

**Amendment C234 - Pakenham East PSP 1210- Submission summary - Community - 9 May 2018**

**Victorian Planning Authority: consideration of submissions**

No.	LUB Reference	Submission	Topic Category	VPA response	Status
<b>Submission 01 - Don &amp; Kath Jackson (Residents)</b>					
1.01	36.00	Expressed concern over recent vegetation loss in the development site and the demolition of a building proposed to be included in a Heritage Overlay (140 Ryan Road, Pakenham). Wants an interim Vegetation Protection Overlay over the whole site proposed for development.	Vegetation	Noted. To be addressed in submission 8	Not agreed to make change to amendment documentation
<b>Submission 03 - Joanna &amp; Mathew Dipnall</b>					
3.01		Wishes to be kept fully and reasonably informed regarding all aspects of the Pakenham East PSP in a timely matter.	Supports Amendment	Noted.	No action required
<b>Submission 04 - Tina De Pietro (Resident)</b>					
4.01		Expressed concern about increased traffic, pollution and noise on Mount Ararat South Road.	Traffic	Noted. Detailed design stages for along Princes Freeway will include proposed noise mitigation measures. Vehicle movements are anticipated to be at low speeds along Mt Ararat Road South as it is classified local access street level 1. As development is only occurring to the west side of Mt Ararat Road South, it is only anticipated to see a small increase in local traffic.	Noted
4.02		Doesn't want any new roads to connect onto Mount Ararat South Road due to the disruption caused by cars at night at her property at 25 Mount Ararat South Road, Nar Nar Goon.	Traffic	With the increase in urban development on the western side of Mount Ararat South Road, it is essential to have new roads connecting to provide appropriate access for the new community to their homes, services and facilities.	Not agreed to make change to amendment documentation
<b>Submission 05 - Jean-Louis &amp; Cleonice Sauze</b>					
5.1		Concerned about the contradictory nature of Cardinia Shire Council in supporting this amendment. Council previously rejected a rezoning of their property to LDRZ Schedule 3 (which would have allowed a minimum lot size of 0.2 hectares) on urban character grounds.	Out of scope	Noted. It is outside the scope of this amendment to look at any past rezoning that has been undertaken by Cardinia Shire Council. It is the purpose of the amendment to ensure that rezoning in the future leads to positive planning outcomes for the future community.	No action required
5.2		Angry that amendment C209 rezoned numerous properties on Ryan Road & Johanna Court to LDRZ Schedule 3 without consultation, arguing that the reasons against the rezoning of their land are no longer valid.	Out of scope	Noted. It is outside the scope of this amendment to look at and past rezoning that has been undertaken by Cardinia Shire Council. It is the purpose of the amendment to ensure that rezoning in the future leads to positive planning outcomes for the future community.	No action required
5.3		Objects to the Pakenham East PSP on the basis of councils' contradictory nature of supporting the amendment as it will create a completely new urban character only 400 metres away from their property, all while the rezoning of their property was rejected on neighbourhood character grounds.	Out of scope	Noted. It is outside the scope of this amendment to look at and past rezoning that has been undertaken by Cardinia Shire Council. It is the purpose of the amendment to ensure that rezoning in the future leads to positive planning outcomes for the future community.	No action required
<b>Submission 07 - Amanda Adshead (Landowner)</b>					
7.01		Supports the amendment and welcomes planned future amenities such as gas, sewerage, parklands and schools.	Supports Amendment	Noted.	Noted
7.02		Supports the opportunity to develop their parcel of land in the future.	Supports Amendment	Noted.	Noted
<b>Submission 08 - Don &amp; Kath Jackson (Residents)</b>					

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
8.01		Concerned over the small size of lots. Proposes that lots on the east side of Ryan Road be no less than 1000sqm, limited to one home on each lot, and that the parking provision be no less than two cars, or the number of bedrooms plus 1 in order to reduce roadside car parking.	Lot interface	<p>The VPA recognises the need to ensure that future development responds appropriately to the existing character of Ryan Rd and the local neighbourhood, and that a transition between the older and the newer areas should have a positive effect on neighbourhood amenity. The exhibited PSP has employed various mechanisms to ensure future development aligns with the existing character of Ryan Rd, including:</p> <ul style="list-style-type: none"> <li>- must be a single dwelling on a lot</li> <li>- providing a minimum front setback of 6 metres between houses and the road reserve</li> <li>- providing low or visually permeable front fencing</li> <li>- encouraging wider lot frontages</li> <li>- providing a wider road reserve with a 6m+ nature strip on the east side of Ryan Road to allow for the planting of substantial street trees to provide screening between the existing housing and the new houses within the precinct.</li> </ul> <p>In response to submissions, we are reviewing the cross section of Ryan Rd to create a more 'rural' feel. Some of the key attributes we are looking to incorporate are:</p> <ul style="list-style-type: none"> <li>- retaining a wider nature strip on the west side of Ryan Rd where possible</li> <li>- locating the sealed pedestrian and bike paths on the east side</li> <li>- removing the parking bays from the west side</li> </ul> <p>In an effort to provide an appropriate transition between the PSP and the existing houses on Ryan Road, the PSP will encourage larger lot sizes adjacent to Ryan Rd.</p>	Not agreed to make change to amendment documentation
8.02		Concerned that small lot sizes will lead to slum like areas due to minimal space for children to play and garden plots.	Lot interface	<p>The VPA recognises the need to ensure that future development responds appropriately to the existing character of Ryan Rd and the local neighbourhood, and that a transition between the older and the newer areas should have a positive effect on neighbourhood amenity. The exhibited PSP has employed various mechanisms to ensure future development aligns with the existing character of Ryan Rd, including:</p> <ul style="list-style-type: none"> <li>- must be a single dwelling on a lot</li> <li>- providing a minimum front setback of 6 metres between houses and the road reserve</li> <li>- providing low or visually permeable front fencing</li> <li>- encouraging wider lot frontages</li> <li>- providing a wider road reserve with a 6m+ nature strip on the east side of Ryan Road to allow for the planting of substantial street trees to provide screening between the existing housing and the new houses within the precinct.</li> </ul> <p>In response to submissions, we are reviewing the cross section of Ryan Rd to create a more 'rural' feel. Some of the key attributes we are looking to incorporate are:</p> <ul style="list-style-type: none"> <li>- retaining a wider nature strip on the west side of Ryan Rd where possible</li> <li>- locating the sealed pedestrian and bike paths on the east side</li> <li>- removing the parking bays from the west side</li> </ul> <p>In an effort to provide an appropriate transition between the PSP and the existing houses on Ryan Road, the PSP will encourage larger lot sizes adjacent to Ryan Rd.</p>	Noted
8.03		Concerned over increased traffic on Healesville - Koo Wee Rup & Racecourse Roads' north of the Princess Freeway.	Traffic	Noted. These roads are currently or scheduled to have upgrades to address current traffic congestion and cater for future movement with the increase of urban development in the area.	Noted

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
8.04		Concerned about the viability of businesses in towns east of the PSP including Nar Nar Goon, Tynong, Garfield & Bunyip. Proposes to move the development to one of these towns to provide for local stimulus.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	No action required
<b>Submission 09 - Katrina Chatfield (Resident)</b>					
9.01		Lack of consideration of the transition of the built form between the urban Pakenham East precinct and the rural Nar Nar Goon region.	Lot interface	<p>The VPA sees it as important to ensure development adjacent to Mt Ararat Rd manages this transition and provides an appropriate interface with adjacent green wedge land. This has been managed through the following requirements for development fronting Mt Ararat Road including:</p> <ul style="list-style-type: none"> <li>- must be a single dwelling on a lot</li> <li>- providing a minimum front setback of 6 metres between houses and the road reserve</li> <li>- providing low or visually permeable front fencing</li> <li>- encouraging wider lot frontages</li> <li>- providing a wider road reserve with a 6m+ nature strip to allow for the planting of substantial street trees to provide screening between the green wedge land and the new houses within the precinct.</li> <li>- locating the sealed pedestrian path on the west side of the road</li> </ul> <p>In an effort to provide an appropriate transition between the PSP and farming land to the east of the precinct, the PSP will encourage larger lot sizes adjacent to Mt Ararat Road.</p>	Noted
9.02		Narrow focus of the Victorian Planning Authority and Council by only considering development works within the PSP boundary.	Lack of consideration out of precinct	In the development of the PSP, the planning for the provision of community and recreational facilities, the provision of commercial and retail services and the provision of educational facilities were planned for at a scale and provision ratio to ensure that they would service the new community without impacting negatively on existing areas. For example the number of new community facilities which include community centres and early childhood facilities will service the new community and won't result in existing community facilities being oversubscribed. The scale of the town centres were planned to respond to the proposed demand from the new community and communities to the east of the precinct, providing much needed retail and commercial services for the area.	Noted

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
9.03		Concerned about the lack of traffic forecasting on Nar Nar Goon's rural road network.	Traffic	<p>A traffic modelling study was undertaken by Cardinia Shire Council to investigate options for improving the connectivity of the arterial road network to the Princes Freeway. This study assessed the proposal of a new interchange on the Princes Freeway about midway between the Koo Wee Rup Road Interchange and the Princes Highway Interchange (near Nar Nar Goon Road) in the east.</p> <p>The results of the study showed that the provision of the proposed interchange at Pakenham East would have a relatively minor impact on the arterial road network in the Pakenham area. The interchange would only have localised impact, with the most obvious benefits being limited to the highway network in the immediate vicinity of the proposed interchange. Without the proposed interchange, travel speeds would be on average 3km/hour lower on the Princes Highway. The Princes Freeway, however, would operate at a higher level of service, i.e. better, with higher speeds and lower traffic demands east of Cardinia Road.</p> <p>From these results, it was determined that the cost of the proposed interchange outweighed the benefits relative to other priorities for the road network in the Pakenham and Cardinia's Urban Growth Area. Road upgrades in the local area will assist with the increased capacity of vehicles from the Pakenham East precinct, including the planned duplication of Healesville-Koo Wee Rup Road.</p>	Noted
9.04		Concerned about the lack of forecasting regarding future demand on community facilities and infrastructure in Nar Nar Goon, including Nar Nar Goon railway station and its carpark, school and kinder.	Lack of consideration out of precinct	<p>In the development of the PSP, the planning for the provision of community and recreational facilities, the provision of commercial and retail services and the provision of educational facilities were planned for at a scale and provision ratio to ensure that they would service the new community without impacting negatively on existing areas. For example the number of new community facilities which include community centres and early childhood facilities will service the new community and won't result in existing community facilities being oversubscribed. The scale of the town centres were planned to respond to the proposed demand from the new community and communities to the east of the precinct, providing much needed retail and commercial services for the area.</p>	Noted
9.05		The VPA representative made an assumption that the majority traffic will be towards Pakenham without any modelling to prove it.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	Noted
9.06		No bike paths towards Nar Nar Goon.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	Noted
9.07		Any council and state infrastructure must be built in conjunction with urban development, otherwise risk pressure on existing limited rural services (schools, sporting facilities, public transport).	Infrastructure Sequencing	<p>Noted. It is important that any future community has the facilities it needs at an early stage in its development. Local and state infrastructure is planned for in the precinct, however the implementation of it is the responsibility of various authorities such as Council for local community centres, and the Department of Education for proposed government schools. A difficulty that arises in the planning for infrastructure is that you need a sufficient number of people within the community to support the service/facility before it can be built. Efforts have been made through the PSP process have been made to increase the certainty around the deliver of infrastructure, and ensure that sequencing increases the opportunities of it being delivered earlier. The PSP has a role in identifying the location of these facilities to ensure there is land available when they are to be delivered by the different providers. Effort is also made through the Community Infrastructure and Open Space Provision Assessment to ensure there is adequate space in surrounding facilities to service the initial community in the precinct. Pakenham Township will play a role in this.</p>	Noted

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
9.08		Omission of neighbouring development during exhibition which inhibits the community from understanding the overall perspective of development in the area.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	Noted
9.09		The electricity transmission lines should serve as an arbitrary northern boundary for the precinct.	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"> <li>- A building envelope to address the ridgeline and electricity line easement</li> <li>- Achieve an average minimum lot size of 2,000m2</li> <li>- Provide rural fencing that is low scale and visually permeable to facilitate the rural lifestyle character of this area</li> <li>- Maximise side setbacks and create openness between the dwellings; and</li> <li>- where required, a plan to manage steeper sections of land to ensure retaining walls are minimised</li> </ul>	No action required
9.1		Vegetation and habitat loss within the PSP, particularly along the Princess Highway to make room for road duplication and four signalled intersections.	Vegetation	<p>An Ecological Investigations report was produced for the precinct. A desktop assessment was undertaken and involved a review of all relevant databases, reports, literature and policies relevant to the study area. This was followed by a flora and habitat hectare assessment and targeted flora and fauna surveys to identify the ecological values present within the study area; specifically remnant native vegetation and scattered indigenous trees, flora and fauna species, fauna habitats and ecological communities.</p> <p>A Native Vegetation Precinct Plan (NVPP) has also been prepared to further apply a holistic, landscape wide approach to retention and removal of native vegetation within the Pakenham East Plan area. The NVPP identifies the native vegetation that can be removed and the vegetation to be protected, based on the conservation significance and land protection role of the vegetation, the identified values of vegetation within the planning scheme such as amenity and landscape, and the broader strategic planning objectives for the precinct. This document, as well as the Ecological Investigations Report, have used a holistic approach to inform the preparation of the precinct to meet the various objectives set out. The objectives of the NVPP (as set out in Section 1.2) include establishing additional habitat corridors and stepping stones (patches of native vegetation) along Hancock's Gully, newly created wetlands and hilltop reserves.</p> <p>Various submissions were made to include additional wildlife corridors between areas of open space. For these corridors to become habitat areas for wildlife and successful linkages, there needs to be some justification as to which species they are for and how these areas will provide that habitat. The Ecological Investigations Report and the NVPP identified the vegetation and natural spaces to be retained throughout the precinct.</p>	Noted

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
9.11		No proposal for a train station at Pakenham East. A lost opportunity to work with Public Transport Victoria considering the construction of the new Pakenham East train depot.	Train station	<p>The state has undertaken a viability assessment of the proposal for an additional train station to serve the Pakenham East precinct. A number of land use or rail operations concerns were raised in this assessment, including:</p> <ul style="list-style-type: none"> <li>• The PSP would result in only a modest residential population increase within 1 km of a proposed train station as the catchment of a potential station in the south west of the PSP is severely restricted by low density land uses west of Ryan Road and the physical barrier of the Princes Freeway.</li> <li>• Being at the edge of the Urban Growth Boundary (UGB) there is a limited further catchment to the east of the precinct. What catchment exists beyond the UGB is already serviced by rail service along the Vline Gippsland line at Nar Nar Goon station</li> <li>• The only physical location where a station could be sited, due to track curves and grades, is 700m west of Ryan Rd, which is in the vicinity of Deep Creek, on the Pakenham &amp; District Golf Club site. This location is only 1.7km west of Pakenham Station. Typically stations should be spaced at least 3km apart.</li> <li>• The road network would only facilitate access from the north-east, via Ryan Road, with no access possible from the west and the south.</li> </ul> <p>It is largely due to these constraints surrounding the provision of a new train station that a high-frequency bus service will be provided for along the Princes Highway. This will ensure accessibility to public transport for a large portion of the Pakenham East precinct and provide high frequency services to Pakenham township and train station.</p>	Noted
9.12		Visual impact and lack of quality assurance regarding high density (4 story) housing.	Urban Design	<p>Noted. The PSP aims to allow for the creation of a diverse and vibrant new community by providing a range of residential densities across the PSP area. By providing for a range of lot sizes and thereby housing types, it is anticipated that the PSP area will attract and accommodate a diverse population with different household needs. With the proposed local town centre, there is opportunity for sustainable development by locating medium density dwellings close to these services. It is understood that quality assurance is an issue that will need to be dealt with through the permit and design stage of the development.</p>	Noted

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
9.13		Concerns over lack of direct freeway access to the East Pakenham Precinct.	Direct freeway access	<p>A traffic modelling study was undertaken by Cardinia Shire Council to investigate options for improving the connectivity of the arterial road network to the Princes Freeway. This study assessed the proposal of a new interchange on the Princes Freeway about midway between the Koo Wee Rup Road Interchange and the Princes Highway Interchange (near Nar Nar Goon Road) in the east.</p> <p>The results of the study showed that the provision of the proposed interchange at Pakenham East would have a relatively minor impact on the arterial road network in the Pakenham area. The interchange would only have localised impact, with the most obvious benefits being limited to the highway network in the immediate vicinity of the proposed interchange. Without the proposed interchange, travel speeds would be on average 3km/hour lower on the Princes Highway. The Princes Freeway, however, would operate at a higher level of service, i.e. better, with higher speeds and lower traffic demands east of Cardinia Road.</p> <p>From these results, it was determined that the cost of the proposed interchange outweighed the benefits relative to other priorities for the road network in the Pakenham and Cardinia's Urban Growth Area. Road upgrades in the local area will assist with the increased capacity of vehicles from the Pakenham East precinct, including the planned duplication of Healesville-Koo Wee Rup Road.</p>	Noted
9.14		Short timeframe in which to make a submission during the exhibition stage, particularly during the end of the summer holiday period.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	Noted
Submission 11 - Fiona Howell (Bessie Creek/Arat Creek Landcare Group)					
11.1		The organisation would like a wildlife corridor of 20 metres between the two wetlands along the Princess Freeway to allow for the free movement of wildlife.	Conservation	<p>An Ecological Investigations report was produced for the precinct. A desktop assessment was undertaken and involved a review of all relevant databases, reports, literature and policies relevant to the study area. This was followed by a flora and habitat hectare assessment and targeted flora and fauna surveys to identify the ecological values present within the study area; specifically remnant native vegetation and scattered indigenous trees, flora and fauna species, fauna habitats and ecological communities.</p> <p>A Native Vegetation Precinct Plan (NVPP) has also been prepared to further apply a holistic, landscape wide approach to retention and removal of native vegetation within the Pakenham East Plan area. The NVPP identifies the native vegetation that can be removed and the vegetation to be protected, based on the conservation significance and land protection role of the vegetation, the identified values of vegetation within the planning scheme such as amenity and landscape, and the broader strategic planning objectives for the precinct. This document, as well as the Ecological Investigations Report, have used a holistic approach to inform the preparation of the precinct to meet the various objectives set out. The objectives of the NVPP (as set out in Section 1.2) include establishing additional habitat corridors and stepping stones (patches of native vegetation) along Hancock's Gully, newly created wetlands and hilltop reserves.</p> <p>Various submissions were made to include additional wildlife corridors between areas of open space. For these corridors to become habitat areas for wildlife and successful linkages, there needs to be some justification as to which species they are for and how these areas will provide that habitat. The Ecological Investigations Report and the NVPP identified the vegetation and natural spaces to be retained throughout the precinct.</p>	Not agreed to make change to amendment documentation

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
11.2		Creation of a wildlife conservation area in Hancock Gully incorporating the two wetlands. The conservation area will be 20 metres on either side of the stream, fenced off from predators.	Conservation	<p>An Ecological Investigations report was produced for the precinct. A desktop assessment was undertaken and involved a review of all relevant databases, reports, literature and policies relevant to the study area. This was followed by a flora and habitat hectare assessment and targeted flora and fauna surveys to identify the ecological values present within the study area; specifically remnant native vegetation and scattered indigenous trees, flora and fauna species, fauna habitats and ecological communities.</p> <p>A Native Vegetation Precinct Plan (NVPP) has also been prepared to further apply a holistic, landscape wide approach to retention and removal of native vegetation within the Pakenham East Plan area. The NVPP identifies the native vegetation that can be removed and the vegetation to be protected, based on the conservation significance and land protection role of the vegetation, the identified values of vegetation within the planning scheme such as amenity and landscape, and the broader strategic planning objectives for the precinct. This document, as well as the Ecological Investigations Report, have used a holistic approach to inform the preparation of the precinct to meet the various objectives set out. The objectives of the NVPP (as set out in Section 1.2) include establishing additional habitat corridors and stepping stones (patches of native vegetation) along Hancock's Gully, newly created wetlands and hilltop reserves.</p> <p>Various submissions were made to include additional wildlife corridors between areas of open space. For these corridors to become habitat areas for wildlife and successful linkages, there needs to be some justification as to which species they are for and how these areas will provide that habitat. The Ecological Investigations Report and the NVPP identified the vegetation and natural spaces to be retained throughout the precinct.</p>	Not agreed to make change to amendment documentation
11.3		The removal of weeds along the Old Princess Highway and replacement with indigenous plants in order to connect the Deep Creek Conservation Area and (proposed) Hancock Gully Conservation Area.	Conservation	<p>An Ecological Investigations report was produced for the precinct. A desktop assessment was undertaken and involved a review of all relevant databases, reports, literature and policies relevant to the study area. This was followed by a flora and habitat hectare assessment and targeted flora and fauna surveys to identify the ecological values present within the study area; specifically remnant native vegetation and scattered indigenous trees, flora and fauna species, fauna habitats and ecological communities.</p> <p>A Native Vegetation Precinct Plan (NVPP) has also been prepared to further apply a holistic, landscape wide approach to retention and removal of native vegetation within the Pakenham East Plan area. The NVPP identifies the native vegetation that can be removed and the vegetation to be protected, based on the conservation significance and land protection role of the vegetation, the identified values of vegetation within the planning scheme such as amenity and landscape, and the broader strategic planning objectives for the precinct. This document, as well as the Ecological Investigations Report, have used a holistic approach to inform the preparation of the precinct to meet the various objectives set out. The objectives of the NVPP (as set out in Section 1.2) include establishing additional habitat corridors and stepping stones (patches of native vegetation) along Hancock's Gully, newly created wetlands and hilltop reserves.</p> <p>Various submissions were made to include additional wildlife corridors between areas of open space. For these corridors to become habitat areas for wildlife and successful linkages, there needs to be some justification as to which species they are for and how these areas will provide that habitat. The Ecological Investigations Report and the NVPP identified the vegetation and natural spaces to be retained throughout the precinct.</p>	Not agreed to make change to amendment documentation

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
11.4		Creation of a wildlife corridor linking the Deep Creek Conservation area and the wetland along the Princess Freeway near the future government school to create an environmental education asset.	Conservation	<p>An Ecological Investigations report was produced for the precinct. A desktop assessment was undertaken and involved a review of all relevant databases, reports, literature and policies relevant to the study area. This was followed by a flora and habitat hectare assessment and targeted flora and fauna surveys to identify the ecological values present within the study area; specifically remnant native vegetation and scattered indigenous trees, flora and fauna species, fauna habitats and ecological communities.</p> <p>A Native Vegetation Precinct Plan (NVPP) has also been prepared to further apply a holistic, landscape wide approach to retention and removal of native vegetation within the Pakenham East Plan area. The NVPP identifies the native vegetation that can be removed and the vegetation to be protected, based on the conservation significance and land protection role of the vegetation, the identified values of vegetation within the planning scheme such as amenity and landscape, and the broader strategic planning objectives for the precinct. This document, as well as the Ecological Investigations Report, have used a holistic approach to inform the preparation of the precinct to meet the various objectives set out. The objectives of the NVPP (as set out in Section 1.2) include establishing additional habitat corridors and stepping stones (patches of native vegetation) along Hancock's Gully, newly created wetlands and hilltop reserves.</p> <p>Various submissions were made to include additional wildlife corridors between areas of open space. For these corridors to become habitat areas for wildlife and successful linkages, there needs to be some justification as to which species they are for and how these areas will provide that habitat. The Ecological Investigations Report and the NVPP identified the vegetation and natural spaces to be retained throughout the precinct.</p>	Not agreed to make change to amendment documentation
11.5		Create a 10 metre linking just south of the electricity transmission line to create a wildlife corridor between the Deep Creek Conservation Area, Local Park 01 and the (proposed) Hancock Hully Conservation Area.	Conservation	<p>An Ecological Investigations report was produced for the precinct. A desktop assessment was undertaken and involved a review of all relevant databases, reports, literature and policies relevant to the study area. This was followed by a flora and habitat hectare assessment and targeted flora and fauna surveys to identify the ecological values present within the study area; specifically remnant native vegetation and scattered indigenous trees, flora and fauna species, fauna habitats and ecological communities.</p> <p>A Native Vegetation Precinct Plan (NVPP) has also been prepared to further apply a holistic, landscape wide approach to retention and removal of native vegetation within the Pakenham East Plan area. The NVPP identifies the native vegetation that can be removed and the vegetation to be protected, based on the conservation significance and land protection role of the vegetation, the identified values of vegetation within the planning scheme such as amenity and landscape, and the broader strategic planning objectives for the precinct. This document, as well as the Ecological Investigations Report, have used a holistic approach to inform the preparation of the precinct to meet the various objectives set out. The objectives of the NVPP (as set out in Section 1.2) include establishing additional habitat corridors and stepping stones (patches of native vegetation) along Hancock's Gully, newly created wetlands and hilltop reserves.</p> <p>Various submissions were made to include additional wildlife corridors between areas of open space. For these corridors to become habitat areas for wildlife and successful linkages, there needs to be some justification as to which species they are for and how these areas will provide that habitat. The Ecological Investigations Report and the NVPP identified the vegetation and natural spaces to be retained throughout the precinct.</p>	Not agreed to make change to amendment documentation

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
11.6		The imposition of a cat curfew and dog on leash policy (except in one local park) to protect the biodiversity living in the Pakenham East PSP.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	Not agreed to make change to amendment documentation
11.7		Concerned about the lack of freeway access to the Pakenham East PSP. Healesville - Koo Wee Rup Road Interchange is already congested due to a growing population, traffic from Phillip Island and industrial areas and the railway crossing at Pakenham.	Direct freeway access	<p>A traffic modelling study was undertaken by Cardinia Shire Council to investigate options for improving the connectivity of the arterial road network to the Princes Freeway. This study assessed the proposal of a new interchange on the Princes Freeway about midway between the Koo Wee Rup Road Interchange and the Princes Highway Interchange (near Nar Nar Goon Road) in the east.</p> <p>The results of the study showed that the provision of the proposed interchange at Pakenham East would have a relatively minor impact on the arterial road network in the Pakenham area. The interchange would only have localised impact, with the most obvious benefits being limited to the highway network in the immediate vicinity of the proposed interchange. Without the proposed interchange, travel speeds would be on average 3km/hour lower on the Princes Highway. The Princes Freeway, however, would operate at a higher level of service, i.e. better, with higher speeds and lower traffic demands east of Cardinia Road.</p> <p>From these results, it was determined that the cost of the proposed interchange outweighed the benefits relative to other priorities for the road network in the Pakenham and Cardinia's Urban Growth Area. Road upgrades in the local area will assist with the increased capacity of vehicles from the Pakenham East precinct, including the planned duplication of Healesville-Koo Wee Rup Road.</p>	No action required
11.8		Concerned of future congestion at the Nar Nar Goon/Bessie Creek Interchange, especially due to future population growth and the Pakenham East train depot.	Traffic	Noted. Traffic modelling has been conducted by consultant SMEC to analyse the regional traffic flows and the impact the future PSP will have on surroundings. Nar Nar Goon was included in this to ensure that the area would be able to support changes to the road network. A key part of the analysis was looking at the Nar Nar Goon interchange with the Princes Fwy. A key outcome of the report was the the level of service along short lengths of the Princes Highway at the Nar Nar Goon Road interchange would drop significantly.	No action required
11.9		The Pakenham East PSP hasn't taken into account increased traffic volumes on the road network outside of the PSP.	Traffic	Noted. Traffic modelling has been conducted by consultant SMEC to analyse the regional traffic flows and the impact the future PSP will have on surroundings. Nar Nar Goon was included in this to ensure that the area would be able to support changes to the road network. A key part of the analysis was looking at the Nar Nar Goon interchange with the Princes Fwy. A key outcome of the report was the the level of service along short lengths of the Princes Highway at the Nar Nar Goon Road interchange would drop significantly.	No action required
<b>Submission 12 - Christopher McAleer (Resident)</b>					
12.1		Supports the enhancement of environmental corridors along the Princess Highway, Deep Creek and Hancocks Gully.	Supports Amendment	Noted.	Noted
12.2		Supports the retarding basin along the M1 that could become habitat for the Growling Grass Frog.	Supports Amendment	Noted.	Noted
12.3		Supports the provision of walking and cycling paths, especially those linking sporting grounds.	Supports Amendment	Noted.	Noted
12.4		Supports the preservation of hilltops as public open spaces.	Supports Amendment	Noted.	Noted

