

AMENDMENT C190 - BROMPTON LODGE PSP 1209 - RESPONSE TO ALL SUBMISSIONS						
Submission Table- Panel Hearing - April 2016						Decision pending further review
Version 1.0 for Part A: 12/04/2016						Awaiting response from submitter
						Unresolved Refer to panel
						Resolved
Sub. #	Section/ Page/Subject	Issue Raised	Is this Submission asking for a change? Y/N	MPA Comment / Proposed Outcome	Changes to the Document	STATUS
1 & 1A	Amstel Golf Club					
1.1		Identifies concerns regarding the potential surrounding land use changes that will conflict with the golf courses existing use. They request that consideration for the potential issues that will arise from the golf course sharing a boundary with urban development be taken into consideration through the PSP.	Yes	The MPA has discussed this matter with the golf club regarding potential future conflicts with the golf course, Ballarto Road and the future Brompton Lodge residential development. While the golf course is an existing use, the Ballarto Road reservation is an existing road reservation. There is no nexus to justify provision of a fence to prevent golf balls landing on Ballarto Road within the Brompton Lodge DCP.	No changes to the amendment.	Unresolved Refer to panel
1.2		Requests that any risk mitigation issues that may arise from future urban development sharing its boundary be the sole responsibility of the body responsible for the portion of land immediately adjacent to the Club's property boundary. 1. The PSP should specify that costs of fencing between the Club property and the road reserve should be the responsibility of the authority responsible for road construction. Presumably the developers should be responsible for a contribution = costs of fencing over and above that would have been required if Ballarto Road was being built as a 2 lane connector road if the land on either side was still zoned rural/green wedge. 2. The PSP should recognise the need for tree protection mechanisms for vegetation on the Club's property along the boundary adjacent to the planned road (and bike/pedestrian path), during and after construction of the road and related works.	Yes	In terms of the trees located within the property boundary of Ranfurlie Golf Course, the MPA considers that there will be adequate room in the verge (as per the cross-section for Ballarto Road) to ensure that the root systems for the trees will not be negatively impacted upon.	No changes to the amendment.	Unresolved Refer to panel
1.3		In 2011 Advisory Report recommended that the Ranfurlie property be part of the Casey Area 1 Logical inclusion zone. This was not an inclusion supported by the Minister or Council at the time and consequently was disregarded from the Urban Growth Boundary. Since revisiting the issue in 2013 Council now support Ranfurlie's inclusion within the Urban Growth Boundary and have sent a request for its inclusion to the Minister of Planning at the time. It is stated that this correspondence has not made its way to the MPA from the then DPCD. The Club wishes to pursue the inclusion of the Ranfurlie Golf Club as a Urban Growth Logical Inclusion within the Brompton Lodge PSP. The PSP should make reference to the fact that the Club's Ranfurlie property should be given serious consideration for future treatment as a Logical Inclusion to the UGB, given it will be completely surrounded by urban development on all sides once the developments envisaged by the Cranbourne West PSP and Brompton Lodge PSP are completed.	Yes	The MPA wrote to Peter Craig of the Amstel Golf Club in March 2015 regarding the inclusion of the Ranfurlie Golf Club site within the urban growth boundary, confirming that the State Government is not intending on reviewing the urban growth boundary. The MPA understands that in 2012 the Brompton Lodge PSP area was brought in the urban growth boundary and land at 825 Cranbourne-Frankston Road was not included. The provisions for the protection of the Urban Growth Boundary (UGB) are included in the Planning and Environment (Metropolitan Green Wedge Protection) Act 2003. Consequently, this boundary can only be changed via an act of Parliament. A review of the UGB is not part of the scope of this investigation nor are there any plans to review the UGB in this location in the future.	No changes to the amendment.	Unresolved Refer to panel
		This view is clearly presumed by the Brompton Lodge PSP, given the Traffic and Transport Assessment report included in the PSP documentation indicates a need for a connector road to go through Club's Ranfurlie property in the longer term. Furthermore why would shared pedestrian/bike paths be required along both sides of the planned long term Ballarto Road design in the PSP, unless the Club's Ranfurlie property was being envisaged as a future urban development site? If future urban development of the Ranfurlie property is irrelevant to the PSP, there should be no need for a shared pedestrian/bike path on the northern side of Ballarto road along the Ranfurlie property boundary.				Unresolved Refer to panel
1A.1		In regards to Ranfurlie Golf Course, owning body the Amstel Golf Club, requests the inclusion of their property at 825 Cranbourne-Frankston Road, into the Urban Growth Boundary, through the Brompton Lodge PSP process.	Yes	This is not possible as part of a Planning Scheme amendment, as it requires approval from both houses of Parliament. See above.	No changes to the amendment.	Unresolved Refer to panel

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1A.2		Submission contains attachment of Submission 1 issued from Amstel Golf Club, Please see Sub# 1.1-1.3 for issues raised in this document.	Yes	As above.		No changes to the amendment.	Unresolved Refer to panel
1A.3		Note, the submission contains attachment of correspondence with the City of Casey regarding the issue of inclusion of their property, Ranfurlie Golf Course.	No	Noted.		N/A	Unresolved Refer to panel
1A.4		Note, the submission also contains attachment of the latest submission to the Minister for consideration of inclusion in the Urban Growth Boundary, dated 2015.	No	Noted.		N/A	Unresolved Refer to panel
2	Mary and Rob Quinn						
2.1		Identify issues in regards to the subsequent increase of traffic using Chevron Avenue as a thoroughfare to Frankston-Cranbourne Rd/Western Port Highway, as well as between Brompton Lodge and Settlers Run/Botanic Ridge, in addition to being the main access road to the proposed Christian College at 271 Pearcedale Road from Brompton Lodge. The submitter requests that there be significant upgrades made to Chevron Avenue to deal with increased traffic levels or the alternative of gating the road to prevent its use.	Yes	<p>As per response sent to all submitters (05/02/16) who submitted on the issue of Chevron Avenue:</p> <p><i>The Brompton Lodge PSP proposes to fund the construction of the remaining section of Chevron Avenue to a sealed urban road to connect to Pearcedale Road.</i></p> <p><i>In terms of funding the construction of the Chevron Road extension, residents outside the Brompton Lodge precinct will not be expected to contribute towards this cost if the Development Contributions Plan is approved as exhibited.</i></p> <p><i>Signalised intersections are proposed at both the Chevron Avenue and Woodlands Road intersections with Cranbourne-Frankston Road in order to facilitate safe traffic movements and provide pedestrian connections across Cranbourne-Frankston Road to the proposed local town centre within the Brompton Lodge precinct.</i></p> <p>The MPA notes that in subsequent discussions with the Council and UDIA, the issue of apportionment of this item should be reviewed. Apportionment for this project item is subject to further discussion with Council on 13/04/16 and the panel conclave meeting discussion 12/04/15.</p>		No changes to the amendment.	Unresolved Refer to panel
2.2		Notes concern in regards to Chevron Avenue being at the interface of the Urban Growth Boundary and Green Wedge Area, with the possibility of it becoming a thoroughfare degrading this area and contradicting its purpose.	No	Noted.		N/A	Unresolved Refer to panel
2.3		Requests that the cost of upgrades to Chevron Avenue be borne by the developers of Brompton Lodge and not by the existing residents of Chevron Avenue through Development Contribution Plans. The funding for Chevron Avenue should be resolved prior to the approval of Amendment C190.	Yes	See response to submission 2.1.		No changes to the amendment.	Unresolved Refer to panel
3	EPA Victoria						
3.1		Notes, EPA Victoria has no concerns with the proposed amendment of the Casey Planning Scheme	No	Noted. No change.		No changes to the amendment.	Resolved
4	Kylie Davenport						
4.1		Notes concern in regards to the likely increase of traffic using Chevron Avenue as a thoroughfare to Brompton Lodge and Cranbourne-Frankston Road.	No	Noted.		No changes to the amendment.	Unresolved Refer to panel
4.2		Requests that the cost of upgrades to Chevron Avenue be borne by the developers of Brompton Lodge, not by the existing residents of Chevron Avenue, through Development Contribution Plan.	Yes	See response to submission 2.1.		No changes to the amendment.	Unresolved Refer to panel
5	John Lappin						
5.1		Notes concern in regards to the likely increase of traffic using Chevron Avenue as a thoroughfare to Brompton Lodge and Cranbourne-Frankston Road.	No	Noted.		No changes to the amendment.	Unresolved Refer to panel
5.2		Requests that Chevron Avenue MUST be considered as a no through road or alternatively to be gated to prevent access.	Yes	<p>This is an inequitable outcome for road users. Chevron Avenue is an allocated public road reserve, not just for the sole use of the residents who live on Chevron Ave.</p> <p>Chevron Ave is located within proximity to existing and future urbanised land. It is unreasonable to restrict the use of this road to only residents of Chevron Ave.</p>		No changes to the amendment.	Unresolved Refer to panel
5.3		Requests that the cost of upgrades to Chevron Avenue be borne by the developers of Brompton Lodge, not by the existing residents of Chevron Avenue, through Development Contribution Plans.	Yes	See response to submission 2.1.		No changes to the amendment.	Unresolved Refer to panel

