

Pakenham East PSP - Amendment C234

Submitter #	49
Agency	
Contact name	Laurack Pty Ltd
Position title	
TRIM reference	COR/18/1697

No.	LUB Reference	Submission	Is the submission asking for a change?	Topic Category	VPA response	Action on submission	Status
Submission 49 - Laurack P/L							
49.1		The noise barriers along the southern side of the Princess Highway should be included in the ICP.	Yes	ICP	Noise barriers are not an allowable item in the ICP, and therefore cannot be included. Noise barriers are generally included in subdivision works by developers. Awaiting a noise impact assessment report to understand the noise buffer to be included on the plan, and then an appropriate mechanism to trigger the delivery of the noise wall will be considered.	Not agreed to make change. Further discuss trigger once noise impact report has been received.	Not agreed to make change to amendment documentation
49.2		The east-west main boulevard on the south side should be included in the ICP.	Yes	ICP	<p>Table 4 of the Ministerial Direction establishes transport construction supplementary allowable items. It establishes the local or collector roads maybe funded through the ICP if the road is on or adjoins land in fragmented ownership.</p> <p>It is acknowledged that the land on which the connector boulevard is proposed is on land in multiple ownership wholly under the control of Parklea, and does not adjoin to land in fragmented ownership.</p> <p>However the relevant overarching principles of the ICP system (Page 9-10 of the Infrastructure Contributions Guidelines) must be considered when determining items to be funded through the ICP:</p> <ul style="list-style-type: none"> • Infrastructure is essential: The delivery of the boulevard connector is aligned in such a way across existing parcels of sufficient size that it can be delivered in stages and still provide an essential service to the community (i.e. an accessible, permeable street and path network) that meet the requirements established in the PSP relating to transport and movement, housing and infrastructure delivery and staging. • Timely and orderly provision of infrastructure: As stated above, the existing parcels and the alignment of the boulevard connector allow for the delivery of the road in stages that correspond with the development. The necessity of the road and the associated bus service that may be delivered is entirely dependent on the staged development of the PSP. The existing Princes Highway will provide access for the precinct to the wider area and will be available from the first stage of development. • Need and nexus: As stated above the need for the connector boulevard is entirely dependent on the staging of the precinct and can be delivered in stages and still provide an essential service to the community. There is extremely limited nexus between the connector boulevard and the section of the precinct north of the Princes Highway. • Equity: Development which contributes to the need for the connector should pay a fair and reasonable contribution towards its provision. As there is limited nexus between the residential land to the north of the precinct and the connector, for equity reasons, this land should not contribute to the delivery of the connector. The VPA do not agree that the delivery of the boulevard connector through the ICP is consistent with the overarching principles that guide the ICP system. 	Not agreed to make change.	Not agreed to make change to amendment documentation

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49.3		The existing alignment along Canty Lane should be preserved.	No	Roads & Transport	Noted.	No further action required.	Noted
49.4		The proposed delivery of Ryan Road and contribution mechanism needs to consider previous contribution schemes to the north of Canty Lane.	No	ICP	Noted.	No further action required.	Noted
49.5		The land use maps in the PSP should clearly show densities.	Yes	Graphics and mapping	It is the aim of the PSP to generally identify areas where higher densities should be located, however in order to allow flexibility at the time of delivery it is important to not be too prescriptive. The walkable catchment has taken into account the slope of the land to the north, the existing gas transmission city gate etc which guides how to apply residential zoning. This is the standard method the VPA currently takes to densities within PSP's.	Not agreed to make change.	Not agreed to make change to amendment documentation
49.6		Development should not go north of the electricity transmission lines due to cost constraints in developing land north of it.	Yes	PSP boundary	<p>The Urban Growth Boundary was amended in 2012 through the Logical Inclusions Process, which extended the boundary to slightly north of the transmission easement in the northern part of the Pakenham East precinct. This process involved extensive consultation with state departments and agencies, local council, other affected agencies and land owners. Under section 46AE of the Planning and Environment Act, a Planning authority must obtain authorisation from the Minister to alter the urban growth boundary. Therefore, it is out of the scope of this Precinct Structure Plan, or the ability of the VPA, to amend the urban growth boundary.</p> <p>Requirements are placed on future development in the northern area of the precinct(Interface Housing Area 3) to ensure development is lower density and has a more rural character. Subdivision of land in this area must provide:</p> <ul style="list-style-type: none"> - A building envelope to address the ridgeline and electricity line easement - Achieve an average minimum lot size of 2,000m2 - Provide rural fencing that is low scale and visually permeable to facilitate the rural lifestyle character of this area - Maximise side setbacks and create openness between the dwellings; and - where required, a plan to manage steeper sections of land to ensure retaining walls are minimised 	Not agreed to make change.	Not agreed to make change to amendment documentation

