or adversely impact on the landscape values of the area north of the Princes Highway and maintains significant vistas.
- Recognise the landscape values associated with rural land including areas south of the Princes Highway.
- Recognise the contribution of drains and bridges to the character of the rural landscape.

Design and built form

- Require the use of building materials and colours which are in context with the surrounding environment in areas of landscape significance and in rural residential and rural living areas.
- Ensure the sensitive siting of buildings and other structures having regard to the protection of prominent ridgelines, significant views and areas of remnant vegetation.
- Protect exotic vegetation if it is of heritage, cultural or economic value, or contributes to the character of an area.
- Minimise the fragmentation of land and removal of vegetation in areas of high landscape value.

Implementation

The strategies in relation to landscape will be implemented through the planning scheme by:

CARDINIA PLANNING SCHEME

Use of policy and exercise of discretion

- When deciding on applications for use or development which may have a significant impact on places which are classified by the National Trust, considering as appropriate the comments of the National Trust.
- Requesting applications for development on land with a slope greater than 20% provide the following information as appropriate:
 - A slope stability report.

Application of zones and overlays

- Applying a Significant Landscape Overlay to protect significant landscapes recognised by the National Trust and progressively over other identified significant landscapes and ridgelines.
- Applying an Environmental Significance Overlay over the northern hills area and other sites of significance to protect landscape and environmental values.
- Applying a Vegetation Protection Overlay to hills areas where vegetation is a significant factor in the landscape character.

Further strategic work

- Investigating the need to identify significant landscape areas other than those recognised by the National Trust, including significant ridgeline areas.
- Developing a local policy for building, siting and design guidelines for non-urban and low density residential areas.

Reference documents

Environment Management Strategy 2004-2007

Puffing Billy Corridor Landscape Evaluation Study (1992)

21.02-3

14/06/2012
C124

Biodiversity

This section provides local content to support Clause 12.01 (Biodiversity) of the State Planning Policy Framework.

Overview

Cardinia Shire contains a diverse environment with a wide range of native flora and fauna habitats. The municipality is known to contain State and Nationally significant rare and threatened species including the Southern Brown Bandicoot, Growling Grass Frog, Swamp Skink, Masked Owl, Helmeted Honeyeater, Powerful Owl, Emerald Star Bush, Matted Flax-Lily and indigenous grasslands, dwarf galaxias and Australian grayling.

The decline and fragmentation of habitats resulting in the loss of biodiversity is a key issue. Over 75% of the native vegetation in Cardinia Shire has been cleared leaving those areas of remnant vegetation of particular significance and value in terms of maintaining biodiversity within the Municipality.

Cardinia Shire forms part of the UNESCO Mornington Peninsula and Westernport Biosphere Reserve, protection of this biosphere relies on good environmental management of the catchment of which Cardinia shire is a key part.

CARDINIA PLANNING SCHEME

Key issues

- Recognising that native vegetation provides habitat for key fauna species and provides for diverse flora species throughout the municipality.
- Maintaining biodiversity especially in areas of significance.
- Maintaining and re-establishing wildlife corridors.
- Recognising that soil erosion occurs on steep land where there are dispersible soils and in areas prone to landslips as a result of native vegetation removal.
- Controlling the spread and extent of pest plants and animal within the municipality.

Objective 1

To achieve a net gain in the quantity and quality of native vegetation in the municipality.

Strategies

- Encourage the retention and re-establishment of native vegetation to protect areas of habitat and landscape value, minimise erosion, reduce sediment entering waterways and Western Port, reduce the potential for flooding on the Koo Wee Rup Swamp, and to reduce the potential for salinity.
- Protect areas of significant remnant vegetation (particularly endangered and vulnerable Ecological Vegetation Classes) as shown on the mapped Ecological Vegetation Classes provided by the Department of Sustainability and Environment.
- Ensure that the siting of buildings and works avoids and minimises the removal or fragmentation of native vegetation, especially in areas of biodiversity significance, and where appropriate, building envelopes should be approved as part of subdivision plans to minimise the removal of vegetation.
- Require the replanting of indigenous vegetation where earthworks have been undertaken, particularly on steeply sloping land, on land subject to erosion, or in close proximity to a watercourse to manage and reduce sediment generation.

Objective 2

To maintain and enhance the diversity of indigenous habitats and species.

Strategies***Areas of biodiversity significance***

- Avoid the fragmentation of land in areas of biodiversity significance and create new habitat corridors/biolinks.
- Encourage or, if appropriate, require landowners to undertake steps to conserve and enhance sites of biodiversity significance through a Conservation Covenant, or agreements under Section 173 of the *Planning and Environment Act 1987*.
- Protect and enhance biodiversity within natural waterways and man-made drains and dams through subdivision design, development design and appropriate management.
- Protect and enhance the environmental and landscape values of the land including habitat of botanical and zoological significance.
- Ensure the identification, protection and linking of important biodiversity areas within the growth area through Precinct Structure Plans including the provision of Native Vegetation Precinct Plans and Biodiversity Management Plans where required.

CARDINIA PLANNING SCHEME

Threatened species

- Protect and enhance the habitat of threatened flora and fauna species, including the growling grass frog and southern brown bandicoot.

Objective 3

To reduce the spread and extent of pest plants and animals.

Strategies

- Encourage land management practices which control and remove noxious and environmental weeds.

Implementation

The strategies in relation to biodiversity will be implemented through the planning scheme by:

Use of policy and exercise of discretion

- When deciding on applications for use or development that may impact on biodiversity, considering, as appropriate:
 - Relevant Native Vegetation Precinct Plans
 - Relevant Conservation Management Plans
 - Reference documents listed in the State Planning Policy Framework at clause 12.01 (Biodiversity)
- When developing Precinct Structure Plans and Township Strategies, ensure biodiversity values and habitat corridors are identified.

Application of zones and overlays

- Applying a Rural Conservation Zone or a Public Conservation and Resource Zone in areas of high biodiversity value.
- Applying an Environmental Significance Overlay over the northern hills area, Western Port coastline and other specific sites of biodiversity significance.
- Applying a Design and Development Overlay and Vegetation Protection Overlay in low density areas and residential areas in the hills townships to ensure that vegetation and areas of habitat significance are protected, and taken into account in the design of new development.
- Applying an Erosion Management Overlay to areas identified with a high risk of landslip.
- Providing an exemption from the requirement for a permit for the removal of vegetation if the vegetation is classified as an environmental weed.

Further strategic work

- Developing Native Vegetation Precinct Structure Plans and Biodiversity Management Plans in the urban growth area.
- Reviewing the environmental weed list found in the Environmental Significance, Design and Development, and Vegetation Protection Overlays.
- Working with State agencies to remove native vegetation controls for environmental weeds, specifically *Pitiosporum undulatum*.

CARDINIA PLANNING SCHEME

- Identifying and mapping areas of significant flora, fauna or biodiversity value for potential inclusion into the Environmental Significance Overlay or Vegetation Protection Overlay.

Reference documents

Weed Management Strategy 2007

Targeted Survey and Conservation Management Plan for the Growling Grass Frog *Litoria reniformis*: Pakcnham Urban Growth Corridor, Ecology Partners, 2006

Southern Brown Bandicoot Strategic Management Plan for the former Koo Wee Rup Swamp Area, Ecology Australia, 2009

Any listed at clause 12.01 (Biodiversity) of the State Planning Policy Framework

21.02-4

14/06/2012
C124

Wildfire management

This section provides local content to support Clause 13.05 (Bushfire) of the State Planning Policy Framework.

Overview

Areas within the Cardinia Shire, particularly north of the Princes Highway, are prone to wildfires due to the topography and vegetation cover. During the Ash Wednesday fires of 1983, there was a significant loss of life and property in the Upper Beaconsfield and Cockatoo areas.

Wildfire risk is the product of a number of factors including fuel levels, slope, climatic conditions, population and the degree of preparation of individual property owners to cope with a fire. Other factors such as the accessibility of land to fire fighting vehicles and the availability of water will affect the risk levels for individual properties.

Key issues

- Ensuring the appropriate design of subdivisions in areas of high wildfire risk.
- Designing and siting of accommodation, including individual dwellings, on sites within areas of high wildfire risk. The key issues include the location and accessibility of the site, access to water supplies, the type and form of vegetation in the area including required vegetation management.
- Balancing the protection of native vegetation with wildfire risk management

Objective

To recognise that areas in the municipality are prone to wildfire and to minimise the potential risk to life, property and the environment.

Strategies**Subdivision**

- Ensure that the siting and design of subdivisions has fully considered the impact of existing slope, aspect and vegetation in terms of risks of wildfire, particularly with regard to the location of building envelopes.

CARDINIA PLANNING SCHEME

Siting and design

- Ensure that the siting and design of houses and other accommodation in high risk wildfire areas minimises the potential risk of loss of life or property from wildfire, particularly in terms of the existing slope, aspect and vegetation.
- Ensure all development has appropriately designed access for emergency vehicles.
- Ensure development provides adequate access to water.
- Encourage the use of roads as a buffer between housing and bushland.

Fuel reduction

- Encourage the use of controlled burning to reduce ground fuel levels and to help maintain healthy and diverse forests and woodlands consistent with the Ecological Vegetation Class (EVC).
- Support the implementation of the Municipal Fire Prevention Plan 2007 and Municipal Wildfire Preparedness Plan 2006.

Implementation

The strategies in relation to wildfire management will be implemented through the planning scheme by:

Use of policy and exercise of discretion

- When deciding on applications for use and development of land including subdivision, considering, as appropriate:
- Reference documents listed in the State Planning Policy Framework at Clause 13.05 (Bushfire)
- When developing Precinct Structure Plans and Township Strategies, considering the issue of wildfire risk.

Application of zones and overlays

- Applying the Bushfire Management Overlay to areas of wildfire risk.

Reference documents

Building in a Wildfire Management Overlay – Applicants Kit 2007 (Country Fire Authority)

Municipal Wildfire Preparedness Plan 2006

Any listed at clause 13.05 (Bushfire) of the State Planning Policy Framework

21.02-5

14/06/2012
C124Propo
sed C208

Open space

This section provides local content to support Clause 11.03 (Open space) of the State Planning Policy Framework.

Overview

Cardinia Shire has a significant amount of regional open space, including Cardinia Reservoir Park (including Aura Vale Lake Park), Gembrook Regional Park, Bunyip State Park, and Emerald Lake Park. In addition, regional parklands are proposed along the Cardinia Creek for the protection of the environmental values of the corridor and the provision of a regional passive recreation resource in recognition of the projected population growth in the Casey-Cardinia Growth Area.

CARDINIA PLANNING SCHEME

There are also other significant waterways and streams throughout the Municipality that provide passive open space linkages. The Pedestrian and Bicycle Strategy identifies primary, secondary and township path and trails network providing and improving access to key community and recreation facilities.

Key issues

- Providing open space to produce an attractive urban environment with a clear sense of place and identity and building a cohesive community.
- Providing active, passive and environmental open space within the urban growth area and townships to meet the needs of current and future communities and to protect environmental values.
- Developing open space linkages.
- Providing off road tracks and trails for walking and cycling.
- Developing and maintaining appropriate infrastructure for recreational horse riding.
- Providing for greater connectivity and amenity that encourages physical activity (including walking and cycling) throughout the Shire.

Objective 1

To ensure that land is provided and developed for a range of open space functions to meet community needs for active and passive open space (including linkages) and for the protection of the environment.

Strategies*Open space contributions*

- Ensure adequate active and passive open space is provided for communities and ensure that this is not constrained by environmental, drainage or other constraints.
- A minimum public open space contribution of 8% of the land to be subdivided must be provided as part of the subdivision of land for urban residential purposes.
- An 8% public open space contribution shall comprise land unencumbered by other constraints (eg: land required by Melbourne Water for drainage purposes, land within service easements) to allow its full use for recreation purposes.
- Any encumbered public open space should be provided in addition to the 8% unencumbered public open space contribution for recreation purposes.

Location and design

- Balance the recreational, environmental and wildfire management objectives of open space reserves.
- Recognise the importance of open space in contributing to an attractive urban environment with a clear sense of place and identity.
- Co-locate community and recreational facilities and encourage joint management of these facilities.
- Discourage the fragmentation of open space within new developments and subdivisions.
- Ensure that the design of open space is functional having regard to its intended use, minimises maintenance and ensures community and personal safety.