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6	Pat Martin						
6.1		Notes concern in regards to the likely increase of traffic using Chevron Avenue as a thoroughfare to Brompton Lodge and Cranbourne-Frankston Road.	No	Noted.		No changes to the amendment.	Unresolved Refer to panel
6.2		Notes, properties in the immediate area are included in the Green Wedge Boundary, which will become a thoroughfare between two urban developments, contradicting its original purpose.	No	Noted.		No changes to the amendment.	Unresolved Refer to panel
6.3		Request gating Chevron Avenue and making it a permanent no through road to mitigate the above noted traffic concerns.	Yes	See response to submission 5.2.		No changes to the amendment.	Unresolved Refer to panel
6.4		Notes increased traffic caused by the proposed Christian College at 271 Pearcedale Road that will impact traffic levels of Chevron Avenue, which will likely acting as a thoroughfare to Brompton Lodge residents accessing the school.	No	Noted.		No changes to the amendment.	Unresolved Refer to panel
6.5		Requests that the cost of upgrades to Chevron Avenue be borne by the developers of Brompton Lodge, not by the existing residents of Chevron Avenue, through Development Contribution Plans.	Yes	See response to submission 2.1.		No changes to the amendment.	Unresolved Refer to panel
7	Stavros Kipirzios						
7.1		Notes concern in regards to the likely increase of traffic using Chevron Avenue as a thoroughfare to Brompton Lodge and Cranbourne-Frankston Road.	No	Noted.		No changes to the amendment.	Unresolved Refer to panel
7.2		Requests that Chevron Avenue MUST be considered as a no through road or alternatively to be gated to prevent access.	Yes	See response to submission 5.2.		No changes to the amendment.	Unresolved Refer to panel
7.3		Requests that the cost of upgrades to Chevron Avenue be borne by the developers of Brompton Lodge, not by the existing residents of Chevron Avenue, through Development Contribution Plans.	Yes	See response to submission 2.1.		No changes to the amendment.	Unresolved Refer to panel
8	Bruce Schwaize						
8.1		Notes concern in regards to the likely increase of traffic using Chevron Avenue as a thoroughfare to Brompton Lodge and Cranbourne-Frankston Road.	No	Noted.		No changes to the amendment.	Unresolved Refer to panel
8.2		Notes, properties in the immediate area are included in the Green Wedge Boundary, which will become a thoroughfare between two urban developments, contradicting its original purpose.	No	Noted.		No changes to the amendment.	Unresolved Refer to panel
8.3		Notes Casey CC do not adequately maintain Chevron Avenue. Currently poor road conditions are being exacerbated by the increase of traffic using it as a thoroughfare to Cranbourne-Frankston Road.	No	Noted.		No changes to the amendment.	Unresolved Refer to panel
8.4		Requests that the responsibility of upgrades to Chevron Avenue be borne by the developers of Brompton Lodge if its residents are to use the road.	Yes	See response to submission 2.1.		No changes to the amendment.	Unresolved Refer to panel
8.5		Opposes that the inclusion of a signalled intersection will fix the problem without upgrade to the road surface of Chevron Avenue to deal with the increased volume of traffic.	Yes	Noted.		No changes to the amendment.	Unresolved Refer to panel
9	APA GasNet						
9.1		Notes, that APA GasNet are in general support of the proposed PSP, with no concerns for impact on its assets within the proposed development boundary.	No	Noted.		No	Resolved
10	Robert Dean						
10.1		Notes concern in regards to the undue pressure and amenity impacts that will be placed on residents of Woodland Road (up to Carr-Boyd Road) caused by the introduction of a signalled intersection.	No	Noted.		No changes to the amendment.	Unresolved Refer to panel
10.2		Notes concern for through traffic moving southerly into Carr-Boyd Road/Roslyn Road, then on to the Western Port Highway, making residential streets thoroughfares.	No	Noted.		No changes to the amendment.	Unresolved Refer to panel
10.3		Requests Woodland Road be sealed (at least up to Carr-Boyd Road) at the cost of the developer and the inclusion of a traffic management system to mitigate safety issues caused by increased traffic usage.	Yes	As per letter dated 19 February 2016, the Brompton Lodge DCP as part of Amendment C190, does not provide for the upgrade/seal of Woodlands Road outside of the precinct. Traffic movements south of Cranbourne-Frankston Road into the existing unsealed Woodlands Road are not expected to increase as a result of the development of Brompton Lodge DCP. Sealing Woodlands Road is not considered to be necessary as part of this planning scheme amendment, should this be required in the future it will be provided for by Casey Council.		No changes to the amendment.	Unresolved Refer to panel
10.4		Request feedback on the above matters.	No	MPA sent letter to proponent on 19 February and subsequently discussed letter over the phone.		No changes to the amendment.	Unresolved Refer to panel
11	UDIA/Watsons						