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
12.5		Concerned about the VPA's inability to consider factors outside the PSP area.	Lack of consideration out of precinct	In the development of the PSP, the planning for the provision of community and recreational facilities, the provision of commercial and retail services and the provision of educational facilities were planned for at a scale and provision ratio to ensure that they would service the new community without impacting negatively on existing areas. For example the number of new community facilities which include community centres and early childhood facilities will service the new community and won't result in existing community facilities being oversubscribed. The scale of the town centres were planned to respond to the proposed demand from the new community and communities to the east of the precinct, providing much needed retail and commercial services for the area.	Noted
12.6		Concerned about the lack of a train station to serve the area, despite the construction of the new Pakenham East train depot.	Train station	<p>The state has undertaken a viability assessment of the proposal for an additional train station to serve the Pakenham East precinct. A number of land use or rail operations concerns were raised in this assessment, including:</p> <ul style="list-style-type: none"> <li>• The PSP would result in only a modest residential population increase within 1 km of a proposed train station as the catchment of a potential station in the south west of the PSP is severely restricted by low density land uses west of Ryan Road and the physical barrier of the Princes Freeway.</li> <li>• Being at the edge of the Urban Growth Boundary (UGB) there is a limited further catchment to the east of the precinct. What catchment exists beyond the UGB is already serviced by rail service along the Vline Gippsland line at Nar Nar Goon station</li> <li>• The only physical location where a station could be sited, due to track curves and grades, is 700m west of Ryan Rd, which is in the vicinity of Deep Creek, on the Pakenham &amp; District Golf Club site. This location is only 1.7km west of Pakenham Station. Typically stations should be spaced at least 3km apart.</li> <li>• The road network would only facilitate access from the north-east, via Ryan Road, with no access possible from the west and the south.</li> </ul> <p>It is largely due to these constraints surrounding the provision of a new train station that a high-frequency bus service will be provided for along the Princes Highway. This will ensure accessibility to public transport for a large portion of the Pakenham East precinct and provide high frequency services to Pakenham township and train station.</p>	Noted
12.7		Construction of a pedestrian bridge over the M1 at Oakview Lane to serve a new railway station and connect with a bike path along the railway line.	Roads & Transport	Noted. Currently, there is no train station that a pedestrian bridge would provide access too. There is no justification or need for a bridge in this location. The PSP has identified a shared path to run from the south-west corner of the precinct to provide access for pedestrians and cyclists to the Pakenham train station. An off-road shared path runs along the southern boundary of the precinct, which will offer the community access to the railway station. It is out of the scope for the PSP to provide a path along the southern boundary of the freeway as it is outside of the precinct.	Not agreed to make change to amendment documentation

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
12.8		Concerned that the PSP proposing a local town centre and four schools will inhibit development of schools and a supermarket in Nar Nar Goon.	Lack of consideration out of precinct	In the development of the PSP, the planning for the provision of community and recreational facilities, the provision of commercial and retail services and the provision of educational facilities were planned for at a scale and provision ratio to ensure that they would service the new community without impacting negatively on existing areas. For example the number of new community facilities which include community centres and early childhood facilities will service the new community and won't result in existing community facilities being oversubscribed. The scale of the town centres were planned to respond to the proposed demand from the new community and communities to the east of the precinct, providing much needed retail and commercial services for the area.	Noted
12.9		Concerned that the VPA has given little consideration to small communities between Nar Nar Goon & Longwarry, and that the growing population in Pakenham East may force existing businesses and schools in these towns to close.	Lack of consideration out of precinct	In the development of the PSP, the planning for the provision of community and recreational facilities, the provision of commercial and retail services and the provision of educational facilities were planned for at a scale and provision ratio to ensure that they would service the new community without impacting negatively on existing areas. For example the number of new community facilities which include community centres and early childhood facilities will service the new community and won't result in existing community facilities being oversubscribed. The scale of the town centres were planned to respond to the proposed demand from the new community and communities to the east of the precinct, providing much needed retail and commercial services for the area.	Noted
Submission 14 - Ante Krstulovic					
14.1		The submitter owns the land on the corner of Princess Highway & Mt Ararat Road North. They believe that their property is unsuitable for a sports reserve as the land is on a shape, and that the construction of housing is a more suitable land use.	Other	The PSP does not provide a detailed location for any further open space outside of the precinct. Plan 3 (Future Urban Structure) identifies that a sport reserve may be required by Cardinia Shire Council. The location is subject to detailed analysis of site constraints.	No action required
Submission 15 - David Young (Cardinia Branch Victorian Farmers Federation)					

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
15.1		The Urban Growth Boundary should stop at the southern edge of the electricity transmission line to provide a manmade barrier between urban development and rural uses. The submittor expressed concern of future urban development if this manmade barrier is breached.	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"> <li>- A building envelope to address the ridgeline and electricity line easement</li> <li>- Achieve an average minimum lot size of 2,000m2</li> <li>- Provide rural fencing that is low scale and visually permeable to facilitate the rural lifestyle character of this area</li> <li>- Maximise side setbacks and create openness between the dwellings; and</li> <li>- where required, a plan to manage steeper sections of land to ensure retaining walls are minimised</li> </ul>	No action required
15.2		Future dwellings on the west side of Mount Ararat Road (north and south) should be restricted to single story to reduce visual impact and overnight on the rural landscape to the east.	Lot interface	<p>The VPA sees it as important to ensure development adjacent to Mt Ararat Rd manages this transition and provides an appropriate interface with adjacent green wedge land. This has been managed through the following requirements for development fronting Mt Ararat Road including:</p> <ul style="list-style-type: none"> <li>- must be a single dwelling on a lot</li> <li>- providing a minimum front setback of 6 metres between houses and the road reserve</li> <li>- providing low or visually permeable front fencing</li> <li>- encouraging wider lot frontages</li> <li>- providing a wider road reserve with a 6m+ nature strip to allow for the planting of substantial street trees to provide screening between the green wedge land and the new houses within the precinct.</li> <li>- locating the sealed pedestrian path on the west side of the road</li> </ul> <p>In an effort to provide an appropriate transition between the PSP and farming land to the east of the precinct, the PSP will encourage larger lot sizes adjacent to Mt Ararat Road.</p>	No action required

Submission 17 - Pam Cunningham (Cannibal Creek Landcare Group)

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
17.1		Concerned about the impacts that urban infill development will have on wildlife movement in the area.	Conservation	<p>An Ecological Investigations report was produced for the precinct. A desktop assessment was undertaken and involved a review of all relevant databases, reports, literature and policies relevant to the study area. This was followed by a flora and habitat hectare assessment and targeted flora and fauna surveys to identify the ecological values present within the study area; specifically remnant native vegetation and scattered indigenous trees, flora and fauna species, fauna habitats and ecological communities.</p> <p>A Native Vegetation Precinct Plan (NVPP) has also been prepared to further apply a holistic, landscape wide approach to retention and removal of native vegetation within the Pakenham East Plan area. The NVPP identifies the native vegetation that can be removed and the vegetation to be protected, based on the conservation significance and land protection role of the vegetation, the identified values of vegetation within the planning scheme such as amenity and landscape, and the broader strategic planning objectives for the precinct. This document, as well as the Ecological Investigations Report, have used a holistic approach to inform the preparation of the precinct to meet the various objectives set out. The objectives of the NVPP (as set out in Section 1.2) include establishing additional habitat corridors and stepping stones (patches of native vegetation) along Hancock's Gully, newly created wetlands and hilltop reserves.</p> <p>Various submissions were made to include additional wildlife corridors between areas of open space. For these corridors to become habitat areas for wildlife and successful linkages, there needs to be some justification as to which species they are for and how these areas will provide that habitat. The Ecological Investigations Report and the NVPP identified the vegetation and natural spaces to be retained throughout the precinct.</p>	Noted

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
17.2		Suggests that a wildlife corridor linkage of 40 metres be constructed between the two wetlands along the Princess Freeway for the movement of wildlife.	Conservation	<p>An Ecological Investigations report was produced for the precinct. A desktop assessment was undertaken and involved a review of all relevant databases, reports, literature and policies relevant to the study area. This was followed by a flora and habitat hectare assessment and targeted flora and fauna surveys to identify the ecological values present within the study area; specifically remnant native vegetation and scattered indigenous trees, flora and fauna species, fauna habitats and ecological communities.</p> <p>A Native Vegetation Precinct Plan (NVPP) has also been prepared to further apply a holistic, landscape wide approach to retention and removal of native vegetation within the Pakenham East Plan area. The NVPP identifies the native vegetation that can be removed and the vegetation to be protected, based on the conservation significance and land protection role of the vegetation, the identified values of vegetation within the planning scheme such as amenity and landscape, and the broader strategic planning objectives for the precinct. This document, as well as the Ecological Investigations Report, have used a holistic approach to inform the preparation of the precinct to meet the various objectives set out. The objectives of the NVPP (as set out in Section 1.2) include establishing additional habitat corridors and stepping stones (patches of native vegetation) along Hancock's Gully, newly created wetlands and hilltop reserves.</p> <p>Various submissions were made to include additional wildlife corridors between areas of open space. For these corridors to become habitat areas for wildlife and successful linkages, there needs to be some justification as to which species they are for and how these areas will provide that habitat. The Ecological Investigations Report and the NVPP identified the vegetation and natural spaces to be retained throughout the precinct.</p>	Not agreed to make change to amendment documentation
17.3		Suggests that a conservation area 40 metres in diameter be constructed along the entire length of Hancock's Gully (both north & south of the Princess Freeway). This gully should be protected by a ring lock fence and contain a bike path running its full length; a policy position favoured by Melbourne Water in their 2030 draft proposal.	Conservation	<p>An Ecological Investigations report was produced for the precinct. A desktop assessment was undertaken and involved a review of all relevant databases, reports, literature and policies relevant to the study area. This was followed by a flora and habitat hectare assessment and targeted flora and fauna surveys to identify the ecological values present within the study area; specifically remnant native vegetation and scattered indigenous trees, flora and fauna species, fauna habitats and ecological communities.</p>	Not agreed to make change to amendment documentation

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
17.4		Suggests that the road reserves along the old Princess Highway have weeds completely removed and replanted with native indigenous plants to create an aesthetic biodiversity corridor linking the Deep Creek & Hancock Gully conservation areas.	Conservation	<p>An Ecological Investigations report was produced for the precinct. A desktop assessment was undertaken and involved a review of all relevant databases, reports, literature and policies relevant to the study area. This was followed by a flora and habitat hectare assessment and targeted flora and fauna surveys to identify the ecological values present within the study area; specifically remnant native vegetation and scattered indigenous trees, flora and fauna species, fauna habitats and ecological communities.</p> <p>A Native Vegetation Precinct Plan (NVPP) has also been prepared to further apply a holistic, landscape wide approach to retention and removal of native vegetation within the Pakenham East Plan area. The NVPP identifies the native vegetation that can be removed and the vegetation to be protected, based on the conservation significance and land protection role of the vegetation, the identified values of vegetation within the planning scheme such as amenity and landscape, and the broader strategic planning objectives for the precinct. This document, as well as the Ecological Investigations Report, have used a holistic approach to inform the preparation of the precinct to meet the various objectives set out. The objectives of the NVPP (as set out in Section 1.2) include establishing additional habitat corridors and stepping stones (patches of native vegetation) along Hancock's Gully, newly created wetlands and hilltop reserves.</p> <p>Various submissions were made to include additional wildlife corridors between areas of open space. For these corridors to become habitat areas for wildlife and successful linkages, there needs to be some justification as to which species they are for and how these areas will provide that habitat. The Ecological Investigations Report and the NVPP identified the vegetation and natural spaces to be retained throughout the precinct.</p>	Not agreed to make change to amendment documentation

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
17.5		Suggests that a wildlife corridor should be constructed to connect the Deep Creek Conservation Area with the wetland along the Princess Freeway abutting the future Government School. This would allow a greater linking of wildlife and provide the school with an environmental asset.	Conservation	<p>An Ecological Investigations report was produced for the precinct. A desktop assessment was undertaken and involved a review of all relevant databases, reports, literature and policies relevant to the study area. This was followed by a flora and habitat hectare assessment and targeted flora and fauna surveys to identify the ecological values present within the study area; specifically remnant native vegetation and scattered indigenous trees, flora and fauna species, fauna habitats and ecological communities.</p> <p>A Native Vegetation Precinct Plan (NVPP) has also been prepared to further apply a holistic, landscape wide approach to retention and removal of native vegetation within the Pakenham East Plan area. The NVPP identifies the native vegetation that can be removed and the vegetation to be protected, based on the conservation significance and land protection role of the vegetation, the identified values of vegetation within the planning scheme such as amenity and landscape, and the broader strategic planning objectives for the precinct. This document, as well as the Ecological Investigations Report, have used a holistic approach to inform the preparation of the precinct to meet the various objectives set out. The objectives of the NVPP (as set out in Section 1.2) include establishing additional habitat corridors and stepping stones (patches of native vegetation) along Hancock's Gully, newly created wetlands and hilltop reserves.</p> <p>Various submissions were made to include additional wildlife corridors between areas of open space. For these corridors to become habitat areas for wildlife and successful linkages, there needs to be some justification as to which species they are for and how these areas will provide that habitat. The Ecological Investigations Report and the NVPP identified the vegetation and natural spaces to be retained throughout the precinct.</p>	Not agreed to make change to amendment documentation
17.6		Suggests that a wildlife corridor be constructed along the electricity transmission lines which will link the Deep Creek Conservation Area, Local Park 01, and Hancock Gully Conservation Area. This will assist in providing a cosmetic approach to the power lines.	Conservation	<p>An Ecological Investigations report was produced for the precinct. A desktop assessment was undertaken and involved a review of all relevant databases, reports, literature and policies relevant to the study area. This was followed by a flora and habitat hectare assessment and targeted flora and fauna surveys to identify the ecological values present within the study area; specifically remnant native vegetation and scattered indigenous trees, flora and fauna species, fauna habitats and ecological communities.</p>	Not agreed to make change to amendment documentation

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
17.7		The construction of these wildlife corridors will have benefits to future residents by giving them places to relax and shade. These conservation areas will also have the benefit of collecting extensive water runoff.	Conservation	<p>An Ecological Investigations report was produced for the precinct. A desktop assessment was undertaken and involved a review of all relevant databases, reports, literature and policies relevant to the study area. This was followed by a flora and habitat hectare assessment and targeted flora and fauna surveys to identify the ecological values present within the study area; specifically remnant native vegetation and scattered indigenous trees, flora and fauna species, fauna habitats and ecological communities.</p> <p>A Native Vegetation Precinct Plan (NVPP) has also been prepared to further apply a holistic, landscape wide approach to retention and removal of native vegetation within the Pakenham East Plan area. The NVPP identifies the native vegetation that can be removed and the vegetation to be protected, based on the conservation significance and land protection role of the vegetation, the identified values of vegetation within the planning scheme such as amenity and landscape, and the broader strategic planning objectives for the precinct. This document, as well as the Ecological Investigations Report, have used a holistic approach to inform the preparation of the precinct to meet the various objectives set out. The objectives of the NVPP (as set out in Section 1.2) include establishing additional habitat corridors and stepping stones (patches of native vegetation) along Hancock's Gully, newly created wetlands and hilltop reserves.</p> <p>Various submissions were made to include additional wildlife corridors between areas of open space. For these corridors to become habitat areas for wildlife and successful linkages, there needs to be some justification as to which species they are for and how these areas will provide that habitat. The Ecological Investigations Report and the NVPP identified the vegetation and natural spaces to be retained throughout the precinct.</p>	Not agreed to make change to amendment documentation
17.8		Suggests that these wildlife corridors must be protected by the imposition of a cat curfew and dogs on leash policy.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	Not agreed to make change to amendment documentation
17.9		Concerned about future traffic flows on the Princes Highway and Princess Freeways. The applicant notes that the Cardinia Road and Koo Wee Rup - Healesville Road are already under stress, and that the Nar Nar Goon intersection will face similar problems if it isn't enhanced.	Traffic	Noted. Traffic modelling has been conducted by consultant SMEC to analyse the regional traffic flows and the impact the future PSP will have on surroundings. Nar Nar Goon was included in this to ensure that the area would be able to support changes to the road network. A key part of the analysis was looking at the Nar Nar Goon interchange with the Princes Fwy. A key outcome of the report was the level of service along short lengths of the Princes Highway at the Nar Nar Goon Road interchange would drop significantly.	Noted
17.10		Concerned about the increasing number of traffic accidents and fatality rates due to the increasing number of cars on the road.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	Noted
Submission 19 - John & Katrina Twist (Residents)					

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
19.1		Suggests that lots abutting the east side of Ryan Road should be half an acre in size to reflect a transitional and fair interface with existing properties on the west side of Ryan Road.	Lot interface	<p>The VPA recognises the need to ensure that future development responds appropriately to the existing character of Ryan Rd and the local neighbourhood, and that a transition between the older and the newer areas should have a positive effect on neighbourhood amenity. The exhibited PSP has employed various mechanisms to ensure future development aligns with the existing character of Ryan Rd, including:</p> <ul style="list-style-type: none"> <li>- must be a single dwelling on a lot</li> <li>- providing a minimum front setback of 6 metres between houses and the road reserve</li> <li>- providing low or visually permeable front fencing</li> <li>- encouraging wider lot frontages</li> <li>- providing a wider road reserve with a 6m+ nature strip on the east side of Ryan Road to allow for the planting of substantial street trees to provide screening between the existing housing and the new houses within the precinct.</li> </ul> <p>In response to submissions, we are reviewing the cross section of Ryan Rd to create a more 'rural' feel. Some of the key attributes we are looking to incorporate are:</p> <ul style="list-style-type: none"> <li>- retaining a wider nature strip on the west side of Ryan Rd where possible</li> <li>- locating the sealed pedestrian and bike paths on the east side</li> <li>- removing the parking bays from the west side</li> </ul> <p>In an effort to provide an appropriate transition between the PSP and the existing houses on Ryan Road, the PSP will encourage larger lot sizes adjacent to Ryan Rd.</p>	Further review/discussion
Submission 20 - Andrew & Suzanne Cleary (Residents)					
20.1		Concerned that the increased residential development in the area will inhibit the ability to keep livestock on their property due to the risk of tampering, traffic noise and potential for motor vehicle accidents.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	Noted
20.2		Concerned about the impacts on property prices that the Pakenham East PSP will have.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	No action required
20.3		Concerned about the traffic data on Ryan Road not taking into account the impacts on people finding alternative routes, speed limits and increasing congestion, and suggests that the amount of cars using Ryan Road may be triple the estimates provided in the PSP.	Traffic	Development will lead to additional traffic in and around the Pakenham East precinct, including along Ryan Rd, as a result of an increased population. It is the role of the PSP to manage this increase in traffic through the new street network and upgrades to the existing street network. The PSP proposes an upgrade to Ryan Rd and new signalised intersection at Ryan Road and Princes Highway. As part of the Planning Panel process, the VPA will commission an independent traffic consultant to review submissions made regarding traffic and transport. This statement will be submitted to the Planning Panel to assist in their recommendation regarding transport and traffic.	No action required
20.4		Concerned about flooding in the precinct as the existing land is situated in a Floodway Overlay and a Land Subjected to Inundation Overlay.	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.	Noted

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
20.5		Concerned about the potentially high number of roads connecting onto Ryan Road due to multiple land owners and subdivisions, impacting on the low density residential environment.	Traffic	Development will lead to additional traffic in and around the Pakenham East precinct, including along Ryan Rd, as a result of an increased population. It is the role of the PSP to manage this increase in traffic through the new street network and upgrades to the existing street network. The PSP proposes an upgrade to Ryan Rd and new signalised intersection at Ryan Road and Princes Highway. As part of the Planning Panel process, the VPA will commission an independent traffic consultant to review submissions made regarding traffic and transport. This statement will be submitted to the Planning Panel to assist in their recommendation regarding transport and traffic.	Noted
20.6		Concerned about council's lack of transparency regarding previous attempts at rezoning their land.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	No action required
20.7		Suggests that the land on the east side of Ryan Road between the Princess Highway and Canty Lane remain at Housing Interlace 3 with block sizes of 2000 square metres, 20 metre setbacks and single story dwellings.	Lot interface	<p>The VPA recognises the need to ensure that future development responds appropriately to the existing character of Ryan Rd and the local neighbourhood, and that a transition between the older and the newer areas should have a positive effect on neighbourhood amenity. The exhibited PSP has employed various mechanisms to ensure future development aligns with the existing character of Ryan Rd, including:</p> <ul style="list-style-type: none"> <li>- must be a single dwelling on a lot</li> <li>- providing a minimum front setback of 6 metres between houses and the road reserve</li> <li>- providing low or visually permeable front fencing</li> <li>- encouraging wider lot frontages</li> <li>- providing a wider road reserve with a 6m+ nature strip on the east side of Ryan Road to allow for the planting of substantial street trees to provide screening between the existing housing and the new houses within the precinct.</li> </ul> <p>In response to submissions, we are reviewing the cross section of Ryan Rd to create a more 'rural' feel. Some of the key attributes we are looking to incorporate are:</p> <ul style="list-style-type: none"> <li>- retaining a wider nature strip on the west side of Ryan Rd where possible</li> <li>- locating the sealed pedestrian and bike paths on the east side</li> <li>- removing the parking bays from the west side</li> </ul> <p>In an effort to provide an appropriate transition between the PSP and the existing houses on Ryan Road, the PSP will encourage larger lot sizes adjacent to Ryan Rd.</p>	No action required

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
20.8		Dwellings on the east side of Ryan Road should have a setback of 10 metres, be single stories and have covenants addressing façade types.	Lot interface	<p>The VPA recognises the need to ensure that future development responds appropriately to the existing character of Ryan Rd and the local neighbourhood, and that a transition between the older and the newer areas should have a positive effect on neighbourhood amenity. The exhibited PSP has employed various mechanisms to ensure future development aligns with the existing character of Ryan Rd, including:</p> <ul style="list-style-type: none"> <li>- must be a single dwelling on a lot</li> <li>- providing a minimum front setback of 6 metres between houses and the road reserve</li> <li>- providing low or visually permeable front fencing</li> <li>- encouraging wider lot frontages</li> <li>- providing a wider road reserve with a 6m+ nature strip on the east side of Ryan Road to allow for the planting of substantial street trees to provide screening between the existing housing and the new houses within the precinct.</li> </ul> <p>In response to submissions, we are reviewing the cross section of Ryan Rd to create a more 'rural' feel. Some of the key attributes we are looking to incorporate are:</p> <ul style="list-style-type: none"> <li>- retaining a wider nature strip on the west side of Ryan Rd where possible</li> <li>- locating the sealed pedestrian and bike paths on the east side</li> <li>- removing the parking bays from the west side</li> </ul> <p>In an effort to provide an appropriate transition between the PSP and the existing houses on Ryan Road, the PSP will encourage larger lot sizes adjacent to Ryan Rd.</p>	Further review/discussion
20.9		Concerned about the lack of clarity in the PSP regarding Ryan Road including the way it's positioned, parking provisions on new properties, speed limits and traffic calming.	Traffic	<p>Development will lead to additional traffic in and around the Pakenham East precinct, including along Ryan Rd, as a result of an increased population. It is the role of the PSP to manage this increase in traffic through the new street network and upgrades to the existing street network. The PSP proposes an upgrade to Ryan Rd and new signalised intersection at Ryan Road and Princes Highway. As part of the Planning Panel process, the VPA will commission an independent traffic consultant to review submissions made regarding traffic and transport. This statement will be submitted to the Planning Panel to assist in their recommendation regarding transport and traffic.</p>	No action required

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
20.10		Suggests a revision of the Ryan Road streetscape to maintain a transition between urban and low density areas. Suggested changes include removing parking bays on the west side and enforcing a no standing zone, removing all trees on the west side nature strip and replanting new trees to create a 'lush boulevard style', and that all properties on the western side of Ryan Road be offered front boundary replacement fencing.	Lot interface	<p>The VPA recognises the need to ensure that future development responds appropriately to the existing character of Ryan Rd and the local neighbourhood, and that a transition between the older and the newer areas should have a positive effect on neighbourhood amenity. The exhibited PSP has employed various mechanisms to ensure future development aligns with the existing character of Ryan Rd, including:</p> <ul style="list-style-type: none"> <li>- must be a single dwelling on a lot</li> <li>- providing a minimum front setback of 6 metres between houses and the road reserve</li> <li>- providing low or visually permeable front fencing</li> <li>- encouraging wider lot frontages</li> <li>- providing a wider road reserve with a 6m+ nature strip on the east side of Ryan Road to allow for the planting of substantial street trees to provide screening between the existing housing and the new houses within the precinct.</li> </ul> <p>In response to submissions, we are reviewing the cross section of Ryan Rd to create a more 'rural' feel. Some of the key attributes we are looking to incorporate are:</p> <ul style="list-style-type: none"> <li>- retaining a wider nature strip on the west side of Ryan Rd where possible</li> <li>- locating the sealed pedestrian and bike paths on the east side</li> <li>- removing the parking bays from the west side</li> </ul> <p>In an effort to provide an appropriate transition between the PSP and the existing houses on Ryan Road, the PSP will encourage larger lot sizes adjacent to Ryan Rd.</p>	Further review/discussion
20.11		Concerned that the PSP doesn't take into account the impacts on flora and fauna that isn't situated inside the wetlands.	Conservation	<p>An Ecological Investigations report was produced for the precinct. A desktop assessment was undertaken and involved a review of all relevant databases, reports, literature and policies relevant to the study area. This was followed by a flora and habitat hectare assessment and targeted flora and fauna surveys to identify the ecological values present within the study area; specifically remnant native vegetation and scattered indigenous trees, flora and fauna species, fauna habitats and ecological communities.</p> <p>A Native Vegetation Precinct Plan (NVPP) has also been prepared to further apply a holistic, landscape wide approach to retention and removal of native vegetation within the Pakenham East Plan area. The NVPP identifies the native vegetation that can be removed and the vegetation to be protected, based on the conservation significance and land protection role of the vegetation, the identified values of vegetation within the planning scheme such as amenity and landscape, and the broader strategic planning objectives for the precinct. This document, as well as the Ecological Investigations Report, have used a holistic approach to inform the preparation of the precinct to meet the various objectives set out. The objectives of the NVPP (as set out in Section 1.2) include establishing additional habitat corridors and stepping stones (patches of native vegetation) along Hancock's Gully, newly created wetlands and hilltop reserves.</p> <p>Various submissions were made to include additional wildlife corridors between areas of open space. For these corridors to become habitat areas for wildlife and successful linkages, there needs to be some justification as to which species they are for and how these areas will provide that habitat. The Ecological Investigations Report and the NVPP identified the vegetation and natural spaces to be retained throughout the precinct.</p>	Noted

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
20.12		Supportive of the provision of public spaces but wants assurance that the illumination of these spaces doesn't impact on the low density residential developments.	Supports Amendment	Noted	Noted
20.13		Supportive of the provision of a small shopping precinct.	Supports Amendment	Noted	Noted
20.14		Supportive of the provision of government and non-government schools.	Supports Amendment	Noted	Noted
Submission 22 - Back Creek Landcare Group					
22.1		Suggests that a wildlife corridor linkage of 20 metres be constructed between the two wetlands along the Princess Freeway for the movement of wildlife.	Conservation	<p>An Ecological Investigations report was produced for the precinct. A desktop assessment was undertaken and involved a review of all relevant databases, reports, literature and policies relevant to the study area. This was followed by a flora and habitat hectare assessment and targeted flora and fauna surveys to identify the ecological values present within the study area; specifically remnant native vegetation and scattered indigenous trees, flora and fauna species, fauna habitats and ecological communities.</p> <p>A Native Vegetation Precinct Plan (NVPP) has also been prepared to further apply a holistic, landscape wide approach to retention and removal of native vegetation within the Pakenham East Plan area. The NVPP identifies the native vegetation that can be removed and the vegetation to be protected, based on the conservation significance and land protection role of the vegetation, the identified values of vegetation within the planning scheme such as amenity and landscape, and the broader strategic planning objectives for the precinct. This document, as well as the Ecological Investigations Report, have used a holistic approach to inform the preparation of the precinct to meet the various objectives set out. The objectives of the NVPP (as set out in Section 1.2) include establishing additional habitat corridors and stepping stones (patches of native vegetation) along Hancock's Gully, newly created wetlands and hilltop reserves.</p> <p>Various submissions were made to include additional wildlife corridors between areas of open space. For these corridors to become habitat areas for wildlife and successful linkages, there needs to be some justification as to which species they are for and how these areas will provide that habitat. The Ecological Investigations Report and the NVPP identified the vegetation and natural spaces to be retained throughout the precinct.</p>	Not agreed to make change to amendment documentation

