



The
Minta
Group

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URBIS

MINTA CITY PROPOSAL

V5 - 14.03.2018

Dandenong

Lysterfield
Park

Hampton Park

Narre Warren

Berwick

Beaconsfield

Melbourne
Water
Retarding
Basin

Narre Warren
South

Hillcrest Christian College

Ayr Hill
Equestrian Centre

Introduction

The Minta Group (TMG) presents its proposal for a unique, 21st Century, employment and living development, featuring an innovative design and build that will attract businesses employing over 10,000 people.

The development at Minta Farm - a location often described as the “jewel in the Berwick crown” - will be known as Minta City and will incorporate the best features of Melbourne on a Berwick scale.

Minta City employment will be largely knowledge-based and backed up by a range of support and service providers.

It's essential that Minta City work spaces be densely-based thereby creating a workplace environment that promotes contact and collaboration, generating the enthusiasm that will stoke the engine room of success and growth.

There is no cap on the ability and extent to which Australians can develop and adapt technology. But it's now abundantly clear on both a local and world scale that people working in knowledge-based tasks must mingle and communicate. They want to share ideas professionally and socially. They want a collegiate work environment because they recognize that single effort can do so much, joint effort can do far more.

They also want breakout spaces and places and recreation and sustenance.

Minta City will provide that work environment like it's never been done in Australia before. And Minta Farm's world-class natural and recreational assets will provide the icing on the cake to match world's best.

Minta City will be flexible, walkable, liveable and enjoyable. Its buildings will set a new standard for flexibility and provide for a range of uses.

The age of isolated, standalone Business Parks is over. It's a concept of a previous era. The 21st Century workforce doesn't want to be in a sterile work place. They want places and spaces that generate a “buzz” where neighboring occupants mix, and generate interest and opportunity.

Q: Who knows the future of work? A: No one (honestly). We do know that work practices are changing at a staggering rate and the only rational course is to be agile in order to anticipate and provide for demand, which says that Minta City must incorporate a high degree of flexibility.

That's how Minta City will unfold. It's exciting and it's all coming to Berwick!

I Marshall Baillieu

The Minta Group

The Minta Group logo is displayed on a dark grey rectangular background. The text "The Minta Group" is written in a white, bold, sans-serif font, with "The" on the first line, "Minta" on the second line, and "Group" on the third line.

Project Team



Deep End Services is a location-focussed consultancy based in Melbourne but working on projects throughout Australia, New Zealand, Asia and beyond. Our clients operate in a multitude of sectors, but with a common requirement to ensure that the best locations are chosen to meet their specific operational needs.



Roberts Day is one of Australia’s leading, urban design and place making firm, providing a unique integration of skill sets to understand the city and re-imagine its future. This passion and skill is strengthened by our Great Places™ process, a pathway from project conception to delivery, and based on 25 years’ experience working alongside clients, stakeholders and communities to shape the places people live, work and play.



ClarkeHopkinsClarke is an architecture and urban design practice with 60 years experience that is dedicated to designing people-focused places that bring healthy, sustainable and liveable communities to life. A unique practice that offers specialist experience including mixed-use/retail, community, education, health, aged care and multi-residential projects.



The Space Agency is a strategic consultancy and place management company that specialises in activating and transitioning new, challenging, and under-performing places and properties.



Urbis is a creative community of practice experts, working collaboratively to deliver fresh thinking and independent advice and guidance and evidence-based solutions in planning, design, policy, heritage, valuations, transactions, economics and research

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What is the challenge?

The future of employment is constantly changing, and as such we must change too. Australian cities must transform the way they plan and design for the future of employment. Such a challenge requires a fundamental re-imagining of the way employment development is planned and designed, and necessitates a different design response to a ‘business-as-usual’ approach.

Under a business-as-usual approach, new businesses will likely be constrained by artificial limitations on their capacity to innovate (Infrastructure Australia, 2018).

This challenge has been identified at national, state, regional and local levels, and Table 1 sets out the challenges for new employment precincts. We must anticipate high quality technology and innovation in business by attracting knowledge-based jobs and service facilities. Such jobs and skilled workers are attracted to areas of high liveability and amenity. All this must be achieved in outer areas of the city, to increase access to high-value knowledge jobs for local people.

The Minta Group and the design team are working to meet and exceed these challenges through the planning and design of Minta City. This report outlines the ways in which the proposal best meets these challenges to provide a vibrant environment to attract knowledge businesses, and appeal to their future employees as a place to live.

National	State		Regional	Local	
Future Cities: Planning for our growing population 2018	Plan Melbourne Refresh 2017 – 2050	VPA Minta farm PSP Employment Precinct Land Review	South East Growth Corridor Plan 2012	Smart Cities Strategy	Local Planning Policy: Economic Development (Clause 21.05)
Infrastructure Australia	Victorian Government	Victorian Planning Authority	Growth Areas Authority/Victorian Planning Authority	City of Casey	City of Casey
<p>Technology is a fast-moving frontier. As a result, it is likely that rigid regulation will remain at least one step behind such change. Under a business as usual approach, new businesses will likely be constrained by artificial limitations on their capacity to innovate.</p> <p>Inaction is not an option, nor is business as usual. If we fail to effectively anticipate and respond to growth, the likely results will be declining economic productivity, increasing environmental pressures and a marked reduction in each city’s quality of life.</p> <p>Rapid technological transformation is fundamentally disrupting how goods and services are provided, regulated, consumed and paid for. This will have implications for the planning, design and operation of Australian cities both now and in the future.</p>	<p>Focus on ensuring more jobs are available in suburbs.</p> <p>Encourage 20 minute neighbourhoods.</p> <p>Outcome 1 states that Melbourne is to be a productive city that attracts investment, supports innovation and creates jobs.</p> <p>Direction1.2 aims to improve access to jobs across Melbourne and closer to where people live.</p> <p>Policy 1.2.2 aims to facilitate investment in Melbourne’s outer areas to increase local access to employment. It highlights a need to make it easier for people to access jobs, particularly high-value knowledge jobs.</p>	<p>Delivery of office floor space and white collar jobs within the Minta Farm employment precinct could act as a catalyst for development of the State Significant Industrial Precinct (SSIP) by providing high amenity and proximate corporate business park that can house headquarters and service facilities for businesses that locate their manufacturing components in the adjoining SSIP.</p> <p>Residential component implies that a higher amenity employment type is favoured here than would be expected in an industrial-only precinct.</p> <p>Manufacturing sector continues to evolve towards higher value adding and cleaner activities, typically on more efficient and smaller lots.</p>	<p>Identifies Minta Farm land for ‘business with residential’ uses.</p> <p>Suggests mixed-use development for office, research and development and associated manufacturing facilities.</p> <p>Refers to the State Significant Industrial Precinct designated to the south-east of Minta Farm (Officer).</p>	<p>Vision: Create Australia’s most liveable city through technology, innovation and data.</p> <p>Outcomes: A leader in applying technology and innovation, a thriving economy with local jobs, investment and new industries.</p> <p>Council attracts high-quality technology and innovation partners.</p> <p>70% of working residents have access to jobs that are close to home.</p> <p>Minta Farm is earmarked as a Smart Cities Demonstration Project.</p> <p>Must halt long commutes to the central city that is causing a ‘slow-down’ of Casey’s development.</p>	<p>Jobs in the future will be based around knowledge.</p> <p>Knowledge based jobs are linked to areas of high liveability.</p> <p>Knowledge-based businesses require other technology-related infrastructure at their core, that is, require support of a technology precinct.</p> <p>Objectives include to facilitate the creation of knowledge-based jobs in Casey by fostering employment and investment opportunities to create knowledge-based jobs.</p>

Table 1: Key Statements from all levels of government

Strategic Context

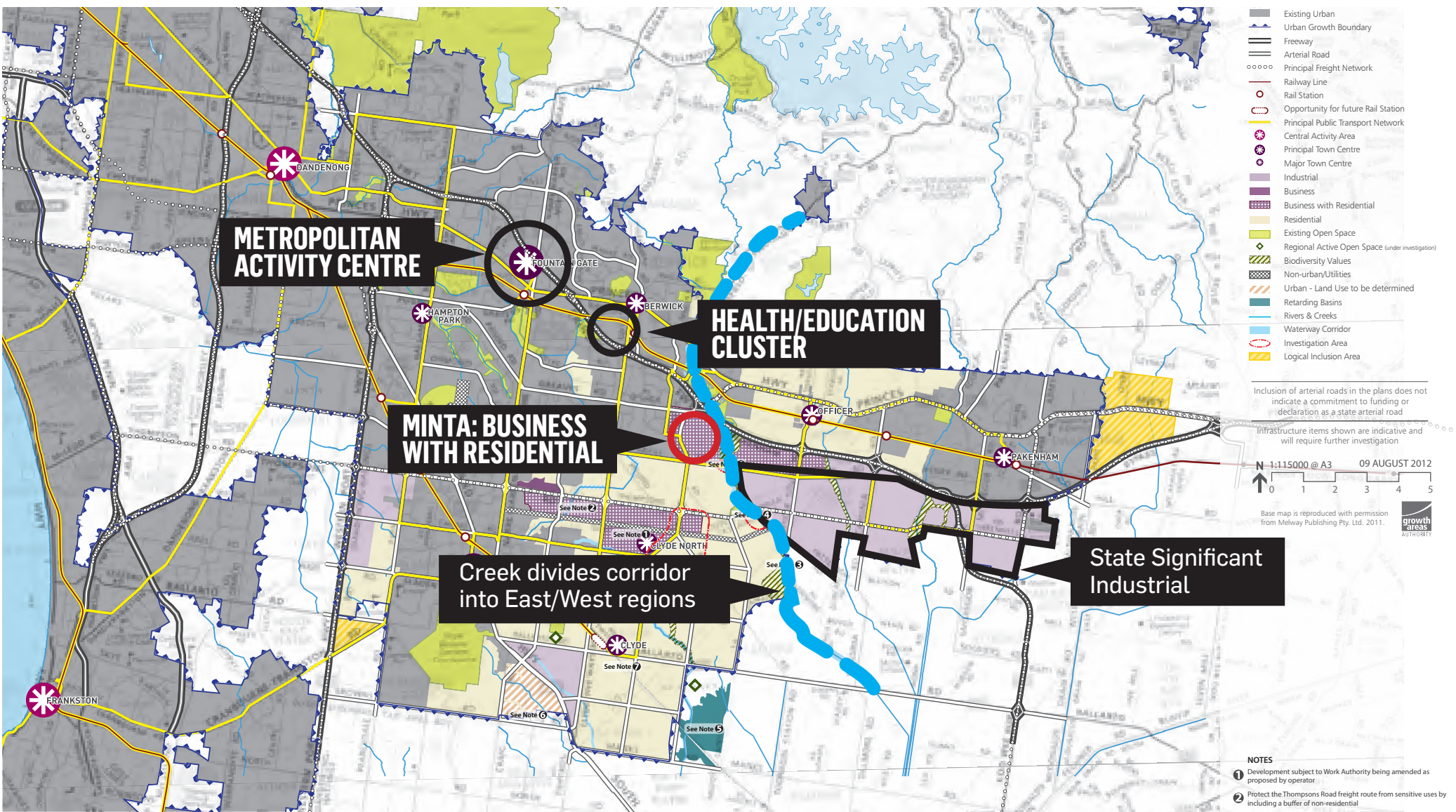
Minta City is at a key juncture between regional health, education, retail and business clusters within the Casey corridor to the west, and the state significant industrial hubs within Cardinia to the east.

Minta Farm is positioned to become one of Australia’s foremost ‘new generation’ business environments. It’s strategic location, outstanding natural amenity, and surrounding concentration of white collar workers establishes the impetus for a high value, high amenity business destination to emerge.

The site enjoys a unique position at the front door to the Casey-Cardinia employment corridor, and at a key juncture between regional health, education, retail and business clusters to the west within the Princes Highway corridor, and the emerging state significant industrial hubs to the east.

Within this context, there is a substantial opportunity for a specialised, new-generation business centre to emerge at Minta City - capable of attracting the knowledge jobs of the future, and helping transform the broader area into a functioning ‘city-region’ with clusters of specialised industries attracting talent and skilled jobs on regional and national scales.

To support this role, the urban environment at Minta City needs to be future-focused and adaptable in its design, built form and land use makeup. It must also be sufficiently “future-proofed” to deal with the significant disruptive technological, and social changes on the horizon, that will have consequences for the way we work, the jobs we perform, and the environments where we work.