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11.1	UGZ11, General Residential Zone	Oppose the application of the General Residential Zone (GRZ) to residential areas within the PSP. Instead requesting that it be amended to an Residential Growth Zone (RGZ) to enable heights up to 14.5m, to support apartment development.	Yes	Agreed. MPA had proposed to amend the applied zone provisions of the Urban Growth Zone (Schedule 11) to amend Clause 2.2: "All other land- General Residential Zone" updated to "All other land- Residential Growth Zone". In subsequent discussions with the City of Casey however, the Council has opposed the application of the RGZ across the precinct.	Subject to planning panel discussions/recommendations.		Unresolved Refer to panel
11.2		Notes, The nature of the drainage system required for development within the PSP requires that majority of the development be raised above ground level to accommodate the system. This requirement coupled with the imposed 8-9m height limits will impinge on develop ability of land within the PSP, particularly for apartments and possibly even 2 storey townhouse typologies.	Yes	Noted. As per above response.	As above.		Unresolved Refer to panel
11.3	UGZ11, Clause 3.0	Request that the clause be reworded to acknowledge that fact that if titles within the PSP are subject to a stand-alone subdivision permit, they may not be capable of being subdivided and meeting the density requirements. They consider that the current wording is too narrow to recognise the need for higher density development, therefore needs to be amended to enable flexibility.	Yes	The MPA considers that sufficient flexibility is provided within Clause 3.0 to allow Council to use their discretion if one stage of development does not meet the requirements of the PSP, particularly the density requirements. Clause 3.0 states <i>"If in the opinion of the responsible authority an application requirement listed below is not relevant to the assessment of an application, the responsible authority may waive or reduce the requirement."</i>	No change to amendment.		Unresolved Refer to panel
11.4	POS Land Contribution	Request confirmation in regards to the Developers level of contribution, with the Net Developable Area of the proponents land (72ha) being 3.83ha, but the PSP requires them to supply 4.16ha. They request confirmation in regards to the cash in lieu payment the developer is owed for the value of the additional 0.392ha being over-supplying?	No	This is correct. As per R18 <i>"where public open space shown on the land in Plan 5 and specified in table 5 of this structure plan is greater than 5.32% of the lot's NDA, the relevant land must be transferred to Council at no cost to Council. In this case Council will compensate the landowner, at a time to be agreed, for the amount of land provided in excess of 5.32% ..."</i>	No change to amendment.		Resolved
11.5		Question the basis of the PSP attributing 100% of the upgrades of Chevron Avenue to the Brompton Lodge PSP, as it is an existing local road that provides through traffic.	Yes	Agreed in principle. MPA currently considering and reviewing the assumptions informing the apportionment of this item. MPA agrees in principle however that Council should contribute to a proportion of this item. This was communicated with Council also at meeting of 21/01/16.	Apportionment for this project item is subject to further discussion with Council on 13/04/16 and the panel conclave meeting discussion 12/04/15.		Unresolved Refer to panel
11.6		Request that the retention of trees south-east of the waterway be reconsidered due to the required level of earthworks in the immediate vicinity, which will leave the trees sitting within an island comprising of retaining wall structures to 3 sides.	Yes	The MPA explored this issue at length with Wolfdene/Watsons in order to ensure that the trees could be retained and integrated into a park. There are a number of design responses that would enable the trees to be included within the reservation such as terracing. Wolfdene were to provide some further detail to the MPA on this issue, to inform potential cross section if necessary.	Wolfdene/Watsons to provide further detail regarding tree reservation and area required to retain the trees.		Unresolved Refer to panel
11.7		Oppose the current design and layout of intersections on Cranbourne-Frankston Road and Ballarto Road, based upon the excessive use of land that is required to achieve these. They request a chance to review and discuss these intersection to determine the appropriate land take that is necessary.	Yes	As discussed in meeting with the MPA, further detail needs to be provided to the MPA from a traffic consultant should Wolfdene/Watsons seek to pursue a review of intersection designs.	No change to amendment.		Unresolved Refer to panel
11.8		Notes, a permit to realign boundaries between properties 2 and 3 has been lodges with Casey CC, with the developer registering the realignment in March 2016. This will result in the area of property 2 increasing by 19.68ha, resulting in Property 3 reducing to 39.14ha.	Yes	Noted.	No change to amendment.		Resolved
11.9	Section 2.3 Summary Land Budget, page 13, Plan 3: Land Budget Plan, page 12, Appendix A, Page 38 and Appendix B, page 39.	Request amendment of Table 1, Appendix A and Appendix B to reflect the above changes to boundaries of property 2 and 3.	Yes	Noted and agreed. MPA to update land budget table to reflect property boundary alignments.	UPDATE LAND BUDGET		Resolved
12	Mark Jones						
12.1		Notes concern in regards to the likely increase of traffic using Chevron Avenue as a thoroughfare to Brompton Lodge's shopping facilities and Cranbourne-Frankston Road, noting the current conditions of Chevron Avenue, particularly the unsealed section. Raises concerns with who will bare the cost of these necessary upgrades.	No	See response to submission 2.1.	No change to the amendment.		Unresolved Refer to panel
12.2		Notes the unfair distribution of rates, which the proponent fears will lead to them having to bare the costs of infrastructure and service, particularly sewerage, upgrades for their property.	No	See response to submission 2.1.	No change to the amendment.		Unresolved Refer to panel

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12.3		Requests that the cost of upgrades to Chevron Avenue be borne by the Council and not by its residents. Alternatively if this is not accepted, Chevron Avenue should be blocked to through traffic between Pearcedale Road and Cranbourne-Frankston Road.	Yes	See response to submission 2.1.		No change to the amendment.	Unresolved Refer to panel
12.4		Notes, than otherwise stated , the proponent is in general accordance with the proposed Brompton Lodge development.	No	Noted		No change to the amendment.	Unresolved Refer to panel
13	Southern Brown Bandicoot Recovery Group						
13.1		Notes, Brompton Lodge PSP could contribute to achieving a necessary habitat connection between Bandicoot population clusters in Cranbourne and in the South-East of Melbourne, mitigating the impacts of climate change on the species and achieving a resilient natural environment to ensure the survival of the species through population growth.	No	<p>In 2011, the Victorian Government identified an additional 6000 hectares of land for 'logical inclusions' in the growth corridors. These 'logical inclusions' were not covered by the endorsed Strategic Assessment of Melbourne's Growth Areas Program. Any actions likely to have a significant impact on matters of national environmental significance in these areas required a separate EPBC Act referral, assessment and approval.</p> <p>The Flora and Fauna Assessment undertaken by Brett Lane and Associates concluded that based on the isolation of Brompton Lodge habitat, as well as the low quality nature of the vegetation present within the study area, it was considered that the species is unlikely to occur.</p> <p>The report specifically stated "<i>While some connectivity exists along Ballarto Road, the Cranbourne-Frankston Road acts as a strong barrier in the movement of the species in the local region. Therefore, based on the isolation of habitat on site, as well as the low quality nature of the vegetation present within the study area, it is considered that the species is unlikely to occur. This is supported by the State Governments Southern Brown Bandicoot Sub Regional Strategy that does not designate the study area as providing core habitat or an important habitat corridor for the species.</i>"</p>		No change to the amendment.	Unresolved Refer to panel
13.2		Request Brompton Lodge consider building a wildlife linkage that will support connection plans found within "Practical Ecology (2012) Frankston Fauna Linkages and Crossing Structure Design" by the Frankston CC. between the Royal Botanical Gardens in Cranbourne and Burdett's (adjacent to the Langwarrin Flora and Fauna Reserve).	Yes	<p>A specific referral for the Southern Brown Bandicoot was not made to the Commonwealth Government given that the above assessment concluded the species was unlikely to occur, and therefore a significant impact was not considered likely in this area. It is also noted that the Department of Environment, Land, Water and Planning (DELWP) have not made a submission regarding the Bandicoot to Amendment C190 at any stage.</p> <p>As part of the Logical Inclusions Advisory Committee Report No 2: South East Growth Area: 11 November 2011 , Casey Council confirmed that DSE had decided not to pursue a biolink to the west (across either Casey Areas 1 or 2) from the Cranbourne Botanical Gardens to support bandicoot movement. The MPA understands that a potential link from the Botanic Gardens to the west along the north side of Ballarto Road is being explored by Casey Council.</p>		No change to the amendment.	Unresolved Refer to panel
14	Greg and Lisa Strong						
14.1		Notes concern in regards to the likely increase of traffic using Chevron Avenue as a thoroughfare to Brompton Lodge's shopping facilities between Settlers Run, Botanic Ridge, in addition to connect to Cranbourne-Frankston Road. Noting the current conditions of Chevron Avenue, particularly the unsealed section and lack of footpaths.	No	Note response at 2.1. The MPA notes the lack of footpaths along both sections of Chevron Avenue. However this is the responsibility of Council.		No changes to the amendment.	Unresolved Refer to panel
14.2		Requests, in a bid to mitigate traffic speeds, that speed humps be placed along Chevron Avenue.	Yes	Any speed mitigation measures will be the responsibility of Council along Chevron Avenue.		No changes to the amendment.	Unresolved Refer to panel
14.3		Request in writing from the developers of Brompton Lodge that they will be paying for the upgrades to Chevron Avenue, ensuring that these upgrades will be at no cost to residents.	No	MPA has written to all submitters regarding the Chevron Road issue.		No changes to the amendment.	Unresolved Refer to panel