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49.7		Bike paths should go along the gas reserve.	Yes	Other	Plan 8 - Public Transport and Path Network, shows that both two-way off-road bicycle paths and off-road shared paths run along the extent of the gas reserve.	No further action required.	No action required
49.8		Review the bus network along Canty Lane & Ryan Road, and review the need for a roundabout on the intersection of Ryan Road and Canty Lane.	Yes	Roads & Transport	It is the VPA recommendation to retain the street network as shown in the exhibited version of the PSP. This will be referred to a traffic expert through the panel process.	Refer to traffic expert.	Further review/discussion
49.9		Open space areas should be a credited land use.	Yes	Open Space	Local sports reserves and local network parks are included as credited open space.	No further action required.	No action required
49.1		Parks on higher topography will be less assessible to families and younger children.	No	Other	Increasing accessibility to parks on higher topography can be successfully achieved with good design. These areas will be more attractive for the community through creating a diversity of active and passive recreation areas. These areas (on top of the ridgeline) are also seen as important landscape features to retain so that the current character of the region is not lost by flattening the landscape. Using the hilltops as parks instead of for built development will allow for better preservation of the landscape rather than inappropriate development.		Not agreed to make change to amendment documentation
49.11		Drainage catchment areas (including Ryan DSS & Dore DSS) should be included in the ICP.	Yes	ICP	Drainage contributions schemes are a separate process to the ICP. Majority of the drainage infrastructure will be state infrastructure, and therefore cannot be included in the ICP. Most scheme works are constructed by developers, and developers who are required to construct scheme works are reimbursed from the contributions received in the scheme.		Not agreed to make change to amendment documentation
49.12		The 1:100 flood level south of Canty Lane may not be dorrectly detailed as the site has had soil placed on top of the land over the past 12 years.	Yes	Drainage	A Drainage Strategy along with a whole of water cycle management assessment was undertaken in the development of the PSP. The drainage assessment looked at how to manage the water quality and flooding within and adjacent to the precinct. The reports consider major drainage, flooding and water quality management issues within (and immediately downstream of) the PSP area. The outcomes of the whole of water cycle assessment have been incorporated into the Integrated Water Management Plan for the PSP. It has been developed to manage a 1 in 100 year flood event, and ensure stormwater quality will meet best practice quality treatment standards prior to discharging into waterways.		Further review/discussion

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49.13		Car parking at the sports reserves should be built to surround the oval in order to ensure more comfortable waiting areas and safer pickup/dropoff.	Yes	Open Space	Council policy specifies that car parking at the sports reserves should be built to surround the oval to meet disability standards and to increase accessibility. The concept plans shown in the PSP are indicative only and provide an idea of the types of facilities that could be provided in the sports reserve. It is not the role of the PSP to provide a concept plan that meets various standards and design specifications, as this will be determined and accommodated at the detailed design stage.		Noted
49.14		The obligation to place power infrastructure underground is unjust as there will be other users of the electricity lines.	Yes	Other	All new electricity supply infrastructure (excluding substations and cables with voltage 66kv or greater) must be provided underground. This is unrelated to service provision and is a positive outcome that has been sought to increase the amenity of the precinct.		Further review/discussion
49.15		Sewers, noise barriers and other utilities should be located in the freeway reserve.	Yes	Other	VicRoads does not allow for these types of infrastructure to be delivered within their road reserves.		Not agreed to make change to amendment documentation