

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 18 -Raymond Micallef (Resident)					
18.01	Questions the need for a shared path and a dedicated on-road bike lane as shown in the Secondary Arterial Road concept plan. Recommends wider landscaping strip along property boundary to promote vegetation screening.	Roads & Transport	Noted	Noted. Planning for the PSP has applied the existing O'Shea Road Concept Plan prepared on behalf of VicRoads. This is outside the scope of the amendment to address. This submission has been passed on to Transport for Victoria to consider. Once funding is secured for this road, VicRoads will undertake a detailed design phase and will notify adjacent landowners. Stakeholders will have an opportunity to make a submission on the concept plan and design prior to construction.	Comment only or no viable resolution through Amendment
18.02	Opposes the mixed-use precinct as the proposed building height of up to 3 storeys is inconsistent with the surrounding established neighbourhood character (of up to two storeys). Considers two storeys appropriate.	Land Use	Disagree	Noted. This change is not supported. Strategic policy documents have earmarked this site for business and residential uses since 2002. The PSP delivers on government directions to provide for employment opportunities at this location. The PSP land use structure has sought to provide for employment uses along key road frontages. The proposed 3 storey building height for the Mixed-Use sub precinct allows a transition between the residential use area (to the west) and the Office and Commercial sub-precinct and Town Centre (2 to 6 storeys). Building footprints of the Mixed Use area and Office and Commercial sub-precinct from the boundaries of properties along Nixon Drive will be in excess of 40 meters from the back fences of properties along Nixon Drive with the proposed O'Shea Road extension residing between the two areas. This is considered a reasonable distance to minimise direct adjacent impact of a three storey building height. The three storey building height is considered an appropriate height to support residential and ground floor employment uses. The PSP also includes a requirement for the upper level setback of at least 3 meters above a first storey to manage visual bulk.	Unresolved
18.03	Proposes to have the (2- 3 storey) Mixed-Use sub precinct in place of the (1-2 storey) Innovation and Technology Business sub precinct where there is a greater setback from existing residential areas.	Land Use	Disagree	Noted. This change is not supported. The proposed location of sub-precincts within the PSP aims to avoid potential land-use conflicts with incompatible uses by focusing: <ul style="list-style-type: none"> - Technology and innovation uses predominantly at the edge of Princes Freeway interchange to support business needs such as light-manufacturing, research and development. - Mixed-uses abutting residential areas with office and commercial/residential uses at ground level - Local services abutting residential areas - Commercial uses adjacent to the Town Centre along the North-South Arterial Road As per Town Centre Design guidelines, medium and high density housing is encouraged in and around the Town Centre for passive surveillance and contributions to the life, economic viability and amenity of the centre.	Unresolved
18.04	Expresses concern that having ground floor offices fronting the O'Shea Road extension in the Mixed-Use sub precinct is inadequate to creating an active frontage. Proposes to have shops rather than offices provided at ground level.	Land Use	Agree in partial	Clause 32.04 of the Casey Planning Scheme details the permitted uses within the Mixed Use sub precinct applied zone provision. The ground level uses within in the Mixed-Use sub precinct is not limited to office-uses, including Food and drink premises, medical centres and shops etc. The PSP aims to provide a flexible employment area which, will allow a variety of spaces and sizes to suit business needs within the area. Office businesses, restaurants/cafes, local services and retail type businesses are able to occupy the ground floor.	Resolved
18.05	Is concerned that the Mixed-Use sub precinct will consist industrial uses.	Land Use	Noted	Clause 32.04 of the Casey Planning Scheme details the permitted uses within the Mixed Use sub precinct applied zone provision. Industrial uses are not permitted.	Resolved

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18.06	Opposes the Commercial and Office sub-precinct as the proposed building height of up to 6 storeys is excessive and inconsistent with the surrounding established neighbourhood character.	Land Use	Disagree	<p>Noted. As per PSP guidelines, multi-storey development is encouraged in town centres and employment areas. The Minta Farm area has been identified as a location for employment activities for many years since the City of Casey's C21 'A Vision for Our Future' report (2002). Economic reports from the strategy have indicated that the Minta Farm PSP area is capable of providing an average of 10,000 jobs (minimum of 8,575 jobs and maximum of 13,575 jobs). The proposed building height of 2 to 6 storeys will create a job density which, will meet this objective whilst creating opportunities for local employment within the South East Corridor and the Casey-Cardinia area. A reduction to the proposed building height will significantly lower the capacity to achieve the ultimate employment target. The proposed building heights are supported by the City of Casey. The estimated job densities and employment land allocation is supported by the Department of Economic Development Jobs Transport and Resources (DEDJTR).