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14.4		Enquire as to if the upgrades to Chevron Avenue include footpaths?	No	Upgrades will not include footpaths. These will be provided by Council at a later date.	No changes to the amendment.		Unresolved Refer to panel
15 Melbourne Water							
15.1 3.6 Integrated Water Management & Utilities, Table 6, page 31	Request amendment of the 'Responsibility' columns of the DG Pond, CW1 and CW2 to add 'MW Easement" as the remainder of the listed assets have. This is necessary should Melbourne Water need to perform works on these assets in the future.	Yes	MPA to update Table 6.	UPDATE TABLE 6.			Resolved
16a	City of Casey						
Refer to detailed table							
16b	City of Casey						
16.1	In regards to Ranfurlie Golf Course, owned by Amstel Golf Club, the City of Casey express their support for the inclusion of their property at 825 Cranbourne-Frankston Road, to be included into the Urban Growth Boundary through the Brompton Lodge PSP process.	Yes	Noted. The MPA considers that is not relevant to this amendment. MPA refers to letter provided to Amstel Golf Course by the Department of Environmental, Land, Water and Planning (DELWP) on behalf of the Minister for Planning on 24 December 2015. Inclusion of the Ranfurlie Golf Course within the Urban Growth Boundary is not consistent with the Government's policy for land outside the urban growth boundary and is a matter for consideration by the Minister for Planning.	No changes to the amendment.			Resolved
16.2	Submission contains attachment of Submission 1 issued from Amstel Golf Club, Please see Sub# 1.1-1.3 for issues raised in this document.	Yes	Noted.		No changes to the amendment.		Resolved
16.3	Note, Council have included their submission to the Minister to demonstrate support for the inclusion of the property, as well as their supplementary documents, dated 2013.	No	Noted.		No changes to the amendment.		Resolved

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17	Natural Resources Conservation League of Victoria (NRCL)						
17.1	The NRCL places great importance on high quality biodiversity outcomes. In establishing a vision for the future development of their site at 950 Dandenong-Hastings Road, the NRCL have developed an Action Plan that includes a biolink along the Ballarto Road boundary of their site.		No	<p>In 2011, the Victorian Government identified an additional 6000 hectares of land for 'logical inclusions' in the growth corridors. These 'logical inclusions' were not covered by the endorsed Strategic Assessment of Melbourne's Growth Areas Program. Any actions likely to have a significant impact on matters of national environmental significance in these areas required a separate EPBC Act referral, assessment and approval.</p> <p>The Flora and Fauna Assessment undertaken by Brett Lane and Associates concluded that based on the isolation of Brompton Lodge habitat, as well as the low quality nature of the vegetation present within the study area, it was considered that the species is unlikely to occur.</p> <p>The report specifically stated "<i>While some connectivity exists along Ballarto Road, the Cranbourne-Frankston Road acts as a strong barrier in the movement of the species in the local region. Therefore, based on the isolation of habitat on site, as well as the low quality nature of the vegetation present within the study area, it is considered that the species is unlikely to occur. This is supported by the State Governments Southern Brown Bandicoot Sub Regional Strategy that does not designate the study area as providing core habitat or an important habitat corridor for the species.</i>"</p>		No changes to the amendment.	Resolved
17.2	A biodiversity link has been identified to run along the boundary north-east along Dandenong- No Hastings Road and the NRCL believes there is potential to incorporate the corridor into the existing wetlands planned for Brompton Lodge.			<p>A specific referral for the Southern Brown Bandicoot was not made to the Commonwealth Government given that the above assessment concluded the species was unlikely to occur, and therefore a significant impact was not considered likely in this area. It is also noted that the Department of Environment, Land, Water and Planning (DELWP) have not made a submission regarding the Bandicoot to Amendment C190 at any stage.</p> <p>As part of the Logical Inclusions Advisory Committee Report No 2: South East Growth Area: 11 November 2011 , Casey Council confirmed that DSE had decided not to pursue a biolink to the west (across either Casey Areas 1 or 2) from the Cranbourne Botanical Gardens to support bandicoot movement. The MPA understands that a potential link from the Botanic Gardens to the west along the north side of Ballarto Road is being explored by Casey Council.</p>		No changes to the amendment.	Resolved
17.3	The NRCL believes there is opportunity to incorporate a small linkage corridor to the planned wetlands within the Precinct, and would like the opportunity to discuss this further.		No	Noted		No changes to the amendment.	Resolved
18	Athena Jones						
18.1	Objects to the development of Chevron Avenue as a connector street between the proposed new development of Brompton Lodge, which will provide no benefits or improvements for the residents of Chevron Avenue, but will in fact amount to poor lifestyle outcomes for existing residents of the area. Objection based upon:		Yes	As per submission response 2.1		No changes to the amendment.	Unresolved Refer to panel
18.2	Increased traffic from adjoining Settlers Run and Botanic Ridge making Chevron Avenue a main thoroughfare. Noise impacts impacting current standards of living loss of established local neighbourhood character Vulnerability of impact or loss of local fauna, especially bandicoots. Loss of property value Impacts to existing property outlook amenity.		No	As per submission response 2.1		No changes to the amendment.	Unresolved Refer to panel

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18.3		Request to be kept informed of any decision made.	No	Noted.	No changes to the amendment.		Resolved