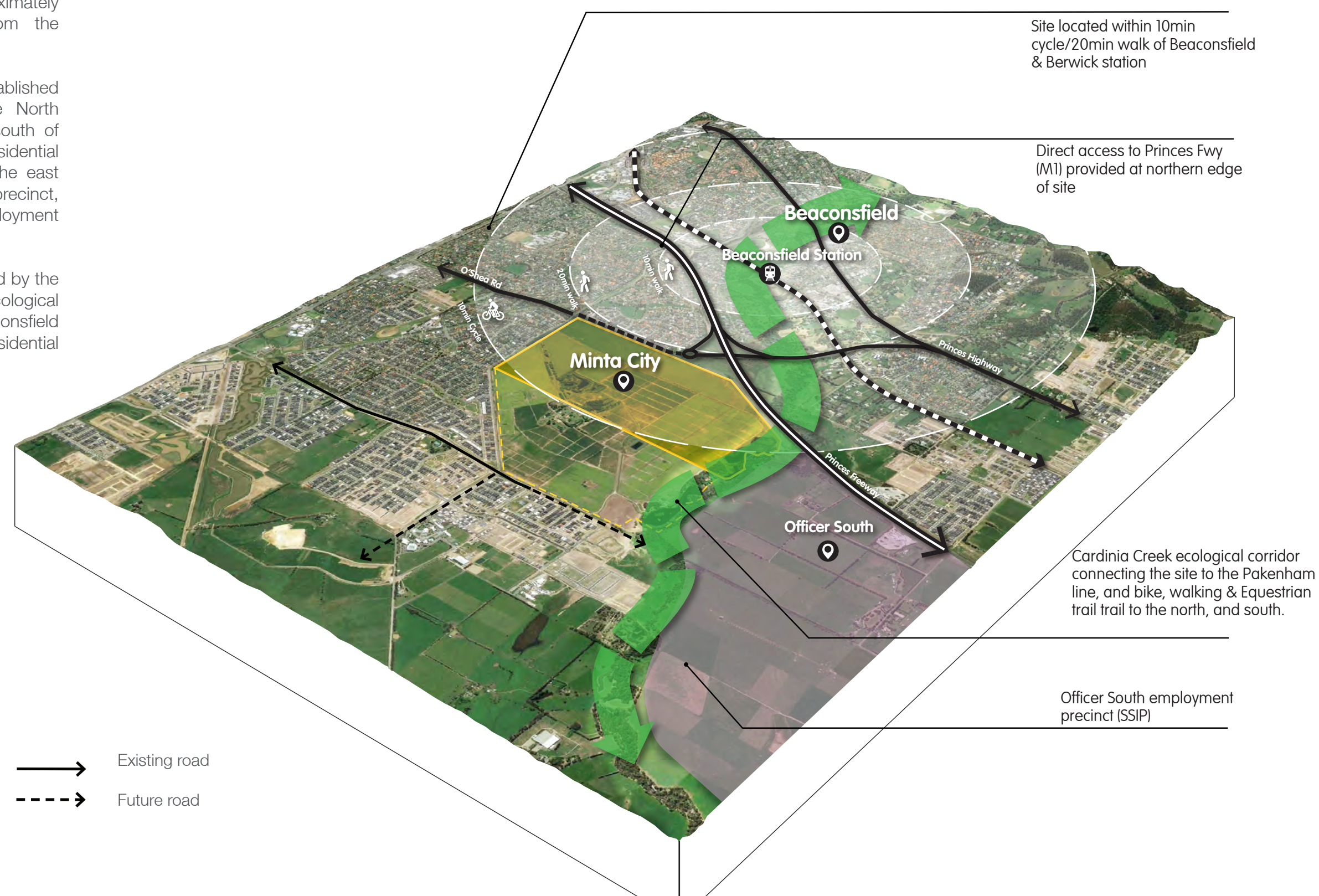
South-East Growth Corridor Plan

Site Context

The Minta City site is located immediately adjacent to the existing Princes Highway interchange. The Pakenham railway line and Beaconsfield station is an approximately 10min cycle or 20min walk from the northernmost edge of the site.

To the west of the site are the established residential suburbs of Cranbourne North and Narre Warren South. To the south of the site, there is proposed future residential development, and immediately to the east is the Officer South employment precinct, a State significant industrial employment area.

The site's eastern boundary is framed by the Cardinia Creek, which forms an ecological corridor linking Minta City to Beaconsfield train station and surrounding residential areas.



Minta City Project Vision

Minta City will offer a unique setting that is attractive to ‘next generation’ businesses and workers who are seeking the amenity and synergies offered by a CBD location, but without the Melbourne CBD commute.



We're developing a new kind of urban centre informed by places that work.

The vision for Minta City supports its development as an employment environment of the future – flexible, agile and adaptable to the rapidly changing needs of workplaces and workforces in the new economy.

The public realm and built environment will be distinctly urban rather than low density suburban, populated with activated, walkable and dense urban spaces that promote a culture of connectedness that knowledge businesses and workers want to be part of. The integration of a broader palette of land uses within the business environment (including cafes, restaurants, health and

wellbeing facilities and areas of high density residential), will see a level of amenity and lifestyle experience far above that found in traditional business park environments.

Underpinning the Vision is a compact and dense urban form, that readily accommodates over 10,000 high value jobs, and integrates opportunities for dynamic live/work arrangements. It is also driven by a high level of attention to the walkability of the urban environment and the quality of urban spaces, ensuring the business environment is liveable and vibrant with a street life that encourages social connectivity and ideas exchange.

At Minta City, we're creating a destination where people and businesses can thrive. It's the best of Melbourne on a Berwick scale.

Minta City Place Vision



The Place Vision below highlights how Minta City will achieve the project vision, by describing the quality and amenity of the spaces needed to attract knowledge businesses.

Minta City Place Vision:

We're creating a new kind of urban centre for Casey where liveability and innovation are our priority.

Minta City will provide unparalleled connectivity, walkability and amenity, setting the foundation for vibrant streets and public spaces, as well as a collaborative business culture.

Taking inspiration from the places we love, Minta City offers a unique setting for those attracted to the charm, character and natural beauty of the southeast, but who desire the convenience of an active urban lifestyle.

It's the best features of Melbourne on a Berwick scale.

LOCAL ON A LARGER SCALE

A place that is connected to and informed by the character of Berwick and the local area. Minta City responds to the local context and needs, offering a city for Casey, not Casey's city.

INSPIRED BY PLACES WE LOVE

Minta City feels authentic because it is inspired by the places we love. From the grand boulevard and town centre grid, to the intimate neighbourhoods and generous green spaces, Minta City is Melbourne on a Berwick scale.

LIFE AT EVERY LEVEL

Experience multi-dimensional living at Minta City with an urban environment that drives excellence at work, relaxation at home, social interactions on the street, and health and wellbeing in open spaces.

MADE FOR THE FUTURE OF WORK

Growing your business means having spaces where your people can grow too. Minta City's enhanced urban environment makes it easier to attract talent, encourage innovation, and drive business performance.

Concept Masterplan

Minta City's success as an employment precinct for the next generation will be based on delivering an environment that lives up to the expectations of millennials for connectedness, urban vibrancy and authenticity.

Minta City will be flexible, agile, and adaptable to the rapidly changing needs for technology and innovation in the workforce, thereby enabling our new knowledge and service economy.

To meet this challenge the concept masterplan strives towards creating an authentic mixed used urban centre, a mini Melbourne for the South East.

To achieve the jobs density and rich place character of a compact CBD, the timeless urban grid pattern has been adopted.

Through this proven resilient urban form a mixed-use, higher-intensity, contemporary urban environment can be achieved that will provide unparalleled connectivity, walkability and amenity, setting the foundation for vibrant streets and public places.

The proposed city core embraces the North-South arterial as a central spine reimagining the space as a contemporary urban boulevard, accommodating all modes of transport while providing visibility and accessibility to businesses.

The central urban core is proposed to be a truly mixed use place allowing for residential living within the city grid where residents can enjoy the vibrancy of city life and the enhanced lifestyles that reduced travel times can create.

Multiple west – east connections ensure maximum integration between the dedicated, employment only innovation quarter east of the city core, allowing employees of that area the same convenience and walkability as the high order jobs proposed for the city core.

The interconnectedness of the innovation quarter precinct as well as the local amenity and activation to be provided within the quarter will be vital to enabling interactions between people and businesses that drives innovation.

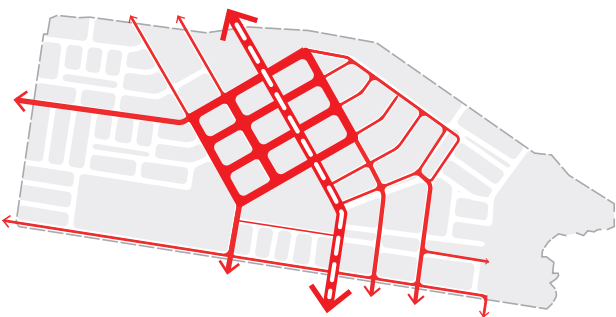
An autonomous bus route is proposed to loop through Minta City providing local mobility as well as creating a strategic connection to Beaconsfield Railway Station. A cycle path will prove a safe and convenient link to the railway station along the picturesque Cardinia Creek corridor.

Several defined residential neighborhoods are integral to Minta City providing housing opportunities within walking distance to a place of employment. The plan envisions a logical transition of housing with medium density townhouse development closest to the urban core.

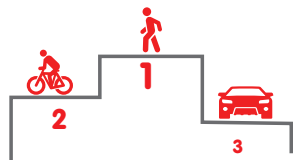


Urban Design Rationale

Establish the urban grid



The essence of Minta City has been based around a robust urban grid that provides a permeable, pedestrian-focused movement network, and a flexible, agile and adaptive urban framework that can accommodate changing uses over time. Bells Road has been embraced as a contemporary urban boulevard providing strategic connectivity for the city core. A lattice of compact urban blocks radiates outward from the core, enhancing walkability by encouraging low vehicle speeds and minimising the distance between destinations.



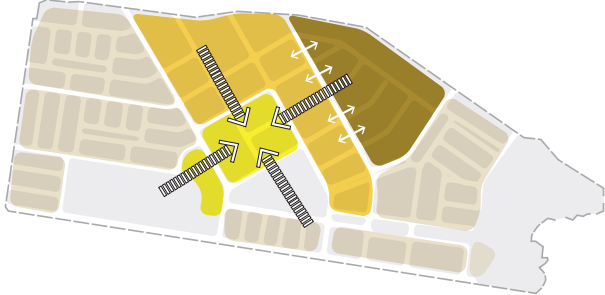
Integrate the blue & green network



Cardinia Creek corridor provides a strategic opportunity to establish an active transport connection between Minta City and Beaconsfield train station to the north and proposed residential areas to the south. This ecological corridor has been extended deep into Minta City via a network of wetlands and green spaces creating a direct link between the high activity areas of the city and areas of natural beauty. The city core and the urban grid is punctuated with a network of urban parks and civic spaces linked together by tree lined avenues stitch the natural landscape to the urban core.



Consolidated & compact quarters



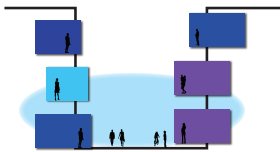
The consolidated urban heart of the masterplan is comprised of a dense web of public streets and spaces that provide the core framework for day to day social interaction in Minta City. The blocks within the urban heart will be populated by a medium rise built form typology that provides definition and a human-scale sense of enclosure to the street network. At ground level, high levels of glazing and activation at key nodes and intersections will create a rich and varied interface between the private and public realm. At upper levels, residential apartments provide passive surveillance and a 24-hour resident population. Throughout the site, series of green spaces, parks and plazas form a polycentric network of varied, open space experiences.



Define and activate the public spaces

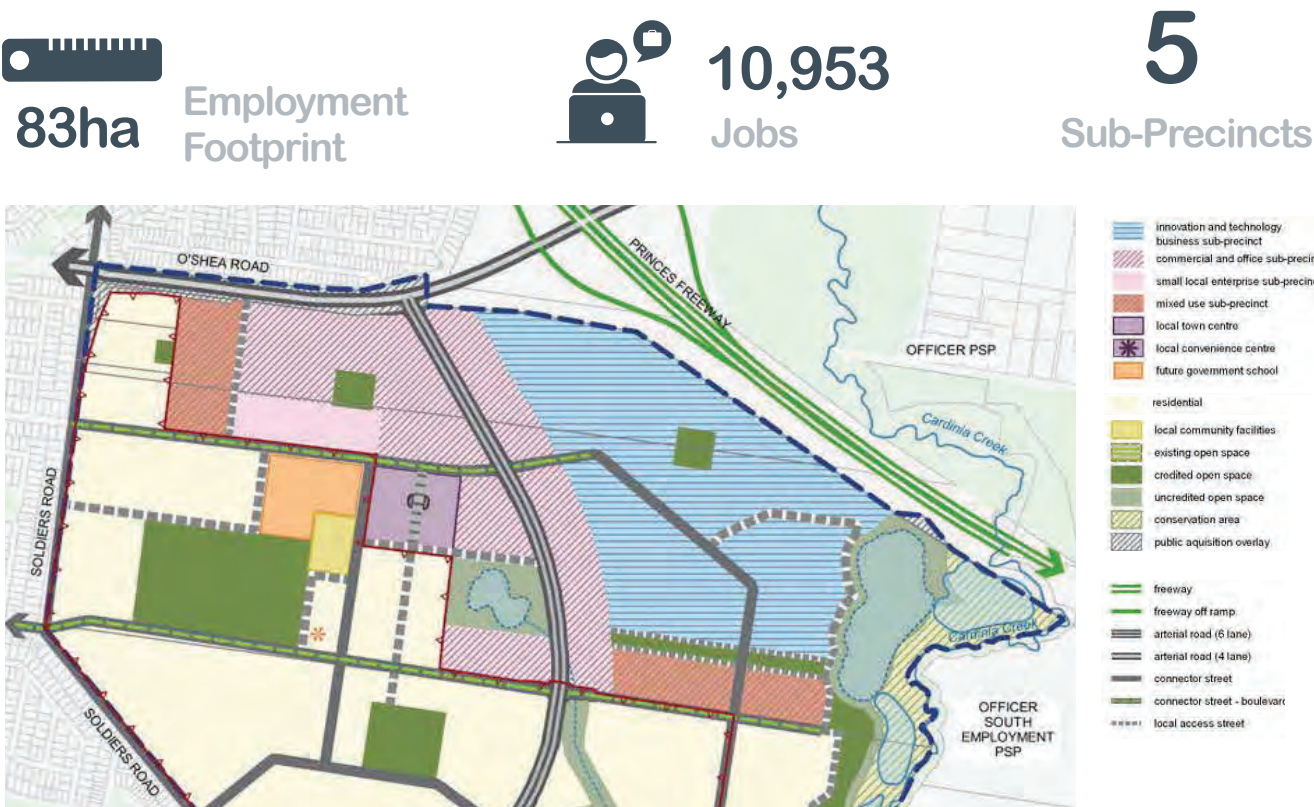


Minta City has been structured to seamlessly integrate a wide range of different employment activity and business types creating an employment precinct that can cater for all stages of the business lifecycle. The town centre, mixed-use and employment districts have been purposefully and coherently consolidated to reduce distances, increase activity and create convenient and direct connections to key destinations ensuring all employees are connected to the services and amenities that support economic centres. Together they provide the critical mass of people and economic activity at the centre of the site creating a ‘compact-city’ character where new ideas and knowledge are freely exchanged.



