

## Amendment C228 - Minta Farm PSP 11- Submission summary - 2018

### Victorian Planning Authority: consideration of submissions

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
<b>Submission 01 - Sandi Tarant (Resident)</b>					
1.01	Expressed concern regarding the increased traffic along O'Shea Road and notes the potential further impact resulting from development of the precinct.	Traffic	Noted	<p>Noted. O'Shea Road is intended to be duplicated by VicRoads to accommodate growth in the medium term. This will occur in line with Government funding and the state government road delivery program. VPA are working closely with VicRoads and Transport for Victoria to prioritise key road improvements. The final Plan will be supported by an Precinct Infrastructure Plan which will guide the staging and timing of infrastructure improvements.</p> <p>The proposed future road network outlined by the draft Plan is expected to support local and sub-regional vehicle movement by providing an east west and north south connection with the Princes Freeway and Princes Highway.</p> <p>The new North-South Arterial Road and the O'Shea Road extension will complete the arterial road network for the surrounding area. The Cardno Strategic Transport Assessment (2015) demonstrated that the proposed ultimate future road network will be able to accommodate traffic movements generated by the precinct and surrounding growth during peak hours at ultimate buildout (up to 2046).</p> <p>The Traffic Assessment undertaken for the first stage of development tested vehicle volumes for the first 1,000 lots. The draft Plan includes a 1,000 lot cap on development in the precinct to allow for contributions to fund the delivery of the North-South Arterial Road and manage the total increase in traffic during the early stages of development. This means that after 1,000 residential lots are developed, no further development will be permitted until the road is built. Additional traffic assessment is also being carried out to provide more clarity on noted congestion during peak school drop off and pick up times and the staging and timing of infrastructure improvements.</p>	Decision pending
1.02	Expressed concern regarding the amendment's impact on traffic along Soldiers Road.	Traffic	Noted	<p>Noted. The traffic assessment for the initial development stages tested road performance associated with development of the precinct. The report concluded that development up to 1,000 lots could occur before volumes affected performance levels to an unsatisfactory standard. The draft Plan includes a proposed 1,000 lot cap on development to manage the impact of traffic whilst allowing the precinct to develop and generate developer contributions for the delivery of the necessary road improvements. In addition, Soldiers Road will be truncated at Grices Road intersection once the new North-South arterial road is delivered. This will divert traffic to the North-South arterial road whilst reducing traffic demand to travel along Soldier's Road. Additional traffic assessment is now also being carried out to provide more clarity on the impact of broader growth, congestion during peak school drop off and pick up times and the staging and timing of infrastructure improvements required.</p>	Decision pending
1.03	O'Shea Road is such a busy road but maybe more lanes can be built at the sides to make it wider to accommodate extra traffic.	Roads & Transport	Noted	<p>Noted. The Plan has reflected the proposed duplication of O'Shea Road from Soldiers Road to Clyde Road (4 lanes). This would be undertaken by VicRoads, in accordance with demand and an endorsed forward delivery program. There is no confirmed timing for this upgrade. The Minta Farm PSP has reflected consideration of the early concept plan for this road upgrade, including the proposed extension from Soldiers Road to the Beaconsfield interchange and Princes Freeway. As shown in Plan 3 - Future Urban Structure of the PSP, O'Shea Road is identified as a 4-lane arterial road (can be built to six lanes ultimately) between Soldiers Road and the interchange along the existing road reserve.</p>	Resolved
<b>Submission 02 - Tony Mastroianni (Resident)</b>					

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
2.01	Expresses concern about the truck movements coming through Macreadie drive.	Traffic	Noted	No access is proposed to be provided at the Cul-de-Sac of Macreadie drive and the O'Shea Road extension, as per the existing preliminary Vic Roads Concept Plan, as detailed by the Minta Farm - Traffic Works Concept Designs (Traffic Works) - 5 October 2017 report available on the VPA project website - <a href="https://vpa.vic.gov.au/project/minta-farm/">https://vpa.vic.gov.au/project/minta-farm/</a>	Comment only or no viable resolution through Amendment
2.02	Expresses concern about the traffic and noise from construction trucks that travels through the area to access the new development.	Construction	Noted	Noted. Detailed design stages for the O'Shea Road extension will include proposed noise mitigation measures. Vehicle movements are anticipated to be at low speeds along the future O'Shea Road Extension due to the proposed short intersection spacing. VicRoads will notify all landowners as detailed design commences for O'Shea Road. Landowners will have an opportunity to comment on the detailed design. There is currently no timeframe identified for delivery of this road project.	Comment only or no viable resolution through Amendment
2.03	Expresses concern that the proposed business precinct will devalue property.	Land Use	Noted	Noted. Providing opportunities for employment uses will ensure surrounding residential areas have close access to employment opportunities and services.	Comment only or no viable resolution through Amendment
2.04	Requires further information about the PSP as the submitter is unsure about the proposed future urban structure. In particular: - the local convenience centre - the school	Land Use	Noted	Addressed - VPA representative called submitter on 9th and 14th November 2017 to discuss the draft proposal and submission. Exhibited materials are also available in accordance with statutory obligations - online and in hard copy. Two information sessions were held on the 1/11/17 and 14/11/17 to provide opportunity for discussion of the draft Plan.	Comment only or no viable resolution through Amendment
<b>Submission 03 - Anuj Haribhakti (Resident)</b>					
3.01	Opposes the amendment on the basis that the infrastructure is not setup before residential planning is approved.	Roads & Transport	Noted	Noted. Essential infrastructure required of the precinct is funded by development contributions paid by development within the precinct. Therefore these improvements cannot be provided prior to approval in the absence of a supplementary levy. The PSP includes an Infrastructure Contributions Plan which identifies the key infrastructure items to be funded by developers. State infrastructure is provided for the benefit of the broader community and will be provided inline with delivery agencies forward works program. The VPA has been working closely with these agencies to encourage the prioritisation of state infrastructure in the area, including for example, the proposed future O'Shea Road extension. An announcement was made by the Premier on the 18th March for the Monash Freeway Upgrade Stage 2, which includes funding for a new connection at Beaconsfield and lines to a new, duplicated O'Shea Road. Construction on the broader package of Stage 2 works will begin in late 2018. Further details will be provided by Transport for Victoria in due course.	Comment only or no viable resolution through Amendment
3.02	Notes that Soldiers Road is very congested between 7:45 and 9:30 am from O'Shea to Kangan Drive.	Traffic	Noted	Noted. Feedback appreciated. Additional traffic assessment is being carried out to further test vehicle volumes at peak periods and provide options for further addressment of noted congestion issues, including the staging and timing of precinct related infrastructure improvements. The proposed future road network is expected to support local and sub-regional vehicle movement by providing an east west and north south connection with the Princes Freeway and Princes Highway. ultimately this will improve movement and access in the area. The new North-South Arterial Road and the O'Shea Road extension will complete the arterial road network for the surrounding area. Ultimately, the roads authorities are responsible for the performance of the wider network.	Decision pending
3.03	Expresses concern about the current T- intersection at O'Shea Road and Soldiers Road. Proposes traffic lighting signal or a roundabout.	Roads & Transport	Noted	Safety and movement concerns noted. As shown in Plan 10 - Street Network of the PSP, the O'Shea Road and Soldiers Road intersection is proposed to have a signalised intersection treatment with the extension of the O'Shea Road to the Beaconsfield intersection and Princes Freeway. This will improve safety and access at this location.	Resolved

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
3.04	Expresses concern about the intersection at Grices Road and Clyde Road. Proposes three lanes including a dedicated right turning lane.	Roads & Transport	Noted	Noted. Clyde Road, including the Grices Road and Clyde Road intersection are outside of the PSP area, thus are not subject to any proposed changes as part of this amendment. The Clyde North PSP has identified an intersection upgrade to address increased traffic volumes. This will be undertaken by VicRoads as part of an endorsed forward delivery program. There is currently no timeframe identified for this improvement project.	Comment only or no viable resolution through Amendment
3.05	Opposes the proposed residential area on the basis of inadequate public transport services and the lack of car parking spaces at Beaconsfield and Berwick train stations.	Roads & Transport	Noted	Noted. Beaconsfield and Berwick train stations and facilities are outside the scope of this PSP assessment. The road network and construction standards proposed by the PSP will ensure that all arterial roads and connector streets within the precinct are bus capable. Public Transport Victoria will provide local public transport services to the precinct and surrounding area in accordance with their forward delivery program and population growth.	Comment only or no viable resolution through Amendment
3.06	Opposes new residential land uses as the area does not have enough public schools, shops and healthcare services to service the growing population.	Land Use	Noted	Noted. To support the proposed 2,850 homes, the draft plan includes: - a local convenience centre and local town centre for convenience shopping and services. - a future government primary school site. - mixed-use/ commercial/ retail land uses to provide an opportunity for local jobs and services. In addition, there are two planned schools within the Clyde North PSP, south of the Minta Farm PSP area.	Resolved
3.07	Expresses concern that the proposed residential area will pressure on Casey Hospital that is already running at full capacity.	Land Use	Noted	Noted. The Department of Health are informed of future planned precincts and population projections to plan for health services. Improvements to health service facilities are considered inline with population growth. The Department of Health has noted a recent \$135 million redevelopment of the Casey Hospital to support the growing population.	Comment only or no viable resolution through Amendment
3.08	Expresses concern that residential development along Soldiers Road will result in the removal of the existing vegetation and trees within the area. Requests for development to occur around the trees and for them to be maintained.	Vegetation	Disagree	Noted. The PSP area has historically been used for agricultural purposes and as a result, is largely clear of native vegetation. However some significant patches remain, as do some scattered trees dispersed along Cardinia Creek. The Arboriculture Report in 2008 identified tree species of high aesthetic value. These trees are planned to be retained within the proposed large passive open space areas as shown in Plan 5 of the PSP. In addition, Plan 8 of the PSP illustrates the native vegetation retention and conservation areas which will preserve identified vegetation of areas of value.  As demonstrated in the Arboriculture Report, trees along Soldiers Road have been identified to have a low - moderate arboriculture value due to their age, structural integrity and origin. As a result, these trees are not required to be protected or conserved as part of the Draft Plan. These are all held on private property. The retention of these trees are at the discretion of developers and council at the time of subdivision and development.	Resolved
Submission 04 - Grahame Beecroft (Eden Rise Pharmacy)					

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
4.01	Expresses concern about the impacts that the proposed local town centre will have on the Eden Rise Village and their business. Requires further information about the type of retail and gross lettable retail space for the LCC.	Employment	Noted	Noted. PSPs will generally provide land uses to support the intended population and self containment. The Minta PSP proposes to accommodate up to 8,000 residents with the provision of around 2,850 homes. According to standard provisions, VPA is required to provide one Local Town Centre (LTC) for neighbourhoods ranging between 8,000 to 10,000 people. The LTC is expected to provide convenience shopping (supermarket) and services to serve the employment and residential catchment of the precinct. A proposed Local Convenience Centre (off Grices Road) will support local convenience retail and services for nearby residents. The LTC and LCC will have the following retail and floor space provision: - LTC: Retail floor space of 13,000 sqm. Commercial floor space of 2,600 sqm. - LCC: Retail floor space of 1,500 sqm. Commercial floor space of 300 sqm.	Resolved
<b>Submission 05 - Michael Brown (Resident)</b>					
5.01	Objects the proposed business precinct on the basis that it is out of character to the area.	Land Use	Noted	Noted. The PSP area has been earmarked for employment uses in various forms since 2002 in recognition of the substantial shortfall in local jobs provision within the City of Casey. The South East Growth Corridor (SEGC) Plan 2012 identified Minta Farm as an area for residential mixed with business uses to assist in creating up to 110,000 new jobs within broader South East Melbourne. The proposed business precinct reflects policy directions to provide an employment hub at this location to create opportunities for local employment. The Minta Farm PSP includes a set of design guidelines to ensure the employment precinct's development does not negatively affect nearby sensitive uses by ensuring the adoption of a high-quality built form. In addition, the employment area will be sited by a new residential area and reside adjacent to the Princes Freeway.	Resolved
5.02	Objects the proposed Future Urban Structure (FUS) due to the increased traffic, noise and inconvenience during and after construction.	Traffic	Noted	Noted.	Comment only or no viable resolution through Amendment
5.03	Objects the FUS on the basis that the existing road network is unable to cope with greater demand as there are already traffic issues.	Traffic	Noted	Noted. Additional traffic assessment is being carried out to further test vehicle volumes at peak periods and provide options for further addressment of congestion issues, including the staging and timing of precinct related infrastructure improvements. The proposed future road network is expected to support local and sub-regional vehicle movement by providing an east west and north south connection with the Princes Freeway and Princes Highway. Ultimately, the road network is expected to improve with the delivery of these proposed improvements. The new North-South Arterial Road and the O'Shea Road extension will complete the arterial road network for the surrounding area. The VPA is working closely with infrastructure providers to prioritise road funding and improvements in the area. However, ultimately, the roads authorities are responsible for the management of the performance of the wider network.	Decision pending
5.04	Objects the proposed industry/commercial use as there is already industrial land in nearby areas such as Pakenham, Hallam, Officer, Dandenong, Cranbourne and Clayton.	Land Use	Noted	Noted. The Minta Farm Precinct forms part of a broader business and residential corridor south of the Princes Freeway toward Pakenham. Minta Farm's employment precinct is a part of the South East Growth Corridor (SEGC) plan and was identified by the Casey C21 strategy (2002) by the City of Casey to help create new knowledge-based jobs and address the significant shortfall in employment opportunity in the Casey-Cardinia growth corridor. City of Casey is expected to grow to more than 500,000 residents by 2041. Planning for employment lands will enable opportunities for businesses and employment to support nearby residents. The PSP evaluated employment land provision to achieve identified job targets at this location. The studies concluded that 83 hectares (of the total 285 hectares) should be supported for employment uses. A Commercial Zone 1 and 2 is proposed with directions to support higher order office and commercial uses with some light manufacturing. No industrial zoning is proposed. In response to concerns, the VPA is undertaking further employment land assessment to further test demand for uses at this location. These outcomes will be considered by the Independent Planning Panel.	Decision pending

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
5.05	Expresses concern that the impacts of the proposed business precinct will negatively affect the submitter's quality of life and devalue their property.	Land Use	Noted	Noted. Providing opportunities for employment uses will ensure surrounding residential areas have close access to employment opportunities and services.	Comment only or no viable resolution through Amendment
<b>Submission 06 - Paul Bruders (Resident)</b>					
6.01	Expresses concern about the traffic on Soldiers Road.	Traffic	Noted	Noted. The traffic assessment for the initial development stages tested road performance associated with development of the precinct. The report concluded that development up to 1,000 lots could occur before volumes affected performance levels to an unsatisfactory standard. The draft Plan includes a proposed 1,000 lot cap on development to manage the impact of traffic whilst allowing the precinct to develop and generate developer contributions for the delivery of the necessary road improvements. The proposed new north south arterial and proposal to truncate (close) Soldiers Road at the Grices Road intersection will direct north south traffic off Soldiers Road. The VPA is working closely with Council and Vic Roads to prioritise funding and delivery of road improvements that support broader traffic movements, such as the O'Shea Road extension. In response to concerns, the VPA is also undertaking additional traffic assessment to further test precinct generated traffic impacts.	Decision pending
6.02	Is concerned about the future traffic impacts during school peak hours on the existing road network due to the clustering of numerous schools within the area.	Traffic	Noted	Noted. Additional traffic assessment is also being carried out to provide more clarity on the impact of broader growth, congestion during peak school drop off and pick up times and the staging and timing of infrastructure improvements required. The Minta Farm PSP provides for a new primary school site to support the new and surrounding community. In addition, there are two planned schools within the Clyde North PSP which are expected to help alleviate demand for schools and reduce the need for pupils to travel further to attend school.	Decision pending
6.03	Expresses concern about the timing of road infrastructure projects. Proposes the O'Shea Road extension and links both east and west on the Princes Freeway to be established prior to future development.	Infrastructure Sequencing	Noted	<p>Noted. Additional traffic assessment is being carried out to provide options for further addressment of congestion issues, including the staging and timing of infrastructure improvements. The VPA recognizes that the delivery timing of infrastructure is important to support development of the precinct and growth in the area and is working with infrastructure delivery providers (VicRoads and City of Casey) to prioritise necessary road improvements to support development of the precinct and those supporting growth in the wider network. The final Plan will be supported by an Precinct Infrastructure Plan which will provide guidance on the preferred staging of road improvements for the site.</p> <p>The Monash Freeway Upgrade Stage 2 project was announced on 18 March 2018. The \$711 million project includes "better connections at Beaconsfield and links to a new, duplicated O'Shea Road" which is expected to be completed by 2022. VPA have contacted Public Transport for Victoria for further details about the project and road infrastructure projects relevant to the Minta Farm precinct.</p>	Decision pending
<b>Submission 07 - Maureen Hooper (Resident)</b>					

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
7.01	Notes concern about the traffic and safety of vehicular movement along Soldiers Road. Requests that the Plan allows for room to widen Soldiers Road to relieve traffic congestion.	Traffic	Noted	Noted. There is no proposal to widen Soldiers Road made by the Plan. Minor works/improvements will be applied to the eastern boundary to accommodate development of the site. The Plan proposes to truncate (close) Soldiers Road at the Grices Road intersection once the new North-South arterial road is delivered. This will divert traffic to the North-South arterial road and reduce traffic demand to travel along Soldier's Road. Soldiers Road south of O'Shea Road will therefore continue to operate as a local connector road. Improvements may be made to Soldiers Road north of O'Shea Road. Ultimately council will be responsible for improvements to the broader network.	Resolved
7.02	Notes congestion in the area. Identifies roads that are currently affected by heavy traffic including Soldiers Road, Kangan Drive and Bryan Mawr Boulevard. Major source of traffic comes from schools during drop-off and pick-up times.	Roads & Transport	Noted	Noted. Feedback is supported. Additional traffic assessment is being carried out to provide more clarity on the impact of broader growth, congestion during peak school drop off and pick up times and the staging and timing of infrastructure improvements required. The VPA is working closely with Council and Vic Roads to prioritise funding and delivery of road improvements that support broader traffic movements, such as the O'Shea Road extension. In response to concerns, the VPA is also undertaking additional traffic assessment to further test precinct generated traffic impacts. Ultimately, the proposed road improvements for the area will improve vehicle movements. The Minta Farm PSP also provides for a new primary school site to support the new and surrounding community. In addition, there are two planned schools within the Clyde North PSP which are expected to help alleviate demand for schools and reduce the need to pupils to travel further to attend school.	Decision pending
7.04	Expresses concern that the of the proposed growth traffic (including construction generated) will limit access and movement of emergency services.	Traffic	Noted	Noted. Delivery of the proposed road network will improve connectivity and movement throughout the area. In particular, the North-South Arterial Road and the O'Shea Road extension will provide access the Princes Freeway and Princes Highway. There are a number of other road improvements already identified for the area which are yet to delivered. Some of these projects include: - Duplication of Grices Road (Clyde Road to Viewgrand Drive) - Upgrade of Clyde Road/Grices Road intersection - Upgrade of Thompsons Road - Upgrade of Clyde Road/Thompsons Road intersection.  In addition, a road widening project is expected along O'Shea Road (from Clyde Road to the Princes Freeway) However, there is no confirmed timing for this upgrade. The delivery of these road improvements over time will ensure these areas are well connected and provided with adequate capacity to support the movement of emergency services.	Resolved
7.05	The location of the proposed government school will require access from Soldiers Road. This will add more traffic to the area. Proposes to relocate the school to an area away from Soldiers Road.	Traffic	Disagree	Noted. Movement of school location not supported. As per PSP guidelines and Department of Education requirements, primary schools must generally be: - co-located in community hubs, with a good visual and physical links to a town centre - located on connector streets (ideally on three sides) and not arterial roads - linked to the cycling and walking network. The proposed location of the primary school is well within the Town Centre's walkable catchment which seeks to encourage increased walking and cycling. To deliver an efficient movement network a key objective is to provide a grid network to balance vehicle movement. The draft plan achieves this objective.	Resolved

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
7.06	Proposes to relocate the Local Town Centre for the same reasons mentioned above.	Traffic	Disagree	<p>As part of the precinct planning process, proposed land uses are planned to avoid potential land-use conflicts. In particular, the coordination between residential and employment land uses. Within the context of the Minta Farm area, the prioritisation of cohesive land-uses is achieved through allocating employment land uses adjacent to existing and future noise sources, including the Princes Freeway, O'Shea Road extension and the north south arterial. This configuration has resulted in the Local Town Centre being placed in the middle of the Minta Farm area.</p> <p>The Local Town Centre has also been planned to be co-located with the proposed Office and Commercial sub-precinct. This configuration will help generate activity within the employment precinct and support the desired amenity and character for the Commercial and Office sub-precinct and Town Centre.</p> <p>In addition, the location of the Local Town Centre (LTC) has been allocated to ensure that 80 to 90% of the residential dwellings are located within 1km of a Local Town Centre. In addition, the LTC will serve the residential and employment catchment and will be supported by close access to the north south arterial road. The proposed relocation of the Town Centre will put these features and planning outcomes at risk.</p>	Resolved
<b>Submission 08 - Adrienne Walton &amp; Peter Walton (Resident)</b>					
8.01	Notes their need to plan their movement patterns around peak school drop off and pick up times due to the traffic congestion and the current road network cannot cope with project growth of increased traffic.	Traffic	Noted	Noted. To address submitter concerns, additional traffic assessment is being carried out to provide more clarity on the impact of broader growth, congestion during peak school drop off and pick up times and the staging and timing of infrastructure improvements required. The VPA is working closely with Council and Vic Roads to prioritise funding and delivery of road improvements that support broader traffic movements, such as the O'Shea Road extension. Ultimately, the proposed road improvements for the area will improve vehicle movements. The Minta Farm PSP provides for a new primary school site to support the new and surrounding community. In addition, there are two planned schools within the Clyde North PSP which are expected to help alleviate demand for schools and reduce the need to pupils to travel further to attend school over time.	Decision pending
8.02	Proposes that road infrastructure projects to be delivered prior to development.	Infrastructure Sequencing	Noted	Noted. Essential infrastructure required of the precinct is funded by development contributions paid by development within the precinct. Therefore these improvements cannot be provided prior to approval. The PSP includes an Infrastructure Contributions Plan which identifies the key infrastructure items to be funded by developers. State infrastructure is provided for the benefit of the broader community and will be provided inline with delivery agencies forward works program. The VPA has been working closely with these agencies to encourage the prioritisation of state infrastructure in the area, including for example, the proposed future O'Shea Road extension.	Resolved
<b>Submission 09 - Spencer Wanklyn (Resident)</b>					
9.01	Expressed support for forward planning future growth initiatives in the community.	Land Use	Noted	Noted.	Comment only or no viable resolution through Amendment

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
9.02	Expresses concern about the future traffic impacts on accessing the Kingsmere Estate and notes concern about the traffic along Soldiers Road with the proposed population growth.	Traffic	Noted	Noted. Additional traffic assessment is being carried out to provide options for further addressment of congestion issues, including the staging and timing of infrastructure improvements. The proposed future road network is expected to support improved local and sub-regional vehicle movement by providing an east west and north south connection with the Princes Freeway and Princes Highway. The new North-South Arterial Road and the O'Shea Road extension will complete the arterial road network for the surrounding area. Traffic along Soldiers Road will be diverted to the North-South arterial road. This connection will also provide an alternative option for vehicles travelling from the north. Access to the Kingsmere Estate is expected to improve with the proposed O'Shea Road extension project which, will provide residents a second access and exit point with the connection between O'Shea Road and Wordsworth Drive as shown in the O'Shea Road extension concept plans. There is currently no timeframe for these road improvements.	Resolved
9.03	Is concerned about the future traffic impacts during school peak hours (including first stage of development) on the existing road network due to the clustering of numerous schools within the area.	Traffic	Noted	Noted. Additional traffic assessment is also being carried out to provide more clarity on the impact of broader growth, congestion during peak school drop off and pick up times and the staging and timing of infrastructure improvements required. The VPA is working closely with Council and Vic Roads to prioritise funding and delivery of road improvements that support broader traffic movements, such as the O'Shea Road extension. Ultimately, the proposed road improvements for the area will improve vehicle movements. The Minta Farm PSP provides for a new primary school site to support the new and surrounding community. In addition, there are two planned schools within the Clyde North PSP which are expected to help alleviate demand for schools and reduce the need to pupils to travel further to attend school.	Decision pending
9.04	Suggests O'Shea Road and Soldiers Road should be widened to 4 lanes before development is taken place.	Roads & Transport	Agree in partial	O'Shea Road is planned to be a secondary arterial 4 lane road from Clyde to Soldiers Road. The truncation of Soldiers Road will direct traffic to the North-South arterial road which will be a primary 6 lane road. Soldiers Road north of O'Shea Road will likely continue to perform a sub-arterial road function in the future. Any duplication needs will be the responsibility of Casey City Council to monitor and determine as part of their role managing the performance of the wider local road network.	Resolved
<b>Submission 10 - Margaret Morris (Resident)</b>					
10.01	Requires clarification about which streets will be affected by the proposed arterial roads within the FUS.	Roads & Transport	Noted	Response made by email clarifying roads proposed as sub-arterial and arterial - O'Shea Road extension (from the existing intersection at Soldiers Road and O'Shea Road toward the Princes Freeway) 4 lane. A north south arterial (from the intersection at Soldiers Road and Grices Road north toward the O'Shea Road reservation), ultimate 6 lanes. Grices road arterial (existing Grices road) to be improved to 4 lanes.	Resolved
10.02	Requires clarification about the length of the proposed arterial roads.	Roads & Transport	Noted	The proposed North-South Arterial Road is a new road intended to connect from the Beaconsfield interchange (Princes Freeway) to the Grices Road and Soldiers Road intersection. The connection would continue to Thompsons Road in the south as per the existing Clyde North Precinct Structure Plan. O'Shea Road to be extended at Soldiers Road (along the existing road reservation) to connect with the princess highway and freeway. Grices Road is proposed to be a 4-lane arterial road and this treatment is expected to be duplicated to Clyde Road, as shown in the Clyde North PSP.	Resolved
10.03	Is concerned that the proposed arterial roads will go through existing parks.	Roads & Transport	Noted	The PSP area has historically been used for agricultural purposes and as a result, does not consist of any open space other than the Cardinia Creek Corridor along the eastern boundary. As shown in Future Urban Structure, the proposed road network within the Minta Farm PSP area does not run through any proposed parks. The Cardinia Creek Corridor will be protected as a conservation area.	Resolved



Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
10.04	The plan is not sufficiently detailed to see exactly where the proposal arterial road (6 lane) and arterial road (4 lane) is crossing from O'Shea Road, Soldiers Road to Grices Road through the Minta Farm. Requests detailed maps/plans of future roads.	Graphics and mapping	Agree in partial	Noted. The PSP is a high level precinct plan which is utilised to guide detailed design for development proposals, including roads. In their current form these plans will allow for some flexibility to address detailed design constraints. Key roads shown in Plan 10 - Street Network of the PSP will be developed in accordance to the indicative Road Cross Sections and Intersection Concept Plans, Appendices 4.8 and 4.9 of the PSP respectively. As road improvements are programmed for detailed design, road / infrastructure delivery authorities will notify nearby landowners and seek comments on detailed plans.	Resolved
<b>Submission 11 - Katrina Slifka (Resident)</b>					
11.01	Seeks feedback on how current infrastructure will be affected and upgraded.	Roads & Transport	Noted	<p>The Draft Plan identifies the new road infrastructure to support the future residential and employment uses in the precinct and to provide multiple points of access and egress to the site. Key road improvements identified include:</p> <ul style="list-style-type: none"> <li>- Extension of O'Shea Road to the Beaconsfield interchange and Princess Freeway</li> <li>- North South Arterial road connection from Grice's Road to O'Shea Road and the Beaconsfield interchange</li> <li>- The truncation of Soldiers Road at the Grices Road intersection (with delivery of the proposed North South Arterial)</li> <li>- A local connector road network within the precinct that will be bus capable and contain dedicated off road cycle paths linking local destinations.</li> </ul> <p>Delivery of the proposed road network will improve connectivity and movement throughout the area. In particular, the North-South Arterial Road and the O'Shea Road extension will provide access the Princes Freeway and Princes Highway. There are a number of other road improvements already identified for the area which are yet to be delivered. Some of these projects include:</p> <ul style="list-style-type: none"> <li>- Duplication of Grices Road (Clyde Road to Viewgrand Drive)</li> <li>- Upgrade of Clyde Road/Grices Road intersection</li> <li>- Upgrade of Thompsons Road</li> <li>- Upgrade of Clyde Road/Thompsons Road intersection.</li> </ul> <p>The Monash Freeway Upgrade Stage 2 project was announced on 18 March 2018. The \$711 million project includes "better connections at Beaconsfield and links to a new, duplicated O'Shea Road" which is expected to be completed by 2022. VPA have contacted Public Transport for Victoria for further details about the project and road infrastructure projects relevant to the Minta Farm precinct.</p> <p>The amendment also includes a proposed 1,000 lot cap on development for the delivery of the North-South Arterial Road to manage the potential increase in traffic during the early stages of development. This means that after 1,000 residential lots are developed, no further development will be permitted until the road is built.</p>	Resolved
11.02	Notes the concern over traffic and congestion along Soldiers and O'Shea Roads, especially during school hours.	Traffic	Noted	<p>Noted. Additional traffic assessment is also being carried out to provide more clarity on the impact of broader growth, congestion during peak school drop off and pick up times and the staging and timing of infrastructure improvements required. The VPA is working closely with Council and Vic Roads to prioritise funding and delivery of road improvements that support broader traffic movements, such as the O'Shea Road extension. Ultimately, the proposed road improvements for the area will improve vehicle movements. The Minta Farm PSP provides for a new primary school site to support the new and surrounding community. In addition, there are two planned schools within the Clyde North PSP which are expected to help alleviate demand for schools and reduce the need to pupils to travel further to attend school.</p>	Decision pending

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
11.03	Expresses concern about future traffic impacts on accessing the Kingsmere Estate.	Traffic	Noted	Noted. Access to Kingsmere Estate is expected to improve with the proposed O'Shea Road extension project which, will provide residents a second entry and exit point with the connection between O'Shea Road and Wordsworth Drive. There is currently no timing for the delivery of this Project. However, the VPA is working closely with VicRoads to prioritise finding and delivery of this improvement.	Resolved
<b>Submission 12 - Carol Clark and Thomas Clark (Resident)</b>					
12.01	Notes concern over congestion of Soldiers Road, Greaves Road and O'Shea Road, particularly during school drop off/ pick up times and further impact of new growth. Notes congestion of Clyde Road and surrounding area.	Traffic	Noted	<p>Noted. Additional traffic assessment is being carried out to provide options for further addressment of congestion issues, including the staging and timing of infrastructure improvements. The proposed future road network seeks to address capacity issues with identified improvements for the area.</p> <p>Key road improvements identified include:</p> <ul style="list-style-type: none"> <li>- Extension of O'Shea Road to the Beaconsfield interchange and Princess Freeway</li> <li>- North South Arterial road connection from Grice's Road to O'Shea Road and the Beaconsfield interchange</li> <li>- The truncation of Soldiers Road north of Grices Road</li> <li>- A local connector road network within the precinct that will be bus capable and contain dedicated off road cycle paths linking local destinations.</li> </ul> <p>Delivery of the proposed road network will improve connectivity and movement throughout the area. In particular, the North-South Arterial Road and the O'Shea Road extension will provide access the Princes Freeway and Princes Highway. There are a number of other road improvements already identified for the area which are yet to delivered. Some of these projects include:</p> <ul style="list-style-type: none"> <li>- Duplication of Grices Road (Clyde Road to Viewgrand Drive)</li> <li>- Upgrade of Clyde Road/Grices Road intersection</li> <li>- Upgrade of Thompsons Road</li> <li>- Upgrade of Clyde Road/Thompsons Road intersection.</li> </ul> <p>In addition, a road widening project is expected along O'Shea Road (from Clyde Road to the Princes Freeway). However, there is no confirmed timing for this upgrade. VPA are working closely with VicRoads to prioritise funding and delivery of key improvements.</p>	Resolved
12.02	Notes an increase in off-road car parking resulting in crowding and property value impacts.	Roads & Transport	Noted	Noted. The PSP includes concept plans for internal road cross sections. Appendix 4 details the roads with provision of on-street parking. Treatments (curbs, foot paths, and on-street parking) for Soldiers Road will be provided to the eastern boundary to support new development and access. This is provided in line with local government requirements for local connector roads and will likely resemble the eastern treatments. With the introduction of the new North South Arterial toward the centre of the precinct, Soldiers Road is proposed to be truncated (closed). Soldiers Road will then continue to perform a local collector function with reduced north south movements.	Resolved
12.03	Is concerned about the future traffic impacts during school peak hours on the existing road network due to the clustering of numerous schools within the area.	Traffic	Noted	Noted. Additional traffic assessment is also being carried out to provide more clarity on the impact of broader growth, congestion during peak school drop off and pick up times and the staging and timing of infrastructure improvements required. The VPA is working closely with Council and Vic Roads to prioritise funding and delivery of road improvements that support broader traffic movements, such as the O'Shea Road extension. Ultimately, the proposed road improvements for the area will improve vehicle movements. The Minta Farm PSP provides for a new primary school site to support the new and surrounding community. In addition, there are two planned schools within the Clyde North PSP which are expected to help alleviate demand for schools and reduce the need to pupils to travel further to attend school.	Decision pending
<b>Submission 13 - Dilan Dissanayake (Resident)</b>					

