City of Casey

Agenda of Council Meeting

To be held at the Function Centre, Bunjil Place, Narre Warren

Tuesday, 13 December 2022

Commencing at 4.00 PM

Vision for the future:
To become a more connected, bold and resilient community

Chair of Administrators: Noelene Duff PSM
Administrator: Miguel Belmar
Administrator: Cameron Boardman

Chief Executive Officer: Glenn Patterson

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1. WELCOME AND ACKNOWLEDGEMENTS

1.1. READING OF THE STATEMENT OF ACKNOWLEDGEMENT

1.2. READING OF THE DIVERSITY STATEMENT

2. CONFIRMATION OF MINUTES

3. DECLARATIONS OF CONFLICT OF INTERESTS AND PERSONAL INTERESTS

Declaration by Administrators of any Conflict of Interest pursuant to Section 130 of the Local Government Act 2020 (the Act) in any items on the Agenda Paper. (Note that Section 130(2)(a) of the Act requires Administrators to disclose the nature of a Conflict of Interest immediately before the relevant consideration or discussion). Section 130(2)(b) also requires that the Administrator declaring a Conflict of Interest exclude themselves from the decision-making process in relation to that matter.

4. PUBLIC QUESTION TIME

5. OFFICERS' REPORTS FOR CONSIDERATION

Officers' Reports

Hampton Park Hill Development Plan - Submissions to Public Consultation — ITEM: 5.1.

Hampton Park Hill Development Plan
City Planning and Infrastructure
Planning and Building
Duncan Turner

Purpose of Report: **To report on the submissions received in response to the public consultation for the Hampton Park Hill Development Plan (HPDP)**

Recommendation
That Council:

1. **Acknowledge and thank all submitters for their participation in the engagement process and the submissions lodged in response to the public consultation of the Draft Hampton Park Hill Development Plan.**
2. **Note the advice from the Metropolitan Waste and Resource Recovery Group and Sustainability Victoria that the Draft Hampton Park Hill Development Plan is generally consistent with State Government policy which identifies the Hampton Park Hill precinct as a State-level significant waste and resource recovery site in the *State-wide Waste and Resource Recovery Implementation Plan (SWRRIP 2018).* The *SWRRIP 2018* is a document referenced in the Casey Planning Scheme for which Council as the Responsible Authority must have regard to in its statutory decision making.**
3. **Write to the Honourable Ingrid Stitt MP Minister for Environment and the Honourable Sonya Kilkenny MP Minister for Planning providing a copy of the Community Engagement Summary Report (Attachment 1) and highlighting the submissions relating to State policy including:**
   a. **the designation of the site as a Hub of state significance under the *SWRRIP 2018.***
   b. **the *Hallam Road Hub Plan (Metropolitan Waste and Resource Recovery Group 2021)* which requires that Councils strategic planning includes consideration to a commercial Waste Transfer facility within the precinct.**
   c. **the use of the Buffer Area Overlay (a new tool introduced by the State Government in March 2021) proposed to map the existing EPA recommended buffers around the perimeter of the landfill.**
4. **Note that Council officers are reviewing submissions and a report will be presented to Council in 2023 to consider submissions and endorsement of the Hampton Park Hill Development Plan, with or without changes.**

Officer General or Material Interest

No Council officers involved in the preparation of this report have a general or material interest in matters for consideration.

Council Plan Reference

1.1 Deliver sustainable and adaptable infrastructure and activate places

Executive Summary

The Draft Hampton Park Hill Development Plan provides a high-level framework guiding key elements of land use, built form, scale, connectivity and servicing provision.

The Development Plan was drafted with key agencies and stakeholders and informed by expert consultant reports. The public consultation of the draft Development Plan for community and stakeholder feedback occurred during July/August 2022.

During the public consultation period Council received:

- 5,458 visitors to Hampton Park Hill Casey Conversations page
- 348 downloads of the draft Development Plan
- 151 downloads of Frequently Asked Questions (FAQ) page (FAQ pages were also included with the 2600 letter mailout)

Council officers attended online consultation forums, stakeholder briefings and a public meeting with over 200 residents in attendance.

Council received 1068 submissions. Most of the submissions were from the residents and expressed concerns about the proposal, including referencing experiences with the current landfill operation. Submissions were received from industry, key landowners, and State Government agencies.

The submissions from State Government agencies and industry confirm that the Development Plan is generally in accordance with State Government policy and direction. It is proposed to provide a copy of the community and industry feedback on the underpinning State Government policies to the new relevant State Government Ministers. In parallel with this recommended action, Council officers will refine the Development Plan in response to submissions and prepare a report back to Council in the first half of 2023.

The Council consideration of the submissions and determining the Council position on the Development Plan with or without changes will occur at a future Council meeting.

Background

The Hampton Park Hill Development Plan (the Development Plan) applies to land in and surrounding the Hallam Road waste and resource recovery hub (the precinct) in Hampton Park (see Figure 1).

Figure 1: Hampton Park Hill Development Plan Study Area

The Victorian State Government has identified the precinct as a State-level significant waste and resource recovery site through the *State-wide Waste and Resource Recovery Implementation Plan* (SWRRIP, 2018). The *Hallam Road Hub Plan* (Metropolitan Waste and Resource Recovery Group, 2021) identifies existing and potential uses which are needed for state, regional and local waste, and resource recovery facilities.

In 2021, Council received funding from the Victorian Planning Authority to prepare a Hampton Park Hill Development Plan (the Development Plan) and a planning scheme amendment for land in and surrounding the Hallam Road landfill and the state significant waste and resource recovery hub in Hampton Park. An existing Development Plan applies to the precinct that does not reflect the State government strategy which identifies the site for future waste and resource recovery activities. There are additional opportunities for the plan to include employment, to accurately represent open space needs of the wider community, and to consider land use conflict via separation buffers.

The Development Plan was drafted with key State agencies and informed by expert consultant reports. The Development Plan seeks to:

- Facilitate the state and metropolitan strategies for ongoing waste and resource recovery (W&RR) and circular economy principles at the site. Including support for the development of a commercial scale transfer station.
- Facilitate suitable new employment land for local access to jobs.
- Facilitate new attractive and accessible open space areas. Passive open space is proposed over the landfill and active open space elsewhere.
- Identify, inform, and provide greater direction to the public about existing constraints at the site regarding the landfill and its buffer, concrete batching plant and buffer, electricity transmission easement, and gas pipeline.
- Minimise off-site amenity impacts of W&RR/employment uses.

- Discourage intensification of sensitive uses within various buffers.
- Create high quality interfaces between sensitive uses and employment/W&RR.
- Ensure new development does not place an unreasonable burden on existing road and traffic infrastructure.
- Establish an integrated and sustainable active transport network through 3m wide shared paths connecting all sides of the precinct.
- Ensure development and land uses do not impact the floodway management needs of the area.

Community & Stakeholder Engagement

The exhibition of the draft Development Plan for community and stakeholder feedback occurred in July/August 2022. Prior to community engagement, Council officers sought the views of stakeholders in State government authorities and relevant internal Council teams.

Letters notifying people that Council was seeking feedback on the Plan were sent via post on 7 July 2022 to approximately 2,600 landowners and occupiers of the site, nearby landowners and occupiers, and business and industry within the site. Email notice was also sent to key industry, landowner, and community stakeholders with an interest in the precinct. The Plan was advertised in the local newspapers and Casey Conversations. The community was encouraged to lodge online, letter or email-based submissions.

During the exhibition period Council received:

- 5,458 visitors to Hampton Park Hill Casey Conversations page
- 348 downloads of the draft Development Plan
- 151 downloads of FAQ's page (note, this was also included with the 2600 letter mailout)

Council officers attended online consultation forums, stakeholder briefings and a public meeting with over 200 residents in attendance.

Council received 1068 submissions including two 'petitions. The petitions did not meet Council's *Governance Rules* and have therefore been considered as submissions. Many submissions (1045) provide a single sentence or comment through the Casey Conversations online portal and 23 submissions provided more detailed feedback through letters or emails.

Most of the submissions were from the residents and expressed concerns about the proposal, including referencing experiences with the current landfill operation. Key resident feedback included:

- Strong preference for the landfill to close
- Concerns about the current Landfill impacts of odour, perceived health risks, truck traffic related issues and related negative amenity
- Not wanting a permanent waste and resource recovery transfer station constructed
- Concerns over future odour, truck and traffic impacts, risks to health and wellbeing, loss of property values, and loss of expected open space and parkland associated with the development of a Waste and Resource Recovery transfer Station
- Concerns that new industrial or business development will cause additional detrimental and negative amenity effects
- Concerns over the implications of the EPA 500m buffer on their health, local amenity, land use, and land values
- Concerns that the community have not been consulted on past decisions about the site, for example the landfill buffer extent and the State significant hub designation
- Lack of community inclusion in the Plan process
- Desire to be consulted on future development in the area, even if development is in accordance with any approved Development Plan

- Lack of trust that Council and/or current site operators will comply with the Plan into the future.

The following outlines the approximate percentage of times the listed themes were referenced in submissions:

- Odour hazard and impacts (52%)
- Truck movements (39%)
- Reduction of open space area (36%)
- Health hazards (31%)
- Reduced property value (23%)
- Buffer zone impacts (14%)
- Inadequate community consultation (12%)
- Other environmental hazards and impacts (12%)

Key agency, industry and landowner comments received that are directly affected by the Development Plan include:

- Sustainability Victoria and Recycling Victoria are supportive due to the State Significance of the precinct for ongoing waste and resource recovery.
- EPA have provided specific advice and recommendations to improve the draft Development Plan content and implementation of the Buffer Area Overlay (BAO)
- Veolia-Resource Co. question the need for the buffer to be mapped due to resident objection but support the alignment with State designation for ongoing waste and resource recovery and the need to be clearer about the ability to continue landfill aftercare, energy production (from gas extraction) and use of complimentary industries.
- LMS Energy are supportive due to the State Significance of the precinct for ongoing waste and resource recover to protect their exiting and future infrastructure assets at the landifill.
- Concern that 280 Hallam Road would be 'sterilised' indefinitely with no feasible interim or ultimate land uses identified.
- 825 & 829 South Gippsland Highway provided support for the employment precinct designations and sought variation to the proposed site access and development arrangements to redress perceived inefficient use of employment land.
- 250-260 Hallam Road expressed concern that the Plan restricts residential development and is seeking amendments to allow residential development.
- 320 Hallam Road requested to be classified as its own Employment Precinct to encourage development before or concurrently with Employment Precinct Stage 1

Attachment 1 is a Community Engagement Summary Report prepared by Consulting by Design who were engaged to assist Council officers with consultation. The comprehensive report includes an outline of the engagement approach; summaries of engagement feedback and findings; submissions; and key supporting documents.

State Government Policy

The Development Plan review was necessary to ensure alignment of the local planning controls with State Government policy. The Victorian State Government has identified the precinct as a State-level significant waste and resource recovery site through the *State-wide Waste and Resource Recovery Implementation Plan* (SWRRIP, 2018). The *Hallam Road Hub Plan* (Metropolitan Waste and Resource Recovery Group, 2021) identifies existing and potential uses which are needed for state, regional and local waste, and resource recovery facilities. The HPHDP (Hampton Park Hill Development Plan) has been drafted in collaboration with key State Government agencies.

Advice has been provided from the Metropolitan Waste and Resource Recovery Group (MW&RRG) in support of the HPHDP including:

> *The Draft Hampton Park Hill Development Plan (HPH Development Plan) is supported as it will implement a key action of the Hallam Road Hub Plan to review and prepare an update to the development plan.*
>
> *The Draft HPH Development Plan aligns with the Metropolitan Waste and Resource Recovery Implementation Plan (Metro Implementation Plan) that designates the Hallam Hub as one of 14 Hubs of State and Metropolitan importance and one of only five significant landfills: Table 15: 'Metropolitan Melbourne Hubs of State Importance'. The Metropolitan Implementation Plan in Table 11. Metropolitan landfill sequence of fill currently lists the Hallam Road Landfill in its schedule a likely closure date of 2040. The plan notes these dates can be subject to change depending on a range of site operation factors and it is MWRRG's understanding that Hallam Road Landfill may cease operations prior to 2040.*
>
> *MWRRG welcomes the clearly articulated role of the HPH Development Plan:*
>
> - *"To build on the opportunities for the precinct to facilitate the waste and resource recovery needs of the State Government and provide increased employment and open space land that contributes to its surrounds in the Hampton Park area".*
> - *"Discouraging the establishment of sensitive uses within 500 metres of the Hallam Road landfill and within 100 metres of the adjoining concrete batching plant".*
>
> *MWRRG notes and supports the detailed description provided of the Metropolitan Implementation Plan and its content specific to the land within the HPH Development Plan.*

Sustainability Victoria (SV) is responsible for preparing the State-wide Waste and Resource Recovery Plan (SWRRIP). The SWRRIP (SV 2018) lists 22 Waste and Resource Recovery Hubs of State Importance and SUEZ Hallam is included in this list.

SV comments include that:

- *...improved resource recovery will be explored as the landfill reaches capacity and landfill cells are progressively rehabilitated. Therefore, SV would support the sites evolution over time, towards improved resource recovery that facilitates circular economy outcomes.*
- *...highlight that given the previous uses on the site with limited sensitive uses located within the study area; it does present a unique opportunity to utilise this existing scenario with availability of buffers.*
- *...the state governments publication Recycling Victoria – a new economy (DELWP, 2019), should also be included in 2.2.4 Strategic Policy Documents, section of the Development Plan. This document indicates the importance and need for a more circular economy and the need to be more sustainable with materials and resources (recycling and repurposing).*
- *...a focus on, and some commentary on opportunities for industry and commercial operations to manage these emerging material streams into the future would be relevant and worthwhile as the site evolves.*

Next Steps

Council officers are reviewing the submissions and have undertaken further consultation with the EPA, Recycling Victoria and DELWP.

It is recommended that Council provide a copy of the Community Engagement Summary Report to the Minister for Planning and Minister for Environment and highlight the community concerns with:

- the designation of the site as a Hub of state significance under the *SWRRIP 2018*
- the *Hallam Road Hub Plan (Metropolitan Waste and Resource Recovery Group 2021)* which requires that Councils strategic planning includes consideration to a commercial Waste Transfer facility within the precinct
- the Buffer Area Overlay (a new tool introduced by the State Government in March 2021) proposed to map the existing EPA recommended buffers around the perimeter of the landfill

The consideration of the submissions and determining the Council position on the Draft Development Plan will occur at a future report to Council. The options available to Council in determining its position on the Development Plan at a future council meeting are:

1. Adopt the Development Plan as exhibited
2. Adopt the Development Plan with amendments in response to the submissions received and agency advice
3. Not adopt the Development Plan

Financial Implications

The project management, drafting and community engagement of the draft Development Plan and the exhibition of any future Planning Scheme Amendment are catered for within budget.

Conclusion

The purpose of the draft Hampton Park Hill Development Plan is to provide a high-level framework guiding key elements of land use, built form, scale, connectivity and servicing provision, that aligns with State Government policy.

The Development Plan was drafted with key agencies and stakeholders and informed by expert consultant reports.

The consultation of the Development Plan for community and stakeholder feedback occurred in July/August 2022. The purpose of this report is to present the submissions received to Council. The consideration of the submissions and determining the Council position on the Development Plan with or without changes will occur at a future report to Council.

Attachments

1. Final copy_-_ All submissions included Community Engagement Report Final Dec 22 V 31 Redacted RED [**5.1.1** - 233 pages]

Community Engagement Summary Report
Hampton Park Hill Development Plan
December 2022

(Redacted Version)

CONSULTING BY DESIGN

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Executive Summary

The City of Casey engaged *Consulting by Design* to support the community consultation element of Council's work to review the existing Hampton Park Development Plan (City of Casey, 2019) which provides strategic direction for the southern part of Hampton Park.

The Victorian State Government has identified some of the precinct as a State-level significant waste and resource recovery site and has identified existing and potential future uses as being needed for state, regional and local waste and resource recovery facilities.

The State Government Hallam Road Hub Plan (Metropolitan Waste and Resource Recovery Group, 2021) recommended that the Hampton Park Development Plan be reviewed to acknowledge the importance of existing and future waste and resource recovery uses within the precinct.

The Hampton Park Hill Development Plan (the Plan) replaces the existing Hampton Park Development Plan, renamed to differentiate the southern area from the remainder of Hampton Park suburb. The new Hampton Park Hill Development Plan is a major refresh of outdated planning controls.

The Plan applies to land in and surrounding the Hallam Road waste and resource recovery hub in Hampton Park. The precinct is bound by Ormond Road and Central Road to the north, the transmission line easement to the east, Glasscocks Road to the south, and Hallam Road/South Gippsland Highway to the west.

This report presents a summary of engagement with the community and key stakeholders on the Plan. The engagement was initially scheduled to run from 6 July 2022 until 31 July 2022 but was extended until 14 August 2022. Prior to community engagement, Council officers sought the views of stakeholders in State government authorities and relevant internal teams.

The community engagement process sought to:

- inform the community (particularly Hampton Park Hill and surrounding landowners and occupiers), existing on-site businesses, relevant authorities and stakeholders about the proposed Plan
- obtain their feedback, analysis, and alternatives and
- ensure their perspectives and needs were understood and considered.

Letters notifying people that Council was seeking feedback on the Plan were sent via post on 7 July to approximately 2,600 landowners and occupiers of the site, nearby landowners and occupiers, and business and industry within the site. Email notice was also sent to stakeholders who had previously requested to be notified of the project, such as the Lynbrook Residents Association. The Plan was advertised in the local newspapers and Casey Conversations. The community was encouraged to lodge online, letter or email-based submissions.

Engagement activities included two online public meetings, one meeting for the Lynbrook Residents Association and the Landfill Community Reference Group, and one industry and business stakeholder meeting. Council officers were available throughout the consultation. Whilst additional engagement activities were provisioned, uptake of engagement activities was low. The Lynbrook Residents Association community meeting allowed Council officers to present the Plan to about 400 community members.

During the engagement 5,458 devices visited the website, 31 people attended online events and 1,068 submissions were received between 6 July 2022 and 14 August 2022.

Key resident feedback included:

- Absolute preference for the landfill to close
- Strident concerns about the current Landfill impacts of odour, perceived health risks, truck traffic related issues and related negative amenity

- Not wanting a permanent waste and resource recovery transfer station constructed
- Concerns over future odour, truck and traffic impacts, risks to health and wellbeing, loss of property values, and loss of expected open space and parkland associated with the development of a Waste and Resource Recovery transfer Station
- Concerns that new industrial or business development will cause additional detrimental and negative amenity effects
- Significant concerns over the implications of the EPA 500m landfill buffer on their health, local amenity, land use, and land values
- Concerns that the community have not been consulted on past decisions about the site for example the landfill buffer extent and the State significant hub designation
- Lack of community inclusion in the Plan process
- Desire to be consulted on future development in the area, even when in accordance with the Development Plan
- Lack of trust that Council and/or current site operators will comply with the Plan into the future.

Key commercial comments included:

- The Daico's Nursery site should be classified as its own Employment Precinct to encourage development before or concurrently with Employment Precinct Stage 1
- Concern that the land at 280 Hallam Road owned by would be "sterilised" indefinitely because of the adjacent Landfill' so operations, with no feasible interim land uses identified/ allowed and no provision for ultimate land uses
- Detailed submissions containing numerous recommended amendments to the Plan were received on behalf of Veolia-Resource Co as found in the appendices of this report
- Submissions regarding 825 & 829 South Gippsland Highway sought variation to a number of proposed site access and development arrangements to redress perceived inefficient use of employment land and poor development outcomes
- The submission regarding 250 260 Hallam Road expressed concern that the Plan restricts residential development and is seeking a number of amendments to allow sensitive land uses, including residential development.

Submissions were overwhelmingly generated from residents of Lynbrook (57%). Hampton Park (16%) and Narre Warren South (10%) residents provided the next highest numbers of submissions. 1,050 of the 1,068 submissions (99%) received between 6 July and 14 August 2022 objected to the Plan. 12 submissions supported the Plan. The remaining 5 submissions do not object or support the plan.

The table below describes the approximate percentage of times the following listed concerns were referenced in the 1068 submissions referenced in this report.

Issue of concern in submission	Number of mentions	Approx % of times item referenced
Odour hazards and impacts	542	52%
Truck and traffic hazards and impacts	403	39%
Past advice area was to be parkland and lack of trust that Plan won't change	371	36%
Community health hazards	320	31%
Negative impacts on property values	236	23%
Landfill buffer impacts	143	14%
Inadequate community consultation	125	12%
Environmental hazards and impacts	127	12%

1. Introduction

1.1 Project background

The existing Hampton Park Development Plan (City of Casey, 2019) provides strategic direction for the southern part of Hampton Park and is currently being reviewed by the City of Casey. The Hampton Park Development Plan will be renamed to Hampton Park Hill Development Plan (the Plan) to differentiate the southern area from the remainder of the Hampton Park suburb.

While the majority of Hampton Park is residential, the southern area (the area affected by the Hampton Park Development Plan) also contains the Hallam Road Waste and Resource Recovery Hub (the Hub). The hub includes an operating landfill, transfer stations, construction and demolition (C&D) recycling facility, concrete batching plant, nursery and garden supply stores and vacant land. The figure below shows the Plan boundary and the Hub boundary.

The Hub has been identified by the Victorian State Government through the *State-wide Waste and Resource Recovery Infrastructure Plan* (Sustainability Victoria, 2018) and the *Hallam Road Hub Plan* (Metropolitan Waste and Resource Recovery Group, 2021) as a State significant waste and resource recovery site. Under this arrangement the land will be required for ongoing waste and resource recovery post landfill closure (expected at about 2030).

The Hallam Road Hub Plan (Metropolitan Waste and Resource Recovery Group, 2021) provides site specific context and identifies that some of Melbourne's waste and resource recovery needs should be located at the hub.

The concrete batching plant, landfill and the C&D facility have varying amenity buffers which discourage the encroachment of sensitive land uses. Immediately abutting the Hub on most sides are residential properties which has given rise to occasions of land use conflict.

The existing Hampton Park Development Plan shows much of the area as future open space. Council contend that while the Hampton Park Development Plan was most recently adopted by Casey Council in 2019, it was a policy neutral change and the open space shown was actually suggested in Shire of Cranbourne policy dated 1994, possibly earlier. Therefore, Council officers consider that the open space shown in Hampton Park Hill Development Plan is not representative of community needs.

Council advise that the Plan intends to build on opportunities to facilitate waste and resource recovery needs, while guiding appropriate locations for public open space, employment, community facilities and proposed road networks. It is a major refresh of outdated planning controls, aiming to bring local strategy in line with new State policy and strategy.

The Plan was prepared by the City of Casey and informed by specialist assessments including:

- Employment Land Study (SGS, 2022)
- Urban Design Interface Study (Global South, 2022)
- Transport Planning and Traffic Engineering Assessment (Traffix Group, 2022)
- Hampton Park Transfer Station Noise Impact Assessment (ARUP, 2022)

Council report that consultants have also been engaged to understand the utility infrastructure capacity and biodiversity value at the site. These reports were not available at the time of placing the Development Plan on community consultation. Council advises they will inform the final version of the Plan.

1.2 Purpose of this report

This report provides a summary of the views of the community and stakeholders gathered in person and online between 6 July and 14 August 2022. This report does not seek in any way to comment on or assess the merits of these views. Council is to respond to all written submissions received at a future Council meeting.

2. Engagement approach

2.1 Objectives

The community consultation aimed to:

- Inform the community, particularly Hampton Park Hill and surrounding landowners and occupiers, of the draft Plan
- Generate the opportunity to consult with and involve the community in decision-making processes
- Provide community members with the opportunity to submit their concerns and suggestions
- Collate community members concerns and suggestions to assist council officers consider these views
- Communicate the need for ongoing waste and resource recovery in the Hampton Park Hill area
- Communicate proposed measures to mitigate amenity impacts on the surrounding community
- Communicate areas Council is identifying for future public parkland including passive and active open space
- Consult the community and industry on future land uses surrounding the future waste and resource recovery areas.

2.2 Key messages

Key consultation messages included Council assurances that:

- The existing Hampton Park Development Plan is out of date and does not adequately reflect the future land use planning needs of the area, or adequately identify, map and provide guidance for existing hazards
- Future public open space areas and waste and resource recovery needs that have been previously identified are being constructively reviewed in light of new information
- This community consultation will be supplemented by a second round of community consultation when a planning scheme amendment to the Casey Planning Scheme is exhibited
- The Plan provides for future uses such as open space, waste and resource recovery, employment land, and transport networks that have been informed by background reports
- Waste and resource recovery uses will be required to meet high standards of design-based risk and amenity mitigation
- Indicative timelines for closure of landfill and delivery of open space are in the Plan.

2.3 Key objectives

The following five Key Objectives that underpin the Plan were also highlighted in community consultation processes:

Key Objective 1

- Facilitate Victorian State government requirements for a State significant waste and recovery hub
- Support a commercial scale waste transfer station to replace the landfill over time, and thereby minimise potential off-site amenity impacts of waste and resource recovery
- Provide clear guidance for development and land use within the 500-metre landfill buffer.

Key Objective 2

- Propose future employment land to support local economy and employment
- Require well designed employment land which provides a positive interface to residential areas.

Key Objective 3

- Propose public open space areas, including passive open space on land encumbered by the landfill and active open space to the north of the landfill.

Key Objective 4

- Establish an integrated and sustainable active transport network through shared paths connecting all sides of the precinct.

Key Objective 5

- Ensure development and land uses do not impact the floodway management and environmental needs of the area.

2.4 Approach

The community consultation approach sought to:

- Focus on the best interests of the community
- Be open, honest, and meaningful
- Be inclusive
- Be timely, accurate, easy-to-understand and accessible

The approach sought to reflect the City of Casey's commitment to transparent decision-making and adherence to the practice principles of the International Association for Public Participation (IAP2) Spectrum for Public Participation as illustrated below (Source: City of Casey 2022).

1. INFORM	2. CONSULT	3. INVOLVE	4. COLLABORATE	5. EMPOWER
PUBLIC PARTICIPATION GOAL				
To provide the public with balanced information to assist them understanding the problem, alternatives, opportunities and/or solutions	To obtain public feedback and analysis, alternatives and/or decisions	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and identification of preferred solution	To place final decision making in the hands of the public.
PROMISE TO THE PUBLIC				
We will keep you informed	We will keep you informed, listen to and acknowledge concerns and aspirations and provide feedback on how public input influenced the decision. We will seek your feedback on drafts and proposals	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will work together with you to formulate solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.

2.5 Notice of Public Consultation

Council advise that letters notifying people that Council was seeking feedback on the Plan were sent via post on the 7th of July to approximately 2,600 landowners and occupiers within and nearby the Plan site and within the landfill buffer. Email notice was sent to stakeholders who had previously requested to be notified of projects related to the area, such as the Lynbrook Residents Association. (Appendix One).

The Plan was advertised four times in the local newspapers – twice for the initial consultation period and twice during the extended consultation. (Appendix Two), on Casey Conversations (Appendix Three), via two Casey City Council media releases – one during the initial consultation period and once during the extended consultation (Appendix Four), and via a geographically targeted Facebook advert (Appendix 5).

Council notifications encouraged the community to lodge online, letter or email-submissions.

2.6 Consultation Materials

A Frequently Asked Questions page was included in the notice letter (See Appendix 6) and made available via the Casey Conversations page .

Council commissioned background reports were available on the Casey Conversations. Reports included an Urban Design Interface Report, Traffic Engineering Assessment, Employment Land

Needs Assessment and a Noise Modelling Report for a potential transfer station. An indicative transfer station plan produced by Veolia and the Hallam Road Hub Plan produced by Metropolitan Waste and Resource Recovery Group were also accessible via the Casey Conversations page.

2.7 Engagement activities

Engagement activities were undertaken between 6 July and 31 July 2022. These included the following in person and online sessions. Example meeting agendas are provided at Appendix Seven and Eight.

In person sessions

Business and Industry Consultation	Thursday 14 July 2022 10:00am to 11:am

Online sessions

Community Consultation One	Monday 18 July 2022 6:30pm to 7:30pm
Landfill Community Reference Group and Lynbrook Residents Association	Thursday 21 July 2022 5:00pm to 6:15pm
Community Consultation Two	Thursday 21 July 2022 6:30pm to 7:30pm

It is noted that the Lynbrook Residents Association held a community meeting during the public consultation period to discuss the Plan. This meeting did not involve *Consulting by Design*

Casey Conversation Submission Process

The Plan was listed on Casey Conversations and community members were invited to lodge submissions between 6 July 2022 and 14 August 2022 via the Casey Conversations page submission form or email or post.

3. Engagement findings

3.1 On Site Business Consultation– Stakeholders Meeting 14 July 2022

Attendees:

- Anthony Diaco of Diaco's Nursery
- Terry Borchman and Wendy Borchman of Lyndpark Garden Supplies
- Shantini Gill of Golder representing Veolia
- Mark Globan of Veolia
- Emma Butterworth and Jason Pullman of the City of Casey
- Raymond Burnett and Ossie Martinz of *Consulting by Design*

Key Participant Feedback:

- Business and industry participants were keen to ensure the Plan did not negatively impact on their current land use and ongoing land value
- Concerns were put that the Plan may limit land use for other future users which may impact on current owner resale potential
- A view was shared that existing consideration of EPA regulations at the planning permit stage adequately addressed gas migration issues and that highlighting the EPA landfill buffer zone in the Plan may negatively impact on perceptions of onsite Waste and Resource Recovery
- Council advised that inclusion of the landfill buffer in the Plan is consistent with best practice principles and public transparency
- A view was put that public concern over land use restrictions or impacts on property values that could potentially result from the Plan and landfill buffer could be misdirected to current and future Waste and Resource Recovery operators
- Future stage two employment activity may negatively impact on or rule out waste and resource recovery expansion
- The Plan should further specify land use options around the transfer station
- Employment areas may constrain future activity of the identified state significant Waste and Resource Recovery hub
- The Plan should protect growth options for Waste and Resource Recovery
- Additional clarity around timelines of rezoning of land for stage 2 employment is needed whilst noting City of Casey advice that this would be primarily market driven
- General discussion occurred around the sort of light industrial activities that could theoretically emerge in the employment zones into the future and the broad timelines for the progressive return of land cells to the City of Casey. This discussion reflected content that is currently detailed in the Plan.

Summary:

Business and industry participants agreed that key issues identified in the discussions included:

- The Plan may restrict future uses and expansion of the state significant waste and resource recovery site
- Consideration should be given to not explicitly referencing the landfill buffer – Council noted that it is a fundamental part of the Plan
- The Plan should protect future land use and development options.

3.2 Community Consultation One - Meeting 18 July 2022

Attendees:

Carlton Vaz	Matthew Robinson
Leanne Lane	Suellen Peterson
Vernadette Bilbao Dickson	Tina Keyzer
Lindsay Anderson	Ian Anderson
Winsome Anderson	Jessica Lu
Abhi Mani	John Theodoris
Barbara Rawlinson	Bronwyn Cox

Emma Butterworth, Jason Pullman, Duncan Turner of the City of Casey

Raymond Burnett and Ossie Martinz of *Consulting by Design*

Summary:

Community Consultation one participants agreed that key issues identified in the discussions included:

- A view that the 500m landfill buffer is inadequate in relation to limiting negative impacts of the current landfill on residents
- The Plan needs to explain the reasons for the 500m landfill buffer zone more clearly
- The Plan needs to further clarify that extensions to landfill are not being proposed
- Suggestions to place the waste transfer in a different location away from the Hallam Road site
- The current landfill operation was seen to negatively impact on residents, including dust, rubbish, odour, visual and other perceived impacts like asthma. It was clearly put that future planning for a new Waste and Resource Recovery facility should consider these issues and mitigate them
- Concern about how long current landfill operations will continue and anxiety that this may be extended
- Concern that other landfill sites will fill and there will be pressure to extend the current landfill facility
- Possible noise, traffic, and visual impacts of active recreation areas on nearby residential properties
- The need for detailed consultation with residents when designing passive and active recreation areas was highlighted
- Questions were put about how the pedestrian and cycling pathways through private land will be achieved. Council advised that this is achieved by requiring landowners deliver the pathways when developing the land in question
- Concerns were raised about the impacts of trucks on residential amenity and local traffic from the proposed Waste and Resource Recovery transfer station
- Residents sought more information about the types of businesses that could be expected in the future employment areas and noted that they should have no local amenity impacts.