Urban Structure Comparison

VPA’s Exhibited Future Urban Structure



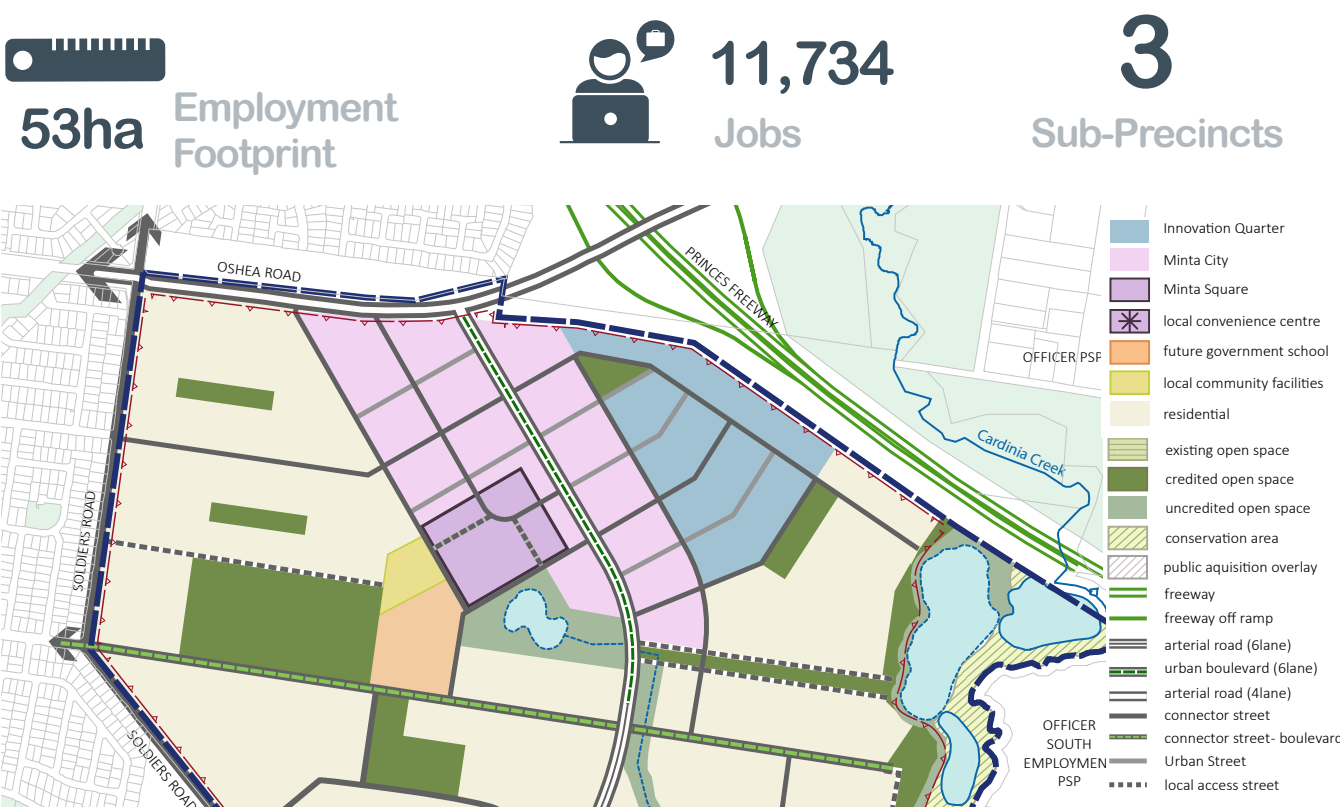
Potential Urban Design Outcomes

- Segregated and separated uses
- Car-based - suburban
- Old paradigm of large footprints with low job densities
- Locking-in businesses to certain typologies
- Open spaces not placed for best use
- Mixed use precincts and local town centre pushed to edges of site
- Daytime only activity
- Restrictive growth zone stifling agility to adapt to workforce demands

In order to achieve such a competitive job precinct for over 10,000 jobs, the form, structure and design of the urban fabric must be carefully considered in order to create the kinds of places that will attract the preferred jobs. Thus, the urban structure should avoid

encouraging large, ‘land-hungry but job-poor’ development, and instead promote the development of ‘job-dense’ environments. This can only be achieved by physically moving uses, forms and people within closer proximity to each other.

TMG’s Proposed Future Urban Structure



Potential Urban Design Outcomes

- Co-located uses
- Walkable - urban
- Compact, with integrated uses
- Resilient grid structure for flexible typologies
- Open spaces functional and well-placed
- One central core at city square
- Day and night activity
- Agile, adaptive UGZ to encourage early activation

VPA Urban Structure

Existing exhibited Precinct Structure Plan (PSP) Layout

In October 2017 the VPA released the proposed Minta Farm Precinct Structure Plan for public exhibition. In its current form, the proposed PSP would result in a dispersed, low intensity car-oriented style of urban form.

Segregated and separated uses

The separation of each sub-precinct cannot facilitate the kinds of collaboration and overlap of people and businesses required for future knowledge jobs.

Car-based – suburban

Street layouts are based on loop roads and irregular connector streets, resulting in an environment more conducive to driving than walking. The resulting streetscapes would be unnecessarily wide and lack the sense of enclosure needed for vibrant public spaces.

Large footprint with low job densities

By spreading out each precinct across a large tract of land, distances between precincts and destinations become too far to walk. This would not create active public places, and such an outcome is not favoured by knowledge-businesses who prefer close contact with their collaborators.

Locking-in businesses to certain typologies

The PSP layout facilitates more traditional, business-park building typologies and lots (usually with large car parks surrounding). This format is not favoured by new generation knowledge businesses, who need flexible lot and building typologies to accommodate for start-up, innovative or knowledge-based business which vary greatly in their requirements.

Open green spaces

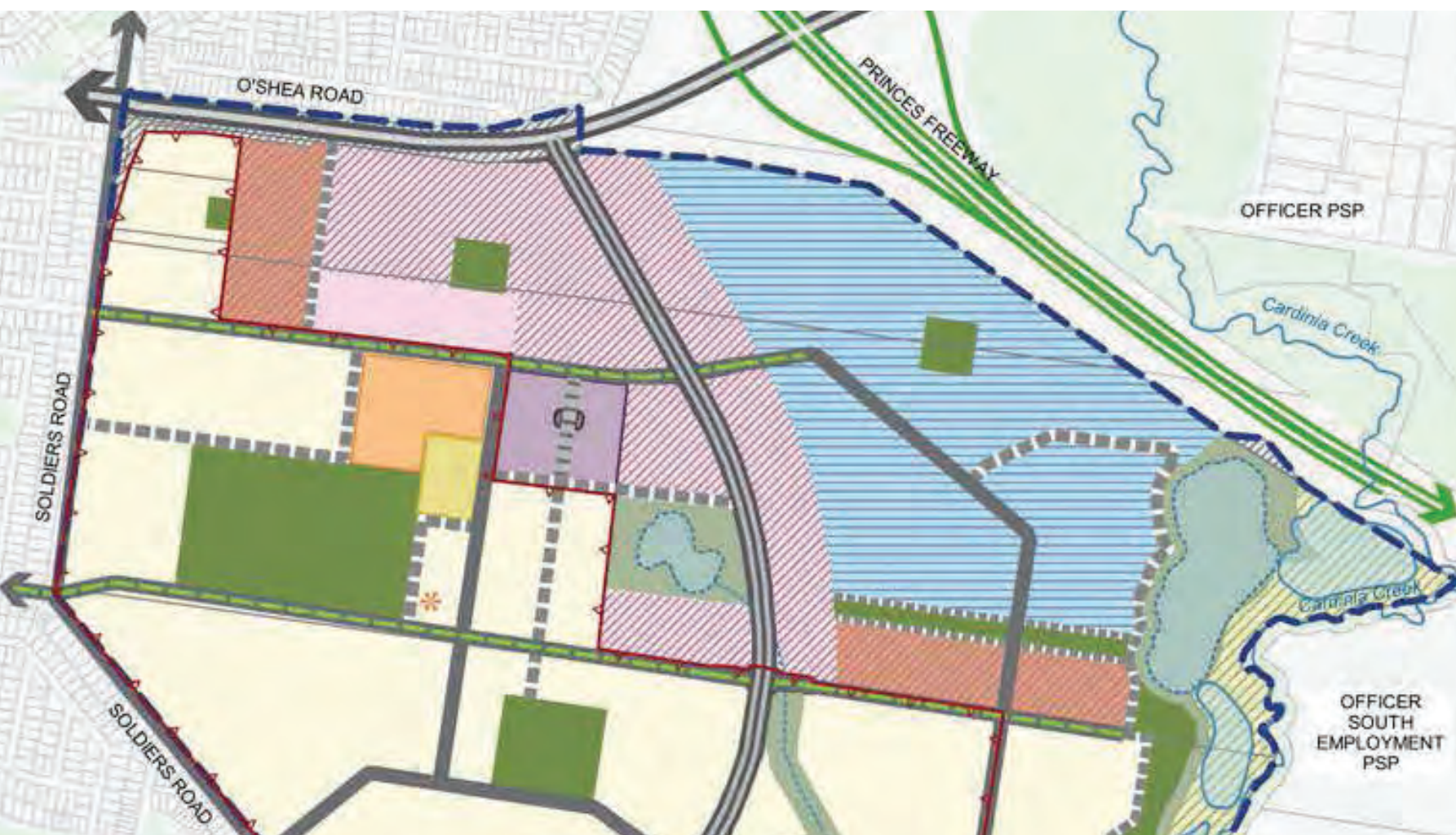
Open spaces seem arbitrarily placed in the centre of each sub-precinct, without planning for the key function they would perform in this precinct.

Mixed Use and local town centre pushed to edges of site

By separating the 'hubs' of activity, the precinct lacks its own centre or 'heart' – and would function as a series of competing centres lacking activity instead of a unified centre.

Daytime only activity

The centre of the site would empty of people quickly at the end of the business day, leaving the local town centre underutilised and lacking in vibrancy. This would not be attractive to either commercial tenants, knowledge-based businesses, or to the surrounding community. It would be an '8-hour' activated city rather than an '18-hour' activated city.



- innovation and technology business sub-precinct
- commercial and office sub-precinct
- small local enterprise sub-precinct
- mixed use sub-precinct
- local town centre
- local convenience centre
- future government school
- residential
- local community facilities
- existing open space
- credited open space
- uncredited open space
- conservation area
- public acquisition overlay
- freeway
- freeway off ramp
- arterial road (6 lane)
- arterial road (4 lane)
- connector street
- connector street - boulevard
- local access street

TMG Proposed Urban Structure

Proposed future Minta City urban structure plan

After close consultation with the City of Casey and the VPA, TMG have refreshed the PSP urban structure with the intention of providing the necessary structure for creating a vibrant urban environment that will attract and retain high-value technology and innovation jobs coexisting with urban living.

Resilient grid structure

A grid structure of street layouts is a flexible and proven urban block typology used in many denser urban areas of the world. A grid layout allows for a wide variety of building uses, typologies and formats, which best suits the needs of new generation businesses, whose needs are varied and often change over time. A grid structure would best allow these functions to occur, therefore attracting knowledge-based businesses to locate there.

Co-located uses

By co-locating and overlapping certain business and other uses, the urban structure more easily facilitates the meetings, chance encounters, face-to-face contact and collaboration that is demanded by new generation businesses in a global environment.

Walkable

By having a denser network of streets, focus on cars is limited to a small number of main roads. As a result, in-between streets can be narrower, pedestrian-focussed, active and better designed to become pleasant places to walk and linger.