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
22.2		Suggests that a conservation area 40 metres in diameter be constructed along the entire length of Hancock's Gully, containing indigenous plantings and a fence to protect wildlife from predators.	Conservation	<p>An Ecological investigations report was produced for the precinct. A desktop assessment was undertaken and involved a review of all relevant databases, reports, literature and policies relevant to the study area. This was followed by a flora and habitat hectare assessment and targeted flora and fauna surveys to identify the ecological values present within the study area; specifically remnant native vegetation and scattered indigenous trees, flora and fauna species, fauna habitats and ecological communities.</p> <p>A Native Vegetation Precinct Plan (NVPP) has also been prepared to further apply a holistic, landscape wide approach to retention and removal of native vegetation within the Pakenham East Plan area. The NVPP identifies the native vegetation that can be removed and the vegetation to be protected, based on the conservation significance and land protection role of the vegetation, the identified values of vegetation within the planning scheme such as amenity and landscape, and the broader strategic planning objectives for the precinct. This document, as well as the Ecological Investigations Report, have used a holistic approach to inform the preparation of the precinct to meet the various objectives set out. The objectives of the NVPP (as set out in Section 1.2) include establishing additional habitat corridors and stepping stones (patches of native vegetation) along Hancock's Gully, newly created wetlands and hilltop reserves.</p> <p>Various submissions were made to include additional wildlife corridors between areas of open space. For these corridors to become habitat areas for wildlife and successful linkages, there needs to be some justification as to which species they are for and how these areas will provide that habitat. The Ecological Investigations Report and</p>	Not agreed to make change to amendment documentation
22.3		Suggests that the road reserves along the old Princess Highway have weeds completely removed and replanted with native indigenous plants to create a biodiversity corridor linking the Deep Creek & Hancock Gully conservation areas.	Conservation	<p>An Ecological Investigations report was produced for the precinct. A desktop assessment was undertaken and involved a review of all relevant databases, reports, literature and policies relevant to the study area. This was followed by a flora and habitat hectare assessment and targeted flora and fauna surveys to identify the ecological values present within the study area; specifically remnant native vegetation and scattered indigenous trees, flora and fauna species, fauna habitats and ecological communities.</p> <p>A Native Vegetation Precinct Plan (NVPP) has also been prepared to further apply a holistic, landscape wide approach to retention and removal of native vegetation within the Pakenham East Plan area. The NVPP identifies the native vegetation that can be removed and the vegetation to be protected, based on the conservation significance and land protection role of the vegetation, the identified values of vegetation within the planning scheme such as amenity and landscape, and the broader strategic planning objectives for the precinct. This document, as well as the Ecological Investigations Report, have used a holistic approach to inform the preparation of the precinct to meet the various objectives set out. The objectives of the NVPP (as set out in Section 1.2) include establishing additional habitat corridors and stepping stones (patches of native vegetation) along Hancock's Gully, newly created wetlands and hilltop reserves.</p> <p>Various submissions were made to include additional wildlife corridors between areas of open space. For these corridors to become habitat areas for wildlife and successful linkages, there needs to be some justification as to which species they are for and how these areas will provide that habitat. The Ecological Investigations Report and the NVPP identified the vegetation and natural spaces to be retained throughout the precinct.</p>	Not agreed to make change to amendment documentation

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
22.4		Suggests that a wildlife corridor should be constructed to connect the Deep Creek Conservation Area with the wetland along the Princess Freeway abutting the future Government School. This would allow a greater linking of wildlife and provide the school with an environmental asset.	Conservation	<p>An Ecological Investigations report was produced for the precinct. A desktop assessment was undertaken and involved a review of all relevant databases, reports, literature and policies relevant to the study area. This was followed by a flora and habitat hectare assessment and targeted flora and fauna surveys to identify the ecological values present within the study area; specifically remnant native vegetation and scattered indigenous trees, flora and fauna species, fauna habitats and ecological communities.</p> <p>A Native Vegetation Precinct Plan (NVPP) has also been prepared to further apply a holistic, landscape wide approach to retention and removal of native vegetation within the Pakenham East Plan area. The NVPP identifies the native vegetation that can be removed and the vegetation to be protected, based on the conservation significance and land protection role of the vegetation, the identified values of vegetation within the planning scheme such as amenity and landscape, and the broader strategic planning objectives for the precinct. This document, as well as the Ecological Investigations Report, have used a holistic approach to inform the preparation of the precinct to meet the various objectives set out. The objectives of the NVPP (as set out in Section 1.2) include establishing additional habitat corridors and stepping stones (patches of native vegetation) along Hancock's Gully, newly created wetlands and hilltop reserves.</p> <p>Various submissions were made to include additional wildlife corridors between areas of open space. For these corridors to become habitat areas for wildlife and successful linkages, there needs to be some justification as to which species they are for and how these areas will provide that habitat. The Ecological Investigations Report and the NVPP identified the vegetation and natural spaces to be retained throughout the precinct.</p>	Not agreed to make change to amendment documentation

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
22.5		Suggests that a wildlife corridor be constructed along the electricity transmission lines which will link the Deep Creek Conservation Area, Local Park 01, and Hancock Gully Conservation Area. This will assist in providing a cosmetic approach to the power lines.	Conservation	<p>An Ecological Investigations report was produced for the precinct. A desktop assessment was undertaken and involved a review of all relevant databases, reports, literature and policies relevant to the study area. This was followed by a flora and habitat hectare assessment and targeted flora and fauna surveys to identify the ecological values present within the study area; specifically remnant native vegetation and scattered indigenous trees, flora and fauna species, fauna habitats and ecological communities.</p> <p>A Native Vegetation Precinct Plan (NVPP) has also been prepared to further apply a holistic, landscape wide approach to retention and removal of native vegetation within the Pakenham East Plan area. The NVPP identifies the native vegetation that can be removed and the vegetation to be protected, based on the conservation significance and land protection role of the vegetation, the identified values of vegetation within the planning scheme such as amenity and landscape, and the broader strategic planning objectives for the precinct. This document, as well as the Ecological Investigations Report, have used a holistic approach to inform the preparation of the precinct to meet the various objectives set out. The objectives of the NVPP (as set out in Section 1.2) include establishing additional habitat corridors and stepping stones (patches of native vegetation) along Hancock's Gully, newly created wetlands and hilltop reserves.</p> <p>Various submissions were made to include additional wildlife corridors between areas of open space. For these corridors to become habitat areas for wildlife and successful linkages, there needs to be some justification as to which species they are for and how these areas will provide that habitat. The Ecological Investigations Report and the NVPP identified the vegetation and natural spaces to be retained throughout the precinct.</p>	Not agreed to make change to amendment documentation

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
22.6		The construction of these wildlife corridors will have benefits to future residents by giving them places to relax and shade. These conservation areas will also have the benefit of collecting extensive water runoff.	Conservation	<p>An Ecological Investigations report was produced for the precinct. A desktop assessment was undertaken and involved a review of all relevant databases, reports, literature and policies relevant to the study area. This was followed by a flora and habitat hectare assessment and targeted flora and fauna surveys to identify the ecological values present within the study area; specifically remnant native vegetation and scattered indigenous trees, flora and fauna species, fauna habitats and ecological communities.</p> <p>A Native Vegetation Precinct Plan (NVPP) has also been prepared to further apply a holistic, landscape wide approach to retention and removal of native vegetation within the Pakenham East Plan area. The NVPP identifies the native vegetation that can be removed and the vegetation to be protected, based on the conservation significance and land protection role of the vegetation, the identified values of vegetation within the planning scheme such as amenity and landscape, and the broader strategic planning objectives for the precinct. This document, as well as the Ecological Investigations Report, have used a holistic approach to inform the preparation of the precinct to meet the various objectives set out. The objectives of the NVPP (as set out in Section 1.2) include establishing additional habitat corridors and stepping stones (patches of native vegetation) along Hancock's Gully, newly created wetlands and hilltop reserves.</p> <p>Various submissions were made to include additional wildlife corridors between areas of open space. For these corridors to become habitat areas for wildlife and successful linkages, there needs to be some justification as to which species they are for and how these areas will provide that habitat. The Ecological Investigations Report and the NVPP identified the vegetation and natural spaces to be retained throughout the precinct.</p>	Not agreed to make change to amendment documentation
22.7		Suggests that these wildlife corridors must be protected by the imposition of a cat curfew and dogs on leash policy, with one credited open space for a leash free area.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	Not agreed to make change to amendment documentation
22.8		Concerned about the scope of the PSP has it doesn't address the traffic situation outside the PSP area. Healesville - Koo Wee Rup Road Interchange are already congested due to a growing population, traffic from Phillip Island and industrial areas and the railway crossing at Pakenham.	Traffic	<p>A traffic modelling study was undertaken by Cardinia Shire Council to investigate options for improving the connectivity of the arterial road network to the Princes Freeway. This study assessed the proposal of a new interchange on the Princes Freeway about midway between the Koo Wee Rup Road Interchange and the Princes Highway Interchange (near Nar Nar Goon Road) in the east.</p> <p>The results of the study showed that the provision of the proposed interchange at Pakenham East would have a relatively minor impact on the arterial road network in the Pakenham area. The interchange would only have localised impact, with the most obvious benefits being limited to the highway network in the immediate vicinity of the proposed interchange. Without the proposed interchange, travel speeds would be on average 3km/hour lower on the Princes Highway. The Princes Freeway, however, would operate at a higher level of service, i.e. better, with higher speeds and lower traffic demands east of Cardinia Road.</p> <p>From these results, it was determined that the cost of the proposed interchange outweighed the benefits relative to other priorities for the road network in the Pakenham and Cardinia's Urban Growth Area. Road upgrades in the local area will assist with the increased capacity of vehicles from the Pakenham East precinct, including the planned duplication of Healesville-Koo Wee Rup Road.</p>	No action required

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
22.9		Concerned of future congestion at the Nar Nar Goon/Bessie Creek Interchange, especially due to future population growth and the Pakenham East train depot.	Traffic	<p>A traffic modelling study was undertaken by Cardinia Shire Council to investigate options for improving the connectivity of the arterial road network to the Princes Freeway. This study assessed the proposal of a new interchange on the Princes Freeway about midway between the Koo Wee Rup Road Interchange and the Princes Highway Interchange (near Nar Nar Goon Road) in the east.</p> <p>The results of the study showed that the provision of the proposed interchange at Pakenham East would have a relatively minor impact on the arterial road network in the Pakenham area. The interchange would only have localised impact, with the most obvious benefits being limited to the highway network in the immediate vicinity of the proposed interchange. Without the proposed interchange, travel speeds would be on average 3km/hour lower on the Princes Highway. The Princes Freeway, however, would operate at a higher level of service, i.e. better, with higher speeds and lower traffic demands east of Cardinia Road.</p> <p>From these results, it was determined that the cost of the proposed interchange outweighed the benefits relative to other priorities for the road network in the Pakenham and Cardinia's Urban Growth Area. Road upgrades in the local area will assist with the increased capacity of vehicles from the Pakenham East precinct, including the planned duplication of Healesville-Koo Wee Rup Road.</p>	No action required
Submission 23 - Daniel Haynes (Resident)					
23.1		Concerned about the lack of transition between the urban built form of Pakenham East and the rural nature of Nar Nar Goon.	Lot interface	<p>The VPA sees it as important to ensure development adjacent to Mt Ararat Rd manages this transition and provides an appropriate interface with adjacent green wedge land. This has been managed through the following requirements for development fronting Mt Ararat Road including:</p> <ul style="list-style-type: none"> <li>- must be a single dwelling on a lot</li> <li>- providing a minimum front setback of 6 metres between houses and the road reserve</li> <li>- providing low or visually permeable front fencing</li> <li>- encouraging wider lot frontages</li> <li>- providing a wider road reserve with a 6m+ nature strip to allow for the planting of substantial street trees to provide screening between the green wedge land and the new houses within the precinct.</li> <li>- locating the sealed pedestrian path on the west side of the road</li> </ul> <p>In an effort to provide an appropriate transition between the PSP and farming land to the east of the precinct, the PSP will encourage larger lot sizes adjacent to Mt Ararat Road.</p>	Noted
23.2		Narrow focus of the Victorian Planning Authority and Council by only considering development works within the PSP boundary.	PSP boundary	<p>Noted. There have been multiple reports and strategic plans that have informed the development of the Pakenham East PSP, beginning at a high-level to understand the wider region and then moving smaller to the precinct and its surrounding context to understand the various catchments and considerations for infrastructure. The precinct has not been considered in isolation. It is the purpose of this PSP to outline what infrastructure will be delivered within the precinct, which has been informed by these higher-level strategic plans. These have been informed by other State Agencies including the Department of Education and Transport for Victoria.</p>	Noted

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
23.3		Concerned about the lack of consideration over natural disaster response and pressures placed on the Princess Freeway and Princess Highway during evacuations.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	Noted
23.4		Lack of forecasting on traffic flow and the impacts of the regional road network.	Traffic	Noted. Traffic modelling has been conducted by consultant SMEC to analyse the regional traffic flows and the impact the future PSP will have on surroundings. Nar Nar Goon was included in this to ensure that the area would be able to support changes to the road network. A key part of the analysis was looking at the Nar Nar Goon interchange with the Princes Fwy. A key outcome of the report was the the level of service along short lengths of the Princes Highway at the Nar Nar Goon Road interchange would drop significantly.	Noted
23.5		Seeks clarification over the status of Dore Road including speed limits and road treatments. Suggests the construction of a roundabout at the intersection of Dore and Seymour Roads.	Traffic	Dore Road is identified as a local access street level 2. Appendix C: Road Cross Sections and Intersections with Princes Highway provides more detailed information on the design and technical aspects of the various road functions. Section 6: Local Access Street Level 2 (20m) provides an idea of how Dore Road will be developed. Road treatments include pedestrian paths', Nature strips with tree planting, parking bays' one ach side of the road and a two-way lane street. Typically a local street speed limit will be 50 km/hour, however depending on other constraints along the street(e.g. a school zone), speed limits may be adjusted at time of implementation.	No action required
23.6		Concerned about the lack of forecasting regarding future demand on community facilities and infrastructure in Nar Nar Goon, including Nar Nar Goon railway station and its carpark, school and kinder.	Lack of consideration out of precinct	In the development of the PSP, the planning for the provision of community and recreational facilities, the provision of commercial and retail services and the provision of educational facilities were planned for at a scale and provision ratio to ensure that they would service the new community without impacting negatively on existing areas. For example the number of new community facilities which include community centres and early childhood facilities will service the new community and won't result in existing community facilities being oversubscribed. The scale of the town centres were planned to respond to the proposed demand from the new community and communities to the east of the precinct, providing much needed retail and commercial services for the area.	Noted
23.7		The VPA representative made an assumption that the majority traffic will be towards Pakenham without any modelling to prove it.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	Noted
23.8		No bike paths towards Nar Nar Goon.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	Noted

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
23.9		Any council and state infrastructure must be built in conjunction with urban development, otherwise risk pressure on existing limited rural services (schools, sporting facilities, public transport).	Infrastructure Sequencing	Noted. It is important that any future community has the facilities it needs at an early stage in its development. Local and state infrastructure is planned for in the precinct, however the implementation of it is the responsibility of various authorities such as Council for local community centres, and the Department of Education for proposed government schools. A difficult that arises in the planning for infrastructure is that you need a sufficient number of people within the community to support the service/facility before it can be built. Efforts have been made through the PSP process have been made to increase the certainty around the deliver of infrastructure, and ensure that sequencing increases the opportunities of it being delivered earlier. The PSP has a role in identifying the location of these facilities to ensure there is land available when they are to be delivered by the different providers. Effort is also made through the Community Infrastructure and Open Space Provision Assessment to ensure there is adequate space in surrounding facilities to service the initial community in the precinct. Pakenham Township will play a role in this.	Noted
23.10		Omission of neighbouring development during exhibition which inhibits the community from understanding the overall perspective of development in the area.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	Noted
23.11		The electricity transmission lines should serve as an arbitrary northern boundary for the precinct.	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"> <li>- A building envelope to address the ridgeline and electricity line easement</li> <li>- Achieve an average minimum lot size of 2,000m2</li> <li>- Provide rural fencing that is low scale and visually permeable to facilitate the rural lifestyle character of this area</li> <li>- Maximise side setbacks and create openness between the dwellings; and</li> <li>- where required, a plan to manage steeper sections of land to ensure retaining walls are minimised</li> </ul>	No action required

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
23.12		Vegetation and habitat loss within the PSP, particularly along the Princess Highway to make room for road duplication and four signallised intersections.	Conservation	<p>An Ecological Investigations report was produced for the precinct. A desktop assessment was undertaken and involved a review of all relevant databases, reports, literature and policies relevant to the study area. This was followed by a flora and habitat hectare assessment and targeted flora and fauna surveys to identify the ecological values present within the study area; specifically remnant native vegetation and scattered indigenous trees, flora and fauna species, fauna habitats and ecological communities.</p> <p>A Native Vegetation Precinct Plan (NVPP) has also been prepared to further apply a holistic, landscape wide approach to retention and removal of native vegetation within the Pakenham East Plan area. The NVPP identifies the native vegetation that can be removed and the vegetation to be protected, based on the conservation significance and land protection role of the vegetation, the identified values of vegetation within the planning scheme such as amenity and landscape, and the broader strategic planning objectives for the precinct. This document, as well as the Ecological Investigations Report, have used a holistic approach to inform the preparation of the precinct to meet the various objectives set out. The objectives of the NVPP (as set out in Section 1.2) include establishing additional habitat corridors and stepping stones (patches of native vegetation) along Hancock's Gully, newly created wetlands and hilltop reserves.</p> <p>Various submissions were made to include additional wildlife corridors between areas of open space. For these corridors to become habitat areas for wildlife and successful linkages, there needs to be some justification as to which species they are for and how these areas will provide that habitat. The Ecological Investigations Report and the NVPP identified the vegetation and natural spaces to be retained throughout the precinct.</p>	Noted

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
23.13		No proposal for a train station at Pakenham East. A lost opportunity to work with Public Transport Victoria considering the construction of the new Pakenham East train depot.	Train station	<p>The state has undertaken a viability assessment of the proposal for an additional train station to serve the Pakenham East precinct. A number of land use or rail operations concerns were been raised in this assessment, including:</p> <ul style="list-style-type: none"> <li>• The PSP would result in only a modest residential population increase within 1 km of a proposed train station as the catchment of a potential station in the south west of the PSP is severely restricted by low density land uses west of Ryan Road and the physical barrier of the Princes Freeway.</li> <li>• Being at the edge of the Urban Growth Boundary (UGB) there is a limited further catchment to the east of the precinct. What catchment exists beyond the UGB is already serviced by rail service along the Vline Gippsland line at Nar Nar Goon station</li> <li>• The only physical location where a station could be sited, due to track curves and grades, is 700m west of Ryan Rd, which is in the vicinity of Deep Creek, on the Pakenham &amp; District Golf Club site. This location is only 1.7km west of Pakenham Station. Typically stations should be spaced at least 3km apart.</li> <li>• The road network would only facilitate access from the north-east, via Ryan Road, with no access possible from the west and the south.</li> </ul> <p>It is largely due to these constraints surrounding the provision of a new train station that a high-frequency bus service will be provided for along the Princes Highway. This will ensure accessibility to public transport for a large portion of the Pakenham East precinct and provide high frequency services to Pakenham township and train station.</p>	Noted
23.14		Visual impact and lack of quality assurance regarding high density (4 story) housing.	Urban Design	<p>Noted. The PSP aims to allow for the creation of a diverse and vibrant new community by providing a range of residential densities across the PSP area. By providing for a range of lot sizes and thereby housing types, it is anticipated that the PSP area will attract and accommodate a diverse population with different household needs. With the proposed local town centre, there is opportunity for sustainable development by locating medium density dwellings close to these services. It is understood that quality assurance</p>	Noted

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
23.15		Concerns over lack of direct freeway access to the East Pakenham Precinct.	Direct freeway access	<p>A traffic modelling study was undertaken by Cardinia Shire Council to investigate options for improving the connectivity of the arterial road network to the Princes Freeway. This study assessed the proposal of a new interchange on the Princes Freeway about midway between the Koo Wee Rup Road Interchange and the Princes Highway Interchange (near Nar Nar Goon Road) in the east.</p> <p>The results of the study showed that the provision of the proposed interchange at Pakenham East would have a relatively minor impact on the arterial road network in the Pakenham area. The interchange would only have localised impact, with the most obvious benefits being limited to the highway network in the immediate vicinity of the proposed interchange. Without the proposed interchange, travel speeds would be on average 3km/hour lower on the Princes Highway. The Princes Freeway, however, would operate at a higher level of service, i.e. better, with higher speeds and lower traffic demands east of Cardinia Road.</p> <p>From these results, it was determined that the cost of the proposed interchange outweighed the benefits relative to other priorities for the road network in the Pakenham and Cardinia's Urban Growth Area. Road upgrades in the local area will assist with the increased capacity of vehicles from the Pakenham East precinct, including the planned duplication of Healesville-Koo Wee Rup Road.</p>	Noted
23.16		Short timeframe in which to make a submission during the exhibition stage, particularly during the end of the summer holiday period.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	Noted

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
23.17		Lack of public transport to the precinct, particularly rail.	Train station	<p>The state has undertaken a viability assessment of the proposal for an additional train station to serve the Pakenham East precinct. A number of land use or rail operations concerns were been raised in this assessment, including:</p> <ul style="list-style-type: none"> <li>• The PSP would result in only a modest residential population increase within 1 km of a proposed train station as the catchment of a potential station in the south west of the PSP is severely restricted by low density land uses west of Ryan Road and the physical barrier of the Princes Freeway.</li> <li>• Being at the edge of the Urban Growth Boundary (UGB) there is a limited further catchment to the east of the precinct. What catchment exists beyond the UGB is already serviced by rail service along the Vline Gippsland line at Nar Nar Goon station</li> <li>• The only physical location where a station could be sited, due to track curves and grades, is 700m west of Ryan Rd, which is in the vicinity of Deep Creek, on the Pakenham &amp; District Golf Club site. This location is only 1.7km west of Pakenham Station. Typically stations should be spaced at least 3km apart.</li> <li>• The road network would only facilitate access from the north-east, via Ryan Road, with no access possible from the west and the south.</li> </ul> <p>It is largely due to these constraints surrounding the provision of a new train station that a high-frequency bus service will be provided for along the Princes Highway. This will ensure accessibility to public transport for a large portion of the Pakenham East precinct and provide high frequency services to Pakenham township and train station.</p>	Noted
23.18		Lack of parking at Pakenham station.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	Noted
Submission 24 - Tommuc Landcare					

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
24.1		Supportive of submission made by Cannibal Creek Landcare.	Conservation	<p>An Ecological Investigations report was produced for the precinct. A desktop assessment was undertaken and involved a review of all relevant databases, reports, literature and policies relevant to the study area. This was followed by a flora and habitat hectare assessment and targeted flora and fauna surveys to identify the ecological values present within the study area; specifically remnant native vegetation and scattered indigenous trees, flora and fauna species, fauna habitats and ecological communities.</p> <p>A Native Vegetation Precinct Plan (NVPP) has also been prepared to further apply a holistic, landscape wide approach to retention and removal of native vegetation within the Pakenham East Plan area. The NVPP identifies the native vegetation that can be removed and the vegetation to be protected, based on the conservation significance and land protection role of the vegetation, the identified values of vegetation within the planning scheme such as amenity and landscape, and the broader strategic planning objectives for the precinct. This document, as well as the Ecological Investigations Report, have used a holistic approach to inform the preparation of the precinct to meet the various objectives set out. The objectives of the NVPP (as set out in Section 1.2) include establishing additional habitat corridors and stepping stones (patches of native vegetation) along Hancock's Gully, newly created wetlands and hilltop reserves.</p> <p>Various submissions were made to include additional wildlife corridors between areas of open space. For these corridors to become habitat areas for wildlife and successful linkages, there needs to be some justification as to which species they are for and how these areas will provide that habitat. The Ecological Investigations Report and the NVPP identified the vegetation and natural spaces to be retained throughout the precinct.</p>	Noted
24.2		Local wildlife must have habitat corridors to reduce the amount of displaced and injured wildlife.	Conservation	<p>An Ecological Investigations report was produced for the precinct. A desktop assessment was undertaken and involved a review of all relevant databases, reports, literature and policies relevant to the study area. This was followed by a flora and habitat hectare assessment and targeted flora and fauna surveys to identify the ecological values present within the study area; specifically remnant native vegetation and scattered indigenous trees, flora and fauna species, fauna habitats and ecological communities.</p> <p>A Native Vegetation Precinct Plan (NVPP) has also been prepared to further apply a holistic, landscape wide approach to retention and removal of native vegetation within the Pakenham East Plan area. The NVPP identifies the native vegetation that can be removed and the vegetation to be protected, based on the conservation significance and land protection role of the vegetation, the identified values of vegetation within the planning scheme such as amenity and landscape, and the broader strategic planning objectives for the precinct. This document, as well as the Ecological Investigations Report, have used a holistic approach to inform the preparation of the precinct to meet the various objectives set out. The objectives of the NVPP (as set out in Section 1.2) include establishing additional habitat corridors and stepping stones (patches of native vegetation) along Hancock's Gully, newly created wetlands and hilltop reserves.</p> <p>Various submissions were made to include additional wildlife corridors between areas of open space. For these corridors to become habitat areas for wildlife and successful linkages, there needs to be some justification as to which species they are for and how these areas will provide that habitat. The Ecological Investigations Report and the NVPP identified the vegetation and natural spaces to be retained throughout the precinct.</p>	Noted

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
Submission 25 - Nar Nar Goon Progress Association					
25.1		Supportive of the creation and extension of native wildlife corridors along Hancocks Gully and Deep Creek to proposed retarding basins and wetlands.	Supports Amendment	Noted.	Noted
25.2		Supportive of the creation of local parks and open spaces on hilltops in order to preserve the landscape.	Supports Amendment	Noted.	Noted
25.3		Supportive of the walking/bike paths along the railway reservation into the precinct.	Supports Amendment	Noted.	Noted
25.4		Lack of consideration of the transition of the built form between the urban Pakenham East precinct and the rural Nar Nar Goon region.	Lot interface	<p>The VPA sees it as important to ensure development adjacent to Mt Ararat Rd manages this transition and provides an appropriate interface with adjacent green wedge land. This has been managed through the following requirements for development fronting Mt Ararat Road including:</p> <ul style="list-style-type: none"> <li>- must be a single dwelling on a lot</li> <li>- providing a minimum front setback of 6 metres between houses and the road reserve</li> <li>- providing low or visually permeable front fencing</li> <li>- encouraging wider lot frontages</li> <li>- providing a wider road reserve with a 6m+ nature strip to allow for the planting of substantial street trees to provide screening between the green wedge land and the new houses within the precinct.</li> <li>- locating the sealed pedestrian path on the west side of the road</li> </ul> <p>In an effort to provide an appropriate transition between the PSP and farming land to the east of the precinct, the PSP will encourage larger lot sizes adjacent to Mt Ararat Road.</p>	Noted
25.5		Narrow focus of the Victorian Planning Authority and Council by only considering development works within the PSP boundary.	Lack of consideration out of precinct	In the development of the PSP, the planning for the provision of community and recreational facilities, the provision of commercial and retail services and the provision of educational facilities were planned for at a scale and provision ratio to ensure that they would service the new community without impacting negatively on existing areas. For example the number of new community facilities which include community centres and early childhood facilities will service the new community and won't result in existing community facilities being oversubscribed. The scale of the town centres were planned to respond to the proposed demand from the new community and communities to the east of the precinct, providing much needed retail and commercial services for the area.	Noted

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
25.6		Concerned about the lack of traffic forecasting on Nar Nar Goon's rural road network.	Traffic	<p>A traffic modelling study was undertaken by Cardinia Shire Council to investigate options for improving the connectivity of the arterial road network to the Princes Freeway. This study assessed the proposal of a new interchange on the Princes Freeway about midway between the Koo Wee Rup Road Interchange and the Princes Highway Interchange (near Nar Nar Goon Road) in the east.</p> <p>The results of the study showed that the provision of the proposed interchange at Pakenham East would have a relatively minor impact on the arterial road network in the Pakenham area. The interchange would only have localised impact, with the most obvious benefits being limited to the highway network in the immediate vicinity of the proposed interchange. Without the proposed interchange, travel speeds would be on average 3km/hour lower on the Princes Highway. The Princes Freeway, however, would operate at a higher level of service, i.e. better, with higher speeds and lower traffic demands east of Cardinia Road.</p> <p>From these results, it was determined that the cost of the proposed interchange outweighed the benefits relative to other priorities for the road network in the Pakenham and Cardinia's Urban Growth Area. Road upgrades in the local area will assist with the increased capacity of vehicles from the Pakenham East precinct, including the planned duplication of Healesville-Koo Wee Rup Road.</p>	Noted
25.7		Concerned about the lack of forecasting regarding future demand on community facilities and infrastructure in Nar Nar Goon, including Nar Nar Goon railway station and its carpark, school and kinder.	Lack of consideration out of precinct	<p>In the development of the PSP, the planning for the provision of community and recreational facilities, the provision of commercial and retail services and the provision of educational facilities were planned for at a scale and provision ratio to ensure that they would service the new community without impacting negatively on existing areas. For example the number of new community facilities which include community centres and early childhood facilities will service the new community and won't result in existing community facilities being oversubscribed. The scale of the town centres were planned to respond to the proposed demand from the new community and communities to the east of the precinct, providing much needed retail and commercial services for the area.</p>	Noted
25.8		The VPA representative made an assumption that the majority traffic will be towards Pakenham without any modelling to prove it.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	Noted
25.9		No bike paths towards Nar Nar Goon.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	Noted
25.1		Any council and state infrastructure must be built in conjunction with urban development, otherwise risk pressure on existing limited rural services (schools, sporting facilities, public transport).	Infrastructure Sequencing	Noted.	Noted
25.11		Omission of neighbouring development during exhibition which inhibits the community from understanding the overall perspective of development in the area.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	Noted