3.3 Landfill Community Reference Group & Lynbrook Residents Assoc. Meeting 21 July

Attendees:

Dish Johnson
Vanessa Watson
Vernadette Bilbao Dickson
Rod Spalding
Scott Watson
Chris (surname not given)
Emma Butterworth and Jason Pullman, of the City of Casey
Raymond Burnett and Ossie Martinz of *Consulting by Design*

Summary:
Landfill Community Reference Group and Lynbrook Residents Association participants agreed that key issues identified in the discussions included:

- Residents are looking forward to landfill operations ceasing and want any new plans to be well planned and managed
- Residents sought more detail and a better understanding in the Plan of future planning for the open space areas. Council indicated that this information is broadly available online and directly from Council
- Concerns were expressed about impacts on safety, health, and future property values as a result of the construction of the proposed waste and resource recovery transfer station
- Concerns were raised that current road conditions (potholes, dirt, rubbish), noise and management of truck traffic is poor and that these issues will continue to be of concern at the proposed waste and resource recovery transfer station
- Concerns were expressed that the smaller 250m buffer around the proposed Waste and Resource Recovery facility may reduce resident protection as it is contained within the site which may remove residents' ability to report issues and have them addressed
- Participants were highly concerned about the perceived failings of the site operators to comply with the odour, dust and rubbish management requirements in the past. This led to a high level of distrust about future management of the proposed waste and resource recovery facility
- Concern was expressed that residents and community need a better understanding of the impacts/meaning of the 500m landfill buffer over residential properties
- Negative amenity issues have primarily related to the current landfill operations
- Discussion over leachate impacts on the community – concluded that leachate will be less of an issue in a proposed future waste transfer station than in the current landfill site, however concern was still expressed over leachate as an ongoing issue
- Strong concerns were expressed about the potential lack of public notification about development proposals if the proposed Plan was adopted, and onsite development went ahead in accordance with the Plan. Residents requested an opportunity to be notified and consulted on future development proposals on the site as they emerged
- Residents want to know what the future employment uses are envisaged for the area
- Residents had hoped and believed the area would become open space in the future. Clear concern was expressed that a permanent Waste and Resource Recovery transfer station was being proposed
- Residents expressed dismay about their perceptions that previous extensions to landfilling were granted without informing residents. Questions were raised about whether current landfilling will continue for longer than residents are now being told
- Residents have been dealing with amenity issues for a long time. Residents felt that the Plan fails to recognise or acknowledge what they have endured
- Participants don't want the Waste and Resource Recovery transfer Station at this site.

3.4 Community Consultation Two - Meeting 21 July 2022

Attendees:

Tony O'Hara	Brendon James
Ray Dalli	Ryan Martin
Ryan Murphy	Lindsay Anderson
Shannon Lynch	Winly Jurnawan
Scott Watson	Martin Family (2)

Emma Butterworth and Jason Pullman of the City of Casey

Raymond Burnett and Ossie Martinz of *Consulting by Design*

Summary:

Community participants agreed that key issues identified in the discussions included:

- Concerns about the operating hours and potential noise associated with the proposed transfer station
- Some residents were unaware that their homes were within the 500m landfill buffer, and were concerned that this was not in Section 32s when people purchased their homes
- Transparency of the 500m landfill buffer was broadly supported but uncertainty over the specific implications on property values and resale options arising from the buffer was of concern
- The potential of other future facilities on site to cause more pollution e.g., a waste to energy facility was raised
- Participants expressed a level of scepticism about the future management of potential negative amenity arising from new land uses on the site
- Residents were dissatisfied that once the Plan is approved, there is no public planning process if works are progressed in accordance with the Plan. Community strongly requested the ability to have input and to be consulted on future planning applications in the area covered by the Plan
- Residents expressed concern that the Plan may allow the previously proposed, and community opposed, composting facility to be reconsidered or implemented without resident consultation
- Concern that Council assessment of future uses or businesses in the area may occur individually and not consider the cumulative impact of the collective aggregation of facilities and activities across the larger site
- Participants suggested the Plan look at more remote locations for the waste and resource recovery transfer station. The option of locating the facility further to the south of the site was put forward as an alternative
- It was proposed that access to the site should not be from Hallam Road but should be from Gippsland Hwy or onto Glasscocks Road, or Taylor Road. The Plan was seen to exacerbate difficulty in turning right into the site
- Concern was expressed over rubbish/debris on roads as a result of truck transport
- A view was put that consideration be given to the use of rail instead of roads to transport material to and from the Waste and Resource Recovery transfer Station
- A view was put that the Plan fails to consider existing and future electromagnetic fields on the site
- Community members were highly dissatisfied to changes to earlier advice that the site was going to be shut down in 2023 and become a park

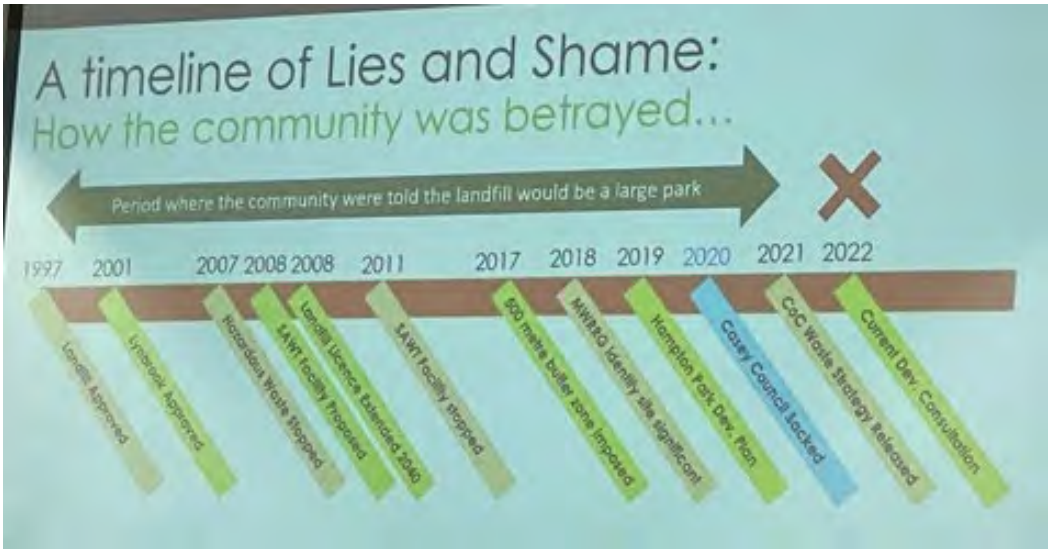
- Participants noted their scepticism about the Plan potentially being realigned in the future in a way that would have negative impacts on residents
- Participants were not confident based on past outcomes that there won't be additional facilities added onto the site
- Concern about truck operations, impacts on traffic, potential increases in truck volume and extended hours of truck traffic
- Concern was also raised about the management of fumes from trucks with engines idling at parking bays
- Concern was expressed about how buffers will restrict future development of residents' homes particularly as existing residential zones were historically in place. The EPA extension of the landfill buffer was seen as placing challenging restrictions on residents
- Concern that the waste and recovery facility will become a dumping ground for other processing plants/transfer stations as inner-city sites close and that anticipated volumes of materials to be managed in Casey will increase.

3.5 Lynbrook Resident Association meeting of 9 August 2022

It is noted that Council officers attended a public meeting held by the Lynbrook Residents Association on the evening of 9 August at Lynbrook Community Centre. A short presentation on the Plan was given by James Collins, Director City Planning and Infrastructure and Duncan Turner, Manager Planning and Building. Additional Council officers attended to listen to the community feedback.

Approximately 221 people attended the meeting and approximately 200 tuned into the livestream via Facebook. Council advise that at the time of writing this report, the video had recorded over 1,000 views on the Lynbrook Residents Association Facebook page.

The following image illustrates the frustration being expressed by some members of the community in relation to past commitments for the location to become parkland.



3.6 Casey Conversation Submission Summary

The community was encouraged to provide feedback via Casey Conversations . (Appendix Three).

During the engagement period of 6 July - 14 August 2022:

- There were 5,458 visitors to the website
- 3,316 visitors (69.47%) arrived at the Casey Conversations Site by clicking a link from a known social media site such as Facebook, Twitter, LinkedIn, etc.
- The Plan was downloaded 348 times
- The FAQ page was downloaded 151 times

1068 submissions were received via the online submission form or email between 6 July – 15 August 2022. 1,052 submissions objected to the Plan and 12 submissions supported the Plan. The remaining 4 submissions do not object or support the Plan. (Appendix Nine)

Key issues expressed in these submissions included:

Existing Operations

Nearly every submission received shared concerns based on experiences of the **current landfill operation.** These included:

Odour:

- The landfill operator's perceived inability to manage odour and the limited impact of residents lodging complaints about the smell
- The perceived long-term non-compliance by landfill operators despite EPA issuing fines
- The strength of the odour and associated health issues and impacts on resident lifestyle
- Resident inability to open windows, use their backyards, or have their children play outside. Residents report being embarrassed to invite visitors to their home.
- Resident feedback that the stench of the odour causes headaches, asthma, and nausea.

Trucks and Traffic:

- Submissions contend that trucks accessing the site act in a dangerous manner often running red lights and turning out of the site with little regard for other road users
- Concerns that as trucks leave the site, they deposit debris and rubbish over the roads making them unsafe for other road users
- Concerns that trucks and roads are not cleaned by the landfill operator as required
- Concerns that trucks are noisy and generate dust covering houses, cars, and outdoor areas.

Consultation

A number of submitters raised concerns regarding the Plan consultation process including:

- Concern that some nearby residents did not receive a letter from Council and only heard about the Plan from neighbours
- The documents are large and the period to make a submission is inadequate
- The information provided was difficult to understand
- Requests that Council conduct further information meetings
- The information should be in many languages reflecting community diversity
- The consultation period be extended.

It is noted that the due date for submissions was extended from 31 July to 14 August 2022 in response to these concerns. Additional community consultation was also conducted during this extension period via phone calls, email and attending the Lynbrook Residents Association community meeting.

Perceived Broken Promises

Many longer-term residents advised that when they bought into the area, they were advised that the tip was to close within a certain period of time and become parkland. This was associated with comments that...

- The tip has been extended without consultation with the community previously
- Hampton Park /Lynbrook residents have put up with this long enough
- Casey residents shouldn't carry the burden of rubbish and waste when other tips close.

Buffers

The clear identification of buffers in the Plan raised the following concerns:

- Confusion as to why they have been introduced now when housing already exists
- Disquiet over why residents were not previously made aware that buffers affected their property
- Disquiet over residents' perceptions that the buffer zones may place restrictions on what residents are able to do to their properties that did not previously exist
- Disquiet that the need to now identify the landfill buffer within a section 32 (property for sale) document may be detrimental to the potential sale of the land or impact property values.

What do residents want?

- Overwhelmingly, they do not want the tip extended and want the tip to close
- Overwhelmingly, they do not want a permanent waste and resource recovery transfer station
- They want the ability to be consulted on future planning applications at the site after the development plan process has been finalised
- Residents appear to have little trust in the Council or current landfill operator that what is shown in the Plan will eventuate, as things have changed from what they previously were advised.

3.7 Submission Data Summary

1052 of the 1068 submissions received between 6 July and 14 August 2022 objected to the Plan.

A thematic analysis of submissions readily revealed the following eight key areas of concern to submitters:

- Odour, which typically related to the perceived risk of perpetuating the various impacts of malodour from the existing land fill on resident wellbeing and amenity
- Trucks and traffic which typically related to perceived impacts of increased traffic volume/ congestion, dangers posed by large vehicles, and impacts on road conditions and safety
- Previous Council commitments to restore the area to parkland
- Negatively impacts on community health which often equated the potential impacts of a future Waste and Resource Recovery Hub to the perceived impacts of the current landfill
- Loss of property value which was often related to the public notification of Buffer zones including on Section 32s

- Perceived impacts of the EPA 500m landfill buffer on residents' health, local amenity and land use
- The lack of dedicated targeted consultation processes to engage the diverse Casey community and reliance on English language information and communication materials
- The perceived deleterious impacts of the Plan on the natural environment, including the loss of future open and green spaces.

The table below describes the approximate percentage of times the following listed concerns were referenced in submissions:

Issue of concern in submission	Number of mentions	Percentage of times item referenced
Odour hazards and impacts	542	52%
Truck and traffic hazards and impacts	403	39%
Past advice area was to be parkland and lack of trust that Plan won't change	371	36%
Community health hazards	320	31%
Negative impacts on property values	236	23%
Landfill buffer impacts	143	14%
Inadequate community consultation	125	12%
Environmental hazards and impacts	127	12%

3.8 Submission Locations

Submissions were overwhelmingly generated from residents of Lynbrook (57%) followed by Hampton Park (16%) and Narre Warren (10%) as detailed in the table below.

Suburb	Number of Submissions	Percentage
Lynbrook	608	57%
Hampton Park	182	16%
Narre Warren	107	10%
Lyndhurst	98	9%
Cranbourne	51	4%
Other	46	4%

3.9 Authorities

The following authorities were advised in writing of the proposed Plan and invited to provide feedback during the engagement period of 6 - 31 July 2022.

- Environmental Protection Authority
- Metropolitan Waste and Resource Recovery Group/Recycling Victoria (Metropolitan Waste and Resource Recovery Group transitioned to Recycling Victoria during the consultation period)

- APA group
- Department of Environment, Land, Water and Planning – Planning department
- Country Fire Authority
- Ausnet Services
- Melbourne Water and
- Department of Transport
- Victorian Planning Authority.

It is noted that the City of Casey actively engaged the above authorities prior to the public consultation period. The Plan was referred to the above authorities for advice/input only. It was not circulated as a statutory referral, rather it was circulated via an informal referral process. It was referred for advice as future planning permits must be generally in accordance with the development plan.

Referral authorities were advised that the Plan proposed to build opportunities for the Hampton Park Hill area by:

- Ensuring land to meet the waste and resource recovery needs of the State Government
- Providing for the creation of an employment precinct, and
- Providing for the creation of public open space including active open space facilities.

Authorities were invited to advise whether they supported the overall concept, whether any changes should be made, and if so, what these changes were.

Workshops (hybrid in person and virtual) were subsequently conducted with the authorities on Monday 6 June 2022. Authority feedback was considered in the finalisation of the Plan which was proffered for public consultation.

3.10 Submission on Behalf of

Glossop Town Planning lodged a submission on behalf of , the owner of 280 Hallam Road, Hampton Park. This land forms a significant portion of the area covered by the Plan. In their submission they note that:

> *Having reviewed the Draft DP, the principal concern of our client is that the Subject Land would be sterilised indefinitely because of the adjacent Landfill's operations, with no feasible interim land uses identified/ allowed and no provision made for any ultimate land uses.*

The submission also expresses frustration at the uncertainty of what low impact agriculture land uses may be considered as appropriate on the site and notes the landowner's willingness to meet with Council to discuss what low impact agriculture land uses it would consider acceptable.

The submission also states that:

> *The Draft DP in contrast now only nominates the Subject Land as 'Future Low Impact Agriculture'. The Draft DP essentially seeks to defer any consideration of what the ultimate use of the Subject Land should be until the landfill gas risk has subsided and the floodway issue resolved. This is despite land to the south and west of the Landfill having future land uses designated, and even the Landfill itself being designated for future open space.*
>
> *We consider this to be an inappropriate approach which fails to provide an appropriate strategic framework governing the long-term development of the Subject Land.*

The submission surmises:

> *That there is a landfill gas risk stemming from the adjacent Landfill is clear, however the Subject Land is not and cannot not be viewed as a de-facto extension of the Landfill.*
>
> *The Landfill and the Subject Land are two separate and independently owned properties, and it is incumbent on the operator of the Landfill to effectively manage their property.*
>
> *The Draft DP makes no acknowledgement of this and essentially seeks to sterilise the use of the Subject Land for the benefit of the Landfill and to the detriment of our client.*
>
> *Our client considers the Draft DP unacceptable in its current form and objects to its approval.*

It is noted that longstanding negotiations have been occurring between and the City of Casey in relation to the site.

During the submission period also submitted four submissions and a range of material for consideration by Council including:

- Extracts from the Cranbourne Brookland Greens Estate Ombudsman Report
- A past Hampton Park Housing Proposal (2007)
- An annotated Suez COC Delegated Amendment Permit Report 2016
- A Suez WA Application Stages 3 to 6 1999 Report
- A Suez EPA Licence CL68819
- A Suez Landfill 217 1202 Plan

submitted that the considers the Plan unacceptable and requires further public consultation. posed a number of questions and concerns in his submissions that he felt should be addressed in the Plan processes. These included but were not limited to the following:

- Concerns that the landfill operator has failed to comply with COC planning permit and EPA works approval requirements
- Concerns that the landfill operators alleged non-compliances require investigation and action to be taken before Plan can proceed
- Concerns that Council previously gained considerable rates revenue by allowing housing development to continue within the 500m landfill buffer
- Concerns over gas migration mitigation strategy actions and requirements
- Questions over who benefits from the proceeds from the sale of blocks for light industrial development
- Questions regarding potential council benefits from fees and rates associated with the light industrial development
- Concerns that past Council decisions to allow housing on the eastern side of the Anderson property reduced floodway capacity without compensation
- Concern over the lack of recognition of the family's long-term ownership of land on the Plan site.

3.11 Veolia Submission

Detailed submissions containing numerous recommended amendments to the Plan were received on behalf of Veolia-Resource Co on 28 July, 29 July and 10 August 2022. The submissions can be found in the appendices of this report. These submissions are comprehensive

and contain a number of matters of precise detail.

On 10 August 2022 Veolia submitted that the Biogas Energy plant that currently exists at the Hallam Rd landfill be identified as a key item of infrastructure on the Plan. The plant extracts landfill gas within the waste body and generates renewable energy back into the local grid. The eight onsite engines generate electricity to power approx. 9,000 homes. The facility will be required to continue operating throughout the landfill's post closure period prior to handing the land back to Council.

3.12 Diaco's Discount Nursery Submission

Mr Edward Mahony and Mr John Cicero lodged a detailed submission on behalf of , located at 735 South Gippsland Highway, Hampton Park (Subject Site). The summary section of this submission is copied directly from the submission below. The full submission is attached.

In summary, it is submitted that the draft Development Plan should be amended such that the subject site is identified:

1. *Within its own Employment Precinct (without other properties), such that it is encouraged to be developed before or concurrently with Employment Precinct Stage 1*
2. *The Land use recommendations of the Subject Site for "retail use" (such as the current use).*

It is submitted that the above changes to the draft Development Plan will assist in meeting all the 41 objectives outlined at Section 3.2 of the draft Development Plan and will assist Council in reaching the purposes and objectives outlined in the Planning Policy Framework included in the Casey Planning Scheme, including, amongst other clauses:

- *Clause 13.07-1S Land use compatibility*
- *Clause 15.01-1S Urban Design*
- *Clause 17 Economic development*
- *Clause 18 Transport*

It will also provide the basis for the Council including the subject site in the first round of rezonings of the land within the Development Plan area, such that the subject site can be developed for a use that it consistent with the strategic outcomes sought by the key objectives informing the draft Development Plan and Hallam Road Waste and Resource Recovery Hub Plan.

3.13 Petition Submission

a Narre Warren South resident, lodged a spreadsheet with a list of 790 names on it, including 718 from Victoria, on behalf of Casey residents who oppose the Plan. contends that the Plan puts the health, safety, and well-being of residents at risk and pleads that the Plan not be implemented. The head petitioner is also responsible for another on-line petition.

3.14 Petition Submission

A petition was received from of Narre Warren South regarding the Plan. Approximately 28 signatures were attached. The petition expressed concerns regarding the perceived:

- Lack of community consultation
- Lack of community ability to access and comprehend the Plan due to educational, language and cultural factors

- Financial impacts on residents of buffer zones being identified in section 32s
- Lack of asset protection by Council, Landfill operators and the EPA
- Loss of involvement in future planning approval processes
- Site generated noise, odour, litter, and mud, dust and rocks on the roads
- Lack of current compliance on the site and lack of statutory oversight.

The petition asks a number of questions of council including those relating to:

- The history of the landfill buffer zone, the implications of the buffer zone, protections offered to those living in the buffer zone, studies regarding the buffer zone and the lack of past communication about the buffer zone
- Cost and financial remedies for residents as a result of the Plan.

The petition is attached as Appendix Five.

3.15 825-829 South Gippsland Highway Submission

Mr A Lim of Pro Urban Planning Advisory Management lodged a submission on behalf of 825-829 South Gippsland Highway.

They submitted that property boundaries are not clearly identified within the Plan and expressed concern that the following may impact on the net developable area of the site:

- ***Existing Gas Lines*** *– it is unclear the exact location of the existing gas pipeline easement and if addition buffers are required on site.*
- ***Landscape setbacks*** *– the development plan seeks a 20-metre landscape setback – it is unclear if this applies along both frontages of the site. We note figure 16 further within the development plan confusingly references a 5-metre landscape setback.*
- ***Shared pathways*** *– the draft development plan seeks to provide 3m shared path running along the northern, southern and western boundaries of the site – it is unclear if this has to provide in addition to the above landscape setbacks within the site. Further, the shared path required along the northern boundary of the site appears inconsistent with the section diagrams provided within figure 15 (below) where a 6m rear access lane is to be provided, however a shared path is not identified.*

- ***A local 22m access road*** *is proposed to run through the middle of the site and provide east west access along the central portion of the site – there appears to be minimal justification for the road in its proposed location which seeks to split the site into 2 blocks and then turns east towards other proposed major road. We consider that private reports or driveways could service the employment land as there will be no connecting roads to the north. The new roads would have a significant impact on the viability of the road due to the loss of land and costs (to be borne by the developer).*

3.16 Breese-Pitt Dixon Submission

Mr T Hamilton of Pitt Dixon Civil Engineers, Land Surveyors, Town Planners & Urban Designers lodged a submission on behalf also in relation to 825 & 829 South Gippsland Highway, Hampton Park.

The submission notes that the subject land is 97m deep from Glasscocks Road to its north boundary. It notes the Plan suggests the land will require 22m wide local access along the north boundary and a 20m wide landscape area adjoining Glasscocks Road. This minimum allocation of 42m to public land purposes is seen to equate to approx. 50% of the site. This is seen as representing low site building coverage especially when car parking area and accessway areas are also taken into consideration for a potential industrial/commercial development.

The submission requests that an alternative 'South Interface Diagram' be provided applicable to the land allowing for an internal local street along Glasscocks Road to provide for suitable access and landscaping outcomes. The current expectations of the Plan are not supported and are seen to represent an inefficient use of employment land and to be a poor development outcome.

The submission included a number of comments and suggested edits to the Plan including but not limited to the following:

- Questioning the listing and summarising of state and local planning policy
- Suggest deleting Figure 5 as it is inconsistent with the amended development plan
- Replace the shading of the electricity easement and gas pipeline separation buffer in Figure 11 with linework along the boundary to more clearly present underlying land uses
- Note that any future change to the Urban Floodway Zone will require an amendment to the Casey Planning Scheme
- Identify industrial land use in Figure 11 to acknowledge that industrial and commercial uses are appropriate within employment land
- It is not practical to require all parking for new development to be provided to the rear of buildings. Parking within the frontage particularly smaller lot industrial and commercial development is common and should be allowed
- Two-storey buildings should not require a setback
- As this site is prominently located at the intersection of South Gippsland Highway and Glasscocks Road the Plan should support direct access from either or both of these roads to support future use of this corner site.

3.17 WPA Submission for 250-260 Hallam Road

Whiteman Property & Associates (WPA) lodged a submission on behalf of , the landowner of 250-260 Hallam Road, Hampton.

WPA has lodged a planning permit application for development of the multi-lot subdivision at the site including creation of easements, reserves and restrictions, and removal of native vegetation. WPA are concerned that the Plan restricts residential development and is seeking amendments to allow sensitive land uses, including residential development. They contend that environmental assessments conducted by JBS&G appropriately demonstrate that the site is currently capable of supporting sensitive land uses.

WPA strongly disagreed with several aspects of the Plan and have listed a number of proposed Plan amendments which can be found in appendix Nine. These include:

- Deletion of Landscape Buffer along Hallam Road
- Deletion of 22m Local Access Street
- Redwood Ave to remain a 16.0m wide cross-section and not be 22.0m
- Changing the location of the left-in, left-out intersection

- Re-wording of 'interim land use' definition
- Re-wording of 'residential' definition
- Re-wording of Plan Objectives
- Re-wording and re-structuring of Requirements and Guidelines

3.18 Lynbrook Residents Association Submission

The Lynbrook Residents Association submission noted that they conducted a public meeting on Tuesday the 9th of August 2022 to discuss the Plan where via a show of hands all 20 residents in attendance objected to the Waste Transfer Facility and landfill Buffer Zone Overlay.

The submission emphatically highlighted the adverse impacts the Tip had on residents' lives. These included odours which left residents unable to leave their homes without feeling ill.

The Association noted that residents *"were appalled that council, and the State Government, would back flip on a long-held promise that once full, the Tip would revert to public open space for the enjoyment of residents."*

The submission included objections to a waste transfer facility which was described as:

- Processing 550,000t of waste per year from surrounding councils into a residential area
- Compounding prior council planning approval which was described as flawed by allowing residential development right up to the edge of the Tip
- Operating 18 hours a day from midnight to 6.00pm on weekdays and 16 hours from midnight to 4.00pm on Saturdays impacting on families
- Resulting in exhaust noise and toxic fuels that cause health problems over time
- Resulting in 800-900 additional A Double haulage trucks of up to 36.5m in length on urban roads
- Continuing the release of putrid odours from the Tip for decades which affect resident's kilometres away from the facility, and
- Perpetuating issues with waste industry which is not appropriate in residential areas.

The submission included objections to the 500m landfill buffer zone overlay which was seen as:

- An encumbrance on private property within the 500m zone
- A tool for buyers to bargain down property prices following disclosure on Vendors Statements resulting in stress on affected property owners already dealing with COVID -19 impacts and cost of living pressures
- Discriminating against property owners within the buffer zone who may experience increased building and renovate costs
- Ignoring the belief that migrating gases don't respect buffer zone boundaries and may impact homes regardless of the overlay.

The Association also highlighted concerns over:

- Potential breaches of their human rights
- The impacts of unelected administrators making planning decision that would adversely affect residents
- Conflict of interest grounds alleging that Administrator planning decisions may favour the Tip site owner by hundreds of millions of dollars when council has a large contract for waste removal with the same company
- Extending the life of the Tip site when urbanisation has resulted in the Tip being surrounded by the residents who are entitled to enjoy the same amenity as those away from the Tip site.

3.19 Submission

The submission opposed the Plan on the grounds that it does not meet minimum community expectations and does not properly acknowledge nor address current impacts of the present site on environment and public health. It is contended that the community expect all waste and resource recovery and landfill activities to cease immediately and comprehensive land restoration and revegetation of the site.

It is contended that community attempts to raise awareness of the community and environmental impacts are systemically diminished or dismissed. The absence of a thorough medical survey of local residents living adjacent to the site is noted despite anecdotal evidence of air pollution causing asthma, lung, and skin irritation amongst other afflictions. It is further stated that the impact of pollution on child health and growth and development has not been addressed.

Environmental concerns include possible impact on local water ways (the area is a former wetland) and the lack of a monitoring despite the potential for contamination of surface and subterranean water.

The submission strongly challenges the acceptance of the 500m landfill buffer as an effective device to mitigating the impacts of the current landfill operation and future proposed waste management and industrial activities. The 500m landfill buffer is described as not meeting the functional requirements of protecting the local community from site emissions. The Plan is criticised for neglecting to engage with the community to accumulate anecdotal evidence of existing impacts on human health despite the Plan acknowledging the present and future risk of harm arising from gas migration.

The submission includes an alternative proposal to mitigate the effects of the current landfill operations on the local community and environment:

> *I propose a solution that is a convolution of topography and revegetation that goes beyond simple land and tree scaping. This solution should combine a rigorous understanding of air flow and absorption characteristics of carefully selected vegetation, drawing upon the expertise of botanical institutes (Details provided upon request).*

The submission also concludes that:

> *It is my fervent belief, that acceptance of the proposal in its current form would utterly decimate and anger a community, that is presently hurting from years of corruption within local government. Suffering without voice, the good residents of Casey crave acknowledgement of the impacts of the present operations at Hampton Park. The community needs healing; thus, any future proposal should contain this as a fundamental objective.*

3.20 Submission

The submission contended that the community consultation process was inadequate, and that the majority of residents were unaware of the Plan or their opportunity to submit feedback. The process was described as not including residents who cannot read and speak plain English.

Other objections and concerns included:

Noise

- Excessive noise as referenced in the '*Potential Transfer Station Noise Modelling Report*' given the proximity of existing residential properties
- The negative impacts of noise on people's well-being, mental health and sleep
- The need to explore traffic sound mitigation given the volume of A-double trucks, garbage dump events per hour and use of heavy equipment for up to eighteen hours a day
- The measurement of buffer boundaries from the site boundaries

Traffic and Roads

- The proposed access points on Hallam Road impact local homes, a primary school, an early learning centre, retail facilities and pedestrians accessing amenities and public transport
- A-double and B-double trucks sharing a community road pose an unacceptable risk of injury or fatality
- The impact on road quality (potholes) resulting from increased industrial heavy traffic
- The impact of mud, dust, bricks and dropped waste on road causing dust for adjacent homes and risks to drivers as evidenced by the existing Landfill and Waste Recovery
- The use of inaccessible jargon and lack of a plan language Traffic Engineering Assessment for the lay person and community members with English as a second language.

Overlay

- The submission rejects any changes to current zoning apart from those that allow the sites rehabilitation as a whole to park land as communicated by the City of Casey in 2019
- also notes that he has endured two decades of odour, noise and dust from the facility with the promise of clean rehabilitated open public area once the last landfill cell was filled and urges the City of Casey to keep this promise.

Odour

- The submission objects to the lack of proof/reassurance that odour from the site will not continue or be worse and has no faith in existing regulatory and enforcement capacity to protect residents.

Re-zoning of land to industrial instead of parkland

- The submission stridently objects to the promise of complete rehabilitation and community oriented open space being replaced for the perceived benefit of the landowners profit and the City of Casey's future rates revenue.

Hours of Operation

- The extension of the hours of operation at the site is stridently opposed

Community Consultation

- The submission expresses concern that if the Plan is enacted no further community consultation will be required thereby exposing the community to the risk of not knowing about future operators plans.

The submission concludes that the site is not an appropriate location for the kind of development described in the Plan. It is contended that the Plan is being considered for the financial gain of the operators and City of Casey and that waste transfer and sorting facilities are not suitable at a location surrounded by residential properties. A petition with over 800 electronic signatures in support of the submission was attached.

3.21 Observation

It is noted that the number of community submissions significantly outnumbered the number of landowner and industry submissions.

Council have been provided with a comprehensive table which summarised the over 1,000 submissions which were received. The key themes and core information provided by community is reflected throughout this report, particularly in the conclusion. A consolidated version of the table can be found at Appendix Nine.