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
13.01	Notes concern that the increased population will further impact on car parking (and public transport services) at Beaconsfield station.	Roads & Transport	Noted	Noted. Beaconsfield and Berwick train stations and facilities are outside the scope of this PSP assessment. The road network and construction standards proposed by the PSP will ensure that all arterial roads and connector streets within the precinct are bus capable. Public Transport Victoria will provide local public transport services to the precinct and surrounding area in accordance with their forward delivery program inline with population growth and road improvements within the area.	Comment only or no viable resolution through Amendment
13.02	Is concerned that future development in the PSP area will negatively affect the submitter's view lines from their property as Minta Farm is highly elevated.	Land Use	Noted	Noted. We have reviewed your concerns. The western half of the precinct is characterised by an elevated topography that falls into two smaller hilltops. The eastern half of the precinct is comparatively flatter and slopes gently from the hilltops down to flat land adjacent Cardinia Creek as part of a natural flood plain. As shown in plan 3, the PSP has sought to best address visual impact by drawing upon the natural topography of the site: - Elevated areas have been identified for parkland uses to maximise views offered by the raised platform - The employment precinct is located in the north-west where land is flatter and lower. In addition, the employment area built form is guided by the employment design guideline and Plan 6 in the PSP. Medium built form is concentrated in the north-eastern region of the PSP area where land is flatter and lower. The impact to view lines from Hackberry Place in the foreground is expected to be minimal due to the existence of dwellings on Soldiers Road. There may be some capacity to view employment buildings in the far background, however these will be 750 m from the property.	Resolved
13.03	Is concerned about dust and other pollution from developing the area due to the submitter's close proximity to the PSP area.	Construction	Noted	Noted. Standard mitigation measures for construction are applied as part of subdivision and building works conditions of permit approval, in accordance with Australian Standards. There is an opportunity for these matters to be considered at the building permit application stage.	Resolved
<b>Submission 14 - Dennis Hurren and Fiona Hurren (Resident)</b>					
14.01	Suggests the road network (and other key infrastructure) to be built / delivered prior to developing the PSP area.	Infrastructure Sequencing	Noted	Noted. Infrastructure required of the precinct is funded by development contributions made by development within the precinct. Therefore these improvements cannot be provided prior to approval. The PSP includes an Infrastructure Contributions Plan which identifies the key infrastructure items to be delivered by developers. VPA are now working closely with key infrastructure providers to define the timing and staging of key improvements.	Resolved
14.02	Proposes O'Shea Road and Soldiers Road increased to be double lanes prior to developing the PSP area.	Roads & Transport	Noted	Noted. As shown in Plan 10 - Street Network of the PSP, the Plan reflects the existing view to upgrade O'Shea Road to a 4 lane secondary arterial road. The truncation of Soldiers Road will reduce traffic flow south of O'Shea and therefore ultimately the road will not require road widening. The Plan also proposes a new north south arterial road to provide access to the Princes Freeway. Contributions toward funding these improvements will be made by development of the precinct. Improvements may be made to Soldiers Road north of O'Shea Road. However, council will be responsible for improvements to the broader network as part of their obligations in managing the performance of the local road network.	Resolved
14.03	Notes the need to plan for adequate parking to support the primary school.	School	Noted	Noted. The School site will be planned and designed to standards outlined by Department of Education and Training, which includes standard provisions for parking. Additional parking will be provided by co-locating the school with the Local Town Centre.	Resolved
14.04	Recommends the proposed primary school to be built in the early stages of developing the PSP area as existing schools are at capacity.	School	Noted	Noted. The Plan provides for an adequate site for the provision of a Government Primary School K-P7. VPA has worked with the Department of Education and Training (DET) to confirm the site and infrastructure requirements to support the facility. DET manages a capital works program to deliver new schools inline with growth and priorities. However, the Developers may provide the school earlier as part of a works in kind agreement.	Comment only or no viable resolution through Amendment

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
14.05	Proposes to increase parking spaces at the Beaconsfield and Berwick stations to cope with population growth.	Roads & Transport	Noted	Noted. The provision of car parking around stations is the responsibility of council and / or Transport for Victoria (on state owned land). This recommendation is outside the scope of the Amendment. To support access and public transport service connections to the station and other key activity areas, Transport for Victoria will update the public transport services network inline with growth. All roads within the precinct will be delivered as bus capable to support movement and access.	Comment only or no viable resolution through Amendment
<b>Submission 15 - Adrian Dabraio (Resident)</b>					
15.01	Objects the amendment as the proposed O'Shea Road extension is not built as a part of the development because it is a proposed road project and subject to government funding.	Roads & Transport	Disagree	Noted. The Minta Farm PSP details the proposed ultimate Future Urban Structure for the site to guide consideration of development proposals. The PSP also includes improvements required of precinct generated traffic. The O'Shea Road extension and duplication to Clyde Road is to be State government funded and is listed as part of the Monash Freeway/ Princes Highway upgrade project. The VPA is working closely with VicRoads to prioritise funding for key road improvements.  <b>The Monash Freeway Upgrade Stage 2 project was announced on 18 March 2018. The \$711 million project includes "better connections at Beaconsfield and links to a new, duplicated O'Shea Road" which is expected to be completed by 2022. VPA have contacted Public Transport for Victoria for further details about the project and road infrastructure projects relevant to the Minta Farm precinct.</b>	Unresolved
15.02	Notes concern of the timing and staging of infrastructure to support development, particularly non-precinct funded roads (O'Shea Road extension) and the potential impact to the Chase Estate, in particular Bridgewater Boulevard, as people try to avoid congestion along O'Shea and Soldiers Road.	Infrastructure Sequencing	Noted	Noted. Additional traffic assessment is being carried out to provide options for further addressment of congestion issues, including the staging and timing of infrastructure improvements. The VPA recognizes that the delivery timing of infrastructure is important to support development of the precinct and growth in the area and is working with infrastructure delivery providers (VicRoads and City of Casey) to prioritise necessary road improvements, including the O'Shea Road extension and duplication. The final Plan will be supported by an Precinct Infrastructure Plan which will provide guidance on the preferred staging of road improvements for the site by developers, road authorities and other infrastructure providers.	Decision pending
15.03	Objects the proposal as the existing road network is congested and the proposed plan for the area (the PSP) does not provide any new improvements in the surrounding area.	Roads & Transport	Noted	Noted. Work is being undertaken to further test the initial traffic assessment findings with noted congestion concerns, especially at peak school periods. The Draft Plan has sought to address the precinct generated traffic impacts and identifies the new road infrastructure to support the future residential and employment uses in the precinct and to provide multiple points of access and egress to the site. Key road improvements identified include: - Extension of O'Shea Road to the Beaconsfield interchange and Princess Freeway - North South Arterial road connection from Grice's Road to O'Shea Road and the Beaconsfield interchange - The truncation of Soldiers Road north of Grices Road - A local connector road network within the precinct that will be bus capable and contain dedicated off road cycle paths linking local destinations. Delivery of the proposed road network will improve connectivity and movement throughout the area. In particular, the North-South Arterial Road and the O'Shea Road extension will provide access the Princes Freeway and Princes Highway. There are a number of other road improvements already identified for the area which are yet to delivered. Some of these projects include: - Duplication of Grices Road (Clyde Road to Viewgrand Drive) - Upgrade of Clyde Road/Grices Road intersection - Upgrade of Thompsons Road - Upgrade of Clyde Road/Thompsons Road intersection.  Ultimately, delivery of identified road improvements will improve movement and access in the area.	Resolved
<b>Submission 16 - Ian Jones and Audrey Jones (Resident)</b>					

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
16.01	Expresses concern that the existing road network is unable to cope with growing population.	Roads & Transport	Noted	<p>Noted. Additional traffic assessment is being undertaken to further test congestion issues at peak periods. The Draft Plan identifies the new road infrastructure to support the future residential and employment uses in the precinct and to provide multiple points of access and egress to the site. Ultimately, the proposed road improvements will improve access and movement in the area. Key road improvements identified include:</p> <ul style="list-style-type: none"> <li>- Extension of O'Shea Road to the Beaconsfield interchange and Princess Freeway</li> <li>- North South Arterial road connection from Grice's Road to O'Shea Road and the Beaconsfield interchange</li> <li>- The truncation of Soldiers Road north of Grices Road</li> <li>- A local connector road network within the precinct that will be bus capable and contain dedicated off road cycle paths linking local destinations.</li> </ul> <p>Delivery of the proposed road network will improve connectivity and movement throughout the area. In particular, the North-South Arterial Road and the O'Shea Road extension will provide access the Princes Freeway and Princes Highway. There are a number of other road improvements already identified for the broader area which are yet to delivered. Some of these projects include:</p> <ul style="list-style-type: none"> <li>- Duplication of Grices Road (Clyde Road to Viewgrand Drive)</li> <li>- Upgrade of Clyde Road/Grices Road intersection</li> <li>- Upgrade of Thompsons Road</li> <li>- Upgrade of Clyde Road/Thompsons Road intersection.</li> </ul>	Resolved
16.02	Expresses concern about the future traffic impacts during school peak hours on accessing the Orchard Rise, Chase and Berwick Waters Estate due to the clustering of numerous schools within the area.	Traffic	Noted	<p>Noted. Additional traffic assessment is also being carried out to provide more clarity on the impact of broader growth, congestion during peak school drop off and pick up times and the staging and timing of infrastructure improvements required. Traffic during school peak hours, particularly along Soldiers Road, is expected to improve with the truncation of Soldiers Road and the delivery of the planned North-South arterial. The proposed 1,000 lot cap is expected to help manage the potential traffic impacts during the early stages of development. The Minta Farm PSP provides for a new primary school site to support the new and surrounding community. In addition, there are two planned schools within the Clyde North PSP which are expected to help alleviate demand for schools and reduce the need to pupils to travel further to attend school.</p>	Decision pending
16.03	Proposes a traffic assessment along Clyde Road, Princes Highway and Princes Freeway during peak hours.	Traffic	Noted	<p>Noted. Additional traffic assessment is also being carried out to provide more clarity on the impact of broader growth, as noted above. The Plan is only required to address the precinct generated road volume impacts. This is because the road authorities are responsible for the performance of the wider network and improvements or alterations to manage vehicle movements and support growth.</p>	Comment only or no viable resolution through Amendment
16.04	Expresses concern that the proposed business precinct will create more traffic congestion within the area.	Traffic	Noted	<p>Noted. The Cardno Transport Assessment (2015) has reflected traffic volume assumptions for the proposed business precinct as well as the adjoining and nearby PSPs into consideration. The report concluded that the proposed road network will be able to accommodate the projected traffic demand in accordance with the proposed ultimate road network.</p>	Resolved
16.05	Expresses concern that the quoted amount of \$61 million from developers for road and public infrastructure, as well as open space and community facilities is insufficient.	Funding	Noted	<p>Noted. The Infrastructure Contributions Plan identifies the contribution requirements for local level infrastructure and interim arrangements only. The ICP will be updated with the final Plan, including any additional improvements required resulting from further testing of the traffic assessment. ICP estimates are based on standard levies that are set at pre-determined rates in the Ministerial Direction.</p>	Resolved
Submission 17 - Judy Ford (Resident)					

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
17.01	Enquired about the future plans for one of the existing dams located west within the Minta Farm PSP as the submitter's family has history connections with the site. Requests the dam to be maintained and integrated into green space so that the family may visit the area.	Open Space	Disagree	This matter will be raised with council and the landowners. The current Draft Plan has identified the site to transition to a new local park and district sports reserve and to support the new community. There is no obligation for landowners to maintain man-made waterbodies as the area changes to urban uses, as they are not part of the natural waterway system. Future public safety concerns and maintenance obligations also influence decisions on maintaining these man-made waterbodies nearby surrounding residential uses.	Resolved
<b>Submission 18 -Raymond Micallef (Resident)</b>					
18.01	Questions the need for a shared path and a dedicated on-road bike lane as shown in the Secondary Arterial Road concept plan. Recommends wider landscaping strip along property boundary to promote vegetation screening.	Roads & Transport	Noted	Noted. Planning for the PSP has applied the existing O'Shea Road Concept Plan prepared on behalf of VicRoads. This is outside the scope of the amendment to address. This submission has been passed on to Transport for Victoria to consider. Once funding is secured for this road, VicRoads will undertake a detailed design phase and will notify adjacent landowners. Stakeholders will have an opportunity to make a submission on the concept plan and design prior to construction.	Comment only or no viable resolution through Amendment
18.02	Opposes the mixed-use precinct as the proposed building height of up to 3 storeys is inconsistent with the surrounding established neighbourhood character (of up to two storeys). Considers two storeys appropriate.	Land Use	Disagree	Noted. This change is not supported. Strategic policy documents have earmarked this site for business and residential uses since 2002. The PSP delivers on government directions to provide for employment opportunities at this location. The PSP land use structure has sought to provide for employment uses along key road frontages. The proposed 3 storey building height for the Mixed-Use sub precinct allows a transition between the residential use area (to the west) and the Office and Commercial sub-precinct and Town Centre (2 to 6 storeys). Building footprints of the Mixed Use area and Office and Commercial sub-precinct from the boundaries of properties along Nixon Drive will be in excess of 40 meters from the back fences of properties along Nixon Drive with the proposed O'Shea Road extension residing between the two areas. This is considered a reasonable distance to minimise direct adjacent impact of a three storey building height. The three storey building height is considered an appropriate height to support residential and ground floor employment uses. The PSP also includes a requirement for the upper level setback of at least 3 meters above a first storey to manage visual bulk.	Unresolved
18.03	Proposes to have the (2- 3 storey) Mixed-Use sub precinct in place of the (1-2 storey) Innovation and Technology Business sub precinct where there is a greater setback from existing residential areas.	Land Use	Disagree	Noted. This change is not supported. The proposed location of sub-precincts within the PSP aims to avoid potential land-use conflicts with incompatible uses by focusing: - Technology and innovation uses predominantly at the edge of Princes Freeway interchange to support business needs such as light-manufacturing, research and development. - Mixed-uses abutting residential areas with office and commercial/residential uses at ground level - Local services abutting residential areas - Commercial uses adjacent to the Town Centre along the North-South Arterial Road As per Town Centre Design guidelines, medium and high density housing is encouraged in and around the Town Centre for passive surveillance and contributions to the life, economic viability and amenity of the centre.	Unresolved
18.04	Expresses concern that having ground floor offices fronting the O'Shea Road extension in the Mixed-Use sub precinct is inadequate to creating an active frontage. Proposes to have shops rather than offices provided at ground level.	Land Use	Agree in partial	Clause 32.04 of the Casey Planning Scheme details the permitted uses within the Mixed Use sub precinct applied zone provision. The ground level uses within in the Mixed-Use sub precinct is not limited to office-uses, including Food and drink premises, medical centres and shops etc. The PSP aims to provide a flexible employment area which, will allow a variety of spaces and sizes to suit business needs within the area. Office businesses, restaurants/cafes, local services and retail type businesses are able to occupy the ground floor.	Resolved

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
18.05	Is concerned that the Mixed-Use sub precinct will consist industrial uses.	Land Use	Noted	Clause 32.04 of the Casey Planning Scheme details the permitted uses within the Mixed Use sub precinct applied zone provision. Industrial uses are not permitted.	Resolved
18.06	Opposes the Commercial and Office sub-precinct as the proposed building height of up to 6 storeys is excessive and inconsistent with the surrounding established neighbourhood character.	Land Use	Disagree	<p>Noted. As per PSP guidelines, multi-storey development is encouraged in town centres and employment areas. The Minta Farm area has been identified as a location for employment activities for many years since the City of Casey's C21 'A Vision for Out Future' report (2002). Economic reports from the strategy have indicated that the Minta Farm PSP area is capable of providing an average of 10,000 jobs (minimum of 8,575 jobs and maximum of 13,575 jobs). The proposed building height of 2 to 6 storeys will create a job density which, will meet this objective whilst creating opportunities for local employment within the South East Corridor and the Casey-Cardinia area. A reduction to the proposed building height will significantly lower the capacity to achieve the ultimate employment target. The proposed building heights are supported by the City of Casey. The estimated job densities and employment land allocation is supported by the Department of Economic Development Jobs Transport and Resources (DEDJTR).</p> <p>As shown in Plan 3 - Future Urban Structure, the location of the employment hub and the Commercial and Office sub-precinct is deemed to be appropriate as it is located away from existing residential areas in the north-eastern area of the precinct adjacent to the freeway and Cardinia Creek corridor. The proposed 6 storey building height will:</p> <ul style="list-style-type: none"> <li>-Define the commercial core along the North-South arterial.</li> <li>-Sleeve the Innovation and Technology Business precinct.</li> <li>-Provide a continuous built form along the North-South arterial which, will stimulate activity within the sub-precinct.</li> <li>- Assist in creating an active Town Centre with the concentration of jobs and services nearby the Town Centre, school and Community Facility.</li> </ul> <p>The transition from employment to residential uses is managed through the co-location of Mixed-Use, Town Centre, Open Space, roads and their respective design guidelines and principles in relation to its interface with residential areas.</p> <p>We are reviewing existing Requirements and Guidelines to ensure they appropriately address built form massing at this location. <b>Propose to include a requirement for buildings along O'Shea Road to provide an appropriate interface to residential areas.</b></p> <p><b>New general employment requirement:</b></p> <p>"Buildings adjacent to O'Shea Road must have:</p> <ul style="list-style-type: none"> <li>- upper level setbacks of at least 3 metres above a second storey (to manage visual bulk and provide an appropriate interface to residential</li> </ul>	Unresolved
18.07	Proposes to swap building heights for the Commercial and Office-Sub Precinct with the Innovation and Technology Business sub-precinct as the location of the Innovation and Technology Business sub-precinct is more suitable for medium-high built form due its proximity to the Monash Freeway, is consistent with other multi-level developments near the freeway and is further away from existing residential areas.	Land Use	Disagree	<p>Noted. This change is not supported. The Innovation and Technology Business sub-precinct is proposed to sit in the north-eastern area of the PSP due to its interface with the freeway and distance from existing and proposed residential uses. The sub precinct is expected to accommodate technology focused businesses such as business incubators, research and development as well as light manufacturing. These businesses will require a larger building footprint in comparison to businesses within the Commercial and Office sub-precinct. The proposed swap in maximum building height from 2 to 6 storeys is not appropriate due to the nature and operations of the intended future business uses.</p> <p>The building height for the Commercial and Office sub-precinct aims to maximise the exposure to the North-South Arterial Roads and concentrate office type jobs, retail and services around the Town Centre.</p>	Unresolved
18.08	Proposes to create a pedestrian link from the eastern of Macreadie Drive to the O'Shea Road extension and North-South Arterial Road, leading to the Town Centre.	Roads & Transport	Agree in partial	Noted. Generally supported. Access at this location will be addressed as part of the detailed design for the O'Shea Road extension by VicRoads. This comment is outside of the scope of the Amendment to address.	Comment only or no viable resolution through Amendment
18.09	Is unclear if the Wordsworth Drive will be extended south to run along the eastern side of the mixed-use precinct.	Roads & Transport	Noted	The concept plan for the O'Shea Road extension in the Traffic Works (2017) Concept Designs shows that Wordsworth Drive will not extend south into the Minta Farm PSP area. Access to the Town Centre from Wordsworth Drive will require a left turn onto the O'Shea Road extension and right turn through the North-South Arterial road.	Resolved
18.10	Proposes to provide pedestrian access from Wordsworth Drive and O'Shea Road intersection to the proposed government school, commercial office and employment purposes.	Roads & Transport	Agree	Shown in Plan 10 - Street Network of the PSP, there is a proposed pedestrian signal at the Wordsworth Drive and O'Shea Road intersection to facilitate pedestrian movement to the proposed Town Centre.	Resolved

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
18.11	Expresses concern that there is insufficient demand for office/commercial to justify half of the Minta Farm PSP being devoted to non-residential uses.	Land Use	Noted	Noted. The Minta Farm PSP provides for 68 hectares of employment capable land plus 4.6 hectares for the Local Town Centre and Convenience Centre (73.4 total) and 141 hectares of residential uses. Work is being undertaken to further test the capacity of the employment land to achieve the desired job targets and provide guidance on the timing and staging of employment uses. The proposed employment land is expected to fully develop over the long term. The demand for employment is expected to increase as the population grows and the Minta Farm as well as the surrounding PSP areas (Clyde North, Cranbourne, Thompsons Road, Pound Road and Officer) develop.	Decision pending
18.12	Expresses concern that the planned Officer South Employment PSP will compete with the Minta Farm employment area.	Land Use	Noted	Noted. As above. The employment precinct is envisaged to be an attractive employment area and is planned to comprise sub-precincts including: commercial/office, innovative technology, small local enterprises, mixed use and a town centre. Unlike the Minta Farm employment area, nearby planned employment areas such as Pakenham South, Officer South Employment Precinct, Dandenong South expansion and Cranbourne West are expected to accommodate commercial, industrial and logistic type industries. The employment business precinct in Minta Farm will compliment, instead of competing with the Officer South Employment area as it is proposed to cater for a greater share of knowledge based employment.	Decision pending
18.13	Objects the proposed employment area on the basis that there is an over supply of commercial/employment land, particularly in central Dandenong. If Dandenong is struggling to fill vacant commercial office space, how can there be a demand for so much commercial/office floor space in Minta Farm.	Land Use	Noted	Noted. As above. Currently, the City of Casey has an employment self-containment of 23%. This figure indicates that 23% of residents works and lives within the City of Casey. The proposed employment precinct seeks to address the local employment deficit within the Casey-Cardinia Corridor and create opportunities for long term local employment. Based on the population projections between 2010 to 2031, 105,000 new jobs will be required to serve the needs of the growing population and provide a high standard of employment self-sufficiency. If the proposed employment precinct was to be residential, opportunity for increased local employment will be permanently lost as it is highly unlikely for residential land to be rezoned to employment land.	Decision pending
18.14	Opposes the proposed employment area given that the City of Casey is developing its own commercial/office precinct at Victor Crescent in Narre Warren which, does not feature any buildings above 3-4 storeys.	Land Use	Noted	<p>Noted. As above.</p> <p>Minta Farm's employment precinct is a part of the South East Growth Corridor (SEGC) plan and was identified by the Casey C21 strategy (2002) by the City of Casey to help create new knowledge-based jobs and address the significant shortfall in employment opportunity in the Casey-Cardinia growth corridor. Minta Farm's strategic location offers the potential to serve as a subregional business service centre driven by:</p> <ul style="list-style-type: none"> <li>- Strong east-west connections via the Princes Freeway to Melbourne CBD, Dandenong and Gippsland.</li> <li>- Improved southern connections via Bells Road to major residential precincts at Clyde.</li> </ul> <p>The employment precinct is planned to cater the needs of the community whilst providing opportunity for up to 11,000 local jobs to accommodate population growth within the Casey-Cardinia corridor.</p> <p>The precinct is envisaged to be an attractive employment area and is planned to comprise sub-precincts including: commercial/office, innovative technology, small local enterprises, mixed use and a town centre. Unlike the Minta Farm employment area, nearby planned employment areas such as Pakenham South, Officer Employment Precinct, Dandenong South expansion and Cranbourne West are expected to have a greater focus on commercial, industrial and logistic industries.</p> <p>Please note that additional economic studies are being undertaken which will examine the demand/supply of employment within the Casey-Cardinia area. Casey Council's preliminary economic report includes the assessment of the developing business hub at Victor Crescent. This will be reviewed and considered as part of the Panel process.</p>	Decision pending



Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
18.15	Expresses concern that the existing road network is unable to cope with growing population, in particular traffic along Soldiers Road.	Traffic	Noted	<p>Noted. Additional traffic assessment is being carried out to provide options for further addressment of congestion issues, including the staging and timing of infrastructure improvements. The proposed future road network is expected to support local and sub-regional vehicular movement by providing an east west and north south connection with the Princes Freeway and Princes Highway.</p> <p>Key road improvements identified include:</p> <ul style="list-style-type: none"> <li>- Extension of O'Shea Road to the Beaconsfield interchange and Princess Freeway</li> <li>- North South Arterial road connection from Grice's Road to O'Shea Road and the Beaconsfield interchange</li> <li>- The truncation of Soldiers Road north of Grices Road</li> <li>- A local connector road network within the precinct that will be bus capable and contain dedicated off road cycle paths linking local destinations.</li> </ul> <p>Delivery of the proposed road network will improve connectivity and movement throughout the area. In particular, the North-South Arterial Road and the O'Shea Road extension will provide access the Princes Freeway and Princes Highway. There are a number of other road improvements already identified for the area which are yet to be delivered. Some of these projects include:</p> <ul style="list-style-type: none"> <li>- Duplication of Grices Road (Clyde Road to Viewgrand Drive)</li> <li>- Upgrade of Clyde Road/Grices Road intersection</li> <li>- Upgrade of Thompsons Road</li> <li>- Upgrade of Clyde Road/Thompsons Road intersection.</li> </ul> <p>In addition, a road widening project is expected along O'Shea Road (from Clyde Road to the Princes Freeway). However, there is no confirmed timing for this upgrade.</p>	Decision pending
18.16	Expresses concern that the lack of a secondary school within the Minta Farm PSP which, will increase traffic in areas of the existing secondary schools.	Traffic	Noted	As per the Department of Education and Training's (DET) provision ratios for secondary schools, one secondary school is required per three primary schools or one per 9,000 dwellings. The Minta Farm PSP proposes to provide 3,000 dwellings which, equates to the provision of less than one secondary school. Given the accessibility of the nearby secondary schools including the planned Clyde North secondary school and the existing private schools (in Clyde North, Beaconsfield and Berwick), no secondary school is expected to be required for the Minta Farm PSP area. This position has been confirmed by DET.	Resolved
18.17	Proposes to widen O'Shea Road between Clyde Road and Soldiers to handle future traffic once the O'Shea Road extension to the Monash Freeway is completed.	Roads & Transport	Noted	Supported. The proposed road widening is not within the Minta Farm PSP area, thus is not subject to change within Amendment C228. However, O'Shea Road's 4 lane treatment is expected to be duplicated between Clyde Road and Soldiers Road sometime in the future.	Resolved
<b>Submission 19 - Vivienne Honeyford (Resident)</b>					
19.01	Expresses concern about the noise and air pollution impacts on their property when Soldier's road becomes a 6 lane arterial.	Construction	Noted	<p>Noted. In accordance with Plan 10 - Street Network of the PSP, Soldiers Road will continue as a Local Connector Road, and as such there is no planned road widening for Soldiers Road along the Minta Farm PSP boundary as part of the Precinct Structure Plan to 6 lanes. It is proposed to truncate (close) Soldiers Road at the Grices Road intersection redirecting traffic to the proposed North-South Arterial Road. The proposed 6-lane arterial is identified as the 'North-South Arterial Road', located to the centre of the precinct, and is expected to accommodate most of the vehicular movements within the precinct as it connects the Beaconsfield's interchange to Grices Road.</p> <p>Noise and air pollution through construction phases is managed by construction management controls applied by both council and state government as part of approvals to proposed development plans. Australian Standards are applied to ensure that the potential for impacts are evaluated and mitigated as part of the infrastructure or building design and construction.</p>	Resolved
<b>Submission 20 - Dale Purton (Resident)</b>					

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
20.01	Enquires about the staging development of the Minta Farm PSP as their estate north of the PSP area was labelled as Minta Farm.	Infrastructure Sequencing	Noted	The Minta Farm PSP refers only to the land bound by the Plan and Schedule 14. The proposed Planning Scheme amendments (development controls and land use zones) associated with the Minta Farm Precinct Structure Plan will only affect the land within this boundary. Following completion of the PSP, development of the site may occur subject to approved subdivision plans. The VPA is seeking to finalise the Plan for the Minister for Planning's consideration by September 2018.	Comment only or no viable resolution through Amendment
20.02	Is concerned about the future traffic impacts during school peak hours on the existing road network due to the clustering of numerous schools within the area.	Traffic	Noted	Noted. Additional traffic assessment is also being carried out to provide more clarity on the impact of broader growth, congestion during peak school drop off and pick up times and the staging and timing of infrastructure improvements required. Traffic during school peak hours, particularly along Soldiers Road, is expected to improve with the truncation of Soldiers Road and the planned North-South arterial. The proposed 1,000 lot cap is expected to help manage the potential traffic impacts during the early stages of development. The Minta Farm PSP provides for a new primary school site to support the new and surrounding community. In addition, there are two planned schools within the Clyde North PSP which are expected to help alleviate demand for schools and reduce the need to pupils to travel further to attend school.	Decision pending
20.03	Is concerned that the proposed road network is unable to cater for the proposed 3,000 dwellings and business precinct.	Roads & Transport	Noted	Noted. As per above. Additional traffic assessment is being carried out to provide options for further addressment of congestion issues, including the staging and timing of infrastructure improvements. The proposed future road network is expected to support local and sub-regional vehicle movement by providing an east west and north south connection with the Princes Freeway and Princes Highway. The new North-South Arterial Road and the O'Shea Road extension will complete the arterial road network for the surrounding area. ultimately, the road improvements noted by the draft Plan will improve access and movement in the area. The VPA is working closely with infrastructure providers, such as Casey Council and VicRoads to prioritise the funding and delivery of key road improvements.	Resolved
20.04	Is concerned that the proposed lot sizes of 350-450 square metres will create overcrowding of cars and excessive on-street parking.	96A	Noted	Noted. The PSP aims to allow for the creation of a diverse and vibrant new community by providing a range of residential densities across the PSP area. By providing for a range of lot sizes and thereby housing types, it is anticipated that the PSP area will attract and accommodate a diverse population with different household needs. With the proposed employment and Local Town Centre, there is opportunity for sustainable development by locating higher density dwellings close to these services. Victorian Planning Provisions provide for the necessary parking requirements to be provided by new subdivision areas as a standard, per dwelling. Proposed subdivision plans for each stage will be publically exhibited for comment. This comment related to permit controls is not implemented by the PSP, and as such is outside of the scope for this Amendment to address.	Comment only or no viable resolution through Amendment
20.05	Is concerned that the proposed business precinct will take 10 years or more to be developed.	Land Use	Noted	Noted. The employment area is anticipated to be developed and evolve over time. The town centre is expected to develop alongside the residential area initially, followed by the office and commercial uses. Additional economic studies are currently underway to provide information about the economic demand within the area and an estimated timeframe for economic development.	Comment only or no viable resolution through Amendment
Submission 21 -Kevin McLaren (Resident)					

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
21.01	The structure plan doesn't indicate whether any large scale excavation is intended to change the landscape profile. I mention this with reference to the removal of a 10 metre hill and vegetation opposite Tulliallan estate behind the new service station near the corner of Clyde and Grices Roads.	Construction	Noted	<p>Large scale earthworks is not supported, however developers may undertake earthworks as part of their building works. The Plan includes a requirement that Subdivision applications must demonstrate an appropriate response to the existing topography and minimise the need for earthworks, excavation and cut and fill.</p> <p>The Minta Farm PSP was planned and designed with the consideration of the natural landscape features and topography. Topography within the PSP area undulates in the west and falls away to a floodplain moving east towards the Cardinia Creek corridor. The western half of the precinct is characterised by an elevated topography that falls into two smaller hilltops. The eastern half of the precinct is comparatively flatter and slopes gently from the hilltops down to flat land adjacent Cardinia Creek as part of a natural flood plain.</p> <p>The future urban structure, as identified in Plan 3 of the PSP, has been designed to draw upon the natural topography of the site:</p> <ul style="list-style-type: none"> <li>• The district park has been located to maximise views offered by the raised landform.</li> <li>• The employment precinct is situated in the north-west to provide it with the necessary flatter land. As well, commercial land is better suited to the unhospitable frontage of the Princes Freeway.</li> <li>• The sports reserve sits within a flatter area of land within the residential catchment area.</li> <li>• Requirements and Guidelines within the PSP guide the integration of future subdivision design with the natural topography.</li> </ul>	Resolved
22.02	Is there a bridge or two planned to cross the Cardinia creek on Grices road. Is it planned to continue Grices road to link up with Glasscocks road and if so when?	Roads & Transport	Noted	The Draft Plan indicates a future extension of Grices Road east toward Cardinia Creek. Precinct planning for the Officer South Employment Precinct will likely address the need for a bridge crossing of Cardinia Creek at this location. Grices Road currently connects to Glasscocks Road to the west at the Clyde Road intersection. The Clyde North PSP has identified a future intersection improvement for this connection.	Resolved
<b>Submission 22 -Ruzhang Weng (Resident)</b>					
22.01	<p>Expresses concern about the proposed treatment for the O'Shea Road and Wordsworth Road intersection as this intersection only allows the traffic to turn left onto O'Shea Road from Wordsworth Drive and allows traffic to turn left onto Wordsworth Drive from O'Shea Road.</p> <p>Proposes the intersection should also allow traffic to turn right onto O'Shea Road from Wordsworth Drive and allows traffic to turn right onto Wordsworth Drive from O'Shea Road. This proposal will provide the following benefits:</p> <ul style="list-style-type: none"> <li>- Will save significant time for residents from Kingsmere estate to go to the nearby Eden Rise SC, to local school and to Soldiers Rd</li> <li>- Will save significant time for local residents to arrive home after they exit the freeway from the proposed Beaconsfield Exchange</li> <li>- The project won't make traffic worse.</li> </ul>	Roads & Transport	Disagree	<p>The draft Plan has reflected consideration of the VicRoads Preliminary Concept Plan for the O'Shea Road extension. As result, this comment is outside the scope of the Amendment to address. The concept design for the O'Shea Road extension provided in the Draft Plan does not indicate a signalised intersection at the Wordsworth Drive and O'Shea Road intersection due to the queuing of traffic and distance between the two proposed signalised intersections between Soldiers Road and the Freeway interchange, as shown in Plan 9 - Public Transport and Path Network in the PSP.</p> <p>VicRoads will further develop the concept plan for the O'Shea Road extension as part of a detailed design process. The road design and treatment of the properties along O'Shea Road will be open for consultation once a detailed concept plan is prepared for exhibition which, will provide nearby landowners the opportunity to provide feedback and comments.</p> <p>Access to the Kingsmere Estate is expected to improve with the proposed O'Shea Road extension project which, will provide residents a second access and exit point with the connection between O'Shea Road and Wordsworth Drive as shown in the O'Shea Road extension concept plans.</p>	Comment only or no viable resolution through Amendment
22.04	Suggests that the submitter's proposed treatment for the O'Shea Road and Wordsworth Drive intersection is needed to access O'Shea Road before all other work (Beaconsfield Exchange, Minta Farm precinct) is completed. There is no point to turn left on to O'Shea Rd if the Exchange is not completed.	Infrastructure sequencing	Noted	Noted. Additional work is being undertaken to prioritise the staging and timing of infrastructure delivery. Once the PSP is finalised and gazetted, the proposed infrastructure will be guided by an Precinct Infrastructure Plan. VicRoads is responsible for the delivery of the O'Shea Road extension, which is subject to securing funding. Both the VPA and Council are support the need for a connection to the Beaconsfield interchange as part of the initial delivery and are working closely with VicRoads and Transport for Victoria to confirm timing.	Resolved
<b>Submission 23 -Kelvin Gough (Resident)</b>					