CARDINIA PLANNING SCHEME

- Support the ongoing development of recreation reserves in the rural townships in the municipality as an important focus of recreational activities for the community.
- Support the progressive development of the Cardinia Creek Regional Parklands as a regional passive recreation resource and for the protection of the creek environs as outlined in the Cardinia Creek Parklands Future Direction Plan (2002).
- Recognise open space of high environmental value (e.g. Chambers Reserve, Mt Cannibal, and creek reserves) and ensure that the management of such open space protects and enhances the environmental values of the land.
- Develop open space corridors along major waterways which can be used for passive open space to improve water quality and act as wildlife corridors.
- Develop and maintain a network of off-road pedestrian, bicycle and equestrian trails within the municipality.

Objective 2

To provide open space which allows people to choose to be active in an environment that is convenient safe and pleasant.

Strategies

- Ensure the location of open space is planned to allow residents to maximise opportunities to undertake physical activity.
- Ensure that open space is well connected to encourage physical activity.

Implementation

The strategies in relation to open space will be implemented through the planning scheme by:

Use of policy and exercise of discretion

- When deciding on applications for use or development that relate to open space, considering, as appropriate:
- Reference documents listed in the State Planning Policy Framework at clause 11.03 (Open space)
- When developing Precinct Structure Plans and Township Strategies, considering the issue of open space.

Application of zones and overlays

- Including open space of high environmental value in a Public Conservation and Resource Zone.
- Including other public open space within the Public Park and Recreation Zone.
- Including land to be acquired for the Cardinia Creek Parklands in a Public Acquisition Overlay.
- Applying the Development Contributions Plan Overlay in areas within the urban growth area to fund the acquisition and development of district open space and linear open space along major waterways.

Other actions

- Providing a requirement for a minimum 8% unencumbered public open space contribution for the subdivision of land in urban residential areas into the schedule to Clause 52.01.

CARDINIA PLANNING SCHEME

Further strategic work

- Integrating open space within all precinct structure plans within the urban growth area.
- Preparing detailed development contribution plans for areas within the urban growth area and integration within Precinct Structure Plans.

Reference documents

Equestrian Strategy (2001)

Cardinia Creek Parkland Future Direction Plan, Parks Victoria, 2002

Recreation Open Space Strategy 2000

Cardinia Growth Corridor Sports Strategy (2005)

Any listed at clause 11.03 (Open space) of the State Planning Policy Framework

Healthy by Design (January 2017)

21.02-6

17/03/2016
C162

Post-contact heritage

This section provides local content to support Clause 15.03 (Heritage) of the State Planning Policy Framework.

Overview

The rich and diverse cultural heritage of Cardinia Shire illustrates the historic use, development and occupation of the land. This history is demonstrated by a wide range of heritage places that include buildings and structures, monuments, trees, landscapes and archaeological sites. These places give Cardinia a sense of historic continuity as well as demonstrating the economic, social and political circumstances of the time.

Key issues

- Protecting recognised sites and precincts of heritage significance with State, Regional and Local Significance.
- Defining the extent of heritage places to be included in a Heritage Overlay.
- Recognising and protecting significant trees.

Objective

To provide for the protection and appropriate management of sites of heritage significance.

Strategies

- Protect sites of State, regional and local heritage significance.
- Promote the conservation of sites of local heritage interest.
- Encourage and support the reuse of existing heritage places for appropriate land uses.
- Give consideration to the heritage context of sites which adjoin sites of heritage significance.
- Provide the opportunity for a permit to be granted for a use that might otherwise have been prohibited if that use will assist in the preservation of the heritage site.

CARDINIA PLANNING SCHEME

- Recognise the significance of heritage buildings and sites in contributing to the character of townships within the municipality.
- Recognise and protect the cultural significance of war memorials and avenues of honour in the municipality.

Implementation

The strategies in relation to post-contact heritage will be implemented through the planning scheme by:

Use of policy and exercise of discretion

- When deciding on applications for use or development that may impact on sites of heritage or cultural significance, considering, as appropriate:
 - The development's response to the recognised heritage sites and precincts in the heritage place and precinct citations of the relevant Cardinia Heritage Studies.
 - The relevant Conservation Management Guidelines in the Cardinia Local Heritage Study Review – Volume 3: Heritage Place & Precinct Citations (November 2008).
 - The comments of the Returned Serviceman's League (RSL) in relation to any proposal that may impact on a war memorial or avenue of honour in the municipality.
 - The comments of the National Trust on any proposal which may have a significant impact on places classified by the National Trust.
 - The objectives and strategies outlined in The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Heritage Significance (1999).
- When developing Precinct Structure Plans and Township Strategies, considering the issue of post-contact heritage.

Application of zones and overlays

- Applying a Heritage Overlay to protect sites of State, regional or local heritage significance.

Further strategic work

- Implementing the recommendations of the *Cardinia Local Heritage Study Review (November 2008)*, requiring the inclusion of additional heritage places and precincts within the municipality and incorporation of documents, including the review of the current schedule to the Heritage Overlay.
- Developing a 'significant tree register' to be incorporated into the planning scheme or used for other protective purposes.
- Developing and implementing a Cultural Heritage Strategy for the municipality.
- Developing Incorporated Plans to guide the management of individual heritage sites and precincts identified in the *Cardinia Local Heritage Study Review 2007* as appropriate, in accordance with Clause 43.01-2.

Reference documents

Cardinia Shire (North) Heritage Study – Volume 1 Heritage Program (1996)

Cardinia Shire (North) Heritage Study – Volume 2 Environmental History (1996)

Cardinia Shire (North) Heritage Study – Volume 3 Heritage Places (1996)

Cardinia Shire (Emerald & Cranbourne Districts) Heritage Study – Volume 1 Environmental History (1998)

CARDINIA PLANNING SCHEME

Cardinia Shire (Emerald & Cranbourne Districts) Heritage Study – Volume 2 Heritage Places (1998)

Cardinia Local Heritage Study Review – Volume 1: Executive Summary (May 2013) (Sept 2015)

Cardinia Local Heritage Study Review – Volume 2: Key Findings & Recommendations (May 2013) (Sept 2015)

Cardinia Local Heritage Study Review – Volume 3: Heritage Place and Precinct Citations (November 2013) (Sept 2015)

The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Heritage Significance (1999)

Cardinia Shire Council, Significant Tree Study, 2009

Old Emerald Bakehouse – 1 Kilvington Drive (rear), Emerald (December 2012)

Cardinia Shire Council Significant Tree Study – Volume 1 (May 2009)

14/06/2012
C124

Aboriginal cultural heritage

This section provides local content to support Clause 15.03 (Heritage) of the State Planning Policy Framework.

Overview

The Cardinia Shire Council acknowledges that the municipality contains Aboriginal heritage sites and places of cultural significance, some of which have been identified and formally recorded but many have not. All Aboriginal heritage sites, whether formally registered or not, are protected under the *Aboriginal Heritage Act 2006*. Aboriginal heritage sites and places are highly valued by traditional and contemporary Aboriginal groups and should also be valued by the broader Australian community. The Cardinia Shire Council wishes to promote best heritage practices by ensuring heritage sites and places are preserved for current and future generations.

Key issue

- Identifying and protecting sites of significant Aboriginal heritage.

Objective

To provide for the protection and management of significant Aboriginal heritage sites, material culture, and places of historical and spiritual significance to relevant contemporary Aboriginal people.

Strategies

Use and development

- Ensure Cultural Heritage Management Plans are prepared where required under State legislation.

Consultation

- Work in partnership with Registered Aboriginal Party/s and any other relevant stakeholders to manage and protect indigenous cultural heritage values
- Develop a process of consultation with Registered Aboriginal Party/s which will allow them to have input into development decisions at a strategic planning level.

CARDINIA PLANNING SCHEME

Conservation sites

- Use public open space or linked corridors of public open space, within and between development areas, where possible, to conserve Aboriginal heritage sites, taking into account and balancing other community and environmental needs.

Implementation

The strategies in relation to Aboriginal cultural heritage will be implemented through the planning scheme by:

Use of policy and exercise of discretion

- When deciding on applications for use or development which may affect Aboriginal cultural heritage, considering, as appropriate:
 - The requirements of the Aboriginal Heritage Act 2006.
- When developing Precinct Structure Plans and Township Strategies, identifying and considering the issue of Aboriginal cultural heritage.

Further strategic work

- Considering the application of a Heritage Overlay to protect sites of Aboriginal heritage significance.

Reference documents

Shire of Cardinia Urban Growth Corridor Aboriginal Heritage Study (2004)

21.02-8
14/06/2012
C124

Resource conservation

This section provides local content to support Clause 14.02 (Water) and 15.02 (Sustainable Development) of the State Planning Policy Framework.

Overview

Conserving, reducing and effectively managing the resources we use are essential to achieving ecological sustainable development. The use of fossil fuels, particularly in electricity generation and transport has been the major source of greenhouse gas emissions resulting in climate change. The community needs to respond to climate change through strategies to reduce greenhouse gas emissions and the implementation of adaptation strategies to reduce vulnerability to projected future impacts of climate change. Three key areas for reducing the impact on the environment within the municipality are air, water and general waste.

Key issues

- Minimising greenhouse gas emissions and developing greenhouse adaptation strategies.
- Reducing water consumption and improving water quality.
- Reducing waste generation and minimising waste going to land fill.

Objective

To develop and promote more environmentally sustainable ways of living and working, including greenhouse gas emission reductions.

CARDINIA PLANNING SCHEME

Strategies**General**

- Support the implementation of key regional activities identified through Western Port Greenhouse Alliance to reduce greenhouse gas emissions.

Reduction of greenhouse gas emissions

- Encourage developments that are based around public transport and alternative forms of transport including walking and cycling.
- Promote sustainable communities through appropriate urban design that encourages alternate forms of transport to reduce energy consumption.

Reduction in water consumption

- Ensure water sensitive urban design principles for all developments and subdivisions including the use of the third pipe recycled water systems and the use of water tanks where appropriate.
- Encourage the use of recycled or alternative water in the construction of roads in all subdivision and in other works and ongoing maintenance activities, where this water is available.

Design and construction

- Encourage the use of environmentally sustainable construction materials and techniques.
- Encourage development that incorporates sustainable building design including design that promotes the health and well being of occupants.
- Provide and preserve landscaping that enhances amenity and maintains ecosystems.

Implementation

The strategies in relation to resource conservation will be implemented through the planning scheme by:

Use of policy and exercise of discretion

- When deciding on applications for use and development, considering, as appropriate:
 - The development's impact in terms of its sustainability and impact on the environment through the use of appropriate design guidelines and general sustainability principles.
 - Implementation of the Cities for Climate Protection™ Program.
 - Best practice sustainable building guidelines for developers and general community as a means of improving the sustainability of the built environment.
 - The Sustainable Water Use Plan 2006 that identifies water consumption targets for Council and the community.
 - Implementation of the Sustainable Development and Greenhouse Reduction Strategy – Local Action Plan 2006.
- When developing Precinct Structure Plans and Township Strategies, considering the issue of resource conservation.

Other actions

- Replacing globes for public lighting to be more energy efficient.
- Supporting action and education programs to encourage more sustainable agricultural practices.

CARDINIA PLANNING SCHEME

- Programs to provide revegetation of appropriate areas which may be used for carbon offsets.

Further strategic work

- The development of local sustainable buildings guidelines.

Reference documents

Sustainable Development and Greenhouse Reduction Strategy – Cardinia Local Action Plan 2006

Sustainable Water Use Plan (2006)

Cardinia Shire Council Stormwater Management Plan (2002)

Any listed at clause 14.02 (Water quality) of the State Planning Policy Framework

CARDINIA PLANNING SCHEME

21.03 SETTLEMENT AND HOUSING

12/05/2016
C198 Proposed
C208

This clause provides local content to support Clause 11 (Settlement) and 15 (Built Environment and Heritage) and Clause 16 (Housing) of the State Planning Policy Framework.

21.03-1 Housing

09/10/2014
C187 Prop
osed C208

Overview

Housing within the Cardinia Shire is currently dominated by detached dwellings in both urban and rural areas. The urban growth area in the Cardinia Shire will continue to attract predominantly young families into the foreseeable future. However, as the housing market progressively matures and the needs of households change there will be increasing demand for more diverse forms of housing. Housing needs may differ between the townships of the municipality and the urban growth area.

