

South East Economic Corridor

Strategic Context Report to 2060

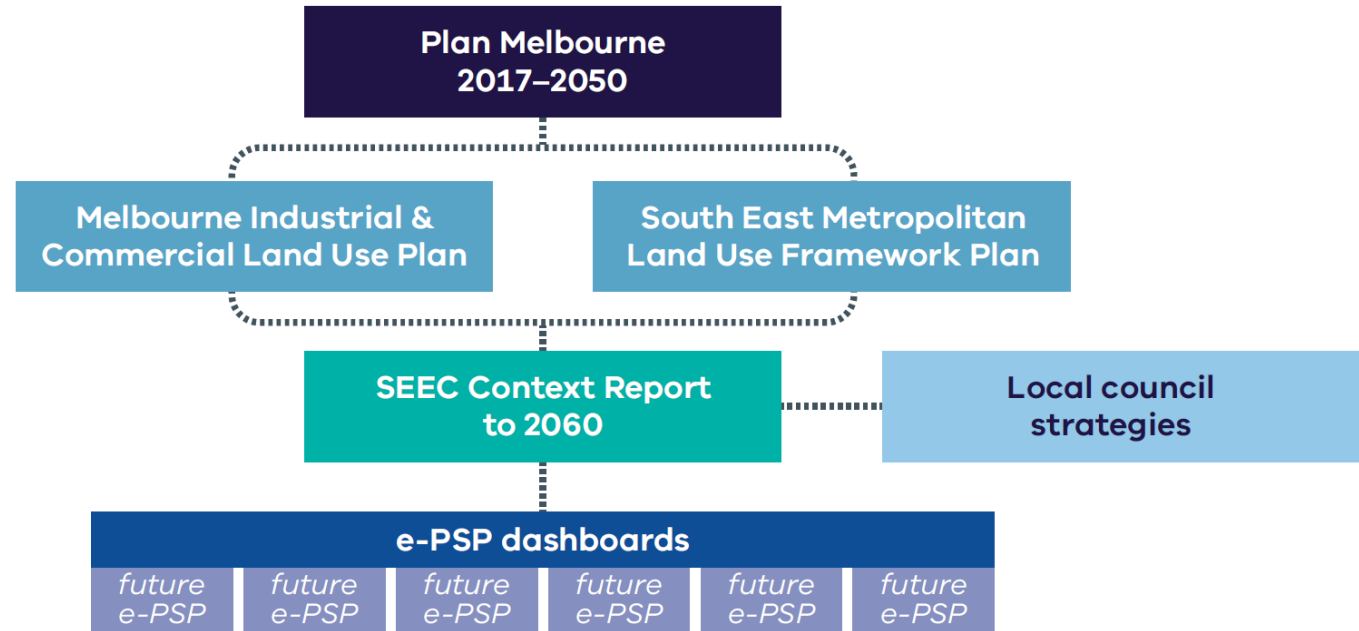
The South East Economic Corridor (SEEC) Strategic context Report to 2060

Purpose

- Outlines a **Vision** and **Strategic Imperatives** to support economic and employment growth in the SEEC subregion (Casey, Cardinia and Dandenong LGAs)
- Defines the **strategic role** and **drafting instructions** for future employment precincts (e-PSPs) in the South East

Status & Implementation

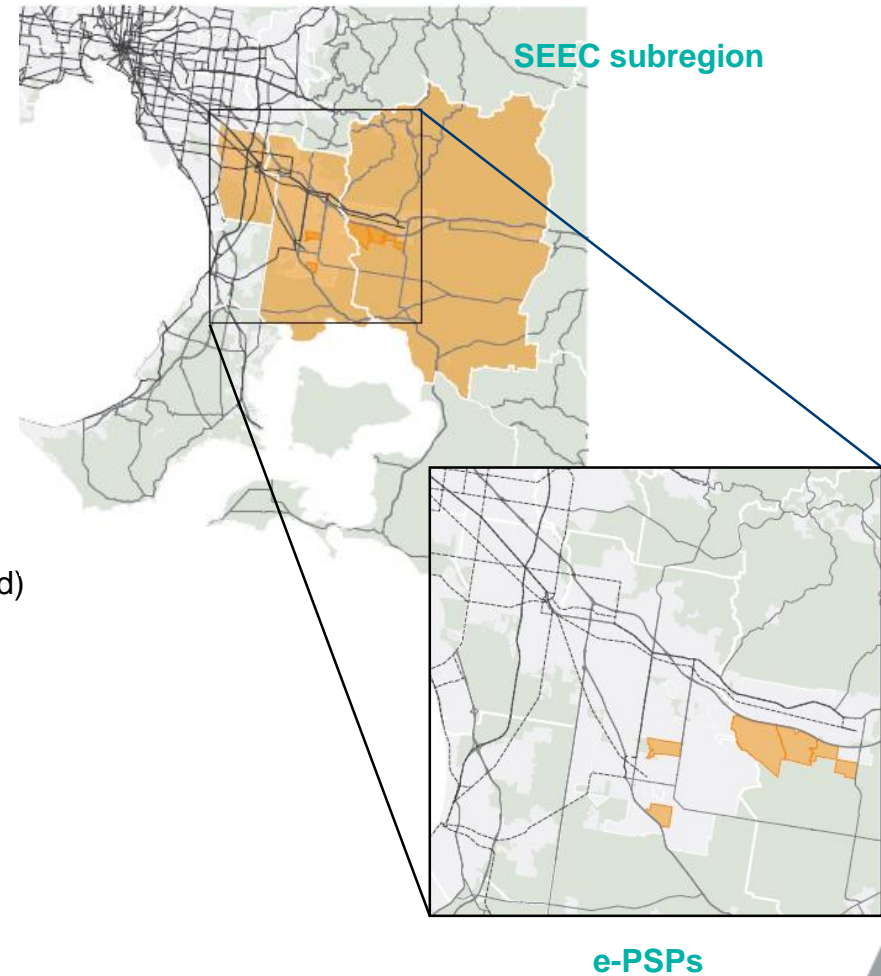
- Informs employment and economic component of DELWP's South East **Land Use Framework Plan** and the South East Melbourne Councils' **Vision** and **Action Plan**
- Establishes a proposed future role and e-PSP drafting instructions to inform PSP preparation undertaken by the VPA



The SEEC Context

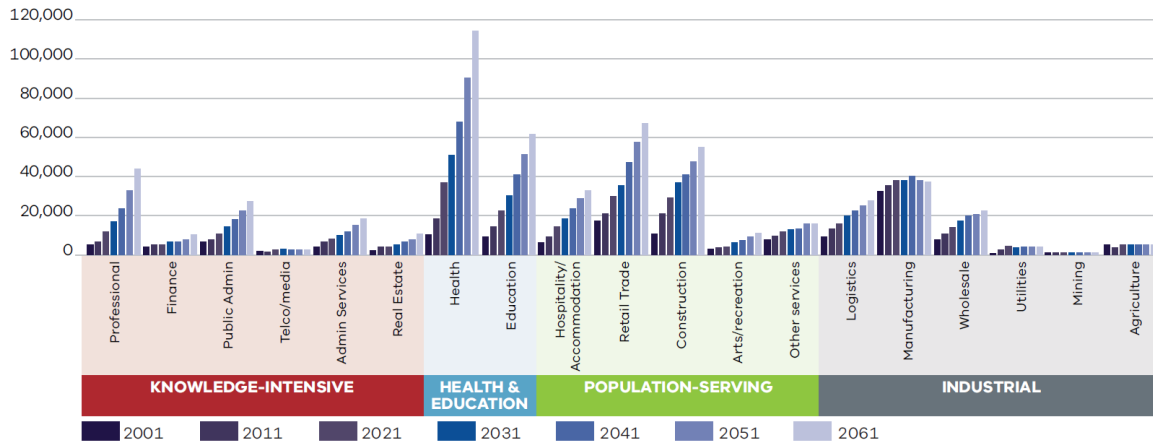
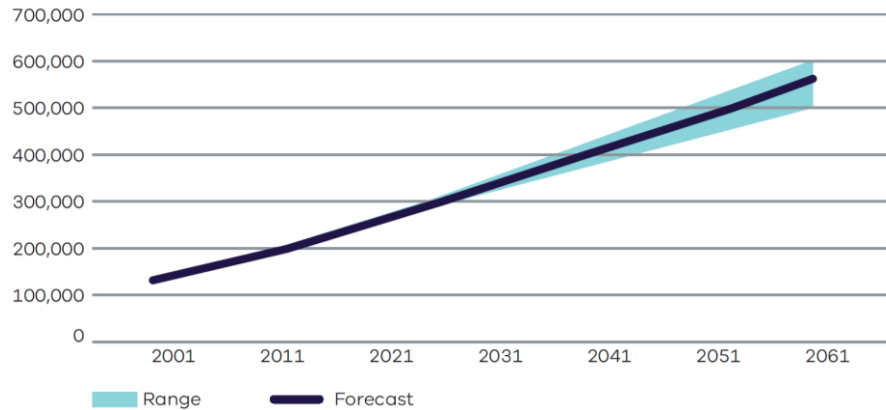
Regional snapshot

- **+600,000 people** over the next 40 years
- **+580,000 jobs** by 2020
- **1 National Employment and Innovation Cluster** (Dandenong)
- **2 State-Significant Industrial Precincts** (Southern and Officer-Pakenham SSIPs)
- **2 Health and Education Precincts** (Berwick and Dandenong)
- **12 Major Activity Centres**
- **6 employment Precinct Structure Plans** (e-PSPs) (2,500 hectares employment land)
- **Anchors and gateways** (Port of Hastings, possible South East Airport)



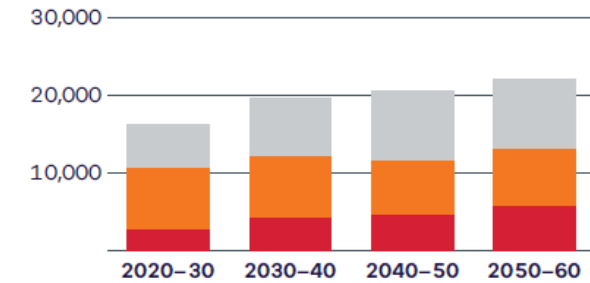
SEEC Growth Projections

SEEC long-term job forecast summary

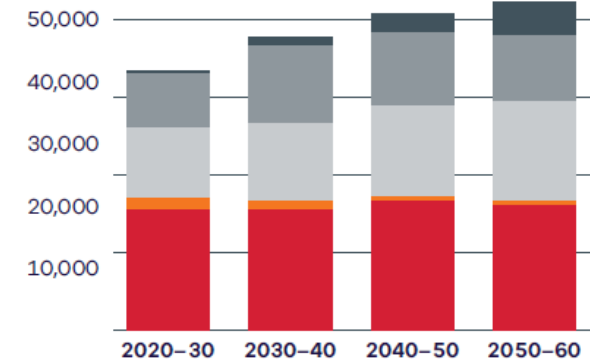


Economic forecasts by SEEC Council (2001–20, 2020–60)