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
23.01	Endorses the actions / recommendations of C228, in whatever manner that is determined.	Supports Amendment	Noted	Comments and support are noted.	Comment only or no viable resolution through Amendment
<b>Submission 24 -Jeffrey Thom (Resident)</b>					
24.01	The O'Shea Road extension and Beaconsfield interchange project is the most important part of the Minta Farm PSP. Enquires about the timing of project delivery and hopes that the project is delivered prior to development.	Infrastructure Sequencing	Noted	The Monash Freeway Upgrade Stage 2 project was announced on 18 March 2018. The \$711 million project includes "better connections at Beaconsfield and links to a new, duplicated O'Shea Road" which is expected to be completed by 2022. VPA have contacted Public Transport for Victoria for further details about the project and road infrastructure projects relevant to the Minta Farm precinct.	Comment only or no viable resolution through Amendment
<b>Submission 25 -Paul Roos (Resident)</b>					
25.01	Expresses concern about the potential impacts of the proposed residential area on car parking spaces at Beaconsfield and Berwick train stations as they are already at capacity.	Roads & Transport	Noted	Noted. The provision of car parking around stations is the responsibility of council and / or Transport for Victoria (on state owned land). As such, this comment is outside the scope of the Amendment to address. This concern has been provided to Casey Council and Transport for Victoria. To support access and public transport service connections to the station and other key activity areas, Transport for Victoria will update the public transport services network inline with growth. All roads within the precinct will be delivered as bus capable to support movement and access.	Comment only or no viable resolution through Amendment
25.02	Expresses concern about the potential noise impacts on properties along O'Shea Road from the proposed O'Shea Road extension and connection to the Princes Freeway/Highway.	Roads & Transport	Noted	Noted. Noise mitigation measures will be evaluated and applied as part of the detailed design phases for the O'Shea Road / Extension improvements. Improvements to O'Shea Road will be undertaken by VicRoads. As this project is yet to be programmed or funded there is no confirmed timing for proposed works. VicRoads will notify adjacent landowners and seek comments on the detailed design for these improvements.	Comment only or no viable resolution through Amendment
25.03	Expresses concern about the noise, dirt and dust during the construction of the O'Shea Road extension.	Construction	Noted	Noted. Construction management measures are evaluated at detailed design with controls applied in accordance with Australian Standards.	Comment only or no viable resolution through Amendment
25.04	Expresses concern that the proposed O'Shea Road extension will devalue their property.	Land Use	Noted	Noted. This concern has been provided to Casey Council and Transport for Victoria.	Comment only or no viable resolution through Amendment
25.05	Proposes Casey Council to reduce the submitter's rates as the proposed O'Shea Road extension and connection to the Princes Freeway/Highway will devalue their property.	Council Rates	Noted	Noted. This concern has been provided to Casey Council and Transport for Victoria.	Comment only or no viable resolution through Amendment
<b>Submission 26 - Margaret Brabham (Resident)</b>					
26.01	Expresses concern that the existing road network is unable to cope with greater demand as there are already traffic issues. The current traffic congestion situation clearly causes stress and anxiety to residents and "road rage". It is a repeated topic among local residents. Proposes that the congestion issues are addressed before approval is given for the proposed increase in housing/population.	Traffic	Noted	Noted. Additional traffic assessment is being carried out to provide options for further addressment of congestion issues, including the staging and timing of infrastructure improvements. The VPA recognizes that the delivery timing of infrastructure is important to support development of the precinct and growth in the area and is working with infrastructure delivery providers (VicRoads and City of Casey) to prioritise necessary road improvements. The final plan will be supported by a Precinct Infrastructure Plan which will provide guidance on the preferred staging of community infrastructure and road improvements for the site.	Decision pending
26.02	Expresses concern about inadequate public transport services to accommodate the proposed residential area as bus routes to Berwick/Beaconsfield Railway Stations do not always connect with train departures/arrivals.	Roads & Transport	Noted	Noted. VPA supports the provision of additional public transport services. All roads within the precinct will be designed to accommodate bus movements. Transport for Victoria will update their bus network plan to service the area once development progresses.	Comment only or no viable resolution through Amendment

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
26.03	Expresses concern about the potential impacts of the proposed residential area on car parking spaces at Beaconsfield and Berwick train stations as they are already at capacity.	Roads & Transport	Noted	Noted. The provision of car parking around stations is the responsibility of council and / or Transport for Victoria (on state owned land). As such, this comment is outside the scope of the Amendment to address. This concern has been provided to Casey Council and Transport for Victoria. To support access and public transport service connections to the station and other key activity areas, Transport for Victoria will update the public transport services network inline with growth. All roads within the precinct will be delivered as bus capable to support movement and access.	Comment only or no viable resolution through Amendment
26.04	Expresses concern about the absence of road widening for Soldier's Road as there is great traffic congestion during school peak hours.	Roads & Transport	Noted	Noted. Additional traffic assessment is being carried out to further test congestion during peak school hours. Ultimately, the proposed traffic improvements will support movement and access and address the congestion points. Traffic volumes during school peak hours, particularly along Soldiers Road south of O'Shea Road, is expected to reduce with the proposed closure at Grices Road and delivery of the planned North-South arterial. This will ensure that Soldiers Road south of O'Shea Road will continue to support its role as a local connector road. In addition, two planned schools within the Clyde North PSP is expected to help alleviate demand for schools within the nearby areas over time. Any duplication needs north of O'Shea Road will be the responsibility of roads authorities - Casey City Council and VicRoads to monitor and determine as part of their role managing the performance of the wider network.	Decision pending
26.05	Expresses concern that the proposed truncation at the Soldiers Road and Grices Road intersection will limit access to residents who want to travel on Grices Road or on the North-South Arterial Road.	Roads & Transport	Noted	Noted. The truncation of Soldiers Road is required to accommodate intersection requirements at Grices Road. Access to Grices road is maintained by the existing local roads toward the east. New connections will be provided within the precinct to the North-South Arterial Road and Grices Road. Residents on the southern boundary of Soldiers Road will be able to continue to access Soldiers Road south via the future North South Arterial.	Resolved
26.06	The PSP timing trigger for the north-south arterial will not be commenced/completed until permits for 1000 lots have been granted. In the meantime there will be considerable additional traffic that will cause increased traffic congestion.	Traffic	Noted	Noted. The proposed 1,000 lots cap aims to generate sufficient contributions from developers to fund the construction of the North-South Arterial Road. Our initial traffic assessment indicated that up to 1,000 lots will allow for manageable traffic impacts on the existing road network. The VPA is conscious of the potential for short term traffic impacts. In response, the VPA is working with Casey Council and Transport for Victoria to undertake additional traffic assessment to identify adequate improvements and provide direction on the prioritisation and timing of necessary road improvements.	Decision pending
26.07	Employment opportunities are limited due to the distance and time taken to travel to destinations along with regular delays.	Employment	Noted	Noted. Plan Melbourne recognises the employment displacement within the south east. To address the local employment deficit, the VPA have reflected strategic policy directions for this site (proposed as Business and Residential). The precinct is expected to provide up to 11,000 local jobs within the area in the long term. There will be a variety employment types and jobs supported, as indicated by Plan 6 - Town Centres and Employment of the PSP, which includes the following sub-precincts: - Small local enterprise - Innovation and Technology Business - Mixed-use - Local Town Centre - Commercial and Office - Local Convenience Centre. The proposed future connection to the Princes Freeway will provide for direct access to the precinct via the new North South Arterial road.	Resolved

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
26.08	With smaller housing blocks, residents need more open green spaces for their health and well being. This is not considered sufficiently in the Minta Farm proposal. Requests that consideration be given to retain Minta Farm as a 'Green Belt' for Berwick Residents.	Open Space	Disagree	<p>Noted. To encourage active living and meet the needs of future residents and users, the VPA provides an equitable distribution of open space across the precinct and a variety open space for active and passive purposes. The proposed Open Space network as shown in Plan 7 - Open Space and Community Facilities of the PSP complies to the following PSP standards:</p> <ul style="list-style-type: none"> <li>- Local parks within a 400 metre safe walking of at least 95 per cent of all dwellings</li> <li>- Local sports reserves within 1 kilometre of 95 percent of all dwellings</li> <li>- Up to 10 percent of the new developable area should be provided as credited open space</li> <li>- Provide a network of local parks that have a variety of sizes and proportions, generally ranging from 0.1 to 3 hectares</li> <li>- Two percent of the Net Developable Area is generally sought for open space in Employment areas</li> <li>- Six percent of NDA-R active open space in the form of sports reserves. These reserves are usually 8 to 9 hectares in size and accommodate a range of field types (for example, cricket and football). These are usually co-located with school and community hubs for infrastructure sharing benefits.</li> </ul> <p>In addition, the community will have access to the Cardinia Creek Corridor and the proposed waterway features within the precinct. Overall the precinct allows for around 53 hectares of open space made up of local parks, waterways, and the conservation area.</p>	Resolved
26.09	The PSP was originally planned in 2005 by the VPA. There has been a dramatic increase in population and housing construction to cater for new residents from 2005 up until now (2017). Has this been considered by the VPA?	Land Use	Noted	<p>Yes. The VPA have considered Casey's growing population in planning the Minta Farm PSP. According to the 2011 Australian Bureau of Statics (ABS) data, the Casey population was approximately 297,000. Assuming the calculated occupancy rate of 2.9 persons per dwelling, this suggests there were approximately 102,400 existing dwellings.</p> <p>The additional Casey population anticipated through the delivery of remaining urban land within PSP areas (including the approved, commenced and not commenced PSPs), is forecast to be 235,200, comprising 84,400 dwellings.</p> <p>In total, the ultimate Casey population estimation is approximately 514,000 people, comprising 181,000 dwellings. This population is expected to be reached by around 2040 to 2045. These estimates are in line with the projected population growth within the South-East Growth Corridor as demonstrated within the Growth Corridor Plans (2012). The traffic assessments have also responded to the estimated growth projections and utilise existing vehicle volumes and assumptions for future growth.</p>	Resolved
26.11	Is unclear as to the continuation of 11,000 jobs in the proposal. Are the majority only during the "construction" phase? With the difficulty of travelling to areas outside Berwick, there is a definite need in Berwick for additional jobs. However, this will also add to the traffic congestion.	Employment	Noted	<p>Noted. The proposed 11,000 jobs is not the number of jobs generated from the construction phase of the Minta Farm PSP, but an jobs target estimate based on industry applied assumptions for different employment uses. It also represents the long term target as employment areas evolve over time as an area matures with population increases. The projected number of jobs with respect to the associated sub-precinct is demonstrated in Plan 6 - Town Centres and Employment within the PSP. The following sub-precincts are expected to generated the following number of jobs:</p> <ul style="list-style-type: none"> <li>- Small local enterprise 535 jobs</li> <li>- Innovation and Technology Business 2,200 jobs</li> <li>- Mixed Use 580 jobs</li> <li>- Local Town Centre 320 jobs</li> <li>- Commercial and Office 7,320 jobs</li> <li>- Local Convenience Centre 90 jobs.</li> </ul>	Resolved
<b>Submission 27 - EPA</b>					
27.01	Refer to EPA tab				
<b>Submission 28 - Jeffery Stead and June Morrish-Stead (Resident)</b>					

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
28.01	Wishes to retain the cypress pines along Soldiers Road as a shaded border division between the new proposed precinct and the Chase estate.	Vegetation	Disagree	Noted. Planning for the PSP area has evaluated the existing vegetation to protect native species of value. Unfortunately, as this land is privately held, the retention of trees not of significant native value is at the discretion of the landowners. As demonstrated in the Arboriculture Report, trees along Soldiers Road have been identified to have a low - moderate arboricultural value due to their age, structural integrity and origin. As a result, these trees are not required to be protected or conserved as part of the Draft Plan. Plan 8 of the PSP illustrates the native vegetation retention and conservation areas which will preserve identified vegetation of areas of value. This comment has been passed on to the landowners for consideration.	Resolved
<b>Submission 29 - James Ian Bird, Anner Jennifer Bird and Lee Britton-Bird (Resident)</b>					
29.01	Provided attachments demonstrating the current inadequate conditions and traffic hazards of Soldiers Road. Notes an instance of vehicle damage / damage to personal property by passing vehicles.	Roads & Transport	Noted	Materials reviewed and noted. Submission made available to Casey City Council.	Comment only or no viable resolution through Amendment
29.02	Proposes that land on the Minta Farm side to be used to widen Soldiers Road to enable proper parking lanes on either side with bike lanes and sufficiently wide traffic through lanes with adequate separation from each other.	Roads & Transport	Disagree	Noted. The eastern boundary of Soldiers Road adjacent to the precinct will be upgraded with curb and channelling, parking spaces and vegetation. The final details will form part of the permit conditions to Subdivision Applications. The S96A Permit Application outlines the proposed cross section. With the introduction of the North South Arterial toward the centre of the precinct, the PSP proposes to truncate or close Soldiers Road at the Grices Road intersection. This will ultimately result in reduced north south traffic movements south of O'Shea Road.	Resolved
<b>Submission 30 - Paul Tero</b>					
30.01	Provided information and studies on the benefits of a strong employment precinct, the job multiplier effect and factors to creating a healthy and successful economic environment.	Employment	Noted	Noted.	Resolved
30.02	Proposes to change the wording of Objective 10 "Town Centres and Employment" (page 9), From: Deliver a regionally-significant employment precinct with the capacity to provide approximately 10,000 job opportunities through a mix office, light industry, local services and commercial uses, in addition to the opportunities provided by the local town centre and mixed-use areas.  To: Deliver a regionally-significant employment precinct with the capacity to provide approximately 10,000 job opportunities through a focus on <b>High Tech Manufacturing and Knowledge Intensive Service Activities</b> , in addition to the opportunities provided by the local town centre and mixed-use areas.	PSP objective	Agree	Generally supported. Seeking to amend Objective O10 "Town Centres and Employment" (page 9) to now read: Deliver a regionally-significant employment precinct with the capacity to provide approximately 10,000 job opportunities through a mix of office, light industry, local services and commercial uses, with a focus on Innovation, High Tech Manufacturing and Knowledge Intensive Activities, in addition to the opportunities provided by the local town centre and mixed-use areas.	Resolved

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
30.03	<p>Amend the Casey Planning Scheme to explicitly support the proposed amendment to the employment direction.</p> <p>That is, to change Clause 21.05-2, Strategy 1.4 (page 1iii)</p> <p>From: Facilitate the development of 'Minta Farm' in Berwick as a high-amenity, integrated employment precinct that incorporates office, research, manufacturing, learning and living component</p> <p>To: Facilitate the development of 'Minta Farm' in Berwick as a high-amenity, integrated employment precinct that prioritises High Tech Manufacturing and Knowledge Intensive Service Activities.</p> <p>Where "High Tech Manufacturing" (HTM) includes:</p> <ul style="list-style-type: none"> <li>- Manufacture of pharmaceuticals, medicinal chemicals and botanical products</li> <li>- Manufacture of office machinery and computers</li> <li>- Manufacture of radio, television and communication equipment and apparatus</li> <li>- Manufacture of medical, precision and optical instruments, watches and clocks</li> <li>- Manufacture of aircraft and spacecraft</li> </ul> <p>Where "Knowledge Intensive Service Activities" are those services that are carriers and sources of knowledge that influence the performance of individual organisations, value chains and clusters across industries. They include:</p> <ul style="list-style-type: none"> <li>- research and development</li> <li>- computer and related activities</li> <li>- information and communications services</li> <li>- management consulting</li> </ul>	Planning scheme ordinance	Disagree	Clause 21.05-2 was not exhibited for any proposed changes for this Amendment. As such, this change is outside the scope of this Amendment. The existing clause is considered to reasonably allow for suggested uses.	Unresolved
30.04	<p>Proposes to add a fifth requirement to the "Innovation and Technology Business Sub-Precinct" subsection (page 26xiv).</p> <p>Add: R26 – Buildings must conform to the architectural style guide for this sub-precinct.</p> <p>And where this architectural style guide could potentially be included in a new "2.7 Specific Provisions: Referral of Applications - Innovation and Technology Business Sub-Precinct" of Schedule 14 (the schedule that is to be inserted into Clause 37.07).</p> <p>Where this architectural style guide could include principles such as sustainability, identity, landscaping and street art.</p>	Urban Design	Disagree	General view supported. Consultation with stakeholders did not support the inclusion of a requirement to apply a architectural style guide to built form outcomes. However, the PSP includes reference to an Employment Precinct - Design Principles, Requirements and Guidelines, which outlines priority architectural style and design outcomes.	Resolved
30.05	<p>Proposes to have strong public transport services to and from the employment precinct such as:</p> <ul style="list-style-type: none"> <li>- A high frequency bus service between the town centre, sub-precincts and the Beaconsfield train station.</li> <li>- A tram route from the North-South Arterial Road, alongside the O-Shea Road extension and the Pakenham railway line to the Beaconsfield station.</li> </ul>	Roads & Transport	Noted	Noted. The provision of rapid transit services is supported by VPA. All roads within the precinct will be designed and constructed as bus capable to support the provision of public transport services. Transport for Victoria will update their proposed bus network plan to service the area once development progresses.	Comment only or no viable resolution through Amendment
Submission 31A - Harinda Induruwa					



Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
31A.01	During the peak times currently there is a heavy traffic jam on soldiers road which will get worsened after adding new 2850 houses on this estate. The proposed O'Shea road extension will not address this issue as residents in the area primarily take Soldiers road to access schools and train stations. In addition to this traffic on Grices road and Clyde Road are already very heavy during peak times as well.	Traffic	Noted	Noted. Additional traffic assessment is being carried out to provide options for further addressment of congestion issues, including the staging and timing of infrastructure improvements. Traffic volumes during school peak hours, particularly along Soldiers Road south of O'Shea Road, is expected to reduce with the truncation of Soldiers Road and the planned North-South arterial. This will ensure that Soldiers Road south of O'Shea Road will continue to support its role as a local connector road. In addition, two planned schools within the Clyde North PSP is expected to help alleviate demand for schools within the nearby areas over time. Any duplication needs north of O'Shea Road will be the responsibility of roads authorities - Casey City Council and VicRoads to monitor and determine as part of their role managing the performance of the wider network.	Decision pending
31A.02	The promises were made on small town centre, play ground, etc.. in the area (Berwick Waters) when we moved in and haven't seen them around yet.	Development timing	Noted	The VPA recognizes that the delivery timing of infrastructure is important to developing new and growing communities. To address this issue, the Draft Plan includes an Infrastructure Contributions Plan (ICP). The ICP is a new system for levying contributions from developers to fund basic and essential infrastructure needed by new communities such as roads, public land provision, community and recreation facilities. Contributions collected from developers will depend on how quickly the community develops. This system will provide greater certainty about the timely and orderly provision of the much needed infrastructure in Minta Farm. The final Plan will be supported by a Precinct Infrastructure Plan which will guide the staging and timing of community infrastructure and road improvements required of the precinct.	Comment only or no viable resolution through Amendment
31A.03	Serious issues with lack of available parking spaces both at Berwick and Beaconsfield stations. Council has restricted parking on certain streets with a time limit which has further limited our options. Just imagine adding more people in to the area.	Roads & Transport	Noted	The provision of car parking around stations is the responsibility of council and / or Transport for Victoria (on state owned land). As such, this comment is outside the scope of the Amendment to address. This concern has been provided to Casey Council and Transport for Victoria. To support access and public transport service connections to the station and other key activity areas, Transport for Victoria will update the public transport services network inline with growth. All roads within the precinct will be delivered as bus capable to support movement and access.	Comment only or no viable resolution through Amendment
31A.04	When we initially moved in to this area 4 years back we were told that there will be a bus on Grices Rd. We haven't seen any till to date. Have to walk 15 minutes to the nearest bus stop which runs every 1 hour.	Roads & Transport	Noted	Noted. This comment has been passed onto Transport for Victoria. As shown in Plan 9 - Public Transport and Path Network of the PSP, all arterial roads and connector streets are proposed to be bus capable. The proposed road network and road improvements will allow Public Transport Victoria the opportunity to provide local public transport services within the area. Future bus routes will be confirmed with Public Transport Victoria as they plan and update their public transport network in accordance with population growth and road improvements within the area.	Comment only or no viable resolution through Amendment

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
31A.05	More and more lands are releasing and new houses are getting built with no sufficient space for greenery which is very stressful to eyes and minds.	Open Space	Noted	<p>Noted. To encourage active living and meet the needs of future residents and users, the VPA provides an equitable distribution of open space across the precinct and a variety open space for active and passive purposes. The proposed Open Space network as shown in Plan 7 - Open Space and Community Facilities of the PSP complies to the following PSP standards:</p> <ul style="list-style-type: none"> <li>- Local parks within a 400 metre safe walking of at least 95 per cent of all dwellings</li> <li>- Local sports reserves within 1 kilometre of 95 percent of all dwellings</li> <li>- Up to 10 percent of the new developable area should be provided as credited open space</li> <li>- Provide a network of local parks that have a variety of sizes and proportions, generally ranging from 0.1 to 3 hectares</li> <li>- Two percent of the Net Developable Area is generally sought for open space in Employment areas</li> <li>- Six percent of NDA-R active open space in the form of sports reserves. These reserves are usually 8 to 9 hectares in size and accommodate a range of field types (for example, cricket and football). These are usually co-located with school and community hubs for infrastructure sharing benefits.</li> </ul> <p>In addition, the community will have access to the Cardinia Creek Corridor and the proposed waterway features within the precinct. Overall the precinct allows for around 53 hectares of open space made up of local parks, waterways, and the conservation area.</p>	Resolved
31A.06	We live in an area where we get charged one of the highest council rates in Victoria. Believe we are not getting enough service for the rate we are paying especially since without addressing these critical issues experience by the residents, council and authorities are working on other priorities.	Council Rates	Noted	Noted. This submission has been passed on to Council for consideration.	Comment only or no viable resolution through Amendment
<b>Submission 31B - Teruni Kadigamuwa</b>					
31B.01	During the peak times currently there is a heavy traffic jam on soldiers road which will get worsened after adding new 2850 houses on this estate. The proposed O'Shea road extension will not address this issue as residents in the area primarily take Soldiers road to access schools and train stations. In addition to this traffic on Grices road and Clyde Road are already very heavy during peak times as well.	Traffic	Noted	Noted. Additional traffic assessment is being carried out to provide options for further addressment of congestion issues, including the staging and timing of infrastructure improvements. Traffic volumes during school peak hours, particularly along Soldiers Road south of O'Shea Road, is expected to reduce with the truncation of Soldiers Road and the planned North-South arterial. This will ensure that Soldiers Road south of O'Shea Road will continue to support its role as a local connector road. In addition, two planned schools within the Clyde North PSP is expected to help alleviate demand for schools within the nearby areas over time. Any duplication needs north of O'Shea Road will be the responsibility of roads authorities - Casey City Council and VicRoads to monitor and determine as part of their role managing the performance of the wider network.	Decision pending
31B.02	The promises were made on small town centre, play ground, etc.. in the area (Berwick Waters) when we moved in and haven't seen them around yet.	Development timing	Noted	The VPA recognizes that the delivery timing of infrastructure is important to developing new and growing communities. To address this issue, the Draft Plan includes an Infrastructure Contributions Plan (ICP). The ICP is a new system for levying contributions from developers to fund basic and essential infrastructure needed by new communities such as roads, public land provision, community and recreation facilities. Contributions collected from developers will depend on how quickly the community develops. This system will provide greater certainty about the timely and orderly provision of the much needed infrastructure in Minta Farm. The final Plan will be supported by a Precinct Infrastructure Plan which will guide the staging and timing of community infrastructure and road improvements required of the precinct.	Comment only or no viable resolution through Amendment
31B.03	Serious issues with lack of available parking spaces both at Berwick and Beaconsfield stations. Council has restricted parking on certain streets with a time limit which has further limited our options. Just imagine adding more people in to the area.	Roads & Transport	Noted	The provision of car parking around stations is the responsibility of council and / or Transport for Victoria (on state owned land). As such, this comment is outside the scope of the Amendment to address. This concern has been provided to Casey Council and Transport for Victoria. To support access and public transport service connections to the station and other key activity areas, Transport for Victoria will update the public transport services network inline with growth. All roads within the precinct will be delivered as bus capable to support movement and access.	Comment only or no viable resolution through Amendment

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
31B.04	When we initially moved in to this area 4 years back we were told that there will be a bus on Grices Rd. We haven't seen any till to date. Have to walk 15 minutes to the nearest bus stop which runs every 1 hour.	Roads & Transport	Noted	Noted. This comment has been passed onto Transport for Victoria. As shown in Plan 9 - Public Transport and Path Network of the PSP, all arterial roads and connector streets are proposed to be bus capable. The proposed road network and road improvements will allow Public Transport Victoria the opportunity to provide local public transport services within the area. Future bus routes will be confirmed with Public Transport Victoria as they plan and update their public transport network in accordance with population growth and road improvements within the area.	Comment only or no viable resolution through Amendment
31B.05	More and more lands are releasing and new houses are getting built with no sufficient space for greenery which is very stressful to eyes and minds.	Open Space	Noted	Noted. To encourage active living and meet the needs of future residents and users, the VPA provides an equitable distribution of open space across the precinct and a variety open space for active and passive purposes. The proposed Open Space network as shown in Plan 7 - Open Space and Community Facilities of the PSP complies to the following PSP standards: - Local parks within a 400 metre safe walking of at least 95 per cent of all dwellings - Local sports reserves within 1 kilometre of 95 percent of all dwellings - Up to 10 percent of the new developable area should be provided as credited open space - Provide a network of local parks that have a variety of sizes and proportions, generally ranging from 0.1 to 3 hectares - Two percent of the Net Developable Area is generally sought for open space in Employment areas - Six percent of NDA-R active open space in the form of sports reserves. These reserves are usually 8 to 9 hectares in size and accommodate a range of field types (for example, cricket and football). These are usually co-located with school and community hubs for infrastructure sharing benefits. In addition, the community will have access to the Cardinia Creek Corridor and the proposed waterway features within the precinct. Overall the precinct allows for around 53 hectares of open space made up of local parks, waterways, and the conservation area.	Resolved
31B.06	We live in an area where we get charged one of the highest council rates in Victoria. Believe we are not getting enough service for the rate we are paying especially since without addressing these critical issues experience by the residents, council and authorities are working on other priorities.	Council Rates	Noted	Noted. This submission has been passed on to Council for consideration.	Comment only or no viable resolution through Amendment
<b>Submission 31C - Sachith Vidanage</b>					
31C.01	During the peak times currently there is a heavy traffic jam on soldiers road which will get worsened after adding new 2850 houses on this estate. The proposed O'Shea road extension will not address this issue as residents in the area primarily take Soldiers road to access schools and train stations. In addition to this traffic on Grices road and Clyde Road are already very heavy during peak times as well.	Traffic	Noted	Noted. Additional traffic assessment is being carried out to provide options for further addressment of congestion issues, including the staging and timing of infrastructure improvements. Traffic volumes during school peak hours, particularly along Soldiers Road south of O'Shea Road, is expected to reduce with the truncation of Soldiers Road and the planned North-South arterial. This will ensure that Soldiers Road south of O'Shea Road will continue to support its role as a local connector road. In addition, two planned schools within the Clyde North PSP is expected to help alleviate demand for schools within the nearby areas over time. Any duplication needs north of O'Shea Road will be the responsibility of roads authorities - Casey City Council and VicRoads to monitor and determine as part of their role managing the performance of the wider network.	Decision pending

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
31C.02	The promises were made on small town centre, play ground, etc.. in the area (Berwick Waters) when we moved in and haven't seen them around yet.	Infrastructure Sequencing	Noted	The VPA recognizes that the delivery timing of infrastructure is important to developing new and growing communities. To address this issue, the Draft Plan includes an Infrastructure Contributions Plan (ICP). The ICP is a new system for levying contributions from developers to fund basic and essential infrastructure needed by new communities such as roads, public land provision, community and recreation facilities. Contributions collected from developers will depend on how quickly the community develops. This system will provide greater certainty about the timely and orderly provision of the much needed infrastructure in Minta Farm. The final Plan will be supported by a Precinct Infrastructure Plan which will guide the staging and timing of community infrastructure and road improvements required of the precinct.	Comment only or no viable resolution through Amendment
31C.03	Serious issues with lack of available parking spaces both at Berwick and Beaconsfield stations. Council has restricted parking on certain streets with a time limit which has further limited our options. Just imagine adding more people in to the area.	Roads & Transport	Noted	The provision of car parking around stations is the responsibility of council and / or Transport for Victoria (on state owned land). As such, this comment is outside the scope of the Amendment to address. This concern has been provided to Casey Council and Transport for Victoria. To support access and public transport service connections to the station and other key activity areas, Transport for Victoria will update the public transport services network inline with growth. All roads within the precinct will be delivered as bus capable to support movement and access.	Comment only or no viable resolution through Amendment
31C.04	When we initially moved in to this area 4 years back we were told that there will be a bus on Grices Rd. We haven't seen any till to date. Have to walk 15 minutes to the nearest bus stop which runs every 1 hour.	Roads & Transport	Noted	Noted. This comment has been passed onto Transport for Victoria. As shown in Plan 9 - Public Transport and Path Network of the PSP, all arterial roads and connector streets are proposed to be bus capable. The proposed road network and road improvements will allow Public Transport Victoria the opportunity to provide local public transport services within the area. Future bus routes will be confirmed with Public Transport Victoria as they plan and update their public transport network in accordance with population growth and road improvements within the area.	Comment only or no viable resolution through Amendment
31C.05	More and more lands are releasing and new houses are getting built with no sufficient space for greenery which is very stressful to eyes and minds.	Open Space	Noted	Noted. To encourage active living and meet the needs of future residents and users, the VPA provides an equitable distribution of open space across the precinct and a variety open space for active and passive purposes. The proposed Open Space network as shown in Plan 7 - Open Space and Community Facilities of the PSP complies to the following PSP standards: - Local parks within a 400 metre safe walking of at least 95 per cent of all dwellings - Local sports reserves within 1 kilometre of 95 percent of all dwellings - Up to 10 percent of the new developable area should be provided as credited open space - Provide a network of local parks that have a variety of sizes and proportions, generally ranging from 0.1 to 3 hectares - Two percent of the Net Developable Area is generally sought for open space in Employment areas - Six percent of NDA-R active open space in the form of sports reserves. These reserves are usually 8 to 9 hectares in size and accommodate a range of field types (for example, cricket and football). These are usually co-located with school and community hubs for infrastructure sharing benefits. In addition, the community will have access to the Cardinia Creek Corridor and the proposed waterway features within the precinct. Overall the precinct allows for around 53 hectares of open space made up of local parks, waterways, and the conservation area.	Resolved
31C.06	We live in an area where we get charged one of the highest council rates in Victoria. Believe we are not getting enough service for the rate we are paying especially since without addressing these critical issues experience by the residents, council and authorities are working on other priorities.	Council Rates	Noted	Noted. This submission has been passed on to Council for consideration.	Comment only or no viable resolution through Amendment
Submission 31D - Chathura Dasanayake					

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
31D.01	During the peak times currently there is a heavy traffic jam on soldiers road which will get worsened after adding new 2850 houses on this estate. The proposed O'Shea road extension will not address this issue as residents in the area primarily take Soldiers road to access schools and train stations. In addition to this traffic on Grices road and Clyde Road are already very heavy during peak times as well.	Traffic	Noted	Noted. Additional traffic assessment is being carried out to provide options for further addressment of congestion issues, including the staging and timing of infrastructure improvements. Traffic volumes during school peak hours, particularly along Soldiers Road south of O'Shea Road, is expected to reduce with the truncation of Soldiers Road and the planned North-South arterial. This will ensure that Soldiers Road south of O'Shea Road will continue to support its role as a local connector road. In addition, two planned schools within the Clyde North PSP is expected to help alleviate demand for schools within the nearby areas over time. Any duplication needs north of O'Shea Road will be the responsibility of roads authorities - Casey City Council and VicRoads to monitor and determine as part of their role managing the performance of the wider network.	Decision pending
31D.02	The promises were made on small town centre, play ground, etc.. in the area (Berwick Waters) when we moved in and haven't seen them around yet.	Infrastructure Sequencing	Noted	The VPA recognizes that the delivery timing of infrastructure is important to developing new and growing communities. To address this issue, the Draft Plan includes an Infrastructure Contributions Plan (ICP). The ICP is a new system for levying contributions from developers to fund basic and essential infrastructure needed by new communities such as roads, public land provision, community and recreation facilities. Contributions collected from developers will depend on how quickly the community develops. This system will provide greater certainty about the timely and orderly provision of the much needed infrastructure in Minta Farm. The final Plan will be supported by a Precinct Infrastructure Plan which will guide the staging and timing of community infrastructure and road improvements required of the precinct.	Comment only or no viable resolution through Amendment
31D.03	Serious issues with lack of available parking spaces both at Berwick and Beaconsfield stations. Council has restricted parking on certain streets with a time limit which has further limited our options. Just imagine adding more people in to the area.	Roads & Transport	Noted	The provision of car parking around stations is the responsibility of council and / or Transport for Victoria (on state owned land). As such, this comment is outside the scope of the Amendment to address. This concern has been provided to Casey Council and Transport for Victoria. To support access and public transport service connections to the station and other key activity areas, Transport for Victoria will update the public transport services network inline with growth. All roads within the precinct will be delivered as bus capable to support movement and access.	Comment only or no viable resolution through Amendment
31D.04	When we initially moved in to this area 4 years back we were told that there will be a bus on Grices Rd. We haven't seen any till to date. Have to walk 15 minutes to the nearest bus stop which runs every 1 hour.	Roads & Transport	Noted	Noted. This comment has been passed onto Transport for Victoria. As shown in Plan 9 - Public Transport and Path Network of the PSP, all arterial roads and connector streets are proposed to be bus capable. The proposed road network and road improvements will allow Public Transport Victoria the opportunity to provide local public transport services within the area. Future bus routes will be confirmed with Public Transport Victoria as they plan and update their public transport network in accordance with population growth and road improvements within the area.	Comment only or no viable resolution through Amendment
31D.05	More and more lands are releasing and new houses are getting built with no sufficient space for greenery which is very stressful to eyes and minds.	Open Space	Noted	Noted. To encourage active living and meet the needs of future residents and users, the VPA provides an equitable distribution of open space across the precinct and a variety open space for active and passive purposes. The proposed Open Space network as shown in Plan 7 - Open Space and Community Facilities of the PSP complies to the following PSP standards: - Local parks within a 400 metre safe walking of at least 95 per cent of all dwellings - Local sports reserves within 1 kilometre of 95 percent of all dwellings - Up to 10 percent of the new developable area should be provided as credited open space - Provide a network of local parks that have a variety of sizes and proportions, generally ranging from 0.1 to 3 hectares - Two percent of the Net Developable Area is generally sought for open space in Employment areas - Six percent of NDA-R active open space in the form of sports reserves. These reserves are usually 8 to 9 hectares in size and accommodate a range of field types (for example, cricket and football). These are usually co-located with school and community hubs for infrastructure sharing benefits. In addition, the community will have access to the Cardinia Creek Corridor and the proposed waterway features within the precinct. Overall the precinct allows for around 53 hectares of open space made up of local parks, waterways, and the conservation area.	Resolved