The authors of this report note the emphasis council offers placed on ensuring this process actively listed to the voices of the Casey community

4. Limitations

The initial community consultation design included a 3-hour Community Pop Up consultation in Lynbrook. The event was unable to proceed due to COVID-19 Restriction related health and safety concerns. Two meetings which were originally scheduled to be in person forums were conducted as online sessions for similar reasons.

was offered the opportunity to meet with Council officers to talk through and discuss the Plan to gain a thorough understanding of how it may affect their land. The offer to meet was declined, however as noted above attended both Online Community Meetings and actively participated in the submission process.

Council advise that active consideration was given to engaging community members who spoke languages other than English. Council determined the appropriate response to be the inclusion and promoting of mechanisms to access translation and interpreting services was sufficient to support residents of non-English speaking backgrounds to understand the Plan and associated materials. The translation service was advertised on the letter notice to sent to landowners and occupiers, on the FAQ's page and on Casey Conversations page.

Council considered translating the Plan into languages other than English however a Council analysis of census data on languages spoken by local community members determined that facilitating access to translation services to be appropriate.

During the consultation period the Lynbrook Residents Association advised Council that members of the community were turning to the Association for information about the Plan. Council advise that they requested that the Association refer community members to Council officers for information. Council offered the Association additional meetings including meeting with Council officers, the Environment Protection Authority, Recycling Victoria, Sustainability Victoria and Veolia. These meeting(s) would have allowed all parties to talk through the more detailed questions the Lynbrook Residents Association had about the State Government strategy and policy which sits behind the Plan, or about the potential transfer station. The meetings were declined.

4.1 Minor Observation

Opportunities exist to enhance key messaging in the draft Plan and to engage in fuller two-way community discourse. For example, the Plan does not propose to extend landfill operations. A significant number of submitters, and participants at consultation forums tended however to focus on concerns relating to their experiences of the current landfill and concerns that landfill activity will be expanded or extended.

The Plan also describes the development of a contemporary waste and resource recovery transfer station with an enclosed design to reduce offsite impacts of noise, dust, and smell. Submitters tended not to focus on the future enhancements to this proposed activity. A perceived lack of faith by a significant proportion of community members about the ability of key Government and authority decision makers to fulfill their promises appears to have impacted on community feedback.

A lack of community understanding about the background, role and impacts of buffer zones and authorities involved with establishing them also appears to have impacted on community submissions.

This report uses the word petition in accordance with its common meaning. Council advised that the petitions referred to in this report did not meet Council's governance requirements to qualify as a petition. Therefore, the petitions have been considered as a formal submission to the Plan by Council.

5. Conclusion

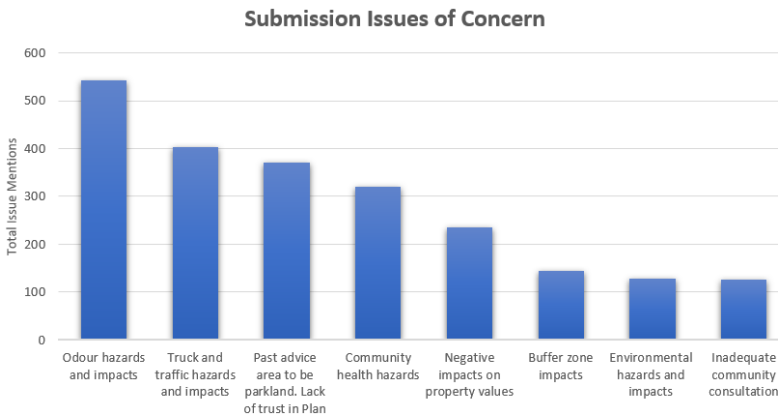
During the Plan community engagement process 5,458 people visited the Casey Conversations website and 31 community members attended online events between 6 July 2022 and 14 August 2022.

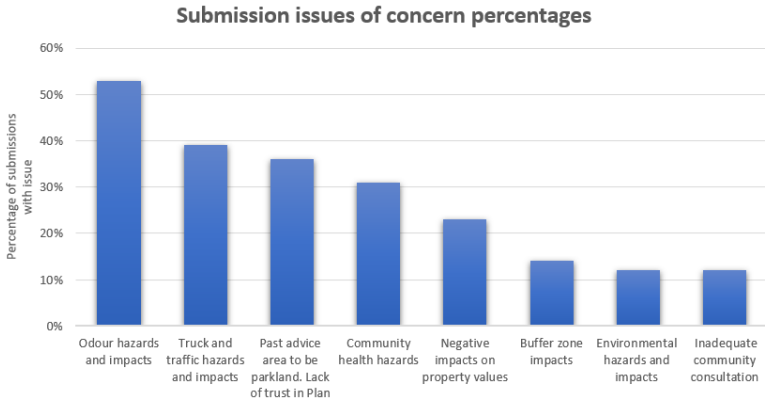
1068 submissions were received between 6 July 2022 and 14 August. 1052 submissions lodged an objection to the Plan. 12 submissions supported the Plan and 4 submissions neither supported or objected.

Key feedback from the community included:

- Absolute preference for the landfill to close
- Strident concerns about the current Landfill impacts of odour, perceived health risks, truck traffic related issues and related negative amenity
- Residents do not want a permanent Waste and Resource Recovery transfer Station constructed
- Concerns over future odour, truck and traffic impacts, risks to health and wellbeing, loss of property values, and loss of expected open space and parkland associated with the development of a Waste and Resource Recovery transfer Station
- Concerns that new industrial or business development will cause additional detrimental and negative amenity effects
- Significant concerns over the implications of the EPA 500m landfill buffer zone on their health, local amenity, land use, and land values
- Concerns over not being consulted by past decisions pertaining to the site and over a perceived lack of community inclusion strategies in this consultation process
- Want to be consulted on future planning applications at the site after the development plan process has been finalised
- Lack of trust that Council and/or current site operators will comply with the Plan into the future

The following two graphs broadly illustrate the key issues that were raised in the community consultation process.





Key feedback from business and industry included:

- The Daico's Nursery site should be classified as its own Employment Precinct to encourage development before or concurrently with Employment Precinct Stage 1
- Concern that the land at 280 Hallam Road, Hampton Park owned by would be "sterilised" indefinitely because of the adjacent Landfill's operations, with no feasible interim land uses identified/ allowed and no provision for ultimate land uses
- Detailed submissions containing numerous recommended amendments to the Plan were received on behalf of Veolia-Resource Co as found in the appendices of this report
- Submissions regarding 825 & 829 South Gippsland Highway sought variation to a number of proposed site access and development arrangements to redress perceived inefficient use of employment land and poor development outcomes
- The WPA submission regarding 250-260 Hallam Road expressed concern that the Plan restricts residential development and is seeking a number of amendments to allow sensitive land uses, including residential development.

Clear opportunity exists to further engage and inform community in the progression of this initiative.

Appendix One – Correspondence to Community

Copy of Letter sent to approximately 2600 owner/occupiers

06 July 2022

Draft Hampton Park Hill Development Plan Public Consultation

Casey City Council is seeking feedback on the draft Hampton Park Hill Development Plan and I am writing to you as someone who lives in the precinct or in close proximity.

The Hallam Road Waste and Resource Recovery Hub has been identified by the Victorian Government through the State-wide Waste and Resource Recovery Implementation Plan (SWRRIP, 2018) as a significant waste and resource recovery site.

The Development Plan intends to build on opportunities for the precinct to facilitate the waste and resource recovery needs of the community, while providing more employment opportunities and large open park spaces.

The Development Plan provides requirements and strategies for a potential modern transfer station and sets parameters to ensure that the facility will be designed to mitigate issues of noise, dust and smells which are common issues with older style open waste transfer stations and landfills. It also provides guidance for future planning permit applications and strategic direction for land use and development while considering the existing 500 metre landfill separation buffer. Once the Development Plan is approved, future planning permit applications are exempt from public notice under the *Casey Planning Scheme*.

Further information is provided in the Frequently Asked Question (FAQ) sheet attached to this letter.

Public Consultation begins **Wednesday 6 June 2022** when Council's Casey Conversations web page goes live: https://conversations.casey.vic.gov.au/hampton-park-hill-initial-public-consultation or alternatively use the QR code below.

As part of the consultation package, we will be running engagement activities including two online forums on Microsoft Teams 6.30-7.30pm, 18 and 21 July 2022. Please register your interest for either of the online forums by emailing PlanningScheme@casey.vic.gov.au.

If you wish to make a submission, it must be in writing and must be made by **6.00pm Sunday 31 July 2022**. Please address any submissions to Emma Butterworth, Senior Strategic Planner and emailed to PlanningScheme@casey.vic.gov.au, or undertaken via the online form on the Casey Conversations page link above/QR code, or posted to:

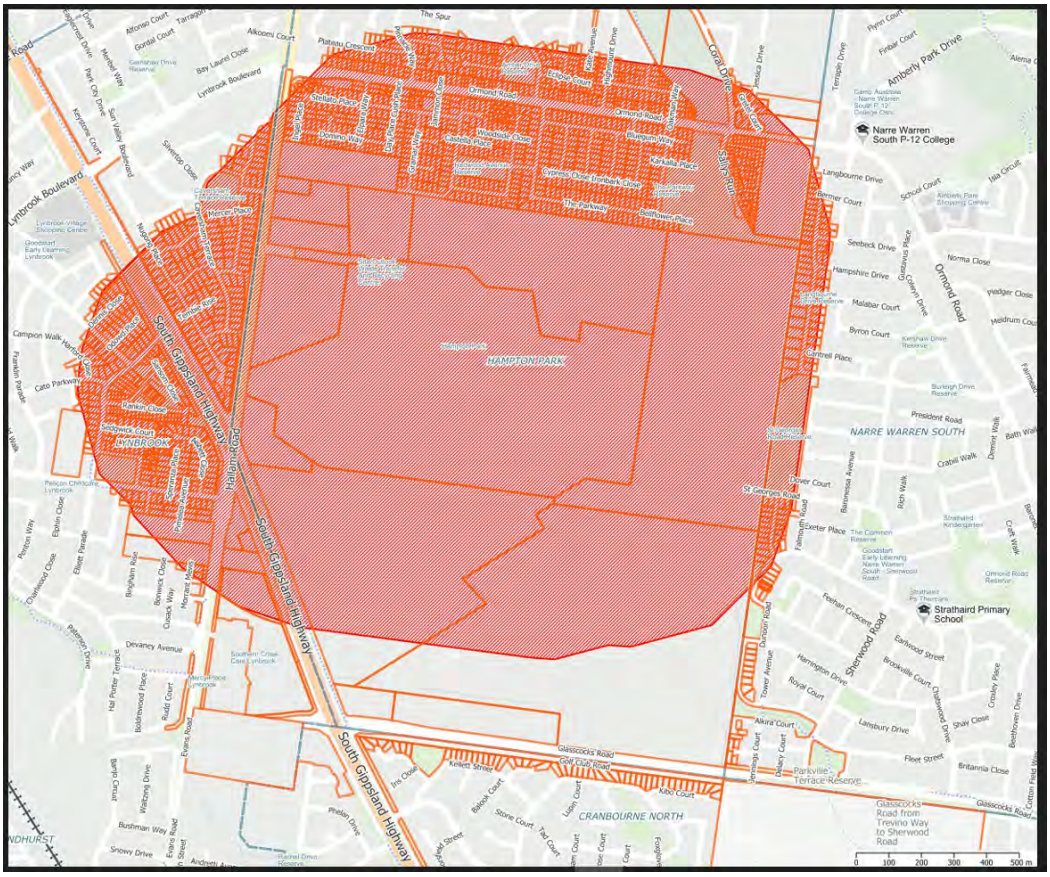
City of Casey
PO Box 1000
NARRE WARREN VIC 3805

Should you have any further questions please contact me on email PlanningScheme@casey.vic.gov.au or phone: 9705 5200.

Yours faithfully

Emma Butterworth
Senior Strategic Planner – Hampton Park Hill Projects Manager

Letters were sent out on 7 July 2022 to approximately 2600 owner/occupiers in the orange bordered areas in the following Notice Extent Map.



Appendix Two – Newspaper Notices

Newspaper notices of public consultation – printed in Berwick Cranbourne News on 14 July 2022 and 21 July 2022.

Public Notice

Hampton Park Hill Draft Development Plan
Casey City Council is undertaking public consultation on the draft Development Plan for Hampton Park Hill Development Plan.

The draft Development Plan provides guidance for future development and planning permit applications in the southern area of Hampton Park. Future uses proposed include a waste and resource recovery precinct, public open space precinct, and an employment land precinct. An interim uses precinct is also proposed that provides guidance for land which is constrained by the landfill buffer. Once the development plan is approved, future planning permit applications are exempt from public notice under the *Casey Planning Scheme*.

The draft Hampton Park Hill Development Plan is on public consultation from **Wednesday 6 July 2022** until **6pm Sunday 31 July 2022.** For further information, to make an appointment with a Council officer or to make a written submission, please refer to:

- the Casey Conversations: https://conversations.casey.vic.gov.au/hampton-park-hill-initial-public-consultation
- the information at Council offices at Bunjil Place in Narre Warren during opening hours.

For further information, please contact Emma Butterworth or Selina Finne-Larsen of this office on email PlanningScheme@casey.vic.gov.au or 9705 5200.

Newspaper notices of consultation extension – printed in Berwick Cranbourne News on 4 August 2022 and 11 August 2022.

Public Notice

Hampton Park Hill Draft Development Plan – Submission due date extension to 14 August 2022

Casey City Council is undertaking public consultation on the draft Development Plan for Hampton Park Hill Development Plan.

The draft Development Plan provides guidance for future development and planning permit applications in the southern area of Hampton Park. Future uses proposed include a waste and resource recovery precinct, public open space precinct, and an employment land precinct. An interim uses precinct is also proposed that provides guidance for land which is constrained by the landfill buffer. Once the development plan is approved, future planning permit applications are exempt from public notice under the *Casey Planning Scheme*.

The draft Hampton Park Hill Development Plan is on public consultation will now close **14 August 2022**.

For further information, to make an appointment with a Council officer or to make a written submission, please refer to:

- the Casey Conversations: https://conversations.casey.vic.gov.au/hampton-park-hill-initial-public-consultation
- the information at Council offices at Bunjil Place in Narre Warren during opening hours.

For further information, please contact Emma Butterworth or Selina Finne-Larsen of this office on email PlanningScheme@casey.vic.gov.au or 9705 5200.

Appendix Three – Casey Conversations Page

City of Casey **CASEY CONVERSATIONS**

Home Projects English Log In / Join

Strategic Planning for Hampton Park Hill

City of Casey is currently reviewing Council's strategy and policy for the southern area of Hampton Park (including Hallam Road landfill and surrounds).

+ Follow

Home > Strategic Planning for Hampton Park Hill

Council Officers are reviewing all submissions received during the consultation period.

Do you need interpreter or translation assistance? Please call TIS on 13 14 50.

Please note that that this project is not a proposal to extend landfill operations. The landfill is currently filling it's final cells. Rehabilitation is expected to start within the next 10 years and the landfill site will progressively be turned into public open space.

Project Information

Casey City Council is undertaking public consultation on the draft Hampton Park Hill Development Plan (the Development Plan) which applies to land in the southern part of Hampton Park and is affected by the Development Plan Overlay, Schedule 1 (DPO1).

Community feedback will help Council to identify any gaps in the Development Plan and inform any further changes needed before final adoption by Council. It will also provide the community an opportunity to help shape the future use and development for the precinct.

The Development Plan area includes the Hallam Road landfill and is bound by Ormond Road and Central Road to the north, the transmission line easement to the east, Glasscocks Road to the south, and Hallam Road/South Gippsland Highway to the west.

The Development Plan provides guidance for future planning permit applications in the development plan area. Future planning permit applications under DPO1 that are in accordance with the Development Plan are exempt from public notice in the *Casey Planning Scheme*. The Development Plan also provides strategic direction for land use and development within 500 metres of the landfill (the landfill buffer).

The Development Plan precinct has been identified by the Victorian State Government through the *State-wide Waste and Resource Recovery Implementation Plan* (SWRRIP) (Sustainability Victoria, 2018) as a significant waste and resource recovery site. The *Hallam Road Waste and Resource Recovery Hub Plan* (Metropolitan Waste and Resource Recovery Group, 2021) sits underneath the SWRRIP and also provides specific direction from the State Government for the Development Plan precinct regarding Waste and Resource Recovery activities.

The Development Plan will aim to facilitate the State Government's strategy for ongoing waste and resource recovery and circular economy principles. This includes support for the development of a commercial scale transfer station as a modern waste transfer facility, designed to reduce offsite impacts of noise, dust and smell. The transfer station will only consolidate waste for processing elsewhere and will not include the processing of waste.

In addition to waste and resource recovery, the Development Plan will facilitate new employment land to increase local job opportunities. A key objective of the plan is to ensure Casey's growing population has access to local employment.

Timeline

Preparation of the Draft Development Plan

- In 2016 Sustainability Victoria (a Victorian State Government Authority) identified the Hallam Road landfill precinct as required for ongoing waste and resource recovery. The *Hallam Road Hub Plan* (Metropolitan Waste and Resource Recovery Group, 2021) provides further strategic direction from the State Government. Council has undertaken a review of the Hampton Park Development Plan to consider the impacts of changed State strategy on local strategy and policy.
- Council commissioned reports to inform the draft Development Plan: Employment Land Study, Traffic Report, Urban Design Interface Report and a Noise Modelling Report for the proposed transfer station.

Public Consultation on the Draft Development Plan

The initial public consultation was undertaken from 6 July to 14 August 2022.

Review Submissions

Council Officers will review all submissions received during the consultation period and may make changes to the draft Development Plan in response to submissions.

Council Decision to adopt the Development Plan and undertake a Planning Scheme Amendment

Council will consider a report to:

1. Adopt the Development Plan.
2. Seek authorisation from the Minister for Planning to prepare a Planning Scheme Amendment which applies zones and overlays which implements the Development Plan.

Once a Development Plan is adopted, planning permits which are in accordance with the adopted Development Plan will not be advertised.

Authorisation of Amendment

The Minister for Planning can either authorise subject to conditions or refuse Council's request to prepare an amendment. Council will need to address any conditions with Officers from the Department of Environment, Land, Water and Planning prior to an amendment being formally exhibited to the public.

A new attractive and accessible public open space area will be realised through the Development Plan, with paths connecting all sides of the precinct, which will allow the local community to enjoy more open space.

Consultation for the draft Development Plan will run for six weeks until **6pm 14 August 2022.**

Key Objective 1

- Facilitate a Victorian State government requirements for a State significant waste and recovery hub.
- Support of a commercial scale waste transfer station to replace the landfill over time, and thereby minimise potential off-site amenity impacts of waste and resource recovery.
- Provide clear guidance for development and land use within the 500 metre landfill buffer.

Key Objective 2

- Proposed future employment land to support local economy and employment.
- Require well designed employment land which provides a positive interface to residential areas.

Key Objective 3

- Proposed public open space areas, including passive open space on land encumbered by the landfill and active open space to the north of the landfill.

Key Objective 4

- Establish an integrated and sustainable active transport network through shared paths connecting all sides of the precinct.

Key Objective 5

- Ensure development and land uses do not impact the floodway management and environmental needs of the area.

Participate

You are invited to a virtual community information session to learn more about the Development Plan and ask questions. Please make sure to register your interest via email. Please make sure to let us know in the email which session you would like to attend.

- 18 July 2022, 6.30-7.30pm
- 21 July 2022, 6.30-7.30pm

You are also invited to formally advise us of your opinion by making a submission to the Development Plan. In your submission we encourage you to communicate what you like or would like changed.

Submissions must be made in writing and can be submitted via the below online form, email or in writing and addressed to Emma Butterworth, Senior Strategic Planner. *Submissions must include a property address and contact phone number.*

Emma Butterworth, Senior Strategic Planner

City of Casey

PO Box 1000

NARRE WARREN VIC 3805

Or email: PlanningScheme@casey.vic.gov.au

Please provide your feedback including using the online submission (below) by 6pm 14 August 2022.

Please refer to the Privacy Collection Notice prior to making a submission.

Do you need interpreter or translation assistance?
Call TIS on 13 14 50

TIS: 131450 (Translating and Interpreting Service) المترجم الفوري 翻译 مترجم شفاهي दुभाषिया සංකේත පරිවර්තක

Public Exhibition of Amendment

Exhibition of an amendment is expected post authorisation received by the Minister of Planning. All affected property owners and occupiers will be notified by mail. During the exhibition of an amendment, anyone can make a submission in support of the amendment or explaining why they may oppose the amendment and requesting a change to the amendment.

Consider Submissions to Amendment

Council Officers will review all submissions received during the exhibition period and refer them to Council.

Planning Panel

If submissions are received from the community which Council cannot resolve, Council will request that the Minister for Planning appoints an independent Planning Panel to provide advice to Council on how to proceed with the Amendment. The Planning Panel will produce a report with recommendations about how Council should proceed with the amendment. Officers will have some time to review the report before it is made public.

Council Decision

A Council report will consider the recommendations of the Planning Panel and make a decision about how to proceed with the amendment.

Minister for Planning Approval

Council submits the amendment to the Minister for Planning for approval. The Minister has the final say and will decide on the amendment.

See less

Development Plan Documents

- FAQ's updated
  PDF (1,016.96 KB)
- Draft Hampton Park Hill Development Plan
  PDF (4.36 MB)
- Privacy Collection Notice
  PDF (83.66 KB)

See more

Background Documents

- Urban Design Interface Report (City of Casey, 2022)
  PDF (8.11 MB)
- Traffic Engineering Assessment (City of Casey, 2022)
  PDF (6.99 MB)
- Employment Land Needs Assessment (City of Casey, 2022)
  PDF (5.77 MB)
- Potential Transfer Station Noise Modelling Report (City of Casey, 2022)
  PDF (4.41 MB)
- Transfer Station Background Document (Veolia, 2022)
  PDF (7.92 MB)
- Hallam Road Hub Plan (Metro Waste & Resource Recovery Group, 2021)
  PDF (1.66 MB)

Who's Listening

Emma Butterworth
Senior Strategic Planner, City of Casey
Email: PlanningScheme@Casey.vic.gov.au
Ph: 9705 5200

Closed

Provide a submission

Selina Finne-Larsen
Planning Assistant
Email: PlanningScheme@Casey.vic.gov.au
Ph: 9705 5200

Do you generally support or generally object to the proposed Development Plan Required

---

Please provide your submission below Required

If you request a change, you must explain what that change is so that we can consider how to respond to your submission. Please note if you would like to upload any documents to support your submission, you will be able to do this once proceeding to the next stage.

If you would like to upload any documents or images in support of your submission please do so here.

Maximum 5MB per file (maximum of 3 files)

Choose file...

Max files: 3 Allowed file types: pdf,doc,docx,txt,xls,xlsx,rtf,png,gif,jpg,jpeg Size limit: 5.00 MB

First Name Required

Last Name Required

Please select your suburb

Please provide your postal address Required

Providing your address helps us understand your submission if your property is directly affected. We can also get in touch by writing if you prefer.

Please provide a contact number Required

Providing your preferred contact number helps us to get in touch with you to discuss your submission if needed.

Email Required

How would you like to receive future correspondence about this project? Required

We will notify all submitters when the draft Development Plan is being considered at a Council meeting.

Privacy Statement

We will handle any personal information you provided in this form in accordance with the Privacy and Data Protection Act 2014. You can access your personal information by contacting our Privacy Officer on 9705 5200. For more information please see our Privacy Policy @ www.casey.vic.gov.au

Thank you for your valued submission. Please press 'submit' and also the 'follow' button at the top of the page to keep updated.

Submit

Appendix Four – Media Releases

Media release to advertise public consultation of Hampton Park Hill Development Plan, 6 July 2022

Draft Hampton Park Hill Development Plan open for public consultation

6 Jul 2022

The City of Casey is inviting community members to have their say on the draft Hampton Park Hill Development Plan to help shape the precinct.

Located on Hallam Road in Hampton Park, the Development Plan intends to build on opportunities for the precinct to facilitate the waste and resource recovery needs of the community, while providing more employment opportunities and large open park spaces.

The Hallam Road Waste and Resource Recovery Hub has been identified by the Victorian Government through the State-wide Waste and Resource Recovery Implementation Plan (SWRRIP, 2018) as a significant waste and resource recovery site.

The SWRRIP recognises that there are limited locations for new waste and resource recovery infrastructure within proximity to Melbourne's growing population and seeks to retain existing sites which are currently used for waste and resource recovery as a priority.

The Development Plan will aim to facilitate the Victorian Government's strategy for ongoing waste and resource recovery including the development of a commercial scale transfer station as a modern waste processing facility.

The Development Plan provides requirements and strategies for a potential transfer station and sets parameters to ensure that the facility will be designed to mitigate issues of noise, dust and smells which are common issues with older style open waste transfer stations and landfills.

Council also commissioned a noise modelling report for the proposed transfer station and implements the requirements for noise impact mitigation through the Development Plan.

The proposed transfer station would only consolidate waste for processing elsewhere and would not include the processing of waste. Any transfer station in the precinct is still subject to the planning permit approvals after the Development Plan is finalised.

City of Casey Chair of Administrators Noelene Duff PSM, encourages residents to share their feedback to help Council identify any gaps in the Development Plan and ensure the precinct meets the needs of Casey's growing community.

"While the Development Plan aims to meet the waste processing needs of Casey and Melbourne's outer suburbs, it also aims to meet the open space and employment needs of our community, which is crucial to Casey's economic and environmental wellbeing.

"I encourage all residents to review the Development Plan to help shape the key elements of the site and future use of the precinct," said Ms Duff.
The plan also provides guidance for future planning permit applications and strategic direction for land use and development while considering the existing 500 meter landfill separation buffer.

Facilitation of new employment land to increase local job opportunities is also a key objective of the plan to ensure Casey's growing population has access to local employment.

As well as new attractive and accessible open space area with paths connecting all sides of the precinct, which will allow the local community to enjoy more open space.

Consultation is now open until 6.00 pm on Sunday 31 July and feedback can be provided online via our community consultation website Casey Conversations.

Media release to communicate extension of consultation, 4 August 2022

Consultation period extended for draft Hampton Park Hill Development Plan

4 Aug 2022

Due to significant interest from the community, Council has extended the due date for submissions on the draft Hampton Park Hill Development Plan until 6.00 pm on Sunday 14 August 2022, giving residents more time (six weeks in total) to have their say on this important project.

City of Casey Manager Planning and Building, Duncan Turner said more than 290 written submissions on the draft plan have already been received, and encourage residents who are keen to share their views on any aspects of this plan to complete the survey.

Consultation opportunities to date have included:

- two virtual community information sessions
- a separate virtual briefing with the Lynbrook Residents Association and Landfill Community Reference Group in July
- Public notices, alerting the community to the opportunity to provide their input on the draft development plan, published in the local media, along with a media release which was issued on 6 July
- letters were sent directly to about 2,600 properties in and adjoining the development plan area, making them aware of the draft Hampton Hill Development Plan, how they could participate in community engagement opportunities, and where they could find more detailed information about the project. This direct communication also included a detailed frequently asked questions information pack of some five pages.

Council has also again reached out to the Lynbrook Residents Association to arrange another meeting with the Committee.

Mr Turner said the draft development plan seeks to guide how land in this precinct will be used in the future, including the transition of the landfill site to parkland once the landfill ceases operating, setting aside land to facilitate local employment, providing more information on land use within the existing 500 metre landfill buffer, and the future provision of a contemporary enclosed transfer station to support the resource recovery needs of the community as outlined by the State Government.

"The Environment Protection Authority (EPA) applied a 100 metre buffer around the landfill site when it was first established in the early 1990s, and about 15 years later the EPA extended it to a 500 metre buffer. Council is seeking to be transparent and making it clear on the development plan which area this buffer relates to and how this affects properties in that zone," Mr Turner said.

"The Environment Protection Authority (EPA) applied a 100 metre buffer around the landfill site when it was first established in the early 1990s, and about 15 years later the EPA extended it to a 500 metre buffer. Council is seeking to be transparent and making it clear on the development plan which area this buffer relates to and how this affects properties in that zone," Mr Turner said.

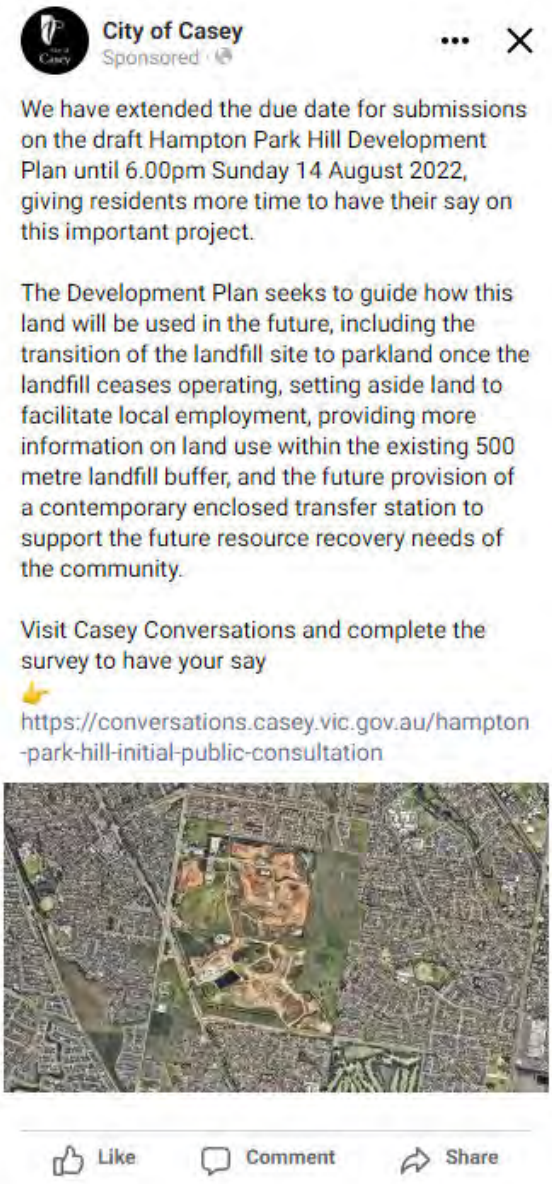
"Part of this site has been identified by the Victorian State Government, through the State-wide Waste and Resource Recovery Implementation Plan (Sustainability Victoria, 2018), as a significant site for waste and resource recovery. The future proposed transfer station will be an enclosed design to reduce off-site impacts of noise, dust and smell. The draft development plan sets the parameters under which any planning application will be considered.

"The draft development plan is not a proposal to extend the life of the landfill at the site, which has a permit to operate until 2040. The landfill is currently filling its final cells and rehabilitation work at this site is expected to start within the next 10 years, over which time that area will be progressively turned into a public open space."

Anyone interested in this project is encouraged to go to our Casey Conversations page and complete the survey to have their say.

Appendix Five – Facebook Advert

Council purchased geographically targeted Facebook adverts. An example is provided.



Appendix Six – Frequently Asked Questions Document

HAMPTON PARK HILL DRAFT DEVELOPMENT PLAN
FREQUENTLY ASKED QUESTIONS

City of Casey

Last updated: 9 August 2022

Casey City Council is undertaking public consultation on the draft Hampton Park Hill Development Plan (the Development Plan) which applies to land in the southern part of Hampton Park. The Development Plan area includes the Hallam Road landfill and is bound by Ormond Road and Central Road to the north, the transmission line easement to the east, Glasscocks Road to the south, and Hallam Road/South Gippsland Highway to the west.

Future uses proposed include:

- A waste and resource recovery precinct including the re-development of an enclosed waste transfer station and existing recycling facility.
- A large public open space precinct.
- An employment land precinct delivered in two-stages.
- An interim uses precinct which is constrained by the landfill separation buffer.

