

1 May 2020

Planning Panels Victoria
1 Spring Street
Melbourne VIC 3000

Dear Panel Chair,

**CASEY AMENDMENT C269 – MINTA FARM ICP
FUNCTIONAL DESIGN CONCLAVE STATEMENT**

We refer to the Panel's Directions that a functional design conclave to be held. The following documents the details of the conclave, points of agreement and disagreement.

Location: Online via Zoom teleconference.

Date & Time: Thursday 23 April, 2020, at 2:00pm.

Attendees:

- > Experts
 - Benjamin Mentha (BM) (Cardno) – on behalf of VPA (Interim designs)
 - Will de Waard (WdW) (Traffix Group) – on behalf of VPA (Ultimate designs)
 - Stephen Hunt (SH) (Ratio) – on behalf of Stockland
 - Valentine Gnanakone (VG) (One Mile Grid) – on behalf of The Minta Group
 - Toby Cooper (TC) (GHD) – on behalf of City of Casey
- > Authority Representatives
 - Michael Bayley (DoT)
 - Binh Trang (DoT)
 - Paul Hamilton (Casey City Council)
 - Nicholas Charrett (Cardinia Shire Council)
- > Notetaker
 - Viraj Abeykoon (Cardno)

Ultimate Layout / PAO Alignment

1. It was agreed that the alternative One Mile Grid ultimate alignment for the northern part of the North-South Arterial (Bells Road) as proposed in the evidence of VG would improve intersection alignments of IN-02 and IN-03, whilst noting that the current alignment was also generally acceptable.
2. It was agreed that the approved Stockland ultimate alignment of the southern part of the North-South Arterial (Bells Road), including the position of IN-04 alignment of the PAO, should be adopted to ensure consistency with the approved Stockland development.

Interim Layout (Cardno)

3. It was agreed to adopt amended plans prepared by Cardno dated 11 March 2020 as the basis of design moving forward.
4. It was agreed that 60km/h was an appropriate design speed for the amended Cardno interim design, with 80km/h appropriate for the ultimate design. TC mentioned that considerations such as vertical grades should be incorporated into Cardno interim design to allow ease of construction of 80km/h road in future.

Early Works Package (EWP)

5. It was agreed that the inclusion of the EWP was appropriate to facilitate the early delivery of a road connection between the O'Shea Road extension and Grices Road.
6. SH noted that the EWP, which provides for the construction of IN-01, IN-05 and a continuous two lane road through the PSP area provides only for the requirements for existing regional traffic movements, passing through the PSP area. BM noted that the timely delivery of the road would be required for the precinct itself regardless given its key role in the internal road hierarchy to distribute precinct generated traffic onto the surrounding network.
7. SH raised concerns that the costings in the exhibited ICP were unclear and potentially double-costing items and that these matters should be clarified as part of the upcoming costings evidence and conclave.
8. Cost apportionment of the EWP was not discussed and was agreed to defer consideration of the cost apportionment Panel as part of broader planning argument.

IN-01

9. It was agreed that only a single right turn lane on O'Shea Road was required under interim conditions and that the proposed lane configuration of the southern leg was appropriate.
10. It was agreed that left turn slip lane from O'Shea Road to N-S Arterial should be unsignalised and that only one lane was required under interim conditions.
11. SH suggested an alternative layout for left turn slip lane should be considered for costing purposes, whereby the left turn deceleration lane was constructed next to the through lane as opposed to the current design that adopts an outside-in layout with the interim left turn lane based on the alignment of the ultimate third left turn lane.
12. It was agreed that the scope of works for the costing of IN-01 should assume that the 6-lane extension of O'Shea Road has been constructed prior, with the costing of IN-01 generally based on:
 - a. The left and right turn lanes on O'Shea Road, including associated works for the median break;
 - b. Signal hardware and associated lighting at the intersection; and
 - c. The construction of the southern leg and associated works.

IN-02

13. It was agreed that a left turn slip lane should be provided under interim conditions in the north-west corner of the intersection to facilitate swept paths.
14. It was agreed that land for the ultimate layout of connector legs should be set aside as part of the ICP, but the layout to be costed under interim conditions was not agreed. SH preferred a 'template' design for costing purposes of the connector legs under interim conditions and suggested both options should be costed.
15. It was agreed that land for the ultimate left turn slip lane on the north-east corner should be set aside as part of the ICP, but whether the left turn slip lane should be included in the interim layout to be

costed was not agreed. SH preferred a 'template' design with a standard left turn deceleration lane for costing purposes as was shown in the exhibited design. BM and TC favoured a left turn slip lane under interim conditions due to industrial / employment land to the east and considered that an interim 'template' design for this type of land use would include a slip lane.

16. SH queried whether a boulevard treatment was required for the north leg. BM confirmed that a normal 'outside-in' north leg would have overlapped the south leg of IN-01 that will be delivered first as part of the EWP. It was noted that this circumstance was different to the overlap between IN-03 & IN-04 as it is known that IN-01 would be delivered first.
17. It was noted minor amendments to the Cardno interim design would be required if the alternative One Mile Grid ultimate alignment was adopted for the northern part of the North-South Arterial (Bells Road).

IN-03

18. It was agreed that land for the ultimate layout of connector legs should be set aside as part of the ICP, but the layout to be costed under interim conditions was not agreed. SH preferred a 'template' design for costing purposes of the connector legs under interim conditions as proposed in the exhibited design. It was agreed, given the difference of opinion of the design standard required for the connector road legs of IN-02 and IN-03, that both options should be costed to assist understanding of the additional cost implications.
19. It was noted minor amendments to the alignment of the northern leg of the Cardno interim design would be required if the alternative One Mile Grid ultimate alignment was adopted for the northern part of the North-South Arterial (Bells Road).

IN-04

20. The Cardno interim design was generally agreed to be appropriate.
21. It was agreed that the position of IN-04 should be corrected if there are any discrepancies with Stockland's approved development.

IN-05

22. The Cardno interim design showing a signalised intersection was generally agreed to be appropriate.
23. SH noted that in traffic capacity terms, retention of the existing roundabout and connection to the southern end of Bells Road in conjunction with the truncation of Soldiers Road as shown in the Ratio design, provided sufficient capacity to cater for PSP generated traffic requirements.

Exhibited ICP

24. It was agreed that plans and tables within the exhibited ICP should be amended to reflect the current design intent of the amended Cardno plans dated 11 March 2020, including amending or removing projects and/or descriptions to reflect the current amended plans.

Other Matters

25. Michael Bayley (DoT) noted that there were ongoing discussions between DoT and VPA about the provision of bus infrastructure in the ultimate layout and the outcomes of those discussions may impact the PAO boundary by having to accommodate bus jump lanes.
26. Nicholas Charrett (Cardinia) queried the omission of funding in the ICP for the future extension of Grices Road between Ferdinand Drive and the future bridge into the Officer South Employment PSP. He noted that the bridge connection was likely to be funded and delivered as state infrastructure. The experts noted that they generally hadn't considered this issue and generally consider that the Planning Panel would be a more appropriate forum than the functional design conclave.

Signatures of experts confirming agreement to this statement:

Benjamin Mentha

Date: 1 May 2020



Will de Waard

Date: 1 May 2020



Stephen Hunt

Date: 1 May 2020



Valentine Gnanakone

Date: 1 May 2020



Toby Cooper

Date: 1 May 2020