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
31D.06	We live in an area where we get charged one of the highest council rates in Victoria. Believe we are not getting enough service for the rate we are paying especially since without addressing these critical issues experience by the residents, council and authorities are working on other priorities.	Council Rates	Noted	Noted. This submission has been passed on to Council for consideration.	Comment only or no viable resolution through Amendment
<b>Submission 31E - Anju Dasanayake</b>					
31E.01	During the peak times currently there is a heavy traffic jam on soldiers road which will get worsened after adding new 2850 houses on this estate. The proposed O'Shea road extension will not address this issue as residents in the area primarily take Soldiers road to access schools and train stations. In addition to this traffic on Grices road and Clyde Road are already very heavy during peak times as well.	Traffic	Noted	Noted. Additional traffic assessment is being carried out to provide options for further addressment of congestion issues, including the staging and timing of infrastructure improvements. Traffic volumes during school peak hours, particularly along Soldiers Road south of O'Shea Road, is expected to reduce with the truncation of Soldiers Road and the planned North-South arterial. This will ensure that Soldiers Road south of O'Shea Road will continue to support its role as a local connector road. In addition, two planned schools within the Clyde North PSP is expected to help alleviate demand for schools within the nearby areas over time. Any duplication needs north of O'Shea Road will be the responsibility of roads authorities - Casey City Council and VicRoads to monitor and determine as part of their role managing the performance of the wider network.	Decision pending
31E.02	The promises were made on small town centre, play ground, etc.. in the area (Berwick Waters) when we moved in and haven't seen them around yet.	Infrastructure Sequencing	Noted	The VPA recognizes that the delivery timing of infrastructure is important to developing new and growing communities. To address this issue, the Draft Plan includes an Infrastructure Contributions Plan (ICP). The ICP is a new system for levying contributions from developers to fund basic and essential infrastructure needed by new communities such as roads, public land provision, community and recreation facilities. Contributions collected from developers will depend on how quickly the community develops. This system will provide greater certainty about the timely and orderly provision of the much needed infrastructure in Minta Farm. The final Plan will be supported by a Precinct Infrastructure Plan which will guide the staging and timing of community infrastructure and road improvements required of the precinct.	Comment only or no viable resolution through Amendment
31E.03	Serious issues with lack of available parking spaces both at Berwick and Beaconsfield stations. Council has restricted parking on certain streets with a time limit which has further limited our options. Just imagine adding more people in to the area.	Roads & Transport	Noted	The provision of car parking around stations is the responsibility of council and / or Transport for Victoria (on state owned land). As such, this comment is outside the scope of the Amendment to address. This concern has been provided to Casey Council and Transport for Victoria. To support access and public transport service connections to the station and other key activity areas, Transport for Victoria will update the public transport services network inline with growth. All roads within the precinct will be delivered as bus capable to support movement and access.	Comment only or no viable resolution through Amendment
31E.04	When we initially moved in to this area 4 years back we were told that there will be a bus on Grices Rd. We haven't seen any till to date. Have to walk 15 minutes to the nearest bus stop which runs every 1 hour.	Roads & Transport	Noted	Noted. This comment has been passed onto Transport for Victoria. As shown in Plan 9 - Public Transport and Path Network of the PSP, all arterial roads and connector streets are proposed to be bus capable. The proposed road network and road improvements will allow Public Transport Victoria the opportunity to provide local public transport services within the area. Future bus routes will be confirmed with Public Transport Victoria as they plan and update their public transport network in accordance with population growth and road improvements within the area.	Comment only or no viable resolution through Amendment

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
31E.05	More and more lands are releasing and new houses are getting built with no sufficient space for greenery which is very stressful to eyes and minds.	Open Space	Noted	Noted. To encourage active living and meet the needs of future residents and users, the VPA provides an equitable distribution of open space across the precinct and a variety open space for active and passive purposes. The proposed Open Space network as shown in Plan 7 - Open Space and Community Facilities of the PSP complies to the following PSP standards: - Local parks within a 400 metre safe walking of at least 95 per cent of all dwellings - Local sports reserves within 1 kilometre of 95 percent of all dwellings - Up to 10 percent of the new developable area should be provided as credited open space - Provide a network of local parks that have a variety of sizes and proportions, generally ranging from 0.1 to 3 hectares - Two percent of the Net Developable Area is generally sought for open space in Employment areas - Six percent of NDA-R active open space in the form of sports reserves. These reserves are usually 8 to 9 hectares in size and accommodate a range of field types (for example, cricket and football). These are usually co-located with school and community hubs for infrastructure sharing benefits. In addition, the community will have access to the Cardinia Creek Corridor and the proposed waterway features within the precinct. Overall the precinct allows for around 53 hectares of open space made up of local parks, waterways, and the conservation area.	Resolved
31E.06	We live in an area where we get charged one of the highest council rates in Victoria. Believe we are not getting enough service for the rate we are paying especially since without addressing these critical issues experience by the residents, council and authorities are working on other priorities.	Council Rates	Noted	Noted. This submission has been passed on to Council for consideration.	Comment only or no viable resolution through Amendment
<b>Submission 31F - Wasantha Garumuni Wickramaratne</b>					
31F.01	During the peak times currently there is a heavy traffic jam on soldiers road which will get worsened after adding new 2850 houses on this estate. The proposed O'Shea road extension will not address this issue as residents in the area primarily take Soldiers road to access schools and train stations. In addition to this traffic on Grices road and Clyde Road are already very heavy during peak times as well.	Traffic	Noted	Noted. Additional traffic assessment is being carried out to provide options for further addressment of congestion issues, including the staging and timing of infrastructure improvements. Traffic volumes during school peak hours, particularly along Soldiers Road south of O'Shea Road, is expected to reduce with the truncation of Soldiers Road and the planned North-South arterial. This will ensure that Soldiers Road south of O'Shea Road will continue to support its role as a local connector road. In addition, two planned schools within the Clyde North PSP is expected to help alleviate demand for schools within the nearby areas over time. Any duplication needs north of O'Shea Road will be the responsibility of roads authorities - Casey City Council and VicRoads to monitor and determine as part of their role managing the performance of the wider network.	Decision pending
31F.02	The promises were made on small town centre, play ground, etc.. in the area (Berwick Waters) when we moved in and haven't seen them around yet.	Infrastructure Sequencing	Noted	The VPA recognizes that the delivery timing of infrastructure is important to developing new and growing communities. To address this issue, the Draft Plan includes an Infrastructure Contributions Plan (ICP). The ICP is a new system for levying contributions from developers to fund basic and essential infrastructure needed by new communities such as roads, public land provision, community and recreation facilities. Contributions collected from developers will depend on how quickly the community develops. This system will provide greater certainty about the timely and orderly provision of the much needed infrastructure in Minta Farm. The final Plan will be supported by a Precinct Infrastructure Plan which will guide the staging and timing of community infrastructure and road improvements required of the precinct.	Comment only or no viable resolution through Amendment

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
31F.03	Serious issues with lack of available parking spaces both at Berwick and Beaconsfield stations. Council has restricted parking on certain streets with a time limit which has further limited our options. Just imagine adding more people in to the area.	Roads & Transport	Noted	The provision of car parking around stations is the responsibility of council and / or Transport for Victoria (on state owned land). As such, this comment is outside the scope of the Amendment to address. This concern has been provided to Casey Council and Transport for Victoria. To support access and public transport service connections to the station and other key activity areas, Transport for Victoria will update the public transport services network inline with growth. All roads within the precinct will be delivered as bus capable to support movement and access.	Comment only or no viable resolution through Amendment
31F.04	When we initially moved in to this area 4 years back we were told that there will be a bus on Grices Rd. We haven't seen any till to date. Have to walk 15 minutes to the nearest bus stop which runs every 1 hour.	Roads & Transport	Noted	Noted. This comment has been passed onto Transport for Victoria. As shown in Plan 9 - Public Transport and Path Network of the PSP, all arterial roads and connector streets are proposed to be bus capable. The proposed road network and road improvements will allow Public Transport Victoria the opportunity to provide local public transport services within the area. Future bus routes will be confirmed with Public Transport Victoria as they plan and update their public transport network in accordance with population growth and road improvements within the area.	Comment only or no viable resolution through Amendment
31F.05	More and more lands are releasing and new houses are getting built with no sufficient space for greenery which is very stressful to eyes and minds.	Open Space	Noted	Noted. To encourage active living and meet the needs of future residents and users, the VPA provides an equitable distribution of open space across the precinct and a variety open space for active and passive purposes. The proposed Open Space network as shown in Plan 7 - Open Space and Community Facilities of the PSP complies to the following PSP standards: - Local parks within a 400 metre safe walking of at least 95 per cent of all dwellings - Local sports reserves within 1 kilometre of 95 percent of all dwellings - Up to 10 percent of the new developable area should be provided as credited open space - Provide a network of local parks that have a variety of sizes and proportions, generally ranging from 0.1 to 3 hectares - Two percent of the Net Developable Area is generally sought for open space in Employment areas - Six percent of NDA-R active open space in the form of sports reserves. These reserves are usually 8 to 9 hectares in size and accommodate a range of field types (for example, cricket and football). These are usually co-located with school and community hubs for infrastructure sharing benefits. In addition, the community will have access to the Cardinia Creek Corridor and the proposed waterway features within the precinct. Overall the precinct allows for around 53 hectares of open space made up of local parks, waterways, and the conservation area.	Resolved
31F.06	We live in an area where we get charged one of the highest council rates in Victoria. Believe we are not getting enough service for the rate we are paying especially since without addressing these critical issues experience by the residents, council and authorities are working on other priorities.	Council Rates	Noted	Noted. This submission has been passed on to Council for consideration.	Comment only or no viable resolution through Amendment
<b>Submission 31G - Chamy Leelarathna</b>					
31G.01	During the peak times currently there is a heavy traffic jam on soldiers road which will get worsened after adding new 2850 houses on this estate. The proposed O'Shea road extension will not address this issue as residents in the area primarily take Soldiers road to access schools and train stations. In addition to this traffic on Grices road and Clyde Road are already very heavy during peak times as well.	Traffic	Noted	Noted. Additional traffic assessment is being carried out to provide options for further addressment of congestion issues, including the staging and timing of infrastructure improvements. Traffic volumes during school peak hours, particularly along Soldiers Road south of O'Shea Road, is expected to reduce with the truncation of Soldiers Road and the planned North-South arterial. This will ensure that Soldiers Road south of O'Shea Road will continue to support its role as a local connector road. In addition, two planned schools within the Clyde North PSP is expected to help alleviate demand for schools within the nearby areas over time. Any duplication needs north of O'Shea Road will be the responsibility of roads authorities - Casey City Council and VicRoads to monitor and determine as part of their role managing the performance of the wider network.	Decision pending



Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
31G.02	The promises were made on small town centre, play ground, etc.. in the area (Berwick Waters) when we moved in and haven't seen them around yet.	Infrastructure Sequencing	Noted	The VPA recognizes that the delivery timing of infrastructure is important to developing new and growing communities. To address this issue, the Draft Plan includes an Infrastructure Contributions Plan (ICP). The ICP is a new system for levying contributions from developers to fund basic and essential infrastructure needed by new communities such as roads, public land provision, community and recreation facilities. Contributions collected from developers will depend on how quickly the community develops. This system will provide greater certainty about the timely and orderly provision of the much needed infrastructure in Minta Farm. The final Plan will be supported by a Precinct Infrastructure Plan which will guide the staging and timing of community infrastructure and road improvements required of the precinct.	Comment only or no viable resolution through Amendment
31G.03	Serious issues with lack of available parking spaces both at Berwick and Beaconsfield stations. Council has restricted parking on certain streets with a time limit which has further limited our options. Just imagine adding more people in to the area.	Roads & Transport	Noted	The provision of car parking around stations is the responsibility of council and / or Transport for Victoria (on state owned land). As such, this comment is outside the scope of the Amendment to address. This concern has been provided to Casey Council and Transport for Victoria. To support access and public transport service connections to the station and other key activity areas, Transport for Victoria will update the public transport services network inline with growth. All roads within the precinct will be delivered as bus capable to support movement and access.	Comment only or no viable resolution through Amendment
31G.04	When we initially moved in to this area 4 years back we were told that there will be a bus on Grices Rd. We haven't seen any till to date. Have to walk 15 minutes to the nearest bus stop which runs every 1 hour.	Roads & Transport	Noted	Noted. This comment has been passed onto Transport for Victoria. As shown in Plan 9 - Public Transport and Path Network of the PSP, all arterial roads and connector streets are proposed to be bus capable. The proposed road network and road improvements will allow Public Transport Victoria the opportunity to provide local public transport services within the area. Future bus routes will be confirmed with Public Transport Victoria as they plan and update their public transport network in accordance with population growth and road improvements within the area.	Comment only or no viable resolution through Amendment
31G.05	More and more lands are releasing and new houses are getting built with no sufficient space for greenery which is very stressful to eyes and minds.	Open Space	Noted	Noted. To encourage active living and meet the needs of future residents and users, the VPA provides an equitable distribution of open space across the precinct and a variety open space for active and passive purposes. The proposed Open Space network as shown in Plan 7 - Open Space and Community Facilities of the PSP complies to the following PSP standards: - Local parks within a 400 metre safe walking of at least 95 per cent of all dwellings - Local sports reserves within 1 kilometre of 95 percent of all dwellings - Up to 10 percent of the new developable area should be provided as credited open space - Provide a network of local parks that have a variety of sizes and proportions, generally ranging from 0.1 to 3 hectares - Two percent of the Net Developable Area is generally sought for open space in Employment areas - Six percent of NDA-R active open space in the form of sports reserves. These reserves are usually 8 to 9 hectares in size and accommodate a range of field types (for example, cricket and football). These are usually co-located with school and community hubs for infrastructure sharing benefits. In addition, the community will have access to the Cardinia Creek Corridor and the proposed waterway features within the precinct. Overall the precinct allows for around 53 hectares of open space made up of local parks, waterways, and the conservation area.	Resolved
31G.06	We live in an area where we get charged one of the highest council rates in Victoria. Believe we are not getting enough service for the rate we are paying especially since without addressing these critical issues experience by the residents, council and authorities are working on other priorities.	Council Rates	Noted	Noted. This submission has been passed on to Council for consideration.	Comment only or no viable resolution through Amendment
Submission 31H - Charith De Silva					

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
31H.01	During the peak times currently there is a heavy traffic jam on soldiers road which will get worsened after adding new 2850 houses on this estate. The proposed O'Shea road extension will not address this issue as residents in the area primarily take Soldiers road to access schools and train stations. In addition to this traffic on Grices road and Clyde Road are already very heavy during peak times as well.	Traffic	Noted	Noted. Additional traffic assessment is being carried out to provide options for further addressment of congestion issues, including the staging and timing of infrastructure improvements. Traffic volumes during school peak hours, particularly along Soldiers Road south of O'Shea Road, is expected to reduce with the truncation of Soldiers Road and the planned North-South arterial. This will ensure that Soldiers Road south of O'Shea Road will continue to support its role as a local connector road. In addition, two planned schools within the Clyde North PSP is expected to help alleviate demand for schools within the nearby areas over time. Any duplication needs north of O'Shea Road will be the responsibility of roads authorities - Casey City Council and VicRoads to monitor and determine as part of their role managing the performance of the wider network.	Decision pending
31H.02	The promises were made on small town centre, play ground, etc.. in the area (Berwick Waters) when we moved in and haven't seen them around yet.	Infrastructure Sequencing	Noted	The VPA recognizes that the delivery timing of infrastructure is important to developing new and growing communities. To address this issue, the Draft Plan includes an Infrastructure Contributions Plan (ICP). The ICP is a new system for levying contributions from developers to fund basic and essential infrastructure needed by new communities such as roads, public land provision, community and recreation facilities. Contributions collected from developers will depend on how quickly the community develops. This system will provide greater certainty about the timely and orderly provision of the much needed infrastructure in Minta Farm. The final Plan will be supported by a Precinct Infrastructure Plan which will guide the staging and timing of community infrastructure and road improvements required of the precinct.	Comment only or no viable resolution through Amendment
31H.03	Serious issues with lack of available parking spaces both at Berwick and Beaconsfield stations. Council has restricted parking on certain streets with a time limit which has further limited our options. Just imagine adding more people in to the area.	Roads & Transport	Noted	The provision of car parking around stations is the responsibility of council and / or Transport for Victoria (on state owned land). As such, this comment is outside the scope of the Amendment to address. This concern has been provided to Casey Council and Transport for Victoria. To support access and public transport service connections to the station and other key activity areas, Transport for Victoria will update the public transport services network inline with growth. All roads within the precinct will be delivered as bus capable to support movement and access.	Comment only or no viable resolution through Amendment
31H.04	When we initially moved in to this area 4 years back we were told that there will be a bus on Grices Rd. We haven't seen any till to date. Have to walk 15 minutes to the nearest bus stop which runs every 1 hour.	Roads & Transport	Noted	Noted. This comment has been passed onto Transport for Victoria. As shown in Plan 9 - Public Transport and Path Network of the PSP, all arterial roads and connector streets are proposed to be bus capable. The proposed road network and road improvements will allow Public Transport Victoria the opportunity to provide local public transport services within the area. Future bus routes will be confirmed with Public Transport Victoria as they plan and update their public transport network in accordance with population growth and road improvements within the area.	Comment only or no viable resolution through Amendment

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
31H.05	More and more lands are releasing and new houses are getting built with no sufficient space for greenery which is very stressful to eyes and minds.	Open Space	Noted	<p>Noted. To encourage active living and meet the needs of future residents and users, the VPA provides an equitable distribution of open space across the precinct and a variety open space for active and passive purposes. The proposed Open Space network as shown in Plan 7 - Open Space and Community Facilities of the PSP complies to the following PSP standards:</p> <ul style="list-style-type: none"> <li>- Local parks within a 400 metre safe walking of at least 95 per cent of all dwellings</li> <li>- Local sports reserves within 1 kilometre of 95 percent of all dwellings</li> <li>- Up to 10 percent of the new developable area should be provided as credited open space</li> <li>- Provide a network of local parks that have a variety of sizes and proportions, generally ranging from 0.1 to 3 hectares</li> <li>- Two percent of the Net Developable Area is generally sought for open space in Employment areas</li> <li>- Six percent of NDA-R active open space in the form of sports reserves. These reserves are usually 8 to 9 hectares in size and accommodate a range of field types (for example, cricket and football). These are usually co-located with school and community hubs for infrastructure sharing benefits.</li> </ul> <p>In addition, the community will have access to the Cardinia Creek Corridor and the proposed waterway features within the precinct. Overall the precinct allows for around 53 hectares of open space made up of local parks, waterways, and the conservation area.</p>	Resolved
31H.06	We live in an area where we get charged one of the highest council rates in Victoria. Believe we are not getting enough service for the rate we are paying especially since without addressing these critical issues experience by the residents, council and authorities are working on other priorities.	Council Rates	Noted	Noted. This submission has been passed on to Council for consideration.	Comment only or no viable resolution through Amendment
<b>Submission 32 - Guenther Haberle</b>					
32.01	Raises concern regarding the timing of the O'Shea Road extension noting the absence of this road link for stage 1 may compromise the performance of Soldiers Road and surrounding network.	Traffic	Noted	<p>Noted. The VPA recognizes that the delivery timing of infrastructure is important to developing new and growing communities.</p> <p>Please note that the O'Shea Road upgrade is a State Government initiative and it is under the responsibility of VicRoads. The Monash Freeway Upgrade Stage 2 project was announced on 18 March 2018. The \$711 million project includes "better connections at Beaconsfield and links to a new, duplicated O'Shea Road" which is expected to be completed by 2022. VPA have contacted Public Transport for Victoria for further details about the project and road infrastructure projects relevant to the Minta Farm precinct.</p> <p>In addition, the VPA are undertaking further traffic assessment to confirm intersection performance in the area, including the prioritisation of road improvements, which will form part of the final plan. We will continue to work closely with infrastructure delivery agencies to prioritise funding and delivery of key improvements for the area.</p>	Comment only or no viable resolution through Amendment
32.02	The existing Viewgrand Drive feeds the exiting of traffic from the pocket of streets off Southgate Dr. and others along Viewgrand Dr. down to Grices Rd. If the extension (connector street – boulevard) is then made on the Minta Farm side as is planned, the traffic flow would be significantly increased, making the traffic movement in that area opposite Minta Farm not only increased but difficult to negotiate in and out of the area. In other words, the proposed connector street – boulevard road could be truncated on the Minta Farm side either into a service road or made a cul de sac.	Traffic	Disagree	Comment noted, but suggested changes not supported. The Draft Plan proposes a grid road network to ensure variable movements to the local town centre and throughout the precinct. The proposed local road network is expected to support vehicular movement toward higher capacity roads providing connections to existing roads, such as the O'Shea Road extension to the Princes Freeway/Highway interchange and a new North-South Arterial Road, which provides a new alternate route to Grices Road. These key road items will complete the arterial road network for the wider area once they are delivered. With the truncation for Soldiers Road at the Grices Road intersection, O'Shea Road extension and the provision of the North-South Arterial Road, vehicle movement into Viewgrand Drive to Grices road is expected to secondary to use of the North-South Arterial Road. Additional traffic assessment is being undertaken to guide the staging and timing of road improvements whilst the area develops. The future development of the area may include requirements which can include traffic calming interventions to manage specific traffic flows.	Unresolved

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
32.03	In school hours the traffic along Soldiers Road towards Berwick and Beaconsfield is extremely heavy, especially in the 40km hour time frames. With the development of the Stockland proposal, has this been taken into account? We note the calculation of increased traffic to roughly 4500, however with an additional school in the Minta Farm precinct, the traffic jam could also be increased.	Traffic	Noted	Noted. A traffic assessment has been undertaken for the ultimate scenario and initial development (up to 1,000 lots). Stockland's Traffic Report also considers existing traffic volumes with the additional 231 lots. The Cardino Transport Assessment (2015) demonstrate that the proposed road network and future infrastructure development will be able to accommodate traffic movements generated by the precinct during peak hours at ultimate build by 2046. These assessments showed that the surrounding road network could accommodate increased vehicle movements until the north south arterial is delivered. VPA is undertaking additional traffic assessment to identify the traffic impacts during peak school periods to test intersection performance. The new north south arterial road will divert traffic off soldiers road. In addition, two planned schools within the Clyde North PSP is expected to help alleviate demand for schools and vehicle movements north and south at Kangan Drive. The amendment also includes a proposed 1,000 lot cap on development for the delivery of the North-South Arterial Road to manage the potential increase in traffic during the early stages of development. This means that after 1,000 residential lots are developed, no further development will be permitted until the road is built.	Decision pending
32.04	Details of the possible widening of O'Shea Road from Soldiers Road to Clyde Road – when, how and what sound attenuation systems are being installed for this arterial road, including on the Minta Farm side?	Roads & Transport	Noted	The widening of O'Shea Road between Soldiers Road and Clyde Road is also a program under the responsibility of VicRoads. Currently, the VPA has no confirmed timeframe about the delivery of this project, as it is subject to funding and programming. The requirements for noise attenuation measures will be evaluated as part of the detailed design stages. These are commonly standard treatments - noise walls or reduced speed areas etc. Residents will be notified of the draft detailed design and proposed traffic management measures and will have an opportunity to comment on the proposed design treatments. The VPA is working closely with the VicRoads to encourage the prioritisation of this key improvement.	Comment only or no viable resolution through Amendment
32.05	The mixed use sub-precinct, commercial and office sub-precinct and even the small local enterprise sub-precinct west of the proposed arterial (6 lane) road should be shifted to the east side of said proposed arterial road.  The innovation and technology business sub-precinct should be transferred to the west side of the proposed 6-lane arterial road arterial road.  Our reasoning for the suggested change in planning is that along the proposed site on the side of Soldiers Road, as well as along the proposed O'Shea Road extension east in the direction of Princes Freeway, are planned and presently existing residences.	Land Use	Disagree	Comment noted. Suggested changes not supported. All employment land uses are appropriately allocated adjacent to existing and future noise sources, including the Princes Freeway, O'Shea Road extension and the north south arterial. The Innovation and Technology Business sub-precinct is expected to accommodate technology focused businesses such as business incubators, research and development as well as light manufacturing. These businesses may require a larger building footprint, light truck movements and longer operating hours in comparison to businesses within the Commercial and Office sub-precinct. Due to these intended uses, the sub-precinct is best located away from residential areas to prevent the potential conflicts between employment and residential land-uses.  The proposed location for the Commercial and Office sub-precinct aims to create an active activity Town Centre by maximising the exposure to the North-South Arterial Roads and concentrating office type jobs, retail and services around the Town Centre. If the sub precincts were to swap, this will put the desired Town Centre's character at risk.  Similarly, the proposed location for Mixed-Use buildings aims to provide an appropriate transition between employment uses and residential uses.	Unresolved
32.06	Is concerned about the impacts of the noise, smells, pollution aspect of heavy and even light transport vehicles and their impacts on the proposed business precincts and school.	Pollution	Noted	Noted. The Innovation and Technology Business sub-precinct will provide for larger building footprint, light truck movements and longer operating hours, and is located east of the north south arterial away from sensitive uses. As per PSP guideline standards, community facilities such as schools are generally co-located in community hubs, and with a good visual and physical link with a Town Centre. Furthermore, the proposed layout provides the opportunity for shared facilities as it allows for an integration between the school and the community facility as well as the sports reserve whilst encouraging walking and cycling as the school is within the Town Centre's walkable catchment and has access to the bus-capable roads. The proposed location of the primary school achieves these standards and guidelines.	Resolved

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
32.07	When is the commencement of the Stockland project and especially the remainder of the Minta Farm PSP envisaged to commence?	Infrastructure Sequencing	Noted	The VPA expects development of Stockland's 231 lots within the first 2 years after the gazettal of the Minta Farm PSP. The finalisation of the PSP is targeted for June 2018.	Comment only or no viable resolution through Amendment
32.08	Amending Clause 22.01 to include the Minta Farm Local Town Centre is not detailed enough in relation to what would be planned, i.e. types of retail shops, offices, recreation option(s), etc. in view of the close proximity of a government school, if the plan remains as is presently.	Land Use	Noted	Noted. The purpose of amending Clause 22.01 is to include the Minta Farm Local Town Centre as a Neighbourhood Activity Centre within the Casey Planning Scheme which, provides direction for development with respect to the municipality's activity centre hierarchy. As shown in the exhibited document - Clause 22.01, Neighbourhood Activity Centres generally include a supermarket(s), specialty shops and related goods and services. The Local Town Centre will be zoned as a Commercial 1 Zone (C1Z). Future uses, services and occupants of the Local Town Centre must adhere to the guidelines, requirements and permit triggers as specified within Clause 34.01 - Commercial 1 Zone of the Casey planning scheme. To accommodate the needs of a new and growing community, the Draft Plan proposes to include a Local Town Centre. As shown in Figure 2 - Local Town Centre Concept Plan of the PSP, the Draft Plan provides a concept layout plan of the proposed Local Town Centre which, will guide development with respect to the proposed surrounding uses. Development of the Local Town Centre also requires an Urban Design Framework that must address a response to the Draft Plan's Future Urban Structure and the relevant design guidelines and principles.	Resolved
32.09	<p>Rezoning part of the PSP area from UGZ to RCZ brings with it possible if not future complications, i.e. if rezoning is done,</p> <ul style="list-style-type: none"> <li>- then applying Schedule 6 to the Environmental Significance Overlay (ESO6), and</li> <li>- inserting Schedule 2 to the Incorporated Plan Overlay (IPO2) into the Casey Planning Scheme means -</li> </ul> <p>“ENVIRONMENTAL SIGNIFICANCE OVERLAY</p> <p>No permit is required to remove, destroy or lop vegetation to the minimum extent necessary if any of the following apply:</p> <p>Greenhouse gas sequestration</p> <p>The vegetation is to be removed, destroyed or lopped to enable the carrying out of geothermal energy exploration or extraction in accordance with the Greenhouse Gas Geological Sequestration Act 2008</p> <p>Mineral Exploration</p> <p>The vegetation is to be removed, destroyed or lopped to enable the carrying out of Mineral exploration.</p> <p>Mineral extraction</p> <p>The vegetation is to be removed, destroyed or lopped to enable the carrying out of Mineral extraction in accordance with a work plan approved under the Mineral Resources (Sustainable Development) Act 1990 and authorised by a work authority granted under that Act”</p>	Planning Scheme Ordinance	Noted	<p>The amendment does the following:</p> <ul style="list-style-type: none"> <li>• Rezone part of the PSP area from UGZ (no schedule) to Rural Conservation Zone (RCZ) being land within Conservation Area 36 and generally located along the eastern boundary of the PSP area;</li> <li>• Apply Schedule 6 to the Environmental Significance Overlay (ESO6) to the land zoned as RCZ;</li> <li>• Insert Schedule 2 to the Incorporated Plan Overlay (IPO2) into the Casey Planning Scheme and apply it to the land zoned as RCZ.</li> </ul> <p>The RCZ and ESO6 amendments are proposed to be made to the future conservation area only, along Cardinia Creek. This area will be set aside from development and transferred to the Commonwealth under the Biodiversity Conservation Strategy for Melbourne's Growth Corridors (DEPI, June 2013) (the BCS). The BCS sets out the conservation measures required to address matters of national environmental and state significance. Specifically, the Minta Farm PSP retains the Cardinia Creek riparian zone (100 metres on either side of the bank), which provides good vegetation cover and key habitat for the Environment Protection and Biodiversity Conservation Act 1999 (the EPBC Act) listed species including the Growling Grass Frog and numerous water bird species. Also contained in the Conservation Area are three of the four existing constructed lakes that sit alongside Cardinia Creek including a 20 metre buffer around the southernmost constructed lake to manage migratory bird habitat. The Amendment applies ESO6 to the Conservation Area to protect native and non-native vegetation.</p>	Resolved
Submission 33 - Sasikumar Mani (25 resident signatures)					

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
33.01	Notes traffic, safety and nuisance concerns of vehicle movements along Soldiers Road. - The off-street parking along the Soldiers Road is too narrow and very dangerous for the people to get in and out of the car. There have been many incidents that have occurred on this road. This is with the current traffic conditions and with the new development traffic, there is a very high risk for the residents' families and friends. - Driving in and out from Soldiers road is a nightmare with high traffic flows during the peak periods. This would further worsen with the new proposed development and the families and children going to school are at high risk. - There have been constant over-speeding by cars and construction vehicles going down to the Clyde North Developments and this further puts the community at risk. - The construction vehicles mess up Soldiers Road as they cover it with dirt and smoke. This has impacts to the houses and parked cars along the road. - Residents are unable to safely turn onto Soldiers Road from Satsuma Drive and Orchard Rise due to the constant flow of traffic.	Traffic	Noted	Noted. We note your concerns about traffic safety and movement along Soldiers Road. Additional traffic assessment is being carried out to provide options for further addressment of congestion issues, including the staging and timing of infrastructure improvements for the precinct. The findings will determine the suitability of improvements proposed and the timing and staging of road improvements required. The Draft Plan proposes to close Soldiers Road at the Grices Road intersection, which will ultimately result in reduced traffic movement south of O'Shea Road. Access toward the south will still be provided by via existing roads and a connection to a new North South arterial proposed to link from the O'Shea Road extension to Grices Road through the precinct. The S96A Permit Application (231 lot subdivision) proposes the provision of improved road treatments on the western boundary of Soldiers Road at this location to support access to new dwellings and parking. Traffic management measures may also be considered by Council as part of subsequent subdivision applications. This submission has been passed on to Casey Council and Transport for Victoria to note concerns and recommendations.	Decision pending
33.02	Grices Road has been provided with a service road but not at Soldiers Road. Requests for a service road for Soldiers Road.	Roads & Transport	Disagree	Noted. Soldiers Road will not require a service road as it will be truncated at the Grices Road intersection and it will function as a local connector street to O'Shea Road. Houses along Grices Road have been provided a service road as part of the development proposal because Grices Road has been planned to ultimately be developed a 4 lane arterial road.	Resolved
33.07	Proposes to have traffic calming interventions along Soldiers Road similar to Skylard Boulevard towards the Berwick Waters development.	Roads & Transport	Noted	Noted. Casey Council is responsible for the performance of the local road network. In the interim, Soldiers Road will continue to perform a north south through connection. Traffic management measures, such as road calming, may be considered by Council as part of subsequent subdivision applications along Soldiers Road.	Resolved
33.08	Requests for off-street parking on Soldier's road to be widened.	Roads & Transport	Disagree	Noted. The current traffic conditions along Soldiers Road is anticipated to improve with its truncation at the Grices Road intersection with the future delivery of the North South Arterial. The proposed closure of Soldiers Road will allow the road to continue to perform a local connector function to O'Shea Road. Due to this treatment, Soldiers Road is not expected to require road widening to accommodate future traffic volumes.	Resolved
33.09	Requests that clean-up should be constantly undertaken by the development to remove the dirt and mess from Soldiers Road.	Construction	Noted	Noted. The construction and development process is not within the scope of the Minta Farm PSP amendment. Construction management measures form part of the subsequent development proposal process and will be considered by council at this time. However, these comments has been passed on to council for consideration.	Resolved
<b>Submission 34 - DEDJTR (Agency)</b>					
34.00	Refer to DEDJTR tab.				
<b>Submission 35 - Minta Group (Landowner)</b>					
35.00	Refer to Minta Group tab.				
<b>Submission 36 - Stockland (Landowner/Developer)</b>					
36.00	Refer to Stockland tab.				
<b>Submission 37 - Andrew Klaric</b>					

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
37.01	Object to the strategies surrounding the development with the lack of infrastructure support prior to the development. We are in crying need for road upgrades along Soldiers Rd and highly recommend the O'Shea Rd link to the Monash freeway to be introduced before commencing the Minta farm development. This is the missing link to release congestion along Clyde Rd, Soldiers road and another opportunity for traffic to enter Beaconsfield and officer corridor.	Roads & Transport	Noted	<p>Noted. Infrastructure required of the precinct is funded by development contributions made by development within the precinct. Therefore these improvements cannot be provided prior to approval. The PSP includes an Infrastructure Contributions Plan which identifies the key infrastructure items to be delivered by developers. The proposed ultimate road network is expected to support vehicular movement by providing access to and from the Princes Freeway and Princes Highway, as well as the much needed road improvements within the area.</p> <p>A new North-South Arterial Road and the O'Shea Road extension will complete the arterial road network for the wider area and is part of the ICP. The future O'Shea Road extension and duplication is the responsibility of VicRoads to program and deliver. As such it is outside the scope of the Amendment to address.</p> <p>The VPA recognizes that the delivery timing of infrastructure is important to developing new and growing communities. Further traffic assessment is being undertaken to give direction to council and VicRoads on the prioritisation of road improvement requirements. This will form part of an Precinct Infrastructure Plan with the final PSP.</p>	Resolved
37.02	In the last 3 years during the morning school traffic we've noticed an unprecedented increase in traffic and surrounding roads due to the growing housing estate developed in the area. A trip to Beaconsfield during peak times can take 40min which should only take 5 minutes.	Traffic	Noted	<p>Noted. Additional traffic assessment is being carried out to provide options for further addressment of congestion issues, including the staging and timing of infrastructure improvements. Traffic volumes during school peak hours, particularly along Soldiers Road south of O'Shea Road, is expected to reduce with the truncation of Soldiers Road and the planned North-South arterial. This will ensure that Soldiers Road south of O'Shea Road will continue to support its role as a local connector road. In addition, two planned schools within the Clyde North PSP is expected to help alleviate demand for schools within the nearby areas over time. Any duplication needs north of O'Shea Road will be the responsibility of roads authorities - Casey City Council and VicRoads to monitor and determine as part of their role managing the performance of the wider network. Our refined traffic assessment will provide further clarity on the timing of improvements in this area.</p>	Decision pending
37.03	We believe the O'Shea link to the Monash freeway is a priority prior commencement of the Minta farm development and we hope you take this into consideration	Infrastructure Sequencing	Noted	<p>The Monash Freeway Upgrade Stage 2 project was announced on 18 March 2018. The \$711 million project includes "better connections at Beaconsfield and links to a new, duplicated O'Shea Road" which is expected to be completed by 2022. VPA have contacted Public Transport for Victoria for further details about the project and road infrastructure projects relevant to the Minta Farm precinct.</p>	Comment only or no viable resolution through Amendment
<b>Submission 38 - Department of Education and Training (DET)</b>					
38.00	Refer to DET tab.				
<b>Submission 39 - Department of Environment, Land, Water and Planning (DEWLP)</b>					
39.00	Refer to DEWLP tab.				
<b>Submission 40 - Cardinia Council</b>					
40.00	Refer to Cardinia Council tab.				
<b>Submission 41 - Kellie Hurren and Brad Hurren (Resident)</b>					

