
Cranbourne–Pakenham Growth Area

The South Eastern Growth Area Plan and Ministerial Directions were originally prepared in 1990. These apply to the City of Casey and Shire of Cardinia and suburbs such as Cranbourne, Pakenham and Officer.

Between 1996–99, this growth area yielded some 43 per cent of all residential development in growth areas across Melbourne. Casey is the fastest-growing municipality in the metropolitan area, with development on a large number of fronts. Based on current rates of development, Casey has some 20 years supply of serviced and serviceable residential land available for development. It is forecast that, in future, this growth area will continue to provide the greatest number of greenfield sites, especially as opportunities diminish for residential development elsewhere in the eastern metropolitan area.

Development in Pakenham has been slow compared to that in other growth areas. It is expected to proceed gradually, according to demand. Planning around Officer will need to address the consolidation of fragmented patterns of land ownership, and provides an opportunity for best practice design that is oriented to public transport. Pakenham's future development is affected by the construction of a freeway bypass to the south.

The Government is committed to extending the rail corridor from Cranbourne to Cranbourne East to service new residential areas, however, funding is not currently available. Casey City Council is reviewing its Municipal Strategic Statement, and proposes an extensive bus network to link activity centres.

Part of this growth area, particularly south of Officer and Pakenham, is located in the Westernport catchment. The natural drainage systems to Western Port have been extensively modified, and the once extensive wetlands of the Koo-wee-rup Swamp replaced by highly productive, intensive agriculture. The man-made drainage system is highly efficient and, hence, stormwater carrying sediments, nutrients and other pollutants is quickly transferred from the growth area to the bay. Appropriate controls must be put in place to ensure that stormwater and ground water entering the Westernport catchment does not have a detrimental effect on this internationally recognised environment.

Similarly, there is a need to protect valuable habitat and areas of landscape significance located in the southern foothills of the Dandenong Ranges.

Strategic actions

- The rezoning of some land designated as future urban, at Cranbourne West and remote from rail services, will be deferred; it will be reassessed as part of the growth area review.
- The further urban expansion of Cranbourne into the Westernport catchment will be prevented.
- Stringent environmental standards for development will be applied, to minimise the impact of development in the Westernport catchment.
- The long-term option for a regional airport located south east of Cranbourne will be safeguarded.
- The long-term potential for urban development opportunities between Pakenham and Bunyip will be maintained by preventing further fragmentation of land holdings.
- The potential for major public transport-oriented development at Officer and West Pakenham, focused on the existing rail facilities, will be investigated.
- The long-term potential for new rail stations at Lynbrook and Cranbourne East will be investigated.
- The possibility of utilising recycled water and on-site treatment systems to minimise the impact on Western Port will be investigated – this may also help in developing sustainable industries.