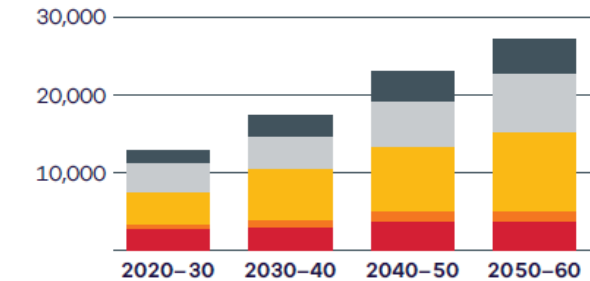
GREATER DANDENONG



CASEY

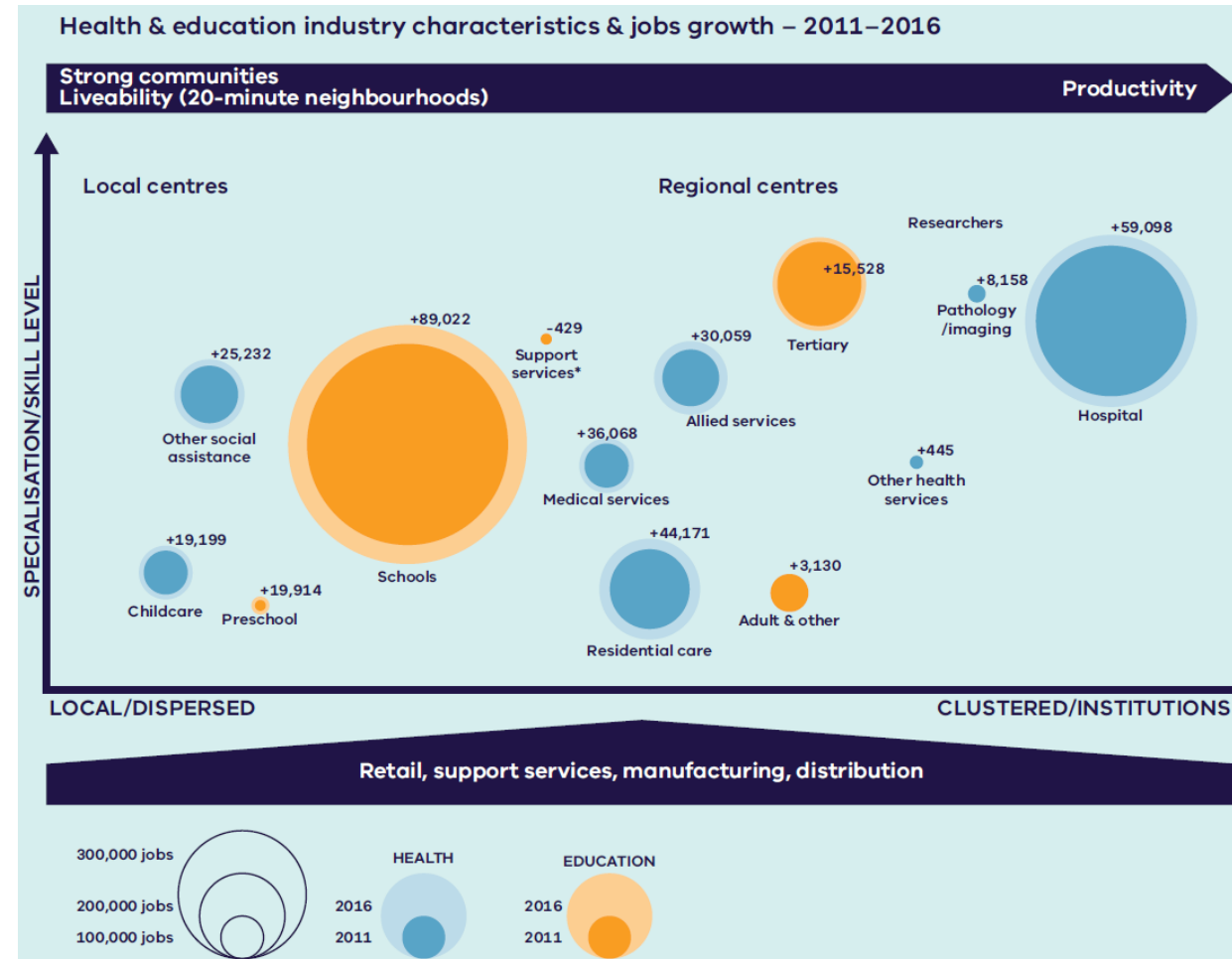


CARDINIA



Anchors: Health and Education

- Largest growing sectors across Australia
- Only 30% of health care industry jobs are associated with hospitals
- Remaining 70 % represent a spectrum of dispersed activities from local GPs, residential aged care and allied health to GDP-generating activities that can be located in industrial areas



Gateways: Potential SE Airport

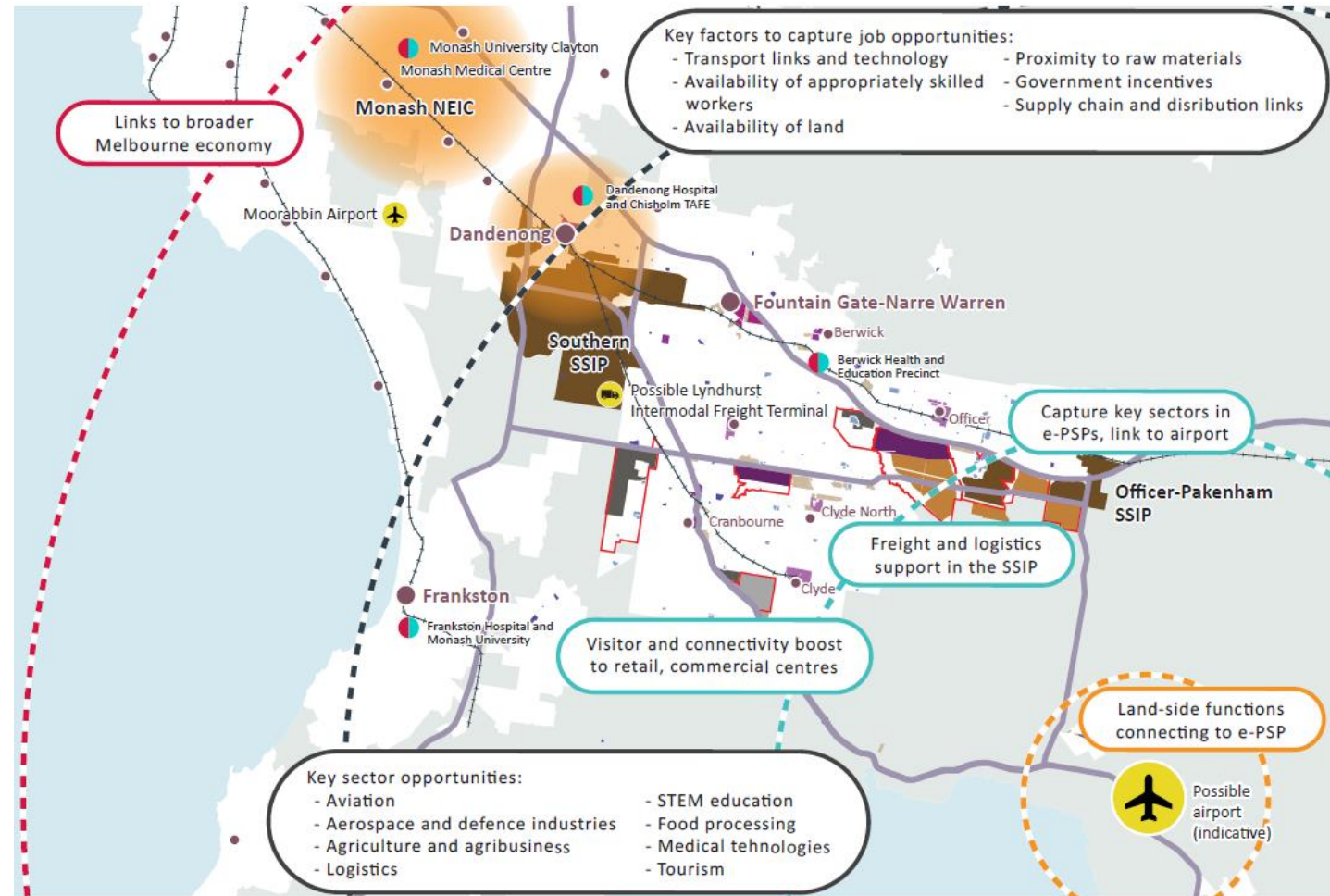
Links to broader Melbourne economy

Visitor and connectivity boost to retail/ commercial centres

Enhance existing sectors, new sectors will emerge linked to new markets

Freight and logistic support in the Off-Pak SSIP, and Southern SSIP back to Melbourne

Land side functions at new airport site, include new employment land for airport



COVID-19 & employment land

- COVID-19 requires a live strategy response – monitor and adapt strategies over the next 24 months
- Some longer-term COVID-19 impacts may accelerate trends identified in the SEEC strategy

Local manufacturing could increase as businesses want greater certainty from their supply chains.

↑ local manufacturing
↑ employment floorspace

↓ imports

Retail could experience a shift away from bricks and mortar models, towards online sales.

↑ wholesale floorspace
↑ warehouse floorspace

↓ bricks and mortar retail

A shift away from just-in-time supply chains could mean businesses hold much more stock than they currently do, increasing demand for additional **warehouse** floorspace.

↑ warehouse floorspace

↓ just-in-time stock nos.

Lower population growth in Melbourne, reduced demand for residential development and the number of **population serving jobs**.

↓ population growth
↓ employment floorspace

Investment in **health services** from research, pharmaceutical and supply production, to hospitals and other related services has been a focus during the Pandemic.

↑ health investment
↑ health floorspace
↑ employment

Households may search for larger homes to account for **working from home**.

↑ telecommuting
↑ SEM economy

↓ CBD floorspace

Vision for the SEEC (excerpt)

- The SEEC supports the Southern metropolitan region to remain one of Australia's most economically significant and diverse regions
- Supports the economic and social potential of the region to improve the lives of over 1 million residents, and it directly provides over 500,000 jobs within its boundaries
- Diverse local employment options, within 20 minutes travel time of where they live
- The SEEC is a nationally significant region for advanced manufacturing and engineering, which operate from contemporary employment precincts in the Dandenong and Southern SSIP
- The Casey/Cardinia Officer-Pakenham SSIP evolves to replace the Southern SSIP as the most significant industrial precinct in Melbourne's South-east
- Growing and value-adding of agricultural produce, products and services is an important export industry and diverse employer in the region
- The Dandenong NEIC is the largest business district in the region and the Fountain Gate / Narre Warren Metropolitan Activity Centres offer substantial jobs and services.
- The prosperity of the regions residents, businesses and visitors are supported by key health and education anchors and transport gateways, such as Port Hastings and a potential SE airport.
- These support a diversity of population and knowledge-intensive activities and services and are complemented by a highly-connected network of regionally and locally significant activity centres and employment precincts.
- Residents in the subregion live in highly connected, attractive and liveable 20-minute neighbourhoods. These neighbourhoods complement economic growth by delivering a diversity of housing choice and affordability

Strategic imperatives to achieve the Vision

1. Plan for flexibility, uncertainty to ensure the long-term supply of employment land
2. Enable the manufacturing and industrial base to mature, diversify and transform
3. Promote knowledge-based enterprises to establish in established areas first
4. Target the high-growth health and education sectors
5. Support local prosperity through a focus on circular economies and bottom up community wealth-building
6. Plan for high amenity industrial and mixed-use commercial precincts
7. Reserve land for and promote the development of economic gateways and anchors (SE airport, Port of Hastings, Berwick H&EP)
8. Create a network of digital and transport connections
9. Create exemplars in technology and local sustainability
10. Ensure housing development supports (rather than restricts) employment opportunities

Implementing the vision for the SEEC

- Horizon 1** **Consolidate** the existing hierarchy and support long-term options through flexible planning.
- Horizon 2** **Reinforce** and augment a maturing regional economy by enhancing existing infrastructure, diversifying land use, creating amenity.
- Horizon 3** **Transform** the economy through innovation, major investment, and new opportunities.



HORIZON 1

Guide higher order jobs to the Dandenong MAC and enable the Southern SSIP to continue to build out through development facilitation strategies.



HORIZON 2

Leverage the increased development of industrial uses in the Officer–Pakenham SSIP corridor, completion of North-East Link and the Lyndhurst Intermodal Freight Terminal to enable the Southern SSIP to transition from traditional industrial uses to higher order industrial functions.