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
41.01	We are residents within The Chase estate in Berwick and have ongoing concerns relating to traffic congestion in the area. Clyde Road and Soldiers Road are hugely congested during peak/school hours and some local streets are also brought to a standstill via commuters rat running.	Traffic	Noted	<p>Noted. The Plan proposes a number of key improvements to support movement in the broader area. The proposed road network is expected to support vehicular movement by providing additional access to and from the Princes Freeway and Princes Highway.</p> <p>There are a number of other road improvements already identified for the area which are yet to delivered. Some of these projects include:</p> <ul style="list-style-type: none"> <li>- Duplication of Grices Road (Clyde Road to Viewgrand Drive)</li> <li>- Upgrade of Clyde Road/Grices Road intersection</li> <li>- Upgrade of Thompsons Road</li> <li>- Upgrade of Clyde Road/Thompsons Road intersection.</li> </ul> <p>Ultimately these are the responsibility of road authorities to deliver in accordance with their funding availability and delivery program. The VPA is working closely to prioritise improvements in the area to support delivery of key infrastructure.</p> <p>The amendment also includes a proposed 1,000 lot cap on development for the delivery of the North-South Arterial Road to manage the potential increase in traffic during the early stages of development. This means that after 1,000 residential lots are developed, no further development will be permitted until the road is built. Additional traffic assessment is also being carried out to provide options for further addressment of congestion issues for the precinct, including the staging and timing of infrastructure improvements.</p>	Comment only or no viable resolution through Amendment
41.03	O'Shea Road to the Beaconsfield and Monash Freeway interchange is a critical infrastructure to the precinct however, there is great uncertainty to its delivery.	Roads & Transport	Noted	The Monash Freeway Upgrade Stage 2 project was announced on 18 March 2018. The \$711 million project includes "better connections at Beaconsfield and links to a new, duplicated O'Shea Road" which is expected to be completed by 2022. VPA have contacted Public Transport for Victoria for further details about the project and road infrastructure projects relevant to the Minta Farm precinct.	Comment only or no viable resolution through Amendment
41.04	Proposes to include the O'Shea Rd extension and freeway ramp projects in the PSP to unlock access to the fast growing Officer and Pakenham area.	ICP	Disagree	The O'Shea Road extension and Beaconsfield interchange works are a core responsibility of VicRoads. As this project serves a broader sub-regional function in the arterial road network for the South East growth corridor, there is not sufficient nexus between the precinct generated traffic, which contributions are obtained and these works which support wider network movement and volume requirements.	Resolved
<b>Submission 42 - Transport for Victoria</b>					
42.00	Refer to Transport of Victoria tab.				
<b>Submission 43 - Melbourne Water</b>					
43.00	Refer to Melbourne Water tab.				
<b>Submission 44 - Casey Council</b>					
44.00	Refer to Casey Council tab.				
<b>Submission 45 - Country Fire Authority</b>					
45.00	Refer to CFA tab.				
<b>Submission 45 - AusNet Services</b>					
46.00	Refer to AusNet Services				
<b>Submission 47 - APA Group</b>					
47.00	Refer to APA Group tab.				
<b>Submission 48 - Jason Wood (MP - Federal Member for La Trobe)</b>					



Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
48.01	It is imperative that there is an iron clad agreement with the Victorian State Government and the developers that the development of Minta Farm happen concurrently with the development of local infrastructure to alleviate traffic congestion around Clyde Road and Soldiers Road in Berwick Victoria.	Roads & Transport	Noted	<p>VPA recognizes the need to upgrade Clyde Road and notes that there are plans to improve traffic along this road. However, Clyde Road is outside of the PSP area, therefore it is not subject to any proposed changes as part of this amendment. The Clyde North PSP has identified an intersection upgrade to address increased traffic volumes. This will be undertaken by VicRoads as part of an endorsed forward delivery program. There is currently no timeframe identified for this improvement project.</p> <p>Please note that additional traffic assessment is being carried out to provide options for further addressment of congestion issues, including the staging and timing of infrastructure improvements. This also includes possible interim traffic management options for Soldiers Road. Traffic volumes during school peak hours, particularly along Soldiers Road south of O'Shea Road, is expected to reduce with the proposed truncation of Soldiers Road at the Grices Road intersection and the planned North-South arterial. This will ensure that Soldiers Road south of O'Shea Road will continue to support its role as a local connector road.</p> <p>In addition, the draft Plan includes a 1,000 lot cap on development in the precinct to allow for contributions to fund the delivery of the North-South Arterial Road and manage the total increase in traffic during the early stages of development. This means that after 1,000 residential lots are developed, no further development will be permitted until the road is built.</p>	Decision pending
48.02	Traffic congestion has already been identified in this area by the Federal Government who in 2016 committed \$500 million to be put towards the local infrastructure projects including the extension of Soldiers, O'Shea and Beaconsfield Roads (known as the Beaconsfield Interchange).	Roads & Transport	Noted	<p>The Monash Freeway Upgrade Stage 2 project was announced on 18 March 2018. The \$711 million project includes "better connections at Beaconsfield and links to a new, duplicated O'Shea Road" which is expected to be completed by 2022. VPA have contacted Public Transport for Victoria for further details about the project and road infrastructure projects relevant to the Minta Farm precinct.</p> <p>Please note that the O'Shea Road extension and Beaconsfield interchange works are a core responsibility of VicRoads. As this project serves a broader sub-regional function in the arterial road network for the South East growth corridor, there is not sufficient nexus between the precinct generated traffic, which contributions are obtained and these works which support wider network movement and volume requirements.</p>	Comment only or no viable resolution through Amendment
48.03	I support Mr Dabraio's claim that the development of Minta Farm cannot go ahead without sufficient infrastructure.	Roads & Transport	Noted	Noted.	Comment only or no viable resolution through Amendment

## Amendment C228 - Minta Farm PSP 11- Submission summary - 2018

### Victorian Planning Authority: consideration of submissions

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
<b>Submission 27 - EPA</b>					
<b>27.01</b>	EPA has no concerns regarding the proposal given that there are no issues of residential encroachment on industry and also noting that potentially contaminated land has been appropriately addressed within Sections 3.0 and 4.0 of Schedule 14 to the Urban Growth Zone	Supports amendment	Noted	Support noted.	Resolved
<b>27.02</b>	The Responsible Authority must ensure that the subject land is not contaminated through previous uses as outlined by Ministerial Direction No.1. The site was generally farmland, with some ancillary activities that would have a higher potential for contamination (they would fall into the "medium" category in the planning practice note).	Contamination	Noted	Noted. A Contamination Report was undertaken by GeoTech in 2011 for the site. Overall there are no significant contamination constraints that indicate the site is unsuitable for urban purposes. Treatment, management and remediation for areas of localised contamination is possible. Development proponents will need to determine the potential impacts of the ground water table prior to development. The Amendment to implement the Minta Farm PSP will include a requirement for preparation of assessments to be undertaken to address potential site-specific contamination sources prior to sensitive uses (defined as residential, child-care centre, pre-school centre or primary school) in accordance with the Victorian Planning, Planning Practice Note 30: Potentially Contaminated Land.	Resolved
<b>27.03</b>	The removal of any underground storage tanks should be done in accordance with EPA Publication 888 - Guidelines on the Design, Installation and Management Requirements for Underground Petroleum Storage Systems (UPSSs). UPSS removal or decommissioning must to be carried out by a suitably qualified and experienced person in accordance with AIP (Australian Institute of Petroleum) AS 4976-2008 (Reconfirmed 2016) The Removal and disposal of underground petroleum storage tanks. This includes managing any remaining contamination following removal and decommissioning of the UPSS.	Requirements & Guidelines	Noted	Noted. This will be a requirement relevant for development proponents of the site.	Resolved
<b>27.04</b>	Council must ensure that an assessment of the environmental condition of the site is conducted by a competent and experienced environmental assessor when removing or decommissioning a UPSS.	Requirements & Guidelines	Noted	Noted. This will be a requirement relevant for development proponents of the site.	Resolved
<b>27.05</b>	The removal and disposal of any confronted Asbestos must be done in accordance with EPA Publication IWRG611.1 – July 2009. Council may also wish to refer to EPA publication 960 - "Doing it Right on Subdivisions".	Requirements & Guidelines	Noted	Noted. This will be a requirement relevant for development proponents of the site.	Resolved

## Amendment C228 - Minta Farm PSP 11- Submission summary - 2018

### Victorian Planning Authority: consideration of submissions

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
<b>Submission 34 - DEDJTR</b>					
<b>34.01</b>	DEDJTR gives its support for the exhibited PSP but would oppose any further reduction in land allocation of business and industry purposes. DEDJTR notes previous planning ratios for 'Business with Residential' applied of 50% residential; 25% business and 25% industrial, which is not achieved by the PSP.	Supports amendment	Noted	Noted.	Resolved
<b>34.02</b>	Notes that the density assumptions applied are high and will require supportive planning provisions, with development evolving over a medium to longer term timeframe.	Employment	Noted	Noted.	Resolved
<b>34.03</b>	DEDJTR notes consistency of the PSP with Local and Regional Policies and Strategies, including: Plan Melbourne (2017); South East Growth Corridor Plan; Casey C21 - Building a great city; Casey Cardinia Region Economic Development Strategy 2016-17.	Employment	Noted	Noted.	Resolved
<b>34.04</b>	In relation to the concurrent planning permit, which provides for a multi lot staged subdivision for residential land at Soldiers Road, Berwick, DEDJTR makes no comment.	96A	Noted	Noted.	Resolved
<b>34.05</b>	DEDJTR notes that the identified employment outcome, in terms of total numbers, relies on projected high employment densities being achieved and the examples of employment precincts have been referenced as benchmarks. Achieving these employment densities will require supportive planning provisions, with development evolving over a medium to longer term timeframe.	Employment	Noted	Noted. The PSP includes a series of principles, guidelines and requirements with respect to minimal building heights within the employment precinct to achieve the envisaged job densities and the creation of approximately 11,000 jobs.	Resolved
<b>34.06</b>	DEDJTR accepts the replacement of 'heavy industry' with lighter industry areas through applying the Commercial 2 Zone.	Land use	Noted	Support noted.	Resolved
<b>34.07</b>	Provides information in support of the employment precinct and the much needed local jobs within the Casey-Cardinia area.	Supports amendment	Noted	Support noted.	Resolved

## Amendment C228 - Minta Farm PSP 11- Submission summary - 2018

### Victorian Planning Authority: consideration of submissions

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
<b>Submission 35 - The Minta Group</b>					
35.01	Proposes an alternative Future Urban Structure: reducing the overall employment land allocation to 53 hectares; Removing local Convenience Centre; Re-orienting the urban structure; changes to location and shape of local parks and district sports reserves; and associated changes to the road network and hierarchy.	Land Use	Needs further review	Noted. VPA will seek additional information regarding the proposal for elements of merit. VPA considers this proposal as 'untested' from a 'Whole of Government' evaluation.	Unresolved
35.02	Seeks reduction of the employment land use allocation to no more than 53 hectares (including the town centre) in accordance with the attached proposed Future Urban Structure and employment modelling undertaken by Deep End Services.	Employment	Disagree	The reduction to the scale of employment lands is not supported from a 'Whole of Government' view. VPA will peer review the proponents expert evidence to evaluate merit. A conclave is proposed as part of the Panel Hearing for independent 'experts' to discuss and agree on employment density and scale assumptions.	Unresolved
35.03	Asserts that Requirement 14 is inflexible and impractical to achieve the desired employment vision. R14: "Uses within each employment sub-precinct must be generally consistent with the uses listed in Plan 6."	Requirements & Guidelines	Agree in partial	Noted. Schedule 14 is the appropriate mechanism to provide direction on permitted uses and relevant controls. <b>VPA proposes to Amend Plan 6 to provide the envisaged objectives and uses of each employment sub-precinct and propose to change R14 to a guideline and be amended to: "Uses within each employment sub-precinct should be generally consistent with the objectives listed in Plan 6."</b>	Resolved
35.04	Seeks integration of some residential and mixed-use activity into discrete areas within the Commercial 2 zone area to support activation of contemporary business/employment environments.	Employment	Needs further review	Noted. The VPA considers there is merit in the proponents objective to deliver a high amenity mixed use environment at this location. The exhibited plan provides 10 hectares of Mixed Use Zoning and 3.5 hectares of CZ1 in the Town Centre which can support a residential component nearby the Office and Commercial Sub-precinct. Overall, a reduction in employment land scale is not supported. In regards to the Alternative Proposal and Schedule (14th and 19th March), the VPA requires an applied zone to trigger subdivision and building works requirements for a mixed Commercial type use.	Unresolved
35.05	Seeks inclusion of opportunities for Supermarkets in the Commercial 2 Zone to support localised amenity for offices and employees.	Employment	Needs further review	VPA to test with further evidence. Seeking to explore opportunity for inclusion of small scale "express type supermarkets" to support access for business and employment areas up to 1,500 sqm, to the satisfaction of the responsible authority." Economic expert to advise on scale.	Decision pending
35.06	Seeks removal of permit requirement for restricted retail uses in the Commercial 2 Zone.	Employment	Disagree	Not supported. The permit requirement for restricted retail was implemented to seek to ensure the achievement of desired objectives for the employment sub-precincts (higher order uses) and ensure that applications consider an appropriate location for restricted retail uses. A Permit Requirement does not restrict the use occurring.	Unresolved

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
35.07	Seeks removal of permit requirement for dwelling uses in the mixed use zone. Seeks opportunity for residential and commercial uses at ground floor. Questions the nature and demand of 10 hectares of ground floor employment uses for the mixed use zone. Seeks clarification on the purpose and operation of the mixed use zone.	Employment	Disagree	The permit requirement was implemented to seek to ensure the achievement of the desired objectives for the Mixed Use zone. The provision and scale of mixed use will be reviewed following further employment land testing (in accordance with 35.02).	Decision pending
35.08	Seeks amendment to the 'Requirements and Guidelines' to reduce 'must' requirements for built form outcomes and include options for greater flexibility provided by the scope of the 'generally in accordance' principle.	Requirements & Guidelines	Noted	<p>Majority of the requirements in relation to the built form of buildings within the employment precinct is proposed to be amended from a requirement to a guideline, with the exception of the requirements in relation to the built form of buildings along the North-South Arterial within the Commercial and Office area. The built form requirements along the North-South Arterial will remain as a requirement to ensure that future development achieves the envisaged vision and objectives for the Commercial and Office Sub-Precinct.</p> <p>The following built form requirements are proposed to be changed to a guideline as per Council's submission: - R23, R26, R27, R30.</p> <p>Built form requirements not mentioned here will be kept to ensure a high-quality public realm is delivered with respect to achieving the job target outcomes.</p>	Resolved
35.09	Notes drainage strategy is outstanding. A) Seeks options for flexibility in delivering differing drainage arrangements. Seeks amendment of Plan 11 to note 'areas where change may occur, subject to Melbourne Water input'. B) Seeks provisions within the PSP to provide direction on 'where land is no longer needed for drainage purposes, it can be used for residential or commercial purposes (as relevant).	Drainage	Agree in partial	A) Melbourne Water in conjunction with DEWLP and VPA are currently completing a drainage strategy for the precinct. DEWLP will be the responsible authority to endorse this strategy and any further amendments. Development and drainage related infrastructure or works must be undertaken in accordance with this strategy. B) R83 allows for flexibility in considering adjustments to the drainage strategy, subject to the satisfaction of Melbourne Water and the responsible authority. Proposed to Amend R83 to include - "Where the responsible authority is satisfied that land shown as a waterway or drainage asset is unlikely to be used for such purposes, that land may be used for an alternative purpose which is generally consistent with the surrounding land uses and the provisions of the zone applied zone."	Unresolved
35.10	A) Seeking certainty that DEWLP supports co-location of Wetland 1 in the Cardinia Creek Corridor - as generally depicted by the current strategy. B) Seeks additional note on Figure 7 providing that 'Works to the man-made ponds may be undertaken within the conservation area provide that disturbance to native vegetation and habitat is minimised to the extent practicable.	Drainage	Disagree	A) Melbourne Water in conjunction with DEWLP and VPA are currently preparing a drainage strategy for the precinct. DEWLP will be the responsible authority to endorse this strategy and any further variations to this strategy. B) Works to the existing ponds will be undertaken to the satisfaction of Melbourne Water and DEWLP in accordance with the final strategy. This comment is considered resolved as DEWLP and Melbourne Water will remain the responsible authorities for endorsement of an agreed drainage strategy and any amendments to this.	Resolved

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
35.11	Requesting review of the Infrastructure Contributions Plan (ICP) for the PSP.	ICP	Disagree	Noted. Under the ICP Framework, as a 'Standard Levy', the ICP not required to be exhibited. Should a 'Supplementary Levy' be triggered, the ICP will be exhibited and specific costings of the items will be required. Standard Levy costings are drawn from existing endorsed costings for items in the region. The ICP will be reviewed inline with the final FUS and necessary infrastructure improvement requirements. This is considered resolved given the streamlined approval process of a 'Standard Levy' ICP.	Resolved
35.12	O'Shea Road - Seeks delivery of O'Shea Road extension upfront to unlock the employment precinct. Does not support the proposal to fund the construction of the O'Shea Road to the freeway interchange as part of the ICP. The land is identified as State infrastructure by virtue of the existing PAO1. State infrastructure cannot be funded through a local ICP.	ICP	Disagree	Noted. The VPA supports the timely delivery of O'Shea Road to activate the precinct. An ICP can provide for interim arrangements on a State PAO to support access and movement requirements. This is outlined by the Ministerial Direction on the Preparation and Content of Infrastructure Contributions Plans, Table 3: Transport construction standard levy allowable items:  Intersections (traffic signals or roundabouts) with council or declared State arterial roads. This includes: <ul style="list-style-type: none"> <li>arterial and arterial road intersections; and</li> <li>arterial and connector road intersections. As a result, this is considered resolved.</li> </ul>	Resolved
35.13	North South Arterial Road - Asserts that the application of the lot cap demonstrates that there is already external demand for the north-south arterial, which is not reflected in the share of apportionment in the ICP. Proposed lot cap is tied to a planning permit for 1,000 lots. Seeking cap to be tied to Statement of Compliance for the 1,000 lot.	Lot Cap	Disagree	Noted. The ICP will provide for the ultimate land take and interim transport infrastructure requirements for the North South Arterial. The North South Arterial connection (as an interim arrangement) will support north south movement within the precinct, including activation of the proposed employment precincts. The lot cap will ensure that initial development does not result in adversely impacting the service performance of the immediate surrounding road network. The lot cap is proposed to be reviewed in line with further traffic modelling to test the impact of initial development on the immediate network and existing traffic volumes.	Unresolved
35.14	Does not support Heritage Overlay to the Myer House. Will provide expert evidence that supports their view.	Heritage	Noted	Noted. Awaiting technical evidence. An independent expert will peer review TMG's Heritage Report, once received.	Decision pending

## Amendment C228 - Minta Farm PSP 11- Submission summary - 2018

### Victorian Planning Authority: consideration of submissions

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
<b>Submission 36 - Stockland</b>					
<b>36.01</b>	Drainage - Awaiting final drainage strategy from Melbourne Water. Pursuing co-location of Wetland WL3 within the Cardinia Creek Corridor. Requests flexibility be provided within PSP to allow for variations to the drainage network to be considered at the planning permit stage.	Drainage	Agree in partial	Melbourne Water and DELWP are currently preparing a revised Drainage Strategy for the precinct, to address outflow requirements and meet biodiversity objectives for Commonwealth and State listed species in the Conservation Area. Melbourne Water and DEWLP will be the responsible authorities for endorsement of the final Drainage Strategy and any subsequent variations to the Strategy. This comment has been passed onto Melbourne Water and DEWLP for consideration. The 'Generally in accordance' principle is considered to address flexibility in addressing alterations to the network. In addition, R83 is intended to allow for flexibility in considering adjustments to the drainage strategy, subject to the satisfaction of the responsible authority.	Unresolved
<b>36.02</b>	Drainage Strategy and Surplus Land - Seeking clarification in the PSP that any surplus drainage land can be developed for uses consistent with the designation of adjoining land (i.e. residential in the case of Wetland WL3). Requests that work on the drainage strategy is completed and circulated for review before evidence is required to be circulated for any Panel hearing.	Drainage	Agree in partial	Generally in accordance should address the use of surplus land resulting from detailed design efficiencies. The preliminary Base Case drainage strategy is intended to be completed prior to the Panel Hearing. VPA will be seeking to table an updated FUS at the Panel Hearing illustrating the generally accepted revised drainage outcomes. The Requirements and Guidelines are proposed to be clarify the consideration and use of surplus land, to the satisfaction of the responsible authority. Option being tested with Melbourne Water is to Amend R83 to include - "Where the responsible authority is satisfied that land shown as a waterway or drainage asset is unlikely to be used for such purposes, that land may be used for an alternative purpose which is generally consistent with the surrounding land uses and the provisions of the applied zone."	Resolved
<b>36.03</b>	Open Space - Seeking movement of the Hilltop Park (LP-07) to the west, in accordance with the proposed Stockland FUS.	Open Space	Agree in partial	Generally supported. Key objectives for the park location was driven by retention of the hilltop point, inclusion of key trees of value (including amenity), view lines to LTC and scale - meeting credited open space requirements. Casey's view to protect the Workers Cottage may influence this outcome. VPA to test park allocation. Seeking further feedback from Stockland on park location.	Decision pending
<b>36.04</b>	Requests review of the distribution and scale of local open space in the southern residential area to improve access to these areas.	Open Space	Agree in partial	Generally supported. VPA will review open space allocations in accordance with suggested preferences. Consideration supported for minimum of 1 ha local parks, as per Council standard. Casey has also sought to review the application of an east west local park to connect the LTC to the Conservation Area. Seeking further feedback from Stockland on southern park locations.	Decision pending

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
36.05	Stockland requests the deletion of the Local Convenience Centre (Advice in Appendices 3), which asserts that a smaller format supermarket in this location is not viable. Requests that the land occupied by the centre should be reverted to residential purposes.	Employment	Needs further review	Noted. Planning for the LCC assumed the provision would support convenience shopping access for nearby residents. This will be informed by expert advice - awaiting proponent evidence.	Decision pending
36.06	Transport Network - Seeking reserving land and constructing a single carriageway (on the Stockland landholding only) prior to Statement of Compliance on the 1,200th lot on the Stockland project.	Lot Cap	Disagree	Noted. The VPA supports the objective to reserve the land and deliver the road connection. The proposed lot cap has been challenged by multiple parties. As a result, further traffic assessment will be undertaken to inform the need to revise the lot cap. <b>Linking the cap to the statement of compliance is not supported.</b>	Unresolved
36.07	ICP - Asserts that external road works (i.e. O'Shea and Beaconsfield interchange works) is a VicRoads responsibility and is not appropriate or equitable to be included in the ICP.	ICP	Disagree	<p>The PSP is required to outline the interim road improvement requirements of development for local and state infrastructure items. The North South arterial is a key component of delivering an effective network to support vehicle movement to the precinct. Delivering the interim arrangements requires connections and works to state road reservations and infrastructure. The ICP has included such interim arrangements to support the option for connecting to state level infrastructure in the initial stages of development.</p> <p>The ICP is able to include interim improvements to council or declared state arterial roads - The Ministerial Direction on the Preparation and Content of Infrastructure Contributions Plans, Table 3: Transport construction standard levy allowable items:</p> <p>Intersections (traffic signals or roundabouts) with council or declared State arterial roads. This includes:</p> <ul style="list-style-type: none"> <li>• arterial and arterial road intersections; and</li> <li>• arterial and connector road intersections.</li> </ul> <p>The ICP will be reviewed inline with revised interim intersection requirements. This is considered resolved as The Ministerial Direction allows for the interim inclusion.</p>	Resolved



Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
36.08	Requests that the ICP be made available for review in advance of the hearing. Stockland would like the opportunity to review the scope, costings and assumptions.	ICP	Disagree	Not supported. The ICP is not required to be exhibited if it does not trigger a supplementary levy. This planning scheme amendment is prepared under section 20A of the Planning and Environment Act 1987 (the Act). Exhibition and notification requirements of sections 17, 18 and 19 of the Act do not apply in respect to this type of amendment.  Should the PSP review of interim improvements result in triggering a supplementary contribution, the entire ICP will be exhibited and made publically available for peer review. The ICP will be reviewed inline with the final FUS and necessary infrastructure improvement requirements. This is considered resolved as a streamlined amendment process is applied to a 'Standard Levy' ICP.	Resolved
36.09	Requests change to Condition 30 which relates to how the GAIC liability of public land is managed. Condition 30 effectively requires that any public land carries no GAIC liability. This means that any applicable levy would need to be discharged by Stockland before the land is transferred to Council. Stockland submits that if Council wants land to be 'GAIC free' it should take this into consideration when agreeing to the value of the land. If the land is not to be developed (i.e. road widening) and GAIC is not ultimately triggered, then Council should accept the land as 'GAIC pregnant'. Similarly, if the land is transferred to Council and is to be developed by Council, then Council should be liable to pay GAIC.	96A	Disagree	Assumed this refers to condition 26 on the draft planning permit (not 30 as stated). The PSP aims to ensure certainty regarding land take requirements for public lands - local parks, roads, and drainage assets and waterways. In accordance with Part 9B of the Planning and Environment Act, GAIC is payable on all land, as specified by the provisions of Type A-B-2 land. In addition, Condition 26 complies with Council adopted policy - Subdivision Policy for New Estates, 5 September 2017. Council requires GAIC clearance certificates on all public land to be vested in Council prior to issuing a statement of compliance. This is considered resolved in accordance with the requirements of the Act.	Resolved
36.10	Stockland requests that the VPA immediately request a Panel and that consideration be given to: - extending the time between the directions hearing and hearing to facilitate discussions between the parties; and - VPA circulating its Part B submission prior to the parties circulating evidence.	Panel	Noted	Noted.	Comment only or no viable resolution through Amendment
36.11	<i>Appendices 4 - Requested Changes to Requirements or Guidelines - R3: Subdivision must demonstrate an appropriate response to the existing topography and minimise the need for earthworks, excavation and cut and fill earthworks.</i>  R3 should be amended to offer flexibility in detailed design by using 'should' not 'must'.	Requirements & Guidelines	Agree in partial	Consideration of key constraints should be included by Council officers when determining the suitability of necessary supporting materials. Proposed to amend R3 to include reference to consideration of 'constraints'. R3: Subdivision must demonstrate an appropriate response to the existing topography <u>and constraints</u> , and minimise the need for earthworks, excavation and cut and fill earthworks.	Resolved

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
36.12	<p>Appendices 4 - Requested Changes to Requirements or Guidelines - R4: Subdivision applications for land of a slope greater than 5 percent must be accompanied by the following information, as appropriate:</p> <ul style="list-style-type: none"> <li>• A plan showing lot boundaries, contours, and slope.</li> <li>• An indication of the type, location and approximate depth of any proposed earthworks.</li> <li>• An indication of the type, location and approximate height for proposed retaining structures.</li> <li>• Indicative building envelopes.</li> <li>• Indicative lot access arrangements consistent with council standards for crossover design.</li> </ul> <p><i>Would be more appropriately dealt with at FLP stage as a condition of permit. This detailed design is not always able to be prepared at the time when an application is made. Detailed engineering design is done further into the process, when there is certainty about the layout and the chance of a permit being issued.</i></p> <p><i>An application can talk to options available for managing slope and this can be refined at the detailed design stage.</i></p> <p><i>Suggest rewording to the following:</i></p> <ul style="list-style-type: none"> <li>• Subdivision applications for land of a slope greater than 5 percent should be accompanied by the following information, as appropriate and if available:</li> </ul>	Requirements & Guidelines	Disagree	Noted. This is a standard requirement that seeks to ensure that urban design outcomes for building layouts, retaining walls, fencing, and crossovers are considered in more detail at the subdivision stage. The current wording is considered to provide an adequate level of flexibility regarding the level of information to be provided - "as appropriate".	Unresolved
36.13	<p>Appendices 4 - Requested Changes to Requirements or Guidelines - R5: Subdivision of land within walkable catchments illustrated on Plan 5 must include creation of lots suitable for delivery of medium and high density housing as outlined in Table 2, and achieve a minimum average density consistent with the densities identified in Plan 5. Walkable catchments typically comprise residential land within: • 600 metres from the Principal Public Transport Network (PPTN) bus routes. • 400 metres of local town centres. • 200 metres of community hubs. • 100 metres of local convenience centres. • Applications for subdivision that can demonstrate how target densities can be achieved over time, to the satisfaction of the responsible authority, shall be considered.</p> <p>Requests the deletion of the Local Town Centre with the underlying land shown as residential and within the walkable catchment.</p>	Requirements & Guidelines	Disagree	The Local Town Centre is intended to have an Applied Zone Provision of Commercial Zone 1. Whilst this zone provision will allow for residential apartment uses, the function of Plan 5 is primarily to illustrate the desired density for and housing choice options for the 'residential' zoned areas. This is considered resolved as the walkable catchment is not applied to the town centre zoning.	Resolved

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
36.14	<p>Appendices 4 - Requested Changes to Requirements or Guidelines - R6: <i>Subdivision applications must include indicative building envelopes for any lots identified for medium density, high density, or integrated housing that suitably demonstrate:</i></p> <ul style="list-style-type: none"> <li>• Active interfaces with adjacent streets, open spaces and waterways.</li> <li>• Safe and effective vehicle and pedestrian access and internal circulation, as appropriate.</li> <li>• Servicing arrangements.</li> </ul> <p>This information does not normally need to be supplied with a planning permit application. Those lots may be subject to a future planning permit, or the Small Lot Housing Code. As such, envelopes would pre-empt any further approval process either a permit, or Code assessment.</p> <p>We note that if the Code is to be used, then this would be referenced as a restriction on title. These measures would not be necessary.</p> <p>Stockland seeks the deletion of this Requirement.</p>	Requirements & Guidelines	Agree in partial	<p>Noted. This requirement has been established to ensure that subdivision for higher density areas consider appropriate layout and design outcomes for the site. To allow for a more flexible approach to detailed information, it is proposed to amend R6: Subdivision applications for any lots identified for medium density, high density, or integrated housing <u>must include layouts for lots and suitably demonstrate consideration of:</u></p> <ul style="list-style-type: none"> <li>• <u>Appropriate building massing and scale</u></li> <li>• Active interfaces with adjacent streets, open spaces and waterways.</li> <li>• Safe and effective vehicle and pedestrian access and internal circulation, as appropriate.</li> <li>• Servicing arrangements.</li> </ul>	Resolved
36.15	<p>Appendices 4 - Requested Changes to Requirements or Guidelines - R8: <i>Development within the Transitional Housing area fronting the conservation area, as identified in Plan 5 and illustrated on Figure 1, must:</i></p> <ul style="list-style-type: none"> <li>• Be a single dwelling on a lot fronting the conservation area.</li> <li>• Have a minimum front setback of 6 metres.</li> <li>• Have low or visually permeable front fencing.</li> <li>• Have a minimum lot size of 500 square metres.</li> </ul> <p>Stockland agree that development along this interface needs to be sensitive to the conservation area. Stockland request that this requirement be less prescriptive to allow alternatives to be considered at the planning permit stage.</p>	Requirements & Guidelines	Disagree	The McPherson PSP Panel recommended changes to the Transitional Housing concept plan and associated Requirements and Guidelines. Propose to amend R8 to reflect the changes made in the McPherson PSP to maintain a consistent treatment of Transitional Housing. This action has been supported by Council.	Unresolved
36.16	<p>Appendices 4 - Requested Changes to Requirements or Guidelines - R12: <i>Development proposals within the Local Convenience Centre area must be generally in accordance with Figure 3 and must address the design principles outlined in Appendix 4.4.</i></p> <p>Delete this requirement on the basis of Stockland's submission to delete the LCC.</p>	Requirements & Guidelines	Needs further review	Pending outcome of LCC. Awaiting proponent expert advice and peer review.	Decision pending
36.17	<p>Appendices 4 - Requested Changes to Requirements or Guidelines - R13: <i>Active frontages must be provided to Grices Road, the connector streets and the local access streets in accordance with Figure 3.</i></p> <p>As above.</p>	Requirements & Guidelines	Needs further review	Pending outcome of LCC. Awaiting proponent expert advice and peer review.	Decision pending

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
36.18	<p>Appendices 4 - Requested Changes to Requirements or Guidelines - R46: <i>Educational, community or civic infrastructure not shown on Plan 3 must be located within or proximate to a town centre, local convenience centre, community hub or council community building, as appropriate.</i></p> <p>Delete. This is covered by G45.</p>	Requirements & Guidelines	Disagree	Not supported. This is considered resolved as R46 seeks to provide direction for higher order facilities and infrastructure, whereas G45 is intended to indicate a preference to guide smaller operators and other community serving businesses to the town centres or community hubs.	Resolved
36.19	<p>Appendices 4 - Requested Changes to Requirements or Guidelines - R70: <i>Pedestrian movement must be prioritised in the design of main streets while supporting local traffic to assist access and activity.</i> Noted, that no main street is included in Stockland's portion of the PSP.</p> <p>N/A – Local Town Centre not located on the site</p>	Requirements & Guidelines	Disagree	Not accepted. This is considered resolved as Requirements and Guidelines apply to the entire precinct, where relevant.	Resolved
36.20	<p>Appendices 4 - Requested Changes to Requirements or Guidelines - R75: <i>Connector streets must be constructed to property boundaries where an inter-parcel connection is intended or indicated in Plan 10 by any date or stage of development required by the responsible authority.</i></p> <p>Stockland object to the inclusion of this requirement. Road connections should be delivered as required, having regard to the findings of the traffic report supplied with the planning permit application. The timing of connections cannot be dictated by the responsible authority. There must be a nexus between the proposed development and the delivery of the connection.</p>	Requirements & Guidelines	Agree in partial	Proposed to amend R75 to reflect consideration of the Permit Application. R75: Connector streets must be constructed to property boundaries where an inter-parcel connection is intended or indicated in Plan 10, in accordance with the requirements and staging of the Permit, <u>to the satisfaction of the responsible authority.</u>	Resolved
36.21	<p>Appendices 4 - Requested Changes to Requirements or Guidelines - R96: <i>The north-south arterial road as funded by the Minta Farm ICP must be delivered prior to the subdivision of the 1,001st aggregate residential lot unless otherwise agreed in writing by the relevant road management authority.</i></p> <p>Stockland's submission is that the lot cap should be increased. This matter is under review and Stockland reserve the right to make further submission on this point.</p>	Requirements & Guidelines	Needs further review	Consideration pending outcome of additional traffic assessment and peer review. Permit trigger for lot cap is considered suitable due to the perceived impact to the immediate road network. This will be reviewed as part of the outcome of additional traffic testing.	Decision pending
36.22	<p>Appendices 4 - Requested Changes to Requirements or Guidelines - R97: <i>Development abutting the north-south arterial road must prioritise early delivery of the road to the satisfaction of the responsible authority. The north-south arterial road must be constructed to property boundaries where an inter-parcel connection is intended or indicated in Plan 10 by any date or stage of development required by the responsible authority.</i></p> <p>Same comment as R75. The responsible authority simply cannot require the construction of the road in the absence of any nexus.</p>	Requirements & Guidelines	Agree in partial	Seeking to amend to clarify Permit requirements. Amend R97: <u>For</u> development abutting the north south arterial road, staging must prioritise the delivery of the road, to the satisfaction of the responsible authority. <u>Delivery of</u> the north-south arterial road must prioritise construction to property boundaries where an inter-parcel connection is intended or indicated by Plan 10, <u>in accordance with the staging requirements of the Permit.</u>	Resolved