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
25.12		The electricity transmission lines should serve as an arbitrary northern boundary for the precinct.	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"> <li>- A building envelope to address the ridgeline and electricity line easement</li> <li>- Achieve an average minimum lot size of 2,000m2</li> <li>- Provide rural fencing that is low scale and visually permeable to facilitate the rural lifestyle character of this area</li> <li>- Maximise side setbacks and create openness between the dwellings; and</li> <li>- where required, a plan to manage steeper sections of land to ensure retaining walls are minimised</li> </ul>	No action required
25.13		Vegetation and habitat loss within the PSP, particularly along the Princess Highway to make room for road duplication and four signallised intersections.	vegetation	<p>An Ecological Investigations report was produced for the precinct. A desktop assessment was undertaken and involved a review of all relevant databases, reports, literature and policies relevant to the study area. This was followed by a flora and habitat hectare assessment and targeted flora and fauna surveys to identify the ecological values present within the study area; specifically remnant native vegetation and scattered indigenous trees, flora and fauna species, fauna habitats and ecological communities.</p> <p>A Native Vegetation Precinct Plan (NVPP) has also been prepared to further apply a holistic, landscape wide approach to retention and removal of native vegetation within the Pakenham East Plan area. The NVPP identifies the native vegetation that can be removed and the vegetation to be protected, based on the conservation significance and land protection role of the vegetation, the identified values of vegetation within the planning scheme such as amenity and landscape, and the broader strategic planning objectives for the precinct. This document, as well as the Ecological Investigations Report, have used a holistic approach to inform the preparation of the precinct to meet the various objectives set out. The objectives of the NVPP (as set out in Section 1.2) include establishing additional habitat corridors and stepping stones (patches of native vegetation) along Hancock's Gully, newly created wetlands and hilltop reserves.</p> <p>Various submissions were made to include additional wildlife corridors between areas of open space. For these corridors to become habitat areas for wildlife and successful linkages, there needs to be some justification as to which species they are for and how these areas will provide that habitat. The Ecological Investigations Report and the NVPP identified the vegetation and natural spaces to be retained throughout the precinct.</p>	Noted

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
25.14		No proposal for a train station at Pakenham East. A lost opportunity to work with Public Transport Victoria considering the construction of the new Pakenham East train depot.	Train station	<p>The state has undertaken a viability assessment of the proposal for an additional train station to serve the Pakenham East precinct. A number of land use or rail operations concerns were raised in this assessment, including:</p> <ul style="list-style-type: none"> <li>• The PSP would result in only a modest residential population increase within 1 km of a proposed train station as the catchment of a potential station in the south west of the PSP is severely restricted by low density land uses west of Ryan Road and the physical barrier of the Princes Freeway.</li> <li>• Being at the edge of the Urban Growth Boundary (UGB) there is a limited further catchment to the east of the precinct. What catchment exists beyond the UGB is already serviced by rail service along the Vline Gippsland line at Nar Nar Goon station</li> <li>• The only physical location where a station could be sited, due to track curves and grades, is 700m west of Ryan Rd, which is in the vicinity of Deep Creek, on the Pakenham &amp; District Golf Club site. This location is only 1.7km west of Pakenham Station. Typically stations should be spaced at least 3km apart.</li> <li>• The road network would only facilitate access from the north-east, via Ryan Road, with no access possible from the west and the south.</li> </ul> <p>It is largely due to these constraints surrounding the provision of a new train station that a high-frequency bus service will be provided for along the Princes Highway. This will ensure accessibility to public transport for a large portion of the Pakenham East precinct and provide high frequency services to Pakenham township and train station.</p>	Noted
25.15		Visual impact and lack of quality assurance regarding high density (4 story) housing.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	Noted
25.16		Concerns over lack of direct freeway access to the East Pakenham Precinct.	Direct freeway access	<p>A traffic modelling study was undertaken by Cardinia Shire Council to investigate options for improving the connectivity of the arterial road network to the Princes Freeway. This study assessed the proposal of a new interchange on the Princes Freeway about midway between the Koo Wee Rup Road Interchange and the Princes Highway Interchange (near Nar Nar Goon Road) in the east.</p> <p>The results of the study showed that the provision of the proposed interchange at Pakenham East would have a relatively minor impact on the arterial road network in the Pakenham area. The interchange would only have localised impact, with the most obvious benefits being limited to the highway network in the immediate vicinity of the proposed interchange. Without the proposed interchange, travel speeds would be on average 3km/hour lower on the Princes Highway. The Princes Freeway, however, would operate at a higher level of service, i.e. better, with higher speeds and lower traffic demands east of Cardinia Road.</p> <p>From these results, it was determined that the cost of the proposed interchange outweighed the benefits relative to other priorities for the road network in the Pakenham and Cardinia's Urban Growth Area. Road upgrades in the local area will assist with the increased capacity of vehicles from the Pakenham East precinct, including the planned duplication of Healesville-Koo Wee Rup Road.</p>	Noted
25.17		Short timeframe in which to make a submission during the exhibition stage, particularly during the end of the summer holiday period.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	Noted

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
<b>Submission 26 - Chantelle McLachlan (landowner)</b>					
26.1	6	Requests that the Post Contact Heritage Assessment be amended to fix the errors noted in this submission.	Other	Agreed to refer to the consultant that undertake the Post Contact Heritage Assessment to update as requested	Further review/discussion
26.2	6	Requests that local park 02 be relocated to encompass an English Oak tree that was identified as having high retention value in the Significant Tree Assessment report.	Heritage	This has been noted. The significant tree assessment report was commissioned by Council to evaluate the retention value of all trees within the precinct. With this information, Council then decided which trees should be protected and via what mechanism. This submission will be referred to Council to understand the reasoning as to why this tree was not chosen to be protected.	Further review/discussion
26.3	6	Notes that the two rows of gum trees identified in the Significant Tree Assessment haven't been considered in recent council and VPA documents regarding the PSP. Requests that the trees be further assessed for heritage value and be retained as part of the PSP.	Heritage	This has been noted. The significant tree assessment report was commissioned by Council to evaluate the retention value of all trees within the precinct. With this information, Council then decided which trees should be protected and via what mechanism. This submission will be referred to Council to understand the reasoning as to why these trees were not chosen to be protected.	Further review/discussion
<b>Submission 27 - Dennis &amp; Lois Walker</b>					
27.1		Concerned that the increased residential development in the area will inhibit the ability to keep livestock on their property due to the risk of tampering, traffic noise and potential for motor vehicle accidents.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	Noted
27.2		Concerned about the impacts on property prices that the Pakenham East PSP will have.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	Noted
27.3		Concerned about the impacts of turning Ryan Road into a connector road, including traffic, noise and pollution.	Traffic	Development will lead to additional traffic in and around the Pakenham East precinct, including along Ryan Rd, as a result of an increased population. It is the role of the PSP to manage this increase in traffic through the new street network and upgrades to the existing street network. The PSP proposes an upgrade to Ryan Rd and new signalised intersection at Ryan Road and Princes Highway. As part of the Planning Panel process, the VPA will commission an independent traffic consultant to review submissions made regarding traffic and transport. This statement will be submitted to the Planning Panel to assist in their recommendation regarding transport and traffic.	Noted
27.4		Concerned about flooding in the precinct as the existing land is situated in a Floodway Overlay and a Land Subjected to Inundation Overlay.	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.	Noted

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
27.5		Concerned about the wellbeing of flora and fauna species in the precinct due to habitat loss.	Conservation	<p>An Ecological Investigations report was produced for the precinct. A desktop assessment was undertaken and involved a review of all relevant databases, reports, literature and policies relevant to the study area. This was followed by a flora and habitat hectare assessment and targeted flora and fauna surveys to identify the ecological values present within the study area; specifically remnant native vegetation and scattered indigenous trees, flora and fauna species, fauna habitats and ecological communities.</p> <p>A Native Vegetation Precinct Plan (NVPP) has also been prepared to further apply a holistic, landscape wide approach to retention and removal of native vegetation within the Pakenham East Plan area. The NVPP identifies the native vegetation that can be removed and the vegetation to be protected, based on the conservation significance and land protection role of the vegetation, the identified values of vegetation within the planning scheme such as amenity and landscape, and the broader strategic planning objectives for the precinct. This document, as well as the Ecological Investigations Report, have used a holistic approach to inform the preparation of the precinct to meet the various objectives set out. The objectives of the NVPP (as set out in Section 1.2) include establishing additional habitat corridors and stepping stones (patches of native vegetation) along Hancock's Gully, newly created wetlands and hilltop reserves.</p> <p>Various submissions were made to include additional wildlife corridors between areas of open space. For these corridors to become habitat areas for wildlife and successful linkages, there needs to be some justification as to which species they are for and how these areas will provide that habitat. The Ecological Investigations Report and the NVPP identified the vegetation and natural spaces to be retained throughout the precinct.</p>	Noted
27.6		Concerned about the potentially high number of roads connecting onto Ryan Road due to multiple land owners and subdivisions, impacting on the low density residential environment and the vegetation overlay that applies on his property.	Traffic	<p>Development will lead to additional traffic in and around the Pakenham East precinct, including along Ryan Rd, as a result of an increased population. It is the role of the PSP to manage this increase in traffic through the new street network and upgrades to the existing street network. The PSP proposes an upgrade to Ryan Rd and new signalised intersection at Ryan Road and Princes Highway. As part of the Planning Panel process, the VPA will commission an independent traffic consultant to review submissions made regarding traffic and transport. This statement will be submitted to the Planning Panel to assist in their recommendation regarding transport and traffic.</p>	Noted

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
27.7		Suggests that the land on the east side of Ryan Road between the Princess Highway and Canty Lane remain at Housing Interlace 3 with block sizes of 2000 square metres.	Lot interface	<p>The VPA recognises the need to ensure that future development responds appropriately to the existing character of Ryan Rd and the local neighbourhood, and that a transition between the older and the newer areas should have a positive effect on neighbourhood amenity. The exhibited PSP has employed various mechanisms to ensure future development aligns with the existing character of Ryan Rd, including:</p> <ul style="list-style-type: none"> <li>- must be a single dwelling on a lot</li> <li>- providing a minimum front setback of 6 metres between houses and the road reserve</li> <li>- providing low or visually permeable front fencing</li> <li>- encouraging wider lot frontages</li> <li>- providing a wider road reserve with a 6m+ nature strip on the east side of Ryan Road to allow for the planting of substantial street trees to provide screening between the existing housing and the new houses within the precinct.</li> </ul> <p>In response to submissions, we are reviewing the cross section of Ryan Rd to create a more 'rural' feel. Some of the key attributes we are looking to incorporate are:</p> <ul style="list-style-type: none"> <li>- retaining a wider nature strip on the west side of Ryan Rd where possible</li> <li>- locating the sealed pedestrian and bike paths on the east side</li> <li>- removing the parking bays from the west side</li> </ul> <p>In an effort to provide an appropriate transition between the PSP and the existing houses on Ryan Road, the PSP will encourage larger lot sizes adjacent to Ryan Rd.</p>	Not agreed to make change to amendment documentation
27.8		Concerned about the lack of clarity in the PSP regarding Ryan Road including the way it's positioned, parking provisions on new properties, speed limits and traffic calming.	Traffic	Development will lead to additional traffic in and around the Pakenham East precinct, including along Ryan Rd, as a result of an increased population. It is the role of the PSP to manage this increase in traffic through the new street network and upgrades to the existing street network. The PSP proposes an upgrade to Ryan Rd and new signalised intersection at Ryan Road and Princes Highway. As part of the Planning Panel process, the VPA will commission an independent traffic consultant to review submissions made regarding traffic and transport. This statement will be submitted to the Planning Panel to assist in their recommendation regarding transport and traffic.	No action required
27.9		Supportive of the provision of public spaces.	Supports Amendment	Noted.	Noted
27.10		Supportive of the provision of a small shopping precinct.	Supports Amendment	Noted.	Noted
27.11		Supportive of the provision of government and non-government schools.	Supports Amendment	Noted.	Noted
Submission 30 - Geoff Leed					

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
30.1		The electricity transmission lines should serve as the boundary for the precinct.	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"> <li>- A building envelope to address the ridgeline and electricity line easement</li> <li>- Achieve an average minimum lot size of 2,000m2</li> <li>- Provide rural fencing that is low scale and visually permeable to facilitate the rural lifestyle character of this area</li> <li>- Maximise side setbacks and create openness between the dwellings; and</li> <li>- where required, a plan to manage steeper sections of land to ensure retaining walls are minimised</li> </ul>	No action required
30.2		The land between Aberhart Road and Deep Creek doesn't show any zoning on any of the plans.	Out of scope	(The particular plot of land is outside the PSP boundary. It's a GRZ1 zone with a development plan overlay.)	No action required
30.3		There is no report that indicates the impacts on traffic both within the PSP area and in surrounding regional towns including Warragul, Drouin, Garfield, Bunyip, Koo Wee Rup and Pakenham	Traffic	<p>A traffic modelling study was undertaken by Carlingford Council to investigate options for improving the connectivity of the arterial road network to the Princes Freeway. This study assessed the proposal of a new interchange on the Princes Freeway about midway between the Koo Wee Rup Road Interchange and the Princes Highway Interchange (near Nar Nar Goon Road) in the east.</p> <p>The results of the study showed that the provision of the proposed interchange at Pakenham East would have a</p>	Noted
30.4		Concerns over lack of car parking at Pakenham station and overcrowding on the Pakenham line.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	Noted
30.5		Concerns that the urban growth boundary will further expand eastwards beyond the Pakenham East PSP.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	Noted
30.6		The Pakenham East PSP should not proceed and be relocated to a site on Melbourne's northern or western suburbs.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	Noted
30.7		Concerned over the timing of the exhibition of the Pakenham East PSP due to the coinciding with the end of the school holidays.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	Noted
Submission 31 - Elise Sefton					

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
31.1		Concerns over the future impacts on Nar Nar Goon including extra traffic and people wanting to use the train station.	Traffic	<p>The state has undertaken a viability assessment of the proposal for an additional train station to serve the Pakenham East precinct. A number of land use or rail operations concerns were been raised in this assessment, including:</p> <ul style="list-style-type: none"> <li>• The PSP would result in only a modest residential population increase within 1 km of a proposed train station as the catchment of a potential station in the south west of the PSP is severely restricted by low density land uses west of Ryan Road and the physical barrier of the Princes Freeway.</li> <li>• Being at the edge of the Urban Growth Boundary (UGB) there is a limited further catchment to the east of the precinct. What catchment exists beyond the UGB is already serviced by rail service along the Vline Gippsland line at Nar Nar Goon station</li> <li>• The only physical location where a station could be sited, due to track curves and grades, is 700m west of Ryan Rd, which is in the vicinity of Deep Creek, on the Pakenham &amp; District Golf Club site. This location is only 1.7km west of Pakenham Station. Typically stations should be spaced at least 3km apart.</li> <li>• The road network would only facilitate access from the north-east, via Ryan Road, with no access possible from the west and the south.</li> </ul> <p>It is largely due to these constraints surrounding the provision of a new train station that a high-frequency bus service will be provided for along the Princes Highway. This will ensure accessibility to public transport for a large portion of the Pakenham East precinct and provide high frequency services to Pakenham township and train station.</p>	Noted

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
31.2		Concerns over the destruction of the environment.	conservation	<p>An Ecological Investigations report was produced for the precinct. A desktop assessment was undertaken and involved a review of all relevant databases, reports, literature and policies relevant to the study area. This was followed by a flora and habitat hectare assessment and targeted flora and fauna surveys to identify the ecological values present within the study area; specifically remnant native vegetation and scattered indigenous trees, flora and fauna species, fauna habitats and ecological communities.</p> <p>A Native Vegetation Precinct Plan (NVPP) has also been prepared to further apply a holistic, landscape wide approach to retention and removal of native vegetation within the Pakenham East Plan area. The NVPP identifies the native vegetation that can be removed and the vegetation to be protected, based on the conservation significance and land protection role of the vegetation, the identified values of vegetation within the planning scheme such as amenity and landscape, and the broader strategic planning objectives for the precinct. This document, as well as the Ecological Investigations Report, have used a holistic approach to inform the preparation of the precinct to meet the various objectives set out. The objectives of the NVPP (as set out in Section 1.2) include establishing additional habitat corridors and stepping stones (patches of native vegetation) along Hancock's Gully, newly created wetlands and hilltop reserves.</p> <p>Various submissions were made to include additional wildlife corridors between areas of open space. For these corridors to become habitat areas for wildlife and successful linkages, there needs to be some justification as to which species they are for and how these areas will provide that habitat. The Ecological Investigations Report and the NVPP identified the vegetation and natural spaces to be retained throughout the precinct.</p>	Noted
Submission 33 - Rose Biddell					
33.1		Supportive of the creation and extension of native wildlife corridors along Hancocks Gully and Deep Creek to proposed retarding basins and wetlands.	Supports Amendment	Noted.	Noted
33.2		Supportive of the creation of local parks and open spaces on hilltops in order to preserve the landscape.	Supports Amendment	Noted.	Noted
33.3		Supportive of the slope management build.	Supports Amendment	Noted.	Noted
33.4		Supportive of increased setbacks along the east side of Dry Creek.	Supports Amendment	Noted.	Noted
33.5		Supportive of the walking/bike paths along the railway reservation into the precinct.	Supports Amendment	Noted.	Noted

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
33.6		Lack of consideration of the transition of the built form between the urban Pakenham East precinct and the rural Nar Nar Goon region.	Lot interface	<p>The VPA sees it as important to ensure development adjacent to Mt Ararat Rd manages this transition and provides an appropriate interface with adjacent green wedge land. This has been managed through the following requirements for development fronting Mt Ararat Road including:</p> <ul style="list-style-type: none"> <li>- must be a single dwelling on a lot</li> <li>- providing a minimum front setback of 6 metres between houses and the road reserve</li> <li>- providing low or visually permeable front fencing</li> <li>- encouraging wider lot frontages</li> <li>- providing a wider road reserve with a 6m+ nature strip to allow for the planting of substantial street trees to provide screening between the green wedge land and the new houses within the precinct.</li> <li>- locating the sealed pedestrian path on the west side of the road</li> </ul> <p>In an effort to provide an appropriate transition between the PSP and farming land to the east of the precinct, the PSP will encourage larger lot sizes adjacent to Mt Ararat Road.</p>	Noted
33.7		Concerned over a lack of a strategic plan for Nar Nar Goon, and the lack of consideration of the towns' future in relation to the PSP.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	Noted
33.8		Narrow focus of the Victorian Planning Authority and Council by only considering development works within the PSP boundary.	Lack of consideration out of precinct	In the development of the PSP, the planning for the provision of community and recreational facilities, the provision of commercial and retail services and the provision of educational facilities were planned for at a scale and provision ratio to ensure that they would service the new community without impacting negatively on existing areas. For example the number of new community facilities which include community centres and early childhood facilities will service the new community and won't result in existing community facilities being oversubscribed. The scale of the town centres were planned to respond to the proposed demand from the new community and communities to the east of the precinct, providing much needed retail and commercial services for the area.	Noted

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
33.9		Concerned about the lack of traffic forecasting on Nar Nar Goon's rural road network, and future traffic impacts in the town as a result of urban development.	Traffic	<p>A traffic modelling study was undertaken by Cardinia Shire Council to investigate options for improving the connectivity of the arterial road network to the Princes Freeway. This study assessed the proposal of a new interchange on the Princes Freeway about midway between the Koo Wee Rup Road Interchange and the Princes Highway Interchange (near Nar Nar Goon Road) in the east.</p> <p>The results of the study showed that the provision of the proposed interchange at Pakenham East would have a relatively minor impact on the arterial road network in the Pakenham area. The interchange would only have localised impact, with the most obvious benefits being limited to the highway network in the immediate vicinity of the proposed interchange. Without the proposed interchange, travel speeds would be on average 3km/hour lower on the Princes Highway. The Princes Freeway, however, would operate at a higher level of service, i.e. better, with higher speeds and lower traffic demands east of Cardinia Road.</p> <p>From these results, it was determined that the cost of the proposed interchange outweighed the benefits relative to other priorities for the road network in the Pakenham and Cardinia's Urban Growth Area. Road upgrades in the local area will assist with the increased capacity of vehicles from the Pakenham East precinct, including the planned duplication of Healesville-Koo Wee Rup Road.</p>	Noted
33.10		Concerned about the lack of forecasting regarding future demand of Nar Nar Goon railway station and its carpark, school and kinder. The submission notes that multiple lots are for sale near the station that can be turned into car parking.	Lack of consideration out of precinct	<p>In the development of the PSP, the planning for the provision of community and recreational facilities, the provision of commercial and retail services and the provision of educational facilities were planned for at a scale and provision ratio to ensure that they would service the new community without impacting negatively on existing areas. For example the number of new community facilities which include community centres and early childhood facilities will service the new community and won't result in existing community facilities being oversubscribed. The scale of the town centres were planned to respond to the proposed demand from the new community and communities to the east of the precinct, providing much needed retail and commercial services for the area.</p>	Noted
33.11		Lack of parking at Pakenham railway station.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	Noted
33.12		Lack of forecasting regarding future demand for schools and kindergartens.	Lack of consideration out of precinct	<p>In the development of the PSP, the planning for the provision of community and recreational facilities, the provision of commercial and retail services and the provision of educational facilities were planned for at a scale and provision ratio to ensure that they would service the new community without impacting negatively on existing areas. For example the number of new community facilities which include community centres and early childhood facilities will service the new community and won't result in existing community facilities being oversubscribed. The scale of the town centres were planned to respond to the proposed demand from the new community and communities to the east of the precinct, providing much needed retail and commercial services for the area.</p>	Noted
33.13		The VPA representative made an assumption that the majority traffic will be towards Pakenham without any modelling to prove it.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	Noted
33.14		No bike paths towards Nar Nar Goon.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	Noted

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
33.15		Any council and state infrastructure must be built in conjunction with urban development, otherwise risk pressure on existing limited rural services (schools, sporting facilities, public transport).	Infrastructure Sequencing	In the development of the PSP, the planning for the provision of community and recreational facilities, the provision of commercial and retail services and the provision of educational facilities were planned for at a scale and provision ratio to ensure that they would service the new community without impacting negatively on existing areas. For example the number of new community facilities which include community centres and early childhood facilities will service the new community and won't result in existing community facilities being oversubscribed. The scale of the town centres were planned to respond to the proposed demand from the new community and communities to the east of the precinct, providing much needed retail and commercial services for the area.	Noted
33.16		Omission of neighbouring development during exhibition which inhibits the community from understanding the overall perspective of development in the area.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	Noted
33.17		The electricity transmission lines should serve as an arbitrary northern boundary for the precinct.	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"> <li>- A building envelope to address the ridgeline and electricity line easement</li> <li>- Achieve an average minimum lot size of 2,000m2</li> <li>- Provide rural fencing that is low scale and visually permeable to facilitate the rural lifestyle character of this area</li> <li>- Maximise side setbacks and create openness between the dwellings; and</li> <li>- where required, a plan to manage steeper sections of land to ensure retaining walls are minimised</li> </ul>	No action required

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
33.18		Vegetation and habitat loss within the PSP, particularly along the Princess Highway to make room for road duplication and four signallised intersections.	Vegetation	<p>An Ecological Investigations report was produced for the precinct. A desktop assessment was undertaken and involved a review of all relevant databases, reports, literature and policies relevant to the study area. This was followed by a flora and habitat hectare assessment and targeted flora and fauna surveys to identify the ecological values present within the study area; specifically remnant native vegetation and scattered indigenous trees, flora and fauna species, fauna habitats and ecological communities.</p> <p>A Native Vegetation Precinct Plan (NVPP) has also been prepared to further apply a holistic, landscape wide approach to retention and removal of native vegetation within the Pakenham East Plan area. The NVPP identifies the native vegetation that can be removed and the vegetation to be protected, based on the conservation significance and land protection role of the vegetation, the identified values of vegetation within the planning scheme such as amenity and landscape, and the broader strategic planning objectives for the precinct. This document, as well as the Ecological Investigations Report, have used a holistic approach to inform the preparation of the precinct to meet the various objectives set out. The objectives of the NVPP (as set out in Section 1.2) include establishing additional habitat corridors and stepping stones (patches of native vegetation) along Hancock's Gully, newly created wetlands and hilltop reserves.</p> <p>Various submissions were made to include additional wildlife corridors between areas of open space. For these corridors to become habitat areas for wildlife and successful linkages, there needs to be some justification as to which species they are for and how these areas will provide that habitat. The Ecological Investigations Report and the NVPP identified the vegetation and natural spaces to be retained throughout the precinct.</p>	Noted

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
33.19		No proposal for a train station at Pakenham East. A lost opportunity to work with Public Transport Victoria considering the construction of the new Pakenham East train depot.	Train station	<p>The state has undertaken a viability assessment of the proposal for an additional train station to serve the Pakenham East precinct. A number of land use or rail operations concerns were been raised in this assessment, including:</p> <ul style="list-style-type: none"> <li>• The PSP would result in only a modest residential population increase within 1 km of a proposed train station as the catchment of a potential station in the south west of the PSP is severely restricted by low density land uses west of Ryan Road and the physical barrier of the Princes Freeway.</li> <li>• Being at the edge of the Urban Growth Boundary (UGB) there is a limited further catchment to the east of the precinct. What catchment exists beyond the UGB is already serviced by rail service along the Vline Gippsland line at Nar Nar Goon station</li> <li>• The only physical location where a station could be sited, due to track curves and grades, is 700m west of Ryan Rd, which is in the vicinity of Deep Creek, on the Pakenham &amp; District Golf Club site. This location is only 1.7km west of Pakenham Station. Typically stations should be spaced at least 3km apart.</li> <li>• The road network would only facilitate access from the north-east, via Ryan Road, with no access possible from the west and the south.</li> </ul> <p>It is largely due to these constraints surrounding the provision of a new train station that a high-frequency bus service will be provided for along the Princes Highway. This will ensure accessibility to public transport for a large portion of the Pakenham East precinct and provide high frequency services to Pakenham township and train station.</p>	Noted
33.20		Concerns over lack of direct freeway access to the East Pakenham Precinct.	Direct freeway access	<p>A traffic modelling study was undertaken by Cardinia Shire Council to investigate options for improving the connectivity of the arterial road network to the Princes Freeway. This study assessed the proposal of a new interchange on the Princes Freeway about midway between the Koo Wee Rup Road Interchange and the Princes Highway Interchange (near Nar Nar Goon Road) in the east.</p> <p>The results of the study showed that the provision of the proposed interchange at Pakenham East would have a relatively minor impact on the arterial road network in the Pakenham area. The interchange would only have localised impact, with the most obvious benefits being limited to the highway network in the immediate vicinity of the proposed interchange. Without the proposed interchange, travel speeds would be on average 3km/hour lower on the Princes Highway. The Princes Freeway, however, would operate at a higher level of service, i.e. better, with higher speeds and lower traffic demands east of Cardinia Road.</p> <p>From these results, it was determined that the cost of the proposed interchange outweighed the benefits relative to other priorities for the road network in the Pakenham and Cardinia's Urban Growth Area. Road upgrades in the local area will assist with the increased capacity of vehicles from the Pakenham East precinct, including the planned duplication of Healesville-Koo Wee Rup Road.</p>	Noted
33.21		Visual impact and lack of quality assurance regarding high density (4 story) housing.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	Noted

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
33.22		Short timeframe in which to make a submission during the exhibition stage, particularly during the end of the summer holiday period.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	Noted
33.23		Total number of government subsidised social housing isn't shown in the PSP.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	Noted
Submission 34 - Geoff Bramley					
34.1		Supportive of the creation and extension of native wildlife corridors along Hancocks Gully and Deep Creek to proposed retarding basins and wetlands.	Supports Amendment	Noted.	Noted
34.2		Supportive of the creation of local parks and open spaces on hilltops in order to preserve the landscape.	Supports Amendment	Noted.	Noted
34.3		Supportive of the slope management build.	Supports Amendment	Noted.	Noted
34.4		Supportive of increased setbacks along the east side of Dry Creek.	Supports Amendment	Noted.	Noted
34.5		Supportive of the walking/bike paths along the railway reservation into the precinct.	Supports Amendment	Noted.	Noted
34.6		The electricity transmission lines should serve as an arbitrary northern boundary for the precinct.	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"> <li>- A building envelope to address the ridgeline and electricity line easement</li> <li>- Achieve an average minimum lot size of 2,000m2</li> <li>- Provide rural fencing that is low scale and visually permeable to facilitate the rural lifestyle character of this area</li> <li>- Maximise side setbacks and create openness between the dwellings; and</li> <li>- where required, a plan to manage steeper sections of land to ensure retaining walls are minimised</li> </ul> <p>The VPA sees it as important to ensure development adjacent to Mt Ararat no manages this transition and provides an appropriate interface with adjacent green wedge land. This has been managed through the following requirements for development fronting Mt Ararat Road including:</p>	No action required
34.7		Lack of consideration of the transition of the built form between the urban Pakenham East precinct and the rural Nar Nar Goon region.	Lot interface	<p>The VPA sees it as important to ensure development adjacent to Mt Ararat no manages this transition and provides an appropriate interface with adjacent green wedge land. This has been managed through the following requirements for development fronting Mt Ararat Road including:</p>	Noted
34.8		Concerned over a lack of a strategic plan for Nar Nar Goon, and the lack of consideration of the towns' future in relation to the PSP.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	Noted