What is a Development Plan and where does it apply?

A development plan provides an overall concept plan of how an area could be developed and can set development requirements in addition to normal planning requirements. Any future planning application for subdivision and development must be generally in accordance with the approved development plan.

There is an existing Hampton Park Development Plan which applies to the area which is outdated. Therefore, there is a need for a new Development Plan to replace the existing Plan.

The new Development Plan applies to land within the existing Development Plan Overlay Schedule 1 (DPO1) in the *Casey Planning Scheme*. Future planning permit applications that are generally in accordance with an approved Development Plan are exempt from public notice and appeal rights where an approved Development Plan exists.

Why is the Hampton Park Development Plan name changing to Hampton Park Hill Development Plan?

The Development Plan name is changing to Hampton Park Hill in order to differentiate the development plan area from the rest of the Hampton Park suburb. The majority of the Hampton Park suburb is not affected by a DPO and therefore no development plan is required for the entire suburb.

When is the landfill expected to close?

The landfill has a planning permit to accept waste until 2040. However, at current tipping rates it is expected to reach capacity around 2032. After the landfill stops accepting waste, rehabilitation will occur and an Aftercare Management Plan will be put in place for a minimum of 30 years. Rehabilitation and aftercare for the landfill includes re-vegetation of the area, landfill gas monitoring and extraction, and general monitoring of the landfill. The Environmental Protection Authority Victoria (EPA) monitors the landfill rehabilitation and aftercare processes. More information about rehabilitation and aftercare of landfills can be found in *EPA publication 1490.1, Closed landfill guidelines* (EPA, 2018).

TIS: 131450 (Translating and Interpreting Service) المترجم الفوري 翻译 مترجم شفاهی हुआरीका සහස ඊවේවරය

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Why is the Hampton Park Hill precinct identified as a State Significant Waste and Resource Recovery Hub?

The Hallam Road Waste and Resource Recovery Hub located in Hampton Park has been identified by the Victorian State Government through the *State-wide Waste and Resource Recovery Implementation Plan* (Sustainability Victoria, 2018), and the *Hallam Road Hub Plan* (Metropolitan Waste and Resource Recovery Group, 2021) as a significant waste and resource recovery site.

The Development Plan intends to build on opportunities for the precinct to facilitate the waste and resource recovery needs of the State Government and community, while providing more employment opportunities and open park spaces for the community to enjoy.

The Development Plan also aims to better align with contemporary State strategy and policy to ensure consistent direction for ongoing and new development by making recommendations for the need to rezone land within the precinct.

When will I be able to use the proposed public open space?

The Development Plan provides for future passive and active public open space.

Future active open space is located north of the existing landfill and includes approximately 22 hectares. Active open space refers to sporting facilities including playing fields, change rooms and pavilions. The land is currently being used for auxiliary landfill uses, such as clean-fill soil storage and the land will be transferred into Council ownership and developed for active open space soon after the landfill closes. Environmental reports will be undertaken prior to development of the land to ensure it is safe for public use.

Future passive open space is located on the existing landfill and includes approximately 62.5 hectares. Land which has been used for landfill cannot be used for active open space due to the rehabilitation and aftercare requirements, but paths and trails can be developed across the site. The land will not be transferred to Council until after the EPA are satisfied the landfill landowner has met their aftercare requirements. However subject to EPA audits, Council is in negotiations with the landowner to gain access to the land for passive open space use prior to the transfer date.

Why is there a buffer shown on my land and what does it mean?

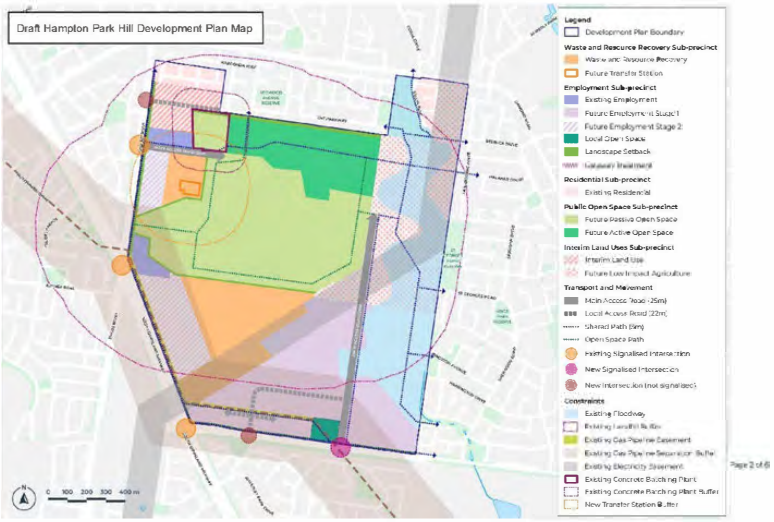
The EPA applies separation buffers around land uses with potential adverse amenity impacts and risk to human health. The buffer aims to provide a separation distance between the land use with adverse amenity potential and sensitive uses. The buffers shown in the Development Plan relate to the Hallam Road landfill; a proposed transfer station; a concrete batching plant; and gas pipeline and electricity transmission easements. Most of these buffers have been in place for some time but have not been mapped adequately through planning systems. The Development Plan intends to make it clear what development and land use is preferred within the various buffers.

The separation buffer map in this FAQ sheet shows the location of the various buffers. One of the larger buffers includes the Hallam Road landfill buffer of 500 meters that considers the potential risk from landfill gas migration moving beyond the current landfill boundaries.

The landfill site is regulated by the EPA and goes through rigorous monitoring and reporting requirements. Reports are also prepared by Environmental Auditors to determine if the site is posing any risk to human health and the environment. Living within a landfill buffer does not imply that those properties are at risk. For any new proposed development, the landfill separation buffer triggers a series of investigative and scientific work to determine if issues from the landfill will impact development.

If more intensive development were to occur then there are EPA requirements and construction and design mitigation methods for development which are outlined in *EPA Publication 1642: Assessing planning proposals within the buffer of a landfill* (EPA, 2017).

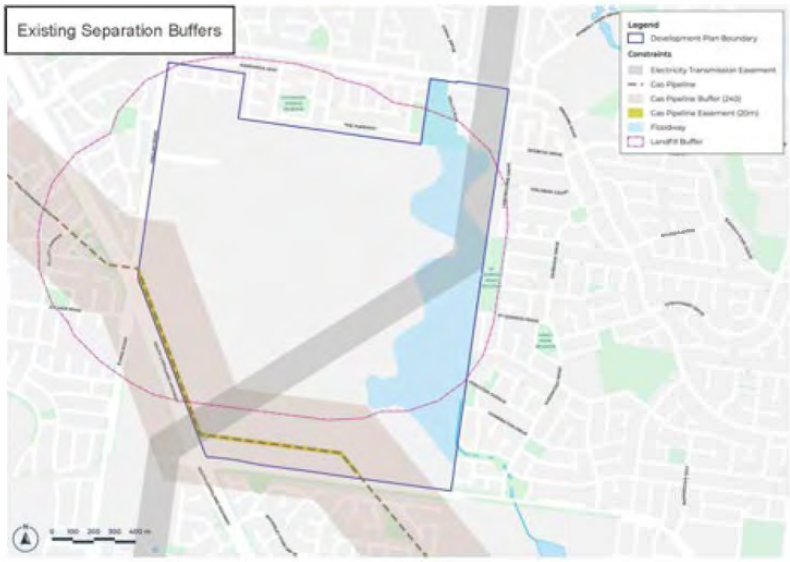
The intent of the Development Plan is to recognise that buffers may not be in place forever. Therefore,



Collison Estate – Draft Development Plan and Development Contributions Plan FAQs

while certain types of development and land use may not be suitable, they may be appropriate after the landfill buffer has been reduced or removed in the future.

In recent years the Department of Environment, Land, Water and Planning (DELWP) have updated the planning system and planning tools to better consider separation buffers. One of the new planning tools released by DELWP is a Buffer Area Overlay (BAO) which aims to make separation buffers more transparent. Council proposes to undertake a Planning Scheme Amendment following the finalisation of the Development Plan to apply the BAO to the 500 metre landfill buffer extent.



What kind of employment land is proposed and when?

The Development Plan seeks to ensure there is a supply of suitable employment land to meet the employment needs of Casey. An *Employment Land Study* was undertaken to understand the type of employment land needed in Hampton Park and found that light industrial land uses are appropriate. Light industrial employment ensures that there is minimal impact on surrounding residential land uses, open space, and on the existing and proposed activity centre network.

The Development Plan includes objectives and strategies related to landscaping setbacks; design responses at interfaces; location of parking and loading bays, to ensure employment land is designed to mitigate any adverse amenity impacts. The proposed employment land will need to be rezoned via a planning scheme amendment and is subject to the planning permit assessment process. Therefore, it may take some years before development can commence.

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What are "interim uses"?

The Development Plan provides guidance for land which is constrained by separation buffers and identifies preferred interim uses depending on the land's location. The intent is to facilitate appropriate development where the land may be currently blighted and there are limited development opportunities. While certain types of development may not be suitable under current circumstances, more intensive development may be appropriate after buffers have been reduced or removed in the future.

What is a transfer station and where is it to be located?

A new, modern commercial scale transfer station is proposed to be developed at the same location as the existing transfer station. The Development Plan sets parameters to ensure that any new transfer station facility will be designed and located in a way to mitigate amenity impacts on surrounding residential areas.

A background report prepared by the landowners of the existing transfer station provides further detailed information about the proposed transfer station. The transfer station background report is provided through this consultation process in order to give the community oversight of the proposed transfer station, since the DPO1 does not require a planning permit to be advertised. A planning permit application will need to be lodged for any new transfer station development and will still be subject to Council assessment and approval.

Transfer stations are resource recovery facilities that reduce the amount of waste sent to landfill. The transfer station proposed in this Development Plan is for a commercial level transfer station which will consolidate municipal and commercial waste for processing elsewhere.

The transfer station is proposed to be located near Hallam Road at least 250 meters away from residential areas, in accordance with the EPA and other planning requirements. The transfer station is to be fully enclosed and therefore the offsite amenity impacts such as noise, dust and odour are reduced. Council commissioned a Noise Modelling Report for the proposed transfer station to confirm that noise impact on the nearby existing residential community is to an acceptable level.

The development of the transfer station is consistent with the Sustainability Victoria and Metropolitan Waste and Resource Recovery Group identification of the area as a State significant waste and resource recovery hub.

How is the land affected by flooding proposed to be developed?

Land affected by flooding should not be developed with permanent buildings or subject to significant earthworks. Any buildings that interface with the floodway should be designed with regard to stormwater flows and retention of biodiversity. There may be the potential to review the mapped flooding extent of River Gum Creek in the future as development in the precinct and upstream change stormwater flows.

How is land affected by gas and electricity transmission easements proposed to be developed?

Land which is affected by the gas pipeline and the electricity transmission easements should not be developed with buildings. Both easements can intersect with road infrastructure, but roads should not run along the easement.

A linear park and shared path are proposed to be developed along the gas pipeline easement. Construction on and nearby the gas pipeline easement must be approved by the pipeline operator prior to commencing development.

Land use under the electricity transmission easement must not impact the ability to access the transmission lines. Appropriate land uses may include carparking, roads, open space and shared paths.

Are there any changes required to the *Casey Planning Scheme* to implement the Development Plan?

A planning scheme amendment is the process for making a change to a planning scheme through a formal preparation, public exhibition and approvals process which is overseen by the Minister for Planning. It is anticipated that following the finalisation of the Development Plan, an amendment to the *Casey Planning Scheme* will be required to apply appropriate zones and overlays in the precinct and separation buffer areas which will reflect the findings of the Development Plan. The planning scheme amendment process is subject to further community consultation.

How can I make a submission to the draft Development Plan?

Council has placed the draft Development Plan on community consultation. You can make a written submission to the draft DP and DCP via the Casey Conversations page at https://conversations.casey.vic.gov.au/hampton-park-hill-initial-public-consultation.

The closing date for submissions is 6pm Sunday 14 August 2022 (This is the extended due date. Original due date was 31 July 2022).

Submissions must be in writing and can be made via the online form on the Casey Conversations page link above, email or post. Submissions should include *Draft Hampton Park Hill Development Plan* in the title and be addressed to Emma Butterworth, Senior Strategic Planner.

Postal Address:	*Email Address:*
City of Casey PO Box 1000 NARRE WARREN, VIC, 3805	planningscheme@casey.vic.gov.au

Your submission is encouraged to be specific about the issues you support, object to, or seek to change.

What do I need to consider when making a submission?

Should you make a submission, the following general privacy disclosure applies.

A copy of any written submissions received may be made available to others for the express purpose of resolving issues. Submissions may be published in the Council agenda which is a public document. Council may redact your name, address, email and phone number. By making a submission, you authorise Council to copy your submission and make it available to the public as set out above and that your submission does not breach any third party's copyright.

Where can I find more information?

This document is intended to provide basic information about likely questions that may be asked about the draft Development Plan (DP). A full copy of the draft Development Plan is available on Council's Casey Conversations page at https://conversations.casey.vic.gov.au/hampton-park-hill-initial-public-consultation.

Alternatively, a hard copy of the draft Development Plan is available for viewing at Bunjil Place in Narre Warren. Due to COVID-19 restrictions, you are encouraged to check Council's Casey Conversations page for opening hours before attending and please phone ahead if you would like to speak with a Council officer.

Contact the City of Casey:

Web: casey.vic.gov.au
Email: caseyse@casey.vic.gov.au
Phone: 03 9705 5200
Post: PO Box 1000, Narre Warren VIC 3805
NRS: 133 677 (for the deaf, hearing or speech impaired)

Customer Service Centres:

Narre Warren: Bunjil Place, Patrick Northeast Drive
Cranbourne: Cranbourne Park Shopping Centre
ABN: 43 320 295 742

City of Casey

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Appendix Seven – On Site Business Meeting Agenda

City of Casey Hampton Park Hill Development Plan
On Site Business Consultation Meeting Agenda

City of Casey

Date	14 July 2022	**Time:**	10am to 11pm
Location	Hybrid Meeting In Person at Bunjil Place (Check in at front desk to see Emma Butterworth) Online via teams link Click here to join the meeting		

This meeting provides on-site business owners with the opportunity to comment on the City of Casey's proposed Hampton Park Hill Development Plan.

The meeting will be conducted in accordance with the *International Association for Public Participation* (IAPP) principles. This aims to ensure that:

- On-site business owners' input is drawn on to inform planning decisions, and
- Decisions taken consider the concerns of affected communities and organisations.

The meeting will be guided by the following IAPP Public Participation Actions

Inform	To brief on-site business owners on the proposed Hampton Park Hill Development Plan
Consult	To obtain feedback, analysis, and alternatives from on-site business owners
Involve	To work with on-site business owners to ensure their perspectives and needs are fully understood and considered

	Item	Person	Time
1	Welcome Purpose / Success	Raymond Burnett, Facilitator	10:00 am
2	Inform	Presentation by Emma Butterworth Senior Strategic Planner	10:05 am
3	Consult	Open discussion On-site business owners' feedback and questions Matters of importance to on-site business owners	10:15 am
4	Summary	Oswald Martinz, Consulting by Design	10:50 am
5	Next Steps	Emma Butterworth, Senior Strategic Planner	10:55 am
6	Close	Raymond Burnett	11:00 am

Appendix Eight – Sample Community Meeting Agenda

City of Casey Hampton Park Hill Development Plan
Online Community Consultation Meeting Agenda

City of Casey

Date	18 July 2022	**Time:**	6:30pm to 7:30pm
Location	Online via teams link Click here to join the meeting		

This meeting provides community members with the opportunity to comment on the City of Casey's proposed Hampton Park Hill Development Plan.

The meeting will be conducted in accordance with the *International Association for Public Participation* (IAPP) principles. This aims to ensure that:

- Community input is drawn on to inform planning decisions, and
- Decisions taken consider the concerns of affected communities and organisations.

The meeting will be guided by the following IAPP Public Participation Actions

Inform	To brief community members on the proposed Hampton Park Hill Development Plan
Consult	To obtain feedback, analysis, and alternatives from community members
Involve	To work with community members to ensure their perspectives and needs are fully understood and considered

	Item	Person	Time
1	Welcome Purpose / Success	Raymond Burnett, Facilitator	6:30 pm
2	Inform	Presentation by Emma Butterworth Senior Strategic Planner	6:35 pm
3	Consult	Open discussion Community members feedback and questions Matters of importance to community members	6:45 pm
4	Summary	Oswald Martins	7:20 pm
5	Next Steps	Emma Butterworth, Senior Strategic Planner	7:25 pm
6	Close	Raymond Burnett	7:30 pm

Appendix Nine – Table of Submissions

The following table has been extracted from submissions lodged with the City of Casey. Submission content has largely been summarised to achieve greater brevity or edited to enhance readability. Every effort was taken to preserve and honour the integrity and language of each submission.

It is noted that a number of submissions replicate each other. On occasion this appears to have been associated with several members from households lodging similar submissions.

Contribution ID	Date Submitted	Submission
42508	Aug 15, 2022, 07:55 AM	No landfill
42507	Aug 15, 2022, 07:31 AM	Shut the tip, no to expansion & let the residents live in peace our lives matter!
42506	Aug 15, 2022, 06:29 AM	I would like to let you know that people that this is impacting directly (neighbouring houses) have posted the link on a few large, scaled platforms asking people to object. One platform is already filled with angry people objecting to the Cranbourne quarry. This tally is no longer accurate. I love the idea of new jobs, open land and a better way to dispose of waste.
42505	Aug 15, 2022, 03:02 AM	Lynbrook is a residential area with young and old generations live, A tip is a health hazard. Find a place where it is away from a community
42503	Aug 14, 2022, 11:29 PM	Too much smell
42502	Aug 14, 2022, 11:23 PM	It smells so bad already and it's toxic. Please there are many other areas that aren't near families and children. And I know that this type of thing is generally already decided well in advance and there is quite little anyone can do about it. But I think that not only can this be done elsewhere but with a little bit of investment can be changed into a production industry.
42499	Aug 14, 2022, 10:32 PM	Sick of the smell
42498	Aug 14, 2022, 10:28 PM	I object as already we suffer from foul smell and extending it will make more difficult for ppl living around this area
42497	Aug 14, 2022, 10:21 PM	This is not fitting for the area anymore and is not what was promised to residents.
42495	Aug 14, 2022, 10:03 PM	To close to residential housing. Negative impacts of foul odours, traffic and industrial noise. Tips do not belong next to residential.
42494	Aug 14, 2022, 09:38 PM	We have been lied to for too long . how can the state government see this as a good thing when it is in the middle of a residential area when not far away is an area that is a commercial estate. We object with this and would like it closed., as promised. Please don't let us down . we have suffered enough with Casey council and worked too hard for our future and livelihood to have this ruined.
42493	Aug 14, 2022, 09:30 PM	I object to the expansion of the waste and resource recovery plan
42492	Aug 14, 2022, 08:52 PM	The tip is a big black mark on the affected suburbs. Accumulating garbage from eastern and south-eastern suburbs not only worsens the air quality but has an effect on the traffic conditions due to big dumping trucks running up and down.
42490	Aug 14, 2022, 08:13 PM	Surely this can be built in a non-built up area. Cranbourne used to be regional/country but now it is built up with homes all around it. You are there to look after our needs, not put us at possible risk.
42489	Aug 14, 2022, 08:09 PM	Concerned about the smell over many years now. EPA has been noticed and there does not seem to be any changes the smell is horrendous at times near the schools Lynbrook and surrounding areas concerned for our health
42488	Aug 14, 2022, 08:06 PM	We need open parks when tip becomes full. We don't need any commercial/ light commercial activities there

42487	Aug 14, 2022, 07:59 PM	Population has significantly grown in the last 30 to 40 years. The landfill site is very close to many residential suburbs with adverse impacts to health, wellbeing, smell, discomfort, properly value, buffer zone requirements, and the list goes on. It will impact hundreds and thousands of families in this neighbourhood for decades to come. current landfill site should be safely turned into open parkland or entertainment precincts that benefits this whole neighbourhood and provide many times more jobs (than currently proposed) for decades to come. It's an opportunity to save money and a better investment to move it to a better low dense location and free up all this valuable land and put it to better use.
42486	Aug 14, 2022, 07:45 PM	We sometime go to the park nearby. On some days it really stinks.
42485	Aug 14, 2022, 07:29 PM	Current smell is bad. Increase of traffic would also be bad as it's pretty busy already. Value of property will also decrease.
42484	Aug 14, 2022, 07:24 PM	People living in this area have done their fair share of living near a tip. We have a strong smell coming through to the Lynbrook early in the mornings and in the night. The project will also mean we will have an increased number of trucks in the area which is definitely something we need to avoid. Please give us a break from the tip and help us have more open spaces and parks for our children.
42483	Aug 14, 2022, 07:16 PM	Smell
42482	Aug 14, 2022, 07:13 PM	I object the development plan for Hallam waste management facility at Hallam due to continuous health and smell issues.
42481	Aug 14, 2022, 06:55 PM	No! No! No! Promises made should be kept!
42480	Aug 14, 2022, 06:52 PM	I will not be ok with all the incoming traffic caused by all this.
42479	Aug 14, 2022, 06:48 PM	I do not support this proposal
42478	Aug 14, 2022, 06:46 PM	I object to any expansion as we regularly have days, generally Friday to Sunday that has obnoxious odours. It can be so bad you cannot stay outside without feeling sick It's already bad and I expect it will get worse with any expansion.
42477	Aug 14, 2022, 06:45 PM	I strongly oppose this proposal.
42476	Aug 14, 2022, 06:36 PM	We already suffer regularly from the stench coming from the tip, often making it unbearable to leave windows open or enjoy outside entertaining. This will also bring many more large trucks to the area, effecting traffic, safety, roads etc. This shouldn't happen in a residential area and should be relocated to an industrial area not affecting residents or impacting livelihoods and house prices.
42475	Aug 14, 2022, 06:36 PM	No more stink. We don't need the extra traffic congestions
42474	Aug 14, 2022, 06:31 PM	unfair to residents who purchased homes before this decision and who will now suffer dramatically with a reduced resale value being near such a large landfill. We already have issues with noticeable smells throughout the year we don't want that increased significantly
42473	Aug 14, 2022, 06:31 PM	1.500m buffer zones. Due to the update of Section 32 house prices are very much likely to get smashed within the buffer zone. 2.Lots more traffic down Hallam and South Gippy. 3.20 / 7 operations. Massive health impact and inadequate reports on the Health Impact. (Obviously Noise, smells etc in addition) 4. Bad Planning and broken promises. 5.no community consultation 6. No public elected councillors to make decisions at Casey.
42472	Aug 14, 2022, 06:27 PM	My live in Lynbrook from 2005 so we suffer from the dirty smell from that days, we can't open our windows even. Please let us to live good

		environment, fresh air. Even i got bad cough past years related to pollution air allergies in door and outdoor
42471	Aug 14, 2022, 06:24 PM	1.This tip was supposed to be closed years ago, and yet it is still open 2. Horrendous stench many days of the year. so bad it triggers respiratory and other health issues 3.This tip has been so poorly managed in the past, and we have no confidence in effective management in the future. 4.This should NOT be in the hands of administrators who have not been elected by the residents of affected suburbs. 5.unacceptable that future changes can be made without any consultation with local residents AT ALL. 6.will increase traffic (especially in school area), pollution, noise, and already health impacts 6.There is a perfectly good solution - Taylors Rd Landfill.
42470	Aug 14, 2022, 06:20 PM	Toxic Odour and heavy traffic
42469	Aug 14, 2022, 06:18 PM	Not healthy for my family. Our health is much more important. This can not go ahead.
42468	Aug 14, 2022, 06:16 PM	I reject this wholeheartedly! Loving Lyndhurst and where we live, we already get stink from the Chicken farms nearby. My husband has chronic asthma, and we have small children. These health effects are not what we want for our future.
42467	Aug 14, 2022, 06:14 PM	It will be good to have more space for kids, instead of waste management
42466	Aug 14, 2022, 06:12 PM	1. Smell is disgusting 2.My Dad's health is impacted, and I worry the stress, smell and pollution will cause his health to get worse. I am only 15. 3. I will be learning to drive soon and can't imagine having to drive on roads where there is going to be trucks constantly coming and going from one of our major roads. 4. Impacts to environment 5. I was looking forward to being able to use the areas promised for parkland
42465	Aug 14, 2022, 06:10 PM	No more expansion
42464	Aug 14, 2022, 06:09 PM	How the hell can they increase the amount of rubbish that goes through there when you can't even manage the stench that comes out the premises at the moment??? This should not be allowed to proceed. It appears that you also tried to hide this update to the residents in the middle of newspapers that's very few people buy/receive clearly this was deliberate in order for you to try and sneak this through.
42462	Aug 14, 2022, 06:04 PM	I am planning to move to the area and have multiple times been there and experienced foul smell from the dump.
42461	Aug 14, 2022, 06:01 PM	I've submitted previously but I wanted to add: Creating something to make the surrounding community involved, a community garden? We can grow things (if it's safe to grow things on the land there) A community park? - Focusing on being and teaching sustainable practices for the community. Educating the community to recycle appropriately. Setting up a community centre for sustainable practices. Moving the landfill away from neighbouring houses, too close to families which can affect their health, future generations and the environment/local wildlife. It was suggested in our local community event: Taylor's rd.
42460	Aug 14, 2022, 06:00 PM	We already suffer the consequences of living near the landfill with regularly having to deal with horrible smells which loft into our home. Landfills do not belong smack bang in the middle of the growing suburban communities, especially in the fast growing areas such as Casey. This will dramatically impact house and land value. Not what we need after COVID
42459	Aug 14, 2022, 05:59 PM	The smell can be bad enough some days so if anything was to happen the site should be getting scaled back and eventually closed and everything

		should move to Cranbourne where there are no homes near the facility just like they did to the tip and quarry that was on Clarke rd. in Springvale.
42458	Aug 14, 2022, 05:59 PM	The plan at Hampton Road landfill is ridiculous. Why is the new plan increasing the landfill use in residential areas? The amount of air contamination from the landfill now is already damaging enough
42457	Aug 14, 2022, 05:59 PM	1.lack of consultation I have no idea what type of waste will be transferred to the site to be repurposed/treated/contained now and into the future. feel kept in the dark about the operational intentions of this site now and into the future is removing our fundamental rights to speak to and be heard 2.No local or environmental impact investigation has been conducted in relation to local impacts to environment and health and safety impacts to people living in and beyond the 500m buffer overlay 3.Smells are intolerable EPA not listening 4.I have a heart condition and struggle to breath and smells add stress decreasing wellbeing 5.We were promised from Council that the site would close and be rehabilitated 6.We have been deceived and stand to lose value on our property - who is responsible for property devaluation and health risks? 7.There are alternative sites including Taylors Rd 8.unelected administration 9.unaccessible to non English speakers or those not on social media 10.noise and safety risk of having a high volume of heavy vehicles on our local roads coming into and
42456	Aug 14, 2022, 05:59 PM	1. were told landfill would only be there until 2020 and would all become parkland and open space for public use. To read your proposed 2022 plan made me quite emotional. I have 3 kids - I feel you have chosen money over people. 2. The amount of HUGE trucks coming through is massive- the noise would be terrible and we grieved the loss of 2 young boys whose car was struck by a truck driver
42455	Aug 14, 2022, 05:58 PM	I've been living in Lynbrook for over 15 years, there so much noisy from the trucks in and out from land waste through day/night. Casey council plan to put park after the landfill finish, but never happen as broken promise.
42454	Aug 14, 2022, 05:58 PM	1.promise of parkland Not the tiny strip that is now proposed. bought property due to this promise. lied to. 2. danger of roads constant massive trucks, which often disregard the road rules and put motorists and pedestrians in danger. 3.the City of Casey will have major lawsuits coming due to this disregard of human health, comfort and rights to live in a safe, clean and protected community.
42453	Aug 14, 2022, 05:58 PM	This is a residential suburban area not industrial. It will create more problems for us, including a bad and toxic smell.
42452	Aug 14, 2022, 05:57 PM	The smell can be bad enough some days so if anything was to happen the site should be getting scaled back and eventually closed and everything should move to Cranbourne where there are no homes near the facility just like they did to the tip and quarry that was on Clarke rd. in Springvale.
42451	Aug 14, 2022, 05:56 PM	It's a residential area & it's not good for us to have the fumes as it's really smelly. The valuation of our house will be reduced too.
42450	Aug 14, 2022, 05:56 PM	Object
42449	Aug 14, 2022, 05:56 PM	This project will have a negative impact on Hampton Park. The dirty smell would disrupt many activities like taking a walk in fresh air every evening. The wildlife at the creeks would negatively be impacted by the air pollution. This will also be bad for surrounding neighbourhoods. Many houses and plots will take longer to sell because of the horrendous smell. I strongly recommend to discontinue with this project.
42448	Aug 14, 2022, 05:55 PM	The smell can be bad enough some days so if anything was to happen the site should be getting scaled back and eventually closed and everything should move to Cranbourne where there are no homes near the facility just like they did to the tip and quarry that was on Clarke rd. Springvale.

42447	Aug 14, 2022, 05:54 PM	Want to keep the Lynbrook area, air and atmosphere clean and healthy for everyone. Surrounding us with rubbish is something we don't deserve.
42446	Aug 14, 2022, 05:54 PM	I completely object this proposal. First of all, I have been living in Lynbrook since 2005. It was promised the Land fill will close and turn into an open park area after the last Cell is completed. My family and I did not sign up to have waste recovery area set up after the landfill completes. Every single person who has been residing in this area deserves to live in an harmony space. We do not need any additional noise pollution should this proposal go ahead. It is bad enough with the current traffic on south Gippsland hwy and Hallam Rd. Why should we except our house value to decrease because of the government proposal to suit them? We were here first. Government can go find somewhere else where it does not impact on the local communities. Plenty land for that. We have suffered enough... no more! Enough is enough... my kids deserve better. If this proposal goes ahead. I would expect compensation. The community will not lie low and accept this.
42445	Aug 14, 2022, 05:53 PM	It will put the safety of my family's health and home at risk and increase traffic in the local area.
42443	Aug 14, 2022, 05:52 PM	Too much smell
42442	Aug 14, 2022, 05:51 PM	Hi I am 9 years old. It's really smell, and the trucks are noisy. my family wont hang things on the clothesline, our clothes will smell so bad. We will not be able to play outside. it makes me and my family feel sick along with other families and some people might not even be able to breathe. There might even be more flies and rats and other things that like rubbish and I don't want those things coming near my house! Finally I think that the tip should be made in a place that nobody lives in or goes near.
42441	Aug 14, 2022, 05:51 PM	Want to keep the promised area for sporting grounds.
42440	Aug 14, 2022, 05:51 PM	We've already got too many trucks around the area, definitely don't need any more.
42439	Aug 14, 2022, 05:50 PM	1.continuing smell in the area. This is something we have had to put up with for a long time. 2. house prices. 3. I am concerned that there will be no further consultation with the community if this goes through. 4. health implications for the residents in the area, particularly children and the vulnerable. 5. losing promised open space 6.amount of traffic and the type of traffic that this type of development will bring and how this will impact the safety of the roads around the site. 6. I believe this type of facility should be placed in an industrial area where there will be far less impact on suburban areas. It could also be used to generate green energy by introducing solar panels. 7. If this proposal remains as it is, I urge the council to ensure only recycling is allowed, NO more organic wastes to continue the horrible smells that plague this otherwise quiet community.
42438	Aug 14, 2022, 05:48 PM	1.continuing smell in the area. This is something we have had to put up with for a long time. 2. house prices. 3. I am concerned that there will be no further consultation with the community if this goes through. 4. health implications for the residents in the area, particularly children and the vulnerable. 5. losing promised open space 6.amount of traffic and the type of traffic that this type of development will bring and how this will impact the safety of the roads around the site. 6. I believe this type of facility should be placed in an industrial area where there will be far less impact on suburban areas. It could also be used to generate green energy by introducing solar panels.