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
36.23	<p>Appendices 4 - Requested Changes to Requirements or Guidelines - G11: <i>Use and development of the Grices Road local convenience centre should supplement commercial demand created from the Clyde North PSP and future Officer South Employment PSP areas.</i></p> <p>Deletion requested. Stockland does not believe that the LCC will be viable – refer to submission.</p>	Requirements & Guidelines	Needs further review	Noted. Awaiting proponent expert evidence and peer review.	Decision pending
36.24	<p>Appendices 4 - Requested Changes to Requirements or Guidelines - G45: <i>Private childcare, education facility, medical or similar facility not shown on Plan 3 should be located proximate to a town centre or community hub.</i></p> <p>Update to provide greater flexibility. Add to the end', or other locations as agreed by the responsible authority'</p>	Requirements & Guidelines	Agree in partial	Generally supported. As a guideline, it should provide enough flexibility to consider alternatives. Proposed to amend G45: Private childcare, education facility, medical or similar facility not shown on Plan 3 should be located proximate to a town centre or community hub, <u>or other locations as agreed by the responsible authority.</u>	Resolved
36.25	<p>Appendices 4 - Requested Changes to Requirements or Guidelines - G47: <i>Co-locate public open space areas with the conservation area and waterways to provide a buffer to development where appropriate.</i></p> <p>Amend to allow for co-location of drainage assets in the BCS corridor Reword to: Co-locate drainage assets and public open space areas with the conservation area and waterways to provide a buffer to development where appropriate.</p>	Requirements & Guidelines	Agree in partial	Generally supported. Proposed to Amend G47 to read: Co-locate public open space areas <u>and drainage assets</u> with the conservation area and waterways to provide a buffer to development where appropriate, to the satisfaction of the responsible authority.	Resolved
36.26	<p>Appendices 4 - Requested Changes to Requirements or Guidelines - G64: <i>Integrated water management, where practicable, should be designed to:</i></p> <ul style="list-style-type: none"> <li>• <i>Maximise habitat values for local flora and fauna species.</i></li> <li>• <i>Enable future harvesting and/or treatment and re-use of stormwater.</i></li> </ul> <p>Amend to provide flexibility for the co-location of assets and the ultimate development of the surplus land. Where a drainage asset is relocated, the 'available' land may be used / developed for the purpose nominated for the adjacent land. If the PSP nominates a shared path or trail network through that area, this connection must still be delivered.</p>	Requirements & Guidelines	Disagree	Not supported. This is considered resolved as the desired outcome is considered to be not relevant to this guideline objective. The desired outcome for 'surplus land' is now proposed to be addressed as part of the amendment to R83 to include - "Where the responsible authority is satisfied that land shown as a waterway or drainage asset is unlikely to be used for such purposes, that land may be used for an alternative purpose which is generally consistent with the surrounding land uses and the provisions of the zone applied zone."	Resolved
36.27	<p>Appendices 4 - Requested Changes to Requirements or Guidelines - G69: <i>Development staging should provide for the early delivery of sports reserves, community facilities, parks and playgrounds.</i></p> <p>Amend to: Development staging should provide for the early delivery of land for sports reserves and community facilities and the early development of local parks and playgrounds. Whilst Stockland does not have any active open space or community facilities on the land, this just clarifies that Stockland is only responsible for the early development of local parks.</p>	Requirements & Guidelines	Disagree	Not accepted. This is considered resolved as Requirements and Guidelines apply to the entire precinct, where relevant.	Resolved

## Amendment C228 - Minta Farm PSP 11- Submission summary - 2018

### Victorian Planning Authority: consideration of submissions

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
<b>Submission 38 - DET</b>					
<b>38.01</b>	DET can now confirm that it is appropriate to show a site for a proposed government school site in the PSP - the interim name being Minta Farm Proposed P6.	PSP text change	Agree	Accepted. Name to be updated in PSP.	Resolved
<b>38.02</b>	DET request that the VPA include additional text in the PSP to encourage integrated design and delivery of the school and community facility as follows: <i>The design and layout of schools and community facilities should:</i> - <i>Encourage the integration of schools, early childhood and other community facilities where they are co-located.</i>	Requirements & Guidelines	Disagree	Accepted. Amend G42 to read: <i>The design and layout of schools and community facilities should:</i> <ul style="list-style-type: none"> <li>• <i>Encourage the integration of schools, early childhood and other community facilities where they are co-located.</i></li> <li>• <i>Include extensive canopy tree planting.</i></li> <li>• <i>Be integrated with neighbouring facilities.</i></li> <li>• <i>Minimise fencing to encourage out-of-hours use.</i></li> <li>• <i>Provide safe and convenient pedestrian and shared paths.</i></li> </ul>	Resolved
<b>38.03</b>	DET considers that the location of the proposed school site adjacent to a future local town centre, a small local enterprise sub-precinct, and close to a commercial and office-sub precinct could create safety and access issues for the school. DET proposes changing the current 'Local Access Street - Level 2' on the school's west boundary to the equivalent of the 'Connector Street (25.0m) residential' cross section as shown in the PSP.	Roads & transport	Needs further review	Road level change supported. FUS and relevant Plans to be updated to include a ' <b>Connector Street (25.0m) residential</b> ' on the western boundary of the School site. There is an opportunity to mitigate any potential design impacts associated with the adjacent town centre and SLEP through concept plans and/or Requirements and Guidelines. VPA are seeking to work with DET to discuss these options.  As both the school and adjacent SLEP precinct and employment hub are located on the Boulevard Connector, traffic concerns are mitigated through the separation of carriageways as indicated in Cross-Section Connector Boulevard (page 79) of the PSP and Requirement R26 and R35 which require rear-loaded car park entries.	Resolved

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
38.04	The schools co-location with the community facility is generally acceptable if the design and delivery of both facilities are integrated. Requests VPA to consider a different configuration that addresses the constraints of an irregular shaped site.	Land use	Needs further review	<p>VPA and Council are seeking to support the opportunity for shared community facilities and spaces. The configuration applied in the draft PSP will allow for direct walkable connections between the school, community facility and District Sports Reserve, including those to the Local Town Centre. Requirements and Guidelines have been established to support coordinated design and delivery. The shape of the school site is driven by the above objectives and also by the developable footprint between the two Local Collector Roads (running North and South). VPA can confirm the allocation of 3.5 hectares and site dimensions (clockwise from north) 218m, 124m, 92.5m, 66m, 125m, 188.5m. VPA can consider refinement to the shape of the school site dimensions in the context of the site constraints and additional advice (school site concept plan or preferred dimension requirements etc.).</p> <p>VPA held an urban design workshop on 27/2/18 to address concerns raised by DET. From discussions, DET is comfortable with the shape, size and positioning of the exhibited school site. As per response to submission 38.02, G42 will be amended to encourage the integration of schools, early childhood and community facilities during the design stage.</p>	Resolved
38.05	It would assist DET if the VPA confirms that the proposed school site does not have features that significantly affect building costs, occupational health and safety considerations, and the impact on emergency management and accessibility for any future schools.	School	Noted	Noted. The existing site is located on relatively flat, cleared land outside the boundary of the existing farm dam. The southern boundary with the District Sports Reserve includes trees noted for high aesthetic value. No potential sources of contamination were identified on this site. VPA can provide existing background technical studies, as required.	Resolved


## Amendment C228 - Minta Farm PSP 11- Submission summary - 2018

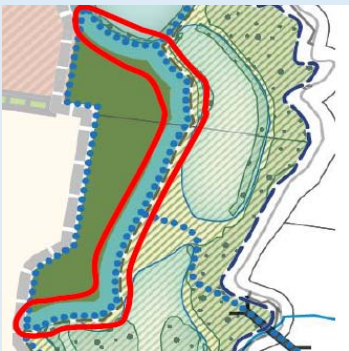
### Victorian Planning Authority: consideration of submissions

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
<b>Submission 39 - DELWP</b>					
<b>39.01</b>	Requests to the delete the footnote from page 5 of the PSP and include additional text in Section 3.4.1 - Biodiversity as an introduction with their statement about the MSA program and habitat compensation obligations.	PSP text change	Agree	Agree- make changes as per submission.	Resolved
<b>39.02</b>	To include greater reference to the value of the conservation area in contributing to the longer-term protection for migratory birds, the Australian Grayling and Dwarf Galaxias within the Draft Plan's Vision.	PSP text change	Agree	Agree- make changes as per submission.	Resolved
<b>39.03</b>	Amend objective O23 to consider minimising the instances of infrastructure occurring within the conservation areas.	PSP objective	Agree in partial	Agree- Propose to amend O14 to address comment.	Resolved
<b>39.04</b>	Amend the wording of Objective 14 to clearly identify the conservation area as a BCS conservation area. Discussions with Councils have revealed that further clarity is required regarding identification of conservation areas introduced within the BCS.	PSP objective	Agree	Agree- make changes as per submission.	Resolved



Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
39.05	Requirement to be included regarding the design and management of local parks where adjacent to conservation areas on page 31 of the PSP.	Requirements & Guidelines	Agree	Agree- make changes as per submission.	Resolved
39.06	DELWP query about the alignment of the eastern precinct boundary (Cardinia Creek) and believe it has been incorrectly shown on all plans (including the CACP) - Page 34 of PSP.	Graphics and mapping	Noted	The precinct boundary have been reviewed and they are correct as they follow the parcel boundaries. Discussions with DELWP concludes that this issue could be due to the different data files used by DELWP.	Resolved
39.07	Habitat for MNES must be clearly shown on the CACP. The area of swamp scrub adjacent to Cardinia Creek is important habitat for Dwarf Galaxias and should be demonstrated accordingly.	Graphics and mapping	Agree	Agree - will highlight areas of swamp scrub adjacent to Cardinia Creek as important to Dwarf Galaxias.	Resolved
39.08	Requests to move bridge crossing south to reduce impact on a large patch of native vegetation (swamp scrub), important Dwarf Galaxias habitat - page 34 of the PSP.	Conservation	Agree	Agree - make changes as per submission.	Resolved
39.09	Note 2, included within the exhibited CACP, is to be included as a requirement within the PSP and not as a note on the CACP. DELWP consider 3.4.1 – Biodiversity to be a suitable location to include the requirement - page 34 of the PSP.	Requirements & Guidelines	Agree	Agree - make changes as per submission.	Resolved

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
39.10	<p>Apply the features and graphic standards specified in Appendix B of the PSP Guide to ensure consistency between gazetted PSPs as shown below.</p> <p>A. Bridge crossings should be shown as connections and links rather than as infrastructure (as per below).</p>  <p>B. Conservation Interface Plan Areas (CIPA) are to be located on top of areas where the conservation areas interface abutting land-uses. Section reference markers and labels should be included to ensure consistency with accompanying cross section diagrams. For further details of our requirements, refer to Appendix B within Implementing the Biodiversity Conservation Strategy for Melbourne's Growth Corridors.</p>	Graphics and mapping	Agree in partial	<p>A. Agree- to amend Figure 7 using the submitted icon and will be labelled as "Proposed pedestrian bridge". Map 9 will also be updated accordingly for consistency.</p> <p>B. The rest of the plan sets do not use cross-section reference markers. The use of section reference markers within VPA plans have been phased out as there were always changes to the number of cross-sections, which required has led to numerous inconsistencies in the past.</p>	Resolved

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
39.11	<p>Further clarification is required regarding the area of “constructed waterway/drainage asset” circled red in the below image - page 34 of the PSP.</p> 	Land use	Noted	As per the figure legend this area is identified as constructed waterway/drainage asset. In the FUS this area is denoted as uncredited open space. <b>The area highlighted in red is a 20m buffer distance applied to the drainage asset and Conservation Area boundary for maintenance, access arrangements and to prevent development directly abutting the drainage assets and water bodies.</b>	Resolved
39.12	Plan 9 shows an equestrian trail to be located within the conservation area, adjacent to the shared path. This path must be shown within the CACP - page 38 of the PSP.	Equestrian trail alignment	Agree	Agree- make changes as per submission.	Resolved
39.13	DELWP considers that the Cardinia Creek alignment shown in the CACP does not accurately represent the actual Cardinia Creek alignment. Cardinia Creek alignment should be reviewed and amended to show the creek's actual alignment - page 34 of the PSP.	Graphics and mapping	Agree	Agree- make changes as per submission.	Resolved
39.14	Amend the CACP legend to identify the conservation area as a “BCS growing grass frog conservation area”. This change should be reflected in all plans labelling the conservation area.	Graphics and mapping	Disagree	The CACP legend is labelled accordingly as per the 'Administrative Boundaries' of the Graphic Standards for BCS Conservation Area Concept Plans that was developed by DELWP and VPA.	Resolved
39.15	All requirements to be amended to remove the wording “...to the satisfaction of the Department of Environment, Land, Water and Planning”, to be replaced with an additional requirement. - page 35 of the PSP.	Requirements & Guidelines	Agree	Agree- make changes as per submission.	Resolved

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
39.16	G46 to be changed to a requirement as this requirement is mandatory and provides no opportunity for variation. - page 35 of the PSP.	Requirements & Guidelines	Agree	Agree- make changes as per submission.	Resolved
39.17	R47 to be amended to remove the wording "...must be generally in accordance...". - page 35 of the PSP.	Requirements & Guidelines	Agree	Agree- make changes as per submission.	Resolved
39.18	R50 to be amended to rectify typo regarding spelling of Dwarf Galaxias.	Requirements & Guidelines	Agree	Agree- make changes as per submission.	Resolved
39.19	Additional note required on Plan 8 - Native Vegetation and Retention and Removal. - page 36 of the PSP as shown below: "Native vegetation requirements are specified at Clause 52.17 and its schedule in this planning scheme. This plan must be read in conjunction with those provisions."	PSP text change	Agree	Agree- make changes as per submission.	Resolved
39.20	The indicative bridge crossing included on Plan 9 is not consistent with that shown within the CACP. - page 38 of the PSP.	Graphics and mapping	Agree	Agree- make changes as per submission.	Resolved
39.21	Point 4 of R57 stating: "Where a shared path is to be delivered on one side of a waterway..." must be amended to make clear that this requirement does not apply for paths within the conservation area. - page 39 of the PSP.	Requirements & Guidelines	Agree	Agree- make changes as per submission.	Resolved
39.22	Proposed crossings of BCS GGF conservation area must be in accordance with the DELWP's Growling Grass Frog Habitat Design Standards. The proposed requirement (within submission) must be included to reflect this. - page 39 of the PSP.	Requirements & Guidelines	Agree	Agree- make changes as per submission.	Resolved
39.23	An interface road must be located along the entire length of the conservation area. Currently in Plan 10 - Street Network, only part of the conservation area is indicated to have an interface street. It is DELWP's preference for this interface to be a local road. - page 42 of the PSP.	Roads & Transport	Agree	Agree- make changes as per submission.	Resolved

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
39.24	<p>A requirement is needed to ensure all roads interfacing the conservation area are consistent with the Conservation Interface Plan cross sections included in Appendix 4.8. - page 43 of the PSP.</p>	Requirements & Guidelines	Agree	<p>Agree. All roads interfacing the conservation area are required to be consistent to Appendix 4.8 as per Requirement R48 - <i>"Development abutting the conservation area must be in accordance with the corresponding Conservation Area Interface cross section (Appendix 4.8), to the satisfaction of the Department of Environment, Land, Water and Planning."</i></p> <p>VPA will prepare further cross sections to cover all land-uses as per submission 39.29.</p>	Resolved
39.25	<p>Issues with Plan 11 - Integrated Water Management.</p> <ul style="list-style-type: none"> <li>- Map colours do not distinguish between features well, particularly the constructed vs existing features.</li> <li>- The conservation area should be more clearly shown, with greater delineation between the conservation area and adjacent land uses.</li> <li>- Further clarity is sought regarding identified features of the plan.</li> <li>- Further clarity required regarding the area identified below in red. These areas are identified as a drainage asset. However, DELWP queries how these areas will be used as drainage assets. Please note: DELWP will finalise comments for this section on completion of the Minta Farm Development Services Strategy and associated functional design work.</li> </ul>	Graphics and mapping Drainage asset	Agree	<p>DEWLP has provided direction on graphical changes to Plan 11 to more clearly illustrate desired features of importance.</p> <p>The area highlighted in red is a 20m buffer distance applied to the drainage asset and Conservation Area boundary for maintenance and access arrangements.</p> <p>The underlying zone for all drainage lands is residential.</p> <p>Detailed design of assets for construction will determine the footprint at this location.</p> <p>Plan 11 – Integrated Water Management will be updated following agreement of the revised Drainage Strategy and footprint by Melbourne Water, DEWLP and VPA.</p>	Resolved



Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
39.26	Insert the specified guideline within section 3.6.1 Integrated Water Management. The intent of the guideline is to capture the potential impacts of stormwater assets occurring outside conservation areas. - page 47 of the PSP.	Requirements & Guidelines	Agree	Include a new Guideline in section 3.6.1 that reads: <i>"Development should protect and manage Matters of State and National Environmental Significance, particularly within conservation areas, in relation to water quality and suitable hydrological regimes (both surface and groundwater)."</i>	Resolved
39.27	Amend R93 to include the specified wording as per submission - page 51 of the PSP.	Requirements & Guidelines	Agree	Agree- make changes as per submission.	Resolved
39.28	To add an additional principle to the General principles for service placement - page 73 of the PSP, as shown below: <ul style="list-style-type: none"> <li>• Locate services outside of BCS conservation areas and natural waterway corridors. Where services cannot avoid crossing or being located within a conservation area or natural waterway corridor they must be located to avoid disturbance to existing waterway values, native vegetation, habitat for Growling Grass Frog, Dwarf Galaxias, Australian Grayling and migratory and wetland birds.</li> </ul>	Requirements & Guidelines	Agree	Agree- make changes as per submission.	Resolved
39.29	Amend the road cross sections to accurately reflect the land-uses interfacing with the conservation area. Interface treatments must be shown for all types of interfaces. The Conservation Area Employment Precinct Interface should be removed as there is no direct interface between the conservation area and the Employment precinct proposed in the PSP. Additionally, a cross section should be included to include the interface area identified in Item 23 of this response and an interface between the credited open space and the conservation area.	Graphics and mapping	Agree	Agree- will prepare cross-sections for the relevant land uses including mixed-use, credited open-space and the requested item 23.	Resolved
39.30	Rename road cross sections for roads abutting conservation areas to ensure naming is consistent with the wording used by DELWP.	Graphics and mapping	Agree	Agree- To be named - Conservation Interface.	Resolved

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
39.31	Conservation Interface Plans must include the following details to be included: - Lights located within the interface must be designed and baffled to prevent light spill and glare into the conservation area. - Street trees Planted within 10m of the conservation area boundary must be of local provenance. - Conservation area boundary must be delineated by low fencing, allowing pedestrian movement while exclude vehicles. - Developments must face the BCS conservation area and provide an active interface.	Graphics and mapping	Agree	Agree- make changes as per submission.	Resolved
39.32	As all vegetation in conservation areas is considered habitat, the overlay must ensure a permit is required for all vegetation removal. The current ESO6 only requires a permit for native vegetation removal by way of exempting 'non-native vegetation' from needing a permit for removal. This exemption is being removed in the ESO in each municipality as the opportunity arises. The ESO must be amended to remove the exemption of non-native vegetation as part of this amendment. The schedule should also be renamed 'Urban Conservation Area'.	Planning scheme ordinance	Agree	The current ESO6 in the Scheme will be updated with a new ESO6 to change the ESO title to 'Urban Conservation Area' and remove the first sub-dot point under the fourth dot point Clause 3.0, which states "where the vegetation is non native".  The ESO6 only affects one other area, which is the future McPherson PSP area (panel concluded, not yet approved), which is acceptable given we are authorised to make such a change. This will be discussed in the explanatory report also.	Resolved
39.33	The area titled "Protection of conservation areas and native vegetation during construction" must be updated to reflect DELWP's current wording.	Planning scheme ordinance	Agree	Agree- make changes as per submission to be consistent with <i>Implementing the Biodiversity Conservation Strategy for Melbourne's Growth Corridors (TRIM ref: D/17/1503)</i>	Resolved
39.34	The wording under the heading "Conditions – Land Management Co-operative Agreement" must be changed to reflect DELWP's current wording. DELWP's current wording requires actions relating to land management co-operative agreements to be undertaken prior to the issue of a statement of compliance for the last stage of subdivision.	Planning scheme ordinance	Agree	Agree- make changes as per submission to be consistent with <i>Implementing the Biodiversity Conservation Strategy for Melbourne's Growth Corridors (TRIM ref: D/17/1503)</i>	Resolved
39.35	The schedule to the UGZ must include a condition relating to the preparation of a Site Environmental Management Plan for works adjacent to a conservation area.	Planning scheme ordinance	Agree	Agree- make changes as per submission to be consistent with <i>Implementing the Biodiversity Conservation Strategy for Melbourne's Growth Corridors (TRIM ref: D/17/1503)</i>	Resolved
39.36	The condition relating to salvage and translocation must be changed to reflect current wording.	Planning scheme ordinance	Agree	Agree- make changes as per submission to be consistent with <i>Implementing the Biodiversity Conservation Strategy for Melbourne's Growth Corridors (TRIM ref: D/17/1503)</i>	Resolved

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
<b>39.37</b>	The area titled “Protection of conservation areas and native vegetation during construction” must be updated to reflect DELWP’s current wording.	Planning scheme ordinance	Agree	Agree- make changes as per submission to be consistent with <i>Implementing the Biodiversity Conservation Strategy for Melbourne’s Growth Corridors (TRIM ref: D/17/1503)</i>	Resolved
<b>39.38</b>	The wording under the heading “Conditions – Land Management Co-operative Agreement” must be changed to reflect DELWP’s current wording. DELWP’s current wording requires actions relating to land management co-operative agreements to be undertaken prior to the issue of a statement of compliance for the last stage of subdivision.	Planning scheme ordinance	Agree	Agree- make changes as per submission to be consistent with <i>Implementing the Biodiversity Conservation Strategy for Melbourne’s Growth Corridors (TRIM ref: D/17/1503)</i>	Resolved



## Amendment C228 - Minta Farm PSP 11- Submission summary - 2018

### Victorian Planning Authority: consideration of submissions

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
<b>Submission 40 - Cardinia Council</b>					
40.01	Provides comment about the importance of C288 as a business and residential area which, will have significant implications for the liveability of the broader Casey Cardinia growth area.	Support amendment	Noted	Support noted.	Resolved
40.02	Cardinia Shire Council would not support the reduction of any Commercial land in Minta Farm Precinct Structure Plan.	Employment	Noted	Noted.	Resolved
40.03	It is submitted that any loss of job numbers within the City of Casey through Amendment C219 should be reallocated into future PSPs of Casey to support the existing allocation of jobs set out through the growth corridor plans.	Employment	Noted	Noted. The approach will be determined following the Ministers Decision on Amendment C219.	Resolved
40.04	It is also noted that the growth corridor plans should also be updated to reflect any changes since their adoption. The reliance, which seems to be building on Cardinia Shire Council to provide for a large majority of jobs on top of what Cardinia is already expected to deliver has not been investigated.	Employment	Noted	Noted - comment is not within scope of the PSP. DELWP is currently undertaking the preparation of Land Use Framework Plans throughout Victoria. The future status of corridor plans will be determined as part of this process.	Resolved
40.05	Recommends a 400 metres buffer on each side of the Cardinia Creek Corridor and to be clearly shown on maps within the PSP.	Conservation	Disagree	<p>As stated by the Biodiversity Conservation Strategy, <i>"The processes [review of data as per section 4.1 of the BCS] did not identify any areas within the Urban Growth Zone requiring protection due to the prescription for migratory species. No wetland areas within the growth corridors are known to contain nationally important populations of migratory waterbird species. The Minta Farm wetlands in the Minta Farm Precinct are likely to support nationally important populations of some migratory waterbirds and will be managed through the precinct structure planning process"</i> .</p> <p>As a result, a 20m buffer, measured from the high waterline of the southernmost constructed, is used to manage the breeding grounds for numerous bird species including habitat for the Latham Snipe. This direction is supported by DELWP.</p>	Resolved
40.06	The Victorian Planning Authority is to prepare a conservation management plan and integrated water management plan to protect and manage Australian Grayling and Dwarf Galaxias habitat and water quality. Clarification is sought if this work has been completed and any recommendations within the report?	Conservation	Noted	The VPA and Melbourne Water have commissioned a report that satisfies the requirement within the BCS to protect and manage Australian Grayling and Dwarf Galaxias habitat and water quality. The findings of the report have been used to inform the revised drainage strategy. Further testings of the report findings may be required to seek to ensure that development flows does not have an impact on the migration and spawning of the Australian Grayling. It is understood that these measures and management works are addressed in the drainage strategy.	Resolved

40.07	There should be a section referring to the importance of the surrounding future PSPs and the role it will have for future residents of Minta Farm PSP. This helps to flag State infrastructure projects that Casey and Cardinia Council's require to advocate and provide for the existing and future residents.	Employment	Noted	Noted. The PSP standard document structure does not support strategic commentary on road connections external to the precinct.	Resolved
-------	--	------------	-------	--	----------

## Amendment C228 - Minta Farm PSP 11- Submission summary - 2018

### Victorian Planning Authority: consideration of submissions

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
<b>Submission 42 - Transport for Victoria</b>					
42.01	Notes support for the vision and key transport related objectives and guidelines.	Requirements & Guidelines	Noted	Support noted.	Comment only or no viable resolution through Amendment
42.02	Housing and subdivision requirement should include that built form to provide active frontages whilst limiting vehicle access to arterial roads and subdivision layouts to allow for pedestrian permeability to enable greater accessibility to public transport services and promote active modes of travel.	Requirements & Guidelines	Agree	The consideration of these elements are generally addressed by the existing requirements and guidelines - Street network - R71 requires subdivision to provide permeable and safe networks for active modes; and R72 Efficiently link pedestrians and cyclists to the public transport system. R77 ensures that access to lots fronting arterial roads must be provided from a service road.	Resolved
42.03	Local Town Centre requirement should include the below requirement: - Public Transport stops and routes must be located to facilitate access to key destinations, and generate activity in town centres.	Requirements & Guidelines	Agree	This requirement is addressed by R67 (Exact Text).	Resolved
42.04	Local Town Centre requirement should include the below requirement: - Pedestrian entrances must be located on main streets and be visually prominent, well lit and accessible to people with limited mobility.	Requirements & Guidelines	Agree	This requirement is addressed by R65 (Exact text).	Resolved
42.05	The design principles, requirements and guidelines set out for all sub-precincts within the employment hub should contain a design principle that allows the precincts to be pedestrian friendly and promote access to public transport services.	Requirements & Guidelines	Agree	This request is addressed by R72 and Section 4.5 Employment - Design Principles, Requirements and Guidelines, Principle 3.	Resolved
42.06	Minta Farm PSP should be reflected to include Soldiers Road as a potential bus route in the future.	Roads & Transport	Agree	In accordance with the standard PSP template, future Bus routes are not included in the plan. This can be reflected if the routes are known, but are often subject to change following exhibition. However, Plan 9 - Public Transport Network and Path illustrates Soldiers Road (between O'Shea and Chase Boulevard) as bus capable. The connection from Hazelnut Drive to Chase Boulevard will be updated to as Bus Capable (other) on Plan 9 Public Transport and Path Network demonstrating a bus connection is possible on this link.	Resolved
42.07	TfV does not have any comments with regards to the proposed 96A along Soldiers Road.	96A	Noted	Noted.	Comment only or no viable resolution through Amendment
42.08	The cross section and alignment of O'Shea and the North South Arterial is generally agreed. The number and location of major intersections is agreed, including: - 3 signalised intersections on the North South Arterial on Grices Road east of the North South Arterial - A left in, left out connection to O'Shea opposite Wordsworth Drive - Pedestrian signals east of Wordsworth Drive - Soldiers Road to be truncated north of Grices Road/North South Arterial	Road & Intersection Design	Noted	Noted.	Comment only or no viable resolution through Amendment

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
42.09	The layout and design of each of the signalised intersections along the North-South arterial (except IN-01 with O'Shea Road) and on Grices Road is considered unsatisfactory as there is no consideration of the traffic volumes from the proposed employment precinct, bus facilities, slip lanes and bus bays. The proposed intersection layout is not suitable for the forecast volumes. Intersections IN-02 and IN-03 are anticipated to be especially heavily trafficked as they best service the employment and town centre precincts.	Road & Intersection Design	Needs further review	Noted. VPA will work with Traffix Group and TVF to undertake a 'First Principles' approach to evaluate the need for further treatments outside the VicRoads Standard Templates and Cross Sections. Ultimate land take will be reviewed in line with comments for IN-02 and 3. The Cardno report tested the ultimate network and considered volumes generated by the employment (and residential precinct) - 54,746 daily trips at 2046. The ultimate intersection layouts are based on VicRoads standard templates outlined in VicRoads "Guidance for Planning Road Networks in Growth Areas" and reflect requirements for connections to connector streets, and capacity for the anticipated higher order employment uses, rather than 'industrial' uses. Volumes for IN-02 (east to west) 6,000 and 11,000; IN-03 - 5,000 and 3,800; IN-04 - 4,700 and 8,700. Detailed design for the ultimate intersections would address the need to incorporate additional treatments - slip lanes etc on those intersections where volumes are anticipated above the performance threshold.	Unresolved
42.10	On-road bicycle lanes as an alternative to two way off-road bicycle paths is not a desirable treatment along any new arterial roads in the growth areas. There is a strong preference for using 3.0m wide two way bike paths (or shared use paths where separate pedestrian paths aren't possible) on both sides of all arterial roads, in place of wide kerbside lanes or exclusive bicycle lanes. Transport for Victoria does not accept that multiple paths exceeding 3.0m width can feasibly be built within the standard road reserve widths adopted.	Road & Intersection Design	Agree in partial	Noted. The PSP provides for an on-road bike path on Grices Road in accordance with what was previously agreed by Vic Roads in the Clyde North PSP. This is indicative and detailed design will confirm the capacity for provision resulting from topographical challenges or the need to provide alternative shared path treatments. In terms of the other arterial roads - No on-road bike path is proposed to be provided on the North South arterial. An on-road bike path is illustrated on the O'Shea Road extension in accordance with the indicative Concept Plan provided by VicRoads. Proposed to include a note on the Grices Road cross section in 4.8 to read: The final configuration of the cross section in relation to the on-road bicycle path and shared paths is subject to the satisfaction of the application of an On-road bicycle path at this location is subject to co-ordinating roads authority and responsible authority. In addition, R56 requires shared paths or bicycle paths identified by Plan 9 or Appendix 4.8 (road cross sections) to be delivered to the satisfaction of the co-ordinating roads authority and responsible authority.	Resolved
42.11	The Traffic Works report should be revised to consider the provisions in the Guidance for Planning Road Networks in Growth Areas, as specified in submission for - intersection design, need for double right turns, slip lanes, turning volumes for truck movements.	Background Report	Needs further review	Noted. Response as per As per 41.09 - Review in line with First Principles approach.	Unresolved
42.12	Intersections IN-02 to IN-06 should be revised as the minimally flared treatments are not sound design practice and are likely to result in high levels of conflict between parking, manoeuvring and through vehicles.	Road & Intersection Design	Needs further review	Noted. Response as per 41.09 - Review in line with First Principles approach. The designs accord with VicRoads "Guidance for Planning Road Networks in Growth Areas". Parking is legally allowed within 10m of an intersection. Notwithstanding, the drawings are concept level only for the purposes of indicating an intersection layout can work. The ultimate land take is provided. Actual details will be finalised at detail design stage. These matters will be considered as part of the revised Ultimate Intersection Concept Plans.	Unresolved

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
42.13	No bus stops are shown on the Trafficworks drawings. Drawings and road designs should be revised to reflect the recommendations made in submission.	Road & Intersection Design	Disagree	Noted. Bus stop locations and routes are not typically shown on the PSPs as they are subject to refinement in accordance with growth and services provision. These are typically applied at detailed design.	Resolved
42.14	Turn lanes need to comply to Austroads Part 4A requirements.	Road & Intersection Design	Needs further review	It has previously been agreed that the AustRoads advice is excessive. Lane lengths should be the greater of queue length or deceleration distance. VicRoads "Guidance for Planning Road Networks in Growth Areas" identifies turn lane lengths and the intersection layouts have been produced based on this guidance. This will be reviewed inline with 'First Principles' approach.	Unresolved
42.15	Due to the proposed land uses, B Double Trucks should be used as the standard design vehicle for sections of connector street servicing areas where large trucks may seek access to office/warehouse type facilities. This requires a slightly more generous pavement area than using semi-trailers as the design vehicle.	Road & Intersection Design	Needs further review	Noted. This will be reviewed in line with a 'First Principles' approach. Standard connector cross sections are provided. The employment area is proposed for higher order uses. Commercial 1 and 2 zones are applied. Planning controls have been included to ensure low order uses are permit controlled. As such, B Double Trucks are not anticipated.	Unresolved
42.16	Due to the topography of Minta Farm, there is a need to consider the extent of level differences between future carriageways and adjacent land. Land reservations along the arterials, and at intersections, may well need to be increased to ensure that adequate allowance for earthworks is made.	Road & Intersection Design	Agree in partial	VPA to seek guidance from Traffic Works on consideration of topography. The exhibited alignment of the North South Arterial largely avoids the 5-10% slope grades of the site. The variance along the road corridor is estimated to be 13 RL, in accordance with the Minta Farm - Traffic Works Concept Designs (Traffic Works) - 5 October 2017. At this stage, only concept plans are applied in the PSP. Detailed design will determine any additional land requirements to address topographical constraints and developers will provide necessary land accordingly. Typically, developers will regrade the land for subdivision. Following consultation with TfV, it was confirmed that a new requirement would be included in Street Network: R00 The final design and ultimate boundary of the North South Arterial must be to the satisfaction of the co-ordinating roads authority and responsible authority.	Resolved
42.17	The typical cross-sections in the Trafficworks report vary from those shown in the PSP document.	Road & Intersection Design	Noted	Noted. The draft PSP updated the initial baseline cross sections in the Traffic Works report following refinement to the PSP. These are supporting information only.	Resolved
42.18	The primary arterial cross-sections show two way bike paths set back just 2.0m from the back of kerb, which is considered insufficient as it leaves pedestrians and cyclists vulnerable to nearby passing traffic. The typical cross-sections should be amended to place the two way bike path at or near the edge of the road reserve, to maximise the separation between cyclists and motor vehicles.	Road & Intersection Design	Noted	Noted. These are standard indicative cross sections only utilised to demonstrate the infrastructure capacity within the road reserve. The two way bike path can be moved within the road reservation at detailed design. R56 requires shared paths or bicycle paths identified by Plan 9 or Appendix 4.8 (road cross sections) to be delivered to the satisfaction of the co-ordinating roads authority and responsible authority.	Resolved