Key issues

- Providing for a diversity of housing types and densities, including increased housing density around activity centres.
- Balancing diversity of housing choices in rural townships while ensuring consistency with the character of the township.
- Recognising the need for affordability and availability of housing choice for different income levels in both the rental and purchaser markets.
- Recognising the demand for specialist design housing including housing for the aged, people with a disability or mobility issues.
- Identifying the demand for social and community housing.

Objective 1

To encourage a diversity in housing to meet the needs of existing and future residents.

Strategies

- Ensure that future housing growth is effectively managed to maintain and enhance the qualities of the municipality.
- Encourage residential development that is consistent with Precinct Structure Plans.
- Encourage a range of lot sizes and housing types in new developments that satisfy the needs and aspirations of the community.
- Encourage an increase in densities provided it occurs in the context of an increase in the standard of urban design, timely provision of infrastructure and is consistent with the existing and/or preferred neighbourhood character.
- Encourage medium density housing (average of 20 dwellings per hectare) to be located within or at the interface of activity centres and overlooking local and linear open space.
- Ensure residential development and subdivisions are designed with attractive streetscapes and urban character.
- Ensure that new development is located within a safe, attractive and well planned environment that allows residents to maximise opportunities to undertake physical activity.

Objective 2

To encourage the provision of housing to cater for groups within the community with specific housing requirements.

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Strategies

- Encourage the development of a diverse, flexible, adaptable range of housing types and tenures.
- Encourage the establishment of social and community housing within all townships and areas within the urban growth zone with good access to public transport and services.
- Encourage the development of appropriately located and designed accommodation for the aged.
- Encourage development that supports ageing in place including adaptable housing.

Implementation

The strategies in relation to housing will be implemented through the planning scheme by:

Use of policy and exercise of discretion

- When deciding on applications for residential subdivision and development in rural townships, considering, as appropriate:
 - Township Strategies.
 - Township Character Assessments.
- When deciding on applications for residential subdivision and development within the urban growth boundary, considering, as appropriate:
 - Relevant Precinct Structure Plans.
- When developing Precinct Structure Plans and Township Strategies, considering the issue of housing diversity.
- When assessing new developments and residential subdivisions use the Healthy by Design Checklist (June 2015) — when assessing new developments and residential subdivision.

Application of zones and overlays

- Applying an appropriate residential zone to residential areas.
- Applying the Urban Growth Zone to undeveloped land within the urban growth boundary.
- Applying a schedule to the Urban Growth Zone to implement Precinct Structure Plans.
- Applying the Comprehensive Development Zone to substantial development sites with a mix of uses.
- Applying the Low Density Residential Zone to existing and future land that is located within the urban growth boundary and within townships where development can be adequately serviced.

Future strategic work

- Developing a local housing strategy to identify and address local housing needs.
- Progressively preparing precinct structure plans for land within the urban growth boundary.
- Progressively rezoning land for residential purposes in accordance with township strategies.
- Reviewing the application of the Comprehensive Development Zone and rezoning to standard zones when development is complete.

Reference documents

Southern Regional Housing Statement, Southern Regional Housing Working Group (April 2006)

Healthy by Design (January 2015)

CARDINIA PLANNING SCHEME

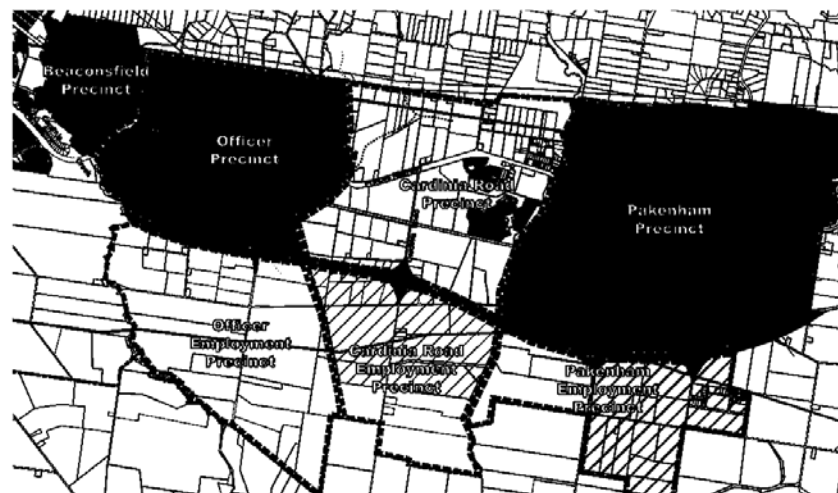
21.03-2 Urban growth area

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Overview

Part of the Cardinia Shire between Beaconsfield and Pakenham is located within the Casey-Cardinia Growth Area for metropolitan Melbourne, and has been recognised as part of a metropolitan growth corridor since 1971. The *Casey-Cardinia Growth Area Framework Plan* was released by the State government in 2006, and the purpose of the framework plan is to set long term strategic planning directions to guide the creation of more sustainable communities.

The Cardinia Urban Growth Area has been divided into seven precincts as shown in Figure 2 below:

Figure 2: Cardinia Urban Growth Area

The Casey-Cardinia Growth Area Framework Plan identifies that structure plans are the primary mechanism for the implementation of the framework plan, and that there are three main types of structure plans:

- Precinct structure plans for new communities
- Precinct structure plans for employment areas
- Activity centre structure plans.

Key issues

Key elements of the Casey-Cardinia Growth Area Framework Plan in relation to the Cardinia Urban Growth Area include:

- An urban growth boundary generally defined by the electricity transmission line easement to the north, Deep Creek and the Pakenham waste water treatment plant to the east, and the electricity transmission line easement and Koo Wee Rup Flood Protection District to the south.
- Land for urban residential development north of the Pakenham Bypass (Princes Freeway). The population within the Cardinia growth area is expected to grow from a current population of around 35,000 people (2009) to 75,000 people by 2020, and to approximately 105,000 people in 2030.
- A major employment corridor of approximately 2,500 hectares south of the Pakenham Bypass (Princes Freeway).
- Major activity centres at Pakenham and Officer.

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- Large neighbourhood activity centres at Beaconsfield, Cardinia Road and Lakeside Boulevard.
- Open space corridors along Cardinia Creek, Gum Scrub Creek, Toomuc Creek and Deep Creek, including regional parklands associated with Cardinia Creek.
- An arterial road network including the Pakenham Bypass (Princes Freeway), Princes Highway, Thompson Road to Greenhills Road connection, Beaconsfield Emerald Road, O'Sheas Road connection, Officer South Road, Cardinia Road, Pakenham Road, McGregor Road and Koo Wee Rup Road.
- A principal public transport network comprising railway stations at Beaconsfield, Officer, Cardinia Road and Pakenham along the Gippsland Railway Line, and a regional bus route along the Princes Highway to the Pakenham Town Centre.

Key principles for the development of precincts include:

- To coordinate the appropriate staging and development of land.
- To ensure greater housing choice, diversity and affordability.
- To attract business investment and create diverse employment opportunities.
- To create vibrant well serviced activity centres.
- To provide sustainable transport networks.
- To ensure that urban areas are well serviced by utility infrastructure.
- To deliver accessible community facilities and infrastructure.
- To create multi use, linked open space networks.
- To increase environmental sustainability.
- To achieve good urban design outcomes with a strong urban character
- To ensure the development of new infrastructure create communities that supports and encourages an active lifestyle.

Objective

To create a functional, attractive, safe and sustainable urban environment for the existing and future community of the Cardinia Urban Growth Area.

Strategies

- Provide for the staging of development in the urban growth area in accordance with the following table:

Location	Staging
Beaconsfield and Pakenham Precincts	Short term
Cardinia Road Precinct	Short to medium term
Officer Precinct	Medium to long term
Pakenham Employment Precinct (north of electricity transmission line easement and east of McGregor Road)	Short to medium term
Pakenham Employment Precinct (West of McGregor Road)	Medium to long term
Cardinia Road Employment Precinct (north of electricity transmission line easement)	Short to long term
Officer Employment Precinct	Long term
Pakenham, Cardinia Road and Officer Employment Precincts (south of electricity transmission line easement)	Review the option of potential development in this area in the long term

CARDINIA PLANNING SCHEME

(Base year 2008: short term – 0 to 5 years, medium term – 5 to 15 years, long term - 15 years +)

- Provide for development in the urban growth area in accordance with the following approved precinct structure plans.
 - *Cardinia Road Precinct Structure Plan (September 2008)*
 - *Cardinia Road Employment Precinct Structure Plan (September 2010)*
- Provide for the development in the urban growth boundary area in accordance with the following approved Activity Structure Plans.
 - *Beaconsfield Structure Plan (December 2013 expires 31 March 2019).*
- Provide for development contributions to fund physical and community infrastructure associated with urban development.
- Protect areas of future urban development from inappropriate subdivision and development that limits the future orderly and efficient development of the land for urban purposes.
- Provide a distinct character and identity for urban areas through retention of existing vegetation, respect for topography, appropriate streetscaping and provision of adequate open space.
- Work with state agencies to facilitate the timely provision of state infrastructure to support urban development.

Implementation

The strategies in relation to the urban growth corridor will be implemented through the planning scheme by:

Use of policy and exercise of discretion

- When deciding on applications for use and development within the urban growth area, considering, as appropriate:
 - Relevant Precinct Structure Plans and Activity Centre Structure Plans.
 - Healthy by Design Checklist (2015)

Application of zones and overlays

- Applying the Urban Growth Zone to undeveloped land within the urban growth boundary.
- Applying a schedule to the Urban Growth Zone to implement Precinct Structure Plans.
- Applying the Development Contributions Plan Overlay to areas with approved Development Contributions Plans to facilitate timely provision of infrastructure.
- Applying the Comprehensive Development Zone to substantial development sites with a mix of uses.

Future strategic work

- Progressively preparing detailed Precinct Structure Plans and Development Contribution Plans for the various precincts within the growth area.
- Review the current planning strategy for Pakenham townships, including the development contributions plan for the Pakenham township
- Introducing the Beaconsfield Structure Plan into the Planning Scheme and progressively implement the identified actions.

Reference documents

Cardinia Road Precinct Structure Plan (September 2008)

Cardinia Road Precinct Development Contributions Plan (September 2008)

Cardinia Road Employment Precinct Structure Plan (September 2010)

CARDINIA PLANNING SCHEME

Housing Strategy Strategic Action Plan 2013-2018
 Beaconsfield Structure Plan (December 2013 expires 31 March 2019)
 Beaconsfield Structure Plan Background Paper (December 2013)
 Healthy by Design (January-June-2017)

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Rural townships

Overview

The Cardinia Shire covers an area of 1,280 square kilometres with the pattern of settlement primarily focused in the urban growth area and townships ranging from large rural townships to rural localities. Areas of settlement outside the urban growth area can generally be categorised as “large rural townships” “small rural townships” and “rural localities”. The following table sets out the large and small rural townships, along with the rural localities, within the municipality:

Large rural townships	Small rural townships	Rural localities	
		<i>Include:</i>	
Emerald	Avonsleigh	Tynong North	Monomeith
Gembrook	Clematis	Tonimbuk	Dewhurst
Cockatoo	Bayles	Pakenham South	Modella
Upper Beaconsfield	Cardinia	Iona	Yannathan
Garfield	Maryknoll	Cora Lynn	Guys Hill
Bunyip	Pakenham Upper	Catani	Nangana
Koo Wee Rup	Tynong	Heath Hill	
Lang Lang		Caldermeade	
Nar Nar Goon			

Township strategies have been prepared for many of Cardinia’s rural townships. Specific implementation of these township strategies has been included in Clause 21.07 Local Areas, which provides more specific guidance about future land use and development in the Cardinia Shire’s rural townships. The general objectives and strategies outlined below should be read in conjunction with Clause 21.07 as appropriate.

Key issues

- Retaining and enhancing the existing rural township character.
- Setting clear limits for development for the townships.
- Acknowledging that the capacity for growth varies depending on the environmental and infrastructure capacities of each of the towns.
- Designing with regard to the surrounding unique characteristics of the townships.

Objective 1

To provide for the sustainable development of townships in the municipality having regard to environmental and servicing constraints.

