

SANDHURST
LOCAL STRUCTURE PLAN
SUPPLEMENTARY DOCUMENT

MAY 1996

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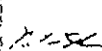
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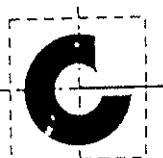
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This is a true copy of the amendment approved by the
Minister for Planning and Local Government on

25 JUL 1996

 Adrian Salmon Co-ordinator, Amendment Services
Office of Planning and Heritage
Department of Infrastructure

IAS-ANZ



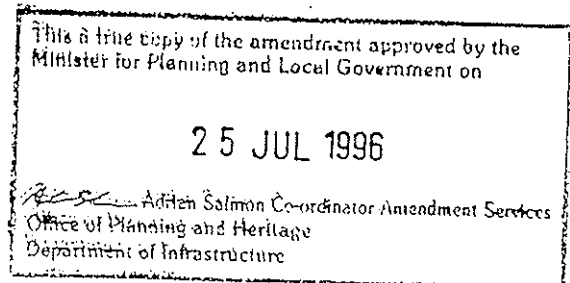
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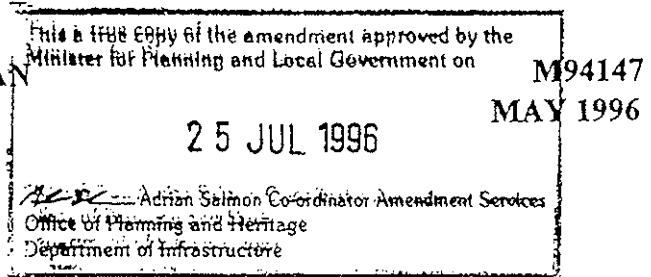


NOTE :

This supplementary document is to be read in conjunction with the original Sandhurst LSP document - Version 94/1217.5- 16/3/95.

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1. Development Concept

The Sandhurst Local Structure Plan proposal (previously known as Amendment RL164 to the Cranbourne Planning Scheme) was considered by the Frankston City Council and in due course by an independent panel appointed by The Minister for Planning and Development. The independent panel failed to support the application and recommended that the Frankston City Council abandon it. Frankston City Council however did not support the Panel's decision and referred the matter to the Minister for Planning, however he subsequently refused to approve the amendment in the form that was submitted.

Notwithstanding his refusal, the Minister indicated a willingness to consider an alternative design that more closely integrated the area with the existing Carrum Downs Outline Development Plan and utilised the golf courses to provide a defensible barrier to further development to the north and east.

A revised plan has now been prepared and this supplementary report refers to that amended plan. In so far as the principle of Sandhurst is concerned, the original Sandhurst Local Structure Plan Document is tabled as the primary document and reference should be made to it in conjunction with this supplementary report.

The amended development concept shown on plan No. TW-01 shows the northern most course to be one that is continuous without any vehicular crossings and provides the 1st and 10th tees and 9th and 18th greens in close proximity to the proposed clubhouse precinct and provides a series of wetland retarding basins to achieve similar results to that desired in the initial proposal. This northern course will separate the rural land to the north from the extension of the existing Carrum Downs residential area.

The southern course is to be constructed in a series of fingers providing green wedges of land throughout the residential components and a significant extent of interface between residential and golf. There will be a distributor road with a series of collectors, access ways and places throughout the residential areas which will contain up to 1850 residential dwelling sites.

There will be better interfacing with the existing Carrum Downs residential area to the south than was included in the earlier plan but there will remain approximately 50% residential and 50% golf and recreation use.

It is intended to still have a Clubhouse Precinct that will cater for both quality and dormitory style accommodation for visitors and competitors, clubhouse, sporting administration and related management accommodation, pro shop, sports medicine clinic and some minor retail facilities. It was originally intended that a service station/convenience shop, family restaurant, fast food and video outlet be incorporated on the south eastern corner of Thompsons Road and McCormicks Road, however this has now been deleted from the project. There will however still be an opportunity for development of a turf management apprenticeship school within the golf and practice facility precincts.