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
34.9		Narrow focus of the Victorian Planning Authority and Council by only considering development works within the PSP boundary.	Lack of consideration out of precinct	In the development of the PSP, the planning for the provision of community and recreational facilities, the provision of commercial and retail services and the provision of educational facilities were planned for at a scale and provision ratio to ensure that they would service the new community without impacting negatively on existing areas. For example the number of new community facilities which include community centres and early childhood facilities will service the new community and won't result in existing community facilities being oversubscribed. The scale of the town centres were planned to respond to the proposed demand from the new community and communities to the east of the precinct, providing much needed retail and commercial services for the area.	Noted
34.1		Concerned about the lack of traffic forecasting on Nar Nar Goon's rural road network, and future traffic impacts in the town as a result of urban development.	Traffic	<p>A traffic modelling study was undertaken by Cardinia Shire Council to investigate options for improving the connectivity of the arterial road network to the Princes Freeway. This study assessed the proposal of a new interchange on the Princes Freeway about midway between the Koo Wee Rup Road Interchange and the Princes Highway Interchange (near Nar Nar Goon Road) in the east.</p> <p>The results of the study showed that the provision of the proposed interchange at Pakenham East would have a relatively minor impact on the arterial road network in the Pakenham area. The interchange would only have localised impact, with the most obvious benefits being limited to the highway network in the immediate vicinity of the proposed interchange. Without the proposed interchange, travel speeds would be on average 3km/hour lower on the Princes Highway. The Princes Freeway, however, would operate at a higher level of service, i.e. better, with higher speeds and lower traffic demands east of Cardinia Road.</p> <p>From these results, it was determined that the cost of the proposed interchange outweighed the benefits relative to other priorities for the road network in the Pakenham and Cardinia's Urban Growth Area. Road upgrades in the local area will assist with the increased capacity of vehicles from the Pakenham East precinct, including the planned duplication of Healesville-Koo Wee Rup Road.</p>	Noted
34.11		Concerned about the lack of forecasting regarding future demand of Nar Nar Goon railway station and its carpark, school and kinder. The submission notes that multiple lots are for sale near the station that can be turned into car parking.	Lack of consideration out of precinct	In the development of the PSP, the planning for the provision of community and recreational facilities, the provision of commercial and retail services and the provision of educational facilities were planned for at a scale and provision ratio to ensure that they would service the new community without impacting negatively on existing areas. For example the number of new community facilities which include community centres and early childhood facilities will service the new community and won't result in existing community facilities being oversubscribed. The scale of the town centres were planned to respond to the proposed demand from the new community and communities to the east of the precinct, providing much needed retail and commercial services for the area.	Noted
34.12		Lack of parking at Pakenham railway station.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	Noted

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
34.13		Lack of forecasting regarding future demand for schools and kindergartens.	Lack of consideration out of precinct	In the development of the PSP, the planning for the provision of community and recreational facilities, the provision of commercial and retail services and the provision of educational facilities were planned for at a scale and provision ratio to ensure that they would service the new community without impacting negatively on existing areas. For example the number of new community facilities which include community centres and early childhood facilities will service the new community and won't result in existing community facilities being oversubscribed. The scale of the town centres were planned to respond to the proposed demand from the new community and communities to the east of the precinct, providing much needed retail and commercial services for the area.	Noted
34.14		The VPA representative made an assumption that the majority traffic will be towards Pakenham without any modelling to prove it.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	Noted
34.15		No bike paths towards Nar Nar Goon.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	Noted
34.16		Any council and state infrastructure must be built in conjunction with urban development, otherwise risk pressure on existing limited rural services (schools, sporting facilities, public transport).	Infrastructure Sequencing	In the development of the PSP, the planning for the provision of community and recreational facilities, the provision of commercial and retail services and the provision of educational facilities were planned for at a scale and provision ratio to ensure that they would service the new community without impacting negatively on existing areas. For example the number of new community facilities which include community centres and early childhood facilities will service the new community and won't result in existing community facilities being oversubscribed. The scale of the town centres were planned to respond to the proposed demand from the new community and communities to the east of the precinct, providing much needed retail and commercial services for the area.	Noted
34.17		Omission of neighbouring development during exhibition which inhibits the community from understanding the overall perspective of development in the area.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	Noted

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
34.18		Vegetation and habitat loss within the PSP, particularly along the Princess Highway to make room for road duplication and four signallised intersections.	Vegetation	<p>An Ecological Investigations report was produced for the precinct. A desktop assessment was undertaken and involved a review of all relevant databases, reports, literature and policies relevant to the study area. This was followed by a flora and habitat hectare assessment and targeted flora and fauna surveys to identify the ecological values present within the study area; specifically remnant native vegetation and scattered indigenous trees, flora and fauna species, fauna habitats and ecological communities.</p> <p>A Native Vegetation Precinct Plan (NVPP) has also been prepared to further apply a holistic, landscape wide approach to retention and removal of native vegetation within the Pakenham East Plan area. The NVPP identifies the native vegetation that can be removed and the vegetation to be protected, based on the conservation significance and land protection role of the vegetation, the identified values of vegetation within the planning scheme such as amenity and landscape, and the broader strategic planning objectives for the precinct. This document, as well as the Ecological Investigations Report, have used a holistic approach to inform the preparation of the precinct to meet the various objectives set out. The objectives of the NVPP (as set out in Section 1.2) include establishing additional habitat corridors and stepping stones (patches of native vegetation) along Hancock's Gully, newly created wetlands and hilltop reserves.</p> <p>Various submissions were made to include additional wildlife corridors between areas of open space. For these corridors to become habitat areas for wildlife and successful linkages, there needs to be some justification as to which species they are for and how these areas will provide that habitat. The Ecological Investigations Report and the NVPP identified the vegetation and natural spaces to be retained throughout the precinct.</p>	Noted
34.19		No proposal for a train station at Pakenham East. A lost opportunity to work with Public Transport Victoria considering the construction of the new Pakenham East train depot.	Train station	<p>The state has undertaken a viability assessment of the proposal for an additional train station to serve the Pakenham East precinct. A number of land use or rail operations concerns were been raised in this assessment, including:</p> <ul style="list-style-type: none"> <li>• The PSP would result in only a modest residential population increase within 1 km of a proposed train station as the catchment of a potential station in the south west of the PSP is severely restricted by low density land uses west of Ryan Road and the physical barrier of the Princes Freeway.</li> <li>• Being at the edge of the Urban Growth Boundary (UGB) there is a limited further catchment to the east of the precinct. What catchment exists beyond the UGB is already serviced by rail service along the Vline Gippsland line at Nar Nar Goon station</li> <li>• The only physical location where a station could be sited, due to track curves and grades, is 700m west of Ryan Rd, which is in the vicinity of Deep Creek, on the Pakenham &amp; District Golf Club site. This location is only 1.7km west of Pakenham Station. Typically stations should be spaced at least 3km apart.</li> <li>• The road network would only facilitate access from the north-east, via Ryan Road, with no access possible from the west and the south.</li> </ul> <p>It is largely due to these constraints surrounding the provision of a new train station that a high-frequency bus service will be provided for along the Princes Highway. This will ensure accessibility to public transport for a large portion of the Pakenham East precinct and provide high frequency services to Pakenham township and train station.</p>	Noted

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
34.20		Concerns over lack of direct freeway access to the East Pakenham Precinct.	Direct freeway access	<p>A traffic modelling study was undertaken by Cardinia Shire Council to investigate options for improving the connectivity of the arterial road network to the Princes Freeway. This study assessed the proposal of a new interchange on the Princes Freeway about midway between the Koo Wee Rup Road Interchange and the Princes Highway Interchange (near Nar Nar Goon Road) in the east.</p> <p>The results of the study showed that the provision of the proposed interchange at Pakenham East would have a relatively minor impact on the arterial road network in the Pakenham area. The interchange would only have localised impact, with the most obvious benefits being limited to the highway network in the immediate vicinity of the proposed interchange. Without the proposed interchange, travel speeds would be on average 3km/hour lower on the Princes Highway. The Princes Freeway, however, would operate at a higher level of service, i.e. better, with higher speeds and lower traffic demands east of Cardinia Road.</p> <p>From these results, it was determined that the cost of the proposed interchange outweighed the benefits relative to other priorities for the road network in the Pakenham and Cardinia's Urban Growth Area. Road upgrades in the local area will assist with the increased capacity of vehicles from the Pakenham East precinct, including the planned duplication of Healesville-Koo Wee Rup Road.</p>	Noted
34.21		Visual impact and lack of quality assurance regarding high density (4 story) housing.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	Noted
34.22		Total number of government subsidised social housing isn't shown in the PSP.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	Noted
Submission 35 - Gael Fairweather					
36.1		Endorses the submission from the Nar Nar Goon Progress Association.	Other	Noted.	Noted
36.2		Fears that the Pakenham East PSP will introduce multiple problems to Nar Nar Goon including lack of car parking and increased traffic congestion and strain on public transport.	Out of scope	<p>A traffic modelling study was undertaken by Cardinia Shire Council to investigate options for improving the connectivity of the arterial road network to the Princes Freeway. This study assessed the proposal of a new interchange on the Princes Freeway about midway between the Koo Wee Rup Road Interchange and the Princes Highway Interchange (near Nar Nar Goon Road) in the east.</p> <p>The results of the study showed that the provision of the proposed interchange at Pakenham East would have a relatively minor impact on the arterial road network in the Pakenham area. The interchange would only have localised impact, with the most obvious benefits being limited to the highway network in the immediate vicinity of the proposed interchange. Without the proposed interchange, travel speeds would be on average 3km/hour lower on the Princes Highway. The Princes Freeway, however, would operate at a higher level of service, i.e. better, with higher speeds and lower traffic demands east of Cardinia Road.</p> <p>From these results, it was determined that the cost of the proposed interchange outweighed the benefits relative to other priorities for the road network in the Pakenham and Cardinia's Urban Growth Area. Road upgrades in the local area will assist with the increased capacity of vehicles from the Pakenham East precinct, including the planned duplication of Healesville-Koo Wee Rup Road.</p>	Noted
Submission 38 - Patrick Canty					
38.1		Supports the conservation areas.	Supports Amendment	No further action required.	Noted

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
38.2		Supports the duplication of Canty Lane.	Supports Amendment	No further action required.	Noted
38.3		Supports the conservation area near the roadbridge along Ryan Road due to local historical significance and strong amenity to local residents.	Supports Amendment	No further action required.	Noted
38.4		Supports the conservation of Canty Lane as it provides habitat connectivity between remnant vegetation at 35 Canty Lane and Deep Creek.	Supports Amendment	No further action required.	Noted
38.5		Asks that local access to 25 & 35 Canty Lane be retained .	other	Pre-existing use rights will allow the land owner to retain access to these properties.	Noted
38.6		Asks that the access street along the boundary of the conservation area at 35 Canty Lane be indicative only, as future subdivision could allow for enhanced protection of the conservation area.	other	Noted. An aim of the PSP is to allow for flexibility in the future when subdivision occurs and plans can allow for improvements, such as enhanced protection of a conservation area. Future subdivision plans must be 'generally in accordance' with the PSP, which means to adjustments can be made to the street network at a later date.	Noted
38.7		Wishes for the link between Ryan Road and Bald Hill Road (over the railway line) to be reinstated due to congestion along the Princess Highway.	other	Noted. The VPA intend to request an expert evidence to review the transport and traffic issues raised during exhibition. A recommendation on the potential and viability for this project will be made.	Noted
38.8		Opposes any attempt to diminish the eastern easement along Deep Creek due to concerns over floodings, habitat connectivity and Indigenous heritage value.	other	Noted.	Noted
<b>Submission 39 - Deep Creek Landcare Group</b>					
39.1		Supports the submission from the Back Creek Landcare Group.	Other	Noted.	Noted
39.2		Suggests that a wildlife corridor linkage of 20 metres be constructed between the two wetlands along the Princess Freeway for the movement of wildlife.	Conservation	<p>An Ecological Investigations report was produced for the precinct. A desktop assessment was undertaken and involved a review of all relevant databases, reports, literature and policies relevant to the study area. This was followed by a flora and habitat hectare assessment and targeted flora and fauna surveys to identify the ecological values present within the study area; specifically remnant native vegetation and scattered indigenous trees, flora and fauna species, fauna habitats and ecological communities.</p> <p>A Native Vegetation Precinct Plan (NVPP) has also been prepared to further apply a holistic, landscape wide approach to retention and removal of native vegetation within the Pakenham East Plan area. The NVPP identifies the native vegetation that can be removed and the vegetation to be protected, based on the conservation significance and land protection role of the vegetation, the identified values of vegetation within the planning scheme such as amenity and landscape, and the broader strategic planning objectives for the precinct. This document, as well as the Ecological Investigations Report, have used a holistic approach to inform the preparation of the precinct to meet the various objectives set out. The objectives of the NVPP (as set out in Section 1.2) include establishing additional habitat corridors and stepping stones (patches of native vegetation) along Hancock's Gully, newly created wetlands and hilltop reserves.</p> <p>Various submissions were made to include additional wildlife corridors between areas of open space. For these corridors to become habitat areas for wildlife and successful linkages, there needs to be some justification as to which species they are for and how these areas will provide that habitat. The Ecological Investigations Report and the NVPP identified the vegetation and natural spaces to be retained throughout the precinct.</p>	Not agreed to make change to amendment documentation

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
39.3		Suggests that a conservation area 40 metres in diameter be constructed along the entire length of Hancock's Gully, containing indigenous plantings and a fence to protect wildlife from predators.	Conservation	<p>An Ecological Investigations report was produced for the precinct. A desktop assessment was undertaken and involved a review of all relevant databases, reports, literature and policies relevant to the study area. This was followed by a flora and habitat hectare assessment and targeted flora and fauna surveys to identify the ecological values present within the study area; specifically remnant native vegetation and scattered indigenous trees, flora and fauna species, fauna habitats and ecological communities.</p> <p>A Native Vegetation Precinct Plan (NVPP) has also been prepared to further apply a holistic, landscape wide approach to retention and removal of native vegetation within the Pakenham East Plan area. The NVPP identifies the native vegetation that can be removed and the vegetation to be protected, based on the conservation significance and land protection role of the vegetation, the identified values of vegetation within the planning scheme such as amenity and landscape, and the broader strategic planning objectives for the precinct. This document, as well as the Ecological Investigations Report, have used a holistic approach to inform the preparation of the precinct to meet the various objectives set out. The objectives of the NVPP (as set out in Section 1.2) include establishing additional habitat corridors and stepping stones (patches of native vegetation) along Hancock's Gully, newly created wetlands and hilltop reserves.</p> <p>Various submissions were made to include additional wildlife corridors between areas of open space. For these corridors to become habitat areas for wildlife and successful linkages, there needs to be some justification as to which species they are for and how these areas will provide that habitat. The Ecological Investigations Report and the NVPP identified the vegetation and natural spaces to be retained throughout the precinct.</p>	Not agreed to make change to amendment documentation
39.4		Suggests that the road reserves along the old Princess Highway have weeds completely removed and replanted with native indigenous plants to create a biodiversity corridor linking the Deep Creek & Hancock Gully conservation areas.	Conservation	<p>An Ecological Investigations report was produced for the precinct. A desktop assessment was undertaken and involved a review of all relevant databases, reports, literature and policies relevant to the study area. This was followed by a flora and habitat hectare assessment and targeted flora and fauna surveys to identify the ecological values present within the study area; specifically remnant native vegetation and scattered indigenous trees, flora and fauna species, fauna habitats and ecological communities.</p> <p>A Native Vegetation Precinct Plan (NVPP) has also been prepared to further apply a holistic, landscape wide approach to retention and removal of native vegetation within the Pakenham East Plan area. The NVPP identifies the native vegetation that can be removed and the vegetation to be protected, based on the conservation significance and land protection role of the vegetation, the identified values of vegetation within the planning scheme such as amenity and landscape, and the broader strategic planning objectives for the precinct. This document, as well as the Ecological Investigations Report, have used a holistic approach to inform the preparation of the precinct to meet the various objectives set out. The objectives of the NVPP (as set out in Section 1.2) include establishing additional habitat corridors and stepping stones (patches of native vegetation) along Hancock's Gully, newly created wetlands and hilltop reserves.</p> <p>Various submissions were made to include additional wildlife corridors between areas of open space. For these corridors to become habitat areas for wildlife and successful linkages, there needs to be some justification as to which species they are for and how these areas will provide that habitat. The Ecological Investigations Report and the NVPP identified the vegetation and natural spaces to be retained throughout the precinct.</p>	Not agreed to make change to amendment documentation

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
39.5		Suggests that a wildlife corridor should be constructed to connect the Deep Creek Conservation Area with the wetland along the Princess Freeway abutting the future Government School. This would allow a greater linking of wildlife and provide the school with an environmental asset.	Conservation	<p>An Ecological Investigations report was produced for the precinct. A desktop assessment was undertaken and involved a review of all relevant databases, reports, literature and policies relevant to the study area. This was followed by a flora and habitat hectare assessment and targeted flora and fauna surveys to identify the ecological values present within the study area; specifically remnant native vegetation and scattered indigenous trees, flora and fauna species, fauna habitats and ecological communities.</p> <p>A Native Vegetation Precinct Plan (NVPP) has also been prepared to further apply a holistic, landscape wide approach to retention and removal of native vegetation within the Pakenham East Plan area. The NVPP identifies the native vegetation that can be removed and the vegetation to be protected, based on the conservation significance and land protection role of the vegetation, the identified values of vegetation within the planning scheme such as amenity and landscape, and the broader strategic planning objectives for the precinct. This document, as well as the Ecological Investigations Report, have used a holistic approach to inform the preparation of the precinct to meet the various objectives set out. The objectives of the NVPP (as set out in Section 1.2) include establishing additional habitat corridors and stepping stones (patches of native vegetation) along Hancock's Gully, newly created wetlands and hilltop reserves.</p> <p>Various submissions were made to include additional wildlife corridors between areas of open space. For these corridors to become habitat areas for wildlife and successful linkages, there needs to be some justification as to which species they are for and how these areas will provide that habitat. The Ecological Investigations Report and the NVPP identified the vegetation and natural spaces to be retained throughout the precinct.</p>	Not agreed to make change to amendment documentation
39.6		Suggests that a wildlife corridor of 10 metres be constructed along the electricity transmission lines which will link the Deep Creek Conservation Area, Local Park 01, and Hancock Gully Conservation Area. This will assist in providing a cosmetic approach to the power lines.	Conservation	<p>An Ecological Investigations report was produced for the precinct. A desktop assessment was undertaken and involved a review of all relevant databases, reports, literature and policies relevant to the study area. This was followed by a flora and habitat hectare assessment and targeted flora and fauna surveys to identify the ecological values present within the study area; specifically remnant native vegetation and scattered indigenous trees, flora and fauna species, fauna habitats and ecological communities.</p> <p>A Native Vegetation Precinct Plan (NVPP) has also been prepared to further apply a holistic, landscape wide approach to retention and removal of native vegetation within the Pakenham East Plan area. The NVPP identifies the native vegetation that can be removed and the vegetation to be protected, based on the conservation significance and land protection role of the vegetation, the identified values of vegetation within the planning scheme such as amenity and landscape, and the broader strategic planning objectives for the precinct. This document, as well as the Ecological Investigations Report, have used a holistic approach to inform the preparation of the precinct to meet the various objectives set out. The objectives of the NVPP (as set out in Section 1.2) include establishing additional habitat corridors and stepping stones (patches of native vegetation) along Hancock's Gully, newly created wetlands and hilltop reserves.</p> <p>Various submissions were made to include additional wildlife corridors between areas of open space. For these corridors to become habitat areas for wildlife and successful linkages, there needs to be some justification as to which species they are for and how these areas will provide that habitat. The Ecological Investigations Report and the NVPP identified the vegetation and natural spaces to be retained throughout the precinct.</p>	Not agreed to make change to amendment documentation

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
39.7		The Deep Creek Complex currently underconstruction by Cardinia Shire Council must be directly linked with the PSP. The submission suggests building a link along the perimeter of the golf course.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	Not agreed to make change to amendment documentation
39.8		Concerned about the scope of the PSP as it doesn't address the traffic situation outside the PSP area. Healesville - Koo Wee Rup Road Interchange are already congested due to a growing population, traffic from Phillip Island and industrial areas and the railway crossing at Pakenham.	Traffic	<p>A traffic modelling study was undertaken by Cardinia Shire Council to investigate options for improving the connectivity of the arterial road network to the Princes Freeway. This study assessed the proposal of a new interchange on the Princes Freeway about midway between the Koo Wee Rup Road Interchange and the Princes Highway Interchange (near Nar Nar Goon Road) in the east.</p> <p>The results of the study showed that the provision of the proposed interchange at Pakenham East would have a relatively minor impact on the arterial road network in the Pakenham area. The interchange would only have localised impact, with the most obvious benefits being limited to the highway network in the immediate vicinity of the proposed interchange. Without the proposed interchange, travel speeds would be on average 3km/hour lower on the Princes Highway. The Princes Freeway, however, would operate at a higher level of service, i.e. better, with higher speeds and lower traffic demands east of Cardinia Road.</p> <p>From these results, it was determined that the cost of the proposed interchange outweighed the benefits relative to other priorities for the road network in the Pakenham and Cardinia's Urban Growth Area. Road upgrades in the local area will assist with the increased capacity of vehicles from the Pakenham East precinct, including the planned duplication of Healesville-Koo Wee Rup Road.</p>	No action required
39.9		Concerned of future congestion at the Nar Nar Goon/Bessie Creek Interchange, especially due to future population growth and the Pakenham East train depot.	Traffic	<p>A traffic modelling study was undertaken by Cardinia Shire Council to investigate options for improving the connectivity of the arterial road network to the Princes Freeway. This study assessed the proposal of a new interchange on the Princes Freeway about midway between the Koo Wee Rup Road Interchange and the Princes Highway Interchange (near Nar Nar Goon Road) in the east.</p> <p>The results of the study showed that the provision of the proposed interchange at Pakenham East would have a relatively minor impact on the arterial road network in the Pakenham area. The interchange would only have localised impact, with the most obvious benefits being limited to the highway network in the immediate vicinity of the proposed interchange. Without the proposed interchange, travel speeds would be on average 3km/hour lower on the Princes Highway. The Princes Freeway, however, would operate at a higher level of service, i.e. better, with higher speeds and lower traffic demands east of Cardinia Road.</p> <p>From these results, it was determined that the cost of the proposed interchange outweighed the benefits relative to other priorities for the road network in the Pakenham and Cardinia's Urban Growth Area. Road upgrades in the local area will assist with the increased capacity of vehicles from the Pakenham East precinct, including the planned duplication of Healesville-Koo Wee Rup Road.</p>	No action required

Submission 40 - Danielle LeGassick

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
40.1		Concerns over small lot sizes. Proposes larger lot sizes over 900 square metres around the PSP, especially near Ryan Road.	Lot interface	<p>The VPA recognises the need to ensure that future development responds appropriately to the existing character of Ryan Rd and the local neighbourhood, and that a transition between the older and the newer areas should have a positive effect on neighbourhood amenity. The exhibited PSP has employed various mechanisms to ensure future development aligns with the existing character of Ryan Rd, including:</p> <ul style="list-style-type: none"> <li>- must be a single dwelling on a lot</li> <li>- providing a minimum front setback of 6 metres between houses and the road reserve</li> <li>- providing low or visually permeable front fencing</li> <li>- encouraging wider lot frontages</li> <li>- providing a wider road reserve with a 6m+ nature strip on the east side of Ryan Road to allow for the planting of substantial street trees to provide screening between the existing housing and the new houses within the precinct.</li> </ul> <p>In response to submissions, we are reviewing the cross section of Ryan Rd to create a more 'rural' feel. Some of the key attributes we are looking to incorporate are:</p> <ul style="list-style-type: none"> <li>- retaining a wider nature strip on the west side of Ryan Rd where possible</li> <li>- locating the sealed pedestrian and bike paths on the east side</li> <li>- removing the parking bays from the west side</li> </ul> <p>In an effort to provide an appropriate transition between the PSP and the existing houses on Ryan Road, the PSP will encourage larger lot sizes adjacent to Ryan Rd.</p>	Not agreed to make change to amendment documentation
40.2		Concerned about infrastructure not keeping up with residential development.	Infrastructure Sequencing	<p>In the development of the PSP, the planning for the provision of community and recreational facilities, the provision of commercial and retail services and the provision of educational facilities were planned for at a scale and provision ratio to ensure that they would service the new community without impacting negatively on existing areas. For example the number of new community facilities which include community centres and early childhood facilities will service the new community and won't result in existing community facilities being oversubscribed. The scale of the town centres were planned to respond to the proposed demand from the new community and communities to the east of the precinct, providing much needed retail and commercial services for the area.</p>	Noted
Submission 41 - David Young					
41.1		Nar Nar Goon Railway Station and its carpark should be upgraded to cope with future demand.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	Noted
41.2		Concerned over the lack of walking and cycling connectivity from the PSP area to the existing Cardinia Lakes estate (except for one footbridge over Deep Creek).	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	Noted
41.3		No provision for a shared path connecting Nar Nar Goon township to the PSP area.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	Noted

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
41.4		Concerned over a lack of safe crossing over the railway line to link the PSP area to the industrial estate along Bald Hill Road.	other	Development will lead to additional traffic in and around the Pakenham East precinct, including along Ryan Rd, as a result of an increased population. It is the role of the PSP to manage this increase in traffic through the new street network and upgrades to the existing street network. The PSP proposes an upgrade to Ryan Rd and new signalised intersection at Ryan Road and Princes Highway. As part of the Planning Panel process, the VPA will commission an independent traffic consultant to review submissions made regarding traffic and transport. This statement will be submitted to the Planning Panel to assist in their recommendation regarding transport and traffic.	Noted
41.5		Two indoor basketball courts should be provided in the PSP with provision for a third. A half-court basketball court should be provided north of the Princes Highway.	Other	In the development of the PSP, the planning for the provision of community and recreational facilities, the provision of commercial and retail services and the provision of educational facilities were planned for at a scale and provision ratio to ensure that they would service the new community without impacting negatively on existing areas. For example the number of new community facilities which include community centres and early childhood facilities will service the new community and won't result in existing community facilities being oversubscribed. The scale of the town centres were planned to respond to the proposed demand from the new community and communities to the east of the precinct, providing much needed retail and commercial services for the area.	Noted
41.6		Three and four story dwellings should be designed to reduce their visual impact.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	Noted
Submission 42 - James Naylor					
42.1		Concerned over the lack of an environmental effects statement.	Out of scope	An environmental effects statement is only required if the Minister for Planning requests one. The Minister for Planning has not requested one for the Pakenham East precinct	Noted
42.2		Inadquate consideration of drainage impacts of properties located downstream. Particular concern over flooding of Hancocks Gully on their property.	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.	Noted
42.3		Concerned over the impartiality of Mr Ben Hawkins due to his previous employment as a planner at Cardinia Shire Council.	Out of scope	As the VPA works closely with Cardinia Shire Council, it is unclear as to why there would be an impartiality issue here.	Noted
Submission 43 - Jane Kopecek					

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
43.1		The plans don't show a pedestrian/cycling path within the linear creek.	Other	In the development of the PSP, the planning for the provision of community and recreational facilities, the provision of commercial and retail services and the provision of educational facilities were planned for at a scale and provision ratio to ensure that they would service the new community without impacting negatively on existing areas. For example the number of new community facilities which include community centres and early childhood facilities will service the new community and won't result in existing community facilities being oversubscribed. The scale of the town centres were planned to respond to the proposed demand from the new community and communities to the east of the precinct, providing much needed retail and commercial services for the area.	No action required
43.2		The plans don't develop walking/cycling links to other estates, transport, community hubs and recreational areas. Such paths should be short and direct to allow for quicker journey times.	Other	In the development of the PSP, the planning for the provision of community and recreational facilities, the provision of commercial and retail services and the provision of educational facilities were planned for at a scale and provision ratio to ensure that they would service the new community without impacting negatively on existing areas. For example the number of new community facilities which include community centres and early childhood facilities will service the new community and won't result in existing community facilities being oversubscribed. The scale of the town centres were planned to respond to the proposed demand from the new community and communities to the east of the precinct, providing much needed retail and commercial services for the area.	No action required
43.3		Links between estates need to show easy and clear access to Passive and Active Open Space.	Other	In the development of the PSP, the planning for the provision of community and recreational facilities, the provision of commercial and retail services and the provision of educational facilities were planned for at a scale and provision ratio to ensure that they would service the new community without impacting negatively on existing areas. For example the number of new community facilities which include community centres and early childhood facilities will service the new community and won't result in existing community facilities being oversubscribed. The scale of the town centres were planned to respond to the proposed demand from the new community and communities to the east of the precinct, providing much needed retail and commercial services for the area.	No action required
43.4		Sports reserves should be more than 12 hectares to ensure that the sporting needs of the community can be met by fitting multiple facilities and courts on site.	Open Space	In the development of the PSP, the planning for the provision of community and recreational facilities, the provision of commercial and retail services and the provision of educational facilities were planned for at a scale and provision ratio to ensure that they would service the new community without impacting negatively on existing areas. For example the number of new community facilities which include community centres and early childhood facilities will service the new community and won't result in existing community facilities being oversubscribed. The scale of the town centres were planned to respond to the proposed demand from the new community and communities to the east of the precinct, providing much needed retail and commercial services for the area.	No action required

