

Frequently Asked Questions

Planning Scheme Amendment C238 – Glismann Road Area Amendment

The content below is provided to assist with addressing common questions that may arise as part of Planning Scheme Amendment C238. The content is to be read in conjunction with C238 exhibition documents.



Cardinia

FAQ2 - Questions about the Glismann Road Area Development Plan Overlay (DPO19) & Development Plan

Three FAQs have been prepared for Planning Scheme Amendment C238:

- FAQ1: Questions about this amendment and the Victorian planning system
- FAQ2: Questions about the Glismann Road Area Development Plan Overlay (DPO19) and Development Plan (this FAQ)
- FAQ3: Questions about the Glismann Road Development Contributions Overlay (DCPO5) and the Glismann Road Development Contributions Plan

Q. What is a Development Plan Overlay (DPO)?

A Development Plan Overlay (DPO):

- is used to require a development plan to be prepared for an area or precinct to coordinate development before a permit can be issued;
- guides the content of the development plan, specifying whether it should contain specific requirements such as road locations, open space, site constraints, residential density, etc.; and,
- provides certainty about the nature of the proposed development.

Q. What is the purpose of the Glismann Road Area Development Plan Overlay (DPO19)?

Development Plan Overlay (DPO19):

- provides the framework for an integrated design approach to fragmented land ownerships;
- ensures that development is responsive to the physical and environmental issues affecting the site and surrounding land;

- ensures best practice planning initiatives and solutions are considered in relation to subdivision layout, service provision and environmental considerations;
- provides requirements for the road network, public open space and traffic management;
- ensures that all major planning issues will be resolved prior to the commencement of subdivision or development;
- safeguards the natural features of the area by carefully integrating them into the development of the land to minimise adverse impact on the amenity of the area; and,
- includes a plan that shows the road & pedestrian network, traffic management, open space and residential density for the Glismann Road Area.

The Glismann Road Development Plan must be generally in accordance with the requirements outlined in DPO19.

Q. What is a Development Plan (DP)?

A Development Plan (DP) is a document that:

- must be prepared for land covered by a Development Plan Overlay within a Planning Scheme;
- can consist of written text, plans and drawings;
- must include a vision statement, objectives, requirements and guidelines to guide development;
- responds to the content outlined in the DPO;
- provides detail on what is intended for the future including how any intended development will be implemented and ensures that the proposed development and/or subdivision is viewed in a holistic manner rather than a series of smaller planning approvals.

Q. Is there a Glismann Road Area Development Plan?

No, not yet.

Currently there is no development plan(s) prepared for the Glismann Road Area.

DPO19 states that a development plan for the Glismann Road Area can be:

- completed for the whole of the site or
- in two parts; (1) all lots on the west side of Glismann Road and (2) all lots on the east side of Glismann Road.

The development plan(s) for the Glismann Road Area must be generally in accordance with Figure 1 of DPO19 (which is included in this FAQ).

Q. Who prepares a Development Plan?

A development plan may be prepared by a Council or by a planning consultant on behalf of a private landowner or a group of landowners.

The development plan will need to be prepared in consultation and collaboration with council, agencies and affected landowners in order to achieve a co-designed approach to developing the vision statement, objectives, requirements and guidelines that will guide development.

Q. Will I be notified when a Development Plan is submitted to Council for approval?

No.

There are no processes under the *Planning and Environment Act 1987* for exhibiting the development plan or making submissions if the Development Plan is generally in accordance with DPO19.

A development plan submitted to Council for approval will need to include evidence that landowners within the development plan area have been consulted and are aware of the development plan.

Q. Once the Minister has approved this amendment, can land in the Glismann Road Area be subdivided?

A permit must not be granted to subdivide land until a development plan has been prepared to the satisfaction of the responsible authority (Cardinia Shire Council).

Q. Will subdivision applications be advertised?

No.

There are no processes under the *Planning and Environment Act 1987* for notification of a planning permit if the proposal is generally in accordance with the approved Development Plan.

Q. Can an approved Development Plan be changed?

Yes, a development plan is not incorporated into the planning scheme, therefore the development plan document can be changed to the satisfaction of Council (and not require a planning scheme amendment), provided it is generally in accordance with DPO19.

Q. Can changes be made to DPO19?

Yes, however this will need to be done via a planning scheme amendment and would be required to go through a community consultation process.

Q. Why does the Glismann Road Area have restrictions on density when the surrounding residential area has standard residential lots on steep land?

The surrounding subdivision layout was approved over 20 years ago.

There are several sites within the surrounding area that have 'conventional size lots' on areas with significant site constraints such as steep slopes. Lots with features such as this, not only impact on the cost of development but also recontours the natural topography of the area with extensive cut and fill and use of substantial retaining walls.

An amendment to the Cardinia Planning Scheme is required to allow residential development in the Glismann Road Area.