It is anticipated that a primary school and preschool centre will still be required and will be incorporated somewhere in the south eastern sector of the project in a similar location to that was depicted in Precinct 9 on the original plan. It was also intended that a community facility still be provided in the clubhouse precinct area comprising a community building and tennis courts. There will also be a number of sites spread throughout the development that will be suitable for local shops, including one adjacent to the primary school precinct. Consequently there will now only be two activity nodes, one for the golf club and community recreation precinct, located near the centre of the site and the school and community facility precinct located in the south eastern sector of the site.

It is still intended that there be only one central clubhouse which will serve both the membership and the public and both courses will be operated by one golfing body. It will now be the Headquarters for Golf in Australia and be administered by the Australian Golf Union (AGU).

From an external perspective the rural nature of the site will still be maintained except for those areas adjacent to Wedge Road and McCormicks Road which of course are adjacent to the existing residential sector of Carrum Downs. Elsewhere there will be a minimum set back of residential areas from other roads of 120 metres. It is not intended that there be any access from Thompsons Road, Taylors Road or Wedge Road between McCormicks Road and Taylors Road. Access to Sandhurst will be confined to McCormicks Road and Wedge Road west of McCormicks Road.

The golf courses, the northern one in particular, will provide a very real and practical barrier to further residential development to the north and east, but at the same time provide a permanent green edge to Thompsons and Taylors Roads. It is expected that landscape tree reserves will still be provided six metres wide along McCormicks Road and Wedge Road where residential development is proposed, with provision for appropriate access for vehicles, pedestrians and cyclists.

It is planned that the northern golf course be constructed as part of stage 1 together with the clubhouse facilities and residential components immediately to the east of the clubhouse area. Staging will then continue from the north to the south and east providing golf course frontages to a significant number of residential dwelling sites through the second golf course. Access to the development will be from McCormicks Road which will be constructed in part, as part of the first stage of development. As development proceeds south, services will be extended and the complete construction of McCormicks Road will be undertaken.

2. Population

The reduction in number of residential dwelling sites from a maximum of 2500 to a maximum of 1850 will result in a population of approximately 5550 persons, based on an average household size of 3 persons.

It is anticipated that the future population profile will remain consistent with that indicated in the original submission resulting in the following population projection.

2775 adults (50%)
 832 teenagers (15%)
 1110 children (20%)
 833 older people (15%)

3. Land Use

The total land area available for Sandhurst has now been reduced to 308 ha as a result of the deletion of the proposed convenience store and service station facility on the corner of Thompsons and McCormicks Road.

These areas are broken down as follows :

Golf course, golf and community precinct 144 ha.
 Public open space 7.2 ha
 Primary school and community facilities precinct 3.6 ha.
 Net residential area 153.2 ha
 Total site area 308 ha.

Residential allotment or dwelling area sites will vary from approximately 250 sq. metres up to 1750 sq. metres resulting in an average lot size in the order of 740 sq. metres.

4. Activity Centres and Precincts

There will now only be two primary nodes of activity, the centrally located golf and community recreation precinct and the primary school precinct in the south eastern sector of the site. It is not planned to incorporate any significant retail activity centres within the Sandhurst Local Structure Plan.

The primary school will still be located in the south eastern sector of the project and be accessed by a collector road providing connections to McCormicks Road with a lineal open space network and pedestrian and bicycle path network linking it to all key residential areas including those to the south in the existing Carrum Downs residential area. The golf club precinct will house the headquarters for the Australian Golf Union and be the Headquarters for Golf in Australia with the prospect of the Australian Open being held at Sandhurst on a regular basis.

There will be provision within the golf club precinct for a local convenience store and some minor sport related commercial activities. It is intended that another local store be incorporated in the south eastern sector, adjacent to the primary school site and another in the south west sector.