</p> <p>As shown in Plan 3 - Future Urban Structure, the location of the employment hub and the Commercial and Office sub-precinct is deemed to be appropriate as it is located away from existing residential areas in the north-eastern area of the precinct adjacent to the freeway and Cardinia Creek corridor. The proposed 6 storey building height will:</p> <ul style="list-style-type: none"> -Define the commercial core along the North-South arterial. -Sleeve the Innovation and Technology Business precinct. -Provide a continuous built form along the North-South arterial which, will stimulate activity within the sub-precinct. - Assist in creating an active Town Centre with the concentration of jobs and services nearby the Town Centre, school and Community Facility. <p>The transition from employment to residential uses is managed through the co-location of Mixed-Use, Town Centre, Open Space, roads and their respective design guidelines and principles in relation to its interface with residential areas.</p> <p>We are reviewing existing Requirements and Guidelines to ensure they appropriately address built form massing at this location. Propose to include a requirement for buildings along O'Shea Road to provide an appropriate interface to residential areas. New general employment requirement:</p> <p>"Buildings adjacent to O'Shea Road must have:</p> <ul style="list-style-type: none"> - upper level setbacks of at least 3 metres above a second storey (to manage visual bulk and provide an appropriate interface to residential areas), as illustrated in Plan 6. - 4 metre minimum setbacks to O'Shea Road (to allow landscaping to soften building edges and provide a vegetation landscape character)." 	Unresolved
18.07	Proposes to swap building heights for the Commercial and Office-Sub Precinct with the Innovation and Technology Business sub-precinct as the location of the Innovation and Technology Business sub-precinct is more suitable for medium-high built form due its proximity to the Monash Freeway, is consistent with other multi-level developments near the freeway and is further away from existing residential areas.	Land Use	Disagree	<p>Noted. This change is not supported. The Innovation and Technology Business sub-precinct is proposed to sit in the north-eastern area of the PSP due to its interface with the freeway and distance from existing and proposed residential uses. The sub precinct is expected to accommodate technology focused businesses such as business incubators, research and development as well as light manufacturing. These businesses will require a larger building footprint in comparison to businesses within the Commercial and Office sub-precinct. The proposed swap in maximum building height from 2 to 6 storeys is not appropriate due to the nature and operations of the intended future business uses.</p> <p>The building height for the Commercial and Office sub-precinct aims to maximise the exposure to the North-South Arterial Roads and concentrate office type jobs, retail and services around the Town Centre.</p>	Unresolved
18.08	Proposes to create a pedestrian link from the eastern of Macreadie Drive to the O'Shea Road extension and North-South Arterial Road, leading to the Town Centre.	Roads & Transport	Agree in partial	<p>Noted. Generally supported. Access at this location will be addressed as part of the detailed design for the O'Shea Road extension by VicRoads. This comment is outside of the scope of the Amendment to address.</p>	Comment only or no viable resolution through Amendment
18.09	Is unclear if the Wordsworth Drive will be extended south to run along the eastern side of the mixed-use precinct.	Roads & Transport	Noted	<p>The concept plan for the O'Shea Road extension in the Traffic Works (2017) Concept Designs shows that Wordsworth Drive will not extend south into the Minta Farm PSP area. Access to the Town Centre from Wordsworth Drive will require a left turn onto the O'Shea Road extension and right turn through the North-South Arterial road.</p>	Resolved
18.10	Proposes to provide pedestrian access from Wordsworth Drive and O'Shea Road intersection to the proposed government school, commercial office and employment purposes.	Roads & Transport	Agree	<p>Shown in Plan 10 - Street Network of the PSP, there is a proposed pedestrian signal at the Wordsworth Drive and O'Shea Road intersection to facilitate pedestrian movement to the proposed Town Centre.</p>	Resolved

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18.11	Expresses concern that there is insufficient demand for office/commercial to justify half of the Minta Farm PSP being devoted to non-residential uses.	Land Use	Noted	Noted. The Minta Farm PSP provides for 68 hectares of employment capable land plus 4.6 hectares for the Local Town Centre and Convenience Centre (73.4 total) and 141 hectares of residential uses. Work is being undertaken to further test the capacity of the employment land to achieve the desired job targets and provide guidance on the timing and staging of employment uses. The proposed employment land is expected to fully develop over the long term. The demand for employment is expected to increase as the population grows and the Minta Farm as well as the surrounding PSP areas (Clyde North, Cranbourne, Thompsons Road, Pound Road and Officer) develop.	Decision pending
18.12	Expresses concern that the planned Officer South Employment PSP will compete with the Minta Farm employment area.	Land Use	Noted	Noted. As above. The employment precinct is envisaged to be an attractive employment area and is planned to comprise sub-precincts including: commercial/office, innovative technology, small local enterprises, mixed use and a town centre. Unlike the Minta Farm employment area, nearby planned employment areas such as Pakenham South, Officer South Employment Precinct, Dandenong South expansion and Cranbourne West are expected to accommodate commercial, industrial and logistic type industries. The employment business precinct in Minta Farm will compliment, instead of competing with the Officer South Employment area as it is proposed to cater for a greater share of knowledge based employment.	Decision pending