Strategies

- Provide sewage treatment and stormwater management systems to minimise the impact of existing township development on the environment, and to enable development to occur in townships in accordance with strategy plans.

CARDINIA PLANNING SCHEME

Objective 2

To maintain and enhance the distinct character and environmental qualities of each of the townships.

Strategies

- Ensure that the siting and design of new buildings and works complement the rural character of the township, and does not dominate the landscape or surrounding built form character.
- Maintain the current diverse range of lot sizes in the hills towns as an intrinsic part of their character.
- Protect the natural environment and character of the area, particularly areas of remnant vegetation in the hills townships.
- Maintain and promote the elements which contribute to the overall historic character of towns like Gembrook, Bunyip and Garfield.
- Encourage new development to include works that enhance the environment including the protection of waterways and remnant vegetation, weed control and revegetation.

Objective 3

To create sustainable and functional townships that support a range of commercial, retail, community and recreational facilities and services.

Strategies

- Encourage opportunities for 'over 55' and aged housing within townships.
- Limit residential development, including rural residential subdivision, in the hills towns (Emerald, Gembrook, Cockatoo, Upper Beaconsfield, Clematis, Avonsleigh, Pakenham Upper and Maryknoll) unless provided for by the township strategies or the development results in significant environmental or community benefits.
- Recognise Emerald in the northern part of the municipality and Koo Wee Rup in the southern part of the municipality as a focus for higher order commercial and community facilities and services.
- To create communities that support and encourage active lifestyles.

Implementation

The strategies in relation to rural townships will be implemented through the planning scheme by:

Use of policy and exercise of discretion

- When deciding on applications for use, development or subdivision of land, or planning scheme amendments within the Maryknoll Township, the responsible authority must use local planning policy Clause 22.07 Maryknoll Township Policy".
- When deciding on applications for use and development, including subdivision, in rural townships, consider, as appropriate
- Relevant Township Strategies,
 - Bunyip Township Strategy (September 2009)
 - Cockatoo Township Strategy (March 2008)
 - Emerald District Strategy (June 2009)
 - Garfield Township Strategy (August 2002)
 - Koo Wee Rup Township Strategy (October 2015)
 - Lang Lang Township Strategy (July 2009)

CARDINIA PLANNING SCHEME

- Upper Beaconsfield Township Strategy (July 2009)
- Relevant Township Character Assessments and character statements with a focus on the preferred future character.
- The need to upgrade infrastructure, including sewerage and access roads.
- When assessing new developments and residential subdivisions use the Healthy by Design Checklist (June 2015) when assessing new developments and residential subdivisions.

Application of zones and overlays

- Zoning land in and surrounding the hills townships to reflect the diversity of lots including the application of the Neighbourhood Residential, Low Density Residential and Rural Living Zones.
- Applying a Design and Development Overlay over land included in residential zones in the hills townships.
- Applying a Vegetation Protection Overlay over appropriate land in the hills townships to recognise the significance of vegetation in contributing to the character of the townships.
- Applying the Restructure Overlay to facilitate the restructuring of old and inappropriate subdivisions within rural townships.

Future strategic work

- Preparing a Design and Development Overlay to apply to land included in a Neighbourhood Residential Zone in Koo Wee Rup, Lang Lang and other townships.
- Preparing a Design and Development Overlay to apply to land included in a General Residential Zone in Garfield and Bunyip.
- Progressively prepare urban design guidelines for town centres in all large townships.
- Progressively undertake township character assessments for each of the townships as part of the review of the township strategies.
- In consultation with the local community, prepare a policy statement for all small rural townships that will establish a basis for future strategic planning decisions in each township.
- Preparing Township Strategies for Large Rural Townships where one has not yet been prepared.
- Reviewing the Schedules to the Neighbourhood Residential Zone within townships
- Reviewing incorporated Township Strategies.

Reference documents

Township Character Assessment – Garfield, Bunyip, Koo Wee Rup and Lang Lang (November 2006)

Healthy by Design (January 2015)

21.03-4 Rural residential and rural living development

14/06/2012
C124

This section provides local content to support Clause 16.02-1 (Rural residential development) of the State Planning Policy Framework.

Overview

Rural residential development is defined as the development of single dwellings on lots of between 0.4 hectare and 2.0 hectares. Rural living is defined as residential development on lots between 2 hectares and 16 hectares. The *Land Capability Study of the Cardinia Shire (1997)* undertaken for the Cardinia Shire Council recognises that the indiscriminate development of land for small lot rural and rural residential purposes may result in extensive land and water degradation, loss of high quality agricultural land and unnecessarily high development and maintenance costs.

CARDINIA PLANNING SCHEME

Key issues

- Integrating rural residential and rural living development with an urban area or township.
- Recognising that rural residential and rural living development impacts on the environmental characteristics and constraints of the area.
- Recognising the impact of rural residential and rural living development encroaching on agricultural land.

Objective 1

To recognise the demand for rural residential and rural living development, and to provide for this development where it is closely integrated with an existing township or urban area.

Strategies

- Ensure that rural residential and rural living development is appropriately located to minimise its impact on surrounding agricultural land.
- Encourage rural residential development within existing urban areas and townships.

Objective 2

To ensure development reflects a high quality of design and does not result in environmental degradation.

Strategies

- Ensure subdivisions and developments are designed to take into account the constraints of the area and limit detrimental impacts to the surrounding environment.
- Ensure that rural residential and rural living development on land affected by environmental hazards and constraints is undertaken in a manner which prevents environmental degradation and minimises any risk from hazards.
- Ensure that any proposal for rural residential and rural living development is assessed in relation to its ability to contain all wastewater within the site.
- Ensure that proposed development will not increase and will adequately control pest plants and pest animals on site.

Implementation

The strategies in relation to rural residential and rural living development will be implemented through the planning scheme by:

Use of policy and exercise of discretion

- When deciding on applications for rural residential and rural living development, considering, as appropriate:
 - The Land Capability Study of the Cardinia Shire (1997).
 - Any relevant urban or township strategy.

Application of zones and overlays

- Applying the Low Density Residential Zone to existing low density residential areas.
- Applying the Green Wedge A Zone to rural living land in the Green Wedge.
- Applying a Design and Development Overlay for low density residential development.

Future strategic work

- Establishing siting and design guidelines for low density residential areas.
- Rezoning Rural Living Zones within the Urban Growth Boundary to a residential zone.

CARDINIA PLANNING SCHEME

Reference documents

Guidelines for Rural Residential Development (October 1997)

Land Capability Study of the Cardinia Shire (1997)

CARDINIA PLANNING SCHEME

21.05 INFRASTRUCTURE14/06/2012
C124 Proposed
C208

This clause provides local content to support Clause 18 (Transport) and Clause 19 (Infrastructure) of the State Planning Policy Framework.

21.05-1 Infrastructure provision14/06/2012
C124**Overview**

The provision of an adequate level of physical and social infrastructure is one of the major issues facing the Cardinia Shire over the coming decades. The timely provision of infrastructure is necessary to foster economic development, ensure the well being of the community and protect the environment.

Key issues

- Recognising the infrastructure demands of an interface Council with significant urban growth and substantial rural areas and townships.
- Providing for funding mechanisms to ensure the provision of infrastructure in developing areas.
- Coordinating infrastructure provision.

Objective

To ensure the timely provision of physical and social infrastructure in order to foster economic development, ensure the well being of the community and protect the environment.

Strategies***Funding***

- Provide for the payment of development contributions to fund physical and community infrastructure associated with urban development.
- Provide for the sale of surplus Council owned land to assist in funding the provision of infrastructure.
- Work in partnership with the Federal and State Governments to identify priorities, and secure funding for capital works projects.

Provision

- Provide appropriate and timely infrastructure services including water, sewerage, drainage and roads.
- Encourage the development of both pedestrian and bicycle links throughout the municipality.
- Encourage links between different forms of public transport, activity centres and surrounding residential areas.
- Provide for the establishment of high capacity telecommunications infrastructure (eg fibre optic cables) particularly in existing and future employment lands.

Implementation

The strategies in relation to infrastructure will be implemented through the planning scheme by:

Use of policy and exercise of discretion

- When deciding on applications for subdivision, other development and infrastructure provision, consider, as appropriate:
 - Relevant Precinct Structure Plans

CARDINIA PLANNING SCHEME

- When developing Precinct Structure Plans and Township Strategies, considering the issue of infrastructure provision.

Application of zones and overlays

- Applying a Development Contributions Plan Overlay to the Pakenham township area to implement the *Pakenham Township Development Contributions Plan, 1997*.
- Progressively applying Development Contributions Plan Overlay to the growth area precincts as new Development Contributions Plans are developed.
- Applying a Development Plan Overlay to require the provision of infrastructure as part of new developments or redevelopments.
- Including surplus Council owned land in an appropriate zone to facilitate its sale and development.

Other actions

- Working in conjunction with Federal and State Government Bodies for the prompt delivery of infrastructure.

Further strategic work

- Progressively planning for infrastructure provision and funding in the Cardinia Urban Growth Area as part of the Precinct Structure Planning process.

21.05-2 Freeways, declared arterial roads

14/06/2012
C124

This section includes local content to support Clause 18.02 (Movement networks) of the State Planning Policy Framework.

Overview

Freeways and Declared Arterial Roads are managed by VicRoads under the *Road Management Act 2004*. One of Council's key objectives as part of its Corporate Plan is to ensure a quality road network. Freeways and declared arterial roads perform an important function in the movement of people and freight, including tourist traffic. It is therefore critical that through land use and transport planning, Council seeks to maximise the efficiency, safety and visual outlook of these roads.

Key issues

- Providing for access and associated intersection works to declared arterial roads.
- Providing for the upgrade and construction of future declared arterial roads, including Koo Wee Rup Road and the Koo Wee Rup and Lang Lang bypasses.
- Designating and managing future declared arterial roads (eg McGregor Road).
- Provide east-west connections within the southern parts of the urban growth area.
- Widening, upgrading and realigning existing roads.
- Concentrating commercial activities along arterial roads to within strategic nodes.

Objective

To provide for an efficient, safe and attractive arterial road network and to ensure effective integration of land use, transport and environmental outcomes.

Strategies**Road upgrades**

- Provide for the upgrading of the interchange with the Princes Highway at Beaconsfield to provide access for Beaconsfield residents to the Princes Freeway.
- Provide for the future upgrading of the Koo Wee Rup Road to provide a high standard arterial road connection between Pakenham and South Gippsland Highway.
- Seek the construction of the Koo Wee Rup bypass as a priority.

CARDINIA PLANNING SCHEME

- Provide for the timely future upgrading of interchanges with the Pakenham bypass to meet increasing traffic demands at Beaconsfield, Officer South Road, Cardinia Road and McGregor Road.
- Facilitate the development of the Lang Lang bypass.
- Provide for the extension at Thompsons Road from Cranbourne through to Koo Wee Rup Road.
- Provide for the extension of Grices Road from Berwick South to Cardinia Road to a standard capable of consideration as an arterial road.
- Encourage the upgrade of existing substandard declared arterial roads through pavement widening, rehabilitation and realignment.

Development

- Ensure the location and design of any access has regard to the efficient and safe movement of traffic along the road.
- Ensure the integrated planning of future declared arterial roads as shown in the *Casey-Cardinia Growth Area Framework Plan 2006 (or as amended)*.
- Avoid ribbon commercial development along arterial roads, and limit main road oriented commercial activities to strategic nodes preferably within township and urban areas.
- Ensure that access to new developments conform with Vic Roads Access Management Policy.

Signage

- Discourage the proliferation of advertising (particularly promotional) signs along roads.

Implementation

The strategies in relation to the declared main road network will be implemented through the planning scheme by:

Use of policy and exercise of discretion

- Using the local planning policy Clause 22.04 Highway Development to guide development along highways within the municipality.

Application of zones and overlays

- Applying a Road Zone (Category 1) to declared freeway or arterial roads.
- Including the land identified for the proposed Koo Wee Rup Bypass in a Public Acquisition Overlay.
- Including land required for road improvements such as widening and realignments in a Public Acquisition Overlay.