5. Community Facilities and Services

The same principles elicited in the original LSP document will prevail and the facilities and services will be similar, with perhaps a greater emphasis on pedestrian and bicycle path network linking more closely with the existing Carrum Downs Outline Development Plan area to the south.

6. Open Space

As a result of the redesign of the Sandhurst Local Structure Plan it is anticipated that a similar amount of Public Open Space, namely 7.2 ha., will be retained within the project, representing approximately 4.7% of the net residential area of 153.2 ha. (excluding the area provided within the golf course development). Expressed as a percentage of the total project area, Public Open Space and golf course areas would be 52.2% of the total LSP area. The golf component of the total is approximately 47.5%. Public access to the golf courses and club facilities will remain as indicated in the original LSP document.

Other criteria in relation to the accessibility of public open space areas and locations will remain as indicated in the original LSP document. It is also still intended to provide a community facility by way of a building and public access tennis courts in the golf clubhouse precinct area.

The pedestrian and bicycle path network will be comprehensively designed to provide a framework for safe and connected systems between primary focal points such as school sites, local community facilities and external destinations such as shopping centres and secondary school in the existing Carrum Downs township area. The principal links and criteria for the location of circulation routes are expressed in the original LSP document and in principle will be retained.

7. Access

The essential ingredients of the transport and road traffic system will not change from that outlined in the original LSP document, however since access from Thompsons Road is no longer intended and all traffic will be directed through McCormicks Road there are, combined with the anticipated reduced yield, some changes anticipated to traffic movements.

Because of the concentration of access to the project via McCormicks Road it is now anticipated that the number of vehicles using that section of McCormicks Road north of Wedge Road will be up to 18,500 vehicles per day. This volume of traffic can however still be accommodated on a two lane undivided carriageway within the existing 20 metre road reserve. Obviously if any further requirement is imposed by generation of traffic from outside the LSP area then contributions from Council would be expected and these are reflected in Table 9.1 "Proposed Indicative Development Contributions and Apportionments".

It has now been determined by the refusal of the original LSP document that there is not any likelihood of further development within the rural area of the green wedge areas. There is no future requirement for the upgrading of secondary arterial roads, such as Taylors Road and Wedge Road, consequently it is not planned to incorporate any upgrading of those road reserves.

It is still anticipated that public transport facilities will be provided in the same manner as proposed in the original LSP document. Pedestrian and bicycle linkages will be retained as indicated in section 9.3 of the original LSP document.

As a result of the amendments to the proposed structure plan a new traffic plan has been shown and incorporated as Appendix 1, the principal elements of which are the traffic control and management required at intersections particularly these are listed below.

- Thompsons Road/McCormicks Road
- McCormicks Road and middle collector road for the project where it is anticipated that signalisation will be required.
- Appropriate intersection treatment incorporated for other arterial and collector road intersections into McCormicks and Wedge Roads.

The internal road hierarchy will basically be in conformity with Victorian Code for Residential Development and comprise a number of trunk collectors, collector streets, access streets and places. The objectives of the road network will remain as indicated in the original LSP document.

8. Hydraulic and Reticulated Services

The amended Local Structure Plan contained herein does not materially affect any of the proposed services to the project with the exception that obviously the retarding basin and drainage layout will change to conform with the proposed amended golf course and residential areas. Significant additional flood routing and ascertaining of design flood levels was undertaken prior to the panel hearing and documentation in relation to this should be read in conjunction with this supplementary LSP document. In brief, it is proposed that full attenuation of the 100 year ARI event will not be accommodated by this development, however flood storage within the golf course precinct will be maximised in the detailed design to provide a significant degree of attenuation, and hence reduction in the extent of Thompsons Road flooding.

There are a number of amendments that are relevant in relation to the change in service providers since the original LSP document was prepared. These are listed below :

SECV should now read United Energy

Melbourne Water in relation to water supply and sewerage should now read South East Water

Telecom should now read Telstra

Gas and Fuel Corporation should read Gas and Fuel

It should also be noted that Optus will be given the opportunity to install their telephone and television cables at the construction stage, providing real customer choice by underground facilities for both telecommunications and cable TV.