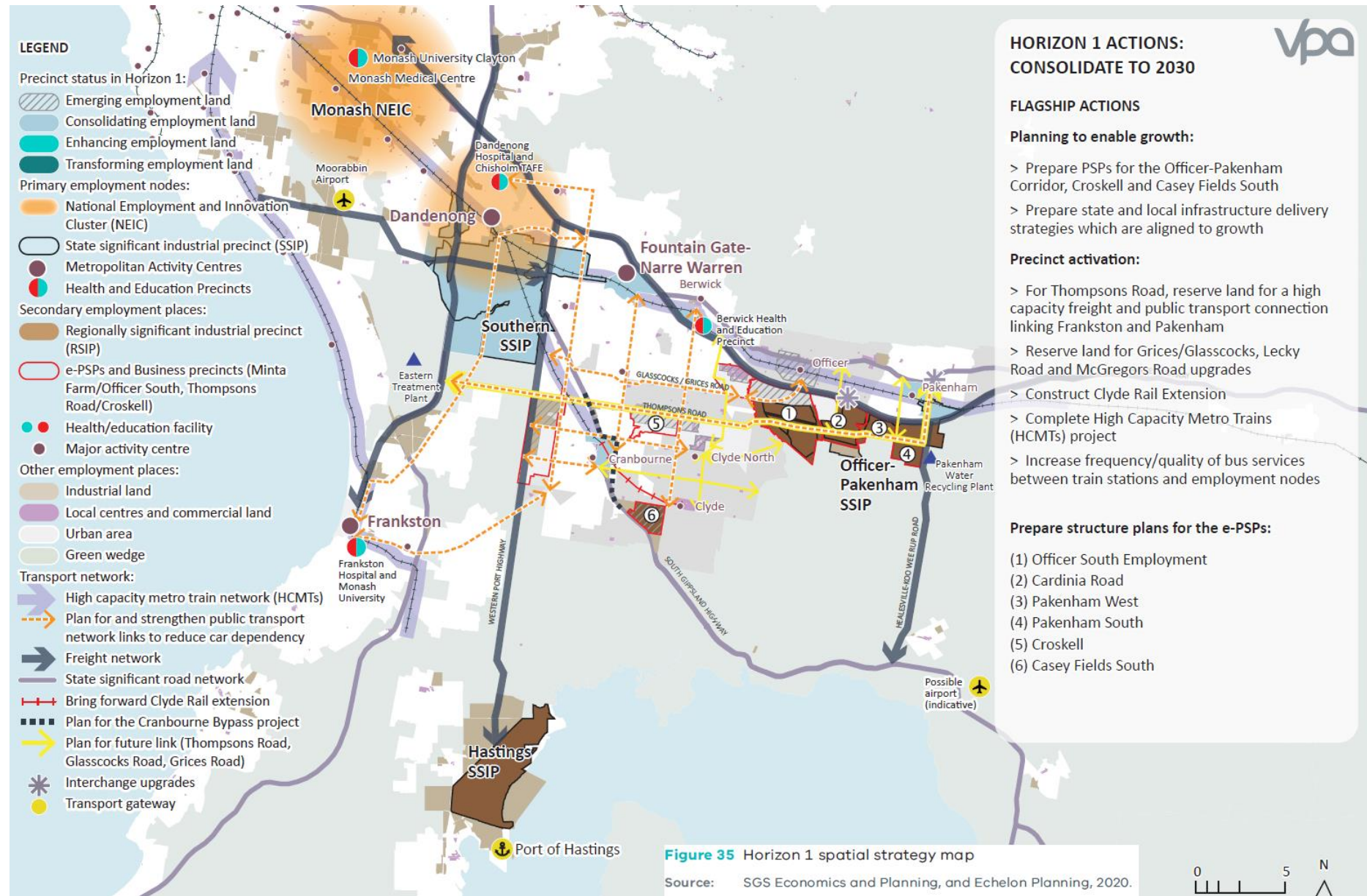
HORIZON 3

Dandenong MAC revitalisation completed, centre operating as Melbourne's "second CBD" with a range of entertainment, hospitality and recreation options alongside knowledge-intensive employment opportunities that successfully capture highly skilled workers within the Southern Region.

Horizon 1

Horizon 1: Consolidate to 2030

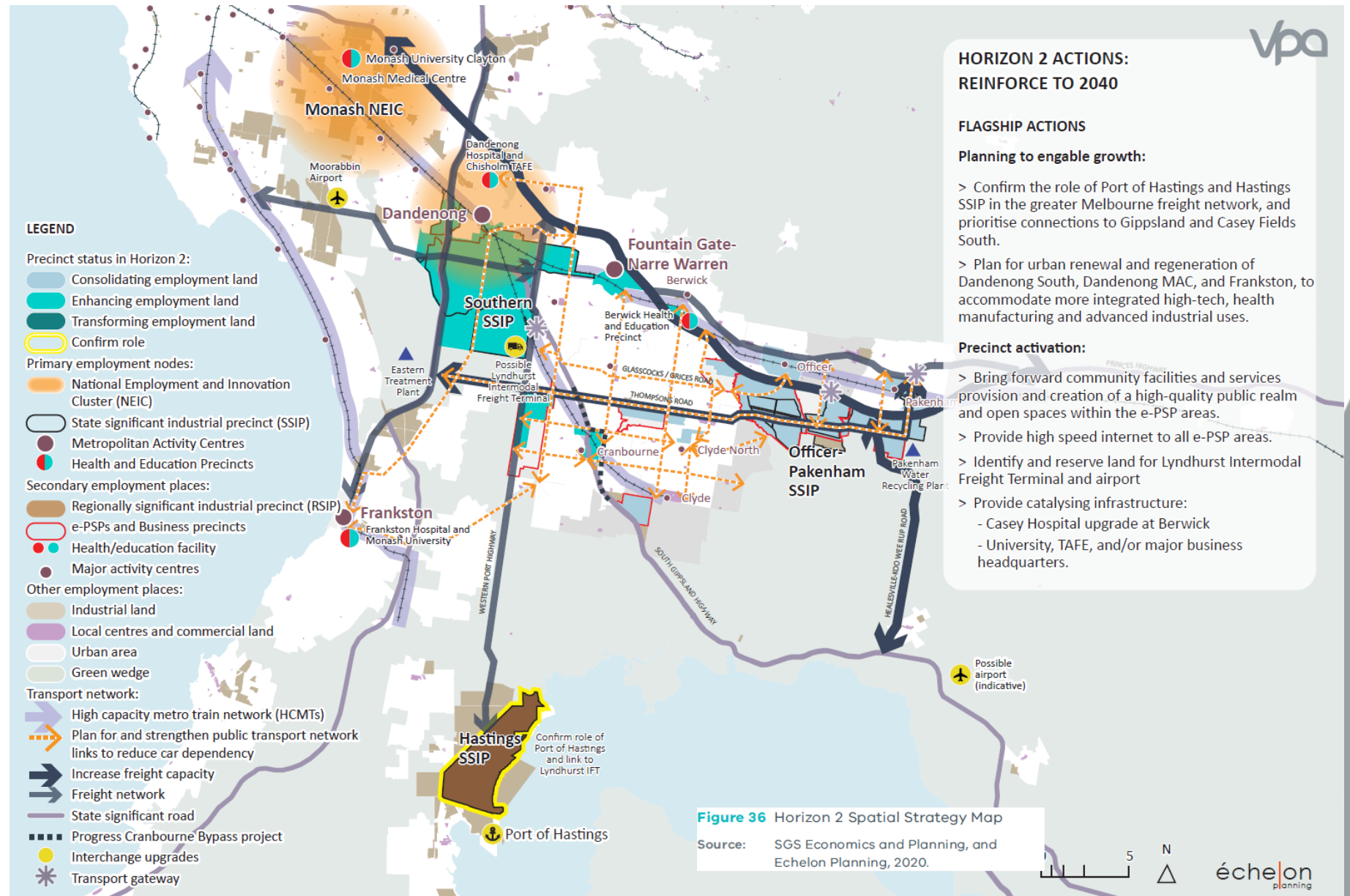
- Consolidate investment in existing activity centres and employment locations, support growth of industry and population-serving activities in greenfield locations
- Put in place flexible plans that set land aside for long-term growth



Horizon 2

Horizon 2: Augment to 2040

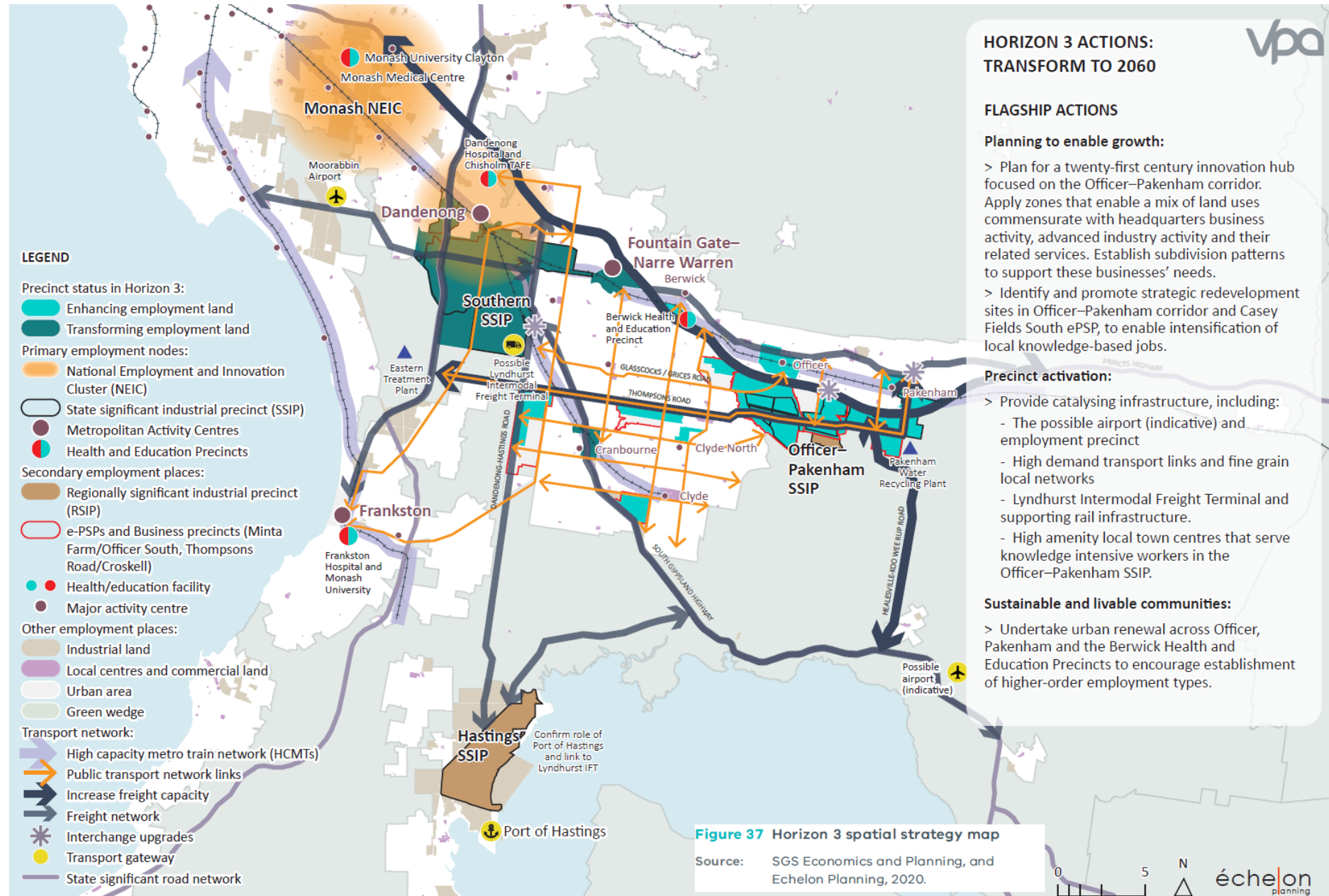
- Reinforce and augment a maturing regional economy by enhancing existing infrastructure, diversifying land use, creating amenity and attracting knowledge economy businesses