Compact

Distances between precincts and destinations are reduced, further enhancing connectivity between businesses, people and open spaces, and encouraging walking.

Open green spaces

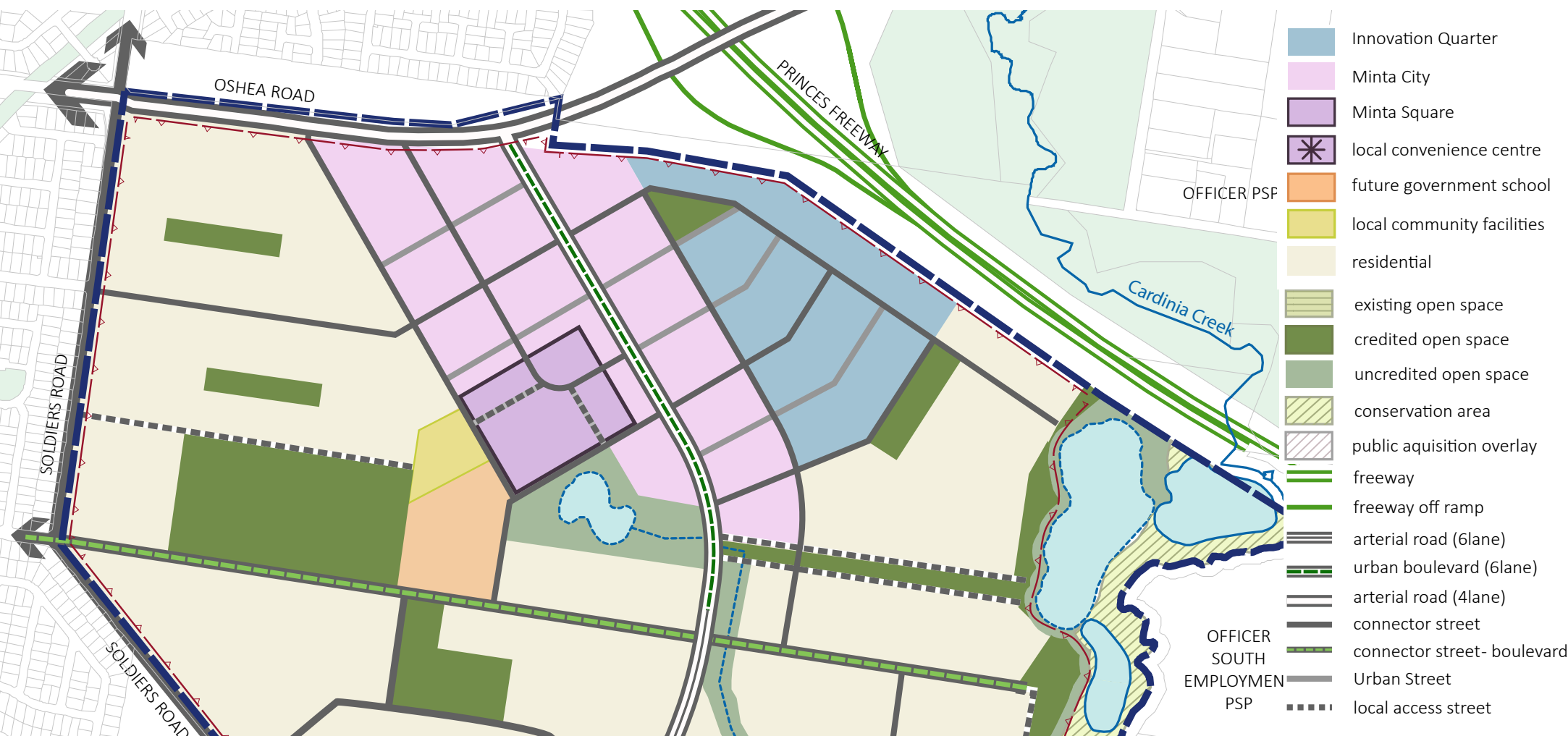
Open Green Spaces are functional and well-placed – open spaces are carefully placed to best utilise their proximity to job-dense areas. Workers and visitors would naturally spill-out into these spaces, activating and utilising them for uses other than simply a park.

One central core at town centre

The Minta City town centre sits at the convergence of the other precincts, and would function as the one central ‘heart’ for the whole precinct.

Day and night activity

By co-locating living, working and visiting functions within the denser urban core, workers, employees and locals would continue to utilise the centre after business hours. This creates a more amenable, fun and active place that is commercially attractive, safe and typifies the kind of environment that new generation businesses look for when choosing a location. It would be a truly ‘18-hour’ activated city.



Jobs Projections and Comparisons

As demonstrated in Table 2 below, the Proposed Future Urban Structure is able to achieve a total of 11,734 jobs on 52 hectares, whilst the Exhibited PSP is projected to achieve a total of 10,953 in 82 hectares. This is an increase of 744 jobs in the proposal compared with the existing PSP. Significantly, this is achieved by a stronger focus on white collar, office-based employment with 8,669 jobs within the urban core compared to the PSP's forecast of 7,904 jobs within the office and commercial and mixed use land use areas.

Reasons for Differences

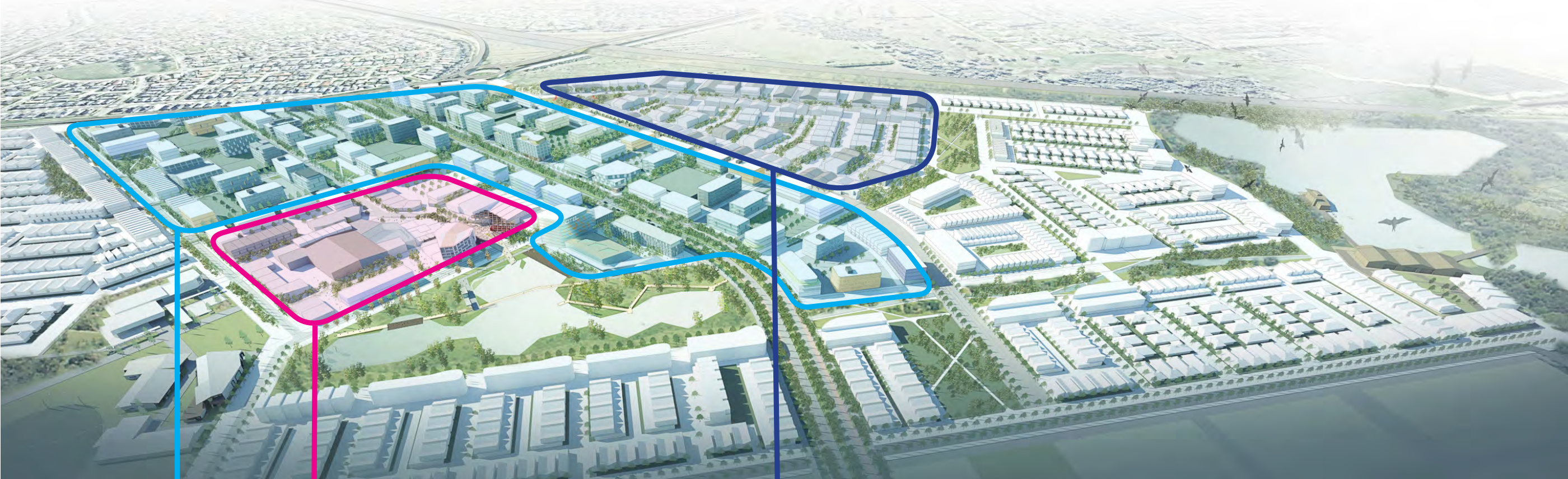
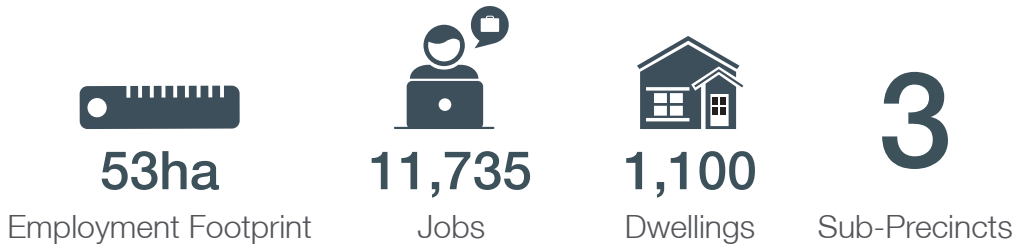
- TMG has a focus on high-value white-collar employment with 145,920 sqm of office floorspace within the Urban core precinct alone (and 183,900 sqm of such floorspace throughout the employment precinct). On the other hand, the VPA has more of a focus on “light industry” floorspace with a total of 153,334 sqm within the Innovation and technology and Small local enterprise land use areas (equivalent to Light Industry and SLEP in the table above).
- TMG has integrated the VPA's Office & commercial and Mixed use land use areas into its Urban core precinct where heights are assumed as average 5 storeys for office buildings whereas the VPA assumes an average of 2 storeys.
- TMG has integrated the VPA's Innovation and Technology and Small Local Enterprise land use areas into its Innovation quarter where building heights are 2-3 storeys whereas the VPA assumes 1-2 storeys.
- TMG has planned for 13,000 sqm of retail floorspace plus other non-retail and office uses to be provided within the Town Centre whereas the VPA assumes 9,407 sqm of retail floorspace and nothing else.
- TMG is using a masterplan which allows for different built form coverage rates throughout all precincts but these will generally be significantly higher than the 45-50% assumed by the VPA.
- TMG's assumed employment densities are generally higher, with the most obvious example being office-based employment (i.e. 17.5 sqm per job compared to 20 sqm per job adopted by the VPA).

TMG proposed PSP									Exhibited PSP (Table 5 - Anticipated Employment Creation)				
Floorspace (sqm)													
Precinct/land use	Gross area (ha)	Net area (ha)	Office	W/house	Retail	Other*	Total	Jobs (No.)	Precinct/land use	Unit of measure	Jobs per unit	Projected units in PSP	Jobs (No.)
Employment precinct									Employment precinct				
Urban core	30.0	16.4	145,920	0	0	11,680	157,600	8,669	Office and commercial	Jobs per hectare	280	26.15	7,322
									Mixed use	Jobs per hectare	56	10.4	582
									Sub-total	-	216	36.55	7,904
Innovation quarter	16.0	11.9	34,080	41,320	0	0	75,400	2,361	Innovation and technology	Jobs per hectare	56	39.26	2,199
									Small local enterprise	Jobs per hectare	158	3.4	536
									Sub-total	-	64	42.66	2,735
Town centre	6.0	n/a	3,900	0	13,000	3,073	19,973	705	Local town centre	Jobs per hectare	87	3.62	314
Total employ. precinct									Total employ. precinct	-	-	-	10,953
Balance PSP area									Balance PSP area				
Council kindergarten	-	-	-	-	-	-	-	10	Council kindergarten	Jobs per centre	10	1	10
Community centre	-	-	-	-	-	-	-	10	Community centre	Jobs per centre	10	1	10
Government primary school	-	-	-	-	-	-	-	40	Government primary school	Jobs per school	40	1	40
Private child care facility	-	-	-	-	-	-	-	15	Private child care facility	Jobs per 100 places	15	1	15
Local convenience centre	-	-	-	-	-	-	-	0	Local convenience centre	Jobs per hectare	87	1	87
Home-based business	-	-	-	-	-	-	-	193	Home-based business	Jobs per dwelling	0.05	2,853	143
Total balance PSP area	-	-	-	-	-	-	-	268	Total balance PSP area	-	-	-	305
Total PSP area	-	-	-	-	-	-	-	12,002					11,258

Table 2: Comparison of anticipated employment creation under TMG and VPA future urban structures.

Minta City Precincts Overview

The masterplan is spatially described using three precincts, each performing a specialised function as part of the whole masterplan. Crucially, each precinct still supports and confirms the vision and urban structure of a compact, walkable and vibrant new generation business centre.



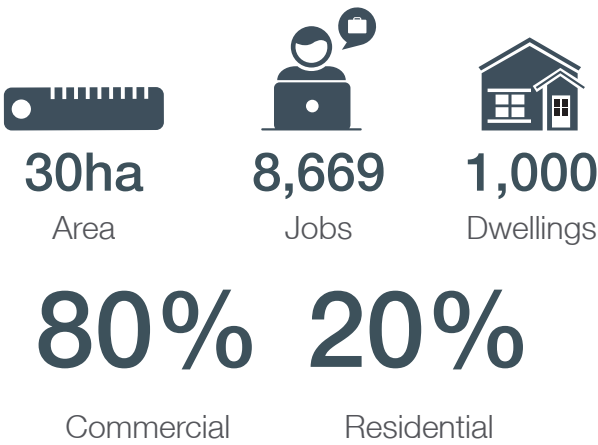
PRECINCT 1
URBAN CORE
AREA: 30 ha
JOBS PROJECTED: 8669
80% COMMERCIAL
20% RESIDENTIAL (1000 DWELLINGS)

PRECINCT 2
INNOVATION QUARTER
AREA: 16 HA.
JOBS PROJECTED: 2361

PRECINCT 3
TOWN CENTRE
AREA: 6 ha
JOBS PROJECTED: 705
RESIDENTIAL (100 DWELLINGS)

Minta City
Precinct 1:

Urban Core



The mixed-use urban core comprises 30ha of commercial and high-density residential land spanning the northern end of the central north-south urban boulevard (Bells road). The mixed-use urban centre will provide a high-intensity, highly activated spine of employment, retail and living opportunities configured in a flexible, permeable urban grid fostering walking and cycling.