9. Economic Development/Tourism and Employment

As has been previously outlined, this project is now known as the "Headquarters for Golf in Australia" and the golfing aspect of it will be managed and operated by the Australian Golf Union and will include major championships such as the Australian Open.

As a result of the reduced number of residential dwelling units there will be a reduction in total population to approximately 5,550 people who will of course assist in stimulation of the local economy within the LSP area and within the existing local community.

10.. Development Contributions

Although the new Sandhurst LSP reflects a change in yield down to 1850 residential dwelling sites from a net residential area of 153.2 ha., it is not anticipated that there be a unit reduction in the development contributions payable by the project for the various infrastructure components. It is now anticipated that contributions to residential dwelling sites be approximately \$2077 which would result in a contribution per hectare of \$25,084. Whilst these figures are somewhat different to those originally projected in the earlier LSP document the principle of the calculation has not changed and a new table is scheduled overleaf. It is again emphasised, as was done earlier, that it is a preliminary estimate and can be varied as a result of further negotiation between the council, relevant authorities and the proponent or developer based on the attached table. Access is no longer going to be taken directly from Thompsons Road, consequently it is not felt that there is any requirement to make contribution to the upgrading of Thompsons Road. It is ultimately to be upgraded in accordance with the Vic Roads plan for it becoming a major inter-regional arterial, the cost of which can therefore be attributed entirely to Vic Roads. This is the same argument and

stance that was held in the original LSP document but can be further strengthened by virtue of the indirect loading onto Thompsons Road now rather than direct loading as was earlier planned.

Funding of traffic infrastructure basically will remain in accordance with those items outlined in the original LSP document as it will for funding of recreational facilities. The only change in the recreational facilities is the percentage of open space (now approximately 4.7%) with a total open space comprising golf course and passive recreation of approximately 52% of the gross area.

Other details of funding of community services, mechanisms and safeguards will remain essentially the same as indicated in the original LSP document.

May, 1996

TABLE 10.1

**INDICATIVE DEVELOPMENT CONTRIBUTIONS & APPORTIONMENT
SANDHURST PROJECT INFRASTRUCTURE COMPONENTS**

COMPONENT		TOTAL COST \$000 's	DEVELOPER'S SHARE %	DEVELOPER'S COSTS \$000
1	<u>Community Services and Facilities</u>			
	Recreation - Multi-purpose community building	210	100	210
	Tennis Courts	150	100	150
	Community building/tennis court land	200	100	200
	Landscaping and carparking for community facilities	50	100	50
	Pre-school centre	170	75	127.5
	Infant welfare centre	160	50	80
	Land for Pre-school and infant welfare centre	140	62.5	87.5
	Landscaping and carparking for centres	60	62.5	37.5
		1140		942.5
2.	<u>Recreational Facilities</u>			
	Development and landscaping of open space	670	40	268
	Fencing of open space	50	40	20
	Bicycle path network	500	25	125
		1220		413
3.	<u>External Road Construction</u>			
	McCormicks Road Construction	1844.5	100	1844.5
	Land for reservation /tree reserve widening	243	100	243
	Wedge Road (part only) Construction	239.7	75	179.8
	Intersections			
	- Thompsons Road/McCormicks Road	180	66	120
	- McCormicks Road intersection (1)	50	100	50
	- Wedge Road intersection (1)	50	100	50
		2607.2		2487.3
	TOTAL COST	4967.2		3842.8
	TOTAL LAND AREA (including golf courses)			308 ha.
	RESIDENTIAL LAND AREA (including public open space, Primary School, & community facilities).			153.2 ha.
	TOTAL NO. OF LOTS			1850
	CONTRIBUTION PER LOT			\$2077
	CONTRIBUTION PER Ha. (Residential Land)			\$25,084