Horizon 3

Horizon 3: Transform to 2060

- Renew existing activity centres and employment precincts to capture economic opportunities that arise from a mature regional economy



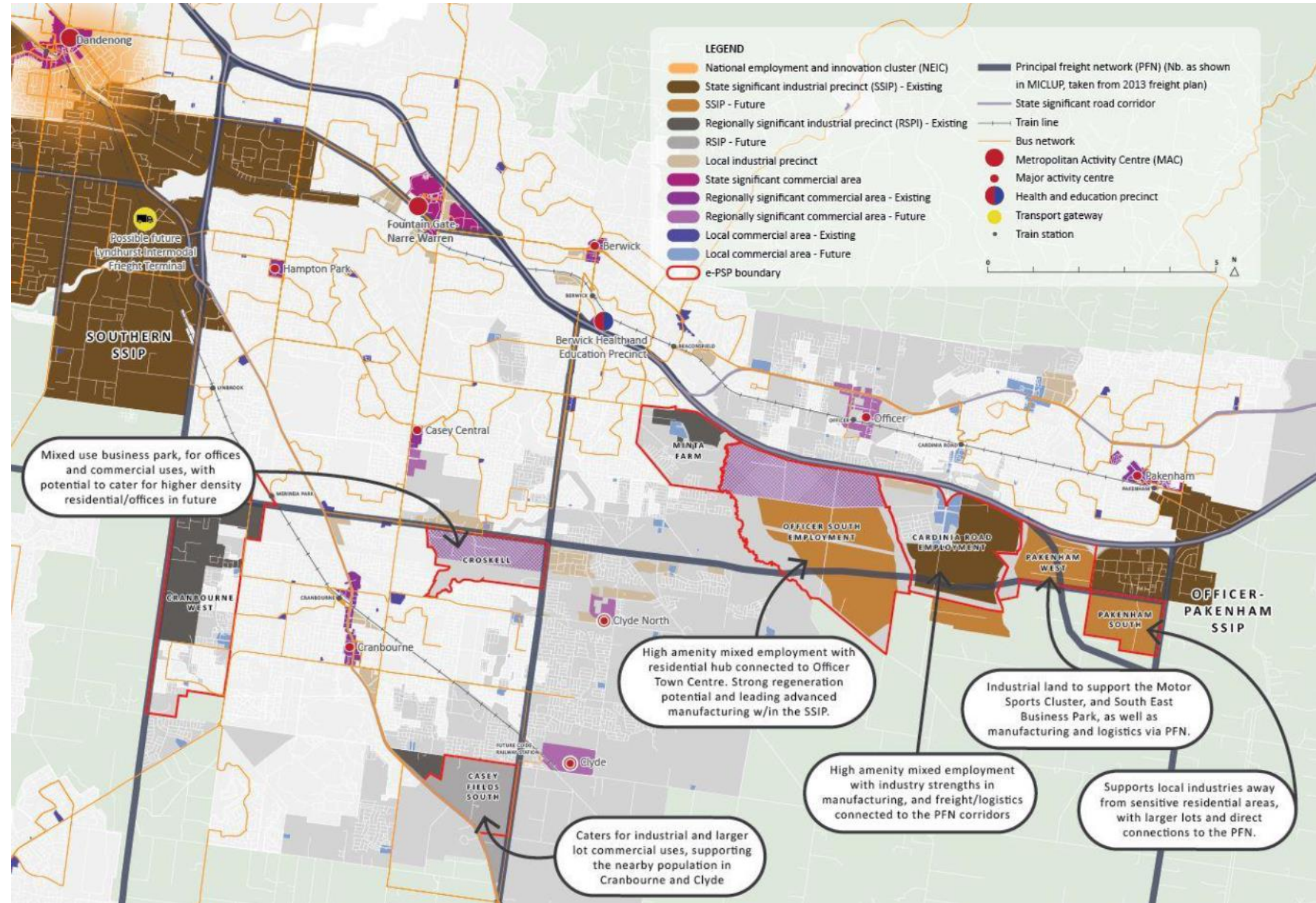
Strategic role of e-PSPs

State and Regionally-Significant Industrial Precincts:

- Officer South Employment
- Cardinia Road Employment
- Pakenham West
- Pakenham South

Regionally significant commercial / business precincts:

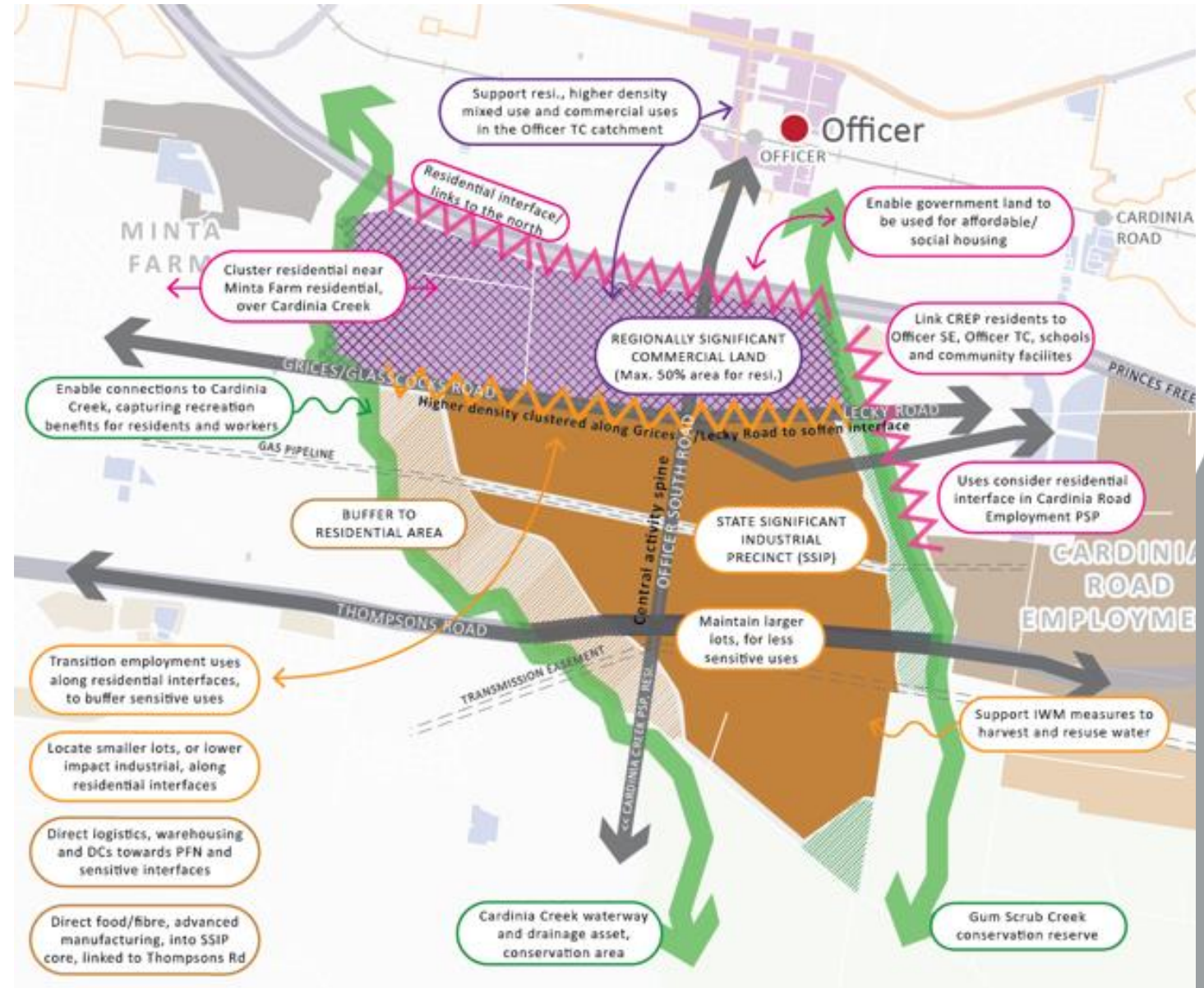
- Officer South
- Crookell



Officer South Employment

Future urban structure

- Strong, high quality public transport links to Officer Town Centre, train station and other employment locations
- Part of the Officer-Pakenham Business Corridor
- Connections over Gum Scrub Creek between mixed-use/ residential area and Minta Farm residential
- Locate service and warehouse/logistics businesses along Princes Freeway to protect northern residential interface
- Focus on high amenity built form outcomes and potential for community facilities/services
- Higher intensity business park along Officer South Road



Officer South Employment

The State Significant Industrial Precinct has strong regeneration potential, and supports leading advanced manufacturing. It is supported by a high amenity mixed employment with residential hub.

Strategic role	<ul style="list-style-type: none"> State significant industrial precinct south of Grices/Glasscocks Road Regionally significant commercial area (growth area business precinct with mixed use/residential hub) Excellent access to the Principal Freight Network (PFN) via the Princes Freeway Supports business park at Minta Farm and strong links to Officer Town Centre 				
Precinct role	State Significant Industrial Precinct (SSIP), with a Regionally Significant Commercial Area (Growth area business precinct)				
LGA	Cardinia Shire	PSP Status	Under preparation	Number of lots Average lot size (ha)	38 28 hectares
Area (Gross Net)	321 225 ha (RSCA) 499 349 ha (SSIP) 249 ha (other/constrained) 1069 574 ha (Total)	2060 job target	12,200 (RSCA) 7,000 (SSIP) 19,200 (Total)	Dwellings	2,800 (RSCA) 2,800 (Total)
Target sectors	Professional services, industry, food and fibre, clean energy, research and development, freight, aviation, some community services in town centre to support nearby residential population (including links to Minta Farm residential)				
Key features	Business park, high amenity industrial estate, possible SE Intermodal terminal, STEM opportunities to offer industry experience from enterprises within the SSIP, Cardinia Creek and Gum Scrub Creek conservation corridors, land relatively flat/unconstrained				
Transport	Princes Freeway and Thompsons Road (PFN), Grices Road, Glasscocks Road extension, future links to SE Airport				
Nearby nodes	Joins Minta Farm and Officer Town Centre. Connection to Southern SSIP and Thompsons Road Business Corridor via Thompsons Road. Supported by nearby residential areas (Cardinia Creek, Clyde North).				
Competitive advantage	The precinct is linked back into metropolitan Melbourne, the Western Port Green Wedge, Latrobe Valley and Gippsland via excellent transport connections and the proposed South East Airport. It is accessible to the wider region via a high capacity public transport link between Berwick/Cranbourne and Officer/Pakenham, along Thompsons Road.				
Challenges/ threats	Residential encroachment on SSIP functions, land subject to inundation along creek lines, buffer distance requirements from industrial functions and adjoining residential developments in other PSP areas.				
Drafting instructions	<ul style="list-style-type: none"> Lot layout/urban structure requires allowance for intensification over time, and land use change (e.g. office, warehouse) by working of a lot base that enables 400x400 metre blocks (Refer to SEEC Context Report for further information) Strong connection required between Officer South residential area and Minta Farm (west) or Cardinia Road (east), to ensure neighbourhood population size can be achieved at a scale that generates sufficient demand for infrastructure and services (i.e. no less than 3,000 people) Residential development to occupy no more than 50 percent of land designated as Regionally Significant Commercial 				

Actions to support the Officer South Employment precinct strategic role & function

Horizon 1: Consolidate to 2030

- Prioritise high quality freight and public transport infrastructure (Thompsons Rd and Officer South Rd) linking to Officer Town Centre, Casey, Dandenong and Frankston
- Cluster smaller lots along Princes Freeway interface and Grices Rd with high quality design outcomes
- Plan for intensely developed commercial core, supporting res. in the north-west and eastern parts of the PSP
- Maintain MICLUP industrial zones, strengthen links to Principal Freight Network.