A series of compact linear green spaces, small parks, and other incidental spaces and plazas will provide daytime amenity for local employees. Pedestrian priority will be ensured through the provision of generous footpaths and ground floor activation at key nodes. Access to the town centre across the central urban boulevard will be enhanced by the introduction of a pedestrian priority crossing.

Across the entire precinct, each city block footprint will integrate a maximum of 20% residential uses. These will be a combination of apartments, townhouses and SOHOs (home offices) totalling 1,000 dwellings.



Precinct 1: Urban Core

Urban Design Principles

Urban boulevard + character streets

- A contemporary urban boulevard with landscaped central median
- Generous footpaths and landscaping, integrated cycle paths under shade trees
- Signalised intersections at key points for vehicle accessibility
- East-west intersecting streets have a distinct character and extensive on-street visitor parking

Compact and walkable blocks

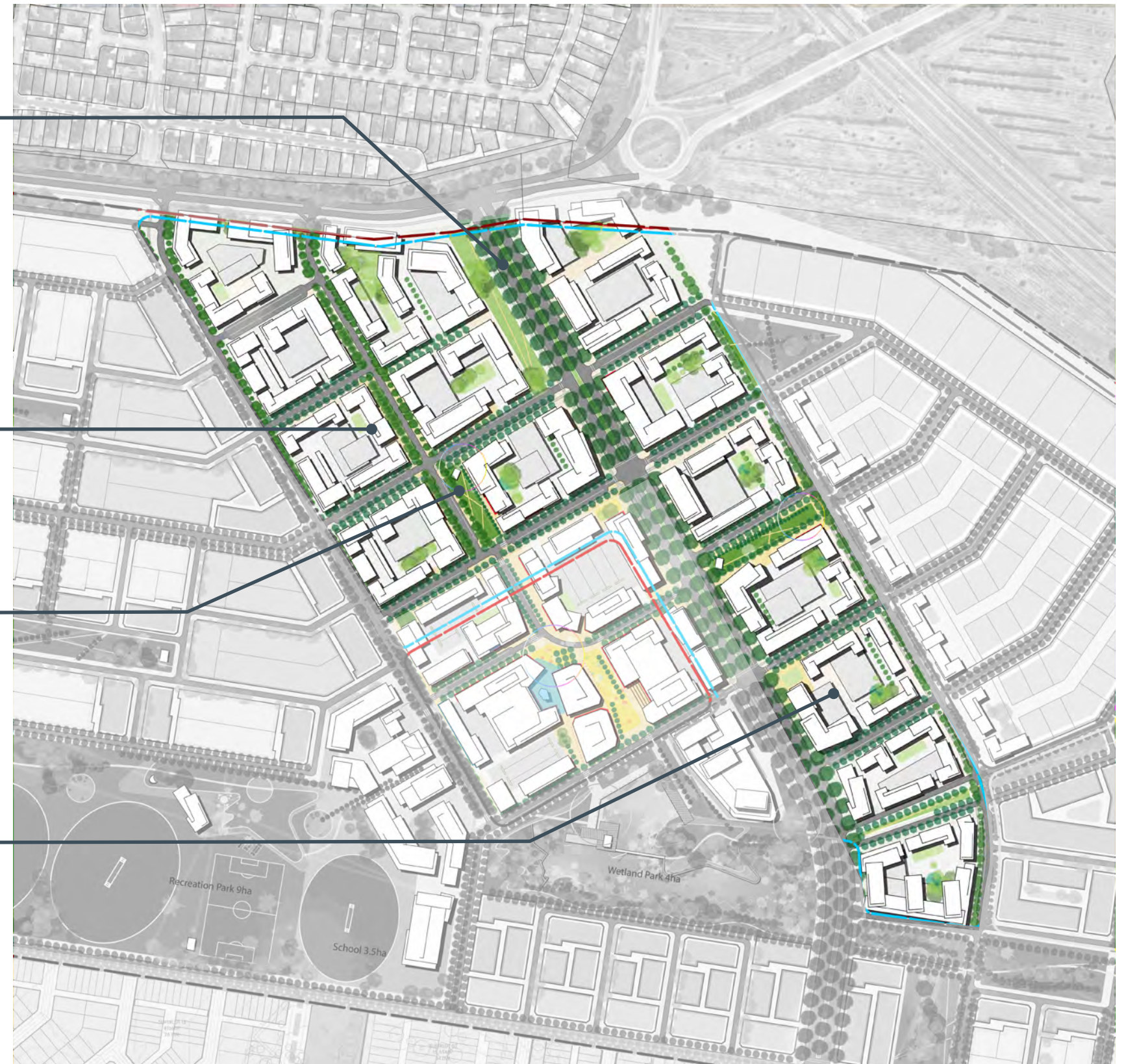
- Encourage low vehicle speeds
- Minimal distance between destinations
- A compact and walkable urban environment

Compact urban spaces

- High levels of ground floor activation
- Integrated work/play environments contribute to the health and wellbeing of employees
- Small urban plaza / green squares punctuate the grid creating attractive, framed vistas and local points of focus

Perimeter block structure

- Internalised carparking for office and residential buildings with car parking structures screened from public realm
- Buildings that address the street, articulation of prominent corners and key sightlines



Precinct 1: Urban Core

City Block Study

As part of the design and planning of Minta city, testing of potential built form was undertaken to model the future job capacity of each of the 3 precincts of the proposed Minta City Masterplan.

Precinct 1 city blocks were based on a typical lot of 130m x 90m – in line with a walkable, permeable city grid structure used in multiple cities around the world. The typical city block in Precinct 1 was modelled to accommodate 4 typical commercial buildings with its associated car parking and 20% of the block

was designated for residential use. The total number of typical commercial buildings in precinct 1 was calculated, the total net leasable area (NLA) was calculated and the total number of jobs accommodated on precinct 1 was then calculated based on 1 full time employee (FTE) every 17.5 m2 of NLA.

Table 3 shows a comparison study of potential city block configurations that may accomodate the jobs required in Precinct 1.

Block type 1 demonstrates a lower density

block configuration, typical of more traditional business parks, with inefficient use of the land and poor urban design outcomes.

Blocktypes2-7demonstratetherecommended typologies for Minta City, which make more efficient use of the land, accommodate a larger number of jobs and provide better urban design outcomes. Block Type 8 is the highest density option demonstrating that a typical city block could potentially accommodate an even larger number of jobs and still produce a positive urban design outcome.

BLOCK TYPE	Unit	1	2	3	4	5	6	7	8
		Non-Compliant On-grade Car Park Only - Low Density	On-grade & Podium Car Park	On-grade & Podium Car Park Underground Car Park	Multi-Deck Car Park (2 Levels)	Multi-Deck Car Park (3 Levels)	Podium Car Park (2 Levels)	Podium Car Park	Podium Car Park (High Yield)
									
Lot Size	m	130 X 90	130 X 90	130 X 90	130 X 90	130 X 90	130 X 90	130 X 90	130 X 90
* Jobs Provided	Jobs	370	620	620	620	620	620	620	840
Office GLA	m²	8300	13600	13600	13600	13600	13600	13600	18480
Office NLA (80% Efficiency)	m²	6600	10900	10900	10900	10900	10900	10900	14800
Residential Lot (20%)	m²	2350	2350	2350	2350	2350	2350	2350	2350
Underground Car Park	m²	N/A	N/A	3200	N/A	N/A	N/A	N/A	N/A
On-grade Car Park	m²	8100	6000	8400	2000	N/A	N/A	N/A	N/A
Podium Car Park	m²	N/A	5600	N/A	N/A	N/A	N/A	11600	15520
Multi-Deck Car Park	m²	N/A	N/A	N/A	9600	11600	11600	N/A	N/A
Total Car Bays		270	380	380	380	380	380	380	520
Access Lane way	m	90	90	90	90	275	180	190	190

Table 3: Comparison study of potential built form outcomes to accomodate required jobs in Precinct 1 (Urban Core)

Precinct 1: Urban Core

Proposed Zone Controls

A schedule to the Urban Growth Zone (UGZ) is proposed to be applied to the Minta Farm Employment Precinct (see Appendix 1). Within the Urban Core Precinct there is no applied zone, rather the schedule includes a table of uses describing which uses are as of right, permit required and prohibited in this precinct.

An overview of the types of land uses envisaged for the precinct and specific conditions attached to residential uses within the precinct is summarised below.

This approach has been pursued in order to ensure that the strategic intent and land use outcomes desired for the Urban Core Precinct are facilitated. Table 4 summarises the proposed table of uses. See Appendix 1 for the full proposed UGZ schedule.

The proposed table of uses is primarily a combination of the Commercial 1 and 2 Zones, but with much tighter controls around retail and residential uses.

The proposed UGZ schedule allows a planning permit to be obtained for a dwelling use, however the controls have been carefully drafted to ensure that such uses remain subservient to employment uses in the precinct, with a limitation that prevents more than 20% of a street block being used for residential purposes (refer to Page 18 for illustration of how the 20% allocation may be configured in practice).

In addition, residential uses can only be contemplated where they are delivered in conjunction with a commercial/office use within the street block, to ensure jobs and housing outcomes go hand in hand.

AS OF RIGHT	PERMIT REQUIRED	PROHIBITED
Office	<ul style="list-style-type: none">Dwelling (must not comprise > 20% of the street blockMust adjoin or be on same land as commercial/office use when dwelling use commences	Accommodation (except dwelling and residential hotel)
Shop < 500m ² (total)	Industry (except Note 1 or 2)	
Supermarket < 1,800m ²	Retail Premises	
Food and drink premises	Place of Assembly	
	Residential Hotel	

Table 4: Summary of land uses envisaged for Precinct 1: Urban Core.

Urban Design Framework

Perhaps the most notable feature of the proposed UGZ schedule is the requirement for an Urban Design Framework to be prepared for each of the three employment sub-precincts (not just the town centre). This is a critically important distinction between the exhibited and proposed UGZ schedules, and will mean that a comprehensive design framework needs to be prepared to guide the design, activation and execution of the public realm, building mass and design, car parking accommodation, landscape and open space features, sustainability outcomes, and overall walkability of the precinct.

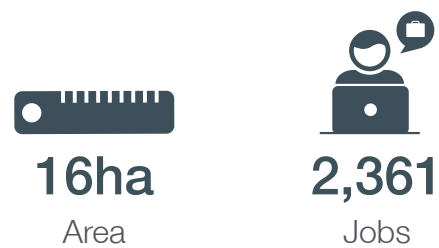
For the Urban Core Precinct, the UDF will enshrine a grid structure with clearly defined street blocks (thus providing certainty for where residential uses can be contemplated, and in what quantum), and will also establish direction for the density and height of future built form, and efficient arrangement of car parking structures. Most importantly, the UDF will also include a Place Activation Strategy for the precinct, which will incorporate strategies to enhance place character, support social connectivity, and bring the activation of the place to life.

PSP

A series of changes will be required to the exhibited PSP to bring it into strong alignment with the planning control regime described above and in Appendix 1. Recommended changes include:-

- Redrafting of Vision outcomes to reflect the strategic role of the employment precinct
- Replacement of the Future Urban Structure Plan with TMG’s alternative proposal
- Modifications to Plan 6 to remove prescription around required land use typologies
- Deletion of UDF plan for Local Town Centre
- Incorporation of clear direction to specify objectives and requirements for future UDFs for each employment sub-precinct
- Description of matters to be addressed in the Place Activation Strategy required for each employment sub-precinct
- Revisions to PSP Guidelines and Requirements to reduce mandatory emphasis.

Minta City
Precinct 2:
**Innovation
Quarter (IQ)**



The 16ha employment district achieves seamless integration with the mixed-use urban core to encourage the spread of ideas and to cater for all stages of the business life cycle.

The Innovation Quarter (IQ) is characterised by a similar robust street and block pattern that defines the mixed-use urban core, including a walkable urban fabric, direct pedestrian and cycle friendly links to the Urban Core and Town Centre precincts, connections to amenity, including local green spaces.

This area enjoys strategic connections to the wider south-east via express access to the Princes Freeway.

A flexible mix of lot sizes have been arranged throughout the quarter to encourage a broad range of high-tech innovative business and service commercial activities. Rear-lane vehicle access and a consistent relationship between the public and private realm will reinforce the theme of pedestrian priority in a manner appropriate to the employment-oriented context.