21.05-3

14/08/2012
C124

Local roads**Overview**

Council is responsible for the care and maintenance of the local road network within the municipality, which includes about 1,300 km of local roads of which approximately 900 km are unsealed. Future development in the urban growth area will increase the demand for local roads infrastructure. This coupled with the existing need to provide adequate roads and streets in the townships and the upgrading of the existing local road network to support economic development and maintain environmental values results in a number of issues to be addressed by the Council.

Key issues

- Providing an appropriate hierarchy for local roads.

CARDINIA PLANNING SCHEME

- Prioritising local road upgrades, taking into consideration strategic importance, maintenance cost, vehicle counts, safety rating, cost to seal, truck volume and bus route.
- Managing the impacts of new development on the existing local road network.
- Identifying bridges with a limited structural capacity, particularly timber bridges in the Koo Wee Rup swamp area.
- Completing the Lang Lang bypass to keep the heavy vehicles associated with the sand extraction industry out of the Town Centre.
- Designating and managing future arterial roads.

Objective 1

To provide an efficient, safe and attractive local road network and minimise potential adverse impacts from traffic on the amenity of adjoining residents

Strategies

- Progressively update local roads to a sealed standard.
- Facilitate the development of the Lang Lang Bypass.
- Ensure access to new development is not allowed from an unused or unconstructed road unless no other option is available for access to land via the existing road network.
- Ensure unused roads not reasonably required for existing or future access are closed and either retained as reserves or consolidated with adjoining land.

Objective 2

To manage the impact of the use, development and subdivision of land on the local road network.

Strategies

- Ensure that consideration of an application for the use, development or subdivision of land takes into account the classification of the road under the road hierarchy, the existing design, service and alignment of the road, and the likely effects it may have on future services and condition of the road.
- Ensure that development that will significantly increase the amount of traffic or heavy vehicles using the local road network be located where access is available from a declared arterial road, local arterial road or collector road.
- Ensure that the subdivision of land to create residential or rural residential lots not be allowed unless access to lots is via a sealed road.

Implementation

The strategies in relation to the local road network will be implemented through the planning scheme by:

Use of policy and exercise of discretion

- Using the approved Precinct Structure Plans for the appropriate provision of road hierarchies.

Application of zones and overlays

- Applying the Road Zone Category 2 to local arterial roads.
- Including land required for road improvements such as widening and realignments in a Public Acquisition Overlay.
- Applying a Development Contributions Plan Overlay to the Pakenham township area.

CARDINIA PLANNING SCHEME

- Progressively applying Development Contributions Plan Overlay to the growth area precincts as new Development Contributions Plans are developed.

Further strategic work

- Progressively prepare detailed Precinct Structure Plans and Development Contribution Plans for the various precincts within the growth area.

Reference documents

Cardinia Shire Council Road Safety Strategy 2007-2010

Local Road Strategy 2004

Road Management Plan 2004

Development of a Road Classification, Geometric Design and Maintenance Standards for Sealed and Unsealed Roads in Cardinia Shire ARRB Transport Research Ltd 2002

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C124

Public transport**Overview**

The sparse nature of settlement in the municipality affects the viability of providing public transport to all residents, and there is a need to look at innovative and cost effective means to maximise public transport services in the Cardinia Shire. The limited public transport services that are currently available is an issue of concern raised consistently by the community.

Development in the growth area should be undertaken in a manner which encourages the provision and use of public transport services.

Key issues

- Providing for new railway stations and upgrades of existing railway stations.
- Establishing an appropriate bus network within the entire municipality.
- Recognising the need for a more accessible and comprehensively managed community transport system that links to the Principal Public Transport Network within the growth area.

Objective

To maximise the opportunity for public transport services to be provided in a coordinated manner to meet the needs of existing and future residents.

Strategies**Design and integration**

- Provide for development in the urban growth area which encourages the effective and efficient provision of public transport services.
- Develop a best practice design that provides for development of the local road network with a coordinated approach to public and sustainable transport.
- Ensure streets are designed to accommodate bus routes for public transport and community transport vehicles, particularly in terms of road width and associated infrastructure.
- Facilitate better integration and coordination between public and community transport services.
- Encourage improved services and integration between bus and rail services within the municipality.

Railway stations

CARDINIA PLANNING SCHEME

- Support the establishment of a railway station at Cardinia Road based on the principles outlined in the Cardinia Road Precinct Structure Plan.
- Support the upgrading of both the Pakenham and Officer railway stations as a key element of these major activity centres.

Bus routes

- Facilitate north-south bus route links from rural townships to Pakenham.

Implementation

The strategies in relation to public and community transport will be implemented through the planning scheme by:

Use of policy and exercise of discretion

- When making decision on the provision of integrated public transport to service new communities, consider, as appropriate:
 - Relevant Precinct Structure Plans.
- When developing Precinct Structure Plans and Township Strategies, considering the issue of public transport.

Application of zones and overlays

- Applying the Public Use Zone to railway land.
- Applying the Public Acquisition Overlay to any land required for future public transport and associated use.

Further strategic work

- Including adequate provisions for public and community transport services and facilities when developing planning provisions and policy.
- Reviewing the provision of bus services within the municipality.
- Investigating innovative and cost effective means to maximise public and community transport services in the municipality.

21.05-5 Pedestrian and bicycle network

14/06/2012
C124Proposed
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This section includes local content to support Clause 18.02-2 (Cycling) of the State Planning Policy Framework.

Overview

Providing infrastructure to facilitate alternative transport options such as walking and cycling is important in developing environmentally, socially and economically sustainable communities. Walking and cycling are important recreational pursuits, and are also becoming increasingly popular ways of travelling to places of work, education and retail activity. Pedestrian and cycling paths are important in order to create communities that support active lifestyles.

Key issues

- Connecting pedestrian and bicycle networks with key destinations to promote alternative transport options.
- Providing pedestrian and bicycle trails for recreational and sporting activities.
- Providing for the safety of pedestrian and cyclists when using paths.

Objective

To develop well-located, safe and interconnected pedestrian and bicycle networks within the municipality.

Strategies

CARDINIA PLANNING SCHEME

Connectivity

- Provide for safe and efficient pedestrian and bicycle movements to connect railway stations, bus stops, activity centres and major community facilities within the urban growth area and in rural townships.
- Ensure connectivity between new and existing development including pedestrian and bicycle paths.

Design and safety

- Ensure that new development does not compromise existing and future pedestrian and bicycle networks.
- Facilitate appropriate crossing points at areas with high traffic.
- Ensure that the access and design of off street parking addresses pedestrian and bicycle movement.
- Encourage passive surveillance over pedestrian and bicycle paths through appropriate siting and design.

Implementation

The strategies in relation to pedestrian and bicycle networks will be implemented through the planning scheme by:

Use of policy and exercise of discretion

- When deciding on applications for new subdivision and other development, consider, as appropriate:
 - [Pedestrian and Bicycle Strategy Actions Report 2003.](#)
 - [Healthy by Design Checklist \(June 2015\)](#)
- When developing Precinct Structure Plans and Township Strategies, considering the issue of pedestrian and bicycle networks

Further strategic work

- Reviewing and updating the *Pedestrian and Bicycle Strategy*.

Reference documents

Pedestrian and Bicycle Strategy Actions Report 2003

Safer Design Guidelines for Victoria 2005

Any listed in Clause 18.02 -2 (Cycling) in the State Planning Policy Framework

[Healthy by Design \(January 2015\)](#)

21.05-6 Community services and facilities

14/08/2012
C124

Overview

The population in the Cardinia Shire is primarily focused on the 19 townships, with a growing emphasis on the urban growth corridor. It is important that all residents in the Cardinia Shire have a reasonable level of access to a range of services and facilities, and that these services and facilities are provided in response to community needs. The provision of local recreational and community facilities also assists in bringing people together, and developing a cohesive community.

Key issues

- Acknowledging the diversity of age groups within the Cardinia Shire and the importance of providing services to meet the needs of particular age groups such as children, youth and the aged.

CARDINIA PLANNING SCHEME

- Recognising that providing accommodation for aged people in townships is important particularly where the unavailability of such accommodation would lead to people being forced to leave a community with which they have a strong association.
- Providing adequate community services and facilities in rural townships.
- Improving access to tertiary education facilities by public transport services to the city and more locally to facilities such as Monash University and Casey TAFE at Berwick.
- Establishing higher education facilities in the growth corridor.

Objective

To provide residents with a reasonable level of access to a range of community services and facilities and to ensure that these services and facilities are provided in response to community needs.

Strategies**Infrastructure**

- Ensure the provision of adequate community facilities within new development consistent with relevant precinct structure plans.
- Ensure an assessment of community facilities is included as part of the strategy plans prepared for townships in the municipality.
- Encourage the integration of public transport linkages to improve access to higher education facilities outside of the municipality.

Location

- Establish community facilities in the most accessible location for local residents having regard to their service catchment.
- Co-locate community and recreational facilities and encourage joint management of these facilities.
- Facilitate the establishment of commercial activities (eg: medical practitioners) community based organisations (eg: churches) and early years services (ie childcare) which serve the needs of the community in activity centres and in residential areas where they can be provided in a manner which minimises any impacts on the amenity of the area.
- Provide for accessible community hubs in new residential developments comprising, where appropriate, a primary school, community centre, open space and local commercial facilities (convenience shop, medical centre, etc).
- Provide the opportunity in townships for the development of accommodation for aged people including retirement villages, special accommodation houses and nursing homes.
- Support the establishment of a higher education facility within Pakenham.

Implementation

The strategies in relation to community services and facilities will be implemented through the planning scheme by:

Use of policy and exercise of discretion

- When making decision on the provision of community infrastructure to service new communities, consider, as appropriate:
 - Relevant Precinct Structure Plans.
- When developing Precinct Structure Plans and Township Strategies, considering the issue of community services and facilities.

Application of zones and overlays

CARDINIA PLANNING SCHEME

- Applying the Public Use Zone to existing and proposed publicly owned community facility sites to facilitate their development.

Reference documents

Social Planning Framework for Growth Areas 2004

CARDINIA PLANNING SCHEME

21.06 PARTICULAR USES AND DEVELOPMENT

12/05/2016
C198 Proposed
C208

This clause provides local content to support Clause 15.01 (Built Environment and Heritage) of the State Planning Policy Framework.

21.06-1 Design and built form

12/05/2016
C198

This section provides local content to support Clause 15.01 (Urban Environment) of the State Planning Policy Framework.

Overview

The long term benefits of good design are a more attractive, functional and sustainable built environment. Good design is based on the principle of being site responsive, designing to take into account the character and constraints of a site and wider area.

Key issues

- Implementing Precinct Structure Plans, Activity Centre Structure Plans and Urban Design Frameworks in current and future activity centres including Beaconsfield, Pakenham, Pakenham Homemaker Precinct, Cardinia Lakes and Cardinia Road and the future Officer Town Centre.
- Providing for advertising signs that are in context with the scale of development, the surrounding environment and with the surrounding signage patterns.
- Enhancing the design and built form of existing industrial areas.
- Recognising design issues in the rural townships including the need to protect and enhance the character and appearance of the town centres and associated sites of cultural and heritage significance.

Objective 1

To promote a high standard of design which creates a strong character and identity for the area, provides for a functional built environment, and promotes community and personal safety.

Strategies

- Ensure that all development takes into account the character and constraints of the site and wider area.
- Encourage new development to achieve best practice in design that promotes social wellbeing, economic development and environmental sustainability.
- Ensure development contributes to the character, identity and sense of place of the area, particularly in newly developing areas.
- Ensure new development is designed to address public spaces and enhance the public realm.
- Maintain and improve the appearance and function of industrial precincts by ensuring high quality urban design including site layout, streetscape, building design and landscaping.
- Ensure that landscaping areas within development are adequately maintained to enhance the appearance of the area.

Objective 2

To provide equity of access for people with disabilities to publicly accessible premises.

CARDINIA PLANNING SCHEME

Strategies

- Ensure development is designed to support access for people with disabilities in accordance with Australian Standards, including AS 1428 (Parts 1-4).

Objective 3

To ensure advertising signs are consistent with the surrounds whilst ensuring that businesses have adequate opportunities to identify their business.