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19	DELWP						
19.1		Note, The department has no objection to the proposed amendment.	No	Noted.		No changes to the amendment.	Resolved
19.2		However the Department would like to add the following comments: The proposed Amendment C190 now incorporates the following measures, designed to conserve and enhance biodiversity habitat, especially for the Dwarf Galaxias in shallow wetlands: • Designation of open space/waterway corridor which will be managed for biodiversity , including proposed Dwarf Galaxias habitat • A Conservation Management Plan (CMP) will be prepared for the Dwarf Galaxias which will cover the creation of new habitat and possible trans location of individuals from existing sand scrapes/pits. The Department accepts the conclusions of the Geotechnical desktop investigation regarding the state of groundwater in the precinct, and additional the Department notes that the CMP will determine the appropriate Dwarf Galaxias translocation decision and procedures .	No	Noted.		No changes to the amendment.	Resolved
		Biodiversity: Bandicoot referral to the Commonwealth under the EPBC Act.		In additional discussions with the Department, the MPA sought advice as to whether a referral was required to the Commonwealth for the Southern Brown Bandicoot.		No changes to the amendment.	Resolved
20	Public Transport Victoria						
20.1		Pleased to note that MPA has made a number of changes to the Plan following previous feedback provided on 24 July 2015, these include: - development of a traffic and transport assessment for the Plan; - interim and ultimate intersection layouts for the Plan; - ensuring development must appropriately respond to the future PPTN through creation of opportunities for higher density development; - ensuring the consistent provision of off-road bicycle and pedestrian paths.	No	Noted.		N/A	Resolved
20.2		PTV is keen to ensure the PSP and DCP provides opportunities to: - maximise public transport ridership; - ensure appropriate priority is provided for public transport; - minimise and mitigate negative impacts of public transport.	No	Noted.		N/A	Resolved
20.3		PTV note that bus priority is required at two locations on Cranbourne-Frankston Road. PTV would like further opportunity to discuss and resolve bus priority treatments.	Yes	MPA understands that this issue was resolved with PTV, Council and VicRoads at the meeting with MPA on 1/2/16.		No changes to the amendment.	Resolved
20.4		PTV notes that the Traffic and Transport Assessment did not provide or identify any specific bus priority measures or analyse impacts on bus movements. It is requested that the Traffic and Transport Assessment be updated to include bus priority and mitigation measures to minimise impacts on bus movements.	Yes	MPA understands that this issue was resolved with PTV and VicRoads at the meeting with MPA on 1/2/16.		No changes to the amendment.	Resolved
20.5		Page 41 of the Plan, and references of the same in the UGZ Schedule 11, need to be updated from "Department of Transport" to "Public Transport Victoria".	Yes	Noted. MPA to action.		UPDATE UGZ SCHEDULE 11	Resolved
21	City of Frankston						

						Decision pending further review
						Awaiting response from submitter
						Unresolved Refer to panel
						Resolved
Sub. #	Section/ Page/Subject	Issue Raised	Is this Submission asking for a change? Y/N	MPA Comment / Proposed Outcome	Changes to the Document	STATUS
21.1	Retention of native vegetation	Concerned that only 5 indigenous trees out of 144 will be retained. There are ample opportunities to retain much of this vegetation as buffers to the development and link with the proposed waterway link. Increase the amount of existing native vegetation within the NVPP.	Yes	<p>The extent of earthworks across the site required for the drainage strategy design impacts on the amount of native vegetation that can be retained. The MPA undertook a review of the vegetation across the site by undertaking an Arboricultural assessment of specific scattered trees and remnant patches that had potential to be retained. At the end of this process, we identified 7 trees adjacent to the waterway that could be retained. The MPA worked with the developer to ensure that these trees could be incorporated into the urban structure despite being on the edge of the waterway. There were a number of other patches that we reviewed but did not consider the retention of trees in these areas to be viable following the recommendations of the arboricultural report based on their health and life expectancy.</p> <p>The purpose of the Native Vegetation Precinct Plan (NVPP) is to streamline the planning approvals process for the permitted clearing of native vegetation as specified in the plan and identify those trees that are to be retained. Clause 52.16-3 Permit requirement states <i>"A permit is required to remove, destroy or lop any native vegetation. This does not apply: If the removal, destruction or lopping of native vegetation is in accordance with a native vegetation precinct plan incorporated into this scheme. Any conditions or requirements specified in the plan must be met."</i></p>	No changes to the amendment.	Unresolved Refer to panel
21.2	Dwarf Galaxias habitat	It is recommended that the existing habitat be retained and enhanced with connections to the waterway.		<p>The proposed purpose built pond was a recommendation of the Conservation Management Plan prepared by John McGuckin in order to ensure the survival of the Dwarf Galaxias. There were a number of reasons why the existing ponds for the fish was unsuitable for the species' survival. Any subdivision application will need to include: A Conservation Management Plan (CMP) detailing the implementation of the Mitigation Measures for the Dwarf Galaxias habitat, by the Department of Environment, Land and Planning.</p> <p>The location of the Dwarf Galaxias pond forms part of the Federal approval under the EPBC Act which determined that proposed wetland for the Dwarf Galaxias and related measures did not constitute a controlled action.</p>	No changes to the amendment.	Unresolved Refer to panel
21.3	Opportunities for improving bio-links within the PSP	Ensure the waterway and drainage reserve link within the proposed PSP provides effective habitat as well as provision of utility functions. All revegetation within these areas should be with indigenous species.		As per responses at 17.1 and 17.2.	No changes to the amendment.	Unresolved Refer to panel
		PSP defines a waterway and drainage reserve, an east-west link would provide a more direct connection from Frankston to the RGBC and enhance the habitat provided by the waterway and drainage reserve.		As per responses at 17.1 and 17.2.	No changes to the amendment.	Unresolved Refer to panel
		The future upgrade of the Westernport Highway and Cranbourne Road will provide potential to incorporate purpose-designed fauna crossings.		As per responses at 17.1 and 17.2.	No changes to the amendment.	Unresolved Refer to panel
21.4	Ballarto Road	Sufficient space for the signalised intersections intersections need to be stated as part of the PSP documentation.		The land component as part of the DCP provides for sufficient space and is determined as a result of the functional layout plans provided within the appendices of the DCP.	No changes to the amendment.	Unresolved Refer to panel
		Panel hearing on the proposed plan changes concluded that a north facing Ballarto Road freeway interchange was needed. The plans however for Brompton Lodge PSP seem to set aside land for south facing ramps. This needs to be confirmed.		The extent of land identified within the Brompton Lodge PSP for the purposes of freeway reservation reflects the PAO extent recommended by VicRoads and as approved by the Minister for Planning as part of Amendment C199. Amendment of the PAO is outside of the scope of this amendment.	No changes to the amendment.	Unresolved Refer to panel
21.5	Signalised intersections along Cranbourne-Frankston Road	Installing an additional two signalised intersections along Cranbourne-Frankston Road will add to existing delays between Frankston Casey. The justification for signalising the Woodlands Road intersection is not clear and could be avoided.		Justification is provided by Cardno in the evidence circulated on Thursday 7/04/16. The MPA considers there is sufficient justification and this has been agreed to verbally by VicRoads. VicRoads to confirm this in writing.	No changes to the amendment.	Unresolved Refer to panel