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
42.19	Non-arterial road cross-sections and intersection treatment cross sections should be revised once specific design volumes are available to ensure they are suitable for expected future traffic volumes.	Road & Intersection Design	Needs further review	As per response to 41.09, intersections on the North South Arterial and those Boulevard and Connector level connections will be reviewed inline with a First Principles approach. In accordance with what is previously agreed, the PSP's apply standard cross sections for the road network to illustrate an indicative configuration and land take, subject to detailed design and to the satisfaction of the co-ordinating and responsible road authority. Standard ultimate intersection templates and cross sections have been used for the functional concept layouts plans that accord with VicRoads "Guidance for Planning Road Networks in Growth Areas".	Unresolved
42.20	Double right turn lanes should be provided at the Soldiers Road/Grices Road/North-South Arterial Road on the north and south approaches. Right turn lane treatments should be revised once specific design volumes and SIDRA analysis area available.	Road & Intersection Design	Needs further review	Noted. This will be reviewed in line with a 'First Principles' approach for the for the north south arterial. Standard intersection templates have been used for the functional concept layouts plans that accord with VicRoads "Guidance for Planning Road Networks in Growth Areas". Ultimate land take will be reviewed in line with comments.	Unresolved
42.21	Expresses concern about traffic management along Berwick-Cranbourne Road/Grices Road and Berwick-Cranbourne Road/O'Shea Road/Greaves Road intersections in the interim with the completion of development of the Clyde North PSP and the early development stages of Minta Farm, including the 96A.	Traffic	Noted	Noted. The operation of intersections along Soldiers Road and their ability to cope with 1,000 lots is being assessed. The function of the intersections on the North South Arterial Road will be evaluated with a 'First Principles' approach.  It should be noted that road infrastructure improvements within the area are planned and underway. The Monash Freeway Upgrade - Stage 2 project was recently announced which includes duplication of O'Shea Road (including the Clyde Road intersection). Council is also collecting contributions from the Clyde North PSP area for the upgrade of the Clyde Road/Grices Road intersection.	Comment only or no viable resolution through Amendment
42.22	There are also concerns with the ability of the one-lane roundabout at the Soldiers Road/Grices Road intersection to cater for existing and committed development, plus traffic from Minta Farm.	Traffic	Needs further review	Performance assessment for the Grices Road roundabout will be reviewed with the updated traffic assessment. Ultimately, this roundabout will be truncated at 1,000 lots and replaced with signals.	Unresolved

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
42.23	Expresses concern about the interim layout of the North-South Arterial Road as a single carriageway due to the expected large traffic demand to access the Beaconsfield Interchange. The need to build the North-South arterial as a continuous four lane divided road between O'Shea Road and Grices Road must be considered.	Traffic	Needs further review	The interim arrangements and ultimate function of the intersections on the North South Arterial Road will be evaluated with a 'First Principles' approach. The duplication has been considered and will be revisited as part of the updated traffic assessment. The principle of land and first carriageway is applied to PSPs in greenfield areas whereby the PSP funds the purchase of ultimate land and construction of the first carriageway. Funding the 2nd carriageway is an option and could be applied as a supplementary item to the ICP, should it be shown that traffic generated by the PSP (not the wider area) requires it. The ultimate movement on the NS Arterial at 2046 is around 45,400. The interim being around 22,700 in a ten year period (including surrounding growth). The initial traffic volumes (up to the proposed 1,000 lot cap) indicate that Minta Farm is not expected to generate sufficient traffic on its own to warrant the construction of a second carriageway to be funded by the ICP. The PSP proposes around 3,000 residential lots ultimately and including employment is assumed to generate 54,746 Daily Vehicle Trips.	Unresolved
42.24	The traffic generation rates used in the Traffix Group - Traffic Engineering Assessment should be revised to comply to the RTA guide which do not include trips made internal to the subdivision, which may add up to additional 25%.	Background Report	Needs further review	A revised traffic generation rate of 8 trips/dwelling/day and 0.8 trips/dwelling/peak hour have been adopted for the revised assessment.	Resolved
42.25	The redesign for the Beaconsfield Interchange with M1 will result in a surplus of land owned by VicRoads. The PSP should facilitate this surplus to be developed and used for similar purposes to the adjoining "innovation and technology sub-precinct".	Roads & Transport	Needs further review	Need advice from TfV on location/scale of surplus landholdings and desired outcome, including reservation treatments.	Decision pending

**Amendment C228 - Minta Farm PSP 11- Submission summary - 2018****Victorian Planning Authority: consideration of submissions**

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
<b>Submission 43 - Melbourne Water</b>					
<b>43.01</b>	It is essential the design of drainage and associated outfall is carefully considered and addresses reflect our requirements with respect to stormwater drainage, flood management and river health in accordance with our functions as Regional Drainage, Floodplain Management and Waterway Management Authority under the Water Act 1989. In addition, the drainage layout must also consider other regulatory requirements including flora, fauna, hydrology and safety in the Cardinia Creek Conservation Area and areas downstream of the PSP. Notes that the current drainage layout in the exhibited PSP is conceptual and requires further development to achieve a feasible implementation outcome based on discussions with DELWP and functional design.	Drainage	Noted	Noted. The current drainage layout in the exhibited PSP is conceptual and VPA have noted Melbourne Water's comment that the strategy requires further development to achieve a feasible outcome. The VPA will review and revise the exhibited drainage surface water management plan in line with options presented by Melbourne Water following the proposed additional technical review once completed.	Unresolved
<b>43.02</b>	The structural integrity of embankments adjacent to Cardinia Creek is one of the key issues that needs to be addressed as the creek is the only outfall for drainage.	Drainage	Noted	Noted. These matters are outside the scope of the PSP to address. They will be managed as part of detailed design.	Unresolved
<b>43.03</b>	Melbourne Water has engaged an engineering consultancy to produce a functional design of required drainage and environmental assets. Melbourne Water's Development Strategy would also provide flexibility for alternative designs at the time of subdivision, but any design must meet all stakeholder, agency and regulatory requirements.	Drainage	Noted	Noted.	Comment only or no viable resolution through Amendment



## Amendment C228 - Minta Farm PSP 11- Submission summary - 2018

### Victorian Planning Authority: consideration of submissions

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
<b>Submission 44 - Casey Council</b>					
44.01	Expresses concern about the traffic on Soldiers, O'Shea and Greaves Roads in the absence of critical road infrastructure such as the O'Shea Road extension and connection to the Monash Freeway interchange.	Roads & Transport	Noted	Noted. Both Council and VPA have strongly advocated for the timely delivery of the project and is waiting upon its announcement within the near future. The O'Shea Road extension is a State Government project and VicRoads is responsible for its delivery, thus the VPA cannot confirm the timing of its delivery. The exhibited PSP is expected to accelerate this process.	Comment only or no viable resolution through Amendment
44.02	Construction of the North-South Arterial is likely to trigger the need for an immediate declaration of the O'Shea Road extension and connection to the Monash Freeway interchange.	Roads & Transport	Noted	<p>Noted. The ICP includes the interim arrangements for the North South Arterial to ensure contributions are made toward these items. The proposed 1,000 lot cap ensures that no further development of the precinct can proceed until the North South Arterial Road is delivered. The contributions made up to 1,000 lots is estimated to sufficiently provide for these interim arrangements. The timing and staging of road improvements will be tested as part of the additional traffic assessment and transport planning works, and will form part of the final PSP and Precinct Infrastructure Plan.</p> <p>An announcement was made by the Premier on the 18th March for the Monash Freeway Upgrade Stage 2, which includes funding for a new connection at Beaconsfield and lines to a new, duplicated O'Shea Road. Construction on the broader package of Stage 2 works will begin in late 2018. Further details will be provided by Transport for Victoria in due course.</p>	Resolved
44.03	Expresses concern for the timely delivery of the plan's road infrastructure to address the traffic concerns and vehicle movement.	Infrastructure Sequencing	Noted	Noted. The final plan will be supported by a Precinct Infrastructure Plan to guide the appropriate timing and staging of community infrastructure and road improvements. VPA is undertaking further work as apart of a revised traffic assessment to guide the prioritisation and sequencing of necessary improvements.	Resolved
44.04	Rejects the recommended 1,000 lot cap due the traffic study's flawed methodology and unbearable traffic volumes on Soldiers Road.	Traffic	Needs further review	The initial traffic assessment has identified a lot quantum that will allow for adequate contributions to fund the north south arterial road whilst seeking to achieve a reasonable performance level of the surrounding network. The VPA is progressing additional traffic assessment to test noted congestion issues and intersection performance along Soldiers Road. The proposed 1,000 lot cap will be reviewed once the additional transport and traffic assessments are completed.	Decision pending
44.05	Expresses concern regarding the data application, methodology, analysis and assumptions in the Traffic Engineering Assessment for Minta Farm as noted within submission.	Traffic	Noted	VPA is aware and understand Council's concerns with regards to the data and methodology used within the exhibited Traffic Assessment. The VPA has commissioned further traffic and transport studies to address these issues and will review the transport aspects of the PSP once the assessments are finalised.	Resolved

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
44.06	Traffic counts were taken on 29 march 2017 (two days before the end of school term). Consider traffic volumes may be higher and requests that counts be undertaken again during the mid-school term.	Traffic	Noted	The revised assessments have used 2018 data provided by Council and recent 2018 tube counts undertaken by Traffix Group.	Resolved
44.07	Confirm SCATS data dates.	Traffic	Noted	As above.	Resolved
44.08	Does not support 25% reduction to daily traffic generation as there are no 'destinations' within the initial development area to warrant decrease.	Traffic	Agree	Noted. The assumption is being removed. A revised traffic generation rate of 8 trips/dwelling/day and 0.8 trips/dwelling/peak hour have been adopted for the revised assessment.	Resolved
44.09	Considers 2011 census data inadequate as there are likely to be some 'east' movements not captured. Review assumptions.	Traffic	Agree	Noted. Data from the 2016 ABS Census has been used for the revised analysis.	Resolved
44.10	Rejects recommendation that Soldiers Road and Chase Boulevard can carry traffic above their classification (as per council road register). Does not support early development proposal based on projected traffic impacts.	Traffic	Disagree	Recent traffic counts indicate that Soldiers Road is already carrying traffic volumes substantially above its connector street classification.  It is expected that these volumes to continue to grow without any contribution from the Minta Farm site.  TraffixGroup's analysis indicates that the proposed 96A applications will contribute a small level to the expected daily volumes by 2022 (approximately 10%). TraffixGroup believes that this is reasonable, considering Minta Farm has frontage along the whole east/north side of the road.  The solution to this issue is the construction of the N-S Arterial Road. However, sufficient funding cannot be sourced from the ICP until lots are constructed on the Minta Farm site. Outside of external funding from State Government and Council, this has implications that a reasonable lot cap is required to develop the N-S arterial, manage traffic in the interim and quickly relieve the demand for Soldiers Road.	Unresolved
44.11	No average delay and 95th percentile queue lengths included in report as part of SIDRA analysis.	Traffic	Noted	Modelling has been revised without the usage of SIDRA.	Resolved

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
44.12	Considers that the modelling should be based on the current road network and intersection layouts (and not include upgrades for O'Shea and intersections for Clyde, Skyline, Bridgewater, and Soldiers as these are not funded).	Traffic	Disagree	The horizon year for the assessments is 2022, which is the expected completion date for Monash Freeway Upgrade - Stage 2 works recently announced.	Unresolved
44.13	Considers that modelling should consider implications during construction period during the 1-1500 lot period	Traffic	Disagree	<p>Disagree. The traffic impacts of construction generated traffic volumes are typically off-set by the occupation of dwellings. For example, the dwellings being constructed are not occupied when construction is occurring, therefore, the volumes largely off-set each other.</p> <p>Whilst there are some periods when construction activity at individual houses may generate volumes higher than the residential allowance, all of the houses in the estate would not experience these construction peaks at the same time. In view of the above, it is not typical practice to undertake traffic assessments for construction periods.</p> <p>The traffic consultants have been tasked to consider the staging and timing of road improvements, including traffic management measures to address traffic implications during construction.</p>	Unresolved
44.14	Asserts that the traffic modelling should have considered bus, cycling and walking infrastructure.	Traffic	Noted	Noted. The traffic assessment and modelling applies vehicle generation rate assumptions for each land use (i.e. car trips generated per household - not total trips generated per household). This baseline assumption consider an active transport mode assumption. This comment is considered out of scope of the traffic assessment scope.	Resolved

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
44.15	Council has commissioned its own traffic assessment to inform its position on infrastructure within the precinct. A final version of this assessment will be provided to the VPA when available (submission includes high level scope).	Traffic	Noted	Noted.	Resolved
44.16	Requires functional designs (including land take requirements, dimensions, interim layouts and ultimate layouts) for the transport project outlined in Appendix 4.1 of the PSP to complete Council's own transport assessment. Must consider Topography. Intersection Concept Plans located at Appendix 4.9 of the PSP are inadequate as they do not illustrate the land take requirements, dimensions or interim layouts.	Roads & Transport	Disagree	Disagree. This matter is considered to be resolved as the ICP framework for standard levy ICP's no longer requires the preparation of functional level designs. However, a functional level design is being prepared for an ultimate North South Arterial to inform the land take requirements. The proponent must deliver the interim first carriageway and intersections and will provide the functional designs for these to the satisfaction of the responsible authority. Under the new ICP framework the PSPs do not provide functional designs as developers will often regrade land to suit design needs rendering them irrelevant. This occurred in Thompsons Road / Clyde Road. The ultimate and interim requirements are being revised inline with a 'First Principles' approach to evaluate additional treatments to these intersections. This process, along with the revised traffic assessment, will guide the interim requirements.	Resolved
44.17	Supports the two options set out for IN-01 in principle. Option 2 of the IN-01 project requires a functional design to confirm the scope and cost of the project. This design is critical to confirm that this option will ultimately be approved by VicRoads.	Roads & Transport	Needs further review	Noted. More clarity will be required on interim access requirements to Beaconsfield Interchange (IN01 Option 2) in light of the announcement for O'Shea Road. The VPA will be working with Transport for Victoria to ensure both options for the intersection project meets the satisfaction of VicRoads.	Decision pending
44.18	The PSP should not be approved until the functional design and delivery requirements of IN-01 has been resolved.	Roads & Transport	Disagree	Noted. Assumes this is in relation to IN-01 Option 2. The functional design of IN-01 Option 1 is endorsed by Transport for Victoria. The indicative functional design of IN-01 Option 2 will be confirmed by Transport for Victoria. This is now considered resolved following the announcement of the O'Shea Road duplication and Beaconsfield interchange. Functional design requirements for interim arrangements are not required under the ICP Framework. Any interim arrangements would also be subject to VicRoads satisfaction.	Resolved
44.19	The Minta Farm PSP – Employment Land Review (October 2017, VPA) fails to consider market drivers in its analysis of the future potential employment capability of Minta Farm, nor any timing for the future development to eventuate. Council has engaged Lucid Economics to address this gap.	Employment	Noted	Noted. VPA will work to further test the employment land planning assumptions and allocations to support the final plan.	Comment only or no viable resolution through Amendment
44.20	Expresses concern that the proposed job density assumption for the commercial office sub-precinct is ambitious, compared to other suburban development, particularly given the distance from the CBD.	Employment	Needs further review	Noted. The engaged employment specialist will inform a view of assumptions proposed.	Decision pending

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
44.21	Expresses concern about the large portion of employment land dedication to commercial office uses in Minta Farm, relative to the current and likely future market for office and commercial development. Is concerned that it may take up to 12 years before any commercial office development will take place in Minta Farm based on preliminary assessment. Seeks controls to ensure that interim development does not prejudice the delivery of high density product in the long term.	Employment	Needs further review	Noted. The engaged employment specialist will inform a view. Statutory team to inform options on interim controls.	Decision pending
44.22	Preliminary analysis demonstrate that there is a demand for light industries and that the land within the Innovation, Technology and Business sub-precinct may be exhausted within 6 years. Submits that a review and redistribution of employment land allocations is warranted.	Employment	Needs further review	Noted. The VPA will consider to revise the employment precinct once Council's economic study is completed and ready for circulation. It should be noted that the VPA worked closely with DEDJTR in planning the proposed land use intake within the employment precinct. Any changes to the employment precinct will be subject for DEDJTR's review and approval.	Decision pending
44.23	If 10,000 jobs cannot be achieved within the area currently allocated for employment, an expanded employment area with lower job densities should be considered. If the VPA does not revise the PSP, land allocation and job densities to facilitate the delivery of a viable employment precinct of 10,000 jobs, Council requests that the VPA detail how the these 'lost' jobs will be delivered or redistributed within the Casey-Cardinia region.	Employment	Agree in partial	Noted. The engaged employment specialist will inform a view on ultimate employment land requirements. This will form part of a whole of government view of employment planning for the South East Growth Corridor.	Decision pending
44.24	Council also recommends that the VPA, together with Council, DEDJTR and the landowners, jointly consider how the timeframe for development within the employment precinct can be accelerated.	Employment	Noted	Noted and supported.	Resolved
44.25	Council submits that the open space contribution in the residential area must be increased from 9.83% to at least 10% to meet the standard set out in the PSP Guidelines with respect to the planned high employment and residential density.	Open Space	Agree	Noted. It should be noted that standard S2 (element 5) of the Precinct Structure Plan guidelines states that "in residential areas, approximately 10% of the net developable area as total public open space..". The proposed 9.83% generally meets this standard. However, the VPA is willing to meet the 10% requirement.	Resolved
44.26	Proposes that the linear park (LP-05) be removed and replaced with employment land. A local access road be provided as the border between the Mixed Use and Innovation and Technology Business Sub-Precincts.	Open Space	Needs further review	Will be considered in context of open space review.	Decision pending
44.27	Council submitted that a linear park should be provided through the Innovation and Technology Business Sub-Precinct to enhance amenity for employees and to improve the pedestrian and cycle path network. A park with a minimum width of 25 metres was requested	Open Space	Needs further review	VPA will test this option against 10% credited open space allocation.	Decision pending
44.28	Proposes that the east of the north-south arterial, the Boulevard Connector and Industrial Connector roads be replaced with an 'Industrial Boulevard Connector' cross-section as noted in submission.	Roads & Transport	Agree in partial	An Industrial Boulevard Connector is being tested in this location.	Decision pending
44.29	Proposes that the connector road within the employment precinct to be rationalised as a curved road through the centre of the sub-precinct and to adjoin LP-03. In addition to the curving the connecting road, a shared path should be provided along the north of the local access street to improve accessibility for employees to the conservation area.	Roads & Transport	Disagree	Disagree. This can be achieved through 'generally in accordance' as council provides comment on detailed planning. This needs to be considered in the context of adjacent development needs and lot size / shape outcomes.	Resolved

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
44.30	Council will not accept the proposed ICP as they are concerned that the ICP will provide insufficient funding to deliver the identified road improvements. Need to ensure that the standard transport road infrastructure project costs consider the topography and the scope and design of IN-01, which has not been confirmed by VicRoads. Council submits that the proposed Amendment C228 Planning Panel hearing should not occur until Council is satisfied that a supplementary levy is not required.	Roads & Transport	Disagree	The ICP framework is a streamlined process to remove the need for detailed costings to be undertaken for each PSP. In preparing a draft PSP, detailed costings prepared for similar items in the local government area are applied to determine costing estimates. The costings attributed are not formally contestable under the Standard Levy arrangements. The VPA will revise the ICP and prepare an Precinct Infrastructure Plan based on the revised and final PSP. The ICP will be updated to reflect the identified and agreed road improvements for the precinct following the updated traffic assessment. Should this result in a Supplementary Levy, the ICP items will be costed in detail and will be publically exhibited.	Unresolved
44.31	Proposes that some projects (IN-06 and IN-04) could potentially be removed from the ICP, provided that the PSP / UGZ14 includes a requirement or permit condition to require the relevant developer/ landowner to deliver these intersections.	ICP	Disagree	Not supported. There is a priority to deliver the interim arrangements for the North South Arterial. <i>The Ministerial Direction on the Preparation and Content of Infrastructure Contributions Plans</i> , Table 3: Transport construction standard levy allowable items:  Intersections (traffic signals or roundabouts) with council or declared State arterial roads. This includes: <ul style="list-style-type: none"> <li>• arterial and arterial road intersections; and</li> <li>• arterial and connector road intersections.</li> </ul> The ICP typically includes all intersections of these descriptions - there has not been justification provided to exclude IN-04 and IN-06 from the ICP.	Unresolved
44.32	Council is concerned with the ability for it to properly manage an ICP in advance of approval of the Planning and Environment Amendment (Public Land Contributions) Bill 2017. It is submitted that approval of the PSP and ICP should be delayed until this important legislation is implemented.	ICP	Noted	<b>The Land Bill Amendment has been passed. The ICP will be updated accordingly to the changes to the final future urban structure. The final ICP and PSP will be delivered concurrently.</b>	Resolved
44.33	The exhibited Section 96A Masterplan prepared by Charlton Degg should be amended to identify the pedestrian crossing opportunities identified in Figure 9 – Internal Road Network Layout of the Transport Impact Assessment	96A	Agree	<b>The 96A permit will include a condition requiring amended plans to be submitted to identify pedestrian crossing opportunities.</b>	Resolved
44.34	The applicant of Section 96A must submit a Cultural Heritage Management Plan approved by Aboriginal Victoria in support of the application prior to the panel hearing.	96A	Disagree	The CHMP is required to be approved prior to the issue of the planning permit, not prior to the panel hearing. However, CHMP No. 15150 was on approved 3 November 2017 in relation to the land affected by the planning permit under the <i>Aboriginal Heritage Act 2006</i> .	Resolved

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
44.35	The VPA has not adopted recommended conditions 4 and 5 of Council's correspondence dated 5 October 2017. Council reaffirms its position that these conditions must be included on the planning permit. If these conditions are not included on the planning permit, Council objects to the planning application under Section 96A.	96A	Agree in partial	<p><b>Condition 4:</b> VPA agrees in part to recommendations to Condition 4 – please see proposed S96A Ordinance Changes.</p> <p>Council has provided a conventional PIP implementation condition. The VPA does not oppose its inclusion, as it allows for the various land transfers in the precinct to occur by agreement, including the timing. However, the inclusion of condition 4a) specifically references the north-south road and intersections, which are covered in the generic conditions 4b)-4d). It is not clear why the specific sub-condition is needed and the VPA's view is that 4a) is unnecessary and should not be included.</p> <p><b>Condition 5:</b> Council's proposed condition 5 would appear to pre-empt the agreement provided for in condition 4 in relation to the transfer of land for relevant infrastructure items. The VPA does not accept condition 5, as 5a) is considered to be unreasonable in that, while it is on the same land, it is disproportionate to the residential subdivision proposed under this application. 5b) is unnecessary on the basis that only Casey City Council is the development agency for the project and need not make their construction conditional on VicRoads' satisfaction - it is well within Casey's power to consult with VicRoads as relevant without resorting to a condition.</p> <p>The final position of the north-south road is yet to be confirmed and entering into an agreement for this permit may unnecessarily restrict planning of the future stages of the development site, closer to the road.</p>	Unresolved
44.36	The exhibited planning permit conditions do not incorporate recommended condition 23 of Council's correspondence dated 5 October 2017. Recommended condition 23 must be included in the permit. Once the CHMP approved by Aboriginal Victoria has been received, a condition of the planning permit should require the implementation of the recommendations of the approved CHMP.	96A	Disagree	A CHMP is approved and enforced under its own legislation (Aboriginal Heritage Act). There is no need to duplicate this in a planning permit.	Resolved
44.37	The relevant conditions of the exhibited planning permit should be amended to reflect the current wording of the corresponding conditions detailed in Clause 4 of Schedule 14 to Clause 37.07 of the Casey Planning Scheme, exhibited with the Section 96A application.	96A	Agree	Any permit conditions noted in the UGZ14 will be included on the 96A permit, as relevant.	Resolved
44.38	The exhibited planning permit conditions do not incorporate conditions from referral authorities APT, AusNet Electricity Services, Country Fire Authority, Public Transport Victoria and South East Water under Clause 66 of the Casey Planning Scheme. Conditions from referral authorities must be included on the permit, as appropriate.	96A	Agree	<p>Conditions from service providers have not been provided in their submissions. The VPA is in the process of following up service providers for their submissions.</p> <p>In any event, general conditions from service providers (Model Conditions for Growth Areas publication, GAA) will be included on the permit.</p> <p>While we will continue to seek permit conditions from the referral authorities, however, should they not reply, the generic conditions under Clause 66.01-1 can be included.</p>	Resolved

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
44.39	Section 2.1 (Vision) should be amended as per submission to include the Myer House, Worker's Quarters and landscape amenity of the Cardinia Creek Corridor.	PSP text change	Agree in partial	Accept changes with the exception of the Worker's Quarters. The VPA's Heritage Consultant have conducted a peer review of Council's Context report. Their preliminary findings conclude that the Workers' Quarters do not meet the threshold for inclusion in the Schedule to the Heritage Overlay within the Casey Planning Scheme. Refer to their report for further details.	Resolved
44.40	Amend Objective O6 to promote a range of housing types, including apartments as per submission.	PSP objective	Agree	Accept changes. Objective O6 should be revised to: Promote housing choice through a range of lot sizes and built form capable of accommodating a variety of dwelling types.	Resolved
44.41	Amend Objective O10 as per submission to ensure a minimum of 10,000 jobs is achieved.	PSP objective	Agree in partial	Objectives / jobs targets will be reviewed inline with re-tested employment outcomes.	Decision pending
44.42	Amend Objective O11 to include linear corridors and provide amenity for residents and employees as per submission.	PSP objective	Agree	Accept changes. Deliver an integrated and linked network of local parks, sports reserves, linear corridors, waterways, conservation areas and community infrastructure that meets the needs of the new community, including residents and employees.	Resolved
44.43	Amend Objective O19 to provide amenity for employees as much as residents as per submission.	PSP objective	Agree	Accept changes. Objective O19 should be revised to: Create a comprehensive pedestrian and cycling network that allows residents and employees to be active and travel safely and directly through the precinct between key destinations, local parks and Cardinia Creek.	Resolved
44.44	To include a new objective "Ensure that existing vegetation of high aesthetic value is protected and retained" under 'Biodiversity, Threatened Species & Bushfire Management'.	Requirements & Guidelines	Agree	Accept changes.	Resolved
44.45	Seeks to change: "minimum 4 metre front setbacks" of R22 and R23 to a guideline to allow flexibility and discretion into the planning process.	Requirements & Guidelines	Agree in partial	The exhibited requirement aims to prevent the development of parking spaces in front of lots and include a written intent of the prescribed setback. It should be noted that none of the sub-employment precincts directly front the conservation area, thus R23 and R30 will be amended to be guidelines to encourage an appropriate interface with open space.  Propose to keep R22 as a requirement and amend it to the following: - Maximum 4 metre front setbacks (for landscaping to soften building edges and provide vegetative landscape character).	Resolved



Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
44.46	Seeks to change: -maximum 8 metre street wall height -0 to 3 metre front setbacks -minimum 3m upper level setbacks above a second storey of R26 to guidelines.	Requirements & Guidelines	Agree	<p>Generally agree. Propose to amend R26 to:</p> <p>Change the following requirements to guidelines:</p> <ul style="list-style-type: none"> <li>- 8 metre maximum street wall heights (to manage visual bulk)</li> <li>- 0 to 3 metre front setbacks (to prevent the development of car parking space in front of buildings, allow landscaping to soften building edges and provide a vegetative landscape character)</li> <li>- Upper level setbacks of at least 3 metres above a second storey (to manage visual bulk)</li> <li>-Low-scale and visually permeable front fencing, if any</li> <li>- Articulated and visually interesting facades</li> <li>- Active ground level facade</li> </ul> <p>Add the following requirement in section 3.2.3 Employment - General Requirements "Buildings fronting residential land must have rear-loaded car park entries".</p> <p>Remove the requirement for "articulated and visually interesting facades" as per response to submission item 44.95.</p>	Resolved

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
44.47	Seeks to change: -maximum 8m street wall heights - 0m ground floor front setbacks - minimum 3m upper level setbacks above a first storey - minimum 70% of the ground floor façade clear glazing that is unobstructed of R27 to guidelines	Requirements & Guidelines	Agree	Agree. Propose to amend R27 to:  Change the following requirements to guidelines: - 8 metre maximum street wall heights (to manage visual bulk) - 0 metre ground floor front setbacks (buildings constructed to the boundary to create an active frontage and promote pedestrian activity) - Upper level setbacks of at least 3 metres above a first storey (to manage visual bulk) - Buildings with commercial uses at ground floor should have a minimum 70% of the ground floor facade clear glazing that is unobstructed to provide opportunities for passive and informal surveillance of the public realm.  Delete the requirement for: - Rear- loaded car park entries	Resolved
44.48	Amend the last requirement of R27 to the following: "Buildings with commercial uses at ground floor must provide clear unobstructed glazing to 70% of the width of the street frontage of each individual occupancy used for a shop, commercial use or food and drink use."	Requirements & Guidelines	Agree	See response to submission item 44.47 (above).	Resolved
44.49	Seeks to change R29 to a guideline to allow flexibility and discretion into the planning process.	Requirements & Guidelines	Agree in partial	R29 will remain to establish a fine grain built form. However, the requirement of an 8 metres wide section will be removed to provide flexibility. Requirement R29 will be amended to the following: <i>"Ground level facades fronting residential land must be broken into sections to create a vertical rhythm and establish a fine grain built form."</i>	Resolved
44.50	Seeks to change: - minimum 4 metre front setbacks of R30 to a guideline.	Requirements & Guidelines	Agree in partial	Mixed-Use areas do not abut the Conservation Area, thus this requirement is no longer required. However, a Mixed-Use area does front open space. R30 will be amended as below to be a guideline to encourage an appropriate interface between Mixed-Use buildings and Open Space areas for landscaping:  Buildings fronting open space should have: - 4 metre minimum front setbacks (for landscaping and to provide an interface with the open space). - Materials that are non-reflective and neutral in colour	Resolved

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
44.51	Seeks to change R32, R33 and R34 to guidelines to allow flexibility and discretion into the planning process.	Requirements & Guidelines	Disagree	Maintain as a requirement, update figure 4,5 and 6 with additional potential street wall heights and indicate the gateway sites on concept plans and other relevant plans.	Resolved
44.52	Front setback Guidelines should specify a preferred range to accommodate some flexibility and guide discretion. For example, the Guidelines could specify "up to 3m for front landscaping to soften building edges and provide a treed landscape character" or to "avoid excessive front setback as this may be encourage front setback being used for car parking areas which will be an unattractive outcome" etc.	Requirements & Guidelines	Agree	Agreed. Propose to add additional text to provide intent of setback requirement and guidelines where applicable.  See response to submission items 44.45,44.46 and 44.47.	Resolved
44.53	Guidelines in relation to Street Wall Heights could be accompanied by performance based standards such as: "-Street Wall Heights should establish pedestrian scaled public spaces and respond to its street width. - Limit maximum street wall to street width ratio to 2:1 to ensure that taller buildings do not dominate the street, compromising pedestrian experience"	Requirements & Guidelines	Agree	Amend G28 to reflect Council's desire for performance based objectives: Buildings along the connector street should: - Ensure street Wall Heights should establish pedestrian scaled public spaces and respond to its street width - Ensure that taller buildings do not dominate the street, compromising pedestrian experience - Have an 8 metre minimum street walls (to create a visible street edge).	Resolved
44.54	Change the 'Commercial and Office Sub-Precinct' from 2 to 6 storeys to 4 or more storeys in Plan 6.	Requirements & Guidelines	Agree in partial	The proposed minimum 2 storey building height aims to facilitate early development of employment areas. The VPA is concerned that the proposed minimum 4 storey building height will delay development and growth of the Commercial and Office sub-precinct.  Accept to remove maximum building heights but retain minimum building height requirements to allow short term development flexibility. To view the proposed changes to Plan 6, refer to the response to submission item 44.59.	Resolved
44.55	Active ground floor planes should be encouraged (particularly on the frontage to major roads, open space, town centres and community facilities) within the SLEP area and Commercial and Office sub-precinct.	Land Use	Agree in partial	To add the text below within the 'employment' section of the PSP as general guidelines.  "Active ground floor <u>uses</u> is encouraged (particularly on the frontage to major roads, open space, town centres and community facilities) within the SLEP area and Commercial and Office sub-precinct."	Resolved
44.56	Change the 'Commercial and Office Sub-Precinct' to remove retail from the list of appropriate land uses in Plan 6.	Land Use	Agree in partial	Plan 6 will be updated as part of the review to address clarity around example uses. Schedule 14 defines permitted uses in each sub-precinct. The schedule 14 turns Restricted retail premises into a Section 2 use. Retail is already a Section 2 use in the C2Z.	Resolved
44.57	Change the 'Mixed Use Sub-Precinct' to note that residential is only encouraged on upper levels in Plan 6.	Land Use	Agree	Plan 6 will be updated to include the following note for the Mixed-Use sub-precinct: "Buildings must provide retail and or office at ground level with residential on the upper levels"	Resolved

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
44.58	Change the 'Local Town Centre' from 1 to 3 storeys to 2 to 6 storeys in Plan 6.	Requirements & Guidelines	Agree in partial	Generally accepted. Refer to 44.54, Plan 6 will be updated. Note that the building maximum will be removed but minimum building height will remain to allow for short term development flexibility.	Resolved
44.59	Clarify if the storeys identified on Plan 6 refers to building heights or street wall heights and ensure consistency with the Requirements and Guidelines on pages 25-27 of the PSP.	Requirements & Guidelines	Agree in partial	<p>Propose the following changes:</p> <p>Include a new requirement in section 3.2.3 Employment - "Building heights within each employment sub-precinct and street wall heights along the North-South Arterial must be in accordance with Plan 6."</p> <p>Plan 6 will provide information about:</p> <ul style="list-style-type: none"> <li>- the minimum building height (in storeys) requirements in each sub-precinct</li> <li>- the location of the required minimum street wall heights (in metres) along the North-South Arterial</li> <li>- location and minimum street wall heights (in metres) of key gateway and key intersection sites</li> <li>- the location for upper level setbacks for buildings adjacent to O'Shea Road to manage visual bulk in response to submission item 18.06.</li> </ul>	Resolved
44.60	Requirement R14 should be changed to a Guideline, and reworded as follows: Uses within each employment sub-precinct <u>should</u> be generally consistent with the uses listed in Plan 6.	Employment	Agree	Agreed. Propose the change R14 to a guideline and be amended to: "Uses within each employment sub-precinct should be generally consistent with the objectives listed in Plan 6."	Resolved
44.61	Proposes that the exhibited UGZ should include application requirements for subdivision of employment land in the Commercial and Office or Innovation and Technology Business sub-precincts as per submission.	Planning scheme ordinance	Agree	<p>UGZ14 will be amended to include Subdivision Application requirements under Clause 3.0. Would be titled Subdivision - Innovation and technology business sub-precinct and commercial and office sub-precinct. Will include application requirements as proposed in council's submission:</p> <ul style="list-style-type: none"> <li>- A land budget table in the same format and methodology as those within the precinct structure plan applying to the land, setting out the amount of land allocated to the proposed uses and expected job yield;</li> <li>- A demonstration of how the property will contribute to the achievement of the employment/job creation yields in the Minta Farm PSP applying to the land.</li> <li>- A written statement that sets out how the proposal implements the objectives and planning and design requirements and guidelines in accordance with the incorporated Minta Farm PSP.</li> <li>- A mobility plan that demonstrates how the local street and movement network integrates with adjacent urban development or is capable of integrating with future development on adjacent land parcels;</li> </ul>	Resolved