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
43.5		Recreation facilities should be integrated into walking/cycling pathway networks and not viewed in isolation to the surrounding area.	Open Space	In the development of the PSP, the planning for the provision of community and recreational facilities, the provision of commercial and retail services and the provision of educational facilities were planned for at a scale and provision ratio to ensure that they would service the new community without impacting negatively on existing areas. For example the number of new community facilities which include community centres and early childhood facilities will service the new community and won't result in existing community facilities being oversubscribed. The scale of the town centres were planned to respond to the proposed demand from the new community and communities to the east of the precinct, providing much needed retail and commercial services for the area.	Noted
43.6		Because most employment for future residents will be outside the PSP area, the road network will not be able to cope with demand travelling in and out of the precinct.	Traffic	<p>A traffic modelling study was undertaken by Cardinia Shire Council to investigate options for improving the connectivity of the arterial road network to the Princes Freeway. This study assessed the proposal of a new interchange on the Princes Freeway about midway between the Koo Wee Rup Road Interchange and the Princes Highway Interchange (near Nar Nar Goon Road) in the east.</p> <p>The results of the study showed that the provision of the proposed interchange at Pakenham East would have a relatively minor impact on the arterial road network in the Pakenham area. The interchange would only have localised impact, with the most obvious benefits being limited to the highway network in the immediate vicinity of the proposed interchange. Without the proposed interchange, travel speeds would be on average 3km/hour lower on the Princes Highway. The Princes Freeway, however, would operate at a higher level of service, i.e. better, with higher speeds and lower traffic demands east of Cardinia Road.</p> <p>From these results, it was determined that the cost of the proposed interchange outweighed the benefits relative to other priorities for the road network in the Pakenham and Cardinia's Urban Growth Area. Road upgrades in the local area will assist with the increased capacity of vehicles from the Pakenham East precinct, including the planned duplication of Healesville-Koo Wee Rup Road.</p>	Noted

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
43.7		Public transport infrastructure in the precinct is underdeveloped.	Train station	<p>The state has undertaken a viability assessment of the proposal for an additional train station to serve the Pakenham East precinct. A number of land use or rail operations concerns were raised in this assessment, including:</p> <ul style="list-style-type: none"> <li>• The PSP would result in only a modest residential population increase within 1 km of a proposed train station as the catchment of a potential station in the south west of the PSP is severely restricted by low density land uses west of Ryan Road and the physical barrier of the Princes Freeway.</li> <li>• Being at the edge of the Urban Growth Boundary (UGB) there is a limited further catchment to the east of the precinct. What catchment exists beyond the UGB is already serviced by rail service along the Vline Gippsland line at Nar Nar Goon station</li> <li>• The only physical location where a station could be sited, due to track curves and grades, is 700m west of Ryan Rd, which is in the vicinity of Deep Creek, on the Pakenham &amp; District Golf Club site. This location is only 1.7km west of Pakenham Station. Typically stations should be spaced at least 3km apart.</li> <li>• The road network would only facilitate access from the north-east, via Ryan Road, with no access possible from the west and the south.</li> </ul> <p>It is largely due to these constraints surrounding the provision of a new train station that a high-frequency bus service will be provided for along the Princes Highway. This will ensure accessibility to public transport for a large portion of the Pakenham East precinct and provide high frequency services to Pakenham township and train station.</p>	Noted
43.8		The Town Centre has a one way in - one way out design that will act as a congestion point as the precinct grows. The town centre is developed in isolation instead of being developed near transport nodes and utilizing opportunities to develop public plazas.	Urban Design	<p>A traffic modelling study was undertaken by Cardinia Shire Council to investigate options for improving the connectivity of the arterial road network to the Princes Freeway. This study assessed the proposal of a new interchange on the Princes Freeway about midway between the Koo Wee Rup Road Interchange and the Princes Highway Interchange (near Nar Nar Goon Road) in the east.</p> <p>The results of the study showed that the provision of the proposed interchange at Pakenham East would have a relatively minor impact on the arterial road network in the Pakenham area. The interchange would only have localised impact, with the most obvious benefits being limited to the highway network in the immediate vicinity of the proposed interchange. Without the proposed interchange, travel speeds would be on average 3km/hour lower on the Princes Highway. The Princes Freeway, however, would operate at a higher level of service, i.e. better, with higher speeds and lower traffic demands east of Cardinia Road.</p> <p>From these results, it was determined that the cost of the proposed interchange outweighed the benefits relative to other priorities for the road network in the Pakenham and Cardinia's Urban Growth Area. Road upgrades in the local area will assist with the increased capacity of vehicles from the Pakenham East precinct, including the planned duplication of Healesville-Koo Wee Rup Road.</p>	Noted
43.9		Cardinia Shire Council will be understaffed during the assessment process which will lead to poor community outcomes.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	No action required

Submission 46 - Joanne Parker

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
46.1		The VPA representative made an assumption that the majority traffic will be towards Pakenham without any modelling to prove it.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	Noted
46.2		The four signallised intersections will add travel time between Nar Nar Goon & Pakenham.	Traffic	Development will lead to additional traffic in and around the Pakenham East precinct, including along Ryan Rd, as a result of an increased population. It is the role of the PSP to manage this increase in traffic through the new street network and upgrades to the existing street network. The PSP proposes an upgrade to Ryan Rd and new signalised intersection at Ryan Road and Princes Highway. As part of the Planning Panel process, the VPA will commission an independent traffic consultant to review submissions made regarding traffic and transport. This statement will be submitted to the Planning Panel to assist in their recommendation regarding transport and traffic.	Noted
46.3		The new precinct will add strain to the V/Line service, while there's been no consideration for the extension of Metro services into the precinct.	Train station	<p>The state has undertaken a viability assessment of the proposal for an additional train station to serve the Pakenham East precinct. A number of land use or rail operations concerns were raised in this assessment, including:</p> <ul style="list-style-type: none"> <li>• The PSP would result in only a modest residential population increase within 1 km of a proposed train station as the catchment of a potential station in the south west of the PSP is severely restricted by low density land uses west of Ryan Road and the physical barrier of the Princes Freeway.</li> <li>• Being at the edge of the Urban Growth Boundary (UGB) there is a limited further catchment to the east of the precinct. What catchment exists beyond the UGB is already serviced by rail service along the Vline Gippsland line at Nar Nar Goon station</li> <li>• The only physical location where a station could be sited, due to track curves and grades, is 700m west of Ryan Rd, which is in the vicinity of Deep Creek, on the Pakenham &amp; District Golf Club site. This location is only 1.7km west of Pakenham Station. Typically stations should be spaced at least 3km apart.</li> <li>• The road network would only facilitate access from the north-east, via Ryan Road, with no access possible from the west and the south.</li> </ul> <p>It is largely due to these constraints surrounding the provision of a new train station that a high-frequency bus service will be provided for along the Princes Highway. This will ensure accessibility to public transport for a large portion of the Pakenham East precinct and provide high frequency services to Pakenham township and train station.</p>	Noted

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
46.4		The three proposed primary schools which will cater for 500 children won't be enough to serve the whole area, forcing students to attend other schools in the region.	School	In the development of the PSP, the planning for the provision of community and recreational facilities, the provision of commercial and retail services and the provision of educational facilities were planned for at a scale and provision ratio to ensure that they would service the new community without impacting negatively on existing areas. For example the number of new community facilities which include community centres and early childhood facilities will service the new community and won't result in existing community facilities being oversubscribed. The scale of the town centres were planned to respond to the proposed demand from the new community and communities to the east of the precinct, providing much needed retail and commercial services for the area.	Noted
46.5		The high school will be one of the last pieces of community infrastructure built in the precinct, putting pressure on existing facilities in the area.	Infrastructure Sequencing	In the development of the PSP, the planning for the provision of community and recreational facilities, the provision of commercial and retail services and the provision of educational facilities were planned for at a scale and provision ratio to ensure that they would service the new community without impacting negatively on existing areas. For example the number of new community facilities which include community centres and early childhood facilities will service the new community and won't result in existing community facilities being oversubscribed. The scale of the town centres were planned to respond to the proposed demand from the new community and communities to the east of the precinct, providing much needed retail and commercial services for the area.	Noted
46.6		The additional residents will place strain on the Pakenham Aquatic Centre. The PSP has given no consideration for the extension of this centre, or for a new one within the precinct.	Open Space	In the development of the PSP, the planning for the provision of community and recreational facilities, the provision of commercial and retail services and the provision of educational facilities were planned for at a scale and provision ratio to ensure that they would service the new community without impacting negatively on existing areas. For example the number of new community facilities which include community centres and early childhood facilities will service the new community and won't result in existing community facilities being oversubscribed. The scale of the town centres were planned to respond to the proposed demand from the new community and communities to the east of the precinct, providing much needed retail and commercial services for the area.	Noted

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
46.7		The electricity transmission lines should serve as an arbitrary northern boundary for the precinct. Any development proposed north of the transmission lines should be amended.	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"> <li>- A building envelope to address the ridgeline and electricity line easement</li> <li>- Achieve an average minimum lot size of 2,000m2</li> <li>- Provide rural fencing that is low scale and visually permeable to facilitate the rural lifestyle character of this area</li> <li>- Maximise side setbacks and create openness between the dwellings; and</li> <li>- where required, a plan to manage steeper sections of land to ensure retaining walls are minimised</li> </ul>	No action required
46.8		Concerned about the destruction of heritage by developers before heritage controls are able to be gazetted (lists the destruction of a heritage house at 140 Ryan Road Pakenham as an example).	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	Noted
46.9		Vegetation and habitat loss within the PSP, particularly along the Princess Highway to make room for road duplication and four signallised intersections.	Vegetation	<p>An Ecological Investigations report was produced for the precinct. A desktop assessment was undertaken and involved a review of all relevant databases, reports, literature and policies relevant to the study area. This was followed by a flora and habitat hectare assessment and targeted flora and fauna surveys to identify the ecological values present within the study area; specifically remnant native vegetation and scattered indigenous trees, flora and fauna species, fauna habitats and ecological communities.</p> <p>A Native Vegetation Precinct Plan (NVPP) has also been prepared to further apply a holistic, landscape wide approach to retention and removal of native vegetation within the Pakenham East Plan area. The NVPP identifies the native vegetation that can be removed and the vegetation to be protected, based on the conservation significance and land protection role of the vegetation, the identified values of vegetation within the planning scheme such as amenity and landscape, and the broader strategic planning objectives for the precinct. This document, as well as the Ecological Investigations Report, have used a holistic approach to inform the preparation of the precinct to meet the various objectives set out. The objectives of the NVPP (as set out in Section 1.2) include establishing additional habitat corridors and stepping stones (patches of native vegetation) along Hancock's Gully, newly created wetlands and hilltop reserves.</p> <p>Various submissions were made to include additional wildlife corridors between areas of open space. For these corridors to become habitat areas for wildlife and successful linkages, there needs to be some justification as to which species they are for and how these areas will provide that habitat. The Ecological Investigations Report and the NVPP identified the vegetation and natural spaces to be retained throughout the precinct.</p>	Noted

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**Victorian Planning Authority: consideration of submissions**

No.	LUB Reference	Submission	Topic Category	VPA response	Status
46.10		Visual impact and lack of quality assurance regarding high density (4 story) housing.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	Noted
46.11		Short timeframe in which to make a submission during the exhibition stage, particularly during the end of the summer holiday period.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	Noted
Submission 47 - Jamie					
47.1		The existing bridge over Deep Creek on Ryan Road is too narrow and inadequate to meet future demand. The bridge will need to be widened or replaced in order to meet future traffic projections.	Traffic	Development will lead to additional traffic in and around the Pakenham East precinct, including along Ryan Rd, as a result of an increased population. It is the role of the PSP to manage this increase in traffic through the new street network and upgrades to the existing street network. The PSP proposes an upgrade to Ryan Rd and new signalised intersection at Ryan Road and Princes Highway. As part of the Planning Panel process, the VPA will commission an independent traffic consultant to review submissions made regarding traffic and transport. This statement will be submitted to the Planning Panel to assist in their recommendation regarding transport and traffic.	Noted
47.2		A freeway interchange along the Princess Freeway should be built to serve precinct to reduce congestion at the Koo Wee Rup - Healesville Road and Nar Nar Goon interchanges. Land should be acquired now to avoid compulsory acquisition in the future.	Direct freeway access	<p>A traffic modelling study was undertaken by Cardinia Shire Council to investigate options for improving the connectivity of the arterial road network to the Princes Freeway. This study assessed the proposal of a new interchange on the Princes Freeway about midway between the Koo Wee Rup Road Interchange and the Princes Highway Interchange (near Nar Nar Goon Road) in the east.</p> <p>The results of the study showed that the provision of the proposed interchange at Pakenham East would have a relatively minor impact on the arterial road network in the Pakenham area. The interchange would only have localised impact, with the most obvious benefits being limited to the highway network in the immediate vicinity of the proposed interchange. Without the proposed interchange, travel speeds would be on average 3km/hour lower on the Princes Highway. The Princes Freeway, however, would operate at a higher level of service, i.e. better, with higher speeds and lower traffic demands east of Cardinia Road.</p> <p>From these results, it was determined that the cost of the proposed interchange outweighed the benefits relative to other priorities for the road network in the Pakenham and Cardinia's Urban Growth Area. Road upgrades in the local area will assist with the increased capacity of vehicles from the Pakenham East precinct, including the planned duplication of Healesville-Koo Wee Rup Road.</p>	Noted
Submission 51 - Cheryl Edyvane					
51.1		Supportive of the creation and extension of native wildlife corridors along Hancocks Gully and Deep Creek to proposed retarding basins and wetlands.	Supports Amendment	Noted.	Noted
51.2		Supportive of the creation of local parks and open spaces on hilltops in order to preserve the landscape.	Supports Amendment	Noted.	Noted
51.3		Supportive of the walking/bike paths along the railway reservation into the precinct.	Supports Amendment	Noted.	Noted

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
51.4		Lack of consideration of the transition of the built form between the urban Pakenham East precinct and the rural Nar Nar Goon region.	Lot interface	<p>The VPA sees it as important to ensure development adjacent to Mt Ararat Rd manages this transition and provides an appropriate interface with adjacent green wedge land. This has been managed through the following requirements for development fronting Mt Ararat Road including:</p> <ul style="list-style-type: none"> <li>- must be a single dwelling on a lot</li> <li>- providing a minimum front setback of 6 metres between houses and the road reserve</li> <li>- providing low or visually permeable front fencing</li> <li>- encouraging wider lot frontages</li> <li>- providing a wider road reserve with a 6m+ nature strip to allow for the planting of substantial street trees to provide screening between the green wedge land and the new houses within the precinct.</li> <li>- locating the sealed pedestrian path on the west side of the road</li> </ul> <p>In an effort to provide an appropriate transition between the PSP and farming land to the east of the precinct, the PSP will encourage larger lot sizes adjacent to Mt Ararat Road.</p>	Noted
51.5		Narrow focus of the Victorian Planning Authority and Council by only considering development works within the PSP boundary.	Lack of consideration out of precinct	<p>In the development of the PSP, the planning for the provision of community and recreational facilities, the provision of commercial and retail services and the provision of educational facilities were planned for at a scale and provision ratio to ensure that they would service the new community without impacting negatively on existing areas. For example the number of new community facilities which include community centres and early childhood facilities will service the new community and won't result in existing community facilities being oversubscribed. The scale of the town centres were planned to respond to the proposed demand from the new community and communities to the east of the precinct, providing much needed retail and commercial services for the area.</p>	Noted
51.6		Concerned about the lack of traffic forecasting on Nar Nar Goon's rural road network.	Traffic	<p>A traffic modelling study was undertaken by Cardinia Shire Council to investigate options for improving the connectivity of the arterial road network to the Princes Freeway. This study assessed the proposal of a new interchange on the Princes Freeway about midway between the Koo Wee Rup Road Interchange and the Princes Highway Interchange (near Nar Nar Goon Road) in the east.</p> <p>The results of the study showed that the provision of the proposed interchange at Pakenham East would have a relatively minor impact on the arterial road network in the Pakenham area. The interchange would only have localised impact, with the most obvious benefits being limited to the highway network in the immediate vicinity of the proposed interchange. Without the proposed interchange, travel speeds would be on average 3km/hour lower on the Princes Highway. The Princes Freeway, however, would operate at a higher level of service, i.e. better, with higher speeds and lower traffic demands east of Cardinia Road.</p> <p>From these results, it was determined that the cost of the proposed interchange outweighed the benefits relative to other priorities for the road network in the Pakenham and Cardinia's Urban Growth Area. Road upgrades in the local area will assist with the increased capacity of vehicles from the Pakenham East precinct, including the planned duplication of Healesville-Koo Wee Rup Road.</p>	Noted

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
51.7		Concerned about the lack of forecasting regarding future demand on community facilities and infrastructure in Nar Nar Goon, including Nar Nar Goon railway station and its carpark, school and kinder.	Lack of consideration out of precinct	In the development of the PSP, the planning for the provision of community and recreational facilities, the provision of commercial and retail services and the provision of educational facilities were planned for at a scale and provision ratio to ensure that they would service the new community without impacting negatively on existing areas. For example the number of new community facilities which include community centres and early childhood facilities will service the new community and won't result in existing community facilities being oversubscribed. The scale of the town centres were planned to respond to the proposed demand from the new community and communities to the east of the precinct, providing much needed retail and commercial services for the area.	Noted
51.8		The VPA representative made an assumption that the majority traffic will be towards Pakenham without any modelling to prove it.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	Noted
51.9		No bike paths towards Nar Nar Goon.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	Noted
51.10		Any council and state infrastructure must be built in conjunction with urban development, otherwise risk pressure on existing limited rural services (schools, sporting facilities, public transport).	Infrastructure Sequencing	In the development of the PSP, the planning for the provision of community and recreational facilities, the provision of commercial and retail services and the provision of educational facilities were planned for at a scale and provision ratio to ensure that they would service the new community without impacting negatively on existing areas. For example the number of new community facilities which include community centres and early childhood facilities will service the new community and won't result in existing community facilities being oversubscribed. The scale of the town centres were planned to respond to the proposed demand from the new community and communities to the east of the precinct, providing much needed retail and commercial services for the area.	Noted
51.11		The electricity transmission lines should serve as an arbitrary northern boundary for the precinct.	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"> <li>- A building envelope to address the ridgeline and electricity line easement</li> <li>- Achieve an average minimum lot size of 2,000m2</li> <li>- Provide rural fencing that is low scale and visually permeable to facilitate the rural lifestyle character of this area</li> <li>- Maximise side setbacks and create openness between the dwellings; and</li> <li>- where required, a plan to manage steeper sections of land to ensure retaining walls are minimised</li> </ul>	No action required

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
51.12		Vegetation and habitat loss within the PSP, particularly along the Princess Highway to make room for road duplication and four signallised intersections.	Vegetation	<p>An Ecological Investigations report was produced for the precinct. A desktop assessment was undertaken and involved a review of all relevant databases, reports, literature and policies relevant to the study area. This was followed by a flora and habitat hectare assessment and targeted flora and fauna surveys to identify the ecological values present within the study area; specifically remnant native vegetation and scattered indigenous trees, flora and fauna species, fauna habitats and ecological communities.</p> <p>A Native Vegetation Precinct Plan (NVPP) has also been prepared to further apply a holistic, landscape wide approach to retention and removal of native vegetation within the Pakenham East Plan area. The NVPP identifies the native vegetation that can be removed and the vegetation to be protected, based on the conservation significance and land protection role of the vegetation, the identified values of vegetation within the planning scheme such as amenity and landscape, and the broader strategic planning objectives for the precinct. This document, as well as the Ecological Investigations Report, have used a holistic approach to inform the preparation of the precinct to meet the various objectives set out. The objectives of the NVPP (as set out in Section 1.2) include establishing additional habitat corridors and stepping stones (patches of native vegetation) along Hancock's Gully, newly created wetlands and hilltop reserves.</p> <p>Various submissions were made to include additional wildlife corridors between areas of open space. For these corridors to become habitat areas for wildlife and successful linkages, there needs to be some justification as to which species they are for and how these areas will provide that habitat. The Ecological Investigations Report and the NVPP identified the vegetation and natural spaces to be retained throughout the precinct.</p>	Noted
51.13		No proposal for a train station at Pakenham East.	Train station	<p>The state has undertaken a viability assessment of the proposal for an additional train station to serve the Pakenham East precinct. A number of land use or rail operations concerns were raised in this assessment, including:</p> <ul style="list-style-type: none"> <li>• The PSP would result in only a modest residential population increase within 1 km of a proposed train station as the catchment of a potential station in the south west of the PSP is severely restricted by low density land uses west of Ryan Road and the physical barrier of the Princes Freeway.</li> <li>• Being at the edge of the Urban Growth Boundary (UGB) there is a limited further catchment to the east of the precinct. What catchment exists beyond the UGB is already serviced by rail service along the Vline Gippsland line at Nar Nar Goon station</li> <li>• The only physical location where a station could be sited, due to track curves and grades, is 700m west of Ryan Rd, which is in the vicinity of Deep Creek, on the Pakenham &amp; District Golf Club site. This location is only 1.7km west of Pakenham Station. Typically stations should be spaced at least 3km apart.</li> <li>• The road network would only facilitate access from the north-east, via Ryan Road, with no access possible from the west and the south.</li> </ul> <p>It is largely due to these constraints surrounding the provision of a new train station that a high-frequency bus service will be provided for along the Princes Highway. This will ensure accessibility to public transport for a large portion of the Pakenham East precinct and provide high frequency services to Pakenham township and train station.</p>	Noted

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
51.14		Visual impact and lack of quality assurance regarding high density (4 story) housing.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	Noted
51.15		Concerns over lack of direct freeway access to the East Pakenham Precinct.	Direct freeway access	<p>A traffic modelling study was undertaken by Cardinia Shire Council to investigate options for improving the connectivity of the arterial road network to the Princes Freeway. This study assessed the proposal of a new interchange on the Princes Freeway about midway between the Koo Wee Rup Road Interchange and the Princes Highway Interchange (near Nar Nar Goon Road) in the east.</p> <p>The results of the study showed that the provision of the proposed interchange at Pakenham East would have a relatively minor impact on the arterial road network in the Pakenham area. The interchange would only have localised impact, with the most obvious benefits being limited to the highway network in the immediate vicinity of the proposed interchange. Without the proposed interchange, travel speeds would be on average 3km/hour lower on the Princes Highway. The Princes Freeway, however, would operate at a higher level of service, i.e. better, with higher speeds and lower traffic demands east of Cardinia Road.</p> <p>From these results, it was determined that the cost of the proposed interchange outweighed the benefits relative to other priorities for the road network in the Pakenham and Cardinia's Urban Growth Area. Road upgrades in the local area will assist with the increased capacity of vehicles from the Pakenham East precinct, including the planned duplication of Healesville-Koo Wee Rup Road.</p>	Noted
51.16		Short timeframe in which to make a submission during the exhibition stage, particularly during the end of the summer holiday period.	consultation	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	Noted
Submission 53 - Ronald Pearson					
53.1		Properties on Ryan Road should not be less than one acre.	Lot interface	<p>The VPA recognises the need to ensure that future development responds appropriately to the existing character of Ryan Rd and the local neighbourhood, and that a transition between the older and the newer areas should have a positive effect on neighbourhood amenity. The exhibited PSP has employed various mechanisms to ensure future development aligns with the existing character of Ryan Rd, including:</p> <ul style="list-style-type: none"> <li>- must be a single dwelling on a lot</li> <li>- providing a minimum front setback of 6 metres between houses and the road reserve</li> <li>- providing low or visually permeable front fencing</li> <li>- encouraging wider lot frontages</li> <li>- providing a wider road reserve with a 6m+ nature strip on the east side of Ryan Road to allow for the planting of substantial street trees to provide screening between the existing housing and the new houses within the precinct.</li> </ul> <p>In response to submissions, we are reviewing the cross section of Ryan Rd to create a more 'rural' feel. Some of the key attributes we are looking to incorporate are:</p> <ul style="list-style-type: none"> <li>- retaining a wider nature strip on the west side of Ryan Rd where possible</li> <li>- locating the sealed pedestrian and bike paths on the east side</li> <li>- removing the parking bays from the west side</li> </ul> <p>In an effort to provide an appropriate transition between the PSP and the existing houses on Ryan Road, the PSP will encourage larger lot sizes adjacent to Ryan Rd.</p>	Not agreed to make change to amendment documentation

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
53.2		Access to subdivisions is not via Ryan Road. (Possibly princes highway)	Ryan Rd	Development will lead to additional traffic in and around the Pakenham East precinct, including along Ryan Rd, as a result of an increased population. It is the role of the PSP to manage this increase in traffic through the new street network and upgrades to the existing street network. The PSP proposes an upgrade to Ryan Rd and new signalised intersection at Ryan Road and Princes Highway. As part of the Planning Panel process, the VPA will commission an independent traffic consultant to review submissions made regarding traffic and transport. This statement will be submitted to the Planning Panel to assist in their recommendation regarding transport and traffic.	No action required
53.3		There should be direct freeway access from the PSP.	Direct freeway access	<p>A traffic modelling study was undertaken by Cardinia Shire Council to investigate options for improving the connectivity of the arterial road network to the Princes Freeway. This study assessed the proposal of a new interchange on the Princes Freeway about midway between the Koo Wee Rup Road Interchange and the Princes Highway Interchange (near Nar Nar Goon Road) in the east.</p> <p>The results of the study showed that the provision of the proposed interchange at Pakenham East would have a relatively minor impact on the arterial road network in the Pakenham area. The interchange would only have localised impact, with the most obvious benefits being limited to the highway network in the immediate vicinity of the proposed interchange. Without the proposed interchange, travel speeds would be on average 3km/hour lower on the Princes Highway. The Princes Freeway, however, would operate at a higher level of service, i.e. better, with higher speeds and lower traffic demands east of Cardinia Road.</p> <p>From these results, it was determined that the cost of the proposed interchange outweighed the benefits relative to other priorities for the road network in the Pakenham and Cardinia's Urban Growth Area. Road upgrades in the local area will assist with the increased capacity of vehicles from the Pakenham East precinct, including the planned duplication of Healesville-Koo Wee Rup Road.</p>	Not agreed to make change to amendment documentation

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
53.4		New dwellings on Ryan Road should have a 50 metre setback and be only single storey.	Lot interface	<p>The VPA recognises the need to ensure that future development responds appropriately to the existing character of Ryan Rd and the local neighbourhood, and that a transition between the older and the newer areas should have a positive effect on neighbourhood amenity. The exhibited PSP has employed various mechanisms to ensure future development aligns with the existing character of Ryan Rd, including:</p> <ul style="list-style-type: none"> <li>- must be a single dwelling on a lot</li> <li>- providing a minimum front setback of 6 metres between houses and the road reserve</li> <li>- providing low or visually permeable front fencing</li> <li>- encouraging wider lot frontages</li> <li>- providing a wider road reserve with a 6m+ nature strip on the east side of Ryan Road to allow for the planting of substantial street trees to provide screening between the existing housing and the new houses within the precinct.</li> </ul> <p>In response to submissions, we are reviewing the cross section of Ryan Rd to create a more 'rural' feel. Some of the key attributes we are looking to incorporate are:</p> <ul style="list-style-type: none"> <li>- retaining a wider nature strip on the west side of Ryan Rd where possible</li> <li>- locating the sealed pedestrian and bike paths on the east side</li> <li>- removing the parking bays from the west side</li> </ul> <p>In an effort to provide an appropriate transition between the PSP and the existing houses on Ryan Road, the PSP will encourage larger lot sizes adjacent to Ryan Rd.</p>	Not agreed to make change to amendment documentation
Submission 54 - Bill & Genevieve Shallard					
54.1		Residential blocks on the east side of Ryan Road should have a minimum frontage of 50 metres with a minimum block size of one acre and single story dwelling.	Lot interface	<p>The VPA recognises the need to ensure that future development responds appropriately to the existing character of Ryan Rd and the local neighbourhood, and that a transition between the older and the newer areas should have a positive effect on neighbourhood amenity. The exhibited PSP has employed various mechanisms to ensure future development aligns with the existing character of Ryan Rd, including:</p> <ul style="list-style-type: none"> <li>- must be a single dwelling on a lot</li> <li>- providing a minimum front setback of 6 metres between houses and the road reserve</li> <li>- providing low or visually permeable front fencing</li> <li>- encouraging wider lot frontages</li> <li>- providing a wider road reserve with a 6m+ nature strip on the east side of Ryan Road to allow for the planting of substantial street trees to provide screening between the existing housing and the new houses within the precinct.</li> </ul> <p>In response to submissions, we are reviewing the cross section of Ryan Rd to create a more 'rural' feel. Some of the key attributes we are looking to incorporate are:</p> <ul style="list-style-type: none"> <li>- retaining a wider nature strip on the west side of Ryan Rd where possible</li> <li>- locating the sealed pedestrian and bike paths on the east side</li> <li>- removing the parking bays from the west side</li> </ul> <p>In an effort to provide an appropriate transition between the PSP and the existing houses on Ryan Road, the PSP will encourage larger lot sizes adjacent to Ryan Rd.</p>	Not agreed to make change to amendment documentation