Attachment 5.1.1

		This proposal is detrimental to the well being of the community and should be rejected.
42422	Aug 14, 2022, 05:33 PM	I do object to this project! Homeowners within the landfill 500 metre buffer zone (at least 1350 homes) will have an overlay added (under section 32) that restricts what owners can do to their own homes! This will affect house prices. Want to put in a granny flat on your home in 10 years? Read this – "To discourage intensification of existing sensitive land uses and development within the landfill separation buffer area through RESTRICTIONS on subdivisions, development of second dwellings and dependent persons unit. We were promised no tip years ago
42421	Aug 14, 2022, 05:32 PM	We (us homeowners that live close by) shouldn't have to put up with more traffic for recycling and tip. The tip was meant to wind back, not grow. What about the kids in the area that are our future.....??? Kids are our future, and we have to make sure they have a fair go in life....
42420	Aug 14, 2022, 05:32 PM	.
42419	Aug 14, 2022, 05:32 PM	I am 11 years old. I do not want a tip built so close to my house 1. It will stink and I won't want to live here anymore. 2.There will be so many rubbish trucks going past my house all the time as well and I walk to school and when they are sitting at the lights, they smell If you put the tip near Lynbrook then nobody will want to live there and people will stop shopping there and all the businesses will close down and then we won't even have anywhere to buy food.
42418	Aug 14, 2022, 05:31 PM	1. 500m buffer zones. Due to the update of Section 32 house prices are very much likely to get smashed within the buffer zone. This will probably bring the overall house value of the suburb down. (No compensation) 2. Lots more traffic down Hallam and South Gippy. 3. Almost 20 / 7 operations. Massive health impact and inadequate reports on the Health Impact. (Obviously Noise, smells etc in addition) 4. Bad Planning and broken promises. promised parkland 5. There is an alternative site available at Taylors Road Landfill which also accessible by rail 6.There has not been any community consultation 7. No public elected councillors to make decisions at Casey. Cannot be justified 3 unelected administrators making such a big decision.
42417	Aug 14, 2022, 05:28 PM	Growth is always growth for the neighbourhood
42416	Aug 14, 2022, 05:21 PM	1.was told it would be n public space. 2.had to put up with the smells and extra trucks on our roads for 20 years with the promise
42415	Aug 14, 2022, 05:16 PM	I object to every aspect of this proposal. We have a right to say no. We have a right to live in our house without noise pollution and odour. We have the right to breath fresh air. I have lived here for 16 years, and the smell can be bad. We should not have to put up with this forever. That is not fair. Broken promises are not fair. My parents pay rates for a right to live here in peace and quiet. But we have to continue to fight for what everyone hopes for. These administrators were not appointed by residents. They should not speak and make decisions for us. Please listen to the people. We do not want this. Look long term and find a better solution that is suitable for the future away from residential property.
42414	Aug 14, 2022, 05:12 PM	It causes bad smells and should be located near industrial area where it wouldn't have such a negative impact on neighbouring suburbs.
42413	Aug 14, 2022, 05:12 PM	I object as it creates a foul smell
42412	Aug 14, 2022, 05:09 PM	excess trucks currently yet alone if there is further development. The current toxic smell yet alone the future smell that may be caused. There would be better options as discussions in past for community grounds etc.
42411	Aug 14, 2022, 05:08 PM	It will cause unpleasant smells, and already does which is off putting, especially if you live close by every day. A Waste transfer facility should be located in a more industrial area where it would not have such a negative impact on the neighbouring suburbs.

42410	Aug 14, 2022, 05:08 PM	tired of the excess trucks currently yet alone if there is further development. The current toxic smell yet alone the future smell that may be caused. There would be better options as discussions in past for community grounds etc.
42409	Aug 14, 2022, 05:08 PM	1.struggle to sleep due to noise and light 2. got told growing up that where the tip was there was going to be a park, the reason that my parents purchased the property where I live, and now that the council has changed their minds, 3.the house will just drop in value
42408	Aug 14, 2022, 05:07 PM	concern for many things such as excess trucks currently yet alone if there is further development. The current toxic smell yet alone the future smell that may be caused. There would be better options as discussions in past for community grounds etc.
42407	Aug 14, 2022, 05:07 PM	The smell and the effect on my health when the smell is at its worst gives me headaches and makes me feel ill.
42406	Aug 14, 2022, 05:06 PM	I'm sick and tired of the excess trucks currently yet alone if there is further development. The current toxic smell yet alone the future smell that may be caused. There would be better options as discussions in past for community grounds etc.
42405	Aug 14, 2022, 05:06 PM	We want peace of mind and not have to worry about our health and the smell the tip emits. It was meant to be closed already but jus they want b4 to expand. We matter more than money. Find somewhere else to put the tip away from a huge residential area.
42404	Aug 14, 2022, 05:05 PM	If council is reneging on a promise to make that Hampton Park Hill site an open area with no transfer of garbage and receiving no garbage, then what are council thinking of now. Residents will be feeling cheated and betrayed. Especially the ones who have settled nearby. I can't make any sense of this proposal. Garbage has been driven to the area along Hallam Road for years, lots of trucks from all round other municipalities. Would you please give us a break from this type of proposal. Also, if the hours proposed are early mornings from 12 midnight, how does that add to the amenity of the area. Hampton Park is not a tip, it's a built up residential area, please don't treat it like a suitable place for yet more garbage.
42403	Aug 14, 2022, 05:04 PM	I'm sick and tired of the excess trucks currently yet alone if there is further development. The current toxic smell yet alone the future smell that may be caused. There would be better options as discussions in past for community grounds etc.
42402	Aug 14, 2022, 05:04 PM	Being promised as a kid that the landfill would be turned into a massive parkland and to now hear the expansion will now not only not be followed by a park in near future but Instead be devolved into a much larger scale land fill, with constant trucks and loud machines running right by my bedroom window, being 17 the tip has always been there but in recent years the smells and odour that comes from it is embarrassing bringing friends over or having parties at my house if the tip is to be expanding my worries is that it will make the area in which I live a lot more quiet there's already talk of many of my friends in the area that I have grown up with to move and it will affect the whole feel of the area, my parents are thinking of moving themselves.
42401	Aug 14, 2022, 05:02 PM	+ Already the smell is horrible, and we can't stay outside or leave the doors and windows open. Once it is developed the stench will be worse. +Traffic will become worse as well. Once the Evans Road railway crossing bridge is developed it is very noisy, especially when the heavy vehicles are going up and down and using the brakes and accelerating. There isn't any noise cancelling barriers or privacy screen along the bridge where the houses are. We are already in a very bad situation either Casey council or the Victorian Government hasn't given any solution on this so far. + We are city of council rate payers and we are very frustrated about the council's developments which are carrying out without considering residents convenience.
42400	Aug 14, 2022, 05:02 PM	1. 500m buffer zones. Due to the update of Section 32 house prices are very much likely to get smashed within the buffer zone. This will probably bring the overall house value of the suburb down. (No compensation)

		2. Lots more traffic down Hallam and South Gippy. 3. Almost 20 / 7 operations. Massive health impact and inadequate reports on the Health Impact. (Obviously Noise, smells etc in addition) 4. Bad Planning and broken promises. promised parkland 5. There is an alternative site available at Taylors Road Landfill which also accessible by rail 6.There has not been any community consultation 7. No public elected councillors to make decisions at Casey. Cannot be justified 3 unelected administrators making such a big decision.
42399	Aug 14, 2022, 04:58 PM	resident of Hampton Park for 21 years 1.The smell can be revolting, dust and water run off contaminated. 2. insignificant information delivered to residents as we don't have a community newspaper delivered to our postal addresses and many don't have access to the internet for community news. I believe this development plan should have been sent via mail 3. property value loss as this has an overall impact on all residents of these suburbs. 4.No future community discussion over the future waste 5.Likely to have fires and cause toxic fumes to be inhaled by residents. 6. additional traffic congestion
42398	Aug 14, 2022, 04:57 PM	This is a residential area and we have been often inhaling air that has been polluted and foul smell. Many times have been affected with traffic issues. Anything that causes us as residents and livings beings being affected, I would not support
42397	Aug 14, 2022, 04:57 PM	Its unnecessary for garbage to be piled up in a suburban area, as it pollutes the surrounding area, potentially making the nearby residents sick and unwell. Garbage disposal can be handled in various other ways, but this one is by far one of the most inefficient ways of doing so. We will be moving to Lyndhurst soon and would be very disappointed if this were to proceed as ruins the surrounding environment.
42396	Aug 14, 2022, 04:54 PM	I object to another waste site in my area. It is bad enough smelling the existing one let alone having a second. Unfair for the residents in this area. Not to mention the extra traffic and trucks. Object!
42395	Aug 14, 2022, 04:53 PM	I strongly object to the expansion of the Hallam tip as this will affect where my children's families live
42393	Aug 14, 2022, 04:48 PM	1.toxic rubbish does not belong in a highly populated area 2. What audacity to increase the once 100mts, then 250mts & now 1/2 a kilometre dump buffer zone. What about the health of the residents in this shitty "buffer zone", 3. property value. 4.uninformed community 5.corrupt gov and administrators 6.promised parkland 7. We deserve better, not air pollution, noise pollution, stinks that force people indoors causing more grief. 8.There is already a site in the Dandenong area
42392	Aug 14, 2022, 04:47 PM	No
42391	Aug 14, 2022, 04:47 PM	1.large trucks through school areas- lead to accidents 2.Taylors Road 3. public health concern. 4.The smells, 5. decrease in house prices without compensation, 6. increase in traffic, 7.the fire risk from rubbish storage are all concerns I have.
42390	Aug 14, 2022, 04:45 PM	We don't want any rubbish around the area we live. And also, this will impact the traffic condition as well. More heavily loaded trucks on our roads would impact a safety of the community especially kids. This plan should be away from the residential suburbs as rubbish throws lot is bad smell and it can have significant impact on the health.
42389	Aug 14, 2022, 04:45 PM	It will not benefit the community

42388	Aug 14, 2022, 04:43 PM	Needs to be in industrial area not in suburbs
42387	Aug 14, 2022, 04:40 PM	We are sick of the constant smell when we step outside. We are raising our kids and wish to raise them in an area that doesn't have a dump surrounding us, with more sports fields.
42386	Aug 14, 2022, 04:39 PM	I suggest that the original plan go ahead, with the tip closing in 2025 and being filled in to make way for parkland.
42385	Aug 14, 2022, 04:37 PM	Traffic around this area is already out of control, surely this can be used for better purposes, such as sporting fields.
42384	Aug 14, 2022, 04:36 PM	I'm sick of living near the tip, the smell, the trucks passing. Hope we can make this area a greener space like a nature park or other useful space.
42383	Aug 14, 2022, 04:35 PM	This area was supposed to be regenerated into 100% parkland once the landfill was full something that the City of Casey council promised. It's not fair on local residents that the council has reneged on this plan and is happy for the site to be repurposed into a commercial waste facility. This will create dust, noise and also increase the number of huge trucks using local roads. This is simply not tolerable, being so close to people's homes.
42382	Aug 14, 2022, 04:32 PM	There is enough environmental concerns already (smells) coming from the landfill site.
42381	Aug 14, 2022, 04:32 PM	We require ongoing community consultation
42380	Aug 14, 2022, 04:32 PM	Remove the clause refusing the people the right to be consulted on future applications for this site. Relocate the Enlarged Transfer Station to Taylors Road or a purpose designed and zoned site more remote for populated areas. Cancel plans for the Industrial area on the site and relocate to a purpose designed and zoned site more remote for populated areas. Return the Green Space to the people. Ask the Minister for Planning to convene a Planning Panel to consideration DPO. Consult with CALD community in their own languages. Transport increases and noise will impact Lynbrook Heights, along Hallam and Glasscocks Road and homes beyond the 500 metre buffer. Pollution from the stack.
42379	Aug 14, 2022, 04:26 PM	1. 500m buffer zones. Due to the update of Section 32 house prices are very much likely to get smashed within the buffer zone. This will probably bring the overall house value of the suburb down. (No compensation) 2. Lots more traffic down Hallam and South Gippy. 3. Almost 20 / 7 operations. Massive health impact and inadequate reports on the Health Impact. (Obviously Noise, smells etc in addition) 4. Bad Planning and broken promises. promised parkland 5. There is an alternative site available at Taylors Road Landfill which also accessible by rail 6.There has not been any community consultation 7. No public elected councillors to make decisions at Casey. Cannot be justified 3 unelected administrators making such a big decision.
42378	Aug 14, 2022, 04:26 PM	1. 500m buffer zones. Due to the update of Section 32 house prices are very much likely to get smashed within the buffer zone. This will probably bring the overall house value of the suburb down. (No compensation) 2. Lots more traffic down Hallam and South Gippy. 3. Almost 20 / 7 operations. Massive health impact and inadequate reports on the Health Impact. (Obviously Noise, smells etc in addition) 4. Bad Planning and broken promises. promised parkland 5. There is an alternative site available at Taylors Road Landfill which also accessible by rail 6.There has not been any community consultation 7. No public elected councillors to make decisions at Casey. Cannot be justified 3 unelected administrators making such a big decision.
42377	Aug 14, 2022, 04:24 PM	1. 500m buffer zones. Due to the update of Section 32 house prices are very much likely to get smashed within the buffer zone. This will probably bring the overall house value of the suburb down. (No compensation) 2. Lots more traffic down Hallam and South Gippy. 3. Almost 20 / 7 operations. Massive health impact and inadequate reports on the Health Impact. (Obviously Noise, smells etc in addition)

		4. Bad Planning and broken promises. promised parkland 5. There is an alternative site available at Taylors Road Landfill which also accessible by rail 6.There has not been any community consultation 7. No public elected councillors to make decisions at Casey. Cannot be justified 3 unelected administrators making such a big decision.
42376	Aug 14, 2022, 04:24 PM	Stop making residential areas a dumping site. It's easy for all of you to make these decisions when it doesn't involve any of your houses, life, and health. Find another solution and stop including the community and scape goats for yet another "temporary" solution that all of you think is acceptable.
42375	Aug 14, 2022, 04:20 PM	Already stinking very badly, noise pollution and not safe for our local environment. This a residential area and don't want to turn into a dump!
42374	Aug 14, 2022, 04:16 PM	Perhaps it's best suited outside of residential area. Space can be used for parks and community spaces to encourage year round outdoor activities.
42373	Aug 14, 2022, 04:14 PM	I would prefer to have parkland in our neighbourhood for the family
42372	Aug 14, 2022, 04:13 PM	It's residential area better move from there and find the alternative dumping area and make the shopping central or something to create the job opportunities for Hampton and surrounding suburb. It's very bad smell coming through all around nearby suburbs very hard.
42371	Aug 14, 2022, 04:12 PM	1. Worried about the trucks on the road. It's not really smooth going on the sth Gippy Highway during certain parts of the day currently and with the increased volume of huge trucks, the pain will only increase. 2. Diminishing property values around the tip and surrounding areas. Not to mention the current smells that wharf through Lynbrook and Hallam thanks to the tip will significantly increase.
42369	Aug 14, 2022, 03:57 PM	We are tired of having so many waste trucks on the local area and often filthy smell from the landfill is very unpleasant for families.
42368	Aug 14, 2022, 03:53 PM	I love the promised plans for this space like sporting ovals that are now at jeopardy as half the public open space will be taken back. We have had enough of the stinky, filthy dump on our doorstep. The tip smells so much it wakes me up at night! Enough!!!!
42367	Aug 14, 2022, 03:45 PM	The stench is horrible as it without having the proposed increased activity.
42366	Aug 14, 2022, 03:39 PM	Not what we need in this area that is so close to where people live, it can go elsewhere in less populated area
42365	Aug 14, 2022, 03:36 PM	*Ongoing odours causing nauseous, triggering migraines and respiratory issues (asthma). We have often had no choice but to leave our home hoping for the stench to pass. *was told of end date *will have no right for consultation in the future *It's simply unfair to change the goal posts yet again. *Increased Traffic Volume & Noise The traffic- Increases in damage to roadways, The risk of serious road accidents *Taylor road alternative *The increased volume of noise is a Health & Safety issue *value of our property will be directly impacted by the 500m overlay and section 32 impost *This is not what was promised or expected in good faith. *There is no trust in what is currently happening and our voices have not been heard thus far. *Want to know materials being transferred and health risks
42364	Aug 14, 2022, 03:36 PM	Please stop this. We don't want this here anymore. Stick to what you promised us at the start. You were at the meeting held in Lynbrook, so you know our views. End it now.
42363	Aug 14, 2022, 03:36 PM	Had enough of the disgusting smell every day.
42361	Aug 14, 2022, 03:25 PM	I oppose this development due to: Increased truck traffic on our congested roads The hours of operation of the trucks

		The continual lies by the City of Casey The continual smells and inaction by the EPA
42360	Aug 14, 2022, 03:22 PM	I don't want this to happen closer to my house https://amp.theage.com.au/national/victoria/rotting carcass smell torments cranbourne estate residents 20220705 p5az9c.html
42359	Aug 14, 2022, 03:21 PM	1.trucks operation hours from 12am evening 2. alternative site at Taylors Hill close to rail 3. the 500 metre boundary on council plans, and the need to disclose it in the section 32, severely devalues our property. 4.We were told that the TIP would be closed in 5 years and the land repurposed for parkland in, this was in 2016. We are now being told that this could be years after 2040. It's ludicrous that houses were allowed to be built up to the TIP's boundaries before the buffer zone was introduced. 5.All information should be notified to all the residents. Our trust with this council has been broken.
42358	Aug 14, 2022, 03:17 PM	This is TOO close to residential areas and impacts quality of life including stench, anxiety, and stress not to mention the impacts to property valuations lifelong savings not being able to make a return on investment. The stench just makes life so difficult in so many ways and then there is the additional traffic, noise pollution and road dirt from trucks.
42357	Aug 14, 2022, 03:14 PM	Lynbrook is smelling very bad every year. It's not good for our health.
42356	Aug 14, 2022, 03:11 PM	I object on Casey landfills extension in Hampton Park. It's extremely dangerous for residents. We want other facilities on that land. Stop garbage landfill asap
42355	Aug 14, 2022, 02:56 PM	Straight up no to all changes to the original draft plane from 30 January 2001 with the final amendment 7 October 2003 again with no major changes up till 2019 draft, except the under-table extension of the land fill without consultation with the local community. It should be park land as promised. So No to the Waste Transfer Site, No to the Industrial Zone.
42354	Aug 14, 2022, 02:54 PM	Sick of living near pit
42353	Aug 14, 2022, 02:43 PM	I object to this change all together.
42352	Aug 14, 2022, 02:41 PM	1.the council's proposal to introduce a development plan overlay is very concerning. This proposal has a direct impact on the community's health and wellbeing and will adversely impact their financial wellbeing as well through lower values for their houses and significantly reducing demand for houses in the neighbourhood. 2.In fact the presence of the landfill and its inability to meet its operating conditions (e.g., frequent foul odour coming from the site) has already had an adverse impact on house values in the vicinity.
42351	Aug 14, 2022, 02:39 PM	Operators can't seem to be able to control gases and emissions and don't show enough concern to the community of their obligations.
42350	Aug 14, 2022, 02:35 PM	Objecting against creating a "buffer zone" that includes already built houses.
42349	Aug 14, 2022, 02:28 PM	I live within 200m of SBI, and I know how I am affected. I'll do anything to assist other families to stop this going ahead
42348	Aug 14, 2022, 02:20 PM	The proposal will negatively impact residents of the city of Casey.
42347	Aug 14, 2022, 02:13 PM	1. 500m buffer zones. Due to the update of Section 32 house prices are very much likely to get smashed within the buffer zone. This will probably bring the overall house value of the suburb down. (No compensation) 2. Lots more traffic down Hallam and South Gippy. 3. Almost 20 / 7 operations. Massive health impact and inadequate reports on the Health Impact. (Obviously Noise, smells etc in addition) 4. Bad Planning and broken promises. promised parkland 5. There is an alternative site available at Taylors Road Landfill which also accessible by rail 6.There has not been any community consultation

		7. No public elected councillors to make decisions at Casey. Cannot be justified 3 unelected administrators making such a big decision.
42346	Aug 14, 2022, 02:12 PM	CEASE all waste processing. Operators of the existing facility over the years have shown that they are not capable of preventing the escape of foul odours from the site. Fining them is not a solution, it does not work as proven by the failure to cease and prevent the odours.
42345	Aug 14, 2022, 02:09 PM	I object to the fact of the issues that have come from the SBI Site in Botanic Ridge causing ongoing health issue and gas impacting lives as to why allow this to occurs again close to residential property, schools and community.
42344	Aug 14, 2022, 02:07 PM	This is unacceptable. Poor form Casey Council. How inconsiderate of you those poor residents. We suffer from the SBI landfill rotten egg smell. Have you all not learnt from the Stevenson's Rd saga?
42343	Aug 14, 2022, 02:06 PM	We already get whiffs of smell of the current tip, and it will further make it pungent and unhygienic for the family especially when taking our future newborn and dog on walks around the area. The outlined area is also very close to Narre Warren South P-12 college.
42342	Aug 14, 2022, 02:06 PM	Concerned resident ... noise, odour pollution. Not fair in a residential area and reputation of our area
42341	Aug 14, 2022, 01:58 PM	1. 500m buffer zones. Due to the update of Section 32 house prices are very much likely to get smashed within the buffer zone. This will probably bring the overall house value of the suburb down. (No compensation) 2. Lots more traffic down Hallam and South Gippy. 3. Almost 20 / 7 operations. Massive health impact and inadequate reports on the Health Impact. (Obviously Noise, smells etc in addition) 4. Bad Planning and broken promises. promised parkland 5. There is an alternative site available at Taylors Road Landfill which also accessible by rail 6.There has not been any community consultation 7. No public elected councillors to make decisions at Casey. Cannot be justified 3 unelected administrators making such a big decision.
42340	Aug 14, 2022, 01:57 PM	1.Noise of trucks in our adding to more traffic congestion on our already overcrowded roads. 2.Smell from tip is absolutely sickening!! 3.Devaluation of surrounding homes in area. Broken promises as to when tip was closing ..
42339	Aug 14, 2022, 01:54 PM	1. increased number of trucks operating for longer hours. This will increase noise pollution, traffic congestion, and wear and tear on our roads. 2.Properties within the buffer zone will be devalued, and no compensation is offered to property owners. 3.was promised that the site would cease operations in the near future, and that the site would be converted into open green spaces 4.The plan states that no further community consultation will be provided once the plan is approved, enabling other uses of the site to occur without notifying the community . Operations on the site will impact local the community significantly, and their health and wellbeing. The local community should always be provided opportunity to have a say on any changes or potential uses of the site. - Should consider Taylors Hill
42338	Aug 14, 2022, 01:54 PM	Lynbrook Residents Association (LRA) represents the views of some 7000 residents 1.bad odours from migrating gases rendered them unable to leave their homes without feeling ill. One poor lady spoke of suffering four strokes that her doctors explained could well be influenced by toxic gases migrating from the local tip. 2.state gov went back on long-held promise Further Particulars of Lynbrook Residents Association objections to the Development Proposal = 3.too close to residential houses 4.trucks- 800-900 additional A Double haulage trucks on our road's long

		operation hours disturbing sleep, health and wellbeing 5. Ongoing toxic diesel fumes from garbage trucks have been proven to cause health problems over time. 6. putrid odours from the Tip would be ongoing for decades and affect not only residents within the 500m buffer zone, but those kms away 7. 500m buffer is burden on homeowners, devalue property and area and causing divide between those in and out of buffer zone 8.unelected officials making decisions
42337	Aug 14, 2022, 01:53 PM	1. I am very concerned about how this gargantuan increase would be managed so that current residents and residents in surrounding areas are not negatively impacted by this. 2. increase in waste removal trucks on the roads. 3.That the residents of Casey are going to lose more public land. Public land that could be used for more recreational activities. 4. shouldn't be located so close to residential homes.
42336	Aug 14, 2022, 01:52 PM	1. increased number of trucks operating for longer hours. This will increase noise pollution, traffic congestion, and wear and tear on our roads. 2.Properties within the buffer zone will be devalued, and no compensation is offered to property owners. 3.was promised that the site would cease operations in the near future, and that the site would be converted into open green spaces 4.The plan states that no further community consultation will be provided once the plan is approved, enabling other uses of the site to occur without notifying the community . Operations on the site will impact local the community significantly, and their health and wellbeing. The local community should always be provided opportunity to have a say on any changes or potential uses of the site. - Should consider Taylors Hill
42335	Aug 14, 2022, 01:52 PM	I object on the waste transfer facility as I do not want more trucks on our roads and Lynbrook to accept all the waste. I object on the proposed overlay as I will be disadvantaged to other people who are not in the overlay. I also do not want the site to be continually used for waste and recovery. I just want to live in a safe residential home.
42334	Aug 14, 2022, 01:52 PM	1. 500m buffer zones. Due to the update of Section 32 house prices are very much likely to get smashed within the buffer zone. This will probably bring the overall house value of the suburb down. (No compensation) 2. Lots more traffic down Hallam and South Gippy. 3. Almost 20 / 7 operations. Massive health impact and inadequate reports on the Health Impact. (Obviously Noise, smells etc in addition) 4. Bad Planning and broken promises. promised parkland 5. There is an alternative site available at Taylors Road Landfill which also accessible by rail 6.There has not been any community consultation 7. No public elected councillors to make decisions at Casey. Cannot be justified 3 unelected administrators making such a big decision.
42333	Aug 14, 2022, 01:51 PM	I object on the waste transfer facility as I do not want more trucks on our roads and Lynbrook to accept all the waste. I object on the proposed overlay as I will be disadvantaged to other people who are not in the overlay. I also do not want the site to be continually used for waste and recovery. I just want to live in a safe residential home.
42332	Aug 14, 2022, 01:50 PM	1. 500m buffer zones. Due to the update of Section 32 house prices are very much likely to get smashed within the buffer zone. This will probably bring the overall house value of the suburb down. (No compensation) 2. Lots more traffic down Hallam and South Gippy. 3. Almost 20 / 7 operations. Massive health impact and inadequate reports on the Health Impact. (Obviously Noise, smells etc in addition) 4. Bad Planning and broken promises. promised parkland 5. There is an alternative site available at Taylors Road Landfill which also accessible by rail

		6.There has not been any community consultation 7. No public elected councillors to make decisions at Casey. Cannot be justified 3 unelected administrators making such a big decision.
42331	Aug 14, 2022, 01:49 PM	1.more traffic by large trucks around the area, extended work hours 2.smell of tip 3. We were led to believe that the tip would be closing altogether, and council have gone back on their promise to completely close the site. 4. Taylors Road alternative
42330	Aug 14, 2022, 01:49 PM	Object
42329	Aug 14, 2022, 01:49 PM	Close the tip it smells disgusting, and it can't be very healthy to live around this
42328	Aug 14, 2022, 01:49 PM	1. 500m buffer zones. Due to the update of Section 32 house prices are very much likely to get smashed within the buffer zone. This will probably bring the overall house value of the suburb down. (No compensation) 2. Lots more traffic down Hallam and South Gippy. 3. Almost 20 / 7 operations. Massive health impact and inadequate reports on the Health Impact. (Obviously Noise, smells etc in addition) 4. Bad Planning and broken promises. promised parkland 5. There is an alternative site available at Taylors Road Landfill which also accessible by rail 6.There has not been any community consultation 7. No public elected councillors to make decisions at Casey. Cannot be justified 3 unelected administrators making such a big decision.
42327	Aug 14, 2022, 01:49 PM	1. 500m buffer zones. Due to the update of Section 32 house prices are very much likely to get smashed within the buffer zone. This will probably bring the overall house value of the suburb down. (No compensation) 2. Lots more traffic down Hallam and South Gippy. 3. Almost 20 / 7 operations. Massive health impact and inadequate reports on the Health Impact. (Obviously Noise, smells etc in addition) 4. Bad Planning and broken promises. promised parkland 5. There is an alternative site available at Taylors Road Landfill which also accessible by rail 6.There has not been any community consultation 7. No public elected councillors to make decisions at Casey. Cannot be justified 3 unelected administrators making such a big decision.
42326	Aug 14, 2022, 01:46 PM	1. there has been no consideration given to the impact on the mental health of the local residents. 2.subjected to increased traffic and the associated noise by this proposal- Less sleep, more anxiety and depression. 3. Devalued homes will place further stressors on residents.
42325	Aug 14, 2022, 01:46 PM	1. poor air quality and disgusting odours impact people's health- waking up with headaches and a sore throat 2.Loss of what could be park land and potential sports facilities 3.more trucks on the roads are a danger to parents with young children
42324	Aug 14, 2022, 01:46 PM	Unclean, unhygienic and horrible smell. I have a newborn coming soon and do not want to raise my child next to such a place.
42323	Aug 14, 2022, 01:41 PM	I object to having the waste development happening so close to our residential area.
42322	Aug 14, 2022, 01:40 PM	1.Site was schedule to be closed by 2025 when purchased property 2.Plan got changed without any consultation of the landowners in the area by corrupt officials 3.unelected body 4. numerous heavy truck on the roads 5.putrid smell from the facility almost every day. 6. properties devaluation 7. poor consultation, only in English while the area has a diverse community, and the information was hard to understand. I view this as deceptive
42321	Aug 14, 2022, 01:39 PM	1. already enough traffic, with trucks from other council areas coming here to dump waste. Increasing dust- will only get worse with proposals 2.Increased work hours will bring disruptive noise

		3.buffer zone is devaluing property 4.Decisions are being made by administrators who will not be likely affected. 5.Alternative site at Taylor Road 6.promised parkland 7.disgusting smell
42320	Aug 14, 2022, 01:39 PM	We need parkland
42319	Aug 14, 2022, 01:37 PM	I object to the continuing use of the area for any other use other than parkland as original promised
42318	Aug 14, 2022, 01:36 PM	People prefer to purchase property in Cranbourne then Lynbrook because of Smell. This cost residents a loss of $150,000 in asset. It is heart breaking specially for senior citizens.
42317	Aug 14, 2022, 01:34 PM	The whole suburb will stink and it's not healthy. I don't know how this proposal is even being put forward.
42316	Aug 14, 2022, 01:31 PM	1.lots of people moved on the promise that the existing waste facility was due to be closed and that the area surrounding it would be used for parkland 2. putrid smells 3.heavy traffic and dangerous roads of the area. This proposal will increase traffic flow, particularly of heavy truck vehicles right beside suburban residences. Additionally, the facility plans to operate extremely long hours 4. lack of community consultation in the earlier phases 5. failure to deliver what has been previously promised 6. damage to property values and general amenability of the area-uncompensated
42315	Aug 14, 2022, 01:30 PM	1. 500m buffer zones. Due to the update of Section 32 house prices are very much likely to get smashed within the buffer zone. This will probably bring the overall house value of the suburb down. (No compensation) 2. Lots more traffic down Hallam and South Gippy. 3. Almost 20 / 7 operations. Massive health impact and inadequate reports on the Health Impact. (Obviously Noise, smells etc in addition) 4. Bad Planning and broken promises. promised parkland 5. There is an alternative site available at Taylors Road Landfill which also accessible by rail 6.There has not been any community consultation 7. No public elected councillors to make decisions at Casey. Cannot be justified 3 unelected administrators making such a big decision.
42314	Aug 14, 2022, 01:27 PM	I object as I don't believe it will be beneficial to existing residents.
42313	Aug 14, 2022, 01:26 PM	Decreasing the value of my property. Lynbrook stinks
42312	Aug 14, 2022, 01:24 PM	This development would be awful for our air quality, road congestion with extra trucks and overall feel in a residential area where our homes are. It's a disgrace that this is being considered.
42311	Aug 14, 2022, 01:21 PM	Not good for our community as a whole
42310	Aug 14, 2022, 01:19 PM	I object as I am worried about the noise of the trucks travelling on the nearby roads. Particularly overnight.
42309	Aug 14, 2022, 01:16 PM	These waste station don't belong in suburbia move them over to an industrial area where no one is bothered. There's too many cars and trucks on the road already. Don't need more of them.
42308	Aug 14, 2022, 01:16 PM	The outcome of this development plan will decrease the value of properties in the area, decrease land value without compensation, and I have concerns about water pollution as well.
42307	Aug 14, 2022, 01:15 PM	1. suffering from hazardous smells omitted from the landfill in the past few years since we moved to this property. 2.landfill was planned to shut down completely in the near future has always been a relief for us. 3.countless B-double trucks filled with trash leaving the facility right next to our homes is simply terrifying. 4. the 500m buffer actually overlays with our property.

