

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
Submission 32 - Guenther Haberle					
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	<p>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.</p>	Unresolved
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	<p>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.</p>	Decision pending

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
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	<p>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.</p> <p>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.</p>	Land Use	Disagree	<p>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.</p> <p>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.</p> <p>Similarly, the proposed location for Mixed-Use buildings aims to provide an appropriate transition between employment uses and residential uses.</p>	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
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

Item No.	Submission	Sub-Category	VPA Response	VPA Comments	Status
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	Rezoning part of the PSP area from UGZ to RCZ brings with it possible if not future complications, i.e. if rezoning is done, - then applying Schedule 6 to the Environmental Significance Overlay (ESO6), and - inserting Schedule 2 to the Incorporated Plan Overlay (IPO2) into the Casey Planning Scheme means - "ENVIRONMENTAL SIGNIFICANCE OVERLAY No permit is required to remove, destroy or lop vegetation to the minimum extent necessary if any of the following apply: Greenhouse gas sequestration 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 Mineral Exploration The vegetation is to be removed, destroyed or lopped to enable the carrying out of Mineral exploration. Mineral extraction 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"	Planning Scheme Ordinance	Noted	The amendment does the following: <ul style="list-style-type: none"> • 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; • Apply Schedule 6 to the Environmental Significance Overlay (ESO6) to the land zoned as RCZ; • Insert Schedule 2 to the Incorporated Plan Overlay (IPO2) into the Casey Planning Scheme and apply it to the land zoned as RCZ. <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