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
54.2		There should be no vehicular access to Ryan Road to the PSP area.	Ryan Rd	Development will lead to additional traffic in and around the Pakenham East precinct, including along Ryan Rd, as a result of an increased population. It is the role of the PSP to manage this increase in traffic through the new street network and upgrades to the existing street network. The PSP proposes an upgrade to Ryan Rd and new signalised intersection at Ryan Road and Princes Highway. As part of the Planning Panel process, the VPA will commission an independent traffic consultant to review submissions made regarding traffic and transport. This statement will be submitted to the Planning Panel to assist in their recommendation regarding transport and traffic.	Further review/discussion
54.3		There should be a vegetation buffer between the low density and high density area.	Lot interface	<p>The VPA recognises the need to ensure that future development responds appropriately to the existing character of Ryan Rd and the local neighbourhood, and that a transition between the older and the newer areas should have a positive effect on neighbourhood amenity. The exhibited PSP has employed various mechanisms to ensure future development aligns with the existing character of Ryan Rd, including:</p> <ul style="list-style-type: none"> <li>- must be a single dwelling on a lot</li> <li>- providing a minimum front setback of 6 metres between houses and the road reserve</li> <li>- providing low or visually permeable front fencing</li> <li>- encouraging wider lot frontages</li> <li>- providing a wider road reserve with a 6m+ nature strip on the east side of Ryan Road to allow for the planting of substantial street trees to provide screening between the existing housing and the new houses within the precinct.</li> </ul> <p>In response to submissions, we are reviewing the cross section of Ryan Rd to create a more 'rural' feel. Some of the key attributes we are looking to incorporate are:</p> <ul style="list-style-type: none"> <li>- retaining a wider nature strip on the west side of Ryan Rd where possible</li> <li>- locating the sealed pedestrian and bike paths on the east side</li> <li>- removing the parking bays from the west side</li> </ul> <p>In an effort to provide an appropriate transition between the PSP and the existing houses on Ryan Road, the PSP will encourage larger lot sizes adjacent to Ryan Rd.</p>	Not agreed to make change to amendment documentation
54.4		No construction vehicle should be permitted to enter Ryan Road unless it's serving blocks on the east side of Ryan Road, or assisting with the upgrade of Ryan Road.	Ryan Rd	Development will lead to additional traffic in and around the Pakenham East precinct, including along Ryan Rd, as a result of an increased population. It is the role of the PSP to manage this increase in traffic through the new street network and upgrades to the existing street network. The PSP proposes an upgrade to Ryan Rd and new signalised intersection at Ryan Road and Princes Highway. As part of the Planning Panel process, the VPA will commission an independent traffic consultant to review submissions made regarding traffic and transport. This statement will be submitted to the Planning Panel to assist in their recommendation regarding transport and traffic.	Not agreed to make change to amendment documentation
Submission 55 - Michael & Raffaolina Scuglia					

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
55.1		Interface housing areas 1 & 2 that front the entire east side of Ryan Road are zoned Low Density Residential Schedule 2 (minimum allotment size of 4,000 m <sup>2</sup> ) thus creating an identical environment on both sides of Ryan Road and retaining the character of the street, while providing supply of new larger allotments.	Lot interface	<p>The VPA recognises the need to ensure that future development responds appropriately to the existing character of Ryan Rd and the local neighbourhood, and that a transition between the older and the newer areas should have a positive effect on neighbourhood amenity. The exhibited PSP has employed various mechanisms to ensure future development aligns with the existing character of Ryan Rd, including:</p> <ul style="list-style-type: none"> <li>- must be a single dwelling on a lot</li> <li>- providing a minimum front setback of 6 metres between houses and the road reserve</li> <li>- providing low or visually permeable front fencing</li> <li>- encouraging wider lot frontages</li> <li>- providing a wider road reserve with a 6m+ nature strip on the east side of Ryan Road to allow for the planting of substantial street trees to provide screening between the existing housing and the new houses within the precinct.</li> </ul> <p>In response to submissions, we are reviewing the cross section of Ryan Rd to create a more 'rural' feel. Some of the key attributes we are looking to incorporate are:</p> <ul style="list-style-type: none"> <li>- retaining a wider nature strip on the west side of Ryan Rd where possible</li> <li>- locating the sealed pedestrian and bike paths on the east side</li> <li>- removing the parking bays from the west side</li> </ul> <p>In an effort to provide an appropriate transition between the PSP and the existing houses on Ryan Road, the PSP will encourage larger lot sizes adjacent to Ryan Rd.</p>	Not agreed to make change to amendment documentation
55.2		No roads should join the eastern side of Ryan Road and no vehicular access to the new development is to be provided from Ryan Road. This is to preserve the current amenity of Ryan Road.	Ryan Rd	<p>Development will lead to additional traffic in and around the Pakenham East precinct, including along Ryan Rd, as a result of an increased population. It is the role of the PSP to manage this increase in traffic through the new street network and upgrades to the existing street network. The PSP proposes an upgrade to Ryan Rd and new signalised intersection at Ryan Road and Princes Highway. As part of the Planning Panel process, the VPA will commission an independent traffic consultant to review submissions made regarding traffic and transport. This statement will be submitted to the Planning Panel to assist in their recommendation regarding transport and traffic.</p>	Not agreed to make change to amendment documentation

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
55.3		An interchange on the Princess Freeway, mid-way between Koo Wee Rup Road and Nar Nar Goon should be built in order to minimise additional traffic from the PSP area on Pakenham's existing road network.	Direct freeway access	<p>A traffic modelling study was undertaken by Cardinia Shire Council to investigate options for improving the connectivity of the arterial road network to the Princes Freeway. This study assessed the proposal of a new interchange on the Princes Freeway about midway between the Koo Wee Rup Road Interchange and the Princes Highway Interchange (near Nar Nar Goon Road) in the east.</p> <p>The results of the study showed that the provision of the proposed interchange at Pakenham East would have a relatively minor impact on the arterial road network in the Pakenham area. The interchange would only have localised impact, with the most obvious benefits being limited to the highway network in the immediate vicinity of the proposed interchange. Without the proposed interchange, travel speeds would be on average 3km/hour lower on the Princes Highway. The Princes Freeway, however, would operate at a higher level of service, i.e. better, with higher speeds and lower traffic demands east of Cardinia Road.</p> <p>From these results, it was determined that the cost of the proposed interchange outweighed the benefits relative to other priorities for the road network in the Pakenham and Cardinia's Urban Growth Area. Road upgrades in the local area will assist with the increased capacity of vehicles from the Pakenham East precinct, including the planned duplication of Healesville-Koo Wee Rup Road.</p>	Not agreed to make change to amendment documentation
55.4		<p>The 'Interchange Comparative Traffic Modelling Assessment' which informed that a freeway interchange wasn't needed is flawed for the following reasons:</p> <ol style="list-style-type: none"> <li>1. The document was prepared 4 years ago and is therefore outdated regarding an increasing population and additional traffic.</li> <li>2. The modelling assumed that Racecourse Road was a four lane divided primary arterial road with a speed limit of 80km/h. The submitter notes that the road doesn't have enough space to be widened to a four lane arterial and that Vicroads won't allow a posted speed limit of 80km/h on roads with direct driveway access.</li> <li>3. The modelling didn't give any consideration to delays caused by the level crossing on Racecourse Road.</li> </ol>	Traffic	<p>A traffic modelling study was undertaken by Cardinia Shire Council to investigate options for improving the connectivity of the arterial road network to the Princes Freeway. This study assessed the proposal of a new interchange on the Princes Freeway about midway between the Koo Wee Rup Road Interchange and the Princes Highway Interchange (near Nar Nar Goon Road) in the east.</p> <p>The results of the study showed that the provision of the proposed interchange at Pakenham East would have a relatively minor impact on the arterial road network in the Pakenham area. The interchange would only have localised impact, with the most obvious benefits being limited to the highway network in the immediate vicinity of the proposed interchange. Without the proposed interchange, travel speeds would be on average 3km/hour lower on the Princes Highway. The Princes Freeway, however, would operate at a higher level of service, i.e. better, with higher speeds and lower traffic demands east of Cardinia Road.</p> <p>From these results, it was determined that the cost of the proposed interchange outweighed the benefits relative to other priorities for the road network in the Pakenham and Cardinia's Urban Growth Area. Road upgrades in the local area will assist with the increased capacity of vehicles from the Pakenham East precinct, including the planned duplication of Healesville-Koo Wee Rup Road.</p>	No action required
		56 - Jason & Dianne Sartori			
56.1		The submitter believes that using Ryan Road as a major connector road is inappropriate due to inaccurate data and modelling in the Sidra and ICTMA reports. Using their own analysis the submitters believe that 9,800 - 12,000 vehicles per day will be using Ryan Road which is above the road's upgraded capacity at 7,000 vehicles per day. This will have severe amenity impacts and is inconsistent with objectives 5 & 7 of the PSP.	Ryan Rd	Development will lead to additional traffic in and around the Pakenham East precinct, including along Ryan Rd, as a result of an increased population. It is the role of the PSP to manage this increase in traffic through the new street network and upgrades to the existing street network. The PSP proposes an upgrade to Ryan Rd and new signalised intersection at Ryan Road and Princes Highway. As part of the Planning Panel process, the VPA will commission an independent traffic consultant to review submissions made regarding traffic and transport. This statement will be submitted to the Planning Panel to assist in their recommendation regarding transport and traffic.	No action required

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
56.2		<p>With the above in mind the submitters believe the following should be done to rectify the issues:</p> <ol style="list-style-type: none"> <li>1. Truncate Canty Lane between Ryan Road and the primary school to force all school traffic to use the main boulevard within the PSP area.</li> <li>2. Eliminate all other roads connecting onto Ryan Road.</li> <li>3. Only allow properties with road frontage to Canty Lane and Ryan Road to access Ryan Road. All other houses in the development will flow back to the main boulevard.</li> <li>4. Construct a new interchange to the Princess Freeway.</li> </ol>	Ryan Rd	<p>Development will lead to additional traffic in and around the Pakenham East precinct, including along Ryan Rd, as a result of an increased population. It is the role of the PSP to manage this increase in traffic through the new street network and upgrades to the existing street network. The PSP proposes an upgrade to Ryan Rd and new signalised intersection at Ryan Road and Princes Highway. As part of the Planning Panel process, the VPA will commission an independent traffic consultant to review submissions made regarding traffic and transport. This statement will be submitted to the Planning Panel to assist in their recommendation regarding transport and traffic.</p>	Further review/discussion
56.3		<p>The proposed cross-section for Ryan Road is flawed for several reasons.</p> <ol style="list-style-type: none"> <li>1. The cross-section will be 25 metres wide while actual measurements on the site indicate that the reserve is 23 metres wide.</li> <li>2. There's no need for off-street parking in this area as visitors to the area can be accommodated within the properties.</li> <li>3. The bridge over Deep Creek will not be widened.</li> <li>4. No traffic calming measures are included, as speed is an ongoing issue on the road.</li> </ol>	Ryan Rd	<p>The VPA recognises the need to ensure that future development responds appropriately to the existing character of Ryan Rd and the local neighbourhood, and that a transition between the older and the newer areas should have a positive effect on neighbourhood amenity. The exhibited PSP has employed various mechanisms to ensure future development aligns with the existing character of Ryan Rd, including:</p> <ul style="list-style-type: none"> <li>- must be a single dwelling on a lot</li> <li>- providing a minimum front setback of 6 metres between houses and the road reserve</li> <li>- providing low or visually permeable front fencing</li> <li>- encouraging wider lot frontages</li> <li>- providing a wider road reserve with a 6m+ nature strip on the east side of Ryan Road to allow for the planting of substantial street trees to provide screening between the existing housing and the new houses within the precinct.</li> </ul> <p>In response to submissions, we are reviewing the cross section of Ryan Rd to create a more 'rural' feel. Some of the key attributes we are looking to incorporate are:</p> <ul style="list-style-type: none"> <li>- retaining a wider nature strip on the west side of Ryan Rd where possible</li> <li>- locating the sealed pedestrian and bike paths on the east side</li> <li>- removing the parking bays from the west side</li> </ul> <p>In an effort to provide an appropriate transition between the PSP and the existing houses on Ryan Road, the PSP will encourage larger lot sizes adjacent to Ryan Rd.</p>	Further review/discussion

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
56.4		Footpaths and cycling paths on both sides aren't warranted due to the low density nature of the area. One footpath and cycle path on the east side of Ryan Road will suffice.	Ryan Rd	<p>The VPA recognises the need to ensure that future development responds appropriately to the existing character of Ryan Rd and the local neighbourhood, and that a transition between the older and the newer areas should have a positive effect on neighbourhood amenity. The exhibited PSP has employed various mechanisms to ensure future development aligns with the existing character of Ryan Rd, including:</p> <ul style="list-style-type: none"> <li>- must be a single dwelling on a lot</li> <li>- providing a minimum front setback of 6 metres between houses and the road reserve</li> <li>- providing low or visually permeable front fencing</li> <li>- encouraging wider lot frontages</li> <li>- providing a wider road reserve with a 6m+ nature strip on the east side of Ryan Road to allow for the planting of substantial street trees to provide screening between the existing housing and the new houses within the precinct.</li> </ul> <p>In response to submissions, we are reviewing the cross section of Ryan Rd to create a more 'rural' feel. Some of the key attributes we are looking to incorporate are:</p> <ul style="list-style-type: none"> <li>- retaining a wider nature strip on the west side of Ryan Rd where possible</li> <li>- locating the sealed pedestrian and bike paths on the east side</li> <li>- removing the parking bays from the west side</li> </ul> <p>In an effort to provide an appropriate transition between the PSP and the existing houses on Ryan Road, the PSP will encourage larger lot sizes adjacent to Ryan Rd.</p>	Further review/discussion
56.5		Rezoning of areas north of Canty Lane into 'interface housing area 2' with a minimum lot size of 800sqm should not be supported due to flooding in the area, noting that Panel recently rejected rezoning on the western side of Ryan Road that would have allowed lot sizes of 0.2 hectares for flooding reasons. These properties should remain under the Low Density Residential Zone.	Lot interface	<p>The VPA recognises the need to ensure that future development responds appropriately to the existing character of Ryan Rd and the local neighbourhood, and that a transition between the older and the newer areas should have a positive effect on neighbourhood amenity. The exhibited PSP has employed various mechanisms to ensure future development aligns with the existing character of Ryan Rd, including:</p> <ul style="list-style-type: none"> <li>- must be a single dwelling on a lot</li> <li>- providing a minimum front setback of 6 metres between houses and the road reserve</li> <li>- providing low or visually permeable front fencing</li> <li>- encouraging wider lot frontages</li> <li>- providing a wider road reserve with a 6m+ nature strip on the east side of Ryan Road to allow for the planting of substantial street trees to provide screening between the existing housing and the new houses within the precinct.</li> </ul> <p>In response to submissions, we are reviewing the cross section of Ryan Rd to create a more 'rural' feel. Some of the key attributes we are looking to incorporate are:</p> <ul style="list-style-type: none"> <li>- retaining a wider nature strip on the west side of Ryan Rd where possible</li> <li>- locating the sealed pedestrian and bike paths on the east side</li> <li>- removing the parking bays from the west side</li> </ul> <p>In an effort to provide an appropriate transition between the PSP and the existing houses on Ryan Road, the PSP will encourage larger lot sizes adjacent to Ryan Rd.</p>	Not agreed to make change to amendment documentation

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
56.6		Lot sizes for properties on Ryan Road south of Canty Lane should have a minimum lot size of 4000sqm..	Lot interface	<p>The VPA recognises the need to ensure that future development responds appropriately to the existing character of Ryan Rd and the local neighbourhood, and that a transition between the older and the newer areas should have a positive effect on neighbourhood amenity. The exhibited PSP has employed various mechanisms to ensure future development aligns with the existing character of Ryan Rd, including:</p> <ul style="list-style-type: none"> <li>- must be a single dwelling on a lot</li> <li>- providing a minimum front setback of 6 metres between houses and the road reserve</li> <li>- providing low or visually permeable front fencing</li> <li>- encouraging wider lot frontages</li> <li>- providing a wider road reserve with a 6m+ nature strip on the east side of Ryan Road to allow for the planting of substantial street trees to provide screening between the existing housing and the new houses within the precinct.</li> </ul> <p>In response to submissions, we are reviewing the cross section of Ryan Rd to create a more 'rural' feel. Some of the key attributes we are looking to incorporate are:</p> <ul style="list-style-type: none"> <li>- retaining a wider nature strip on the west side of Ryan Rd where possible</li> <li>- locating the sealed pedestrian and bike paths on the east side</li> <li>- removing the parking bays from the west side</li> </ul> <p>In an effort to provide an appropriate transition between the PSP and the existing houses on Ryan Road, the PSP will encourage larger lot sizes adjacent to Ryan Rd.</p>	Not agreed to make change to amendment documentation
56.7		Properties on the west side of Ryan Road should be rezoned to allow for subdivision that mirrors development on the east side of Ryan Road.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	No action required
56.8		The circular access street off Ryan Road between Canty Lane and the Princess Highway should be deleted due to traffic issues that will arise due to the roads close proximity with the intersections on the Princess Highway and Canty Lane with Ryan Road.	Ryan Rd	Development will lead to additional traffic in and around the Pakenham East precinct, including along Ryan Rd, as a result of an increased population. It is the role of the PSP to manage this increase in traffic through the new street network and upgrades to the existing street network. The PSP proposes an upgrade to Ryan Rd and new signalised intersection at Ryan Road and Princes Highway. As part of the Planning Panel process, the VPA will commission an independent traffic consultant to review submissions made regarding traffic and transport. This statement will be submitted to the Planning Panel to assist in their recommendation regarding transport and traffic.	No action required
56.9		The walking track on the western side of Deep Creek and the pedestrian bridge over Deep Creek should be deleted as it will increase the number of robberies in the Ryan Road area, allowing perpetrators can escape into the new estate, and the additional foot traffic will impact the ambience in the low density residential area.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	No action required
56.10		The PSP has inadequately incorporated the concept of bushfire safety, and that a southern link to the Princess Freeway should be constructed to allow residents to escape a bushfire event.	Other	A bushfire expert is to be engaged to prepare an appropriate Bushfire Management Response for the PSP.	Further review/discussion
56.11		The development should include the completion of a continuous, unbroken bike and walking path on the northern and southern sides of the Princess Highway between Deep Creek and Racecourse Road.	Other	A shared path has been mapped on the plan between Deep Creek and Pakenham train station.	No action required

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
56.12		Lower lying areas in the development (especially Deep Creek) should be preserved in order to ensure the conservation of the growling grass frog. Housing areas should be reduced in order to create this preservation areas in line with the design plan published in the local gazette on the 21st September 2011.	Conservation	<p>An Ecological Investigations report was produced for the precinct. A desktop assessment was undertaken and involved a review of all relevant databases, reports, literature and policies relevant to the study area. This was followed by a flora and habitat hectare assessment and targeted flora and fauna surveys to identify the ecological values present within the study area; specifically remnant native vegetation and scattered indigenous trees, flora and fauna species, fauna habitats and ecological communities.</p> <p>A Native Vegetation Precinct Plan (NVPP) has also been prepared to further apply a holistic, landscape wide approach to retention and removal of native vegetation within the Pakenham East Plan area. The NVPP identifies the native vegetation that can be removed and the vegetation to be protected, based on the conservation significance and land protection role of the vegetation, the identified values of vegetation within the planning scheme such as amenity and landscape, and the broader strategic planning objectives for the precinct. This document, as well as the Ecological Investigations Report, have used a holistic approach to inform the preparation of the precinct to meet the various objectives set out. The objectives of the NVPP (as set out in Section 1.2) include establishing additional habitat corridors and stepping stones (patches of native vegetation) along Hancock's Gully, newly created wetlands and hilltop reserves.</p> <p>Various submissions were made to include additional wildlife corridors between areas of open space. For these corridors to become habitat areas for wildlife and successful linkages, there needs to be some justification as to which species they are for and how these areas will provide that habitat. The Ecological Investigations Report and the NVPP identified the vegetation and natural spaces to be retained throughout the precinct.</p>	No action required
56.13		Local residents didn't receive correspondence from the VPA advising them of the PSP. Many were unaware of the submission deadline, unable to prepare a submission or the process of applying for an extension of time. The timeframe between public viewing at the Pakenham library and the deadline for lodging a submission was short (8 days).	consultation	All affected community members were sent letters to their registered home address advising them of the PSP.	No action required
Submission 57 - Rita & Frank					
57.1		Increased traffic and noise on Ryan Road will negatively impact the amenity and privacy of existing residents and their animals kept on site.	Ryan Rd	Development will lead to additional traffic in and around the Pakenham East precinct, including along Ryan Rd, as a result of an increased population. It is the role of the PSP to manage this increase in traffic through the new street network and upgrades to the existing street network. The PSP proposes an upgrade to Ryan Rd and new signalised intersection at Ryan Road and Princes Highway. As part of the Planning Panel process, the VPA will commission an independent traffic consultant to review submissions made regarding traffic and transport. This statement will be submitted to the Planning Panel to assist in their recommendation regarding transport and traffic.	Further review/discussion
Submission 58 - John & Lourdes Rodda					

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
58.1		The submitters are concerned over traffic increases on Ryan Road which they estimate could be as high as 12,000 vehicles per day (see submission 56).	Ryan Rd	Development will lead to additional traffic in and around the Pakenham East precinct, including along Ryan Rd, as a result of an increased population. It is the role of the PSP to manage this increase in traffic through the new street network and upgrades to the existing street network. The PSP proposes an upgrade to Ryan Rd and new signalised intersection at Ryan Road and Princes Highway. As part of the Planning Panel process, the VPA will commission an independent traffic consultant to review submissions made regarding traffic and transport. This statement will be submitted to the Planning Panel to assist in their recommendation regarding transport and traffic.	Further review/discussion
58.2		The single lane nature of Ryan Road means that traffic will be held up by garbage trucks, school buses, falling trees, flooding at the Deep Creek bridge and motorists parking on the road reserve. These will pose a problem with accessibility in the new development.	Ryan Rd	Development will lead to additional traffic in and around the Pakenham East precinct, including along Ryan Rd, as a result of an increased population. It is the role of the PSP to manage this increase in traffic through the new street network and upgrades to the existing street network. The PSP proposes an upgrade to Ryan Rd and new signalised intersection at Ryan Road and Princes Highway. As part of the Planning Panel process, the VPA will commission an independent traffic consultant to review submissions made regarding traffic and transport. This statement will be submitted to the Planning Panel to assist in their recommendation regarding transport and traffic.	Further review/discussion
58.3		The higher density housing at the south-eastern end of Ryan Road will deliver undesirable environmental, aesthetic and social outcomes. Ryan Road should be left as a low-density area.	Lot interface	<p>Ryan Rd and the local neighbourhood, and that a transition between the older and the newer areas should have a positive effect on neighbourhood amenity. The exhibited PSP has employed various mechanisms to ensure future development aligns with the existing character of Ryan Rd, including:</p> <ul style="list-style-type: none"> <li>- must be a single dwelling on a lot</li> <li>- providing a minimum front setback of 6 metres between houses and the road reserve</li> <li>- providing low or visually permeable front fencing</li> <li>- encouraging wider lot frontages</li> <li>- providing a wider road reserve with a 6m+ nature strip on the east side of Ryan Road to allow for the planting of substantial street trees to provide screening between the existing housing and the new houses within the precinct.</li> </ul> <p>In response to submissions, we are reviewing the cross section of Ryan Rd to create a more 'rural' feel. Some of the key attributes we are looking to incorporate are:</p> <ul style="list-style-type: none"> <li>- retaining a wider nature strip on the west side of Ryan Rd where possible</li> </ul>	Not agreed to make change to amendment documentation
58.4		Lot sizes in the Ryan Road area should be one acre (4046.86 square metres)	Lot interface	<p>The VPA recognises the need to ensure that future development responds appropriately to the existing character of Ryan Rd and the local neighbourhood, and that a transition between the older and the newer areas should have a positive effect on neighbourhood amenity. The exhibited PSP has employed various mechanisms to ensure future development aligns with the existing character of Ryan Rd, including:</p> <ul style="list-style-type: none"> <li>- must be a single dwelling on a lot</li> <li>- providing a minimum front setback of 6 metres between houses and the road reserve</li> <li>- providing low or visually permeable front fencing</li> <li>- encouraging wider lot frontages</li> <li>- providing a wider road reserve with a 6m+ nature strip on the east side of Ryan Road to allow for the planting of substantial street trees to provide screening between the existing housing and the new houses within the precinct.</li> </ul> <p>In response to submissions, we are reviewing the cross section of Ryan Rd to create a more 'rural' feel. Some of the key attributes we are looking to incorporate are:</p> <ul style="list-style-type: none"> <li>- retaining a wider nature strip on the west side of Ryan Rd where possible</li> <li>- locating the sealed pedestrian and bike paths on the east side</li> <li>- removing the parking bays from the west side</li> </ul> <p>In an effort to provide an appropriate transition between the PSP and the existing houses on Ryan Road, the PSP will encourage larger lot sizes adjacent to Ryan Rd.</p>	Not agreed to make change to amendment documentation

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Victorian Planning Authority: consideration of submissions

No.	LUB Reference	Submission	Topic Category	VPA response	Status
Submission 59 - Horkings/Keogh family					
59.1		There should be no connections from the new estate into Ryan Road.	Ryan Rd	Development will lead to additional traffic in and around the Pakenham East precinct, including along Ryan Rd, as a result of an increased population. It is the role of the PSP to manage this increase in traffic through the new street network and upgrades to the existing street network. The PSP proposes an upgrade to Ryan Rd and new signalised intersection at Ryan Road and Princes Highway. As part of the Planning Panel process, the VPA will commission an independent traffic consultant to review submissions made regarding traffic and transport. This statement will be submitted to the Planning Panel to assist in their recommendation regarding transport and traffic.	Further review/discussion
59.2		All blocks/subdivisions facing onto Ryan Road be a minimum of 1 acre.	Lot interface	<p>The VPA recognises the need to ensure that future development responds appropriately to the existing character of Ryan Rd and the local neighbourhood, and that a transition between the older and the newer areas should have a positive effect on neighbourhood amenity. The exhibited PSP has employed various mechanisms to ensure future development aligns with the existing character of Ryan Rd, including:</p> <ul style="list-style-type: none"> <li>- must be a single dwelling on a lot</li> <li>- providing a minimum front setback of 6 metres between houses and the road reserve</li> <li>- providing low or visually permeable front fencing</li> <li>- encouraging wider lot frontages</li> <li>- providing a wider road reserve with a 6m+ nature strip on the east side of Ryan Road to allow for the planting of substantial street trees to provide screening between the existing housing and the new houses within the precinct.</li> </ul> <p>In response to submissions, we are reviewing the cross section of Ryan Rd to create a more 'rural' feel. Some of the key attributes we are looking to incorporate are:</p> <ul style="list-style-type: none"> <li>- retaining a wider nature strip on the west side of Ryan Rd where possible</li> <li>- locating the sealed pedestrian and bike paths on the east side</li> <li>- removing the parking bays from the west side</li> </ul> <p>In an effort to provide an appropriate transition between the PSP and the existing houses on Ryan Road, the PSP will encourage larger lot sizes adjacent to Ryan Rd.</p>	Not agreed to make change to amendment documentation

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Victorian Planning Authority: consideration of submissions