Strategies

- Provide for the reasonable and equitable identification of businesses and facilities through advertising signs which are in context with the scale of development and surrounding environment.
- Avoid the proliferation of signs causing visual clutter and signs which do not relate to services or facilities on the land on which they are displayed.
- Encourage signs that are integrated with architectural features and compliment the style and character of the host building, abutting buildings and the overall landscape or streetscape.
- Ensure signage has an integrated and co-ordinated sign package in terms of colour, graphic content and placement.
- Ensure that signs for individual businesses in joint occupancy buildings are of a uniform size, shape and presentation.

Implementation

The strategies in relation to urban design will be implemented through the planning scheme by:

Use of policy and exercise of discretion

- Using the local planning policy Clause 22.04 Highway Development to guide development along highways within the municipality.
- When deciding on applications for development and redevelopment of land, considering, as appropriate:
 - Relevant Township Strategies.
 - Relevant Precinct Structure Plans.
 - Relevant Activity Centre Structure Plans.
 - Relevant Urban Design Frameworks.
 - Relevant urban design guidelines.
- When deciding on applications for development or redevelopment within activity centres, considering, as appropriate:
 - Council Approved Precinct Structure Plans for residential and employment lands
- When developing Precinct Structure Plans, Activity Centre Structure Plans and Township Strategies, considering the issue of design and built form.
- When deciding on applications for advertising signs, considering as appropriate:
 - The sensitivity of the area in terms of the natural environment, heritage values, waterways and open space, rural landscape or residential character.
 - The cumulative impact of signs on the character of an area or route, including the need to avoid visual disorder or clutter of signs.
 - Impacts on views and vistas:
 - The proportion, scale and form of the proposed sign relative to the streetscape, setting or landscape.

CARDINIA PLANNING SCHEME

- The scale and form of the sign relative to the scale, proportion and any other significant characteristics of the host site and host building.
- The impact of glare and illumination on the safety of pedestrians and vehicles, and amenity of nearby residents and the amenity of the area.
- The impact on road safety.

Application of zones and overlays

- Applying the Environmental Significance Overlay for the northern hills area including criteria in relation to the character and constraints of the area.
- Applying the Significant Landscape Overlay to control specific aspects of design in sensitive areas.
- Applying the Design and Development Overlay to low density residential development and the hills townships.
- Applying the Development Plan Overlay where appropriate for newly developing areas to ensure appropriate design principles are implemented.

Further strategic work

- Introducing appropriate mechanisms to implement the urban design principles outlined in the Urban Design Frameworks, Township Strategies, Precinct Structure Plans and Activity Centre Structure Plans including appropriate zones and/or overlay, for example the Significant Landscape Overlay and Design and Development Overlay.
- Introduce mechanisms to implement principles relating to the following:
 - Advertising Signs
 - Building, Siting and Design Guidelines for Non Urban and Low Density Residential Areas
 - Disability Access Design Policy
 - Design guidelines for industrial development

Reference documents

Disability, Access and Inclusion Policy, Cardinia Shire Council (May 2007)

Advertising Signs Guidelines 2009

Pakenham Town Centre Urban Design Framework

Pakenham Homemaker Precinct Urban Design Framework

Pakenham Rail Station Urban Design Framework

Woods Street (North) Urban Design Guidelines (May 2013)

Cockatoo Town Centre Urban Design Framework

Any listed in Clause 15.01 (Urban Environment) of the State Planning Policy Framework

14/06/2012
C124

Community safety

This section provides local content to further support Clause 15.01 (Urban Environment) of the State Planning Policy Framework, which includes safety related design requirements.

Overview

Cardinia Shire Council is committed to maintaining and improving community safety within the municipality, and recognises the role that well designed and maintained urban environments play in achieving this goal. The *Safer Cardinia Shire Community Safety Plan* addresses community safety and crime prevention through a strategic, planned, whole-of-government approach, and addresses issues such as 'young people's issues', a safe environment, alcohol and drugs, vulnerable groups, supporting families and community education. The plan also acknowledges the need to integrate community safety and emergency management.

CARDINIA PLANNING SCHEME

Key issues

- Acknowledging the increased incidence of graffiti in the municipality.
- Recognising the role of design in increasing safety and the perception of safety of residents.
- Implementing and integrating the Community Safety Plan into all aspects of development within the municipality.
- Implementing preventative and management plans including the Municipal Fire Prevention Plan and the Municipal Emergency Management Plan.

Objective 1

To improve community safety and the perception of safety in the municipality.

Strategies

- Encourage development that is consistent with safer design principles, including:
 - Maximising visibility and surveillance of the public environment.
 - Providing safe movement through good connections and access.
 - Maximising activity in public places.
 - Clearly defining private and public space.
 - Enabling appropriate management of public space to ensure that it is attractive and well used.
- Ensure safe access routes for pedestrian and cyclists in the development of residential, commercial and industrial developments.

Objective 2

To minimise the incidence and negative impact of graffiti on the community.

Strategies

- Minimise the construction of blank walls and long fences facing onto public spaces where graffiti may occur.
- Reduce the risk of graffiti through the appropriate use of landscaping, lighting materials and graffiti resistant materials.

Implementation

The strategies in relation to community safety will be implemented through the planning scheme by:

Use of policy and exercise of discretion

- When deciding on applications for use and development of land, considering, as appropriate:
 - *Safer Cardinia Shire Community Safety Plan 1999.*
 - The advice of Victoria Police in relation to applications with the potential to impact on community safety (eg: premises requiring a liquor license).
- When developing Precinct Structure Plans, Urban Design Frameworks and Townships Strategies, ensuring the integration of community safety principles, including CPTED principles.

Further strategic work

- Review and update the *Safer Cardinia Shire Community Safety Plan 1999*

CARDINIA PLANNING SCHEME

Reference documents

Safer Cardinia Shire Community Safety Plan 1999
Any listed in clause 15.01-4(Design for safety)

21.06-3

14/06/2012
C124

Subdivision restructure**Overview**

Areas in the municipality were subdivided into urban size lots prior to the introduction of planning controls, and often in the late 1800s or early 1900s. These areas often had no services available, were on topography not suited to urban development and are in areas which were heavily vegetated. The development of housing on these lots at the density of the original subdivision is not sustainable economically, socially or environmentally, and in particular would lead to significant environmental degradation. Subdivision restructure has occurred in a number of areas in the municipality through the use of tenement controls and restructure schemes.

Key issues

- Acknowledging inappropriate subdivisions, particularly in urban lots in the Cockatoo and Emerald areas and the agricultural land in the Koo Wee Rup Flood Protection District, which includes areas of high agricultural quality.
- Assisting land owners to consolidate land.

Objective

To provide for the restructuring of inappropriate subdivisions.

Strategies

- Support the restructure of inappropriate subdivisions which, if fully developed at the original subdivision density, would result in significant environmental degradation and substantial infrastructure costs.
- Support the restructure of inappropriate subdivisions in agricultural areas in the Koo Wee Rup Flood Protection District.
- Provide assistance to owners to consolidate land which is required to be consolidated under provisions requiring the restructure of existing subdivisions.
- Consolidate buyback land into conservation reserves where appropriate.

Implementation

The strategies in relation to subdivision restructure will be implemented through the planning scheme by:

Use of policy and exercise of discretion

- When deciding on applications for subdivision or other development of land within or around the restructure areas, consider, as appropriate:
 - Relevant Subdivision Restructure Plans

Application of zones and overlays

- Applying a Restructure Overlay to facilitate the restructuring of old and inappropriate subdivisions in areas within the hills townships and south of the Princes Highway from Garfield to Bunyip extending south to Iona.

Further strategic work

- Removal of the Restructure Overlay where the restructuring of lots has been completed.

CARDINIA PLANNING SCHEME

21.06-4 Gaming03/03/2016
C207

Cardinia Shire Council is committed to minimising the negative impacts of gaming on the community by ensuring that gaming machines are only located within venues that are appropriately located and have appropriate venue characteristics.

Key issues

- Avoiding problem gambling and convenience gambling.
- Locating gaming machines away from communities vulnerable to problem gambling.
- Achieving social and economic benefits in the location and re-location of gaming machines.
- Avoiding establishment of gaming machines in the growth area ahead of sufficient population growth.
- Recognising the need to protect the rural townships in the municipality from the negative impacts of gaming.

Objective

To minimise the risk of problem gambling and convenience gambling through the appropriate location of gaming machines and appropriate characteristics of gaming venues.

Strategies

- Provide the community with access to gaming venues and machines but not in convenient locations.
- Ensure the location of gaming machines does not promote problem gambling or convenience gambling.
- Ensure the location of gaming machines achieves positive environmental, social and economic outcomes.
- Encourage the redistribution of electronic gaming machines from areas of high vulnerability to areas of low vulnerability.
- Encourage the location of gaming machines:
 - In locations where there is a choice of community centres, neighbourhood houses, clubs or hotels without gambling activities.
 - In venues that offer social and recreational opportunities other than gambling.
 - In venues that implement management and operational practices that promote responsible gaming.
- Discourage the location of gaming machines:
 - In convenient locations that would be attractive to persons who are tempted and susceptible to impulsive and opportunistic gambling.
 - Within vulnerable or disadvantaged areas that are more at risk of problem gambling.
 - In areas with high levels of pedestrian traffic, to minimise convenience gambling.
 - In a rural township where there is no alternative club or hotel without gaming machines.

Implementation***Use of policy and exercise of discretion***

- When deciding on applications for gaming machines using local policy to ensure that gaming machines are situated in appropriate locations and premises, and to ensure the social and economic impacts of the location of gaming machines are considered (Gaming Policy at Clause 22.03), considering, as appropriate:

CARDINIA PLANNING SCHEME

- The relative vulnerability to problem gaming within a 5 kilometre radius of the proposed venue, or alternative catchment area where appropriate.
- The net community benefit to be derived from the application.
- Whether approval is likely to increase the social disadvantage or vulnerability of the local community.
- Whether the location of the gaming machines or gaming premises will facilitate or discourage convenience gaming.
- Whether the venue is accessible by a variety of transport modes.
- Whether residents will have a choice between entertainment and recreation venues with and without gambling in the local area.
- The impact of the proposal on the amenity of the area and surrounding land uses.

Further strategic work

- Introducing additional sites into the schedules to Clause 52.28-3 and 52.28-4 to prohibit the installation and use of gaming machines in designated strip shopping centres and free-standing shopping centres.

Reference documents

Cardinia Shire Gaming Policy Review (December 2015), 10 Consulting Group Pty Ltd

21.06-5 Airport**Overview**

Plan Melbourne includes an initiative that identifies the need for an airport in the southeast of Melbourne to serve one third of Victoria's population, including the substantial population of Gippsland. Plan Melbourne at Initiative 1.5.6 (Plan for a Third Airport in Melbourne's Southeast) identifies the need for an Airport in the southeast of Melbourne to serve one third of Victoria's population, including the 300,000 residents of Gippsland.

With continuous major population growth, Cardinia Shire and surrounding areas would benefit from the improved international tourism and trade connections that would result from the development of a new airport. The employment benefit to the region would also be significant.

Council sees its primary roles in the development of an airport in Melbourne's southeast are to:

- Provide leadership and strategy development to ensure an airport is achievable in Melbourne's southeast.
- Ensure that adequate consideration is given to the environmental, social and economic impacts of the land use in relation to an unencumbered airport located in Melbourne's southeast.

Key Issues

Plan Melbourne at Initiative 1.5.6 (Plan for a Third Airport in Melbourne's South-East) observes The third airport in Melbourne's southeast initiative in Plan Melbourne observes:

- Difficulties associated with accessing Melbourne Airport from the east and southeast of Melbourne.
- That the southeast catchment of Melbourne serves one third of Victoria's population including residents of Gippsland.
- That the southeast corridor of Melbourne is well served by good road connections and the potential of future road access.
- That Council has identified a potential locations for an airport is between Koo Wee Rup and Lang Lang. as potential sites for an airport.