Precinct 2: IQ

Urban Design Principles

Freeway interface

- Larger lots positioned at interface with Princes Freeway

High amenity innovation environment

- Rear lanes and shared user amenities
- Public open spaces
- Strong connections to Urban Core and Town Centre precincts, and Princes Freeway

Flexible lot mix

- Range of lot sizes to support smaller scale start up business

Seamless integration

- Walkable urban fabric
- Direct pedestrian and cycle friendly links to Urban Core and Town Centre precincts



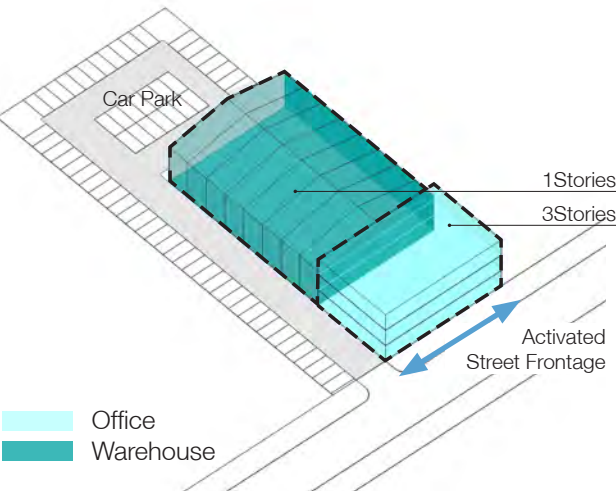
Precinct 2: IQ

Block Study

The potential built form considered for precinct 2 is a combination of larger and smaller lots to offer diversity and flexibility to the potential businesses to be located in the Innovation

Typical Incubator Type 1

90X40 Lot
Front Office with
Back Warehouse

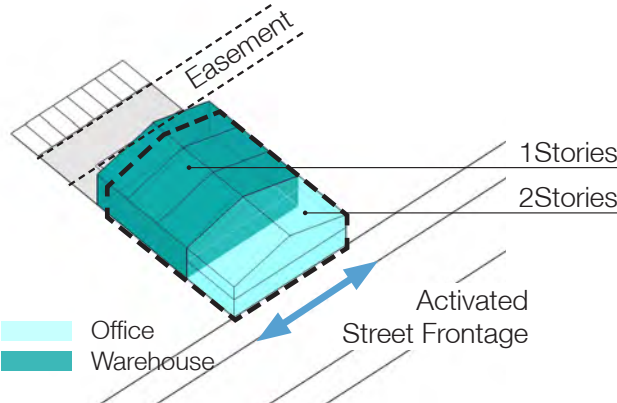


Lot Size	90 X 40	m
Office GLA	1500	m²
Warehouse GLA	1100	m²
Jobs Provided	80	Jobs
Total Car Bays	65	

Quarter (IQ). A combination of 2-3 storey office space and 1 level warehouse space with on-grade car parking is considered for each lot, as demonstrated in the diagrams below.

Typical Incubator Type 2

45X20 Lot
Front Office with
Back Warehouse



Lot Size	45 X 20	m
Office GLA	300	m²
Warehouse GLA	360	m²
Jobs Provided	17	Jobs
Total Car Bays	13	

Precinct 2: IQ

Proposed Zone Controls

Within the Innovation Quarter (IQ), an applied Commercial 2 Zone is proposed. Unlike the exhibited UGZ schedule, TMG's alternative schedule does not seek to modify the standard form of the Commercial 2 Zone.

Residential uses are prohibited in this precinct.

A landscape reserve has been proposed along part of the southern boundary of this precinct where it interfaces with adjoining residential neighbourhoods to the east and south-east, to support a positive transition between the employment and residential environments.

Urban Design Framework

As in all precincts, the proposed UGZ schedule requires that an Urban Design Framework must be prepared for the Innovation Quarter precinct before any permit for subdivision, use or development can be granted. This means that a comprehensive design framework will need to be prepared to guide the design, activation and execution of the public realm, building mass and design, car parking accommodation, landscape and open space features, sustainability outcomes, and overall walkability of the precinct.

This approach is considered to provide considerably greater certainty around the design quality of the precinct and greater coordination in terms of integrated public realm and built form outcomes. The UDF will include a Place Activation Strategy for the precinct, which will incorporate strategies to enhance place character, support social connectivity, and bring the activation of the place to life.

Minta City
Precinct 3:
Town Centre



The Minta City Town Centre has been envisaged as a 6ha mixed-use hub of retail, hospitality and commercial services that will form the community and cultural heart of Minta City.

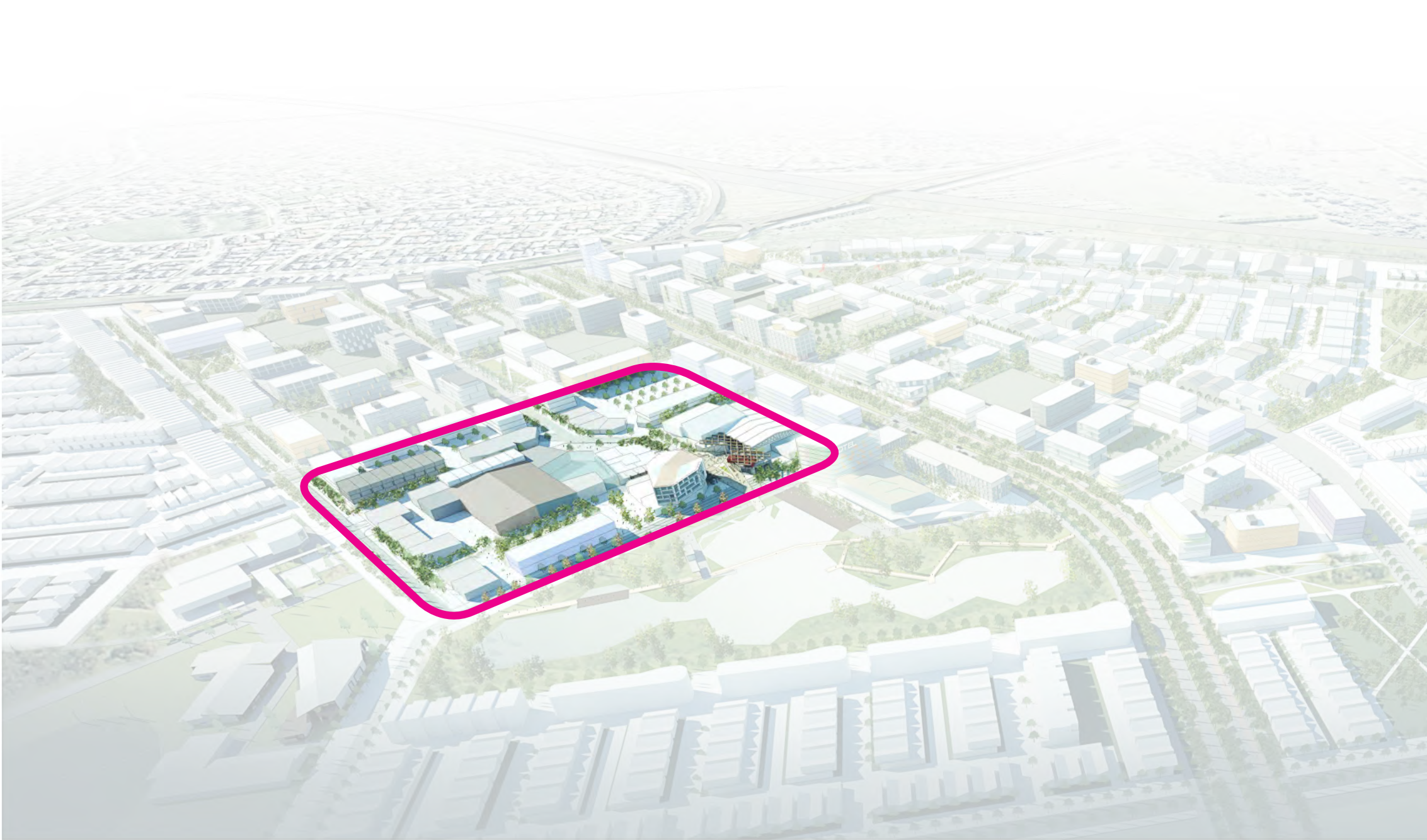
The design of the urban square centre reflects traditional design principles, with four activated streets intersecting at a central, north-facing public plaza.

A series of landmark buildings, public spaces, and retail and cultural experiences will mark sequential moments in the underlying structure, creating a strong sense of place.

To the north and east, the town centre will connect to significant urban green spaces that will provide important daytime meeting places for the local working population.

The western connection links the urban centre to school and community institutions. The southern street will be a pedestrian-only zone activated and anchored by a fresh food hall and signature retail. This street will provide a landmark connection between the central plaza and the hospitality-oriented interface adjoining the northern edge of the wetland park.

Further afield, visual and physical connections to a hilltop park in the Minta Farm residential development to the south will be maximised via a southwest boulevard.



Precinct 3: Town Centre

Urban Design Principles

Retail Main street

- Compact retail street activated by specialty retail, service businesses and medical uses
- Urban streetscape with street furniture, tree planning and on-street car parking

Civic uses

- Integration between town centre and civic and community facilities
- Community uses bookending eastern end of retail main street

Town Square

- Street based retail core prioritising pedestrian movement
- Food and beverage focus creating a vibrant social hub
- Direct physical and visual connection to Minta Gardens wetland park

Hotel and conference centre

- Strategic site for landmark hotel overlooking wetlands and with high visibility from urban boulevard
- Potential business conference and events spaces with park-side interface and water views

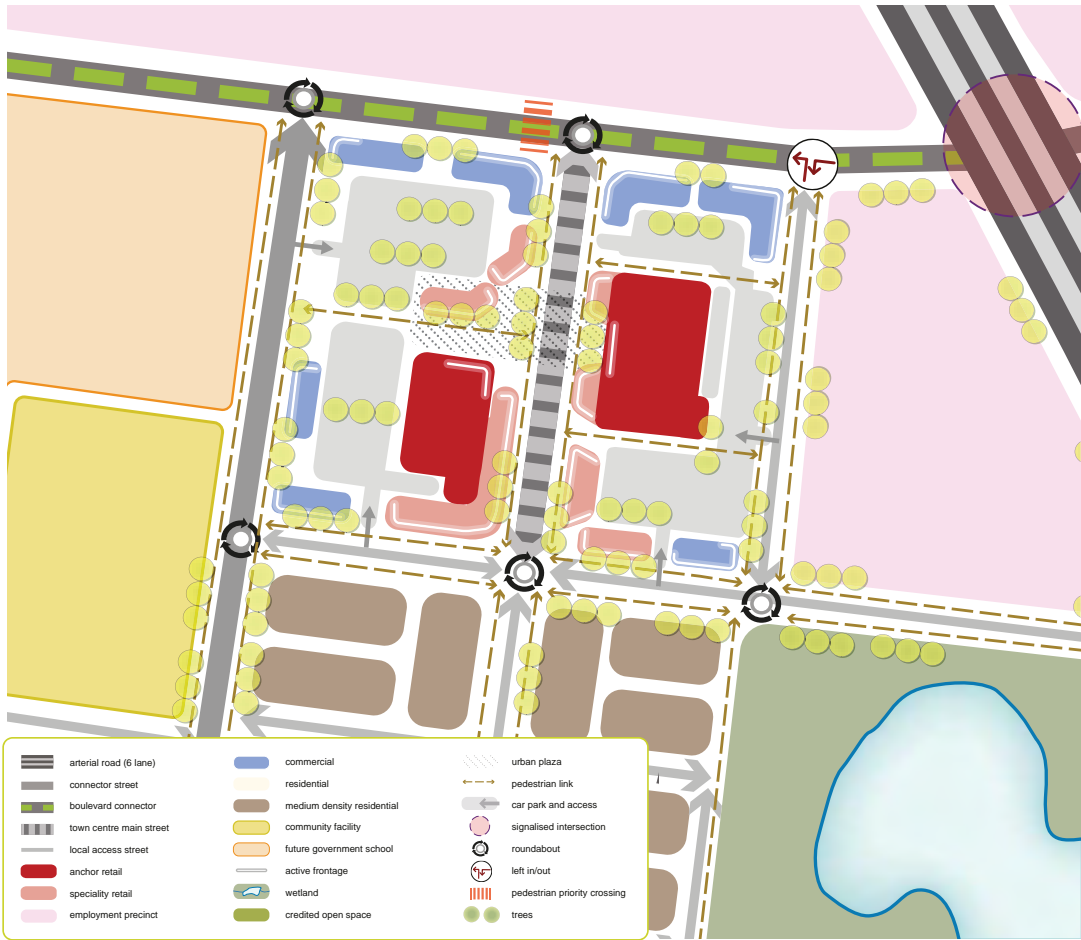


Precinct 3: Town Centre

Comparison to Exhibited PSP

Town Centre

VPA's Exhibited Town Centre



Potential Urban Design Outcomes

- Disconnected from open space and wetlands/amenity
- Car-focused, suburban layout, with large areas of car parking
- Low density development

TMG's Proposed Town Centre



Potential Urban Design Outcomes

- Integrated around open space and wetlands
- People-focused, pedestrian-only plaza
- High density development with active upper level uses and integrated carparking

UGZ Schedule

Exhibited and Alternative Zone Controls

Exhibited Urban Growth Zone

SUB-PRECINCT	APPLIED ZONE	SPECIFIC PROVISIONS
Commercial and Office	Commercial 2 Zone	Supermarket prohibited Restricted Retail requires permit
Innovation, Technology and Business	Commercial 2 Zone	Supermarket prohibited Restricted Retail requires permit
Small Local Enterprise Precinct	Commercial 1 Zone	Supermarket prohibited Accommodation prohibited Retail requires permit
Mixed Use	Mixed Use Zone	Dwelling requires permit if frontage >2m
Local Town Centre	Commercial 1 Zone	Office requires permit if total floor area >2,600m ² Shop requires permit if total floor area > 13,000m ²