No.	LUB Reference	Submission	Topic Category	VPA response	Status
		No off-street parking along Ryan Road or adjoining streets.	Ryan Rd	<p>The VPA recognises the need to ensure that future development responds appropriately to the existing character of Ryan Rd and the local neighbourhood, and that a transition between the older and the newer areas should have a positive effect on neighbourhood amenity. The exhibited PSP has employed various mechanisms to ensure future development aligns with the existing character of Ryan Rd, including:</p> <ul style="list-style-type: none"> <li>- must be a single dwelling on a lot</li> <li>- providing a minimum front setback of 6 metres between houses and the road reserve</li> <li>- providing low or visually permeable front fencing</li> <li>- encouraging wider lot frontages</li> <li>- providing a wider road reserve with a 6m+ nature strip on the east side of Ryan Road to allow for the planting of substantial street trees to provide screening between the existing housing and the new houses within the precinct.</li> </ul> <p>In response to submissions, we are reviewing the cross section of Ryan Rd to create a more 'rural' feel. Some of the key attributes we are looking to incorporate are:</p> <ul style="list-style-type: none"> <li>- retaining a wider nature strip on the west side of Ryan Rd where possible</li> <li>- locating the sealed pedestrian and bike paths on the east side</li> <li>- removing the parking bays from the west side</li> </ul> <p>In an effort to provide an appropriate transition between the PSP and the existing houses on Ryan Road, the PSP will encourage larger lot sizes adjacent to Ryan Rd.</p>	Further review/discussion
		No construction in the flood zone along Deep Creek through to Canty Lane.	drainage	<p>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.</p>	Not agreed to make change to amendment documentation
		The amount of traffic lights between Nar Nar Goon and Ryan Road should be reviewed.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	No action required

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No.	LUB Reference	Submission	Topic Category	VPA response	Status
		The decision not to construct a freeway interchange serving the new estate should be reviewed.	Direct freeway access	<p>A traffic modelling study was undertaken by Cardinia Shire Council to investigate options for improving the connectivity of the arterial road network to the Princes Freeway. This study assessed the proposal of a new interchange on the Princes Freeway about midway between the Koo Wee Rup Road Interchange and the Princes Highway Interchange (near Nar Nar Goon Road) in the east.</p> <p>The results of the study showed that the provision of the proposed interchange at Pakenham East would have a relatively minor impact on the arterial road network in the Pakenham area. The interchange would only have localised impact, with the most obvious benefits being limited to the highway network in the immediate vicinity of the proposed interchange. Without the proposed interchange, travel speeds would be on average 3km/hour lower on the Princes Highway. The Princes Freeway, however, would operate at a higher level of service, i.e. better, with higher speeds and lower traffic demands east of Cardinia Road.</p> <p>From these results, it was determined that the cost of the proposed interchange outweighed the benefits relative to other priorities for the road network in the Pakenham and Cardinia's Urban Growth Area. Road upgrades in the local area will assist with the increased capacity of vehicles from the Pakenham East precinct, including the planned duplication of Healesville-Koo Wee Rup Road.</p>	No action required
Submission 60 - Graeme & Jabice Stokie					
60.1		No proper consultation was conducted with residents, and they were given insufficient time to respond.	consultation	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	No action required
60.2		The PSP and the upgrading/new connections to Ryan Road will have severe amenity impacts in the Ryan Road precinct.	Ryan Rd	Development will lead to additional traffic in and around the Pakenham East precinct, including along Ryan Rd, as a result of an increased population. It is the role of the PSP to manage this increase in traffic through the new street network and upgrades to the existing street network. The PSP proposes an upgrade to Ryan Rd and new signalised intersection at Ryan Road and Princes Highway. As part of the Planning Panel process, the VPA will commission an independent traffic consultant to review submissions made regarding traffic and transport. This statement will be submitted to the Planning Panel to assist in their recommendation regarding transport and traffic.	No action required

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Victorian Planning Authority: consideration of submissions

No.	LUB Reference	Submission	Topic Category	VPA response	Status
60.3		The east side of Ryan Road should be subdivided into half acre lots.	Lot interface	<p>The VPA recognises the need to ensure that future development responds appropriately to the existing character of Ryan Rd and the local neighbourhood, and that a transition between the older and the newer areas should have a positive effect on neighbourhood amenity. The exhibited PSP has employed various mechanisms to ensure future development aligns with the existing character of Ryan Rd, including:</p> <ul style="list-style-type: none"> <li>- must be a single dwelling on a lot</li> <li>- providing a minimum front setback of 6 metres between houses and the road reserve</li> <li>- providing low or visually permeable front fencing</li> <li>- encouraging wider lot frontages</li> <li>- providing a wider road reserve with a 6m+ nature strip on the east side of Ryan Road to allow for the planting of substantial street trees to provide screening between the existing housing and the new houses within the precinct.</li> </ul> <p>In response to submissions, we are reviewing the cross section of Ryan Rd to create a more 'rural' feel. Some of the key attributes we are looking to incorporate are:</p> <ul style="list-style-type: none"> <li>- retaining a wider nature strip on the west side of Ryan Rd where possible</li> <li>- locating the sealed pedestrian and bike paths on the east side</li> <li>- removing the parking bays from the west side</li> </ul> <p>In an effort to provide an appropriate transition between the PSP and the existing houses on Ryan Road, the PSP will encourage larger lot sizes adjacent to Ryan Rd.</p>	Not agreed to make change to amendment documentation
Submission 61 - Ronald Pearson					
61.1		Properties on Ryan Road should not be less than one acre.	Lot interface	<p>The VPA recognises the need to ensure that future development responds appropriately to the existing character of Ryan Rd and the local neighbourhood, and that a transition between the older and the newer areas should have a positive effect on neighbourhood amenity. The exhibited PSP has employed various mechanisms to ensure future development aligns with the existing character of Ryan Rd, including:</p> <ul style="list-style-type: none"> <li>- must be a single dwelling on a lot</li> <li>- providing a minimum front setback of 6 metres between houses and the road reserve</li> <li>- providing low or visually permeable front fencing</li> <li>- encouraging wider lot frontages</li> <li>- providing a wider road reserve with a 6m+ nature strip on the east side of Ryan Road to allow for the planting of substantial street trees to provide screening between the existing housing and the new houses within the precinct.</li> </ul> <p>In response to submissions, we are reviewing the cross section of Ryan Rd to create a more 'rural' feel. Some of the key attributes we are looking to incorporate are:</p> <ul style="list-style-type: none"> <li>- retaining a wider nature strip on the west side of Ryan Rd where possible</li> <li>- locating the sealed pedestrian and bike paths on the east side</li> <li>- removing the parking bays from the west side</li> </ul> <p>In an effort to provide an appropriate transition between the PSP and the existing houses on Ryan Road, the PSP will encourage larger lot sizes adjacent to Ryan Rd.</p>	Not agreed to make change to amendment documentation

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Victorian Planning Authority: consideration of submissions

No.	LUB Reference	Submission	Topic Category	VPA response	Status
61.2		Access to subdivisions is not via Ryan Road. (Possibly princes highway)	Ryan Rd	Development will lead to additional traffic in and around the Pakenham East precinct, including along Ryan Rd, as a result of an increased population. It is the role of the PSP to manage this increase in traffic through the new street network and upgrades to the existing street network. The PSP proposes an upgrade to Ryan Rd and new signalised intersection at Ryan Road and Princes Highway. As part of the Planning Panel process, the VPA will commission an independent traffic consultant to review submissions made regarding traffic and transport. This statement will be submitted to the Planning Panel to assist in their recommendation regarding transport and traffic.	Further review/discussion
61.3		The precinct should have direct access to the Princess Freeway.	Direct freeway access	<p>A traffic modelling study was undertaken by Cardinia Shire Council to investigate options for improving the connectivity of the arterial road network to the Princes Freeway. This study assessed the proposal of a new interchange on the Princes Freeway about midway between the Koo Wee Rup Road Interchange and the Princes Highway Interchange (near Nar Nar Goon Road) in the east.</p> <p>The results of the study showed that the provision of the proposed interchange at Pakenham East would have a relatively minor impact on the arterial road network in the Pakenham area. The interchange would only have localised impact, with the most obvious benefits being limited to the highway network in the immediate vicinity of the proposed interchange. Without the proposed interchange, travel speeds would be on average 3km/hour lower on the Princes Highway. The Princes Freeway, however, would operate at a higher level of service, i.e. better, with higher speeds and lower traffic demands east of Cardinia Road.</p> <p>From these results, it was determined that the cost of the proposed interchange outweighed the benefits relative to other priorities for the road network in the Pakenham and Cardinia's Urban Growth Area. Road upgrades in the local area will assist with the increased capacity of vehicles from the Pakenham East precinct, including the planned duplication of Healesville-Koo Wee Rup Road.</p>	Not agreed to make change to amendment documentation
61.4		There should be direct freeway access from the PSP.	Direct freeway access	<p>A traffic modelling study was undertaken by Cardinia Shire Council to investigate options for improving the connectivity of the arterial road network to the Princes Freeway. This study assessed the proposal of a new interchange on the Princes Freeway about midway between the Koo Wee Rup Road Interchange and the Princes Highway Interchange (near Nar Nar Goon Road) in the east.</p> <p>The results of the study showed that the provision of the proposed interchange at Pakenham East would have a relatively minor impact on the arterial road network in the Pakenham area. The interchange would only have localised impact, with the most obvious benefits being limited to the highway network in the immediate vicinity of the proposed interchange. Without the proposed interchange, travel speeds would be on average 3km/hour lower on the Princes Highway. The Princes Freeway, however, would operate at a higher level of service, i.e. better, with higher speeds and lower traffic demands east of Cardinia Road.</p> <p>From these results, it was determined that the cost of the proposed interchange outweighed the benefits relative to other priorities for the road network in the Pakenham and Cardinia's Urban Growth Area. Road upgrades in the local area will assist with the increased capacity of vehicles from the Pakenham East precinct, including the planned duplication of Healesville-Koo Wee Rup Road.</p>	Not agreed to make change to amendment documentation

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Victorian Planning Authority: consideration of submissions

No.	LUB Reference	Submission	Topic Category	VPA response	Status
61.5		New dwellings on Ryan Road should have a 50 metre setback and be only single storey.	Lot interface	<p>The VPA recognises the need to ensure that future development responds appropriately to the existing character of Ryan Rd and the local neighbourhood, and that a transition between the older and the newer areas should have a positive effect on neighbourhood amenity. The exhibited PSP has employed various mechanisms to ensure future development aligns with the existing character of Ryan Rd, including:</p> <ul style="list-style-type: none"> <li>- must be a single dwelling on a lot</li> <li>- providing a minimum front setback of 6 metres between houses and the road reserve</li> <li>- providing low or visually permeable front fencing</li> <li>- encouraging wider lot frontages</li> <li>- providing a wider road reserve with a 6m+ nature strip on the east side of Ryan Road to allow for the planting of substantial street trees to provide screening between the existing housing and the new houses within the precinct.</li> </ul> <p>In response to submissions, we are reviewing the cross section of Ryan Rd to create a more 'rural' feel. Some of the key attributes we are looking to incorporate are:</p> <ul style="list-style-type: none"> <li>- retaining a wider nature strip on the west side of Ryan Rd where possible</li> <li>- locating the sealed pedestrian and bike paths on the east side</li> <li>- removing the parking bays from the west side</li> </ul> <p>In an effort to provide an appropriate transition between the PSP and the existing houses on Ryan Road, the PSP will encourage larger lot sizes adjacent to Ryan Rd.</p>	Not agreed to make change to amendment documentation
Submission 62 - Adrian & Elizabeth Wood					
62.1		There's been a lack of correspondence between the VPA and residents, especially due to poor mail service in the area. Furthermore a lot of residents weren't aware of the size of the development and the pace it will be constructed at.	consultation	Noted.	No action required
62.2		Ryan Road and Canty lane should remain separate from the new development with no new roads to the new development. If the new development is connected to Ryan Road then traffic volumes will increase to 12,000 per day, creating more congestion, noise and pose a risk to safety.	Ryan Rd	Development will lead to additional traffic in and around the Pakenham East precinct, including along Ryan Rd, as a result of an increased population. It is the role of the PSP to manage this increase in traffic through the new street network and upgrades to the existing street network. The PSP proposes an upgrade to Ryan Rd and new signalised intersection at Ryan Road and Princes Highway. As part of the Planning Panel process, the VPA will commission an independent traffic consultant to review submissions made regarding traffic and transport. This statement will be submitted to the Planning Panel to assist in their recommendation regarding transport and traffic.	Further review/discussion

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Victorian Planning Authority: consideration of submissions

No.	LUB Reference	Submission	Topic Category	VPA response	Status
62.3		There should be a new freeway interchange to serve the new development. This is because the existing Racecourse Road interchange is heavily congested while the Nar Nar Goon interchange is becoming busier.	Direct freeway access	<p>A traffic modelling study was undertaken by Cardinia Shire Council to investigate options for improving the connectivity of the arterial road network to the Princes Freeway. This study assessed the proposal of a new interchange on the Princes Freeway about midway between the Koo Wee Rup Road Interchange and the Princes Highway Interchange (near Nar Nar Goon Road) in the east.</p> <p>The results of the study showed that the provision of the proposed interchange at Pakenham East would have a relatively minor impact on the arterial road network in the Pakenham area. The interchange would only have localised impact, with the most obvious benefits being limited to the highway network in the immediate vicinity of the proposed interchange. Without the proposed interchange, travel speeds would be on average 3km/hour lower on the Princes Highway. The Princes Freeway, however, would operate at a higher level of service, i.e. better, with higher speeds and lower traffic demands east of Cardinia Road.</p> <p>From these results, it was determined that the cost of the proposed interchange outweighed the benefits relative to other priorities for the road network in the Pakenham and Cardinia's Urban Growth Area. Road upgrades in the local area will assist with the increased capacity of vehicles from the Pakenham East precinct, including the planned duplication of Healesville-Koo Wee Rup Road.</p>	Not agreed to make change to amendment documentation
62.4		Increased residential development will increase crime and vandalism in the area.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	No action required
62.5		Residential development in the area will reduce the tranquility and ambience of the Ryan Road and Pinehill Drive precinct.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	No action required
Submission 63 - Emmanuel and Maureen Camilleri					
63.1		Properites on the east side of Ryan Road should be a minimum of once acre in area.	Lot interface	<p>The VPA recognises the need to ensure that future development responds appropriately to the existing character of Ryan Rd and the local neighbourhood, and that a transition between the older and the newer areas should have a positive effect on neighbourhood amenity. The exhibited PSP has employed various mechanisms to ensure future development aligns with the existing character of Ryan Rd, including:</p> <ul style="list-style-type: none"> <li>- must be a single dwelling on a lot</li> <li>- providing a minimum front setback of 6 metres between houses and the road reserve</li> <li>- providing low or visually permeable front fencing</li> <li>- encouraging wider lot frontages</li> <li>- providing a wider road reserve with a 6m+ nature strip on the east side of Ryan Road to allow for the planting of substantial street trees to provide screening between the existing housing and the new houses within the precinct.</li> </ul> <p>In response to submissions, we are reviewing the cross section of Ryan Rd to create a more 'rural' feel. Some of the key attributes we are looking to incorporate are:</p> <ul style="list-style-type: none"> <li>- retaining a wider nature strip on the west side of Ryan Rd where possible</li> <li>- locating the sealed pedestrian and bike paths on the east side</li> <li>- removing the parking bays from the west side</li> </ul> <p>In an effort to provide an appropriate transition between the PSP and the existing houses on Ryan Road, the PSP will encourage larger lot sizes adjacent to Ryan Rd.</p>	Not agreed to make change to amendment documentation

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Victorian Planning Authority: consideration of submissions

No.	LUB Reference	Submission	Topic Category	VPA response	Status
63.2		No road connections from the new development should connect onto Ryan Road in order to minimise future impact on existing land owners.	Ryan Rd	Development will lead to additional traffic in and around the Pakenham East precinct, including along Ryan Rd, as a result of an increased population. It is the role of the PSP to manage this increase in traffic through the new street network and upgrades to the existing street network. The PSP proposes an upgrade to Ryan Rd and new signalised intersection at Ryan Road and Princes Highway. As part of the Planning Panel process, the VPA will commission an independent traffic consultant to review submissions made regarding traffic and transport. This statement will be submitted to the Planning Panel to assist in their recommendation regarding transport and traffic.	Further review/discussion
63.3		Ryan Road land owners don't need off-street car parking as their properties can accommodate any visitor's vehicles.	Ryan Rd	<p>The VPA recognises the need to ensure that future development responds appropriately to the existing character of Ryan Rd and the local neighbourhood, and that a transition between the older and the newer areas should have a positive effect on neighbourhood amenity. The exhibited PSP has employed various mechanisms to ensure future development aligns with the existing character of Ryan Rd, including:</p> <ul style="list-style-type: none"> <li>- must be a single dwelling on a lot</li> <li>- providing a minimum front setback of 6 metres between houses and the road reserve</li> <li>- providing low or visually permeable front fencing</li> <li>- encouraging wider lot frontages</li> <li>- providing a wider road reserve with a 6m+ nature strip on the east side of Ryan Road to allow for the planting of substantial street trees to provide screening between the existing housing and the new houses within the precinct.</li> </ul> <p>In response to submissions, we are reviewing the cross section of Ryan Rd to create a more 'rural' feel. Some of the key attributes we are looking to incorporate are:</p> <ul style="list-style-type: none"> <li>- retaining a wider nature strip on the west side of Ryan Rd where possible</li> <li>- locating the sealed pedestrian and bike paths on the east side</li> <li>- removing the parking bays from the west side</li> </ul> <p>In an effort to provide an appropriate transition between the PSP and the existing houses on Ryan Road, the PSP will encourage larger lot sizes adjacent to Ryan Rd.</p>	Further review/discussion

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Victorian Planning Authority: consideration of submissions

No.	LUB Reference	Submission	Topic Category	VPA response	Status
63.4		Existing roads in Pakenham (Racecourse/Koo Wee Rup/Bald Hill/McGregor Roads) are congested will not cope with any additional residents in the new PSP.	Traffic	<p>A traffic modelling study was undertaken by Cardinia Shire Council to investigate options for improving the connectivity of the arterial road network to the Princes Freeway. This study assessed the proposal of a new interchange on the Princes Freeway about midway between the Koo Wee Rup Road Interchange and the Princes Highway Interchange (near Nar Nar Goon Road) in the east.</p> <p>The results of the study showed that the provision of the proposed interchange at Pakenham East would have a relatively minor impact on the arterial road network in the Pakenham area. The interchange would only have localised impact, with the most obvious benefits being limited to the highway network in the immediate vicinity of the proposed interchange. Without the proposed interchange, travel speeds would be on average 3km/hour lower on the Princes Highway. The Princes Freeway, however, would operate at a higher level of service, i.e. better, with higher speeds and lower traffic demands east of Cardinia Road.</p> <p>From these results, it was determined that the cost of the proposed interchange outweighed the benefits relative to other priorities for the road network in the Pakenham and Cardinia's Urban Growth Area. Road upgrades in the local area will assist with the increased capacity of vehicles from the Pakenham East precinct, including the planned duplication of Healesville-Koo Wee Rup Road.</p>	No action required
63.5		Lack of parking at Pakenham Railway station.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	No action required
63.6		The development will have a negative impact on native flora and fauna species due to increased traffic congestion and deletion of open spaces.	Conservation	<p>An Ecological Investigations report was produced for the precinct. A desktop assessment was undertaken and involved a review of all relevant databases, reports, literature and policies relevant to the study area. This was followed by a flora and habitat hectare assessment and targeted flora and fauna surveys to identify the ecological values present within the study area; specifically remnant native vegetation and scattered indigenous trees, flora and fauna species, fauna habitats and ecological communities.</p> <p>A Native Vegetation Precinct Plan (NVPP) has also been prepared to further apply a holistic, landscape wide approach to retention and removal of native vegetation within the Pakenham East Plan area. The NVPP identifies the native vegetation that can be removed and the vegetation to be protected, based on the conservation significance and land protection role of the vegetation, the identified values of vegetation within the planning scheme such as amenity and landscape, and the broader strategic planning objectives for the precinct. This document, as well as the Ecological Investigations Report, have used a holistic approach to inform the preparation of the precinct to meet the various objectives set out. The objectives of the NVPP (as set out in Section 1.2) include establishing additional habitat corridors and stepping stones (patches of native vegetation) along Hancock's Gully, newly created wetlands and hilltop reserves.</p> <p>Various submissions were made to include additional wildlife corridors between areas of open space. For these corridors to become habitat areas for wildlife and successful linkages, there needs to be some justification as to which species they are for and how these areas will provide that habitat. The Ecological Investigations Report and the NVPP identified the vegetation and natural spaces to be retained throughout the precinct.</p>	No action required

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**Victorian Planning Authority: consideration of submissions**

No.	LUB Reference	Submission	Topic Category	VPA response	Status
64.1		The submitter is concerned over high levels of population and traffic that will have negative impacts on Ryan Road & Pinehill Drive, including increased crime and degraded lifestyles.	Traffic	Development will lead to additional traffic in and around the Pakenham East precinct, including along Ryan Rd, as a result of an increased population. It is the role of the PSP to manage this increase in traffic through the new street network and upgrades to the existing street network. The PSP proposes an upgrade to Ryan Rd and new signalised intersection at Ryan Road and Princes Highway. As part of the Planning Panel process, the VPA will commission an independent traffic consultant to review submissions made regarding traffic and transport. This statement will be submitted to the Planning Panel to assist in their recommendation regarding transport and traffic.	No action required
Submission 65 - Michelle Porobic					
65.1		Local roads such as Racecourse Road are already congested. The infrastructure to deal with the new residential development and the extra 14,000 cars it will bring should be included in the PSP, and not rely on quiet rural roads.	traffic	<p>A traffic modelling study was undertaken by Cardinia Shire Council to investigate options for improving the connectivity of the arterial road network to the Princes Freeway. This study assessed the proposal of a new interchange on the Princes Freeway about midway between the Koo Wee Rup Road Interchange and the Princes Highway Interchange (near Nar Nar Goon Road) in the east.</p> <p>The results of the study showed that the provision of the proposed interchange at Pakenham East would have a relatively minor impact on the arterial road network in the Pakenham area. The interchange would only have localised impact, with the most obvious benefits being limited to the highway network in the immediate vicinity of the proposed interchange. Without the proposed interchange, travel speeds would be on average 3km/hour lower on the Princes Highway. The Princes Freeway, however, would operate at a higher level of service, i.e. better, with higher speeds and lower traffic demands east of Cardinia Road.</p> <p>From these results, it was determined that the cost of the proposed interchange outweighed the benefits relative to other priorities for the road network in the Pakenham and Cardinia's Urban Growth Area. Road upgrades in the local area will assist with the increased capacity of vehicles from the Pakenham East precinct, including the planned duplication of Healesville-Koo Wee Rup Road.</p>	No action required
65.2		Increased traffic will create a number of problems including reduced safety, additional accidents and noise.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	No action required
65.3		As ratepayers, Council has an obligation to ensure that the services and facilities they offer are of a high standard	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	No action required
Submission 66 - Bradley, Debra & Lucas Holland					
66.1		Converting Ryan Road and Canty Lane into a connector road will have unacceptable impacts on residents including increased traffic volumes, unacceptable noise pollution and loss of lifestyle.	Ryan Rd	Development will lead to additional traffic in and around the Pakenham East precinct, including along Ryan Rd, as a result of an increased population. It is the role of the PSP to manage this increase in traffic through the new street network and upgrades to the existing street network. The PSP proposes an upgrade to Ryan Rd and new signalised intersection at Ryan Road and Princes Highway. As part of the Planning Panel process, the VPA will commission an independent traffic consultant to review submissions made regarding traffic and transport. This statement will be submitted to the Planning Panel to assist in their recommendation regarding transport and traffic.	Further review/discussion

**Amendment C234 - Pakenham East PSP 1210- Submission summary - Community - 9 May 2018**

**Victorian Planning Authority: consideration of submissions**

No.	LUB Reference	Submission	Topic Category	VPA response	Status
66.2		Converting Ryan Road and Canty Lane into a connector road is unnecessary as adequate access is available from the Princess Highway and Freeway.	Ryan Rd	Development will lead to additional traffic in and around the Pakenham East precinct, including along Ryan Rd, as a result of an increased population. It is the role of the PSP to manage this increase in traffic through the new street network and upgrades to the existing street network. The PSP proposes an upgrade to Ryan Rd and new signalised intersection at Ryan Road and Princes Highway. As part of the Planning Panel process, the VPA will commission an independent traffic consultant to review submissions made regarding traffic and transport. This statement will be submitted to the Planning Panel to assist in their recommendation regarding transport and traffic.	Further review/discussion
66.3		The PSP fails to acknowledge Aboriginal cultural heritage sensitivity areas near Ryan Road.	Heritage	Aboriginal Cultural Heritage Sensitivity has been mapped with expert evidence from Ecology & Heritage Partners on Plan 2 - Precinct Features. Background report is available on our website.	No action required
Submission 68 - Gloria O-Connor					
68.1		The PSP hasn't considered the impacts on residential amenity on Ryan Road, noting that properties on the eastern side of Ryan Road are now being restricted to no more than 800 metres squared and that no appropriate transitional landscape plan has been prepared for the area.	Lot interface	<p>The VPA recognises the need to ensure that future development responds appropriately to the existing character of Ryan Rd and the local neighbourhood, and that a transition between the older and the newer areas should have a positive effect on neighbourhood amenity. The exhibited PSP has employed various mechanisms to ensure future development aligns with the existing character of Ryan Rd, including:</p> <ul style="list-style-type: none"> <li>- must be a single dwelling on a lot</li> <li>- providing a minimum front setback of 6 metres between houses and the road reserve</li> <li>- providing low or visually permeable front fencing</li> <li>- encouraging wider lot frontages</li> <li>- providing a wider road reserve with a 6m+ nature strip on the east side of Ryan Road to allow for the planting of substantial street trees to provide screening between the existing housing and the new houses within the precinct.</li> </ul> <p>In response to submissions, we are reviewing the cross section of Ryan Rd to create a more 'rural' feel. Some of the key attributes we are looking to incorporate are:</p> <ul style="list-style-type: none"> <li>- retaining a wider nature strip on the west side of Ryan Rd where possible</li> <li>- locating the sealed pedestrian and bike paths on the east side</li> <li>- removing the parking bays from the west side</li> </ul> <p>In an effort to provide an appropriate transition between the PSP and the existing houses on Ryan Road, the PSP will encourage larger lot sizes adjacent to Ryan Rd.</p>	Not agreed to make change to amendment documentation
68.2		There's no appropriate transitional strategy proposed for Nar Nar Goon, which will be impacted by the proximity of urban development.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	No action required
68.3		The PSP hasn't considered future traffic and lack of public transport in the area, and the PSP hasn't considered existing traffic around Pakenham.	Traffic	In the development of the PSP, the planning for the provision of community and recreational facilities, the provision of commercial and retail services and the provision of educational facilities were planned for at a scale and provision ratio to ensure that they would service the new community without impacting negatively on existing areas. For example the number of new community facilities which include community centres and early childhood facilities will service the new community and won't result in existing community facilities being oversubscribed. The scale of the town centres were planned to respond to the proposed demand from the new community and communities to the east of the precinct, providing much needed retail and commercial services for the area.	No action required

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Victorian Planning Authority: consideration of submissions

No.	LUB Reference	Submission	Topic Category	VPA response	Status
68.4		The planned and permitted removal of native vegetation describe in the native vegetation precinct plan will destroy a huge amount of valueable habitat.	conservation	<p>An Ecological Investigations report was produced for the precinct. A desktop assessment was undertaken and involved a review of all relevant databases, reports, literature and policies relevant to the study area. This was followed by a flora and habitat hectare assessment and targeted flora and fauna surveys to identify the ecological values present within the study area; specifically remnant native vegetation and scattered indigenous trees, flora and fauna species, fauna habitats and ecological communities.</p> <p>A Native Vegetation Precinct Plan (NVPP) has also been prepared to further apply a holistic, landscape wide approach to retention and removal of native vegetation within the Pakenham East Plan area. The NVPP identifies the native vegetation that can be removed and the vegetation to be protected, based on the conservation significance and land protection role of the vegetation, the identified values of vegetation within the planning scheme such as amenity and landscape, and the broader strategic planning objectives for the precinct. This document, as well as the Ecological Investigations Report, have used a holistic approach to inform the preparation of the precinct to meet the various objectives set out. The objectives of the NVPP (as set out in Section 1.2) include establishing additional habitat corridors and stepping stones (patches of native vegetation) along Hancock's Gully, newly created wetlands and hilltop reserves.</p> <p>Various submissions were made to include additional wildlife corridors between areas of open space. For these corridors to become habitat areas for wildlife and successful linkages, there needs to be some justification as to which species they are for and how these areas will provide that habitat. The Ecological Investigations Report and the NVPP identified the vegetation and natural spaces to be retained throughout the precinct.</p>	No action required
68.5		The community should have access to the large amount of background information.	Other	All background reports are available online.	No action required
68.6		No urban development is needed in the area as Cardinia Shire council has well met its responsibility for the provision of housing as a growth corridor, and has met its target for growth.	Out of scope	It is outside of the scope of this amendment, or the remit of the Victorian Planning Authority, to address this issue.	No action required