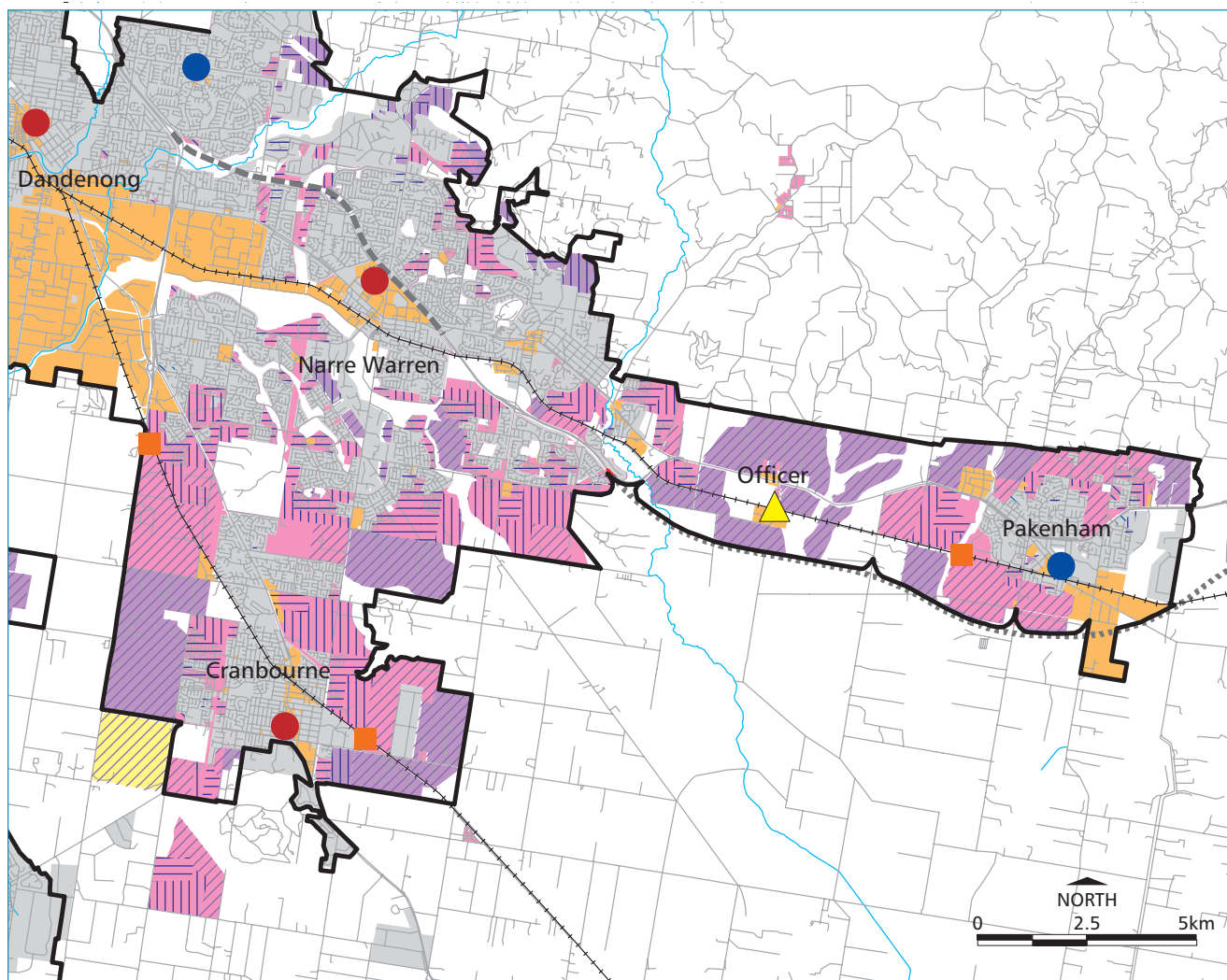


Figure 8. Cranbourne-Pakenham growth area

- Existing urban development
- Future urban
- Residential zone
- Business/Industrial zone
- Potential for urban development to be re-examined

- Rail
- Road
- Freeway under construction
- Proposed freeway
- Urban growth boundary
- Principal Activity Centre
- Major Activity Centre
- Potential public transport oriented centre
- Potential new rail station

- Housing Melbourne 2000 Forecast Development*
- Short term
 - Medium term
 - Long term
 - Non forecast

Caroline Springs

The review of the area between Melton township and Caroline Springs will follow the review of the Werribee and Hume growth areas.

Between 1996–99, Melton, including Caroline Springs, yielded some 9 per cent of fringe area development in Melbourne.

Strategic actions

- The long-term development options provided by the rail corridor and freeway between Melton township and Caroline Springs will be maintained.
- The use of high-quality recycled water from the Western Treatment Plant will be investigated, to augment limited water supply at Melton.
- The Outer Western Integrated Transport Strategy will provide a framework for transport planning and provision.

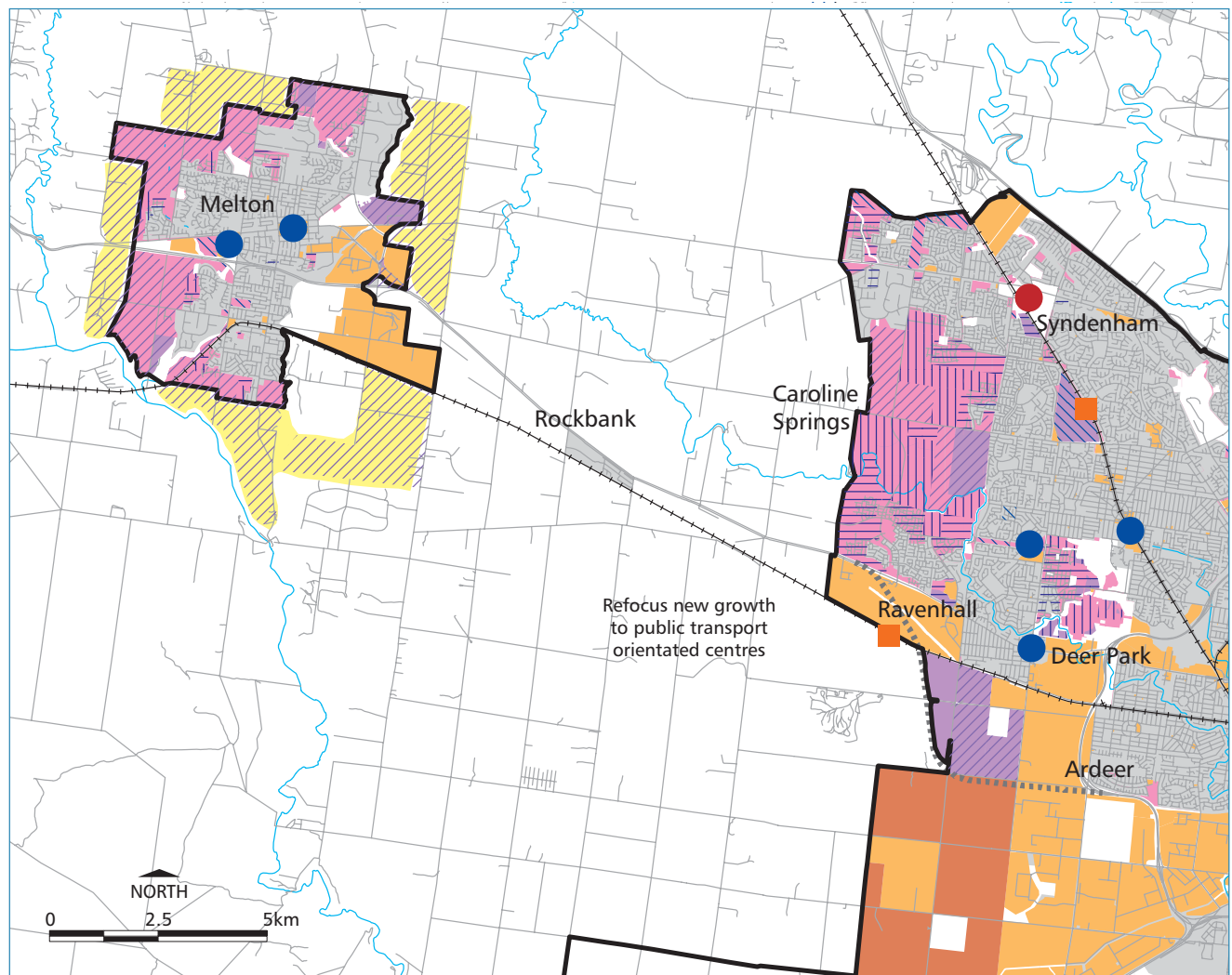


Figure 9. Caroline Springs growth area