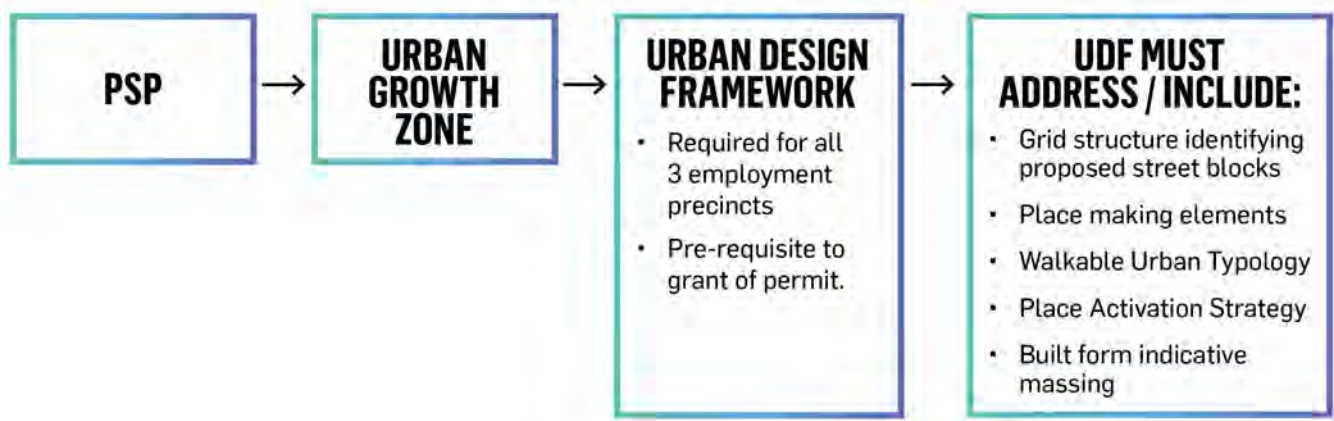
The land use provisions set out in the exhibited UGZ schedule and PSP are overly complex and prescriptive, and are unlikely to realise the strategic ambitions for the employment precinct.

Proposed Urban Growth Zone

SUB-PRECINCT	APPLIED ZONE	SPECIFIC PROVISIONS
Minta City	Commercial 1 Zone	None
Urban Centre	No Applied Provisions	See below
Innovation Quarter	Commercial 2 Zone	None

The alternative UGZ structure is considerably more streamlined and transparent, with fewer precincts, greater clarity around the intended role of each sub-precinct, and a higher level of integrated design thinking required before permit applications can be contemplated (via the requirement for a UDF).

Proposed Urban Growth Zone & Approval Regime



The proposed UGZ schedule, in conjunction with a series of recommended modifications to the PSP and the introduction of a requirement for a comprehensive UDF to be prepared for each precinct within Minta City, establishes the basis of a well considered, sophisticated planning approval regime. The specific benefits of this regime include:

- Establishment of clarity around the desired urban density, amenity and built form outcomes expected within each precinct, which would be reinforced through the PSP and required to be directly addressed in each UDF
- Provision of controlled flexibility in the land use makeup of the employment area, by attaching the required controls of residential use that ensure employment uses predominate
- A strong nexus between the urban densities and built form typologies required in the precinct and the jobs outcomes that can be delivered under this urban model
- Establishment of a clear benchmark regarding the quality of urban environment that is required to attract the jobs of the future.

“Minta City will offer a unique setting that is attractive to ‘next generation’ businesses and workers who are seeking the amenity and synergies offered by a CBD location, but without the Melbourne CBD commute. It’s the best of Melbourne on a Berwick scale.”



Appendix

Proposed Urban Growth Zone Schedule (URBIS)

DD/MM/YYYY
PROPOSED C228

SCHEDULE 14 TO CLAUSE 37.07 URBAN GROWTH ZONE

Shown on the planning scheme map as **UGZ14**.

Minta Farm Precinct Structure Plan

1.0

The Plan

DD/MM/YYYY
Proposed C228

Plan 1 shows the Future Urban Structure proposed in the *Minta Farm Precinct Structure Plan*.

Plan 1 to Schedule 14 to Clause 37.07



2.0 Use and development

DD/MM/YYYY
Proposed C228

2.1 The land

DD/MM/YYYY
Proposed C228

The use and development provisions specified in this schedule apply to the land within the 'precinct boundary' on Plan 1 and shown as UGZ14 on the planning scheme maps. This schedule must be read in conjunction with the *Minta Farm Precinct Structure Plan*.

Note: If land shown on Plan 1 is not zoned UGZ, the provisions of this zone do not apply.

2.2 Applied zone provisions

DD/MM/YYYY
Proposed C228

The provisions of the following zones in this scheme apply to the use and subdivision of land, the construction of a building and the construction or carrying out of works, by reference to Plan 1 of this schedule.

Table 1: Applied zone provisions

Residential on a lot wholly within a walkable catchment	Clause 32.07 – Residential Growth Zone
Town Centre	Clause 34.01 – Commercial 1 Zone
Urban Core	No applied zone provisions (refer Table 2)
Innovation Quarter	Clause 34.02 – Commercial 2 Zone
All other residential land	Clause 32.08 – General Residential Zone
North-south arterial road	Clause 36.04 – Road Zone Category 1

2.3 Specific Provision – Use of land

DD/MM/YYYY
Proposed C228

Use of land for a Shop

A permit is required to use land for a Shop where the applied zone is Commercial 1 Zone if the combined leasable floor area of all shops exceeds:

- 13,000 square metres for land shown as Town Centre in the incorporated *Minta Farm Precinct Structure Plan*.

Use of land for an Office

A permit is required to use land for an office where the applied zone is Commercial 1 Zone if the combined leasable floor area of all office space exceeds:

- 2,600 square metres for land shown as Town Centre in the incorporated *Minta Farm Precinct Structure Plan*.

Use of land for a Primary school

A permit is not required to use land for a Primary school on land shown as future government primary school in the *Minta Farm Precinct Structure Plan*.

Table 2 –Specific Provisions for Urban Core Precinct

Section 1 - Permit not required

Use	Condition
Food and drink premises	
Informal outdoor recreation	
Mail Centre	
Museum	
Office	
Postal Agency	
Railway	
Shop (other than Adult sex bookshop, Restricted retail and Supermarket)	<p>Must adjoin, or be on the same land as, a supermarket when the use commences.</p> <p>The combined leasable floor area for all shop adjoining or on the same land as the supermarket must not exceed 500 square metres.</p> <p>The site must adjoin, or have access to, a road in a Road Zone.</p>
Supermarket	<p>The leasable floor area must not exceed 1800 square metres.</p> <p>The site must adjoin, or have access to, a road in a Road Zone.</p>

Section 2 – Permit required

Use	Condition
Agriculture (other than apiculture and intensive animal husbandry)	
Child care centre	
Dwelling	<p>Must not comprise more than 20% of the area of the lot or street block as defined on any approved Urban Design Framework for the Urban Centre precinct.</p> <p>Must adjoin, or be on the same land as, a commercial or office use when the dwelling use commences.</p>
Industry (other than Materials Recycling and Transfer Station) except Car wash, Refuse disposal Research and development centre, Rural industry and Transfer station) where the Section 1 condition is not met	<p>Must not be a purpose shown with a Note 1 or Note 2 in the table to Clause 52.10.</p> <p>The land must be at least the following distances from land (not a road) which is in an applied Residential Zone, Commercial 1 Zone, land used for a hospital or education centre, or land in a Public Acquisition Overlay to be acquired for a hospital or education centre:</p> <ul style="list-style-type: none"> • The threshold distance for a purpose listed in the table to Clause 52.10 • 30 metres, for a purpose not listed in the table to Clause 52.10. <p>Must not be a purpose listed in the table to Clause 52.10.</p>

Use	Condition
Leisure and recreation (other than Informal outdoor recreation and Motor racing track)	
Medical Centre	
Place of assembly	
Residential Hotel	
Retail premises (other than Adult sex bookshop, Food and drink premises, Postal Agency)	
Tavern	
Utility Installation	
Warehouse	
Any other use not in Section 1 or 3	

Section 3 – Prohibited

Use
Accommodation (other than Dwelling and Residential Hotel)
Adult sex bookshop
Brothel
Camping and caravan park
Corrective institution
Intensive animal husbandry
Motor racing track
Refuse disposal
Transfer Station

2.4

DD/MM/YYYY
Proposed C228

Specific provisions - Subdivision

Construction of the north-south arterial road

A planning permit must not be issued for any subdivision that results in a combined total of more than 1,000 residential lots in the incorporated *Minta Farm Precinct Structure Plan* area, until:

- Interim construction of the north-south arterial road is completed between the Beaconsfield interchange (north) and Grices Road (south); and
- All land required for ultimate carriageway of the north-south arterial road within the precinct is vested in the relevant public authority.

Unless an agreement to implement these matters is entered into under Section 173 of the Act with the responsible authority.

2.5

DD/MM/YYYY
Proposed C228

Specific provision – Buildings and works

Dwellings on a lot less than 300 square metres

A permit is not required to construct or extend one dwelling on a lot with an area less than 300 square metres where a site is identified as a lot to be assessed against the Small Lot Housing Code via a restriction on title, and it complies with the *Small Lot Housing Code*, incorporated into the Casey Planning Scheme.

Urban Design Framework

Except with the consent of the responsible authority and the Victorian Planning Authority, a permit must not be granted to use or subdivide land, or construct a building and carry out works on land identified as ‘Urban Core Precinct’ ‘Innovation Quarter sub-precinct’ or ‘Town Centre Precinct’ on Plan 3 in the incorporated *Minta Farm Precinct Structure Plan*, until an urban design framework for the relevant sub-precinct has been prepared to the satisfaction of the responsible authority and the Victorian Planning Authority.

An urban design framework approved under this schedule must be generally in accordance with the precinct structure plan applying to the land.

The Urban Design Framework may be prepared in stages for each sub precinct. The Urban Design Framework must address the following:-

- A response to Plan 3 – Future Urban Structure
- A response to Plan 6 – Town Centres and Employment
- The proposed urban structure for the precinct, identifying the hierarchy of local streets based on an urban grid street network, pedestrian, cycle and transit networks, public realm and open space, and superlots for urban development;
- An urban grid street network that identifies connectivity within the precinct and with adjacent employment precincts;
- Place-making elements, character precincts and destinations within each employment precinct including a hierarchy of public spaces that provide opportunities for social interaction;
- Measures to prioritise pedestrians along and across the main streets, and provide a continuous path of travel for pedestrians and cyclists to key destinations;
- A Place Activation Strategy;
- Locations of public transport services, including bus stops;
- A diversity of sizes and types of commercial tenancies;
- Locations for higher density housing within the Minta City and Urban Centre precincts, and its design;
- Design of all interfaces to surrounding employment, town centre and residential precincts;
- Creation of views to public open space, waterways and civic spaces;
- A public space plan 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;
- Location and design of active uses, signage and treatment of ground floor windows;
- Visual interest at the pedestrian scale with active and activated façade treatments, avoiding long expanses of unarticulated façade treatments; and
- Requirements for a variety of building materials and form.

An application for use and/or development on land identified as ‘Urban Core Precinct’ ‘Innovation Quarter sub-precinct’ or ‘Town Centre Precinct’ on Plan 3 in the incorporated *Minta Farm Precinct Structure Plan* must be consistent with any urban design framework approved under this schedule.

A permit may be granted to subdivide land or to construct a building or construct and carry out works prior to the approval of an urban design framework for the relevant area if, in the opinion of the responsible authority, the permit is consistent with the requirements for the urban design framework and the permit implements the objectives in the *Minta Farm Precinct Structure Plan*.

The responsible authority may allow an urban design framework to be prepared in stages.

The urban design framework may be amended to the satisfaction of the responsible authority and the Victorian Planning Authority.

2.6 Specific provision – Referral of Applications

DD/MM/YYYY
Proposed C228

Town Centre

An application to subdivide land, or construct a building or carry out works (where the value of those works is in excess of \$500,000) on land in the Town Centre Precinct shown in Plan 1 of this schedule must be referred in accordance with section 55 of the *Planning and Environment Act 1987* to the Victorian Planning Authority.

3.0 Application requirements

DD/MM/YYYY
Proposed C228

The following application requirements apply to an application for a permit under Clause 37.07, in addition to those specified in Clause 37.07 and elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority. If in the opinion of the responsible authority an application requirement listed below is not relevant to the assessment of an application, the responsible authority may waive or reduce the requirement.