CARDINIA PLANNING SCHEME

- ~~The potential for an airport in the southeast growth corridor to be an important driver for significant job creation.~~

Objectives

- ~~To provide leadership and strategy development to ensure an airport is achievable in Melbourne's southeast.~~

In the short term:

- ~~In partnership with the Department of State Development, Business and Innovation, and local governments confirm a preferred site for a southeast airport including associated industrial and commercial land.~~

In the medium term:

- ~~Investigate a process for the private sector to invest in the development of a new airport. Examine the land transport needs of a future airport in this corridor.~~

Strategies

- ~~To provide leadership and strategy development to ensure an airport is achievable in Melbourne's southeast.~~

- ~~To assist in identifying an appropriate site in Melbourne's southeast region.~~

- ~~To explore planning and investment pathways that will facilitate a major domestic airport in Melbourne's southeast.~~

- ~~To ensure that adequate consideration is given to the environmental, social and economic impacts of the land use in relation to an unencumbered airport located in Melbourne's southeast.~~

Implementation

- ~~To ensure that adequate consideration is given to the environmental, social and economic impacts of the land use in relation to an unencumbered airport located in Melbourne's southeast.~~

In the short term:

- ~~In Partnership with the Department of State Development, Business and Innovation, and Local Governments confirm a preferred site for a southeast airport including associated industrial and commercial land.~~

In the medium term:

- ~~Investigate a process for the private sector to invest in the development of a new airport. Examine the land transport needs of a future airport in this corridor.~~

Reference documents

Plan Melbourne (2014)

Cardinia Shire Airport Policy (2015)



What is Healthy by Design

Healthy by Design is a document that was produced by the Heart Foundation in 2004 to support local councils to plan and build environments to support healthy living.

Healthy by Design seeks to provide the following outcomes:

- well planned networks of walking and cycling routes;
- streets with direct, safe and convenient access;
- local destinations within walking distances from homes;
- accessible open spaces for recreation and leisure;
- conveniently located public transport stops;
- and local neighbourhoods that foster community spirit.

Essentially it aims to integrate health into planning, to allow people to be able to choose to be active in an environment that is convenient, safe, and pleasant.

Cardinia Shire health and built environment context

Cardinia Shire is a rapidly developing municipality that will still experience a significant growth rate in the foreseeable

future. The majority of the development is in the Growth Corridor¹. In some cases, this has resulted in built environments that are not conducive to cycling and walking, that is, to active transport/lifestyles.

Physical activity is an important part of a person's health and wellbeing. In particular, walking is a simple, cheap and effective way to incorporate physical activity in our daily routines. The difficulty is often finding an environment in which to walk that is well connected, accessible, attractive, and safe.

Currently 30.4% of people in Cardinia Shire do not meet physical activity guidelines². Physical inactivity results in an increased risk of some cancer types, obesity, hypertension cardiovascular disease, osteoporosis, diabetes and depression. Cardinia Shire's Healthy by Design document seeks to encourage

increased physical activity by ensuring that the built environment within the Shire naturally supports active lifestyles.

The built environment has an enormous impact on the desire and ability for people to be physically active. Topography, connectivity, path type and width, provision of seating and shade, access to destinations, public transport, perceptions of safety and the aesthetics of the environment all have an influence..

Cardinia Shire's Healthy by Design document seeks to encourage increased physical activity by ensuring that the built environment within the Shire naturally supports active lifestyles.

1. See Cardinia Shire Council: http://www.cardinia.vic.gov.au/Page/Page.aspx?Page_Id=3038

2. See Department of Health: <http://www.health.gov.au/internet/main/publishing.nsf/content/health-pub-hlth-strateg-phys-act-guidelines#apaadult>



Benefits

For the community

Healthy by Design will ensure that new development creates a safe, attractive, and well planned environment that allows residents to maximise their opportunities to undertake physical activity. Being active in public spaces also promotes community interaction and contributes towards an increased sense of belonging. It also reduces reliance on cars for local trips and this, over the long term, saves on petrol and servicing costs, due to reduced wear and tear on vehicles.

Other factors that have a positive impact on the likelihood of people to exercise include providing paths of a gradient, width, surface and type that will be comfortable for the majority of people to use. The use of seating and shade devices, paths to destinations such as shops, community facilities and public transport, and passive surveillance over paths and public open space are important contributors. Attractive spaces that are vegetated and contain appropriate street furniture and links

between different areas and neighbourhoods will also have a positive impact. At its heart Healthy by Design is also about fostering community spirit and encouraging people to interact in public spaces.

For the developer

Research by the Heart Foundation indicates that communities value the outcomes being sought under Healthy by Design¹. This includes a desire to live close to attractive and usable open spaces, and a preference for paved or concreted footpaths for cycling and walking. This preference is becoming more prevalent as people are increasingly aware of the benefits of living a more active lifestyle.

It is recognised, by both the community and the development industry, that attractive open space, walking and cycling paths are significant selling points for homes. Research by the Heart Foundation indicates that improved

walking and cycling environments have a positive impact on property values². Healthy by Design builds on these assets by ensuring these spaces are functional and practical.

Neighbourhood design is an important part of being able to achieve these opportunities. Parks create an attractive outlook for surrounding dwellings, as well as providing spaces for informal recreation activities, contact with nature and play areas for children.

Access to public transport is an important priority for many people, as is being within easy walking distance of a range of local services.

Attractive and activated streetscapes provide a safe environment that encourages walking and also adds value to an area as people see places with these features as a pleasant to live in.

1. Heart Foundation 2011, *Creating healthy Neighbourhoods – Consumer preferences for healthy development.*

2. Heart Foundation 2011, *Good for Business – The benefits of making streets more walking and cycling friendly.*

Being active in public spaces also promotes community interaction and contributes towards an increased sense of belonging.



Image: facilities like skate park, exercise equipment provide a great opportunity for fun and recreation.

What does it apply to?

The Healthy by Design guide will be used across Council to assess planning applications. It will be applicable to all plans including landscape and engineering plans.

Healthy by Design **will only apply to** new developments or redevelopments that meet any of the following conditions:

- All developments and subdivisions of **20 lots or more**
- Adjacent parcels of land where Council considers that there is **potential for 20 or more dwellings or lots** to be provided overtime
- Where **open space** is being provided on the subject site or immediately adjacent
- Where the need for a **cycle and/or pedestrian link** has been identified in the township strategy, structure plan,

other Council strategy-policy or any other relevant consideration.

Where other standards or guidelines are also applicable, the higher standard of detail and delivery will override Healthy by Design (e.g. Precinct Structure Plans).

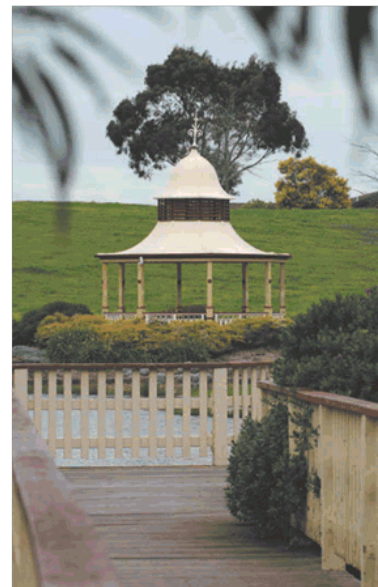
In addition Healthy by Design should be considered as part of the development of landscape master plans and other Council strategies where relevant.

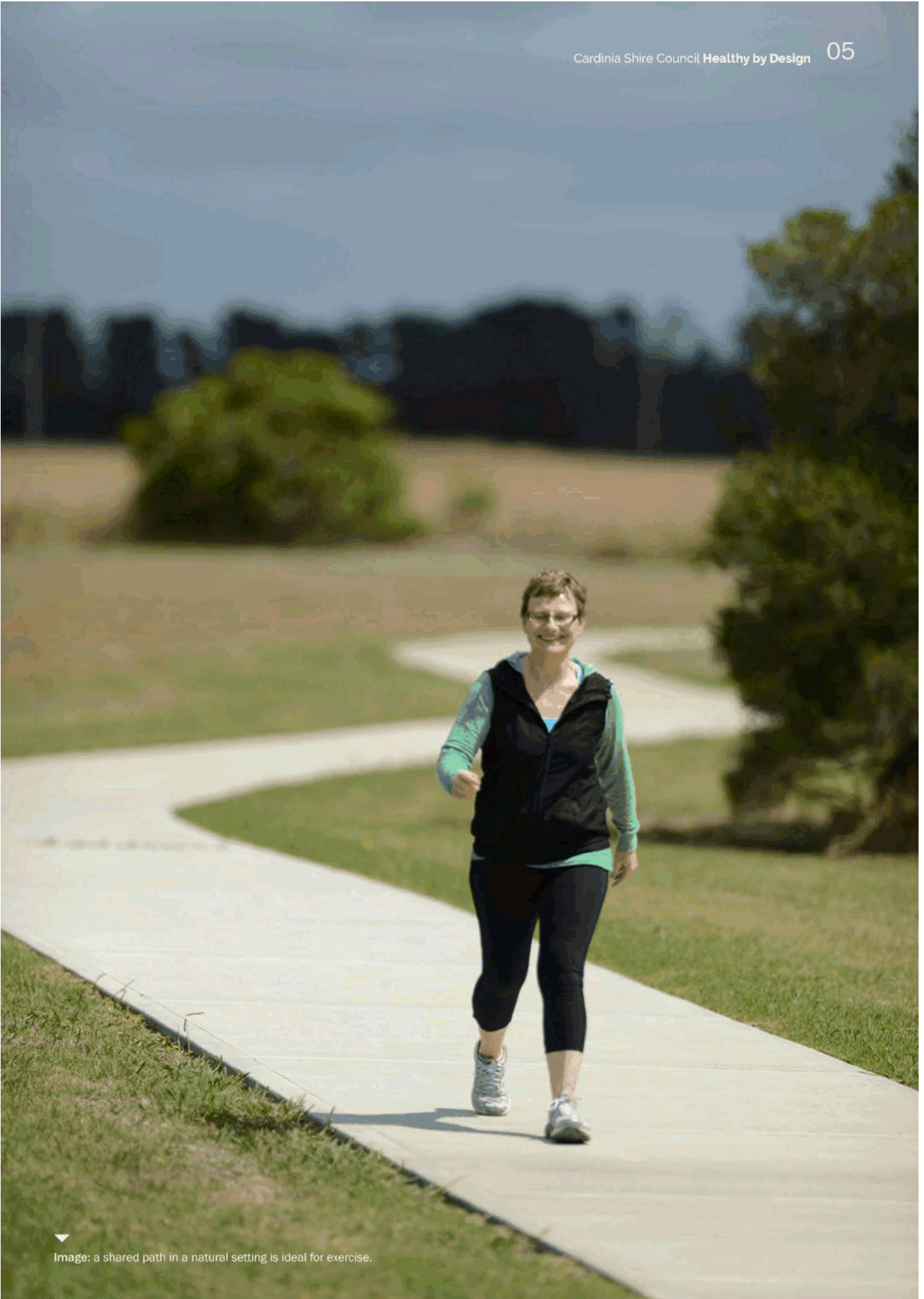
Healthy by Design principles should be applied where possible but where there are inhibiting factors such as topography or geography, due consideration should be given to these factors.

Healthy by Design should be considered as part of the development of landscape master plans and other Council strategies where relevant.



Image: kids enjoying a bicycle path.





▼
Image: a shared path in a natural setting is ideal for exercise.



Design considerations checklist

Cardinia Shire Council

Walking and
cycling routes

01

CHECKLIST



Assess as: P – present PP – partially present NP – not present NA – not applicable

Item	Design consideration	Assessment
1.1	Plan a variety of paths, offering both direct and leisurely routes	
1.2	Provide walking routes along predictable and desired paths of travel; including, but not limited to, approaches to schools, open space, parks, public transport and shopping precincts.	
1.3	Where there is the opportunity provide circuit paths to improve visual interest by avoiding back tracking.	
1.4	Ensure any internal paths connect with any existing or proposed paths outside the boundary of the development to provide route continuity.	
1.5	Create spaces for people to walk where they can be seen by cyclists, other pedestrians, motorists and nearby residents. Avoid tunnels and overpasses where possible to increase visibility and perceptions of safety.	
1.6	Ensure clear sightlines along walking and cycling routes using appropriate landscaping, low walls, permeable fencing and effective lighting. Avoid blank walls or high solid fencing.	
1.7	Provide footpaths on both sides of the street.	
1.8	Provide durable, non-slip, continuous footpaths.	
1.9	Ensure gradients at crossing points are minimal, safe and comfortable for people with limited mobility and those using wheelchairs, prams and trolleys.	
1.10	Footpaths should be a minimum of 1.5 metres in width to minimise bottlenecks.	
1.11	Provide shared paths a minimum of 2.5 metres in width along arterial roads and approach routes to desired destinations.	
1.12	Provide dedicated bicycle infrastructure, such as lanes and paths, in areas with current and foreseeable high demand in the future.	
1.13	In residential areas provide protection for pedestrians from vehicles by providing an outer nature strip width of 0.5m or more. Choose barrier not 'rollover' curb design when there is no nature strip.	
1.14	Plant trees along walking and cycling routes for aesthetics and shade.	
1.15	Plant trees that require minimal maintenance and will not impact paths or clearances when fully grown.	
1.16	Ensure that the planting does not provide opportunities for concealment of people.	
1.17	Plants along shared paths should have a minimum clearance of 0.5m from the edge of the path when fully grown.	