42306	Aug 14, 2022, 01:15 PM	Object.
42305	Aug 14, 2022, 01:14 PM	The smell from the tip is disgusting as it is. Being a residence of HP for 40 years it's sad to see this tip being further developed and ruining the beautiful town that has been created for families.
42304	Aug 14, 2022, 01:12 PM	1. suffering from hazardous smells omitted from the landfill in the past few years since we moved to this property. 2.landfill was planned to shut down completely in the near future has always been a relief for us. 3.countless B-double trucks filled with trash leaving the facility right next to our homes is simply terrifying. 4. the 500m buffer actually overlays with our property.
42303	Aug 14, 2022, 01:11 PM	It's big enough, smell uncaring some days.
42302	Aug 14, 2022, 01:09 PM	It smells bad, and not ideal raising children in nearby vicinity
42301	Aug 14, 2022, 01:07 PM	1. suffering from hazardous smells omitted from the landfill in the past few years since we moved to this property. 2.landfill was planned to shut down completely in the near future has always been a relief for us. 3.countless B double trucks filled with trash leaving the facility right next to our homes is simply terrifying. 4. the 500m buffer actually overlays with our property.
42300	Aug 14, 2022, 01:07 PM	wanting less trucks on our local roads tired of living near landfills and having to deal with the smell not wanting this extension to take place
42299	Aug 14, 2022, 01:06 PM	The Casey Community has had enough of the stench. The health and well being of your rate payers should be your number 1 priority. We will no longer accept a corrupt council taking bribes, allowing breaches of permits, and passing the buck to the EPA when it all falls apart. A change is coming for City of Casey!
42298	Aug 14, 2022, 01:05 PM	I have two properties in the area and no way am I happy for the stench to seep into my homes. This is not something we signed up for.
42297	Aug 14, 2022, 01:04 PM	The smell is bad enough as is
42296	Aug 14, 2022, 01:03 PM	Concerns about pollution. We in Lynbrook have had our fair share of this including the bad smells. Health impact. We were promised that the plant will be closed and not extended. Trucks in the area will also be a danger
42295	Aug 14, 2022, 01:03 PM	I'm not happy to support waste from 10 different suburbs to my doorstep.
42294	Aug 14, 2022, 01:01 PM	1. trucks noise and environment pollution, operating long hours, road degradation, safety of children 2. lack of community consultation and no community impact analysis 4- doesn't belong in high density residential area 5. community needs open space 6- unelected officials not living in the area
42293	Aug 14, 2022, 01:01 PM	I object
42292	Aug 14, 2022, 01:00 PM	We've had enough of waste here - we've done our time. We were promised open parklands and now they propose a waste transfer station and other industrial uses to take up a good chunk of this parkland. That's not fair. We deserve better, our kids deserve better. These waste transfer stations don't belong in suburbia they belong in a much more industrial area where no one is bothered.
42291	Aug 14, 2022, 12:58 PM	This must be moved to a non-residential area.
42290	Aug 14, 2022, 12:54 PM	It is so unfair when we haven't had a break from land waste spoiling our suburban environment. Where my kids, family, friends breathe in the toxicity day in and out. We were so happy about the proposed ovals and more facilities for our community. I think we deserve this after what we have been through!

42289	Aug 14, 2022, 12:54 PM	we don't need such landfill there, even the smells some days we get is horrible
42288	Aug 14, 2022, 12:50 PM	All waste and recycle facilities should be well clear of residential areas. We as current homeowner to the current SBI facility issue where we as residents are suffering from odour, heavy vehicle traffic, noise pollution etc within a vicinity like this one. I oppose to any extension of any waste management facilities. These need to be built further out or in rural areas at a minimum of 2km radius from any residential areas.
42287	Aug 14, 2022, 12:49 PM	It directly affects us. Object
42286	Aug 14, 2022, 12:49 PM	A landfill has no business in a residential estate.
42285	Aug 14, 2022, 12:48 PM	I object to this proposal on the basis of increased traffic and noise from heavy vehicles in surrounding streets and the possible detrimental impact on the environment and the health of nearby residents.
42284	Aug 14, 2022, 12:48 PM	There will be to many trucks, noise dust and the smell will only increase, and it is already intolerable,
42283	Aug 14, 2022, 12:48 PM	The fact you're even considering this is sickening. Move it away from residential, put it near industrial or somewhere it's not going to affect residency.
42282	Aug 14, 2022, 12:48 PM	State gov and city of Casey administration should have attended the community meeting themselves not sent representatives 2. didn't consult entire community 3. the Communities Health, Property Values and Peace of Mind of the entire Community is at stake. 4. Climate change is already on us and this won't help if anything goes wrong with the infrastructure at the tip and any Safety incident or Environmental accident at the site & in the surrounds. These incidents will endanger the entire community around.
42281	Aug 14, 2022, 12:47 PM	1. not suitable to set up this extension in an established residential area 2. landfill bufferwhich will impact on properties and the health and wellbeing of residents. 3.There will be significant noise pollution with the influx of trucks, extension of operating hours. 4. alternative site at the Taylor's road landfill 5.I object to the public exemption to consult our community on what occurs at this site in the future. 6. concerns raised regarding the management of horrible odours coming from the site. 7,The community wants the site to be closed down and instead have open parkland.
42280	Aug 14, 2022, 12:46 PM	Our roads are already under immense pressure and traffic is a huge problem. This would further impact our struggling road system with heavy traffic of trucks etc. There was also talk of some parklands in this space, which hasn't happened yet.
42279	Aug 14, 2022, 12:45 PM	Increase in truck traffic is unacceptable for the number of residents impacted
42278	Aug 14, 2022, 12:44 PM	Poor representation and care for our community. As rate payers, we should have full day on what happens to our community and land surrounding. Particularly when it comes to road and land plans that affect the value and selling/buying of properties. There are so many wrongs in this proposal that deserve to be considered. Traffic congestion and noise pollution.
42277	Aug 14, 2022, 12:41 PM	I don't want to live near a tip anymore. Especially, after it was promised to be a park.
42276	Aug 14, 2022, 12:41 PM	I fully object. This should be changed into parkland as proposed. This waste area is hideous, and you can see and smell it for miles. Shame on you Casey council not considering the residents of this area
42275	Aug 14, 2022, 12:40 PM	I object to this development plan. Lack of advice when land purchases, dishonest council, poor resell and land valuations, terrible affects for the lands surrounding, increase in traffic and trucks with noise pollution and traffic congestion but most of all, the Dangerous Health effects. There is

		already terrible gas omissions from this sight. The growth is only going to cause more issues. I STRONGLY OBJECT.
42274	Aug 14, 2022, 12:37 PM	We're close to the proposed project
42273	Aug 14, 2022, 12:34 PM	We're close to the proposed project
42272	Aug 14, 2022, 12:33 PM	This is an environmental hazard, terrible fumes to breathe in considering its a established area where families live. Health consequences are a big issue here. In addition, it will affect property prices. Who wants to purchase let alone live next that? There are uninhabited areas in Victoria where that can go. No logic whatsoever.
42271	Aug 14, 2022, 12:30 PM	Please close tip asap. Health issues with frequent odour.
42270	Aug 14, 2022, 12:30 PM	1.We bought our house with the understanding the tip was due to close and be parkland 2.already can't control the odours, and we aren't able to go outside due the stench 3. increase in air and sounds pollution as well as trucks. 4. decrease in house values for all those around. 5. alternative at Taylor's Hill
42269	Aug 14, 2022, 12:28 PM	The smell is dreadful. There will be to many trucks on our narrow roads and will be dangerous.
42268	Aug 14, 2022, 12:26 PM	We are object
42267	Aug 14, 2022, 12:24 PM	Why does this council have to service the waste of all the surrounding ones Surely there's are spot somewhere else 10km away from any residential area
42266	Aug 14, 2022, 12:20 PM	When we bought our house, we got told the tip will close. we are dealing with the smell coming from the tip every day. And we are not happy. We want the tip to close thanks
42265	Aug 14, 2022, 12:14 PM	I don't want to have more trucks on the road. And want to keep our proposed parkland so I can bike ride around the area.
42264	Aug 14, 2022, 12:14 PM	1.moved on the basis it would be changed to beautiful parkland 2.constant trucks- noise, dirt, and smell
42263	Aug 14, 2022, 12:13 PM	I request that the council honour the original plan of parkland. Decades have passed with residents putting up with offensive odour, noise, dust, trucks. We have lived with the knowledge there will be an end in sight, this amended plan is a never-ending nightmare. We have paid rates for many years to a corrupt council. Please honour the original plan. I have family who live close by, and I also live near SBI Quarry and have my own suffering here. I don't know how local residents have tolerated the effects if the tup for so long
42262	Aug 14, 2022, 12:09 PM	1.We were promised the tip would close I bought land and built in the councils promise the tip would be closed 2. We are already enduring daily hours (from 6am) of noise, pollution, unbearable smells 3.the previous council was corrupt
42261	Aug 14, 2022, 12:09 PM	1.was promised parkland 2.doesn't belong in booming residential suburbs. 3. impact of increased trucks on the road, extended opening hours, fumes and smell will be huge. The property value of thousands of houses is set to decrease with the proposed plans. Residents and future generations deserve better.
42260	Aug 14, 2022, 12:08 PM	Close the tip turn it into solar panel farm parkland.
42259	Aug 14, 2022, 12:07 PM	You are keeping the waste management facility running in what is completely a residential area now. You are wanting to increase the number of trucks where there are children and elderly residents out and about regularly. There is a fair amount of air pollution from the site at the moment which has been worsening. We also need more green space for the houses around as was originally

		promised for this site. We would like the landfill to be removed and the area to be developed into a green space.
42258	Aug 14, 2022, 12:03 PM	1. 500m buffer zones. Due to the update of Section 32 house prices are very much likely to get smashed within the buffer zone. This will probably bring the overall house value of the suburb down. (No compensation) 2. Lots more traffic down Hallam and South Gippy. 3. Almost 20 / 7 operations. Massive health impact and inadequate reports on the Health Impact. (Obviously Noise, smells etc in addition) 4. Bad Planning and broken promises. promised parkland 5. There is an alternative site available at Taylors Road Landfill which also accessible by rail 6.There has not been any community consultation 7. No public elected councillors to make decisions at Casey. Cannot be justified 3 unelected administrators making such a big decision.
42257	Aug 14, 2022, 12:03 PM	We were hoping the original plan of open space and sporting grounds would go ahead. Secondly, we do not believe the same existing infrastructure would cope with additional heavy vehicles it doesn't cope now.
42256	Aug 14, 2022, 12:00 PM	1. 500m buffer zones are way too close to houses. 2. Increase of Traffic in the neighbourhood. 3. Increase of Noise and Smell on health Impact. 4. Bad Planning and broken promises. Until 2019 it was planned to convert the site into a large open park including sports grounds. 5. There is an alternative site available at Taylors Road Landfill which also acces by rail. 6.House prices are very much likely to get smashed within the buffer zone. This will probably bring the overall house value of the suburb down. (No compensation)
42255	Aug 14, 2022, 12:00 PM	It can lead to health related issues and impact on property prices. It's too close to residential areas. There can be some hazardous material in the waste which can remain unidentified and cause serious issues. Is there any health and safety related study being done before proposing this plan? Please don't call this development plan it's deterioration plan.
42254	Aug 14, 2022, 12:00 PM	increased number of trucks and the safety of pedestrians and cyclists. The trucks already speed along this road, and in many cases neglect to obey the traffic signals. The footpaths are dangerously dirty and slippery from the dirt and dust that these trucks bring out from the tip. I have slipped on my bike several times from the dirt on the footpath between the tip and Ormond Road, and I'm worried about slipping on this and ending up on the road, as the safety barrier does not go all the way to Hampton Park.
42253	Aug 14, 2022, 11:56 AM	Need community consultation before making changes, too close to homes.
42252	Aug 14, 2022, 11:56 AM	This is not a good project for youth like us especially. This was not in the plans and i expect it should not continue Above all we need to be compensated for the smell, health issues and stigma we have to bear all our lives.
42251	Aug 14, 2022, 11:52 AM	Living in Lynbrook we are already suffering from bad smells, if this goes ahead it will make the situation even worse and also increase the road traffic by multiple times. Not only this it will also affect our house prices
42250	Aug 14, 2022, 11:51 AM	Turn this space into a park or green area for the overpopulation that's happened in this area. Refuge stations do not belong in dense populations. They literally stink and increase waste and rubbish in surrounding streets due to cost.
42249	Aug 14, 2022, 11:45 AM	I object to this plan as I don't want to have a increased amount of trucks and waste. The current number of debris that is brought out on the trucks and left on the road is already more than it should be. The road leaving the tip and onto Hallam Road is disgusting, and it will only get worse. I also do not agree with the change to the plan in regard to making the site a transfer plant instead of the original proposed parkland. In doing so will force a 500m buffer that was not in place when I purchased my home. This is not acceptable. I suggest finding another location for the proposed plan

		and return the land to the original promised parks for all residents to enjoy.
42247	Aug 14, 2022, 11:42 AM	I strongly believe that this project must be moved to a non residential area.
42246	Aug 14, 2022, 11:40 AM	I object to this as my future depends on this. I will be growing around this TIP and it will cause all kinds of future health problems. Numerous studies have been reported about the medical conditions and it won't be long this TIP causes for our nearby farms, natural resources, waterways, ground water to be contaminated. This is completed NO from future generation like me. I stand against this extension beyond its current dates.
42245	Aug 14, 2022, 11:40 AM	1.will affect a radius far further than the proposed 500meter outlined. 2. guarantees decreased house values for all 3. Noise will and does impact residential area further than the 500-meter buffer zone. 4. There is no guarantee that the current toxic smells that continue despite the many complaints will cease and further impact residents including those outside the 500 meter buffer zone. 5. Current roads cannot safely and effectively handle the volume of traffic so to add to this will result in further delays and issues pushing more vehicles into suburban roads rather than the main roads 6. Dangerous driving from trucks 7. Roads have been covered in silt no attempt to keep clear 8. Planning a public, family, outside space in a toxic industrial zone is only increasing the risk of accidents and injuries along with a space that cannot and will not be used.
42244	Aug 14, 2022, 11:39 AM	My whole family Opposing this proposed project for many reasons.
42243	Aug 14, 2022, 11:38 AM	It's so wrong having something so close to families especially with I'll family members. Why must we inhale the toxic smells that come from this plant. Why must we suffer and put up with such garbage when it can be moved out regional way where there are no homes .
42242	Aug 14, 2022, 11:34 AM	1.smell 2.scary and wild on roads due to trucks 3.administrators are not representatives 4.no investors will invest in near suburbs, no good businesses, negative stigma on community 5.planned on the tip closing
42241	Aug 14, 2022, 11:33 AM	1.Operating hours of trucks will be huge hinderance 2. Alternative site at Taylor's Hill which is industrially zoned and has a close proximity to rail which would lower traffic congestion 3.500m boundary will severely devalue property 4.were told the tip would close and be parkland
42240	Aug 14, 2022, 11:32 AM	1. Introduction of a 500m buffer zones will devalue houses and the whole area 2. Increased traffic increasing congestion and noise pollution for residents not to mention decrease in road safety 3. Long operation hours, increase air pollution, increase noise pollution, and increase the already obnoxious smell of the facility. these will impact the health and well-being of residents. 4. broken promises was due to be parkland 5. There is an alternative site available at Taylors Road Landfill which also accessible by rail. 6. there will be class action is community is ignored 7. concerning that there was no community consultation when the plan was introduced in 2018. Have council sat on this information for four years? 8. no publicly elected officials making decisions
42239	Aug 14, 2022, 11:31 AM	I object to try extension of the extension of the landfill in the Lynbrook - Casey Area. The increase if traffic, the smell are two major reasons

42238	Aug 14, 2022, 11:29 AM	I am strongly opposing this Proposal For so many reasons which are related to health, property, and traffic issues.
42237	Aug 14, 2022, 11:29 AM	1.Operating hours of trucks will be huge hinderance 2. Alternative site at Taylor's Hill which is industrially zoned and has a close proximity to rail which would lower traffic congestion 3.500m boundary will severely devalue property 4.were told the tip would close and be parkland
42236	Aug 14, 2022, 11:27 AM	More trucks on the road would increase danger, especially for the kids.
42235	Aug 14, 2022, 11:27 AM	1.Operating hours of trucks will be huge hinderance 2. Alternative site at Taylor's Hill which is industrially zoned and has a close proximity to rail which would lower traffic congestion 3.500m boundary will severely devalue property 4.were told the tip would close and be parkland
42234	Aug 14, 2022, 11:25 AM	1.Operating hours of trucks will be huge hinderance 2. Alternative site at Taylor's Hill which is industrially zoned and has a close proximity to rail which would lower traffic congestion 3.500m boundary will severely devalue property 4.were told the tip would close and be parkland
42233	Aug 14, 2022, 11:25 AM	We are 1km away from the tip and we weren't made aware of it when we purchased the house or that the previous owners left due to health issues brought about by the foul air and dust. We spend $34 a month on rat poison to keep them away. Why didn't the City of Casey Council inform the local residents by letterbox about this important development and call for a public meeting?
42232	Aug 14, 2022, 11:20 AM	It will create pollution as there is so many elderlies in Lynbrook and they need fresh oxygen, would you be happy if your grandma was to be bothered with air and oxygen every day???
42231	Aug 14, 2022, 11:19 AM	1.My whole family have suffered from the tip and complained to the EPA with no response. 2.It gave us mental and health issues. 3. we were happy with the promise of it finishing and becoming parkland and now are sad and disappointed 4.will create further traffic and pollution issues 5. Buffer Zone is another problem prices of properties will drop, will we be compensated? 6. Garbage from all councils of Melbourne is going to be dumped here
42230	Aug 14, 2022, 11:17 AM	Lot of smell always and it always to keep the safe environment especially near residential areas.
42229	Aug 14, 2022, 11:14 AM	1.My whole family have suffered from the tip and complained to the EPA with no response. 2.It gave us mental and health issues. 3. we were happy with the promise of it finishing and becoming parkland and now are sad and disappointed 4.will create further traffic and pollution issues 5. Buffer Zone is another problem- prices of properties will drop, will we be compensated? 6.Garbage from all councils of Melbourne is going to be dumped here
42228	Aug 14, 2022, 11:13 AM	I object due to the smell of toxins Which is already bad after rain and winds This would obviously create even more horrendous odours. Also the traffic and noise for the homes on the boundary lines.
42227	Aug 14, 2022, 11:09 AM	Its gaseous smell is annoying as well as embarrassing when there is a family event. Why we have to suffer
42226	Aug 14, 2022, 11:06 AM	1.This tip was supposed to be closed when full we were looking forward to clean air for 20 years 2.trucks and tip will bring smell, pollution and noise - long operation hours disturbing sleep 3.dangerous driving, worried for children's safety, Casey removed crossing supervisors 4.my house price will decrease 5.don't want children growing up with toxic waste and all the air and noise

		pollution 5.Destroying quality of life for everyone 6.You can still smell the rubbish from a garbage truck which will get worse 7.Dust and petrol fumes 8.weren't consulted before the plan was created
42225	Aug 14, 2022, 11:04 AM	Find an alternative place. Vast number of people living in this area. It affects our health and future generation as well.
42224	Aug 14, 2022, 11:04 AM	We would prefer a park
42223	Aug 14, 2022, 11:01 AM	1.Operating hours of trucks will be huge hinderance 2. Alternative site at Taylor's Hill which is industrially zoned and has a close proximity to rail which would lower traffic congestion 3.500m boundary will severely devalue property 4.were told the tip would close and be parkland
42222	Aug 14, 2022, 10:59 AM	1.Operating hours of trucks will be huge hinderance 2. Alternative site at Taylor's Hill which is industrially zoned and has a close proximity to rail which would lower traffic congestion 3.500m boundary will severely devalue property 4.were told the tip would close and be parkland
42221	Aug 14, 2022, 10:57 AM	Our family has had enough of the foul odours and everyone's rubbish being dumped in our neighbourhood. It's time to finally have our promised parkland that is free of all rubbish and recycling
42220	Aug 14, 2022, 10:56 AM	1.Operating hours of trucks will be huge hinderance 2. Alternative site at Taylor's Hill which is industrially zoned and has a close proximity to rail which would lower traffic congestion 3.500m boundary will severely devalue property 4.were told the tip would close and be parkland
42219	Aug 14, 2022, 10:54 AM	need more information
42218	Aug 14, 2022, 10:54 AM	Smell has been getting worse over the years with no correction from years of complaints. Council needs to listen to its people and not go ahead with any extra dumping and implement extremely strict protocols with severe consequences
42217	Aug 14, 2022, 10:52 AM	We don't support this waste transfer plant next to residential area.
42216	Aug 14, 2022, 10:51 AM	Hampton Park deserves better. It is time we get a break from the bad odour!
42215	Aug 14, 2022, 10:51 AM	1.the community was told that there would not be an increase in refuse trucks along Hallam Road through Hampton Park itself trucks would only be able to access the landfill by Hallam Road via South Gippsland Highway. - We were also informed that trucks from other areas would not be using the site. Both were ignored 2.Keep the promise of green space to the community - we have had enough of the stench of rotting garbage hovering over our homes
42214	Aug 14, 2022, 10:46 AM	It's residential area and it will affect the health of the people living here. Even now we get unpleasant smell few times a week. Ideally tip should be moved out of the area.
42213	Aug 14, 2022, 10:29 AM	1.buffer zone is unfair on those who have established their lives here 2.we have been lied to about the tip for years 3.Jeopardising out health fumes from trucks 4.24/7 trucks disturbing sleep 5.property values decimated, value of property linked to retirement plan 6.Alternative site at Taylor's Road Landfill
42212	Aug 14, 2022, 10:28 AM	The transfer station should be in an industrial/ commercial area away from the local residents. The amount of traffics this may cause will make it unsafe for the community.
42211	Aug 14, 2022, 10:26 AM	The smell at the existing waste transfer station has not met regulations for the past 5 years. I have zero faith that an extended waste transfer station will meet these regulations.
42210	Aug 14, 2022, 10:15 AM	Please close the tip and turn into parkland. Cannot deal with frequent odours it's affecting our mental health

42209	Aug 14, 2022, 10:11 AM	Close the tip and turn into parkland
42208	Aug 14, 2022, 10:09 AM	Affecting our emotional and mental health with the frequent odour from the tip.
42207	Aug 14, 2022, 10:06 AM	As a childcare worker who works at home, there are some days where I am unable to take the children outside due to the smell coming from the tip. The children lack outside activities due to this. In addition, there are days where I don't want to go outside to enjoy the weather in my own home due to this issue.
42205	Aug 14, 2022, 10:02 AM	Open space for the community sounds amazing
42204	Aug 14, 2022, 10:01 AM	Lynbrook has had enough rubbish it's done its time. No more rubbish I want parklands nature walks. There will be too many trucks coming into the area. Lynbrook was promised parklands that's why I came to this area. No more smelly tips have put up with it for years. Time for a change for Lynbrook. Tips don't belong in residential areas. Don't do this horrible thing to us.
42203	Aug 14, 2022, 09:50 AM	1.sickening smell 2.The plans of sports centres/ ovals is one that the community NEEDS. 3.horrible truck traffic.
42202	Aug 14, 2022, 09:46 AM	We are sick and tired of having this smell waste processing system in our back yards, cover it all up and just Give us the public space to live.
42201	Aug 14, 2022, 09:27 AM	Hallam landfill is already causing smell issues and driving people away from my once sought-after suburb of Lynbrook. Don't want any further landfill activities here!
42200	Aug 14, 2022, 09:26 AM	We are sick of the rubbish smell which is a biggest health issue in future. And trucks are everywhere. We would like to leave in a clean environment.
42199	Aug 14, 2022, 09:25 AM	1.significant increase of more trucks on our roads and the resulting impact this will have (noise; pollution; safety; damage to roads etc). 2.The extended operating hours. 3. unelected administrators 4.Concerns whether the Buffer Zone could be further increased in the future. 5. Should of been greater community consultation (letters sent to more than those residing in the buffer zone), more time to for the community to review/understand the proposal (especially given the multicultural make up of our community) and greater transparency.
42198	Aug 14, 2022, 09:20 AM	Due to bad smell and not healthy for our children
42197	Aug 14, 2022, 09:14 AM	1.current council are not democratically elected. 2. When our house was built in Narre Warren South there was no proposal for an industrial estate to be placed metres from it.
42196	Aug 14, 2022, 09:01 AM	For the health and well being of self and future generations, it's better to take the tip somewhere else
42194	Aug 14, 2022, 08:51 AM	Not acceptable, we've endured enough over the years with this landfill site. Council promises and never delivers
42193	Aug 14, 2022, 08:38 AM	The smell from the tip some days is nauseating. Besides the smell you also have the trucks on the roads through residential areas. It's dangerous
42192	Aug 14, 2022, 08:29 AM	Too many trucks, the smell is toxic already and don't want to anymore open land. Devalue my property and affect health and lifestyle
42191	Aug 14, 2022, 08:23 AM	Requires movement of Hallam waste disposal place as that's causing too much foul smell to neighbouring suburb
42190	Aug 14, 2022, 08:21 AM	We need the tip to be closed since it is very close to residential area
42189	Aug 14, 2022, 08:18 AM	1.long operating hours with noisy garbage trucks, disturbing sleep and leading to poor health and wellbeing 2. non elected officials 3. impose a Buffer Zone Overlay, hard working families near the Tip are entitled to enjoy the same amenity as those in Casey who live further away from it. 4.was promised it would close

42188	Aug 14, 2022, 08:10 AM	Would prefer a sports oval or reserve to occupy space for local families to benefit. Why a landfill- an eye sore, smelly and something that doesn't belong around suburban homes.
42187	Aug 14, 2022, 08:08 AM	I would like for this plan to not go ahead as it would create more truck traffic which would clog our roads and also wreck or roads. This plan would create more noise, smell, and pollution. Most importantly it will decrease our home prices.
42186	Aug 14, 2022, 08:07 AM	We already have ongoing issues with foul odour in the area due to the tip. A waste transfer station would be far more suitable in an industrial area not in a residential area. It will decrease the value of the area.
42185	Aug 14, 2022, 08:05 AM	It was meant to be closed many years ago and yet we are still subjected to poor air quality around it as the management of it it ridiculous. We are humans and deserve to have peace of mind when it comes to this issue instead of having to constantly suffer from health issues from this. Find another rural area to do this in. The council needs to put its people ahead of money.
42184	Aug 14, 2022, 08:04 AM	1. Property rates will be impacted due the buffer overlay. Not just the properties that are within 500m buffer zone, but entire suburb will be impacted of this change. 2. Waste transfer station will bring more trucks passing by the area. Dangerous and disruptive of sleep causing health problems 3 foul smell causing nausea, dysentery, and dehydration like situation to kids and elders 4.promise to close the tip by 2025 but now extending it decade
42183	Aug 14, 2022, 07:50 AM	The smell from the landfill is already overwhelming and objectionable.
42182	Aug 14, 2022, 07:48 AM	I have lived in Lynbrook for 18 years and now a pensioner. I am getting fed up with the smells from the tip on my property at varying times and am angry at an extension of the use of this landfill facility at Hampton Park landfill. Now that I am spending more time at home, I do not want to have my health compromised by the smell from the tip and the constant noise of tip trucks. Stop this now it will also devalue all the residents' properties throughout the whole area
42181	Aug 14, 2022, 07:40 AM	This will increase heavy traffic in the area and surrounds, possibly at all hours of the day and night. It will bring more noise from heavy trucks, not to mention the increase in awful smells in the vicinity.
42180	Aug 14, 2022, 07:36 AM	Our suburbs getting already smell when you burn the rubbish
42179	Aug 14, 2022, 07:35 AM	So many reasons but ill focus on two 1). The smell of that current site is enough to drive the family 20 minutes to the beach simply to get some fresh air. Shame about the 40 minute round car trip where I'm contributing to a wide range of environmental issues... 2). Dangerous trucks endangering children and their freedom to ride their bikes
42178	Aug 14, 2022, 07:23 AM	The bad smell, the number of trucks that comes and go ...HAS TO STOP.TIME TO MOVE OUT!!!The long-term effect of the bad smell coming out from the tip is not acceptable!
42177	Aug 14, 2022, 07:16 AM	Enough is enough! The bad smell, noise pollution from the truck going in and coming out from the landfill. Its time to move this out away from populated area!!!
42176	Aug 14, 2022, 07:06 AM	This will not benefit the community in anyway. I'm a long-time resident of Hampton Park and we have had enough of the vile smell, the increased volume of trucks and debris on our roads. We have done our time.
42175	Aug 14, 2022, 07:06 AM	I do not want this proposal to happen. Increased trucks/ traffic will be horrendous. Already bad enough. Promised open areas and sports ground will not be able to go ahead.
42174	Aug 14, 2022, 06:57 AM	The tip may have been there for many years but the population in the area has also grown significantly, and more and more homes being built in the area. The stench that comes from there in unbearable at times and now impacts more and more houses and families in the area. This kind of facility shouldn't be in a suburb so close to humans living trying to live a happy

		and healthy life in suburban Melbourne. The land needs to be given back to the community.
42171	Aug 14, 2022, 06:40 AM	Increased traffic, concerns for ongoing health issues and would love to see the intended park land
42170	Aug 14, 2022, 06:21 AM	Waste should be away from suburbs. To many trucks.
42169	Aug 14, 2022, 05:57 AM	I object to proceeding ahead with the project as it will be detrimental to the health of me and my family. It will be caused due to the increase in subsequent noise, air quality and the underground water table.
42168	Aug 14, 2022, 05:50 AM	This plan doesn't address the best interests if the community.
42167	Aug 14, 2022, 05:43 AM	We do not need more truck traffic in our roads. Park land is more important that's what we lay our rates for not for a dumping ground.
42166	Aug 14, 2022, 05:43 AM	1.parkland was promised to the community 2. A tip should be much further away from residential areas and the Taylors rd. site should be chosen over Hampton Park. 3. We deserve to enjoy our homes and backyards and surroundings without having to hide inside from smells.
42165	Aug 14, 2022, 03:03 AM	I do not want more trucks on my area. Also, we have suffered enough last years and year with loads of loads of trucks and smell of the tip. We need more park space, our kids need a break, we need promised park land in this site.
42164	Aug 14, 2022, 01:45 AM	Local roads are already at peak and traffic flow is terrible. This will only get worse with extra trucks in the area.
42163	Aug 14, 2022, 01:07 AM	Enough is enough, it should be placed in a better area more like an industrial area, not for here where we should concentrate on families, parks, sporting or fitness facilities or ovals. Not stinky smelly landfills. Please give our children somewhere decent to roam and exercise, give desperate families a park to enjoy with BBQs water trees etc etc. But not landfill, surely there's plenty of other open areas landfill can go. We don't want more trucks coming into the area, more noise more stink.
42162	Aug 14, 2022, 12:58 AM	We're sick of smelling the tip, it stinks & I feel it's not good for health. I hate the idea that it will get bigger & stay around instead of finishing up like it was going to when we moved here (false advertising!). I worry the proximity to an active tip will also affect house prices if we move. I don't like that this has been suggested by a council that's not elected too. Very sneaky!
42161	Aug 14, 2022, 12:52 AM	To many trucks to much smell would rather parkland
42160	Aug 14, 2022, 12:49 AM	Increased truck traffic, unpleasant smells, negative impact to house prices etc
42159	Aug 14, 2022, 12:46 AM	Promises for parklands need to be kept not broken.
42158	Aug 14, 2022, 12:44 AM	Increased truck noise. Property devalued. Parkland promised
42157	Aug 14, 2022, 12:29 AM	The community needs the green spaces that were promised. More heavy vehicle traffic on our roads would increase road dangers. Its time to move refuse sites out of housing communities.
42156	Aug 14, 2022, 12:24 AM	The tip has been impacting the local community for years and it's time another solution was found elsewhere. The smell can be horrendous at times and although a lovely perfume smell is sent out to mask the bad odour what kind of air are we actually breathing in? City of Casey is a growing population that really doesn't need any more trucks on our roads and more and more waste from other councils than what we are already taking. This place is getting out of control and local residents have had enough.
42155	Aug 14, 2022, 12:19 AM	I think the proposal will result in a decline of the general enjoyment of our area. More trucks, more rubbish, more awful stench, and a lowering of house values. Surely a site in a more industrialised setting could be located?