Horizon 2: Augment and enhance

- Transport network with high capacity freight links and public transport connections along Thompsons Rd between residential and employment land
- STEM education facility connected to industry in precinct (e.g. research and development, engineering)
- Support applications for innovative industrial development
- Maintain/strengthen links to horticulture, agriculture, supply chains in Gippsland/beyond.

Horizon 3: Transform

- Innovative, carbon-neutral precinct, STEM training with research and development, food and fibre, advanced manufacturing.

Land use requirements by 2060

	Jobs		Floorspace (sqm)			Net land (ha)		
	No.	%	Low	Med	High	Low	Med	High
Potential build form requirements								
Office	4,300	23%	86,000	107,500	129,000	9	18	32
Local services	3,500	18%	157,500	175,000	262,500	26	44	88
Institutional anchors	3,300	17%	66,000	165,000	198,000	13	55	198
Retail	2,700	14%	67,500	81,000	108,000	7	16	27
Bulky goods retail	500	3%	25,000	30,000	35,000	5	10	17.5
Light industrial	1,900	10%	95,000	190,000	285,000	19	63	114
Freight and logistics	1,900	10%	190,000	380,000	475,000	63	190	190
Heavy industrial	1000	5%	100,000	150,000	200,000	25	50	80
Total	19,100	100%	787,000	1,278,500	1,692,500	167	446	746
Potential locational type requirements								
Centre/dispersed	4,600	11%	137,700	185,600	251,700	20	47	116
Business park	7,500	18%	204,500	288,300	376,900	30	73	185
Light Industrial	4,800	12%	245,500	459,200	619,900	60	180	268
Heavy Industrial	2,200	5%	199,300	345,400	444,000	57	146	177
Total	19,100	100%	787,000	1,278,500	1,692,500	167	446	746

■ Knowledge-intensive

■ Health & education

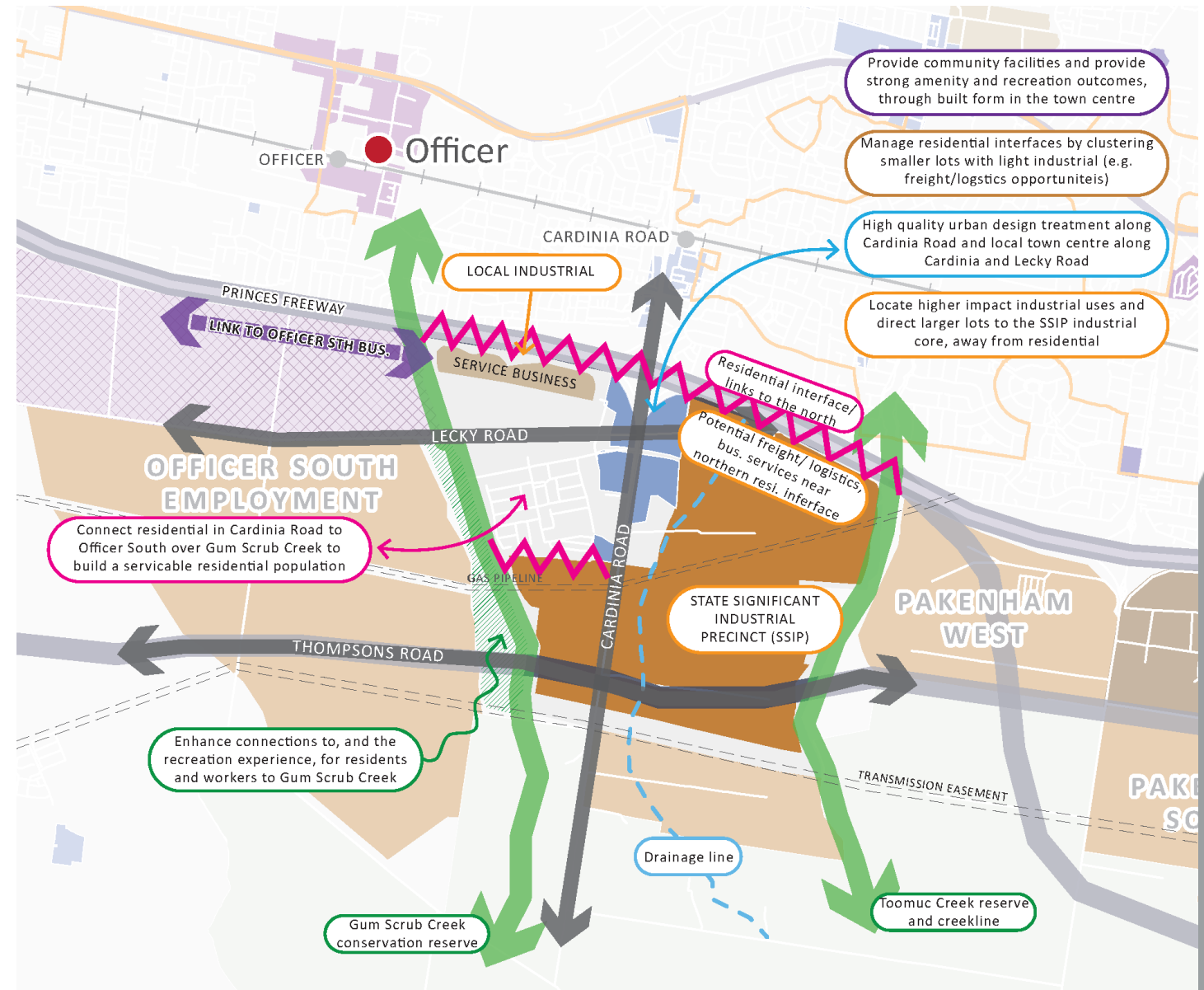
■ Population-serving

■ Industrial

Cardinia Road Employment

Future urban structure

- State Significant Industrial Precinct with Regionally Significant Commercial land.
- Uses along Princes Highway and Grices Road consider residential interface (e.g. concentrate warehouse/ logistics in these locations).
- Maintain larger lots for industrial uses in the SSIP.
- Strong road and public transport connections to Cardinia Road train station and Officer Town Centre.
- Link between existing residential development and mixed-use area in Officer South Employment precinct, to generate sufficient population for appropriate neighbourhood facilities/services.
- Community facilities in neighbourhood centre, focus on high amenity and recreation outcomes.



Cardinia Road Employment (PSP completed)

State Significant Industrial Precinct with high amenity mixed-use employment and industry strengths in manufacturing and freight/logistics.

Strategic role	<ul style="list-style-type: none"> State Significant Industrial Precinct (SSIP), with a business precinct in the Regionally Significant Commercial land Part of the Officer-Pakenham Business Corridor and Pakenham Employment Corridor, excellent access to Principal Freight Network via Princes Freeway Strong road and high-quality public transport links to Officer Town Centre and Cardinia Road train station Potential for health manufacturing and R&D, based on PFN connections to Dandenong, Frankston and Berwick Health and Education Precincts Mixed-use connection over Gum Scrub Creek to Officer South Employment 				
Precinct role	State Significant Industrial Precinct (SSIP), with a Regionally Significant Commercial Area (Growth area business precinct)				
LGA	Cardinia Shire	PSP Status	Completed 2010 (Council investigating a PSP review)	Number of lots Average lot size (ha)	18 32 ha
Area (Gross Net)	131 99 ha (Bus w Res) 328 246 ha (SSIP) 127 ha (other/constrained) 587 345 ha (Total)	2060 job target	10,000 (Bus w Res) 7,900 (SSIP) 17,900 (Total)	Dwellings	1,700 (Bus w Res) 1,700 (Total)
Target sectors	Knowledge intensive (north-west), health facility, heavier industrial and manufacturing core (southern parts)				
Key features	Well connected to Princes Fwy/Thompsons Road (PFN) and existing industries. Potential to link with Officer South business precinct to the west. Creekline corridors environmental features with potential for linear reserves/amenity links.				
Transport	Princes Freeway (PFN), Thompsons Road, Grices/Glasscocks Road, Cardinia Road				
Nearby nodes	Closest to Lakeside Junction and Cardinia Road Train Station, Officer and Pakenham, connected to residential areas north of the precinct.				
Competitive advantage	Closest to Lakeside Junction and Cardinia Road Train Station, well connected to Princes Freeway and existing industries. Land is relatively flat with few constraints, although there are some drainage issues and flooding along creeklines. Potential for Cardinia Road employment to play a role as a business centre serving a broader catchment than the local area, given transport connectivity and future Thompsons Road link (as well as existing Princes Freeway).				
Challenges/ threats	Residential encroachment on SSIP functions, land subject to inundation along creek lines, lack of local jobs and specialised services, limited east-west links, Thompsons Road and Grices Road upgrades crucial to unlocking the SSIP.				
Drafting instructions	<ul style="list-style-type: none"> Lot layout/urban structure requires allowance for intensification over time, and land use change (e.g. office, warehouse) by working of a lot base that enables 400x400 metre blocks (Refer to SEEC Context Report for further information) Strong connection required between residential area and Officer South residential, to ensure neighbourhood population size can be achieved at a scale that generates sufficient demand for infrastructure and services (i.e. no less than 3,000 people) Residential development to occupy no more than 50 percent of land designated as Regionally Significant Commercial area 				

Actions to support the Cardinia Road Employment precinct strategic role & function

Horizon 1: Consolidate to 2030

- Review lots in the north-west to confirm residential development or business requirements.
- In future subdivision patterns, cluster smaller lots along Princes Freeway interface with high quality design outcomes.
- Maintain industrial zones and strengthen links to Principal Freight Network.

Horizon 2: Augment and enhance

- Transport network with high capacity freight links and public transport connections from employment area to Princes Freeway and Koo Wee Rup Road.

Horizon 3: Transform

- Intensely developed commercial core and residential precinct set amid extensive wetlands establishing a high amenity business park setting.
- Research and development hub, with manufacturing and production, engineering and trades-related services.