Subdivision – Residential development

In addition to any requirement in 56.01-2, a subdivision design response must include:

- 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 population and dwelling yields;
- A demonstration of how the property will contribute to the achievement of the residential density outcomes in the *Minta Farm Precinct Structure Plan* applying to the land;
- A demonstration of lot size diversity by including a colour-coded lot size plan, reflecting the lot size categories and colours outlined in *Table 2 – Lot Size and Indicative Housing Type* in the *Minta Farm Precinct Structure Plan*;
- 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 Precinct Structure Plan*.
- 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;
- An assessment, prepared by a suitably qualified professional, of the existing surface and subsurface drainage conditions on the site, including any potential impacts on the proposed development. The assessment must include any measures required to mitigate the impacts of the development on groundwater and drainage;
- A demonstration of how the subdivision will contribute to the delivery of a diversity of housing;
- An arboricultural report identifying all trees on the site and a tree retention plan identifying how the application responds to *Plan 8 – Native Vegetation Retention and Removal* and any tree protection requirements and guidelines in the *Minta Farm Precinct Structure Plan*;
- Potential bus route and bus stop locations prepared in consultation with Public Transport Victoria;
- Subdivision and Housing Design Guidelines, prepared to satisfaction of the responsible authority, which demonstrates how the proposal responds to and achieves the objectives and planning and design requirements and guidelines within the “Image, Character, Housing and Heritage” section of the *Minta Farm Precinct Structure Plan* incorporated into this scheme;
- Where relevant, demonstration of how the subdivision will respond sensitively to the heritage significance of the Myer House (Heritage Overlay - HO209) and its surrounding area.
- A Site Management Plan that addresses bushfire risk during, and where necessary, after construction which is approved by the Country Fire Authority. The plan must specify, amongst other things:
 - The staging of development and the likely bushfire risks at each stage;

- 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;
- The land management measures to be undertaken by the developer to reduce the risk from fire within any surrounding rural or undeveloped landscape to protect residents and property from the threat of grassfire and bushfire; and
- How adequate opportunities for access and egress will be provided for early residents, construction workers and emergency vehicles.

Town Centre

An application to use, subdivide land, construct a building or construct or carry out works for a Local Town Centre must also include the following information, as appropriate, to the satisfaction of the responsible authority:

- A design response report and plans that:
 - Address the Local Town Centre requirements, the Local Town Centre Guidelines and the relevant Local Town Centre Concept Plan in the *Minta Farm Precinct Structure Plan*;
 - Address any relevant design guidelines prepared by the Victorian Government or Casey City Council;
 - Demonstrate how the proposal relates to existing or approved development in the area;
 - Demonstrate site responsive architecture and urban design;
 - Demonstrate how the proposal will contribute to the urban character of the Local Town Centre;
 - Explain how the proposal responds to feedback received following consultation with relevant infrastructure agencies such as the Department of Transport;
 - Include environmental sustainability initiatives including integrated water management and energy conservation;
 - Include provisions for car parking including the location and design of car parking areas and car parking rates for proposed uses within the centre;
 - Address the provision of advertising signs;
 - Include arrangements for the provision of service areas and for deliveries and waste disposal including access for larger vehicles and measures to minimise the impact on the amenity of the centre and adjoining neighbourhoods; and
 - Demonstrate how opportunities for medium and higher density housing and future commercial expansion can be incorporated into the centre (including on future upper levels and through future car park redevelopments).
- An overall landscape concept/master plan for the centre including a design of the urban plaza.

Public Infrastructure Plan

An application for subdivision and/or use and development of land must be accompanied by a Public Infrastructure Plan which addresses the following:

- What land may be affected or required for the provision of infrastructure works;
- The provision, staging and timing of road works internal and external to the land consistent with any relevant traffic report or assessment;
- What, if any, infrastructure set out in the development contributions plan (or infrastructure contributions plan) applying to the land is sought to be provided as "works in lieu" subject to the consent of the collecting agency;
- The provision of public open space and land for any community facilities; and

Any other matter relevant to the provision of public infrastructure required by the responsible authority.

Traffic Impact Assessment

An application that proposes to create or change access to a primary or secondary arterial road must be accompanied by a Traffic Impact Assessment Report (TIAR). The TIAR, including functional layout plans and a feasibility and/or concept road safety audit, must be to the satisfaction of VicRoads or Casey City Council, as required.

Subdivide, Use or Develop Land for a Sensitive Use – Environmental Site Assessment

An application to subdivide land or use or develop land for a sensitive use (residential use, child care centre, pre-school centre or primary school) must be accompanied by an Environmental Site Assessment of the land prepared by a suitably qualified environmental professional to the satisfaction of the responsible authority, which takes account of the report titled 'Stage 1 and 2 – Desktop Environmental, Hydrogeological and Geotechnical Assessment (SKM, 17 February 2011)' and includes the following information:

- Further detailed assessment of potential contaminants on the relevant land;
- Clear advice on whether the environmental condition of the land is suitable for the proposed use/s and whether an environmental audit of all, or part, of the land is recommended having regard to the *Potentially Contaminated Land General Practice Note June 2005, DSE*;
- Further detailed assessment of surface and subsurface water conditions and geotechnical characteristics on the relevant land and the potential impacts on the proposed development including any measures required to mitigate the impacts of groundwater conditions and geology on the development and the impact of the development on surface and subsurface water; and
- Recommended remediation actions for any potentially contaminated land.

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Conditions and Requirements for Permits

Condition – Subdivision permits that allow the creation of a lot less than 300 square metres

- Any permit for subdivision that allows the creation of a lot less than 300 square metres must contain the following conditions:
 - Prior to the certification of the plan of subdivision for the relevant stage, a plan must be submitted for approval to the satisfaction of the responsible authority. The plan must identify the lots that will include a restriction on title allowing the use of the provisions of the *Small Lot Housing Code*, into the Casey Planning Scheme; and
 - The plan of subdivision submitted for certification must identify whether type A or type B of the *Small Lot Housing Code* applies to each lot to the satisfaction of the responsible authority.

Condition – Subdivision and Housing Design Guidelines

The specific built form requirements arising out of the design guidelines prepared as part of the application for subdivision for lots adjacent to the eastern boundary of the precinct must be implemented via a restriction on title or any other alternative deemed satisfactory by the responsible authority.

Conditions – Biodiversity and Threatened Species

Any permit for subdivision must contain the following conditions:

Salvage and translocation

The Salvage and Translocation Protocol for Melbourne's Growth Corridors (Department of Environment and Primary Industries, 2014) must be implemented in the carrying out of development to the satisfaction of the Secretary to the Department of Environment, Land Water and Planning.

Protection of conservation areas and native vegetation during construction

A permit granted to subdivide land or a permit granted to construct a building or carry out works, where the *Minta Farm Precinct Structure Plan* shows the land, or abutting land, within the conservation area or containing a patch of native vegetation or a scattered tree must contain the following conditions:

- Prior to the commencement of works in or around a conservation area, scattered native tree or patch of native vegetation, the developer of the land must erect a protective fence that is:
 - Highly visible;
 - At least 2 metres in height;
 - Sturdy and strong enough to withstand knocks from construction vehicles;
 - Kept in place for the whole period of construction; and
 - Located the following minimum distance from the element to be protected:

ELEMENT	MINIMUM DISTANCE FROM ELEMENT
Conservation area	2 metres from the edge of the area
Scattered tree	Twice the distance between the tree trunk and the edge of the tree canopy
Patch of native vegetation	2 metres from the edge of the patch

- Construction stockpiles, fill, machinery, excavation and works or other activities associated with the buildings or works must:
 - Be located not less than 15 metres from a waterway;
 - Be located outside the required protective fence;
 - Be constructed and designed to ensure that the conservation area, scattered tree or patches of native vegetation are protected from adverse impacts during construction; and
 - Not be undertaken if the qualified ecologist or arborist who is familiar with the requirements of the incorporated *Minta Farm Precinct Structure Plan* is of the opinion that the various activities presents a risk to any vegetation within a conservation reserve.

Conditions – Land Management Co-operative Agreement

A permit to subdivide land shown to be in a conservation area in the *Minta Farm Precinct Structure Plan* must ensure that, before the commencement of works for the final stage of the subdivision, the owner of the land:

- Enters into an agreement with the Secretary to the Department of Environment, Land, Water and Planning under section 69 of the *Conservation Forests and Lands Act 1987*, which:
 - Must provide for the conservation and management of that part of the land shown as a conservation area in the *Minta Farm Precinct Structure Plan*; and
 - May include any matter that such an agreement may contain under the *Conservation Forests and Lands Act 1987*.
- Makes application to the Registrar of Titles to register the agreement on the title to the land.

- Pays the reasonable costs of the Secretary to the Department of Environment, Land, Water and Planning in the preparation, execution and registration of the agreement.

The requirement for a Land Management Co-operative Agreement in this condition does not apply to land or any lot or part of a lot within a conservation area identified in the Minta Farm Precinct Structure Plan that is:

- Identified the *Minta Farm Precinct Structure Plan* as public open space and is vested, or will be vested, in the council as a reserve for the purposes of public open space; or
- Identified in the *Minta Farm Precinct Structure Plan* as a drainage reserve and is vested, or will be vested, in Melbourne Water Corporation or the council as a drainage reserve; or
- The subject of an agreement with the Secretary to the Department of Environment, Land, Water and Planning to transfer or gift that land to:
 - The Secretary to the Department of Environment, Land, Water and Planning;
 - The Minister for Environment and Climate Change; or
 - Another statutory authority.

All to the satisfaction of the Secretary to the Department of Environment, Land, Water and Planning.

Condition – Public transport

Unless otherwise agreed by Public Transport Victoria, prior to the issue of Statement of Compliance for any subdivision stage, bus stop hard stands with direct and safe pedestrian access to a pedestrian path must be constructed:

- In accordance with the *Public Transport Guidelines for Land Use and Development*; and compliant with the *Disability Discrimination Act – Disability Standards for Accessible Public Transport 2002*.
- At locations approved by Public Transport Victoria, at no cost to Public Transport Victoria, and to the satisfaction of Public Transport Victoria.

Conditions – Subdivision or buildings and works permits where land is required for community facilities, public open space or road widening

The costs associated with effecting the transfer or vesting of land required for community facilities, public open space or road widening must be borne by permit holder.

- Land required for community facilities, public open space or road widening must be transferred to or vested in the relevant public agency with any designation (e.g. road, reserve or lot) nominated by the relevant agency.

Condition – Road network

Any permit for subdivision or buildings and works must contain the following conditions:

- Prior to the certification of a plan of subdivision, the plan of subdivision must show the land affected by the widening of the road reserve which is required to provide road widening and/or right of way flaring for the ultimate design of any adjacent intersection.
- Land required for road widening, including right of way flaring for the ultimate design of any intersection within an existing or proposed local road, must be transferred to or vested in Council at no cost to the acquiring agency unless funded by the *Minta Farm Infrastructure Contributions Plan*.

Condition – Precinct Infrastructure Plan

Any permit for subdivision must contain the following condition:

- Prior to the certification of a plan of subdivision or at such other time which is agreed between Council and the owner, if required by the responsible authority or the owner, the owner must enter into an agreement or agreements under section 173 of the *Planning and Environment Act 1987* which provides for:
 - The implementation of the Public Infrastructure Plan approved under this permit.
 - The timing of any payments to be made to a person in respect of any infrastructure project having regard to the availability of funds in the *Minta Farm Infrastructure Contributions Plan*.

Condition – Use or Develop Land for a Sensitive Use

Before a plan of subdivision is certified under the *Subdivision Act 1988*, the recommendations of the Phase 2 Environmental Site Assessment submitted must be carried out to the satisfaction of the responsible authority.

Upon receipt of the further testing report the owner must comply with any further requirements made by the responsible authority after having regard to the guidance set out in the General Practice Note on *Potentially Contaminated Land June 2005 (DSE)*. The plan of subdivision must not be certified until the responsible authority is satisfied that the land is suitable for the intended use.

Requirement – Management of bushfire risk during subdivisational works

A permit for subdivision that contains a condition requiring a construction management or site management plan must ensure that the relevant plan addresses any potential bushfire risks arising from the land during construction and must include a statement from a suitably qualified professional that the proposed bushfire risk management measures are appropriate.

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Exemption from Notice and Review

None specified.

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Decision Guidelines

None specified.

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Advertising Signs

The advertising sign category for this land is the category specified in the zone applied to the land at Clause 2.2 of this schedule.

Land and home sales signs

Despite the provisions of Clause 52.05, signs promoting the sale of land or homes on the land (or on adjoining land in the same ownership) may be displayed without a permit provided:

- The advertisement area for each sign does not exceed 10 square metres;
- Only one sign is displayed per road frontage. Where the property has a road frontage of more than 150 metres, multiple signs may be erected provided there is a minimum of 150 metres distance between each sign, with a total of not more than 4 signs per frontage;
- The sign is not animated, scrolling, electronic or internally illuminated sign;
- The sign is not displayed longer than 21 days after the sale (not settlement) of the last lot; and
- The sign is setback a minimum of 750 millimetres from the property boundary.

A permit may be granted to display a sign promoting the sale of land or homes on the land (or on adjoining land in the same ownership) with an area greater than 10 square metres.

If the sign does not meet all of the requirements listed above, it must comply with the provisions of Clause 52.05.

Education or community promotion signs

Despite the provisions of Clause 52.05, a permit may be granted, for a period of not more than 5 years, to display an advertising sign greater than 2 square metres in area that promotes a community facility or education centre on the land identified as community facilities, potential government school, potential non-government school and credited open space on Plan 1 of this schedule.