42154	Aug 14, 2022, 12:16 AM	We do not deserve to live amongst landfills. The smell is already bad enough on a regular basis (just look at our local Facebook pages to see the complaints!) and there is more than enough traffic on our main roads without more trucks. Develop away from residents!
42153	Aug 14, 2022, 12:14 AM	We need more play oval or university or secondary school nor any recycling store. More trucks and traffic It should be somewhere near industrial area not residential area. I'm totally oppose this project
42152	Aug 14, 2022, 12:09 AM	Tired of tip and waste smell in our area. We've done our time. We were promised parkland and open area. been living in Lynbrook for 21years now on that promise with the horrid smell during that time
42151	Aug 14, 2022, 12:07 AM	I am extremely worried about more trucks on our roads, I loved and looked forward to the promised plans for this space like sporting ovals that are now at jeopardy as half the public open space will be taken back. I am very sick of living near a tip/transfer station and feel the area needs a break. The smell really bothers me and my family too. This can't be good for our health. These waste transfer stations don't belong in suburbia they belong in a much more industrial area where no one is bothered.
42150	Aug 14, 2022, 12:05 AM	I am extremely worried about more trucks on our roads, I loved and looked forward to the promised plans for this space like sporting ovals that are now at jeopardy as half the public open space will be taken back. I am very sick of living near a tip/transfer station and feel the area needs a break. The smell really bothers me and my family too. This can't be good for our health. These waste transfer stations don't belong in suburbia - they belong in a much more industrial area where no one is bothered.
42149	Aug 14, 2022, 12:03 AM	I am extremely worried about more trucks on our roads, I loved and looked forward to the promised plans for this space like sporting ovals that are now at jeopardy as half the public open space will be taken back. I am very sick of living near a tip/transfer station and feel the area needs a break. The smell really bothers me and my family too. This can't be good for our health. These waste transfer stations don't belong in suburbia they belong in a much more industrial area where no one is bothered.
42148	Aug 14, 2022, 12:01 AM	The environment surrounding the landfill is prone to get polluted and emit undesirable odour. Air quality gets affected and it might also cause the water subject to contamination. As we live in the society with many children and elderly individuals, it is highly hazardous for their health and safety. Hence, I strongly object this plan.
42147	Aug 13, 2022, 11:54 PM	1. 500m buffer zones. Due to the update of Section 32 house prices are very much likely to get smashed within the buffer zone. This will probably bring the overall house value of the suburb down. (No compensation) 2. Lots more traffic down Hallam and South Gippy. 3. Almost 20 / 7 operations. Massive health impact and inadequate reports on the Health Impact. (Obviously Noise, smells etc in addition) 4. Bad Planning and broken promises. promised parkland 5. There is an alternative site available at Taylors Road Landfill which also accessible by rail 6.There has not been any community consultation 7. No public elected councillors to make decisions at Casey. Cannot be justified 3 unelected administrators making such a big decision.
42146	Aug 13, 2022, 11:48 PM	Object
42145	Aug 13, 2022, 11:47 PM	This is not what you promised???? Be civil and don't make Hampton Park a dump yard!! I need a sporting oval there and not your shit - would you prefer I shit in your house?
42144	Aug 13, 2022, 11:44 PM	It doesn't need it, should be turned into wetlands and parks to make the area more family friendly, the locals have had enough of the smell trucks and destruction our such a beautiful area. Please listen to the locals their livelihood is on the line, thank you!

42143	Aug 13, 2022, 11:35 PM	We are doing this for our kids and their future. Our property values will go down because we are very close to the development. There will be more trucks because of this. More pollution. This is not what we were promised.
42142	Aug 13, 2022, 11:25 PM	The tip will cause the following issues: Lower value of property in Lynbrook n surrounding suburbs. Health and wellbeing considerations: issues with toxic odours Noise disruption Increased traffic
42140	Aug 13, 2022, 11:23 PM	I object
42139	Aug 13, 2022, 11:23 PM	The tip smells have been awful over several years and nothing has been done about it. And now the council proposes to make it worse? This is a community of young families. My kids can't play outside some days because of the smells coming from your poorly managed waste. We've had enough of it.
42138	Aug 13, 2022, 11:22 PM	1. increase in volume of waste trucks, our roads are already struggling under the weight of these trucks with dangerously big holes in the middle of our roads putting drivers safety at risk. 2. we were promised parklands and large open spaces 3. we have put up with the embarrassing stench and stink and health hazard pollutions from the tip for far too long putting everyone's health at risk. 4. a development of this scale should never be operated within close proximity of our homes, its meant to be run in industrial areas or outskirts of towns where traffic, noise, pollutants, air quality, potential fire hazards are not compromising our health, our homes our livelihoods and our future generations.
42137	Aug 13, 2022, 11:21 PM	This is not as per the previous plan and the air quality will deteriorate significantly. We already have very bad smell from tip coming every now and then
42136	Aug 13, 2022, 11:20 PM	Too many trucks n prefer open land as promised
42135	Aug 13, 2022, 11:14 PM	The area already has a stench, and the traffic is horrendous as it is. These sorts of things do not belong in residential areas.
42134	Aug 13, 2022, 11:03 PM	It's not a healthy environment for individuals. Because of foul smell I suffer from breathing problems (triggers asthma problem) My kids are very young, don't want them to be impacted.
42133	Aug 13, 2022, 10:51 PM	I strongly object to this crazy idea you guys have to dump waste in our area. Enough is enough in summer it stinks so bad why the hell should we as a community have to put up with stinky smells that affects our health while you City of Casey continue to drop waste on our doorsteps that better not happen with your stupid ideas of dumping more waste in our beautiful community. Stop 🛑 hurting us with stink smells that u guys like to do, strongly object!!!
42132	Aug 13, 2022, 10:51 PM	Cos it's gross lol XD
42131	Aug 13, 2022, 10:47 PM	Has the relevant authority ever conducted an air quality survey around the waste facility over a certain amount of time? The smell is getting worse and entering households via ventilation systems and I will make sure a survey is carried out even if we, residents, have to fund it. On top of that the amount of traffic and congestions this will create is very unfair given we were promised a recreational area.
42130	Aug 13, 2022, 10:43 PM	There will be too many trucks on the roads. And for the future of our kids. We object
42129	Aug 13, 2022, 10:42 PM	1. Frequent big trucks would spoil the roads, which is a hazard as these roads are used by huge number of people. 2. Tip smell is horrible. 3. Were eagerly waiting for the proposed park plans, which will be impacted
42128	Aug 13, 2022, 10:41 PM	We are too close to the new proposed tip, which will cause uncomfortable smell and will lead to feeling nauseous affecting people of all ages, especially during the summer period. Financially it will reduce the value of

		our properties making it less likely to be favourable to purchase, not to mention it will make people sick. please reconsider proposed development plan by considering your community before profit.
42127	Aug 13, 2022, 10:39 PM	We already live near a tip. One more close to our residential area is unacceptable
42126	Aug 13, 2022, 10:38 PM	Absolutely obscene to have such a development in a growing area. The Volga odour and eyesore is horrible to the poor community... how would you feel if there was a stenchy tip in your yard??? Just as I thought... totally unfair !
42125	Aug 13, 2022, 10:36 PM	The entire site should be turned into parkland. Look at the Ariel photograph, it is completely ringed by residential land with people living there. The Victorian Government needs to look at an alternative site distant from residential areas. Residential Areas contain people like me. There are so many adverse impacts on us, like smell, toxic gas, traffic from an 18 or 20 hour per day, seven day per week Waste Transfer Facility. WTF! Even a lifelong Labour party supporter like me will change my vote if the Casey CC and the Victorian Government proceed with this proposal.
42124	Aug 13, 2022, 10:31 PM	We were promised parkland! This place stinks and I'm sick to death of having to fill in an ever lengthening online form to report the excessive smell from this poorly managed waste site. They've been fined for mismanagement in the past and if the online form was shorter, far more complaints for smell would be received. Stop breaking your promises Casey Council!
42123	Aug 13, 2022, 10:30 PM	In my opinion the waste management should be away from residential area. I experience bad smell in Lyndhurst in some days. This will impact our quality of life; in my humble opinion the land should be used to build more parks with more trees and plants which will improve the air quality in this area.
42122	Aug 13, 2022, 10:27 PM	This tip keeps going even after they say it will end, not to be trusted at all, the 500-meter buffer zone will decrease a lot of property's where is the compensation, why is a corrupt council in negotiations with any of this, I have voted Labour all my life but now I may change to stop this rot 🤮
42121	Aug 13, 2022, 10:23 PM	I have lived here for nearly 30 years and the smell is getting worse. I do not want it to continue. It's unfair that Hampton Park is the poor cousin and gets ignored all the time. We matter!
42120	Aug 13, 2022, 10:23 PM	This kind of facility (landfill and waste transfer facility) should not exist in residential area. Please move it from here. Why the rubbish from other councils should be coming to our steps. We already had enough of odour from the tip and damage to local water bodies and vegetation. We very strongly object to this plan. Casey council, please represent the affected community well to state government. Make them of strong public opinion. Thanks
42119	Aug 13, 2022, 10:22 PM	The tip smell and refuse trucks are bad enough now, I'm not prepared to allow for more of this to be occurring with an expansion.
42118	Aug 13, 2022, 10:21 PM	Sick and tired of the smells from the tip which is right on the doorstep of so many homes. The area needs a lovely parkland system with new updated playgrounds, sports ovals, and walking tracks. We are the forgotten suburb in Casey. You only need to look at the shopping precinct to see how far behind the rest of the area we are, yet we have a massive group of young families that would use a great parkland area. Give us something to make us proud of our suburb again!
42117	Aug 13, 2022, 10:21 PM	1.large waste facilities do not belong in densely populated areas. I realise it is more cost effective to enlarge existing sites than to create new ones but due to increased population i object. This would also minimise the risk of odour exposure, damage to adjacent properties in events of fire or other mishaps. 2.large truck traffic on our local roads day and night. disrupting sleep which is another health hazard. 3.bad smells and noise pollution 4.promised parkland

42116	Aug 13, 2022, 10:20 PM	We do not want it near our houses!
42115	Aug 13, 2022, 10:19 PM	Lynbrook is a small suburb and we've been facing waste disposal issues for years and years. These projects belong in more industrial areas and not in a small suburb like us.
42114	Aug 13, 2022, 10:17 PM	The tip must be closed and turned into parkland for public use
42113	Aug 13, 2022, 10:15 PM	We would like the parklands promised.
42112	Aug 13, 2022, 10:13 PM	There are already so many rubbish tips in the area and the smell is not only unbearable but also unhealthy. We need more parks and recreation areas instead.
42111	Aug 13, 2022, 10:12 PM	Road traffic will be horrific, devaluation of surrounding properties a strong certainty.
42110	Aug 13, 2022, 10:11 PM	There are already so many rubbish tips in the area and the smell is not only unbearable but also unhealthy. We need more parks and recreation areas instead.
42109	Aug 13, 2022, 10:10 PM	Would like to see the tip closed completely & site turned into an open space parkland for public use
42108	Aug 13, 2022, 10:10 PM	There are already so many rubbish tips in the area and the smell is not only unbearable but also unhealthy. We need more parks and recreation areas instead.
42107	Aug 13, 2022, 10:09 PM	Hampton Park has had ENOUGH of this bloody tip! The houses surrounding it and further out are sick of smelling the rank odour on a beautiful summers night, sick of all the endless trucks clogging up the area always coming and going, and everyone's had enough! Turn it into park lands etc that were first promised, move the smelling shit heap to a place that doesn't have people forced to live so close to it, it's beyond disgusting and enough is enough!!
42106	Aug 13, 2022, 10:08 PM	1. Waste transfer station is toxic to our health. 2. It violates our fundamental human right to access a healthy environment. 3. The increased volume of trucks will be a road hazard for our community and will increase noise 4. The odour that comes from this waste transfer is rotten and has can severe headaches and difficulty to concentrate or sleep. This reduces work productivity. 5.devalue property which will affect my family's financial health.
42105	Aug 13, 2022, 10:07 PM	There are already so many rubbish tips in the area and the smell is not only unbearable but also unhealthy. We need more parks and recreation areas instead.
42104	Aug 13, 2022, 10:06 PM	I'm worried about the extra trucks on the road and the smell.
42103	Aug 13, 2022, 10:05 PM	1.promised it would close There are better 2. The 500m buffer zone will greatly devalue property 3.The smell is already bad enough this will make it worse plus our basic well-being will decline. 4.increase in daily transit of trucks in residential area.
42102	Aug 13, 2022, 10:03 PM	I am worried about more trucks on our roads. I love the promised plans for this space like sporting ovals that are now at jeopardy as half the public open space will be taken back. I am sick of living near a tip/transfer station and feel the area needs a break.
42101	Aug 13, 2022, 09:59 PM	I object due to its unacceptable proximity to residential area and the number of heavy vehicles that will be using suburban roads and the noise that will be caused due to them. This should never have been zoned as residential if the state government and the council intended to keep this as a landfill and transfer station facility. Please do not go ahead with this.
42100	Aug 13, 2022, 09:58 PM	1.The community were told that this landfill will close but we didn't expect this. 2.The smell and health implications are bad as it is now, this proposal will further worsen the situation.

		3. The massive increase in trucks in "residential" areas would devastate the area. 4. buffer zone will devalue property
42099	Aug 13, 2022, 09:57 PM	No more tips/transfer station. No more trucks and road congestion pls
42098	Aug 13, 2022, 09:52 PM	I certainly object the proposal to use the waste transfer facility for many years to come. It should not be placed closed to suburbs like this. The smell at times when it rains is unbearable. There are plenty of other sites available that are far from where people live that can be used for this purpose.
42097	Aug 13, 2022, 09:51 PM	This is not the right place to continue to a waste transfer station. Houses are too close. We have been promised for years it would close. There is an alternative Veolia site in Taylor's Rd which is in an entirely industrial area, unlike the residential area which surrounds the Hallam Rd site. Increasing traffic and working hours when located within suburban streets is disgraceful.
42096	Aug 13, 2022, 09:50 PM	1. 500m buffer zones. Due to the update of Section 32 house prices are very much likely to get smashed within the buffer zone. This will probably bring the overall house value of the suburb down. (No compensation) 2. Lots more traffic down Hallam and South Gippy. 3. Almost 20 / 7 operations. Massive health impact and inadequate reports on the Health Impact. (Obviously Noise, smells etc in addition) 4. Bad Planning and broken promises. promised parkland 5. There is an alternative site available at Taylors Road Landfill which also accessible by rail 6.There has not been any community consultation 7. No public elected councillors to make decisions at Casey. Cannot be justified 3 unelected administrators making such a big decision.
42095	Aug 13, 2022, 09:47 PM	This will lead traffic and unsafe road conditions for children and elderly. This will lead to deterioration of air causing harmful health issues
42094	Aug 13, 2022, 09:47 PM	I object to the proposed development of Hampton Park hill tip. It's usually from Friday to Sunday the smell is atrocious, I know it could create jobs, but it would be nice to live in a area were you can open your window and not feel sick.
42093	Aug 13, 2022, 09:47 PM	My family and I live in Lynbrook, and we are tired of the bad smell from the tip and don't want the site and the proposed plans to go ahead. Now that the area is so suburban, the tip and waste transfer station should be moved away from our areas and our families.
42092	Aug 13, 2022, 09:45 PM	There is already stench. There would be more truck. Existing tip should be closed
42091	Aug 13, 2022, 09:45 PM	I don't want the stench this will provide, the noise, the traffic and the lies and the broken promises that the TIP would close. how dare you not consider the very people who pay your wages. shame on you.
42090	Aug 13, 2022, 09:43 PM	1. 500m buffer zones. Due to the update of Section 32 house prices are very much likely to get smashed within the buffer zone. This will probably bring the overall house value of the suburb down. (No compensation) 2. Lots more traffic down Hallam and South Gippy. 3. Almost 20 / 7 operations. Massive health impact and inadequate reports on the Health Impact. (Obviously Noise, smells etc in addition) 4. Bad Planning and broken promises. promised parkland 5. There is an alternative site available at Taylors Road Landfill which also accessible by rail 6.There has not been any community consultation 7. No public elected councillors to make decisions at Casey. Cannot be justified 3 unelected administrators making such a big decision.
42089	Aug 13, 2022, 09:42 PM	My family bought our home in Lynbrook for our future and expecting the current development area to be transformed into an open space parkland with potential sporting grounds, parks etc. We've already done our time next to this horrible stink for many years and having to now potentially deal with it longer in addition to more trucks and noise around us is not acceptable.

42088	Aug 13, 2022, 09:41 PM	We don't want a tip or transfer station; we want open parkland that has been promised for years. Management of the landfill has been woeful with the EPA needing to get involved due to smell, residents are sick of it.
42087	Aug 13, 2022, 09:38 PM	Relocate to industrial areas. Not to places where there are communities, housing, schools, and parks. My children and grandchildren deserve to grow up in a healthy environment not beath toxic air. Please stop this proposal. Thank you.
42086	Aug 13, 2022, 09:38 PM	This proposal is not suited to this residential area. More heavy vehicles and proposed works will devalue properties and our quality of life.
42085	Aug 13, 2022, 09:37 PM	We object to the landfill site.
42084	Aug 13, 2022, 09:37 PM	Our back fence is sth Gippsland hwy, we can hear trucks as they go past, there are enough trucks on our road already I can't imagine the noise of all the extra trucks this change will bring. We bought in the area 8 years ago and never would of if we have been advised this plan was in the pipe works.
42083	Aug 13, 2022, 09:35 PM	I'm worried about more Trucks on our road and I'm sick of leaving next to the tip.
42082	Aug 13, 2022, 09:31 PM	22 years in Lynbrook this MUST STOP! Please protect our community. This is the governments' job not just think about money. Think about human lives and our children's health. Please stop now.
42081	Aug 13, 2022, 09:31 PM	Tip should not be in suburban areas any longer than it should.
42080	Aug 13, 2022, 09:26 PM	Needs to be park land, constantly stinks & mud/debris always being dragged out onto DOT roads.
42079	Aug 13, 2022, 09:21 PM	The main reasons we object is due to the increased traffic of 15B doubles & the frequency which will cause huge disruptions & traffic delays, the horrendous smell which impacts on the quality of the air & in turn affect residents with respiratory conditions, the constant noise of big trucks around residential areas & the proposed buffer zone placing restrictions on homeowners & in turn affecting the value of properties & sale prices in future. This proposed development is not meant for residential areas especially as it is going to be extremely close to surrounding suburbs.
42078	Aug 13, 2022, 09:18 PM	1.toxic fumes- deserve the right to clean air 2.The negative health, physical and socio economic impact of this proposal has clearly been ignored. 3.The proposal would affect children's health especially as we have advanced knowledge of the health implications of such proposals. 4. utterly ignores basic human right to live a healthy life. 5.We were promised parks not a dumping ground. 6. unsafe roads busy with large trucks that could only create great road hazards/danger for our children.
42077	Aug 13, 2022, 09:17 PM	There will be too many trucks coming through our area and impacting the quality of life that City of Casey residents will be living. We were promised parklands which our kids and grandkids could grow up in so not at all impressed with this new proposal!
42076	Aug 13, 2022, 09:13 PM	This is a residential area and would not prefer to have a tip around the area.
42075	Aug 13, 2022, 09:10 PM	We have been living with the awful smell from the tip for over 10 years and do not want it for the next 30 years. This is a residential area so let it be a residential area instead of a rubbish tip.
42074	Aug 13, 2022, 09:06 PM	This is not an industrial area. And we don't want more trucks driving around our area, it's not fair!
42073	Aug 13, 2022, 08:58 PM	We are sick from getting a smell from tip. We deserve to have parks as promised before after so much suffering.
42072	Aug 13, 2022, 08:53 PM	Object
42071	Aug 13, 2022, 08:48 PM	pollution
42070	Aug 13, 2022, 08:47 PM	1. we were promised open parkland 2.South Gippsland Highway is already straggling with the terrible traffic but now the situation will getting worse

		3.the smell is summer is very bad 4.health risks for community
42069	Aug 13, 2022, 08:28 PM	I believe the roads surrounding the current location are in a very poor state (Sth Gippsland Hwy in particular) and in any day are absolutely filthy from all the dirt/debris from the trucks, this has not been addressed nor have the odours emanating from the landfill due to poor/mismanagement. The current proposal is a disgrace and council should be ashamed for even considering it.!!!
42068	Aug 13, 2022, 08:23 PM	More truck. Bad smell.
42067	Aug 13, 2022, 08:14 PM	1.I object to 29 b-double or a-double trucks driving up and down Hallam Road. 2. I object to the overlay buffer zone being imposed on rate payer's 3.we were told it would be turned into parkland. 4.I object to the exemption on knowing what development is next on the agenda. (Probably try and sneak it through anyway). 5. feels like the administration tried to sneak proposal through without proper consultation 6. smell, rubbish dust leaving the sites.
42066	Aug 13, 2022, 08:12 PM	Waste stations shouldn't be in suburbia. They should be in more industrial areas. The number of houses close by that will be impacted has made this proposed site untenable. Thanks please reconsider. Thank you.
42065	Aug 13, 2022, 08:11 PM	I would like to oppose the continuing of the waste transfer as was proposed to close shortly. We have had a labour party member in this area since we purchased the property and we promised at the time that the ' tip ' would be closing in the near future, that was 16 years ago.
42064	Aug 13, 2022, 08:08 PM	I recently moved to the area believing there would be more open spaces and sporting facilities. Now I am faced with more trucks and mess on the roads. They are bad enough now. Not why I chose Lynbrook to live.
42062	Aug 13, 2022, 07:59 PM	I would like to see the transfer station moved to a different location, the reasons being, we are promised more park land, the area is growing, we have a young family and don't want the extra trucks traveling around the area.
42061	Aug 13, 2022, 07:58 PM	1.obnoxious odours from the tip 2.was told as a child it would be turned into parkland, now 18. It is disappointing to hear that that will not be happening, as this has been promised for years. 3.Not only would a new waste plant be not what we were promised, but a smelling, inconvenient and unhealthy addition to Lynbrook. 4.we want future generations to grow up in a clean, thriving town that would not be affected by further pollution alongside the obvious smells and constant trucks that would come through Lynbrook due to this.
42060	Aug 13, 2022, 07:58 PM	I'm a 16 year old girl with health issues... I already can't open my window on certain days because the smell from the existing tip is so overwhelming! I go for a walk and get back and tell my mum that was awful...So I'm really upset that this landfill may be extended... I don't get why you couldn't do it at a site which is in an industrial area away from people homes to protect us all
42059	Aug 13, 2022, 07:50 PM	The goal posts keep moving - it needs to close and soon. We've tolerated enough extensions & expansions. Tonecyo give us our space & air back!
42058	Aug 13, 2022, 07:49 PM	I am worried about the increasing traffic that's about take place.
42057	Aug 13, 2022, 07:49 PM	I object to this proposal as I do not believe anything of this size belongs 50 meters from a residential area. The noise, the increased heavy traffic, the buffer zones, the odour, I object to the lot. We have done our punishment term in Lynbrook and Hampton Park. Someone else's turn. Especially when you do have an alternative facility in the right environment in Taylor's Road facility. It is in an industrial estate with the closest residents 1klm away no 50meters like we are. With a rail link at their doorstep. It is a no brainer to me.
42056	Aug 13, 2022, 07:48 PM	These plans will have significant impact the value of the homes in Lynbrook.

42055	Aug 13, 2022, 07:48 PM	Ridiculously close to our house and we already get an awful smell from the tip bringing our property pricing down. Do not do this!!!
42054	Aug 13, 2022, 07:48 PM	The main reasons we object is due to the increased traffic of 15B doubles & the frequency which will cause huge disruptions & traffic delays, the horrendous smell which impacts on the quality of the air & in turn affect residents with respiratory conditions, the constant noise of big trucks around residential areas & the proposed buffer zone placing restrictions on homeowners & in turn affecting the value of properties & sale prices in future. This proposed development is not meant for residential areas especially as it is going to be extremely close to surrounding suburbs.
42053	Aug 13, 2022, 07:43 PM	1. 500m buffer zones. Due to the update of Section 32 house prices are very much likely to get smashed within the buffer zone. This will probably bring the overall house value of the suburb down. (No compensation) 2. Lots more traffic down Hallam and South Gippy. 3. Almost 20 / 7 operations. Massive health impact and inadequate reports on the Health Impact. (Obviously Noise, smells etc in addition) 4. Bad Planning and broken promises. promised parkland 5. There is an alternative site available at Taylors Road Landfill which also accessible by rail 6.There has not been any community consultation 7. No public elected councillors to make decisions at Casey. Cannot be justified 3 unelected administrators making such a big decision.
42052	Aug 13, 2022, 07:43 PM	We moved in 2001 were told Tip would be closed by 2018/20... Wasn't an issue in 2001 but the influx of residents since then has tripled in size... We have always had faith in this... having said that... we have no "actual "Council people just administrators... The smells from existing tip have gotten so overwhelming at times you can't walk nor open your windows! This is a blight on basic $$$$ for people that don't live in this area that would compromise their loved ones with this insane proposal... 50 metres from this tip are homes., 500 metres schools... what happens when the influx of MORE heavy vehicles and around the clock disposal happens... We live more than 50m from this site at the moment and at times we can't open our windows nor go for a walk because the existing smell is horrendous....
42051	Aug 13, 2022, 07:42 PM	1. 500m buffer zones. Due to the update of Section 32 house prices are very much likely to get smashed within the buffer zone. This will probably bring the overall house value of the suburb down. (No compensation) 2. Lots more traffic down Hallam and South Gippy. 3. Almost 20 / 7 operations. Massive health impact and inadequate reports on the Health Impact. (Obviously Noise, smells etc in addition) 4. Bad Planning and broken promises. promised parkland 5. There is an alternative site available at Taylors Road Landfill which also accessible by rail 6.There has not been any community consultation 7. No public elected councillors to make decisions at Casey. Cannot be justified 3 unelected administrators making such a big decision.
42050	Aug 13, 2022, 07:41 PM	1. 500m buffer zones. Due to the update of Section 32 house prices are very much likely to get smashed within the buffer zone. This will probably bring the overall house value of the suburb down. (No compensation) 2. Lots more traffic down Hallam and South Gippy. 3. Almost 20 / 7 operations. Massive health impact and inadequate reports on the Health Impact. (Obviously Noise, smells etc in addition) 4. Bad Planning and broken promises. promised parkland 5. There is an alternative site available at Taylors Road Landfill which also accessible by rail 6.There has not been any community consultation 7. No public elected councillors to make decisions at Casey. Cannot be justified 3 unelected administrators making such a big decision.
42049	Aug 13, 2022, 07:41 PM	Pollution...not good for our health
42048	Aug 13, 2022, 07:40 PM	1. 500m buffer zones. Due to the update of Section 32 house prices are very much likely to get smashed within the buffer zone. This will probably

		bring the overall house value of the suburb down. (No compensation) 2. Lots more traffic down Hallam and South Gippy. 3. Almost 20 / 7 operations. Massive health impact and inadequate reports on the Health Impact. (Obviously Noise, smells etc in addition) 4. Bad Planning and broken promises. promised parkland 5. There is an alternative site available at Taylors Road Landfill which also accessible by rail 6.There has not been any community consultation 7. No public elected councillors to make decisions at Casey. Cannot be justified 3 unelected administrators making such a big decision.
42047	Aug 13, 2022, 07:40 PM	1.The smells and sounds aren't being enclosed and will only get worse 2.increase in large trucks in our roads 3.dumping site for 9 councils 4.should be pushing our future development towards alternative energy sources and making Casey council a greener council. EV charging at key council buildings 5.We should be like the western suburbs are planning for local jobs with EV infrastructure, corporate areas where we can support the rise in IT etc
42046	Aug 13, 2022, 07:37 PM	Object to the number of trucks that will be coming and going, was promised parklands and are nowhere to be seen now, concerned for my family as they live in area and property values will decrease.
42045	Aug 13, 2022, 07:37 PM	1. 500m buffer zones. Due to the update of Section 32 house prices are very much likely to get smashed within the buffer zone. This will probably bring the overall house value of the suburb down. (No compensation) 2. Lots more traffic down Hallam and South Gippy. 3. Almost 20 / 7 operations. Massive health impact and inadequate reports on the Health Impact. (Obviously Noise, smells etc in addition) 4. Bad Planning and broken promises. promised parkland 5. There is an alternative site available at Taylors Road Landfill which also accessible by rail 6.There has not been any community consultation 7. No public elected councillors to make decisions at Casey. Cannot be justified 3 unelected administrators making such a big decision
42044	Aug 13, 2022, 07:34 PM	The air already smells toxic way too often, I worry about the health of me and my family. This area is developing and is no longer suitable for a waste transfer station. Please gives us the parkland and community grounds you promised.
42043	Aug 13, 2022, 07:30 PM	I request a changed because this will create more traffic in the area. It is already very busy around this area and loud. It is unfair for me and my family. Also, because I am a healthcare worker, I would prefer coming home from work quicker and less traffic on days where I do shift work.
42042	Aug 13, 2022, 07:27 PM	The tip close to resident's house's is causing health issues The smell is terrible polluted air causing residents respiratory problems, we don't further extensions of the tip get rid of it completely
42041	Aug 13, 2022, 07:27 PM	We have been here for 21 years over time the smell etc has gotten worse and my daughter who has respiratory issues often cannot go outside, Vic Urban (in out documents) said this landfill would be null and void by 2018/20 and made into parklands and recreation reserves... This will be a hazard to all of us with massive implications for quality of life.... Surely this could go to Taylors Rd where the nearest resident is 1km away not 50 meters away.... This has DISASTER written all over it!
42040	Aug 13, 2022, 07:17 PM	We moved here in 2001 was told tip would be done by 3018/19 parklands etc. The tip wasn't an issue 21years ago because this area was fresh, but this area is NOT FRESH anymore with the influx of people moving here! To continue with this landfill is jeopardising our health, wellbeing, and safety! Please relocate to an industrial estate where residents aren't compromised by the horrific smell... potential obscene trucks coming and going and putting massive pressure on our local roads
42039	Aug 13, 2022, 07:15 PM	Keeping as it is open park land or sporting hub would be better than development of waste transfer facility nearby residential area. It will create a long term effect on health as well. More trucks, more traffic hazards. Not a suitable site for this facility. No one likes to live in an area nearby

		with 100 of trucks coming in and out, smells it creates and definitely downfall in property value around suburbs.
42038	Aug 13, 2022, 07:11 PM	We don't need any more waste in the area. It's already congested and not to mention the stench we've had to live with in silence for far too long. The traffic on South Gippy Hwy is horrendous and will only get worse if this plan goes ahead.
42037	Aug 13, 2022, 07:10 PM	This does not belong in a residential area. We would like the area to be used to build sporting ovals, open spaces for residences or something else that the community can use. This belongs in an industrial area not here.
42036	Aug 13, 2022, 07:06 PM	I object for a number of reasons: 1. This proposal will increase the amount of traffic in the suburb, which is already high with the opening of Evans Road 2. Our area deserves to have the promised parks and sporting ovals. Currently we travel to Cranbourne or further to use facilities 3. The stench of the tip is currently not managed well, and we often smell the tip. We do not need more of this
42035	Aug 13, 2022, 07:03 PM	Can smell something off in that area all the time. We should try to fix this issue and not ignore the people who live around it. A landfill in the middle of living area is not a good idea.
42034	Aug 13, 2022, 07:01 PM	This is a beautiful area, and it is going to spoiled by having this project going ahead. We don't need all the sound of trucks going in and out of this area creating noise throughout the day and night. Why can't they use some industrial areas away from residential areas. We don't need our land taken and depriving the community of sporting fields or parks which are a healthier for the community. Also sick of the stench emanating from the tip and we need to see this gone!!
42033	Aug 13, 2022, 06:58 PM	My family and I have lived here for over 20 years. We are over the smell, the garbage trucks from all over and the lack if promises being kept. We were promised open park land not additional rubbish on our doorstep
42032	Aug 13, 2022, 06:55 PM	1.The toxic smell is sometimes unbearable we need to keep our windows closed all day 2. Health concerns, breathing in the toxins that are in the air cannot be good for us. My 23-year-old son has sarcoidosis which we wonder if he has obtained from living next to the tip for 21 years. 3.We were promised by council's numerous times that it would close, and a park would be replaced. 4.long operation hours causing sleep disturbance as well as smell from trucks 5.The wildlife would be killed from the contaminated soil and water. 6.there is a place in Dandenong South that it can be placed. 6. decision should be made by councillors in the area not outside people
42031	Aug 13, 2022, 06:45 PM	As a growing family, we are troubled by two things with regard to this project 1. There number of trucks on our roads making it inconvenient, industrial, and dangerous. 2. Missing out on parklands which was the original plan for the area. Our children need space to run around and currently it's limited to just 2 3 parks in Lynbrook.
42030	Aug 13, 2022, 06:44 PM	1. 500m buffer zones. Due to the update of Section 32 house prices are very much likely to get smashed within the buffer zone. This will probably bring the overall house value of the suburb down. (No compensation) 2. Lots more traffic down Hallam and South Gippy. 3. Almost 20 / 7 operations. Massive health impact and inadequate reports on the Health Impact. (Obviously Noise, smells etc in addition) 4. Bad Planning and broken promises. promised parkland 5. There is an alternative site available at Taylors Road Landfill which also accessible by rail 6.There has not been any community consultation 7. No public elected councillors to make decisions at Casey. Cannot be justified 3 unelected administrators making such a big decision.
42028	Aug 13, 2022, 06:44 PM	Please use this space for what it was promised for the tip has been there long enough.