Land use requirements by 2060

	Jobs		Floorspace (sqm)			Net land (ha)		
	No.	%	Low	Med	High	Low	Med	High
Potential build form requirements								
Office	3,500	20%	70,000	87,500	105,000	7	15	26
Local services	3,600	20%	162,000	180,000	270,000	27	45	90
Institutional anchors	3,300	18%	66,000	165,000	198,000	13	55	198
Retail	2,800	16%	70,000	84,000	112,000	7	17	28
Bulky goods retail	500	3%	25,000	30,000	35,000	5	10	17.5
Light industrial	1,900	11%	95,000	190,000	285,000	19	63	114
Freight and logistics	1,400	8%	140,000	280,000	350,000	47	140	140
Heavy industrial	900	5%	90,000	135,000	180,000	22.5	45	72
Total	17,900	100%	718,000	1,151,500	1,535,000	147	390	686
Potential locational type requirements								
Centre/dispersed	800	4%	26,600	30,700	43,300	4	7	13
Business park	9,200	51%	263,300	363,600	484,500	39	93	231
Light Industrial	6,100	34%	264,600	477,800	646,900	58	174	299
Heavy Industrial	1,800	10%	163,500	279,400	360,300	46	116	143
Total	17,900	100%	718,000	1,151,500	1,535,000	147	390	686

Knowledge-intensive

Health & education

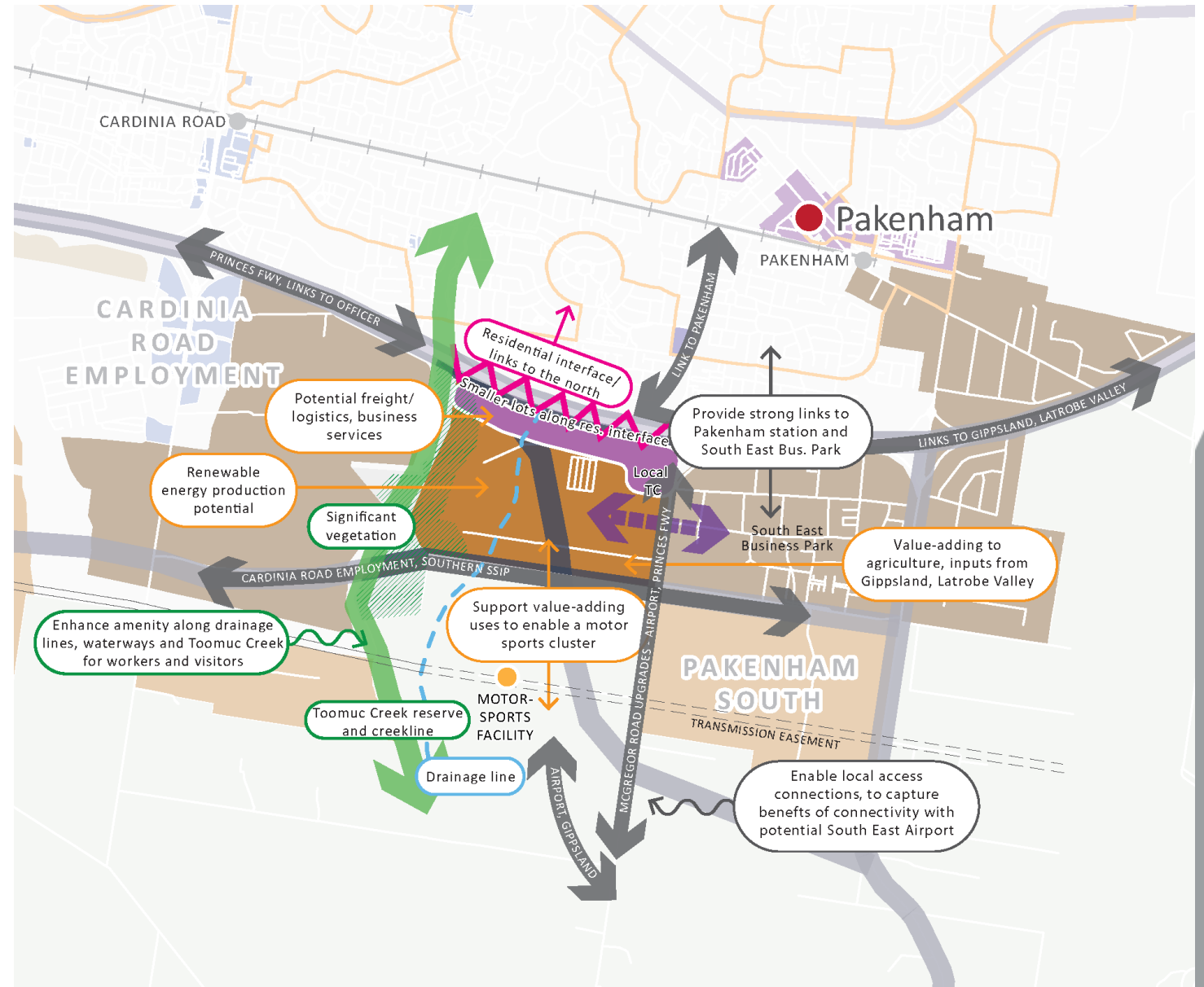
Population-serving

Industrial

Pakenham West

Future urban structure

- State Significant Industrial Precinct.
- Uses along Princes Freeway (PFN) interface sensitive to residential area (north), key location for freight/logistics and warehouse.
- Development activity balanced with areas of significant vegetation and appropriate buffers.
- Potential for renewable energy generation explored in SSIP.
- Strong north-south transport connections and links to Southern SSIP to generate market connections for freight and logistics.
- Support value-adding uses to enable a Motor Sports cluster with facility to the south.



Pakenham West

The State Significant Industrial Precinct will support a local Motor Sports Cluster, and South East Business Park, as well as providing land for manufacturing and logistics activities using its connectivity to the Principal Freight Network.

Strategic role	<ul style="list-style-type: none"> State Significant Industrial Precinct (SSIP) linked to PFN on Princes Freeway, potential for freight and logistics interface with the Princes Freeway. Renewable energy, food production/value-adding to produce from Gippsland and the Latrobe Valley. Links to the Pakenham Motor-Sports Facility (e.g. R&D). Strong links taking freight & produce to the future Airport via new bypass, and McGregors Road upgrades. 				
Precinct role	State Significant Industrial Precinct (SSIP)				
LGA	Cardinia Shire	PSP Status	Yet to be completed	Number of lots Average lot size (ha)	8 26 ha
Area (Gross Net)	224 115 ha (SSIP)	2060 job target	2,800 (SSIP)	Dwellings	N/A
Target sectors	Freight and logistics, food and energy production, linked to Eastern Irrigation Scheme, value-adding to agriculture from Gippsland, Latrobe Valley.				
Key features	Food research and development/manufacturing hub, energy and IWM training, connections to Livestock Exchange, connections to motor-sports facility, business corridor along Princes Freeway				
Transport	Thompsons Road PFN/Business Corridor, Princes Freeway (PFN) interchange, public transport links into Pakenham and Officer Town Centres.				
Nearby nodes	Officer and Pakenham major activity centres, connections to Southern SSIP via Thompsons Road/Princes Freeway PFN, connections to the future South East Airport via Koo Wee Rup Road.				
Competitive advantage	<p>Close to Pakenham major activity centre and direct access to the Princes Freeway, Cardinia Road and Pakenham train stations. Some flooding constraints which will be managed offsite. Adjacent to the existing South East Business Park and proposed major sports facility to the south.</p> <p>This precinct contains a major conservation reserve as part of the Melbourne Strategic Assessment and resolution about land uses and management around that location will need to be resolved to facilitate development; this is challenging due to the reserve layout.</p>				
Challenges/ threats	Residential encroachment on SSIP functions, land subject to inundation along creek lines, manage impacts from industrial land to motorsports precinct, and impact of motorsports precinct on uses in the SSIP, significant flora/fauna limits development options in some places (but provides amenity opportunities).				
Drafting instructions	<ul style="list-style-type: none"> Lot layout/urban structure requires allowance for intensification over time, with smaller lots concentrated in the northern parts of the precinct along the Princes Freeway interface where lower impact (freight, logistics and warehousing, distribution centres) are appropriate to buffer SSIP uses from residential areas. Strong connection between Pakenham West and Pakenham Business Corridor, and South East Business Park, as well as north-south links to South East Airport generating uses along PFN corridors. 				

Actions to support the Pakenham West precinct strategic role & function

Horizon 1: Consolidate to 2030

- Resolve bypass location and intersection upgrades
- Resolve implications of conservation management reserve
- Manage flood risks throughout precinct.

Horizon 2: Augment and enhance

- Implement integrated water management infrastructure and systems to manage flooding across the site
- Prioritise high quality built form at precinct gateway sites: McGregor/Thompsons Road
- High quality development along McGregor Road and Thompsons Road intersection with smaller lots to cater for local businesses/urban services while larger formats encouraged in remaining precinct.

Horizon 3: Transform

- Food/fibre advanced manufacturing and R&D headquarters.

Land use requirements by 2060

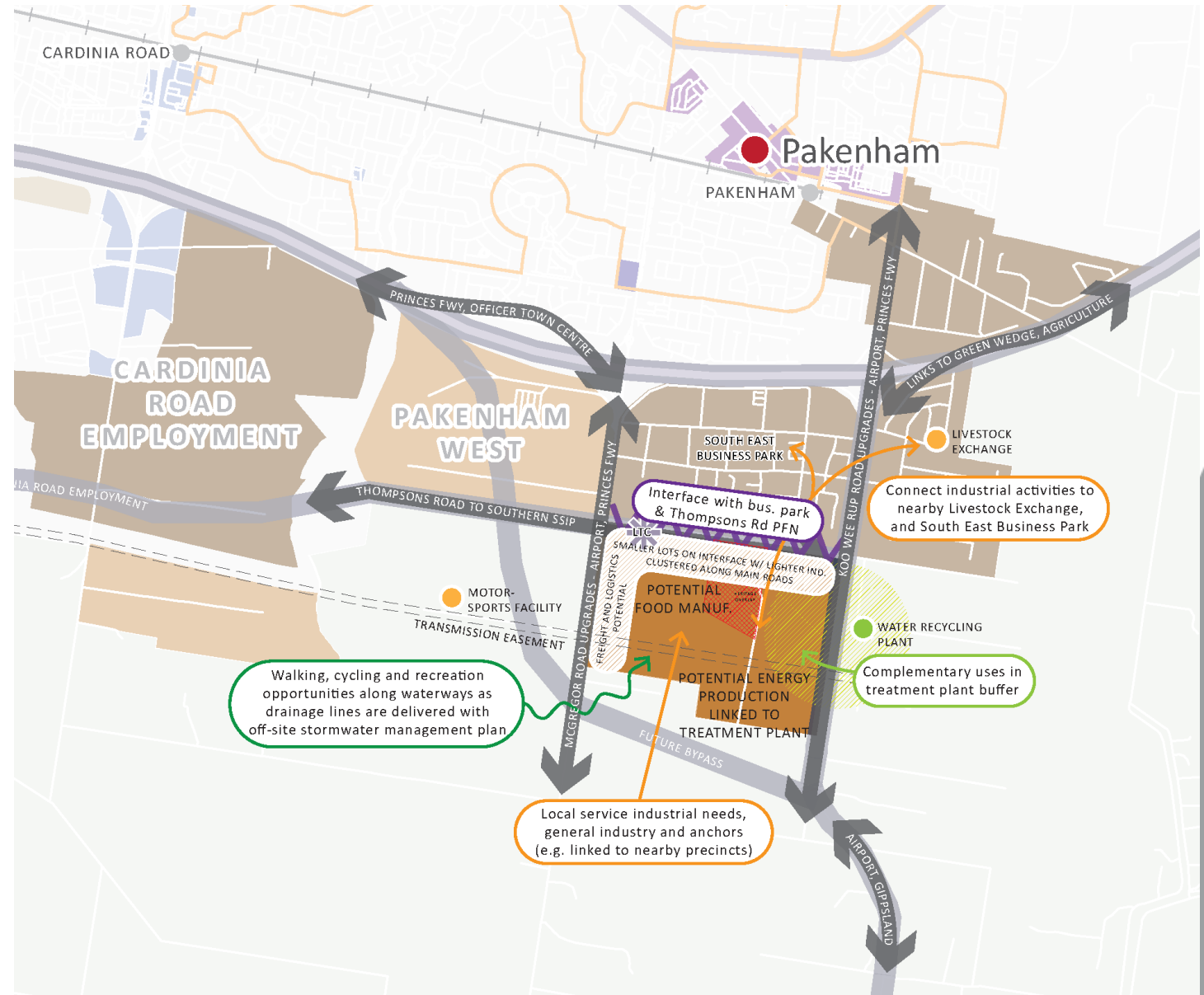
	Jobs		Floorspace (sqm)			Net land (ha)		
	No.	%	Low	Med	High	Low	Med	High
Potential build form requirements								
Office	800	28%	16,000	20,000	24,000	2	3	6
Local services	300	10%	13,500	15,000	22,500	2	4	8
Institutional anchors	300	10%	6,000	15,000	18,000	1	5	18
Retail	400	14%	10,000	12,000	16,000	1	2	4
Bulky goods retail	100	3%	5,000	6,000	7,000	1	2	3.5
Light industrial	300	10%	15,000	30,000	45,000	3	10	18
Freight and logistics	500	17%	50,000	100,000	125,000	17	50	50
Heavy industrial	200	7%	20,000	30,000	40,000	5	10	16
Total	2,900	100%	135,500	228,000	297,500	32	86	123
Potential locational type requirements								
Business park	1,000	34%	27,800	40,000	51,400	4	10	26
Light Industrial	1,200	41%	59,500	104,000	138,800	14	41	55
Heavy Industrial	600	21%	48,200	84,000	107,300	14	36	42
Total	2,900	100%	135,500	228,000	297,500	32	86	123

■ Knowledge-intensive
 ■ Health & education
 ■ Population-serving
 ■ Industrial

Pakenham South

Future urban structure

- State Significant Industrial Precinct with potential for energy production and connections to Eastern Water Recycling Plant.
- Buffer northern interface (South East Business Park) and McGregor Road by providing smaller lots and light industrial.
- Local town centre in the northern portion of the site.
- Provide complementary uses in the Eastern Treatment Plant buffer and consider buffer increases across site/to adjoining precincts as a result of additional energy production/resource recovery activities.
- Enhance precinct amenity by providing walking, cycling, recreation opportunities along waterways and drainage lines.