08 Cardinia Shire Council Healthy by Design

Public
open space

02

CHECKLIST



Assess as: P – present PP – partially present NP – not present NA – not applicable

Item	Design consideration	Assessment
2.1	Provide open space within 400m of dwellings.	
2.2	Provide large local parks within safe and comfortable walking distance from dwellings (e.g. 800m).	
2.3	Landscape public and open space to provide pleasant environments for people to sit, meet and talk.	
2.4	Plant trees, other vegetation and construct shelters within open space to provide shade and weather protection for people.	
2.5	Provide a range of facilities to create active recreation opportunities for all ages.	
2.6	Where appropriate, provide exercise and training equipment along walking paths to encourage more vigorous activity.	
2.7	Consider the provision of amenities (e.g. BBQ, rotundas, drinking fountains, public toilets) appropriate to the location and importance of the open space in accordance with the Asset Management Strategy (2014-2018)..	
2.8	Locate parks to encourage maximum public access and to facilitate natural surveillance from nearby housing, businesses or people passing.	
2.9	Orientate houses to overlook parks for passive surveillance.	
2.10	Avoid solid fencing or walls along park perimeters, instead use fencing that enables clear sight lines of the open space.	
2.11	Plan multiple accessible pedestrian entry and exit points to public open spaces.	
2.12	Install bike and scooter racks at local destinations.	
2.13	Ensure that creeks have sufficient buffers to accommodate landscape and trails for the community.	

Streets and
access ways

03

CHECKLIST



Assess as: P – present PP – partially present NP – not present NA – not applicable

Item	Design consideration	Assessment
3.1	Local roads and access ways should be designed to ensure a low speed vehicle environment.	
3.2	Street layouts should be based on a grid that provides legible travel routes. They should be well integrated with the existing or proposed surrounding streets.	
3.3	Avoid cul-de-sacs but when required ensure they are well signed and have foot and cycle access through to adjoining streets and, where possible, along desire lines.	
3.4	Design attractive, interesting and welcoming street frontages. Encourage porches, verandas and shop fronts along commercial streets rather than high solid walls or security shutters and/or solid fences.	
3.5	On residential streets avoid continuous garages, dense hedges and continuous rear or side fences.	
3.6	Plant trees to provide shade and a pleasant environment for people on the street.	
3.7	Design streetscapes to enable natural surveillance of people walking, cycling and gathering at points of interest.	
3.8	Advocate for pedestrian crossings at key desire lines along VicRoads declared arterials roads in accordance with VicRoads warrants.	
3.9	Crossing points should be considered for roads adjacent to places such as shopping precincts, schools, large retirement villages, regional parks and other major pedestrian destinations. The type of crossing will need to respond to the local context (e.g. desire lines) and meet Council's requirements and VicRoad's warrants.	
3.10	Maintain clear sightlines for people travelling on or across streets on foot or bike, particularly intersections, roundabouts and pedestrian crossings.	
3.11	Use long lasting tactiles that best suit the environment to mark pedestrian crossings.	
3.12	Advocate to the responsible authority (e.g. VicRoads) for lower speed limits in peak pedestrian areas such as shopping precincts, schools and community facilities.	
3.13	Avoid the use of roundabouts in areas of intense bicycle and/or pedestrian activity.	
3.14	Where roundabouts or other traffic management devices exist, maximise visibility and safety of pedestrians and cyclists.	
3.15	Encourage the provision of separated bicycle lanes or paths along streets with traffic speeds over 50km/h.	
3.16	Consider the installation of visual and/or tactile markings along bike lanes to create clear divisions between cyclist, pedestrian and vehicle spaces.	
3.17	Maintain safe, unobstructed paths of travel for cyclists and pedestrians.	

10 Cardinia Shire Council **Healthy by Design**Seating, signage, lighting,
fencing and walls

04

CHECKLIST



Assess as: P – present PP – partially present NP – not present NA – not applicable

Item	Design consideration	Assessment
4.1	Provide seats to rest at frequent intervals. The seating should be located atop a firm non slip surface with sufficient space for a wheelchair or pram adjacent to the seating. Arrange seats to facilitate social interaction (e.g. position at right angles).	
4.2	Provide seating, including some with backs and armrests. Seats and armrest height should also be set at levels to suit adults. Provide seating at a suitable height for children, where possible.	
4.3	Provide shaded seating options.	
4.4	Align seats with attractive vistas and points of special interest, e.g. outlooks over play areas, wetlands, local views or sports ovals.	
4.5	Seating should have suitable clearance from shared paths for safety.	
4.6	Advocate for directional signage and site maps to guide people to points of interest such as major community destinations.	
4.7	Ensure signage is free from visual obstructions.	
4.8	Illuminate signs at night or locate signs under street lights.	
4.9	Where shared paths or recreational walking trails are present include signage leading to the paths or trails and at regular intervals along the route. Include distance, destinations, gradient, trail type, directional indicators and locally relevant information.	
4.10	Locate lighting where people are likely to gather, along walking and cycling routes, at key road crossing points and intersections with pedestrian and/or cyclist demand.	
4.11	Avoid the exclusive use of low level or in-ground lights as it limits visibility for pedestrians and cyclists.	
4.12	Provide lighting in areas intended for night use and/or areas accessed by pedestrians after dark. Avoid lighting areas not designed for night use.	
4.13	Use low walls or transparent fencing along primary street frontages and open space. Design side fences to achieve a balance between privacy and visual connection to the public realm.	
4.14	Design habitable buildings so that they interact with public space.	

Public
transport05
CHECKLIST

Assess as: P – present PP – partially present NP – not present NA – not applicable

Item	Design consideration	Assessment
5.1	Ensure development is located to take advantage of access to public transport.	
5.2	Advocate for the location of public transport stops to be within a comfortable walking distance for most people (i.e. between 400 and 800 metres) from residential areas and activity centres.	
5.3	Plan clearly signed, well lit and direct routes for people walking and cycling to public transport stops.	
5.4	Advocate for the location of public transport stops to be in active locations and clearly visible from surrounding developments such as shops and houses.	
5.5	Advocate for shelters at public transport stops that provide weather protection, comfort and appropriate lighting and seating.	
5.6	Advocate for clearly displayed legible public transport service information.	
5.7	Advocate for the installation of adequate facilities for bike parking at train stations.	
5.8	Advocate for a regular inspection and maintenance program of public transport facilities.	
5.9	Ensure clear and safe crossing points adjacent to public transport stops.	
5.10	Provide a collector road network that is suitable for bus circulation.	
5.11	Advocate for express bus routes along major arterial-collector roads between major destinations (e.g. large towns, important shopping centres, etc).	



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National Relay Service (NRS): Customers who are deaf or have a hearing or speech impairment can contact Council through the National Relay Service: TTY users, phone 133 677 then ask for 1300 787 624. Speak and Listen (speech-to-speech relay) users, phone 1300 555 727 then ask for 1300 787 624. If you need an interpreter, phone the Translator Interpretation Service on 131 450.



Cardinia Shire Council

3rd Airport for Melbourne's Southeast Policy

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Strategic and Economic Development Unit

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1. Objective

The objective of this Policy is to outline the supportive role of council in the sustainable development of a future Airport for Melbourne's Southeast, as identified in Plan Melbourne.

2. Background

A Plan Melbourne submission prepared by MacroPlan Dimasi on behalf of Cardinia Shire Council in conjunction with the City of Casey, Mornington Peninsula Shire Council, City of Greater Dandenong and Regional Development Australia - Southern Region, all located in Melbourne's southeast corridor, was presented to the Ministerial Advisory Committee (MAC) in response to the Discussion Paper titled *Melbourne: Let's talk about the Future* dated October 2012.

This submission describes the benefits to Melbourne and the Victorian economy of a major domestic airport in Melbourne's south east and focussed on:

- Identification of candidate sites supporting early State Government procurement and flight path analysis;
- Measurement of economic benefits to Victoria, the south east region and local benefits of investment for the aviation industry and service sectors; and
- Specific suggestions in relation to required changes to State planning policy and legislation formalising a third domestic airport.

The following State Government strategy Plan Melbourne, subsequently states that a third Airport is initiative for Metropolitan Melbourne. Plan Melbourne states as follows,

Initiative 1.5.6

Plan for a Third Airport in Melbourne's South East

"Access to Melbourne Airport from the east and south-east is becoming increasingly difficult. An airport to the south-east of Melbourne would serve one-third of Victoria's population, including the 300,000 residents of Gippsland. A south-east airport would have the benefit of good road connections, and the potential of future rail access".....Melbourne's south-east growth area has the capacity to provide for between 86,000 and 110,000 additional jobs. Research indicates that an airport would be an important driver for significant job creation.

In the short term

- In partnership with the Department of State Development, Business and Innovation, and local governments, confirm a preferred site for a south-east airport including associated industrial and commercial land.

In the medium term

- Investigate a process for the private sector to invest in the development of a new airport. Examine the land transport needs of a future airport in this corridor.

The Plan Melbourne submission identified that a third major domestic airport located in Melbourne's southeast will:

- Service up to 5.1 million domestic passenger movements per annum from 20 gates (based on an assessment of the area of economic impact);

- Involve a total construction value of \$5 billion resulting in \$17.6 billion indirect construction related output and total economic impacts of \$22.6 billion during the construction period;
- The airport will support over 3,160 operational jobs on completion. Throughout the construction phase of the project, there will be up to 14,000 person years of employment generated as a direct impact with up to an additional 55,500 person years of employment supported as an indirect impact;
- Unlock significant employment land development in Melbourne's south east corridor (up to 2,370 ha of employment land) which is equivalent to 25.6% of Melbourne's employment land production in the coming four decades; and
- Create a direct freight link to the Port of Hastings, which currently handles 37% of Victoria's total container freight and is expected to increase freight handling capacity by 8 million containers or 5.2% annually by 2035.

There is significant value for Melbourne and Victoria in having efficient and competitive airports and ports infrastructure supporting future employment growth and productivity.

State Planning Policy states

Clause 18.04-2 - Planning for Airports.

Its Objectives is to strengthen the role of Victoria's airports within the State's economic and transport infrastructure and protect their ongoing operation.

Strategies include

- Ensuring that in the planning of airports, land-use decisions are integrated, appropriate land-use buffers are in place and provision is made for associated businesses that service airports.
- Ensuring the planning of airports identifies and encourages activities that complement the role of the airport and enables the operator to effectively develop the airport to be efficient and functional and contributes to the aviation needs of the State.
- Preserve long-term options for a new general aviation airport south-east of Metropolitan Melbourne by ensuring urban development does not infringe on possible sites, buffer zones or flight paths.

3. Policy

The policy of Cardinia Shire Council is that its primary roles in the development of an Airport for Melbourne's Southeast are:

- Provision of leadership and strategy development to ensure an Airport is achievable in Melbourne's Southeast.
- Facilitate appropriate community consultation through the Plan Melbourne Submission and Council Policy creation.
- Ensure that adequate consideration is given to the environmental, social and economic impacts of the land use in relation to an unencumbered Airport located in Melbourne's Southeast.

- Implement the Plan Melbourne initiative 1.5.6 *Plan for a Third Airport in Melbourne's South East* within the Municipal Strategic Statement.
- Council does not see itself as an operator of an airport but will play an active role in facilitation and advocacy for this initiative.

5. Policy Review

This policy will take effect once adopted by Council.

The Cardinia Shire Airport Policy will be reviewed every 3 years.

6. Related Documents

- Plan Melbourne: Metropolitan Planning Strategy, DTPLI 2014
- The Case for a Major Domestic Airport in Melbourne's Southeast, MacroPlan March 2013
- Cardinia Planning Scheme, Cardinia Shire Council.