When preparing a planning scheme amendment, state planning legislation requires that Council must address the strategic considerations outlined in Ministerial Direction No.11 Strategic Assessment of Amendments. This direction requires a comprehensive strategic evaluation of the proposed planning scheme amendment and the outcomes it produces.

In the case of this amendment, an analysis of the opportunities and constraints of the amendment area, as well as a review of current state and local policy lead to the drafting of this amendment with regard to the proposed zone, overlay controls and changes to the Planning Scheme.

Q. What are the densities proposed for the 'Glismann Road Area'?

The Glismann Road Development Plan Overlay (DPO19) proposes four residential densities across the 'Glismann Road Area':

- Medium Density Residential (Average lot size of 400 sqm) which is located predominantly in the southern part of the Glismann Road Area due to the:
 - proximity to transport and facilities;
 - topography (the land is flatter and more suited to increasing density); and,
 - relationship to adjoining development (existing units on Old Princes Highway).

This area could comprise a combination of standard housing lots, small lot subdivision (townhouses) or integrated housing (unit development).

- Standard Density Residential (Average lot size of 650 sqm) which is allocated to relatively flat land that provides a transition to the larger lots.
This area will comprise a range of residential lots and housing.
- Standard Density Residential with building envelopes (Average lot size of 800 sqm) which is allocated to sloped sites that could accommodate residential development provided the design of the subdivision and development responds to the site features and constraints of the land, through the use of building envelopes.

- Low Density Residential with building envelopes (Average lot size of 1500 sqm) which is allocated to areas that contain significant areas of slope over 15% and on the ridgeline.

This area has the most impact on the views to the site from surrounding areas. The use of building envelopes allows development to respond to the visual significance of the area, the landscape character and the significantly steep topographical features of the area.

Q. What will happen to Glismann Road?

Glismann Road has a 20m road reservation and is currently constructed as a gravel road with an approximate width of 6.0m with open drains on both sides. There is a significant crest located mid-way along Glismann Road. Currently, there is no vehicular access from Glismann Road to Patrick Place.

The Glismann Road Development Plan Overlay (DPO19) has been designed to utilise the existing Glismann Road alignment.

Due to the varying topography of the area, in particular the location and extent of the crest of the hill, the Glismann Road design and construction has been divided into two parts; (1) as a Collector Road and (2) as an Access Street – Level 1.5. The road types are shown in Figure 1 of DPO19 and outlined in the text of the schedule.

Glismann Road (1) Collector Road

The first part of Glismann Road (from Old Princes Highway to the first roundabout) is to be a local road whose function is to distribute traffic within the Glismann Road Area.

Glismann Road (2) Access Street – Level 1.5

The second part of Glismann Road (from the first roundabout to the cul-de-sac end of the road) will have restricted access for properties along this section of Glismann Road to ensure adequate sight lines along the roadway are provided, particularly in the vicinity of the crest.

This section of road will have a narrower road pavement with batters that are designed to respond more appropriately to the gradient on the hilltop.

Q. Will Glismann Road go through to Patrick Place or Timberside Drive?

No.

Glismann Road will remain as a no-through road for vehicles.

A shared path connection will be included to facilitate pedestrian and cyclist movements between the Glismann Road Area and the residential area to the north.

A local street connection is also shown adjacent to O'Neil Road Recreation Reserve. This section of road will be required to provide on street parking on both sides of the road.

Q. When will the signalised intersection at Glismann Road and Old Princes Highway be constructed?

Funding has been received from the Australian Government to upgrade eight intersections along the Princes Highway between Pakenham and Beaconsfield, this includes the intersection at Glismann Road.

It is anticipated that works will begin on this intersection later this year.

Q. Where can I see a plan of what is proposed for the Glismann Road Area?

Figure 1 in DPO19 provides a plan that shows the site features of the Glismann Road Area as well as the proposed layout, density, open space and road network.