Pakenham South

This State Significant Industrial Precinct supports local industries away from sensitive residential areas, with larger lots and direct connections to the Principal Freight Network and potential future South East airport.

Strategic role	<ul style="list-style-type: none"> State Significant Industrial Precinct (SSIP) with excellent links to possible future South East Airport via McGregor and Koo Wee Rup Roads. Market links to South Gippsland, Western Port Green Wedge (inputs). 136 ha (net) land available for freight and logistics, food/energy production, manufacturing, light and heavy industry. Convenience centre located towards north-western part of precinct, linking to South East Business Park. 				
Precinct role	State Significant Industrial Precinct (SSIP)				
LGA	Cardinia Shire	PSP Status	Yet to be prepared	Number of lots Average lot size (ha)	5 37 ha
Area (Gross Net)	182 127 ha (SSIP)	2060 job target	2900 (SSIP)	Dwellings	N/A
Target sectors	Freight and logistics (especially clustered along road interfaces), food production linked to surrounding agricultural areas (Green Wedge, Gippsland, Latrobe Valley), energy production linked to Eastern Irrigation Scheme/nearby Pakenham Water Treatment Plant. Opportunity for complementary energy/recycling activities within the Water Treatment Plant buffer. Opportunity for materials recycling and resource recovery plants where they may take advantage of good transportation connection, research, and development links to generate energy or close manufacturing loops.				
Key features	Link to water recycling plant, connections to Livestock Exchange and South East Business Park. Links to outdoor recreation with nearby Pakenham Motor-Sports Facility. Will have excellent connectivity to the possible future South-East Airport.				
Transport	Koo Wee Rup Road, Greenhills Road, and McGregor Road intersection upgrades.				
Nearby nodes	Pakenham and Officer via the Princes Freeway, will also be connected to the Thompsons Road future PFN.				
Competitive advantage	Located on the urban growth boundary (UGB), current links to agriculture and outdoor recreation. Located directly south of the South East Business Park within the SSIP and has excellent connectivity to the Princes Freeway via the Healesville-Koo Wee Rup Road, currently being upgraded. Directly adjacent to the Pakenham Water Recycling Plant, turf/horticultural activities in Pakenham South and the motor sports facility to the west.				
Challenges/ threats	Residential encroachment on SSIP functions, high voltage electricity easement limits development in corridor limits transport and development options within the easement.				
Drafting instructions	<ul style="list-style-type: none"> Lot layout/urban structure requires allowance for intensification over time and cluster smaller lots with potential for light industrial along northern and western parts of the precinct Strong connection required between Pakenham South and nearby business precincts, to ensure market connections between potential South East Airport, PFN and region 				

Actions to support the Pakenham South precinct strategic role & function

Horizon 1: Consolidate to 2030

- Subdivision: Deliver a range of lot sizes with smaller lots at northern and western boundaries away from Water Recycling Plant and electricity easement buffer.

Horizon 2: Augment and enhance

- Leverage proximity to the Pakenham Water Recycling Plant to implement integrated water management infrastructure and systems
- Prioritise high-quality built form at precinct gateway sites: McGregor/Greenhills Road intersection, Healesville-Koo Wee Rup/Greenhills Road intersection.

Horizon 3: Transform

- Innovative value-adding manufacturing businesses that take advantage of the utility buffers and connections to Green Wedge/agricultural links.

Land use requirements by 2060

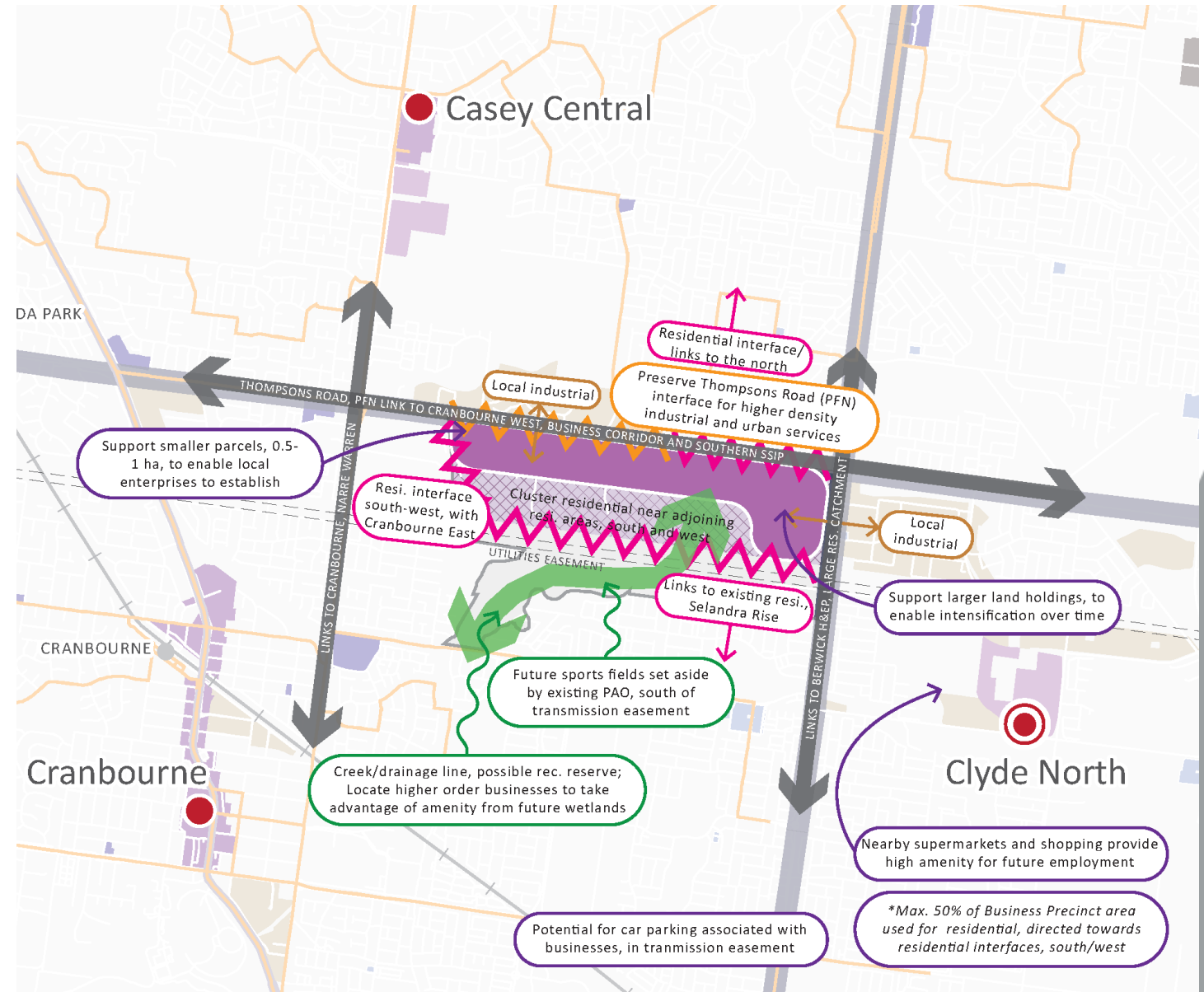
	Jobs		Floorspace (sqm)			Net land (ha)		
	No.	%	Low	Med	High	Low	Med	High
Potential build form requirements								
Office	800	28%	16,000	20,000	24,000	2	3	6
Local services	300	10%	13,500	15,000	22,500	2	4	8
Institutional anchors	300	10%	6,000	15,000	18,000	1	5	18
Retail	300	10%	7,500	9,000	12,000	1	2	3
Bulky goods retail	100	3%	5,000	6,000	7,000	1	2	3.5
Light industrial	300	10%	15,000	30,000	45,000	3	10	18
Freight and logistics	600	21%	60,000	120,000	150,000	20	60	60
Heavy industrial	200	7%	20,000	30,000	40,000	5	10	16
Total	2,900	100%	143,000	245,000	318,500	35	96	132
Potential locational type requirements								
Business park	1,000	34%	26,600	38,500	49,400	4	10	25
Light Industrial	1,200	41%	63,300	112,500	149,300	16	45	60
Heavy Industrial	700	24%	53,200	94,000	119,800	15	41	47
Total	2,900	100%	143,000	245,000	318,500	35	96	132

■ Knowledge-intensive
 ■ Health & education
 ■ Population-serving
 ■ Industrial

Croskell

Future urban structure

- Regionally Significant Commercial Precinct (growth area business with residential)
- Mixed use business park for offices and commercial uses with future potential to regenerate to cater for higher density residential and office uses
- Support larger landholdings along northern and eastern parts of the precinct, linking to local industrial north of Thompsons Road.
- Enable intensification of these lots over time to support transition to regional business precinct connected to the Thompsons Road Business Corridor.
- Cluster residential development in the southern part of the site, where there is an interface with creeklines and existing residential.
- Resolve land uses and safety considerations within utilities easement.
- Examine opportunities for recreation in creek/drainage line connecting to existing open space network.



Croskell

Regionally significant commercial land (mixed use business park), for offices and commercial uses, with potential to cater for higher density residential and office uses. The precinct has potential to develop as a business centre serving a broader catchment, leveraging its location on the Thompsons Road Business Corridor.