							Decision pending further review
							Awaiting response from submitter
							Unresolved Refer to panel
							Resolved
Sub. #	Section/ Page/Subject	Issue Raised	Is this Submission asking for a change? Y/N	MPA Comment / Proposed Outcome	Changes to the Document		STATUS
21.6	Construction of Ballarto Road	The whole Ballarto Road corridor will require cooperation between VicRoads, City of Casey, the developer and FCC.		Agreed. This is subject to further discussions between with Casey Council on 13/04/16 and the panel conclave meeting of experts on 12/04/15.	No changes to the amendment.		Unresolved Refer to panel
22	Green Wedge Coalition						
22.1		Strongly contest the findings of the BLA expert witness report that "the species is unlikely to occur". Contend that there probably is SBB presence on the BL site which should be referred for EPBC and FFG assessment. Have been recent sightings.		As per responses at 17.1 and 17.2.	No changes to the amendment.		Unresolved Refer to panel
22.2		The creek corridor would provide a potential SBB corridor provided it is sufficiently wide (30m plus 25m on either side)		As per responses at 17.1 and 17.2.	No changes to the amendment.		Unresolved Refer to panel
22.3		Support the City of Casey submission request for a 20m wide habitat corridor adjacent to the Cranbourne Frankston Road reservation.		As per responses at 17.1 and 17.2.	No changes to the amendment.		Unresolved Refer to panel
22.4		Support David Nicholls' recommendations for vegetated corridors suitable for SBB's along the northern and western boundaries of BL.		As per responses at 17.1 and 17.2.	No changes to the amendment.		Unresolved Refer to panel
22.5		Support proposeals for SBB friendly cultural under road through these corridor.		As per responses at 17.1 and 17.2.	No changes to the amendment.		Unresolved Refer to panel
22.6		Contend that all waterway reserves should be bounded by adjacent road reserves at least 20m wide		As per responses at 17.1 and 17.2.	No changes to the amendment.		Unresolved Refer to panel
22.7		All internal and boundary fences for the BL development should be accessible by bandicoots, but not for cats or foxes.		As per responses at 17.1 and 17.2.	No changes to the amendment.		Unresolved Refer to panel

AMENDMENT C190 - BROMPTON LODGE PSP 1209 - RESPONSE TO CITY OF CASEY SUBMISSION
Submission Table- Panel Hearing - April 2016

Version 1.0 for Part A: 12/04/2016

Decision pending further review

Awaiting response from submitter

Unresolved
Refer to panel

Resolved

Sub. #	Issue Raised	Is the submitter asking for a Change? Y/N	MPA Comment	Action/Follow up	Document Changes	STATUS
9						
TRANSPORT						
1	Cross-section should be added into the PSP for the proposed construction of Chevron Avenue.	Yes	Agree. MPA to discuss proposed cross-section with City of Casey to incorporate the equestrian trail. It should be noted however, that the MPA does not propose to include the cost of a shared path or the equestrian trail within the Chevron Road upgrade project. These projects should be completed by Council at a later time and incorporate a shared path through to Cranbourne-Frankston Road.	MPA to prepared cross-section and send to Council.	AMEND CROSS-SECTIONS	Resolved
2	DCP Project IN-01 includes land but not construction. Construction of a least signalised T-intersection is warranted from Brompton Lodge and should be included in the costs. UPDATE FROM COUNCIL: MPA noted in meeting 21/01/16 that VicRoads opposed connection to Westernport Hwy. We understand this is not the case and VicRoads are supportive of a connection. As such, the full length of Ballarto must be funded by the DCP. Interim intersections along Ballarto Road need to be designed to suit future demand. This means four-way capable intersections with an appropriate treatment (be that signalised, roundabout, etc. based on traffic analysis). We require traffic analysis to identify staging of intersection development - i.e. whether a roundabout would be appropriate based on capacity once the through connection to Westernport Hwy is established. What is then the trigger for need of signalised intersections?	Yes	As discussed with Council at our meeting of 21/01/16, the MPA has taken the following approach with regard to the intersections along Ballarto Road: In the interim scenario unsignalised t-intersections will be sufficient to accommodate the traffic demands along Ballarto Rd and intersections with Woodlands and Chevron Ave extensions. As per the Cardno Traffic Assessment p.14, no through traffic will access the Westernport Highway/Ballarto Rd roundabout from the east (until a future interchange is constructed, due to existing capacity constraints and this intersection not being conducive to providing short term traffic solutions).	Nil	NO CHANGE PROPOSED BY MPA- SUBJECT TO DISCUSSIONS AT PLANNING PANEL AND CONCLAVE MEETING	Unresolved Refer to panel
3	DCP Project IN-02 includes land but not construction. Construction of a least signalised T-intersection is warranted from Brompton Lodge and should be included in the costs.	Yes	As above.	Nil	NO CHANGE PROPOSED BY MPA- SUBJECT TO DISCUSSIONS AT PLANNING PANEL AND CONCLAVE MEETING	Unresolved Refer to panel
4	DCP contains 2 different costs for the construction of Chevron Ave. Costing that includes the shared path should be used instead of those prepared on p.50. Apportionment must be 100% and must cover shared path for full length, as per	Yes	The MPA does not propose to include the cost of a shared path within the Chevron Road upgrade project. This should be completed by Council at a later time and be extended to Cranbourne-Frankston Road. The incorrect costings on page 54 will be deleted.	MPA to review apportionment and update DCP to remove incorrect costings on page 54.	AMEND DCP	Unresolved Refer to panel
5	DCP should include provision for construction of Ballarto Rd from Woodlands to Westernport Hwy. Or Plan 3 of DCP should be amended to identify the correct, limited extent of RD-01.	Yes	For the reasons detailed above, RD-01 will include the construction of Ballarto Rd between Woodlands Rd and Pearcedale Rd and not include the section between Westernport Hwy and Woodlands Rd.	Apportionment and construction details of this item will be discussed as part of the conclave meeting of experts on 12/01/16 as directed by panel.	NO CHANGE PROPOSED BY MPA- SUBJECT TO DISCUSSIONS AT PLANNING PANEL AND CONCLAVE MEETING	Unresolved Refer to panel
6	DCP project IN-04: Left turn slip-lanes should be included at Chevron Ave and Cranbourne-Frankston Road. UPDATE FROM COUNCIL: Resolved. We are of the understanding that VicRoads and PTV have agreed not to push for slip lanes in this instance.	Yes	MPA is satisfied that the proposed design for the Chevron Ave and Cranbourne-Frankston Rd provides for a satisfactory intersection treatment and in particular provides for a safe and effective pedestrian crossing. The MPA met with VicRoads, Council and PTV in early February to discuss the existing policies supporting slip-lanes in town centres. The MPA understands that this issue was resolved.	Nil.	NO CHANGE PROPOSED BY MPA.	Resolved
7	Cross section 1 (Ballarto Rd Secondary Arterial) Clarify speed for this future VicRoads' road.	Yes	This will be a 60km/hr road as a 4 lane arterial. Cross-section 1 will be updated with our standard 4-lane arterial cross-section.	Replace cross section with standard.	AMEND CROSS-SECTIONS	Resolved
8	Cross section 2 (connector street) should be amended to identify a buffer/clearance between shared path and properties	Yes	Agreed. MPA to replace cross section 2 with the standard connector road cross section.	Replace cross-section with standard connector cross-section.	AMEND CROSS-SECTIONS	Resolved
9	Cross-section 2 (connector) is not identified on Plan 6.	Yes	Agreed. MPA to update Plan 6.	Update Plan 6.	AMEND PLAN 6 PSP	Resolved