18.13	Objects the proposed employment area on the basis that there is an over supply of commercial/employment land, particularly in central Dandenong. If Dandenong is struggling to fill vacant commercial office space, how can there be a demand for so much commercial/office floor space in Minta Farm.	Land Use	Noted	Noted. As above. Currently, the City of Casey has an employment self-containment of 23%. This figure indicates that 23% of residents works and lives within the City of Casey. The proposed employment precinct seeks to address the local employment deficit within the Casey-Cardinia Corridor and create opportunities for long term local employment. Based on the population projections between 2010 to 2031, 105,000 new jobs will be required to serve the needs of the growing population and provide a high standard of employment self-sufficiency. If the proposed employment precinct was to be residential, opportunity for increased local employment will be permanently lost as it is highly unlikely for residential land to be rezoned to employment land.	Decision pending
18.14	Opposes the proposed employment area given that the City of Casey is developing its own commercial/office precinct at Victor Crescent in Narre Warren which, does not feature any buildings above 3-4 storeys.	Land Use	Noted	<p>Noted. As above.</p> <p>Minta Farm's employment precinct is a part of the South East Growth Corridor (SEGC) plan and was identified by the Casey C21 strategy (2002) by the City of Casey to help create new knowledge-based jobs and address the significant shortfall in employment opportunity in the Casey-Cardinia growth corridor. Minta Farm's strategic location offers the potential to serve as a subregional business service centre driven by:</p> <ul style="list-style-type: none"> - Strong east-west connections via the Princes Freeway to Melbourne CBD, Dandenong and Gippsland. - Improved southern connections via Bells Road to major residential precincts at Clyde. <p>The employment precinct is planned to cater the needs of the community whilst providing opportunity for up to 11,000 local jobs to accommodate population growth within the Casey-Cardinia corridor.</p> <p>The precinct is envisaged to be an attractive employment area and is planned to comprise sub-precincts including: commercial/office, innovative technology, small local enterprises, mixed use and a town centre. Unlike the Minta Farm employment area, nearby planned employment areas such as Pakenham South, Officer Employment Precinct, Dandenong South expansion and Cranbourne West are expected to have a greater focus on commercial, industrial and logistic industries.</p> <p>Please note that additional economic studies are being undertaken which will examine the demand/supply of employment within the Casey-Cardinia area. Casey Council's preliminary economic report includes the assessment of the developing business hub at Victor Crescent. This will be reviewed and considered as part of the Panel process.</p>	Decision pending

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18.15	Expresses concern that the existing road network is unable to cope with growing population, in particular traffic along Soldiers Road.	Traffic	Noted	<p>Noted. Additional traffic assessment is being carried out to provide options for further addressment of congestion issues, including the staging and timing of infrastructure improvements. The proposed future road network is expected to support local and sub-regional vehicular movement by providing an east west and north south connection with the Princes Freeway and Princes Highway.</p> <p>Key road improvements identified include:</p> <ul style="list-style-type: none"> - Extension of O'Shea Road to the Beaconsfield interchange and Princess Freeway - North South Arterial road connection from Grice's Road to O'Shea Road and the Beaconsfield interchange - The truncation of Soldiers Road north of Grices Road - A local connector road network within the precinct that will be bus capable and contain dedicated off road cycle paths linking local destinations. <p>Delivery of the proposed road network will improve connectivity and movement throughout the area. In particular, the North-South Arterial Road and the O'Shea Road extension will provide access the Princes Freeway and Princes Highway. There are a number of other road improvements already identified for the area which are yet to delivered. Some of these projects include:</p> <ul style="list-style-type: none"> - Duplication of Grices Road (Clyde Road to Viewgrand Drive) - Upgrade of Clyde Road/Grices Road intersection - Upgrade of Thompsons Road - Upgrade of Clyde Road/Thompsons Road intersection. <p>In addition, a road widening project is expected along O'Shea Road (from Clyde Road to the Princes Freeway). However, there is no confirmed timing for this upgrade.</p>	Decision pending
18.16	Expresses concern that the lack of a secondary school within the Minta Farm PSP which, will increase traffic in areas of the existing secondary schools.	Traffic	Noted	<p>As per the Department of Education and Training's (DET) provision ratios for secondary schools, one secondary school is required per three primary schools or one per 9,000 dwellings. The Minta Farm PSP proposes to provide 3,000 dwellings which, equates to the provision of less than one secondary school. Given the accessibility of the nearby secondary schools including the planned Clyde North secondary school and the existing private schools (in Clyde North, Beaconsfield and Berwick), no secondary school is expected to be required for the Minta Farm PSP area. This position has been confirmed by DET.</p>	Resolved
18.17	Proposes to widen O'Shea Road between Clyde Road and Soldiers to handle future traffic once the O'Shea Road extension to the Monash Freeway is completed.	Roads & Transport	Noted	<p>Supported. The proposed road widening is not within the Minta Farm PSP area, thus is not subject to change within Amendment C228. However, O'Shea Road's 4 lane treatment is expected to be duplicated between Clyde Road and Soldiers Road sometime in the future.</p>	Resolved