Strategic role	<ul style="list-style-type: none"> Regionally significant commercial area (Business precinct), delivering intensive employment (service industries, offices, and research), located on the future PFN (Thompsons Road), connected to Cranbourne West and Thompsons Road Business Corridor. Thompsons Road interface preserved for industrial, freight/logistics and urban services linked to PFN. Connected to the PPTN and large established residential catchment, with potential to expand its role to become a business centre serving a larger catchment in future, leveraging high quality public transport links to the broader region. Southern part residential, linked to Clyde Creek and Cardinia Creek South. 				
Precinct role	Regionally Significant Commercial Land				
LGA	Casey City	PSP Status	Yet to be completed	Number of lots Average lot size (ha)	18 15 ha
Area (Gross Net)	169 118 ha (RSCA) 103 36 ha (Other/res) 272 154 ha (Total)	2060 job target	2,900 (RSCA) 2,900 (Total)	Dwellings	1,100 (RSCA) 900 (Other/res) 2,000 (Total)
Target sectors	Intensive employment (service industries, offices, commercial activity, research and limited large-format retail), with no less than 50% of the land allocated for employment. Some residential to support employment activities (capped at 50% of land). Will also support trades, professional, technical and scientific/education if linked to nearby anchors. May include creative/innovation hub over time.				
Key features	Direct interface to Thompsons Road future PFN, Thompsons Road Business Corridor, and to adjoining local industrial precincts (north and east). Large established and growing residential catchment.				
Transport	Thompsons Road link into public transport, and future PFN. Strong north-south public transport links along Berwick-Cranbourne Road, and Narre Warren Road.				
Nearby nodes	Cranbourne, Casey Central and Clyde (future). Direct access to Berwick Health and Education Precinct.				
Competitive advantage	Northern boundary is Thompsons Road, linking it to the Thompsons Road Business Corridor, centrally located within the Casey growth area and will have access to a significant residential population catchment in future. Creekline basis for an environmental/recreation feature.				
Challenges/ threats	Large areas subject to inundation, high voltage power line through bottom half of precinct limits transport and development options within the easement.				
Drafting instructions	<ul style="list-style-type: none"> Examine retail cap (floorspace cap) in the UGZ schedule as part of Horizon 1 implementation, especially around large format retail uses Lot layout/urban structure requires allowance for intensification over time, and land use change (e.g. office, warehouse) by working of a lot base that enables 400x400 metre blocks (Refer to SEEC Context Report for further information) Strongly integrate new residential development with adjoining residential areas, to ensure neighbourhood population size can be achieved at a scale that generates sufficient demand for infrastructure and services (i.e. no less than 3,000 people) Residential development to occupy no more than 50 percent of land designated as Regionally Significant Commercial 				

Actions to support the Croskell precinct strategic role & function

Horizon 1: Consolidate to 2030

- Reserve land around creekline for future reserve/open space
- Resolve location of utilities easement in southern part of the precinct and its complementary uses (e.g. open space, transport links), including as a way of managing the industrial/residential interface

Horizon 2: Augment and enhance

- Industrial/business and residential areas connected to integrated water management
- Remediate Boral Concrete site for parklands
- Protect the Thompsons Road Freight route from sensitive uses by providing a non-residential buffer

Horizon 3: Transform

- Urban renewal within mixed/business area focused on professional, technical, scientific and education services
- High capacity public transport along Thompsons Road and Berwick-Cranbourne Road C407; and connection to Merinda Park and Cranbourne railway stations.

Land use requirements by 2060

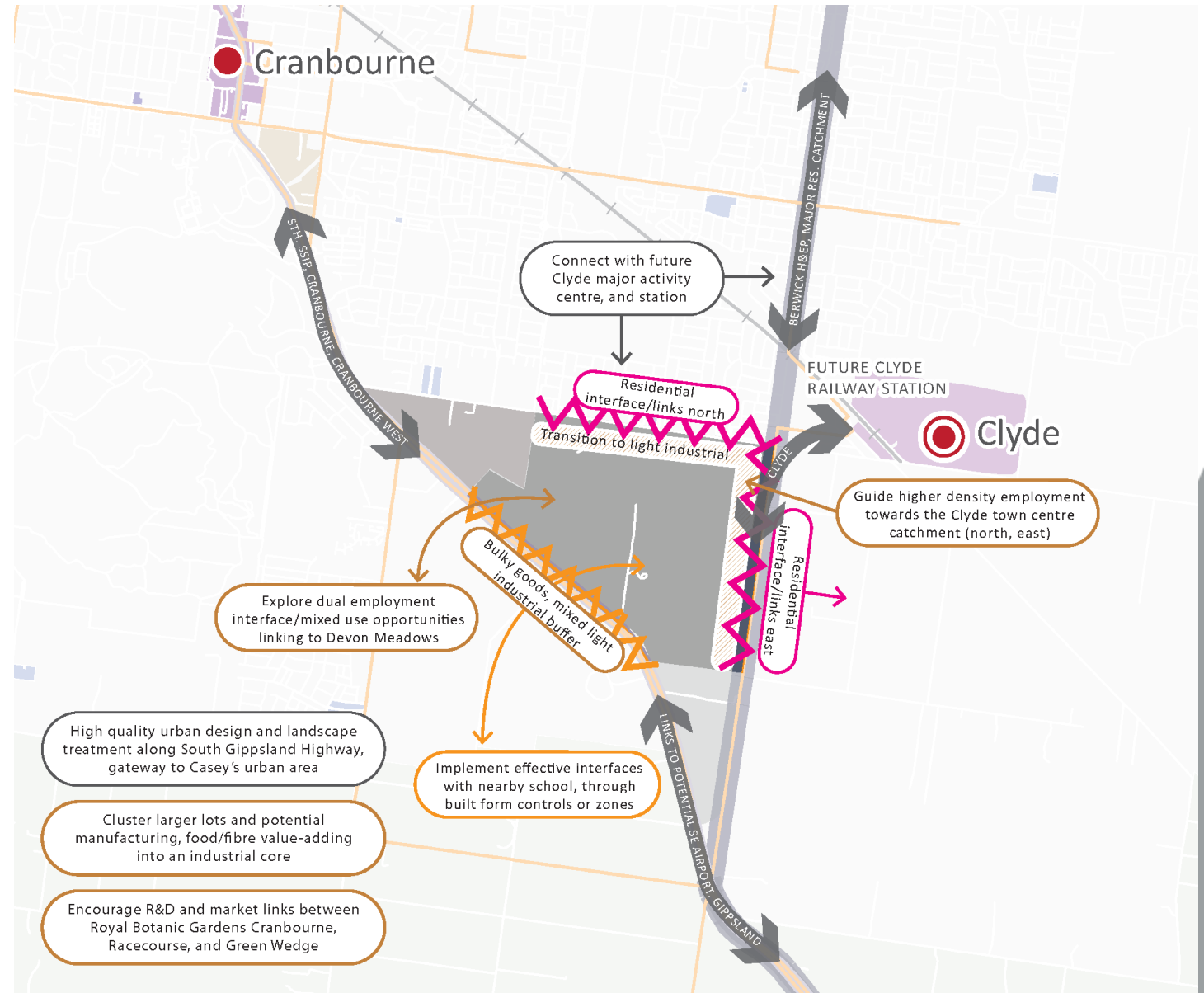
	Jobs		Floorspace (sqm)			Net land (ha)		
	No.	%	Low	Med	High	Low	Med	High
Potential build form requirements								
Office	500	17%	10,000	12,500	15,000	1	2	4
Local services	600	20%	27,000	30,000	45,000	5	8	15
Institutional anchors	500	17%	10,000	25,000	30,000	2	8	30
Retail	500	17%	12,500	15,000	20,000	1	3	5
Bulky goods retail	100	3%	5,000	6,000	7,000	1	2	3.5
Light industrial	400	13%	20,000	40,000	60,000	4	13	24
Freight and logistics	200	7%	20,000	40,000	50,000	7	20	20
Heavy industrial	200	7%	20,000	30,000	40,000	5	10	16
Total	3,000	100%	124,500	198,500	267,000	25	66	117
Potential locational type requirements								
Centre/dispersed	1,200	40%	33,900	43,000	59,500	5	10	24
Business park	1,800	60%	90,600	155,500	207,500	20	56	93
Total	3,000	100%	124,500	198,500	267,000	25	66	117

■ Knowledge-intensive
 ■ Health & education
 ■ Population-serving
 ■ Industrial

Casey Fields South

Future urban structure

- Regionally Significant Industrial Precinct (RSIP) with possibility to increase catchment over time via connections to the potential future South East Airport.
- Strong connections to Royal Botanic Gardens Cranbourne, Racecourse and Westernport Green Wedge.
- High quality landscape and urban design treatment along South. Gippsland Highway as the gateway to Casey's urban area.
- Create larger lots along precinct boundaries to enable intensification over time to smaller lots and light industrial uses that provide a sensitive interface to adjoining residential areas.
- Guide higher density employment towards Clyde town centre catchment (north-east).
- Provides industrial/commercial land to support population serving uses.



Casey Fields South

Regionally Significant Industrial Precinct (RSIP) which caters for industrial and larger commercial land uses, supporting the nearby population in Cranbourne, and the emerging Clyde area.

Strategic role	<ul style="list-style-type: none"> Regionally significant industrial precinct (RSIP) with 288 ha of land for future industrial uses, including leveraging connections to the Royal Botanic Gardens Cranbourne, the Cranbourne Racecourse and the Western Port Green Wedge. Access to the South Gippsland Highway (PFN) and a proposed new railway station at Clyde. Large residential catchment and links to Cranbourne, future Clyde major activity centre, with potential to expand to a regional role with strong connections to the South East Airport in future. 				
Precinct role	Regionally Significant Industrial Precinct (RSIP)				
LGA	Casey City	PSP Status	Yet to be completed	Number of lots Average lot size (ha)	22 10 ha
Area (Gross Net)	233 158 ha	2060 job target	4,200	Dwellings	N/A
Target sectors	Light industry, population-serving and urban services, sports and recreation R&D linked to Racecourse, links to Royal Botanic Gardens Cranbourne, potential for agriculture value-adding to produce from South-Gippsland and Western Port Green Wedge (in core).				
Key features	Excellent access to Western Port Green Wedge and agricultural areas beyond. Very well connected to large residential population north and west of the site, across Clyde and adjoining PSPs (catchment of around 40,000 people).				
Transport	South Gippsland Highway (PFN), will be close to future Clyde railway station and Clyde rail extension, also direct connection to future South-East Airport via South Gippsland Highway.				
Nearby nodes	Cranbourne, Clyde (future), direct link north to Berwick Health and Education Precinct, close to Cranbourne West (likely to have similar role).				
Competitive advantage	Southern boundary on the South Gippsland Highway providing excellent access to the Western Port Green Wedge and agricultural areas beyond. Ballarto Road connects the precinct west to Frankston and to Eastlink. Close to the future Clyde town centre and Clyde train station. Nearby residential areas will provide a future population catchment of around 40,000. Close to Cranbourne Botanic Gardens and sports and recreation hub as key assets.				
Challenges/ threats	Located on the UGB fringe, areas subject to inundation.				
Drafting instructions	<ul style="list-style-type: none"> Lot layout/urban structure requires allowance for intensification over time, and land use change (e.g. light industrial, warehouse) by working of a lot base that enables 400x400 metre blocks (Refer to SEEC Context Report for further information) Along the South Gippsland Highway frontage, concentrate urban design to create a key gateway into Casey's urban area. Land use, development, tree planting and public artwork along South Gippsland Highway must contribute to this amenity and arrival experience 				

Actions to support the Casey Fields South precinct strategic role & function

Horizon 1: Consolidate to 2030

- Allow nurseries, horticulture and existing activities to continue
- Bring forward Cranbourne rail extension and new Clyde railway station

Horizon 2: Augment and enhance

- Use integrated water management systems to manage flood risks and enable water reuse across the site
- Establish public transport links to Casey Fields South to Clyde major activity centre and the new railway station; review role of Bollarto Rd


Horizon 3: Transform


- Introduce zoning to enable a range of light industry connected to key sectors—food value-adding, freight and logistics, urban services, sport/recreation and links to the Royal Botanic Gardens
- The South Gippsland Highway frontage will contain a bulky goods precinct to serve nearby residential populations
- Link to the South East Airport and Port of Hastings via South Gippsland Highway.

Land use requirements by 2060

	Jobs		Floorspace (sqm)			Net land (ha)		
	No.	%	Low	Med	High	Low	Med	High
Potential build form requirements								
Office	700	17%	14,000	17,500	21,000	1	3	5
Local services	600	15%	27,000	30,000	45,000	5	8	15
Institutional anchors	500	12%	10,000	25,000	30,000	2	8	30
Retail	700	17%	17,500	21,000	28,000	2	4	7
Bulky goods retail	100	2%	5,000	6,000	7,000	1	2	3.5
Light industrial	600	15%	30,000	60,000	90,000	6	20	36
Freight and logistics	600	15%	60,000	120,000	150,000	20	60	60
Heavy industrial	300	7%	30,000	45,000	60,000	7.5	15	24
Total	4,100	100%	193,500	324,500	431,000	44	120	181
Potential locational type requirements								
Business park	1,400	34%	39,800	57,100	76,100	6	15	36
Light Industrial	2,800	68%	153,800	267,500	354,900	38	105	144
Total	4,100	100%	193,500	324,500	431,000	44	120	181

 Knowledge-intensive

 Health & education

 Population-serving

 Industrial