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						Resolved
Sub. #	Issue Raised	Is the submitter asking for a Change? Y/N	MPA Comment	Action/Follow up	Document Changes	STATUS
PUBLIC OPEN SPACE						
10	The provision of public open space in the exhibited Brompton Lodge PSP is a reduction on previous iterations both in overall size and number of parks. Overall area should be increased to 4.31 and five parks should be provided.	Yes	MPA will amend open space network to include five parks as requested, however the overall area will not be increased. As mentioned to Council at our meeting on 21/01, the overall net developable area was reduced when the final design for intersections and land take was completed. Therefore the total area of open space needed to decrease from previous versions to ensure the % remains at 5.32%. Council requested at our meeting of 21/01 that parks LP-2 and LP-1 are reduced by 0.3ha in order to create an additional 5th park located centrally. MPA will revise the network to accord with Council's preference for smaller parks.	MPA to provide an updated open space network to Council.	AMEND OPEN SPACE NETWORK.	Resolved
11	Park LP1 should be reduced from .91 to .60ha as it is located on the waterway.	Yes	As above.	MPA to provide an updated open space network to Council.	AMEND OPEN SPACE NETWORK.	Resolved
12	Park LP2 includes .25ha of encumbered land. PSP should be clear on how much land is encumbered and that this reserve is sufficient to retain the trees appropriately.	Yes	Agreed. MPA to update open space table to be clear how much land is encumbered for tree protection. Developer is currently reviewing detailed design to understand exact area required for tree retention. Further detail may be required in the PSP to direct how the trees will be retained in this reserve.	MPA to update open space table and confirm detailed design for encumbered area.	UPDATE OPEN SPACE TABLE.	Resolved
13	Park LP3 should be located in a more central position.	Yes	Agreed. MPA to update.	MPA to provide an updated open space network to Council.	AMEND OPEN SPACE NETWORK.	Resolved
14	Additional park LP-5 to the size of .79 should be established to provide open space between the connector road extensions of Woodlands Rd and Chevron Ave.	Yes	As per comment 10, MPA to provide additional park but this will only be .6ha as agreed by Council in our meeting of 21/01.	MPA to provide an updated open space network to Council.	AMEND OPEN SPACE NETWORK.	Resolved
15	Add a new requirement to require passive open space dimensions to be at least 70m in width and length.	Yes	Agreed. MPA to update section 3.3 Open Space to include additional requirement.	MPA to update section 3.3.	AMEND SECTION 3.3 PSP	Resolved
16	Table 5 (Open Space Delivery Guide) should be amended to refer to Park LP-2 as a District Park.	Yes	Agreed. MPA to update.	MPA to update open space table.	UPDATE OPEN SPACE TABLE.	Resolved
17	PSP does not provide active open space. A statement should be inserted to note this.	Yes	MPA to update open space table to include this statement.	MPA to update open space table.	UPDATE OPEN SPACE TABLE.	Resolved
18	Council requests the valuation for the Local sports reserve at 10710 Cranbourne-Frankston Rd.	Yes	MPA to provide.	MPA to send through.	NO CHANGE PROPOSED BY MPA.	Resolved
PEDESTRIAN AND BIKE CONNECTIONS						
19	Plan 7 should identify paths extending the full length of Ballarto Rd and Cranbourne-Frankston Rd.	Yes	Agreed. MPA to update Plan 7 to show this.	MPA to update Plan 7.	AMEND PLAN 7 PSP	Resolved
20	Shared paths should be provided on both sides of waterway easements and allow for access to key destinations such as open space and the local town centre.		MPA to add shared path on western side of western waterway. Access across waterway will be indicated adjacent to park.	MPA to update Plan 7.	AMEND PLAN 7 PSP	Resolved
21	Guideline G16 should be refined to remove reference to waterway crossings at intervals no greater than 400m and instead require access across waterways to key destinations such as open space and the local town centre.		MPA to update G16 to include reference to key destinations such as open space and the local town centre.	MPA to update G16.	UPDATE PSP TEXT	Resolved
22	The smaller drainage easement in the south-west should have shared paths on both sides of the waterway, with east-west connection to the local park		As per comment 20.	MPA to update Plan 7.	AMEND PLAN 7 PSP	Resolved
23	Cross section 1 identifies shared paths to be provided on the north and south side. Plan 7 should reflect this.		Agreed. MPA to update Plan 7 to show this.	MPA to update Plan 7.	AMEND PLAN 7 PSP	Resolved
24	Cross section 2 (connector street) should be amended to identify a buffer/clearance between shared path and properties		Agreed. See comment 8.	Replace cross-section with standard connector cross-section.	AMEND CROSS-SECTIONS	Resolved
25	Plan 7 should identify paths extending the full length of Ballarto Rd and Cranbourne-Frankston Rd.		Agreed. MPA to update Plan 7 to show this.	MPA to update Plan 7.	AMEND PLAN 7 PSP	Resolved
26	Northern local access street should contain 2-way bike paths.		We do not consider that additional shared paths are necessary to connect to local parks. Local streets will be sufficient.	No change.	NO CHANGE PROPOSED BY MPA.	(comment pending - awaiting response from recreation planners)

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NATIVE VEGETATION AND THREATENED SPECIES						
27	7 scattered across the precinct are being retained. Council disappointed to see bulk of vegetation being removed.		<p>As Council is aware, the extent of earthworks across the site required for the drainage strategy design impacts on the amount of native vegetation that can be retained. The MPA undertook a review of the vegetation across the site by undertaking an Arboricultural assessment of specific scattered trees and remnant patches that had potential to be retained. At the end of this process, we identified 7 trees adjacent to the waterway that could be retained. The MPA worked with the developer to ensure that these trees could be incorporated into the urban structure despite being on the edge of the waterway. There were a number of other patches that we reviewed but did not consider the retention of trees in these areas to be viable following the recommendations of the arboricultural report based on their health and life expectancy.</p> <p>The purpose of the Native Vegetation Precinct Plan (NVPP) is to streamline the planning approvals process for the permitted clearing of native vegetation as specified in the plan and identify those trees that are to be retained. Clause 52.16-3 Permit requirement states <i>"A permit is required to remove, destroy or lop any native vegetation. This does not apply: If the removal, destruction or lopping of native vegetation is in accordance with a native vegetation precinct plan incorporated into this scheme. Any conditions or requirements specified in the plan must be met."</i></p>	No Changes proposed.	NO CHANGE PROPOSED BY MPA.	Resolved. Retention of vegetation discussed further at point 39.
28	Connectivity through the precinct is limited to the drainage reserves. Vegetation within the drainage reserves should be from the local vegetation community and be designed to be consistent with the draft Southern Brown Bandicoot Connectivity Standards.		<p>Council to provide wording for inclusion in Section 3.4. In particular any specific species that are required.</p>	MPA to review and include additional wording on species provided by Council.	MPA TO REVIEW FOLLOWING DISCUSSION AT PLANNING PANEL AND EXPERT CONCLAVE	Resolved
29	Dwarf Galaxias are believed to be present.		<p>Yes they are present. As per the Future Urban Structure and table 6 a purpose-built pond will be constructed for their conservation.</p>	No Changes proposed.	NO CHANGE PROPOSED BY MPA.	Resolved
30	It is assumed that Southern Brown Bandicoots persist on the site. Council requests targeted surveys be undertaken (if they have not already) to determine potential for implications under the Sub-Regional Species Strategy for the Southern Brown Bandicoot.		<p>In 2011, the Victorian Government identified an additional 6000 hectares of land for 'logical inclusions' in the growth corridors. These 'logical inclusions' were not covered by the endorsed Strategic Assessment of Melbourne's Growth Areas Program. Any actions likely to have a significant impact on matters of national environmental significance in these areas required a separate EPBC Act referral, assessment and approval.</p> <p>The Flora and Fauna Assessment undertaken by Brett Lane and Associates concluded that based on the isolation of Brompton Lodge habitat, as well as the low quality nature of the vegetation present within the study area, it was considered that the species is unlikely to occur.</p> <p>The report specifically stated <i>"While some connectivity exists along Ballarto Road, the Cranbourne-Frankston Road acts as a strong barrier in the movement of the species in the local region. Therefore, based on the isolation of habitat on site, as well as the low quality nature of the vegetation present within the study area, it is considered that the species is unlikely to occur. This is supported by the State Governments Southern Brown Bandicoot Sub Regional Strategy that does not designate the study area as providing core habitat or an important habitat corridor for the species."</i></p> <p>.</p>	No Changes proposed.	NO CHANGE PROPOSED BY MPA.	