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
44.62	Requests for further guidance within the PSP on the land use objectives and activities that are supported within the Mixed Use, Commercial and Office, and the Innovation and Technology sub-precincts.	Planning scheme ordinance	Agree in partial	Expert evidence will provide short term and long term view of opportunities. Linked to changes to Plan 6 - Provide guidance within the PSP on the preferred activities and types of employment generating uses that should be encouraged within these precincts.	Resolved
44.63	Clarification sought regarding the purpose and intent of Guideline G11	Planning scheme ordinance	Needs further review	Needs discussion. Previously intended as a direction to support the use of the LCC in supporting a broader catchment. Economic Expert to advise on need for LCC.	Decision pending
44.64	Guidelines G29 and G30 both relate to fine grain development and should be merged.	Requirements & Guidelines	Agree	Agreed. Amend G29 to read: Subdivision design and layout should encourage fine grain development through the creation of lots sizes between 100 square metres and 250 square metres in area, and to accommodate a mix of uses.	Resolved
44.65	Guideline G33 should be corrected to: Subdivision and development should <u>be</u> fine grain to accommodate a mix of uses.	Requirements & Guidelines	Agree	Accept changes.	Resolved
44.66	Requirements R63 and R69 are inconsistent. R63 should be deleted.	Requirements & Guidelines	Agree	Accept changes.	Resolved
44.67	Amend Table 4 – Town Centre Retail Hierarchy: - The heading to the third column in Table 4 (Town Centre Hierarchy) should be amended to "Minimum Commercial Floor Space". - Encourage apartments above retail and commercial in the Local Town Centre. - Encourage shop-top housing in the Local Convenience.	Land Use	Agree	<p>The proposed amendment of "Minimum Commercial Floor Space" will be considered by economic experts.</p> <p>Propose to amend Table 4 to:            -Change the title to Town Centre Hierarchy Objectives.            -Amend the last sentence of the LTC to, "The centre will cater for a full range of community, business, residential uses and <u>encourage residential uses above retail and commercial.</u>"            - Amend the last sentence of the LCC to, " The centre will cater for convenience needs of local residents and employees, <u>as well as encouraging shop-top housing within the Local Convenience Centre.</u>"</p> <p>Amend R10 and R12 to include reference to Table 4.</p> <p>Propose to amend R10 to: Development proposals within the local town centre area must be generally in accordance with the concept plan illustrated in Figure 2, <u>town centre hierarchy objectives in Table 4</u> and must address the design principles outlined in Appendix 4.3.</p> <p>Propose to amend R12 to: Development proposals within the local convenience centre area must be generally in accordance with Figure 3, <u>town centre hierarchy objectives in Table 4</u> and must address the design principles outlined in Appendix 4.4.</p>	Resolved

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
44.68	Plan 8 should be amended to identify scattered trees for retention and protection. There should be direction given to highlight that retained vegetation should be protected. A requirement should be included in the PSP stating: <i>Native vegetation shown for retention must be retained unless a permit has been granted for the removal of the vegetation.</i>	Vegetation	Disagree	Exhibited Plan 8 does identify scattered trees for retention and protection, shown on the bottom right corner there are three trees that are to be retained within the Conservation Area.  The proposed requirement is not needed as trees for retention are within the Conservation Area and the proposed ESO6 includes triggered controls to protect vegetation. This matter is considered to be resolved as ESO6 achieves the desired outcomes.	Resolved
44.69	Previous iterations of the PSP included Notes at Figure 7 (Conservation Area Concept Plan). The exhibited PSP have removed these notes and they should be again be included either at Figure 7 or as a separate Requirement, as noted in submission.	Requirements & Guidelines	Disagree	The request to include the proposed notes is deemed as not necessary by DELWP. Propose to include the following note within the Conservation Area Concept Plan: "The conservation area provides for the protection and management of matters of state and national environment significance".  In correspondence with DELWP, the notes proposed by Council are not supported for the following reasons: -Conservation objectives of the Conservation Area is not needed as all the necessary requirements are listed as requirements within the PSP document, not as a note. In addition, all the objectives of all Conservations Areas are outlined in the Biodiversity Conservation Strategy for Melbourne's Growth Corridors (BCS). - The Conservation Area provides for the protection of matters of state and national environmental significance, not just the Growling Grass Frog. The proposed note only has emphasis on the Growling Grass Frog, hence the above note has been proposed to correct this. - The Conservation Area will not be designed or managed as a 'dog off lead' area to ensure the protection of state and nationally significant birds. Dogs are likely to be required on leads at all times within the conservation area. - The note regarding the "planting and revegetation" is already covered within the Biodiversity requirements in the PSP.	Unresolved
44.70	A note should be added to Figure 7 (Conservation Area Concept Plan) of the PSP considering the management of vegetation within the conservation area - particularly the need for weed control, the removal of the cypress trees, and the designating responsibility for their management and maintenance.	Requirements & Guidelines	Disagree	Not supported. Any detail regarding the future management of the Minta Farm is considered to be inappropriate within the Conservation Area Concept Plan and PSP in general. The intent of the PSP is to direct future land-use and development, with the management responsibility for the Conservation Area being the responsibility of DELWP if and when the land within the Conservation Area is transferred to the crown. This action is supported by DELWP.	Unresolved
44.71	Amend Requirement R1 read as the following at the end of the sentence: <u>to the satisfaction of the responsible authority.</u>	Requirements & Guidelines	Agree	Accept changes.	Resolved
44.72	Guideline G16, which states that variation in street tree species should be used, should be deleted.	Requirements & Guidelines	Agree	Agree.	Resolved
44.73	All cross-sections within the PSP must be amended to replace the notes regarding minimum street tree heights with a note stating: <i>Street tree planting of a medium to large size appropriate for the width and function of the street.</i>	Requirements & Guidelines	Agree	Agree.	Resolved


Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
44.74	Amend Appendix 4.4 (Grices Road Local Convenience Centre – Design Principles, Requirements and Guidelines), under Principle 4 to: “Car parking areas <b>must</b> provide for appropriate landscaping...”.	Requirements & Guidelines	Agree	Agree.	Resolved
44.75	LP-01 must be increased from 0.2 hectares to 0.8 hectares.	Open Space	Agree in partial	The VPA will revise the open space plan to consider Council's recommendations.	Decision pending
44.76	LP-03 must be located adjacent to the linear open space proposed by Council at Part 1, Section 4 of this Submission.	Open Space	Needs further review	The VPA will revise the open space plan to consider Council's recommendations.	Decision pending
44.77	LP-05 (Linear Park) be reduced from 1.3 hectares to 0.88 hectares and relocated to the north, to run adjacent to the connector street which links from the arterial road to Cardinia Creek	Open Space	Needs further review	The VPA will revise the open space plan to consider Council's recommendations.	Decision pending
44.78	A revised cross section should be included in the PSP, generally according with Figure 1 of this Submission. The Linear Open Space is required to be a minimum of 10 metres width and run adjacent to the revised Road Reserve.	Graphics and mapping	Needs further review	Results from the VPA's review of the open space plan will determine if a revised cross section plan is required.	Decision pending
44.79	LP-06 must be increased from 0.49 hectares to 1.0 hectares.	Open Space	Agree in partial	The VPA will revise the open space plan to consider Council's recommendations.	Decision pending
44.80	The City of Casey submits that a further reduction of LP-07 should be considered, if possible whilst retaining trees, should it be necessary to ensure other parks are of an appropriate size.	Open Space	Needs further review	The VPA will revise the open space plan to consider Council's recommendations.	Decision pending
44.81	Amend the Open Space “Type” identified in Table 6 – Credited Open Space Delivery Guide of LP-01, LP02, LP-03 and LP-06 from “Neighbourhood” to “Local”.	Open Space	Agree	Agree.	Resolved
44.82	Remove the word “extensive” from Requirement R38.	Requirements & Guidelines	Agree	Agree.	Resolved
44.83	The shared path in Figure 7 Conservation Area Concept Plan" should loop around water bodies.	Conservation	Disagree	The looping of the shared path around water bodies is not supported as DEWLP require any path located within the conservation area to avoid all native vegetation. In this instance, the proposed shared path would affect the growling grass frog conservation area. Please note that all paths (shared and equestrian) are indicative and may be subject to change during the implementation stage and future changes to the drainage strategy from Melbourne Water.	Unresolved
44.84	Figure 7 (Conservation Area Concept Plan) must align with the Clyde North PSP Cardinia Creek Master Plan. The Equestrian Trail illustrated on Plan 9 (Public Transport and Path Network), must be illustrated on Figure 7 (Conservation Area Concept Plan) with requirements as noted in submission.	Graphics and mapping	Agree	Agree. Update Conservation Area Concept Plan with equestrian trail.	Resolved
44.85	Amend Requirement R92 to not include above ground utilities in public space or conservation land, as per submission.	Requirements & Guidelines	Agree	Agree. Amend R92 to read: Above ground utilities must be identified in subdivision plans and integrated with the surrounding neighbourhood and designed to minimise amenity impacts to the satisfaction of the relevant authority. Above ground utilities must not be located in public open space or conservation land unless otherwise agreed by the responsible authorities.	Resolved
44.86	Amend Requirement R100 to allow the construction of up to 2.5m pathways around public open space to the satisfaction of the responsible authority, as per submission.	Requirements & Guidelines	Agree	Agree.	Resolved

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
44.87	Amend two Tables in Appendix 4.7.3 to change the classification of open space to align with the ones used in Council's Open Space Strategy.	Requirements & Guidelines	Agree	Agree. Propose to amend Appendix 4.7.3 "Sub category and scale of open spaces" to "City of Casey Open Space Core Service Level Standards" and replace text with an updated open space function and hierarchy guide to be consistent with the McPherson PSP.	Resolved
44.88	The UDF for the Local Town Centre should be expanded to include all land west of the north-south arterial and the community facilities. R11 should then be amended to include the following: - The interface between residential and the heritage place - The interface between residential and community facilities - Provision for pedestrian connectivity between the main street and community facilities	Requirements & Guidelines	Agree	Accept changes.	Resolved
44.89	Council also requests that the provision permitting the Urban Design Framework to be prepared in stages also be removed.	Requirements & Guidelines	Disagree	Not supported. As per Clause 2.5 - Specific provisions of Schedule 14, "The responsible authority may allow an urban design framework to be prepared in stages", this gives Council the ability to refuse an application that requests for a UDF to be prepared in stages. As Council may refuse the Urban Design Framework to be prepared in stages, this submission is considered to be resolved.  In addition, as stated in Clause 2.6 of Schedule 14, any application where works exceed \$500,000 are referred to the VPA for comment. Should an application be put to Council which is staged inappropriately, Council has the ability to not allow it and the VPA can provide advice on the matter.  The VPA will maintain the exhibited Clause 2.5 as it is consistent with the approach that have been used in other PSPs.	Resolved
44.90	Requirement R11 should include a requirement for the UDF to include a landscape masterplan.	Requirements & Guidelines	Agree	To amend R11 to: - A public space plan <b>and landscape masterplan</b> that identifies a hierarchy of public spaces including local parks, pedestrian and cycling links, urban spaces and landscape nodes, showing links to the broader open space network	Resolved
44.91	Requirement R11 should be revised to require the UDF to consider Council's recommendations as noted in submission.	Requirements & Guidelines	Agree in partial	The elements proposed by Council should be considered if the UDF is no longer required. These recommendations are broadly addressed by R10 which also references to the 'design principles, requirements and guidelines' in Appendix 4.3.	Resolved



Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
44.92	Appendices 4.3, 4.4 and 4.5 provide design principles and requirements and guidelines for the local town centre, local convenience centre and employment precincts. Clarification is sought regarding the use and intent of the terms "Requirements and Guidelines" as to whether items under this heading are mandatory or discretionary matters.	Requirements & Guidelines	Agree	R10 and R12 specifies that development within the Local Town Centre and the Local Convenience Centre should address the design principles outlined by their respective Appendices.  The appendices provide guidance on how the development of the respective area should be. The heading of each appendix will be amended from "Design Principles, Requirements and Guidelines" to "Design Principles and Guidelines" and the table header from "Requirements and Guidelines" to "Guidelines", thus items within the appendices will be discretionary matters when Council is assessing permit applications. There will be a new requirement within section 3.2.2 which will refer to Appendix 4.5 - "Employment precinct - design principles".	Resolved
44.93	Figure 2 (Local Town Centre Concept Plan) should be revised to include Council's recommendations as noted in submission.	Town Centre Design	Agree in partial	VPA have provided Council a revised Local Town Centre Concept Plan with the consideration of points made in submission and an urban design workshop held on 27/02/2018. VPA waiting on Council to provide feedback and comments.	Decision pending
44.94	Figure 3 (Local Convenience Centre Concept Plan) should be revised to include Council's recommendations as noted submission.	Town Centre Design	Agree in partial	VPA will consider these recommendations and revise for further consideration. Economic expert to provide advice on the need for a Local Convenience Centre in response to the proponent's submission to remove the Local Convenience Centre.	Decision pending
44.95	Requirements R26, R27 and R35 require that buildings fronting residential land must have an articulated and visually interesting façade. These requirements should be changed to a guideline.	Requirements & Guidelines	Agree	Accept changes. Amend R26, R27 and R35 to remove the requirement of 'articulated and visually interesting facades' and be added as a new guideline in section 3.2.3 Employment - General Requirements: "Buildings fronting residential land should have articulated and visually interesting facades."	Resolved
44.96	Proposes to include the following recommendations as guidelines: - Encourage a finer grain style of commercial and industrial buildings at the interface with residential - Suggest appropriate land uses at these transition points.	Requirements & Guidelines	Agree	Propose the inclusion of an additional Guideline in Employment General - The design of buildings at interface areas should reflect appropriate consideration of the transition between employment and residential areas by encouraging a finer grain style of buildings.	Resolved
44.97	Proposes to include a new Guideline under section 3.1.1 – Image and Character that: "Scale and design of buildings including roof form should provide a good response to the natural topography and long distances view lines"	Requirements & Guidelines	Agree	Agree.	Resolved
44.98	"Gateway" locations and "Key Intersection Sites" should be illustrated on Plan 5 – Image, Character, Heritage and Housing.	Graphics and mapping	Agree in partial	Propose to update Plan 6 to include locations for key intersection and gateway sites. This will be consistent with the employment section of the PSP and aligns with the part of the Plan's 6 purpose to illustrate minimum building and street wall height requirements,	Resolved
44.99	Table 3 in the PSP should be amended to increase the household size from 2.8 persons per dwelling to 3.1 persons per dwelling. Subsequent revisions are required throughout the PSP to reflect this revised population forecast.	PSP text change	Disagree	Not supported. The use of 2.8 persons per dwelling is a standard that is applied to all PSPs within growth areas. The VPA recognises that there may be a need to revise this standard with the recent release of the 2016 ABS data, which will have implications to separate works to revise the applied standard for the broader growth area. Potential additional works will consider sensitivity tests to ensure that the appropriate community infrastructure is provided to accommodate the demographic make-up.	Unresolved

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
44.100	Apply a consistent approach to the Cardinia Creek and Transitional Housing area as per the panel endorsed view for McPherson PSP.	Requirements & Guidelines	Agree	<p>Proposed to amend R8 to the following:</p> <p>Development within the Transitional Housing area fronting the conservation area, as identified in Plan 5 and illustrated on Figure 1, must:</p> <ul style="list-style-type: none"> <li>- Be a single dwelling on a lot fronting the conservation area.</li> <li>- Have a minimum front setback of 4 metres.</li> <li>- Have no front fence and side fence to be greater than 1.2 metres within the first 3 metres of the lot.</li> <li>- Have a minimum lot size of 500 square metres.</li> </ul> <p>Figure 1 will be updated to reflect these changes and be consistent with the McPherson PSP.</p>	Resolved
44.101	Section 3 (Application Requirements) of the UGZ Schedule, under 'Subdivision – Residential development' should include a requirement for: A demonstration of how the subdivision will respond to existing topography.	Planning scheme ordinance	Agree	Agree.	Resolved
44.102	A new guideline should be inserted in Section 3.1.2 of the PSP to encourage residential development to meet the Dwelling / NDHA rate specified at Table 3.	Requirements & Guidelines	Agree	Agree. Amend G6 to include "... and seek to achieve densities set out in Table 3."	Resolved
44.103	Table 7 (Stormwater Drainage and Water Quality Treatment Infrastructure) should identify the existing constructed waterway corridor identified on Plan 11 (Integrated Water Management) and allocate management responsibility accordingly.	Graphics and mapping	Agree	This is identified as Item WW1.	Resolved
44.104	Stormwater harvesting infrastructure should be designed and constructed for the active sports grounds (SR-01) adjacent to wetland (WL2). Irrigation infrastructure to support this should be provided with the construction of the sports grounds. A requirement should be included at Section 3.6.1 and it should also be referenced at Requirement R101.	Requirements & Guidelines	Agree	<p>Agree. Propose to include a new requirement:</p> <p>"The development of active sports reserves must include irrigation infrastructure to support the harvesting and use of stormwater. "</p> <p>Add the following text to R101:</p> <p>"Include irrigation infrastructure to support the harvesting and use of stormwater."</p>	Resolved
44.105	R82 should refer to SEPP (F8) guidelines. Suggested wording below: Stormwater runoff from development must meet or exceed the performance objectives of the Stormwater Environmental Protection Policy (Waters for Victoria) including suspended solid load reduction of 85% prior to discharge to Cardinia Creek, unless otherwise approved by Melbourne Water and the responsible authority.	Requirements & Guidelines	Agree in partial	Agree, in partial. Amend R82 to read: Development must meet best practice stormwater quality treatment standards (including performance objectives of the Stormwater Environmental Protection Policy - Waters for Victoria) prior to discharge to receiving waterways and as illustrated on Plan 11, including suspended solid loads of 85 percent reduction prior to the discharge to Cardinia Creek, unless otherwise approved by Melbourne Water and the responsible authority.	Resolved

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
44.106	Amend Guideline G62 to <u>require</u> a diversified water supply as per submission.	Requirements & Guidelines	Disagree	Not accepted. This is generally addressed by existing Requirements and Guidelines. R82 sets out requirements for best practice and G62 gives guidance on the expected implementation for initiatives to diversify water supply etc.	Unresolved
44.107	Amend Guideline G61 for boulevard roads to have road runoff directed to the centre median as per submission.	Requirements & Guidelines	Disagree	<b>Noted. Amendment to R95 is not required as per Cross-Section Connector Boulevard (pg. 79 of the Minta Farm PSP) the central median provides opportunity for Water Sensitive Urban Design. Specifically, the last Note of the Cross-Section states:</b> "Variations to indicative cross-section may include water sensitive urban design (WSUD) outcome. These could include but are not limited to bio retention tree planter systems and/or median bio retention swales. Such variations must be to the satisfaction of the responsible authority."	Resolved
44.108	Amend Requirement R95 to include laundry use for recycled water purposes as per submission.	Requirements & Guidelines	Agree	Agree. Amend R95 to read: "...unless the building incorporates dual plumbing for the use of recycled water in toilet flushing, <u>laundry use</u> , and garden watering should it become available.	Resolved
44.109	Apply the Heritage Overlay (HO210) to the Workers' Quarters, Minta Farm, 2-106 Soldiers Road, Berwick. The proposed curtilage for HO210 is shown below:  	Heritage	Disagree	Not required as the Workers Quarters should not be included within the heritage overlay for the following reasons: - The Worker's Quarters was built in 2 stages with whatever materials that was salvaged at the time of construction due to the shortage of building materials after World War II. - The inclusion of the Worker's Quarters without the homestead will devoid of any meaningful or environmental context. - No architectural involvement with the build of the structure as it was made of materials that were readily available at the time. - Berwick was not known for wool- production, thus the Worker's Quarters does not reflect a period of prosperity in the wool industry in Victoria in the post-war era.  Further details can be found within the heritage report provided on 5 April 2018.	Unresolved
44.110	Is unclear on the location of the Workers' Quarters heritage curtilage relative to the nearby open space (LP-07). This should be clearly shown on the plan. The Heritage Overlay (HO210) should logically be adjacent to LP-07.	Heritage	Disagree	Refer to response to submission item 44.110.	Unresolved
44.111	Add reference to Workers Quarters as 'post contact heritage site' on Plan 2 (Precinct Location & Features), Plan 3 (Future Urban Structure) and Plan 5 (Image, Character, Heritage & Housing).	Heritage	Disagree	Refer to response to submission item 44.110.	Unresolved
44.112	Section 3 (Application Requirements) of the UGZ schedule should be amended to include the Worker's Quarters (Heritage Overlay - HO210) and their respective surrounding areas.	Planning scheme ordinance	Disagree	Refer to response to submission item 44.110.	Unresolved
44.113	Requirement R9 should be amended to include: "and Workers' Quarters are key and visible components"	Requirements & Guidelines	Disagree	Refer to response to submission item 44.110.	Unresolved

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
44.114	<p>Proposes to extend the proposed Heritage Overlay curtilage for the Myer House as below:</p>	Heritage	Disagree	<p>Not supported. VPA's Heritage Expert, GJM Heritage finds that the exhibited heritage controls for the Myer House are appropriate for the following reasons:</p> <ul style="list-style-type: none"> <li>- The Myer House is significant as a rare and historically important example of a pre-fabricated house, not because of the operational history of the farm.</li> <li>- The location and surrounding context of the Myer House does not contribute to the significance of the place. Therefore is unreasonable to include the English Oak and Hawthorn Edge within the Heritage Overlay.</li> <li>- The propose curtilage is consistent with other pre-fabricated Myer Houses and comparable Beaufort Houses within Victoria.</li> </ul> <p>Further details can be found within the heritage report provided on 5 April 2018.</p>	Unresolved
44.115	<p>Figure 2 (Local Town Centre Concept Plan) is inconsistent with other plans within the PSP with regards to the location of the Myer House. Either Figure 2 or all other plans within the PSP need to be revised to consistently identify the correct location of the heritage property.</p>	Graphics and mapping	Agree	<p>Agree. Some plans show site asterisk on left side, Figure 2 on right. Should be located to the left - PSP to update figure 2.</p>	Resolved
44.116	<p>The UGZ Schedule should include a condition for permits relating to heritage places requiring that prior to the issue of Statement of Compliance for the first stage of subdivision, the owner must enter into an agreement with the responsible authority made pursuant to Section 173 of the Planning and Environment Act 1987 which provides for:</p> <ul style="list-style-type: none"> <li>- Works to the heritage place(s) for the purposes of restoration and repair in accordance with the timeframes and requirements of the Conservation Management Plan.</li> <li>- The ongoing management and works to the heritage place(s) as identified in the Conservation Management Plan.</li> </ul>	Planning scheme ordinance	Disagree	<p>Not supported. The amendment includes a Heritage Overlay HO209 for the Myer House. The HO provides comprehensive protection for the heritage place and detailed application requirements for subdivision and development.</p> <p>The UGZ14 heritage assessment requirements should be deleted as the Conservation Management Plan is unnecessary with the inclusion of the HO.</p>	Unresolved
44.117	<p>The UGZ Schedule includes application requirements for heritage assessment. The heading of this section should be changed from "Heritage Assessment – Myer House" to "Heritage Places".</p>	Planning scheme ordinance	Needs further review	<p>Will be updated inline with panel outcomes for heritage site.</p>	Decision pending

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
44.118	Requirement R44 which requires the sharing of complementary infrastructure including car parking should be changed to a Guideline.	Requirements & Guidelines	Disagree	Not supported. This is a standard requirement supported by DET. The sharing of integrated facilities and assets is supported. VPA notes that permits are not required for schools. DET has requested a requirement to ensure the school and community facility is delivered in an integrated way. It is proposed to amend G42 to read: The design and layout of schools and community facilities should: <ul style="list-style-type: none"> <li>• Encourage the integration of schools, early childhood and other community facilities where they are co-located.</li> <li>• Include extensive canopy tree planting.</li> <li>• Be integrated with neighbouring facilities.</li> <li>• Minimise fencing to encourage out-of-hours use.</li> <li>• Provide safe and convenient pedestrian and shared paths.</li> </ul>	Unresolved
44.119	The final adopted map associated with Clause 22.01 will need to be amended by the City of Casey.	Graphics and mapping	Agree	Agree. VPA to seek amended mapping from council based on the final form of the amendment. Follow up with Casey regarding process.	Resolved
44.120	A special provision should be included (as per submission) in the UGZ Schedule to trigger a permit for earthworks prior to subdivision for land in an applied residential zone.	Planning scheme ordinance	Disagree	VPA notes Casey's concern regarding a suitable permit trigger for earthworks. As this matter relates to altering standard controls set out by Victorian Planning Provisions, this matter is more appropriately raised with DELWP.	Unresolved
44.121	The UGZ Schedule includes a specific provision for the use of land for a primary school. The provision exempts the requirement for a permit for a primary school on land designated as a future government school site. This provision should be deleted.	Planning scheme ordinance	Agree	Agree. The Department of Education is already exempt from the planning scheme and this provision is therefore unnecessary.	Resolved
44.122	Clause 21.10 must be amended as part of C228. Specifically, Clause 21.10-4 must be amended as follows: <ul style="list-style-type: none"> <li>• The second bullet point under "Use of Policy and the Exercise of Discretion" should be amended to: "Ensuring that the future use and development of land is generally in accordance with the Clyde North Precinct Structure Plan, the Berwick Waterways Precinct Structure Plan and the Minta Farm Precinct Structure Plan"</li> <li>• The Final bullet point in the "Application of Zones and Overlays" should also refer to the Infrastructure Contributions Plan Overlay.</li> <li>• Delete the final two bullet points under Further Strategic Work.</li> </ul> The map under Clause 21.10-5 – Berwick Southern Area Local Map must be updated to reflect the features of the Minta Farm PSP (such as Town Centres, Arterial and Collector Roads, the distribution of employment and residential land etc.).	Planning scheme ordinance	Disagree	Clause 21.10 was not exhibited for any proposed changes for this Amendment. As such, this change is outside the scope of this Amendment. The existing clause is considered to reasonably allow for suggested uses.  Council's Municipal Strategic Statement should be continually reviewed by Council as a separate amendment.	Unresolved
44.123	Revise the applied zoning of open space within the employment area for reasons noted in submission.	Planning scheme ordinance	Agree in partial	Agree in principle. Requires discussion on approach. Need to explore application of appropriate zoning once commercial applied zones are settled.	Decision pending

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
<b>44.124</b>	Revise the applied zoning of the North-Arterial Road. If this applied zoning is removed, an alternative provision must be made to ensure applications are referred to VicRoads. The road is yet to be declared by VicRoads so it cannot have an applied zone of Road Zone Category 1.	Planning scheme ordinance	Disagree	Not supported. VPP 52.29 has been designed to specifically allow municipal roads to be zoned as RDZ1, if it's considered appropriate to implement clause 52.29 (which is primarily about managing access to key roads). By definition, the North South Arterial Road, being a primary arterial, is being planned to become a declared arterial road under the RMA at some point in time when it's functioning as an arterial.	Unresolved
<b>44.125</b>	Provide advice to Council, landowners and other parties on how the exhibition documents may be amended in response to Item No. 11 of the Reforming the Victoria Planning Provisions: A Discussion Paper (October 2017, DELWP). Council, landowners and other parties should have an opportunity to inform this process.	Other	Noted	The PSP and Ordinance would be reviewed and updated in line with any approved directions resulting from the Reforming the Victoria Planning Provisions: A Discussion Paper (October 2017, DEWLP).	Comment only or no viable resolution through Amendment

## Amendment C228 - Minta Farm PSP 11- Submission summary - 2018

### Victorian Planning Authority: consideration of submissions

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
<b>Submission 45 - CFA</b>					
45.01	The road network envisaged in the completed development is satisfactory for the purpose of fire authority emergency response served by the existing and planned fire station location(s)	Roads & Transport	Noted	Noted.	Comment only or no viable resolution through Amendment
45.02	Prior to Minta Farm PSP being fully completed there will be road network gaps effecting CFA service delivery, this may result in CFA not meeting response times to the proposed first stage sub-divisions on Soldiers Road. <i>Discussion with CFA indicated that the road network gap referred to is the O'Shea Road Extension and limited existing road network crossings of the Princes Freeway.</i>	Roads & Transport	Noted	Noted. VPA are working closely with Transport for Victoria to prioritise the funding and delivery of the O'Shea Road connection. As a declared State Road, the timing and delivery of the O'Shea Road extension will be undertaken in accordance with an endorsed funding and delivery program. The Infrastructure Contributions Plan in the draft Plan seeks to fund an interim connection to the Beaconsfield interchange and a new North South Arterial through the precinct. The delivery of this connection will allow for an additional connection to the Princes Freeway and precinct. It is also noted that a Clyde North CFA - Service Delivery Station is 'in planning' and is anticipated to be delivered within the initial 1,000 lot development period.	Resolved
45.03	<p>We note that the Bushfire Prone Area applies to the land. Once development is completed, only those parts of the site adjoining a permanent bushfire hazard need to have the Bushfire Prone Area applied, in line with DELWP's Policy. Through the transition of the land from non-urban to urban, there will be a need to carefully manage fuels to ensure development is at all times protected from the threat of bushfire.</p> <p>However, where a mechanism to implement this management is in place, the Bushfire Prone Area can be removed from areas not affected by a permanent hazard. This will ensure new development is not unnecessarily burdened by bushfire construction requirements.</p>	96A	Noted	<p>Noted. The Bushfire Prone Areas will be revised inline with DEWLP's review program, likely following the Gazetted PSP. In addition, the 96A permit includes the following at Condition 14:</p> <p>14. Before the commencement of works for any stage of subdivision a Site Management Plan that addresses bushfire risk during, and where necessary, after construction must be submitted to and approved by the responsible authority. The plan must specify, amongst other things:</p> <p>(a) The staging of development and the likely bushfire risks at each stage;  (b) An area of land between the development edge and non-urban areas consistent with the separation distances specified in AS3959-2009, where bushfire risk is managed;  (c) The measures to be undertaken by the developer to reduce the risk from fire within any surrounding rural or undeveloped landscape and protect residents and property from the threat of fire;  (d) How adequate opportunities for access and egress will be provided for early residents, construction workers and emergency vehicles.</p> <p>The plan must be carried out to the satisfaction of the responsible authority.</p> <p>This condition must be satisfied prior to commencement of any works.</p>	Resolved

## Amendment C228 - Minta Farm PSP 11- Submission summary - 2018

### Victorian Planning Authority: consideration of submissions

Sub. #	Submission	Sub-Category	VPA response / proposed outcome	Status
<b>Submission 46 - AusNet Electricity Services</b>				
46.01	<p>Does not object to the issue of a Planning Permit in respect of Amendment C228 to the Casey Planning Scheme and S96A if the permit is subject to the following conditions listed below:</p> <ul style="list-style-type: none"> <li>- Enter into an agreement with AUSNET ELECTRICITY SERVICES PTY LTD for supply of electricity to each lot on the endorsed plan.</li> <li>- Enter into an agreement with AUSNET ELECTRICITY SERVICES PTY LTD for the rearrangement of the existing electricity supply system.</li> <li>- Enter into an agreement with AUSNET ELECTRICITY SERVICES PTY LTD for rearrangement of the points of supply to any existing installations affected by any private electric power line which would cross a boundary created by the subdivision, or by such means as may be agreed AUSNET ELECTRICITY SERVICES PTY LTD.</li> <li>- Provide easements satisfactory to AUSNET ELECTRICITY SERVICES PTY LTD for the purpose of "Power Line" in the favour of "AUSNET ELECTRICITY SERVICES PTY LTD" pursuant to Section 88 of the Electricity Industry Act 2000, where easements have not been otherwise provided, for all existing AUSNET ELECTRICITY SERVICES PTY LTD electric power lines and for any new power lines required to service the lots on the endorsed plan and/or abutting land.</li> <li>- Obtain for the use of AUSNET ELECTRICITY SERVICES PTY LTD any other easement required to service the lots.</li> <li>- Adjust the position of any existing AUSNET ELECTRICITY SERVICES PTY LTD easement to accord with the position of the electricity line(s) as determined by survey.</li> <li>- Set aside on the plan of subdivision Reserves for the use of AUSNET ELECTRICITY SERVICES PTY LTD for electric substations.</li> <li>- Provide survey plans for any electric substations required by AUSNET ELECTRICITY SERVICES PTY LTD and for associated power lines and cables and executes leases for a period of 30 years. at a nominal rental with a right to extend the lease for a further 30 years. AUSNET ELECTRICITY SERVICES PTY LTD requires that such leases are to be noted on the title by way of a caveat or a notification under Section 88 (2) of the Transfer of Land Act prior to the registration of the plan of subdivision.</li> <li>- Provide to AUSNET ELECTRICITY SERVICES PTY LTD a copy of the plan of subdivision submitted for certification that shows any amendments that have required.</li> <li>- Agree to provide alternative electricity supply to lot owners and/or each lot until such time as permanent supply is available to the development AUSNET ELECTRICITY SERVICES PTY LTD. Individual generators must be provided at each supply point. The generator for temporary supply must be installed in such a manner as to comply with the Electricity Safety Act 1998.</li> <li>- Ensure that all necessary auditing is completed to the satisfaction of AUSNET ELECTRICITY SERVICES PTY LTD to allow the new network assets to be safely connected to the distribution network.</li> </ul>	96A	Noted. The permit application under S96A will be updated to included condition requirements as per submission.	Resolved
46.02	It is recommended that, at an early date the applicant commences negotiations with AUSNET ELECTRICITY SERVICES PTY LTD for a supply of electricity in order that supply arrangements can be worked out in detail, so prescribed information can be issued without delay (the release to the municipality enabling a Statement of Compliance with the conditions to be issued).	96A	Noted.	Resolved
46.03	Arrangements for the supply will be subject to obtaining the agreement of other Authorities and any landowners affected by routes of the electric power lines required to supply the lots and for any tree clearing.	96A	Noted.	Resolved



## Amendment C228 - Minta Farm PSP 11- Submission summary - 2018

### Victorian Planning Authority: consideration of submissions

Sub. #	Submission	Sub-Category	VPA response / proposed outcome	Status
<b>Submission 47 - APA Group</b>				
<b>47.01</b>	APA Networks has existing gas supply mains infrastructure in the vicinity of the area defined. Any proposed construction activities (i.e. excavation) within 3m will need to be directed to APA Group for assessment and approval to ensure asset integrity.	96A	Noted.	Resolved
<b>47.02</b>	Consequently, provided all rights and privileges currently enjoyed by APA Networks are retained in relation to these existing assets during the amendment of the Casey Planning Scheme, APA Group has no objection to the proposal.	96A	Noted.	Resolved
<b>47.03</b>	It should be noted, gas reticulation requests are dependent on property development, and consequently any future applications or requests would need to be directed through a gas retail company of choice for advice.	96A	Noted.	Resolved