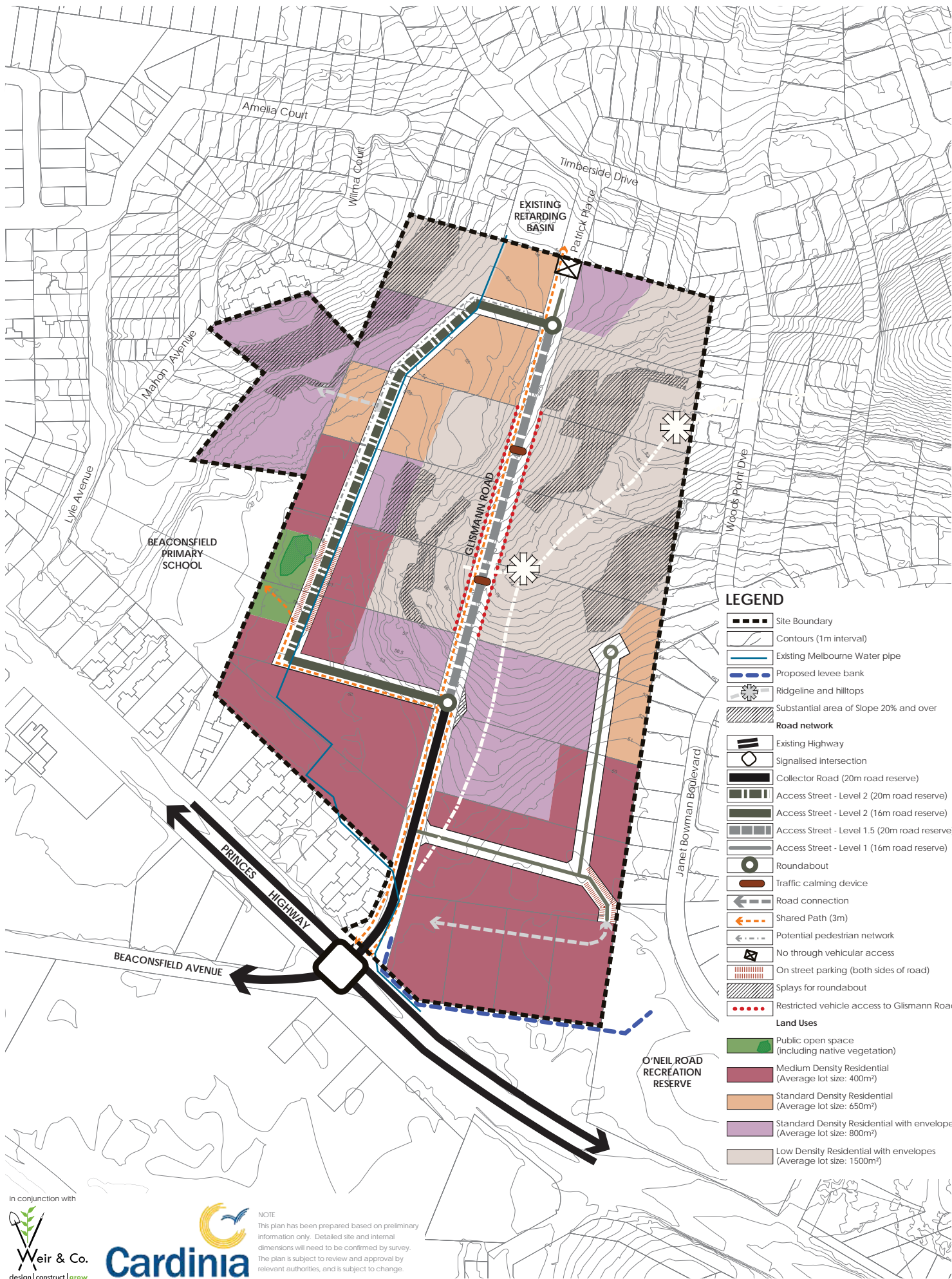
A copy of the plan is attached on the following page.

If you have difficulty reading the plan in DPO19 or this attachment a high-resolution plan is available on our website with the amendment documentation.

Q. Who do I contact to talk to about the Glismann Road Area Development Plan Overlay & Development Plan?

You can contact Lorna Lablache from Council's Planning Strategy unit on 1300 787 624.

A video or phone conference meeting can also be arranged to help address any questions or concerns you may have about the amendment and the content of the amendment documentation. Please call Lorna to arrange a day and time that suits you.



- LEGEND**
- Site Boundary
 - Contours (1m interval)
 - Existing Melbourne Water pipe
 - Proposed levee bank
 - Ridgeline and hilltops
 - Substantial area of Slope 20% and over
 - Road network**
 - Existing Highway
 - Signalised intersection
 - Collector Road (20m road reserve)
 - Access Street - Level 2 (20m road reserve)
 - Access Street - Level 2 (16m road reserve)
 - Access Street - Level 1.5 (20m road reserve)
 - Access Street - Level 1 (16m road reserve)
 - Roundabout
 - Traffic calming device
 - Road connection
 - Shared Path (3m)
 - Potential pedestrian network
 - No through vehicular access
 - On street parking (both sides of road)
 - Splays for roundabout
 - Restricted vehicle access to Glismann Road
 - Land Uses**
 - Public open space (including native vegetation)
 - Medium Density Residential (Average lot size: 400m²)
 - Standard Density Residential (Average lot size: 650m²)
 - Standard Density Residential with envelopes (Average lot size: 800m²)
 - Low Density Residential with envelopes (Average lot size: 1500m²)

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NOTE
 This plan has been prepared based on preliminary information only. Detailed site and internal dimensions will need to be confirmed by survey. The plan is subject to review and approval by relevant authorities, and is subject to change.

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Glismann Road Development Plan