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			<p>A specific referral for the Southern Brown Bandicoot was not made to the Commonwealth Government given that the above assessment concluded the species was unlikely to occur, and therefore a significant impact was not considered likely in this area. It is also noted that the Department of Environment, Land, Water and Planning (DELWP) have not made a submission regarding the Bandicoot to Amendment C190 at any stage.</p> <p>As part of the Logical Inclusions Advisory Committee Report No 2: South East Growth Area: 11 November 2011, Casey Council confirmed that DSE had decided not to pursue a biolink to the west (across either Casey Areas 1 or 2) from the Cranbourne Botanical Gardens to support bandicoot movement. The MPA understands that a potential link from the Botanic Gardens to the west along the north side of Ballarto Road is being explored by Casey Council.</p>			Resolved
LANDSCAPING						
31	Requirement should be added under Section 3.3 (Open Space) to require a proponent handing over public open space that includes the retention of native vegetation to prepare an updated arborists report.		Agree. Additional condition to be included within the Native vegetation Precinct Plan at Section 7.0.	MPA to include additional requirement in NVPP. Section 7.0 of NVPP.	UPDATE NVPP	Resolved.
32	Various cross sections note minimum tree heights. These are not consistent with Council's policy for street trees. Many are too large at maturity for the spaces proposed.		As discussed in meeting with Council, MPA to provide a range for these heights and a general objective to indicate that large canopy trees are sought where appropriate.	Update all cross sections.	UPDATE CROSS SECTIONS	Resolved.
33	Various cross-sections show trees in spaces of 1.5-2m. Tree planting cannot occur in such small spaces, and will result in trees being removed in a couple of years as they will overhang dwellings footpaths and cause damage. The absolute minimum space for a small tree must be 2.1m.		Cross sections 1 and 2 will be replaced with standard cross sections and variations will ensure all nature strips are at least 2.1m.	Update all cross sections to ensure nature strips are at least 2.1m.	UPDATE CROSS SECTIONS	Resolved.
URBAN DESIGN						
34	Figure 1 (local town centre) should be amended to require a 'significant built form' on the corner of Chevron Avenue and Cranbourne-Frankston rd at the gateway site/anchor.		Agreed. MPA to update Figure 1 to include 'significant built form' on the corner of Chevron Avenue and Cranbourne-Frankston rd at the gateway site/anchor.	Update Figure 1.	UPDATE FIGURE 1.	Resolved.
DEVELOPMENT CONTRIBUTIONS PLAN ADMINISTRATION						
35	Under Section 4.1.3 (Works in Kind), the DCP identifies that credit for works in kind provided shall equal the final cost of the works up to the maximum identified in the DCP. Council supports this approach.		Noted.			Resolved.
36	Section 4.2 (Funds Administration) the DCP notes that development contributions will be held in accounts for each class of infrastructure until required for provision of items in that class. Council is unclear what is meant by this. Limiting expenditure accordingly would be inappropriate when this document is being prepared under the DCP legislation.		As discussed in our meeting MPA to delete the following sentence from section 4.2 'Funds Administration': <i>"The administration of the contributions made under this DCP will be transparent and development contributions will be held in accounts for each class of infrastructure until required for provision of items in that class".</i>	Delete first sentence in Section 4.2 of the DCP.	UPDATE DCP	Resolved.
37	Under Section 4.3 (Construction and Land Value Costs Indexation), the DCP notes that land will be re-valued annually on a 'before and after' methodology. This is not a relevant methodology for the community and recreation sites outside of the PSP area.		Agree. MPA to update with relevant wording.		UPDATE DCP	Resolved.
38	Appendix A (Precinct Infrastructure Plan)		MPA understands Council's concern regarding expectations for project timing not aligning with the Priority List. To address this the MPA will remove the timing column completely. While we have agreed to remove the PIP in other PSP's, for Brompton Lodge the PIP provides a clear list of infrastructure inside and outside the PSP, which is particularly helpful for those community projects external to the PSP. More generally PIP's add value as a link between the PSP and DCP. The PIP is the only location beyond the DCP where infrastructure is documented. This is helpful for users who are unfamiliar with a DCP and are seeking a summary of infrastructure without looking at the DCP document. For these reasons PIP will be retained within the PSP with the timing column removed.	Amend PIP in PSP and DCP to remove timing column.	UPDATE DCP AND PSP	Resolved.

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RESOLVED											
CONSIDERATION TO THE ENVIRONMENTAL AND LANDSCAPE INTERFACE											
39	Brompton Lodge is the gateway to the City of Casey. Council recommends a 20 metre tree reserve for part of the perimeter of the PSP area where the land use is conventional residential, specifically at the Cranbourne-Frankston Rd-Westernport Highway intersection and then along Cranbourne-Frankston Rd towards Cranbourne.		<p>As discussed with Casey at our meeting of 21/01/16, the PSP already includes a note on the future urban structure that a "tree reservation or frontage must be provided where residential lots interface with Cranbourne-Frankston Road and Westernport Highway". The PSP does not provide any further guidance however on the design or dimensions of this reserve. The MPA has sought a response from the developer as to how this reserve could practically work.</p> <p>The MPA considers that at this stage of the PSP process a 20 metre reserve is too onerous and is also not necessary if the objective is for a visual interface of vegetation along Cranbourne-Frankston Rd in particular. The MPA agrees with the principle however and proposes a meeting with the developer and City of Casey to discuss this issue and consider viable options.</p>	MPA to organise meeting with City of Casey to discuss interface along Cranbourne-Frankston Rd.	TBC.	MPA waiting on confirmation from council that tree reservation plans are acceptable.					
40	Brompton Lodge PSP is opposite highly vegetated Green Wedge land that is environmentally significant and the vegetated rural landscape of Langwarrin in Frankston City Council. This requires additional environmental consideration for habitat protection and connectivity throughout the PSP, consistent with the intention of the sub-regional Biodiversity Conservation Strategy.		Noted. As per the response above and response 30 regarding bandicoot connectivity.	As above.	NO CHANGE PROPOSED BY MPA.	MPA waiting on confirmation from council that tree reservation plans are acceptable.					