		The trucks ruin our roads which then causes damage to our vehicles we already have enough traffic around the area.
42027	Aug 13, 2022, 06:43 PM	I live very close to this landfill. Past few years we have bad experiences with it. Specially the odour it releases. It's so unpleasant one. We have complained about it to EPA many times. So, we don't want any other developments happens there. As it is very close to houses. This is not the place to start commercial scale transfer station again.
42026	Aug 13, 2022, 06:41 PM	Totally unhealthy and the smells are unbearable
42025	Aug 13, 2022, 06:40 PM	Air pollution in all that area needs to stop. It is always there for so many years already. I have heard many complaints from friends living in that area and experienced it myself. No one wants to wake up and have a polluted odour in the morning.
42024	Aug 13, 2022, 06:39 PM	Despise the waste tip being here for an extended time and would appreciate our promised parklands and playing fields.
42023	Aug 13, 2022, 06:38 PM	1. We were promised open parklands and now a proposed waste transfer station and other industrial uses to take up a good chunk of this parkland. 2.I'm concerned about many more trucks on our roads making getting around the area even harder and adding more time to every journey 3.The smell some days is horrible. 4.These waste transfer stations don't belong in suburbia - they belong in a much more industrial area where no one is impacted.
42022	Aug 13, 2022, 06:38 PM	We do not want any more to live within the vicinity of tip/transfer station because of health hazard. This transfer station needs to relocate in industrial area and not close to residential area.
42021	Aug 13, 2022, 06:34 PM	Hi, I would want an open park so that my children can play. I do not want a waste station to be built as it would increase the amount of trucks that would hit the road and increase the traffic during peak hours.
42020	Aug 13, 2022, 06:34 PM	1. 500m buffer zones. Due to the update of Section 32 house prices are very much likely to get smashed within the buffer zone. This will probably bring the overall house value of the suburb down. (No compensation) 2. Lots more traffic down Hallam and South Gippy. 3. Almost 20 / 7 operations. Massive health impact and inadequate reports on the Health Impact. (Obviously Noise, smells etc in addition) 4. Bad Planning and broken promises. promised parkland 5. There is an alternative site available at Taylors Road Landfill which also accessible by rail 6.There has not been any community consultation 7. No public elected councillors to make decisions at Casey. Cannot be justified 3 unelected administrators making such a big decision
42019	Aug 13, 2022, 06:34 PM	I object to this proposal as I do not wish to see even more trucks ruin our roads and cause more congestion to an already congested area. I am also affected by the smell that is already in the area. I much prefer the original plan of parklands etc.
42018	Aug 13, 2022, 06:32 PM	1. 500m buffer zones. Due to the update of Section 32 house prices are very much likely to get smashed within the buffer zone. This will probably bring the overall house value of the suburb down. (No compensation) 2. Lots more traffic down Hallam and South Gippy. 3. Almost 20 / 7 operations. Massive health impact and inadequate reports on the Health Impact. (Obviously Noise, smells etc in addition) 4. Bad Planning and broken promises. promised parkland 5. There is an alternative site available at Taylors Road Landfill which also accessible by rail 6.There has not been any community consultation 7. No public elected councillors to make decisions at Casey. Cannot be justified 3 unelected administrators making such a big decision.
42017	Aug 13, 2022, 06:28 PM	Don't want extra trucks in my area. Sick of the smell at night and was promised parkland at that area
42015	Aug 13, 2022, 06:03 PM	1.We currently experience ongoing issues with the current landfill days prior and after rubbish collection days from the very bad smell coming from the landfill. The extension of this landfill is only going to make it worse, and greatly impact on health and mental state fo the community

		2.We as residents of the area NEED to consult prior to any projects been considered or implemented. We live
42014	Aug 13, 2022, 06:02 PM	Health hazard
42013	Aug 13, 2022, 05:53 PM	Change the site
42012	Aug 13, 2022, 05:51 PM	The new proposals will bring more waste vehicles to area causing more danger for our children trying to crossroads. There are already too many waste vehicles dangerously using intersections not designed for large trucks. The awful smell has also been getting worse over the years and knowing that this would soon slowdown has been a nice thing to look forward to. Now we will have this for a lot longer than we were led to believe after the last changes to the waste station. Lastly the green space that was previously promised hasn't been completed as yet, and our children shouldn't need to wait longer again for this.
42011	Aug 13, 2022, 05:51 PM	Smell health problems more trucks= noise pollution not delivering what was promised in the past
42010	Aug 13, 2022, 05:13 PM	1.Increased traffic and noise on Hallam Rd and South Gippsland Highway is a major concern to our family. 2.we were promised open parkland 3.My house price and prices for the suburb will decrease in value. 4.Increased traffic, noise pollution and duration of the times is unacceptable for the area 5.I live 1km from Hallam road Land fill, I've complained to EPA regarding the stench from Hallam road, and never had a representative follow up with a door knock at my home. 6.The area is surrounded by residents, proposal should be relocated another site.
42009	Aug 13, 2022, 04:52 PM	I object, I have children, and smell is as bad now let alone making it bigger where it will be worse, we live here and want it gone, we don't need more trucks coming in the area where right now is bad as it is, this will affect our health and our wealth and investments, you need to stop
42008	Aug 13, 2022, 04:40 PM	1.I am a long standing resident of the area and I feel we have been cheated and left in the dark when it comes to planning and new projects 2.Will be detrimental to our mental state and personal health 3.Hinder us using outdoor facilities due to ongoing stench from landfill which occurs two days prior and post bin collection day which will get worse
42007	Aug 13, 2022, 04:39 PM	This interferes with enjoying our outdoor living due to smell already. Looking at proposal will impact on our lives more with details pointed out in your proposal. Object totally.
42006	Aug 13, 2022, 04:38 PM	1. 500m buffer zones. Due to the update of Section 32 house prices are very much likely to get smashed within the buffer zone. This will probably bring the overall house value of the suburb down. (No compensation) 2. Lots more traffic down Hallam and South Gippy. 3. Almost 20 / 7 operations. Massive health impact and inadequate reports on the Health Impact. (Obviously Noise, smells etc in addition) 4. Bad Planning and broken promises. promised parkland 5. There is an alternative site available at Taylors Road Landfill which also accessible by rail 6.There has not been any community consultation 7. No public elected councillors to make decisions at Casey. Cannot be justified 3 unelected administrators making such a big decision.
42005	Aug 13, 2022, 04:17 PM	1.Im a Lynbrook resident and never once received a letter from our local council regarding this. 2. Not fair and unethical for all the families who reside in this area. 3. B double trucks, operating 18 hours a day, noise pollution, the odour, value of properties to drop at their lowest, risk to children's safety
42004	Aug 13, 2022, 04:10 PM	Having built in Lynbrook Heights in 2001, we were aware of the existing tip but because of the assurance that it was to become parkland in the not too-distant future, were prepared to put up with any smells etc. Now to be confronted with having half of Melbourne's waste to be moved in & out of

		Lynbrook, 20 hour days of massive B Doubles & Dump trucks thundering on our roads, congestion, noise, rubbish blowing about & the probability of an environmental & health disaster in our community not to mention the devaluing of our properties, we strongly object. How would the decision makers feel if the situation was being dumped in their suburbs.
42003	Aug 13, 2022, 04:01 PM	Not to continue with the proposed plan of a Waste Transfer Facility
42002	Aug 13, 2022, 03:20 PM	Because too many people call it home it will over run the smell and other issues of it gets bigger
42001	Aug 13, 2022, 03:12 PM	1.This is unjust and unfair to the residents surrounding the site. 2. We never received a letter and live in Lynbrook. 3.No consultations with the Lynbrook community City of Casey has stated that they provided community consultation and sent letters.
42000	Aug 13, 2022, 02:05 PM	I'm sorry, your proposal seems to have some holes. The development you are proposing would vastly increase the traffic using Glasscocks road as well as the surrounding residential streets as cars and trucks look for alternative shortcuts. I feel like we are being lied to again! A waste transfer station does not belong in a residential area. This type of development would be better suited to an industrial area like Taylors Road where infrastructure already exists and there is less impact on the local residents in the City of Casey. We have had enough of the lies and deceit.
41999	Aug 13, 2022, 01:31 PM	No action has taken place to reduce or eliminate the current smell. I assume it will get worse with the proposed plan. Before further development should rectify current problems.
41996	Aug 13, 2022, 01:02 PM	It's so dangerous for our health.....😫 😭 🤮
41995	Aug 13, 2022, 12:56 PM	we do not want this.
41994	Aug 13, 2022, 12:53 PM	We do not want it at all in near vicinity
41993	Aug 13, 2022, 12:53 PM	As a resident who had been putting up with the ongoing dilemma with the landfill is very tiring. Some days the smell can be bearing and make us feel sick, so we have to close all the doors and windows and stay inside. As we live across the road, we will be highly impacted if the new plans go ahead. We kindly request the council to listen to people who have been living in the area and help us to live a happy and healthier life. Thank you.
41992	Aug 13, 2022, 12:40 PM	I deal with the dust pile coming off O'Grady's rd. and that's bad enough. Plus, we have the burnt-out house on Hallam rd. which has always been an eyesore. Not to mention the shopping centre. OMG. That wouldn't happen in Berwick. Hampton Park residents deserve a decent area . We pay rates too
41991	Aug 13, 2022, 12:35 PM	I have been enduring the horrendous tip smells since I moved here in 2001. Then the council told us that when the tip was full that it would be turned into a grassy hill. Now with the new proposal I'm concerned about the toxic fumes that we'll be breathing in. Plus, it will affect our house prices. Move it further out and not keep it in the middle of suburbia. For once our community should be put before profits.
41990	Aug 13, 2022, 12:00 PM	1.long operation hours and double b trucks pose a danger for residents and children 2.more trucks mean more traffic congestion 3.18hr day operation means more noise pollution disturbing sleep 4.the continuous horrific odours from the current tip has resulted in multiple complaints go the EPA. The increase will make the smell worse 5.no consultation with community, despite Casey saying they send letters We never received a letter and live in Lynbrook. There were also language barriers 6.decision makers are no elected officials who don't 7.500m buffer and land restriction concerns for private owners 8.no community impact analysis0 alternative site at Taylor's Hill site 9.People are moving due to the smell

		10.were promised once full it would be turned into parkland, we feel betrayed and lied to
41989	Aug 13, 2022, 11:43 AM	Congestion, health issue, pollution, foul smell , safety , unsafe ,
41988	Aug 13, 2022, 11:43 AM	Impact on the community is huge. The smell is already overwhelming. The proposed changes will only make things much worse and lower the value of properties in the area. I can't see why other option can't be used. Totally object to proposals.
41987	Aug 13, 2022, 11:38 AM	Over the past 17 years the noxious odours/gas we have been experiencing have gotten progressively worse. No amount of complaints to the EPA or fines have encouraged the operators to comply. Being forced to keep all doors and windows shut due to the putrid stench is disgraceful. How can the site be further used with a greater volume of waste to be sorted when you can't make the operators comply now?
41986	Aug 13, 2022, 11:33 AM	1.The unelected Casey Administrators should be in caretaker mode not making decisions on our future, I believe they have a conflict of interest 2.I object to no further community consultation once the initial plan is approved. 3. I object heavy trucks in our local streets running long operation hours 4.The council promised it would be turned into public open space
41985	Aug 13, 2022, 10:13 AM	1.The tip emits a strong unbreathable foul smell so we have to keep the doors and windows always closed depriving us of getting fresh air in the house which in turn is creating health problems 2.The tip is an eye sore 3.the noise and additional traffic coming from the WTF would create more noise pollution 4.danger for community with increased trucks
41984	Aug 13, 2022, 09:19 AM	I just wished the tip was closed when it was supposed to, the smell is disgusting at times & now we have the big rubbish trucks noise to put up with thundering down the roads & leaving a huge dirty mess on the roads especially when it's been raining.
41982	Aug 13, 2022, 07:42 AM	I would like to see the landfill closed within its intended date. The odour that radiates from the landfill to surrounding suburbs considerably affects our quality of life. Not being able to open windows for fresh air due to the stench, unable to have outdoor gatherings. Please reconsider this.
41981	Aug 13, 2022, 07:30 AM	Too close to residential homes and needs to be closed within the original intended date.
41980	Aug 12, 2022, 11:57 PM	The smell is already really bad.
41978	Aug 12, 2022, 11:15 PM	No.
41977	Aug 12, 2022, 11:14 PM	No.
41976	Aug 12, 2022, 11:14 PM	1.I obviously was not part of the 500m buffer zone when I purchased my property, now cannot gain any building permits on my land, this stops me earning income needed for future retirement 2.Multiple broken promises 3.Lack of control over odour and pollution 4.Increase in noise from traffic which is unacceptable in residential area poor air quality, poor road conditions and always covered in mud and debris, these issues would only get worse 5.Smell is unbearable at times 6.Trucks on residential roads are dangerous and risk would increase with proposal. Bricks and rubbish flicked on pedestrians 7.I do not agree to the section that states the residents will no longer be advised of any further development. 8.Were promised parkland 9.Property devaluation
41975	Aug 12, 2022, 11:01 PM	I do not want this horrible air pollution that this site already omits to get worse.
41973	Aug 12, 2022, 09:42 PM	Why are you even planning on putting a landfill smack bang in the middle of surrounding suburbs with young family with young kids.

		Is the smell and God knows what chemicals will leech in the air with long term health impacts being considered or expertly researched?
41972	Aug 12, 2022, 09:42 PM	1.Constant noisy trucks in and out of the tip cause congestion and sleeping problems especially for children 2.Children exposed to pollution 3.Cause value of homes to decrease 4. The tip has a very poor history of managing the stench. I can't open our house windows in the summer because of the terrible odours coming in from the tip. It even comes into our home through the evaporated cooling.
41971	Aug 12, 2022, 08:55 PM	1.Shame on you the lies we were fed we were promised no transparency or prior information 2.Our house prices are at risk 3.Health at risk 4.Smell the air outside! It stinks!
41970	Aug 12, 2022, 08:51 PM	1. 500m buffer zones. Due to the update of Section 32 house prices are very much likely to get smashed within the buffer zone. This will probably bring the overall house value of the suburb down. (No compensation) 2. Lots more traffic down Hallam and South Gippy. 3. Almost 20 / 7 operations. Massive health impact and inadequate reports on the Health Impact. (Obviously Noise, smells etc in addition) 4. Bad Planning and broken promises. promised parkland 5. There is an alternative site available at Taylors Road Landfill which also accessible by rail 6.There has not been any community consultation 7. No public elected councillors to make decisions at Casey. Cannot be justified 3 unelected administrators making such a big decision
41969	Aug 12, 2022, 08:41 PM	Extension of the project will increase large trucks creating traffic hazards. The stinking odours will continue preventing the house holds enjoying the fresh air into the house. The odours are so bad at times preventing us keeping the house.
41968	Aug 12, 2022, 08:25 PM	As a Lyndhurst resident I do not support the expansion of the Hallam Road landfill site. The odour from this tip is already excessive at times, the last thing we want is for additional waste to be processed and stored at this facility. This facility should be decommissioned not expanded.
41967	Aug 12, 2022, 08:14 PM	1.An expansion will be noisy and cause foul odour. The landfill's odour is already too much for the residents nearby. We can't open windows at times when there is foul odour. 2.The late-night hours for waste transfer station is not suitable in residential area due to noise and increased truck traffic 3.My residence is within the 500 meter buffer zone near Hallam Rd, and it will have impact on the sale price as well
41966	Aug 12, 2022, 08:07 PM	We have put up with the smell from the tip for way too long. It needs to go. A transfer station will cause the same smell I say no thanks.
41965	Aug 12, 2022, 08:05 PM	This is not the correct position for this type of facility
41964	Aug 12, 2022, 08:02 PM	Object
41963	Aug 12, 2022, 08:02 PM	As an owner of property in the area I want the area to be made into parkland as originally promised. This government has done nothing but moved goal posts and outright lied about what's they plan to do with this. The area smells so bad that it was a consideration when I chose to move away. It is about time that this govt actually thought about their residents and their needs and not create a dumping site for half of Melbourne's waste. Absolutely appalling.
41962	Aug 12, 2022, 07:52 PM	We want what was originally promised and the land to be made into parkland. There are other sites that can be considered that have no close housing within 1km. The already putrid smell within the air will be increased and make the area unlovable.
41960	Aug 12, 2022, 07:45 PM	Continuing with the development plan will cause Hallam Road to be very noisy and a lot of traffic. This is why I object.

41958	Aug 12, 2022, 07:42 PM	It will affect the evaluation of our property if we continue with this plan which is why I object.
41957	Aug 12, 2022, 07:27 PM	1.I've been told for 20 years this landfill would be closed and converted to parkland. 2.buffer zone restrictions will have an impact on my parents' retirement plans 3.Will make property harder to sell 4. We have all put up with the lies and stench for too long.
41956	Aug 12, 2022, 07:24 PM	1. 500m buffer zones. Due to the update of Section 32 house prices are very much likely to get smashed within the buffer zone. This will probably bring the overall house value of the suburb down. (No compensation) 2. Lots more traffic down Hallam and South Gippy. 3. Almost 20 / 7 operations. Massive health impact and inadequate reports on the Health Impact. (Obviously Noise, smells etc in addition) 4. Bad Planning and broken promises. promised parkland 5. There is an alternative site available at Taylors Road Landfill which also accessible by rail 6.There has not been any community consultation 7. No public elected councillors to make decisions at Casey. Cannot be justified 3 unelected administrators making such a big decision
41955	Aug 12, 2022, 07:23 PM	1. 500m buffer zones. Due to the update of Section 32 house prices are very much likely to get smashed within the buffer zone. This will probably bring the overall house value of the suburb down. (No compensation) 2. Lots more traffic down Hallam and South Gippy. 3. Almost 20 / 7 operations. Massive health impact and inadequate reports on the Health Impact. (Obviously Noise, smells etc in addition) 4. Bad Planning and broken promises. promised parkland 5. There is an alternative site available at Taylors Road Landfill which also accessible by rail 6.There has not been any community consultation 7. No public elected councillors to make decisions at Casey. Cannot be justified 3 unelected administrators making such a big decision.
41953	Aug 12, 2022, 07:09 PM	1. 500m buffer zones effecting Section 32 house prices. This will probably bring the overall house value of the suburb down. No compensation for this. 2. Would bring more trucks, noise and traffic 3.7/20 hours will cause noise pollution and health impacts 4. Bad Planning and broken promises. 5. Alternative site at Taylors Road Landfill which also accessible by rail. 6.The smell we are dealing with is disgusting, we get this intense smell at last 3 times a week.
41952	Aug 12, 2022, 07:08 PM	1. 500m buffer zones effecting Section 32 house prices. This will probably bring the overall house value of the suburb down. No compensation for this. 2. Would bring more trucks, noise and traffic 3.7/20 hours will cause noise pollution and health impacts 4. Bad Planning and broken promises. 5. Alternative site at Taylors Road Landfill which also accessible by rail. 6.The smell we are dealing with is disgusting, we get this intense smell at last 3 times a week.
41951	Aug 12, 2022, 07:01 PM	The proposition is too close to residential houses which us unfair on them and the rest of the area to experience the increased pollution, traffic and stench surrounding their place of residence.
41950	Aug 12, 2022, 06:54 PM	When we purchased our land off Vic Urban in 2002 and built our dream home, we were told the Hallam Road Landfill (tip) was only licensed to 2020. We then understood the tip was filling at a faster rate and would be full by about 2025 and still a park, sporting ovals was to be put in its place. So sick of broken promises and the long term effect of having the tip there for myself and my family
41949	Aug 12, 2022, 06:45 PM	Residential area surrounding the site. Traffic congestion. Stench. Enough issues now for residents from the current tip without a bigger one built. Surely there is a more suitable site away from people's homes.

41948	Aug 12, 2022, 06:43 PM	1. 500m buffer zones effecting Section 32 house prices. This will probably bring the overall house value of the suburb down. No compensation for this. 2. Would bring more trucks, noise and traffic 3.7/20 hours will cause noise pollution and health impacts 4. Bad Planning and broken promises. 5. Alternative site at Taylors Road Landfill which also accessible by rail. 6.The smell we are dealing with is disgusting, we get this intense smell at last 3 times a week.
41947	Aug 12, 2022, 06:34 PM	On some random mornings getting the thick awful smell that can be tasted on the air is horrible, any way this can be fitted with this new management plan and implementation I am all 100% agreed
41945	Aug 12, 2022, 06:27 PM	1. 500m buffer zones. Due to the update of Section 32 house prices are very much likely to get smashed within the buffer zone. This will probably bring the overall house value of the suburb down. (No compensation) 2. Lots more traffic down Hallam and South Gippy. 3. Almost 20 / 7 operations. Massive health impact and inadequate reports on the Health Impact. (Obviously Noise, smells etc in addition) 4. Bad Planning and broken promises. promised parkland 5. There is an alternative site available at Taylors Road Landfill which also accessible by rail 6.There has not been any community consultation 7. No public elected councillors to make decisions at Casey. Cannot be justified 3 unelected administrators making such a big decision
41944	Aug 12, 2022, 06:23 PM	I object to the installation of a Waste Transfer Station. The council is not an elected council and a group of three administrators shouldn't be making major decisions on behalf of the ratepayers. We were promised that the waste dumping area would be closed and developed for the community. We don't want the extra stress on our suburban roads that are already in major need of constant repair. We don't want the increase in noise pollution the huge number of b doubles going in and out is going to cause. We already have frequent air pollution. My grandchildren suffer from asthma and the added air pollution and revolting smell from the waste station acerbates their asthma. It's a definite objection from me.
41943	Aug 12, 2022, 06:00 PM	We were promised closure! We get smell, after smell. The dust and trucks are a hazard. I teach kindergarten local, and the smell is so bad it makes you want to vomit in your mouth at times. What is this doing to our health and the health of the little children. Do the right thing before there is a class action
41942	Aug 12, 2022, 05:58 PM	1.We have put up with noxious odours for many, many years, we have made many complaints to the EPA and even made at least one affidavit report against the odours for the EPA. 2.We've been told for many years that when the landfill was full the tip would close, and the land would be returned to the community after a caretaker period with the landfill operator. 3. Trucks are noisy and I object to the extended operating hours
41941	Aug 12, 2022, 05:55 PM	416 trucks a day transporting waste in and out every day is ridiculous. Longer operating hours and the chance of the smell continuing. I cannot sleep already with the truck noise let alone making it worse. I fall into the 500m buffer what effect will this have on my health who is responsible for allowing my house to build so close? Who is responsible with the value of my only asset?
41940	Aug 12, 2022, 05:48 PM	Concerning for our health with air & noise pollution. Prospective pollutants seeing in ground water. What happened to the planned parkland as promised in 2015? Another corrupt in elected mob running the show after dismissal of the previous mob of thugs. Where is the sense of community service. Where are our rates going?
41939	Aug 12, 2022, 05:45 PM	Health and wellness of my family from the smell and dust when we were promised it was closing down. Home value will be smashed and who is responsible for that?
41936	Aug 12, 2022, 05:03 PM	1.Will impact community health, the environment and property prices in the vicinity.

		2.It is immoral to bring in the buffer zone after people have bought houses within it on the assurance that the tip will close 3.buffer zone is inadequate when considering health and safety of residents 4. Lots more traffic of which our current infrastructure cannot support, there will be increased congestion 5. Almost 20/7 operations causing noise pollution impacting residents health 6.Stench emanating from tip is already bad and will worsen with bigger site and more trucks 7.Bad planning and broken promises, was due to be turned into open parkland 8.Alternative site at Taylor's Hill which is accessible by rail 9.limited consultation process, not everyone was notified, the letter was only written in English despite the demographics of the community being predominantly migrant with English often being a second language 10. decided by 3 unelected administrators
41935	Aug 12, 2022, 04:51 PM	This tip stinks the area up enough as it is. It does not need expanding it needs to be moved AWAY from residential areas. You try living near the smell of hot fkn trash.
41933	Aug 12, 2022, 04:40 PM	NO MORE TIP, NO TO RECYCLE CENTRE, NO TO TRUCKS 18 HOURS A DAY 7 DAYS A WEEK, NO TO EXTENDED BUFFER ZONES, NO MORE BROKEN PROMISES. We are sick of the constant smells coming from the tip, give us a break, move recycle centre to Taylors road Dandenong south as it is an industrial area and not a residential area. USE COMMON SENSE.
41932	Aug 12, 2022, 04:25 PM	Unbearable smell around our area.
41931	Aug 12, 2022, 04:23 PM	We were told the tip was going to close in 2025, its time we got a break from the smells it needs to go elsewhere NO RECYCLE CENTRE. We should not have to lose value on our properties due to the buffer zone which changed after we purchased our property.
41930	Aug 12, 2022, 03:42 PM	Please consider any alternatives to the development as it greatly impacts our quality of life.
41928	Aug 12, 2022, 03:36 PM	Something of such importance and impact to local residents shouldn't even be considered when there aren't any elected councillors who would be following normal democratic processes. The tip is supposed to be closing down, lets stick to the original plan and not pander to the corporate dollar, expand and subsequently destroy the local residents beautiful surrounding suburbs.
41926	Aug 12, 2022, 02:33 PM	in the current situation, there is already bad odours like burning manure coming from the landfill occasionally into our suburb. it is not healthy nor environmental for our air. people here are proper residents and we do not deserve this kind of air pollution, especially to children & people with respiratory problems.
41924	Aug 12, 2022, 02:14 PM	For the health of my family and future family members I object to this plan. This will poison our waters. Put toxic particles in the air and the smell would get worse than what it is. PEOPLE BE PROFIT.
41922	Aug 12, 2022, 02:02 PM	The stink, traffic, property devaluation of our property, but above all else Health is the primary reason we totally object to this change. The unelected administrators, have no right to punish us, just fort their benefit
41920	Aug 12, 2022, 01:56 PM	Change of location, use this land for parkland or community space, these are our backyards that you're planning on turning into an even bigger toxic wasteland. The smell can't be missed most days as it is, all the way to Hampton Park, it's genuinely known as "the smell" throughout the community and when anyone references it in conversation, everyone knows they are referring to the stench generated by this miserable excuse for a "sustainable development plan"
41917	Aug 12, 2022, 01:36 PM	This area needs to be parkland and returned to us residents The smell currently is almost unbearable and hard to breathe at times

41916	Aug 12, 2022, 01:32 PM	Tip smells enough as it is. It needs to be closed and relocated away from residential properties. Having to shut your windows at night in summer just in case foul air comes in while your asleep is not ok.
41914	Aug 12, 2022, 12:50 PM	We don't agree, due to foul smell, health reasons, traffic congestion, health and safety, noise and air pollution and very near to dwellings
41911	Aug 12, 2022, 11:49 AM	The council has shown a complete failure to manage the environmental, health, noise, and air pollution generated by the landfill in its current state. It cannot now reneg on its promise to cap the landfill and instead introduce a plan to extend its lifetime as well as expand its operations to the detriment of local health, local infrastructure, and local land values.
41910	Aug 12, 2022, 11:45 AM	No. Just no.
41908	Aug 12, 2022, 11:24 AM	The putrid smell is overwhelming, makes us feel ill, limits outside time and can't open windows and doors and travels far. Affects way of life and residents', school communities and businesses well-being and living an enjoyable life in City of Casey affected areas.
41906	Aug 12, 2022, 11:00 AM	1.Weren't informed of tip when we bought the property 2.Increased frequency of trucks 3.Devalue home 4.Health hazards and emissions 5.We have been lied to and misled 6. The tip is an eyesore 7.No consultation with community
41904	Aug 12, 2022, 10:42 AM	As a resident of Lyndhurst, I object to this landfill. It's very close to our homes and we would not want this to contaminate our land and air
41903	Aug 12, 2022, 10:42 AM	With housing and community development fully encompassing the tip it is no longer viable. As it is the stench is reaching Narre Warren South and is having an effect in the liveability of the area, quality of air and value of our homes.
41900	Aug 12, 2022, 10:36 AM	The surrounding residential area is not suitable for a waste transfer station as big as what is proposed. It will lower the value of the homes and significantly decrease the quality of life to local residents. We already put up with the smell from the tip. This facility would be much better suited to a commercial area with a significant buffer zone to residential properties.
41899	Aug 12, 2022, 10:32 AM	It causes too much disturbance for the community n will impact the life of the people here in these suburbs
41898	Aug 12, 2022, 09:53 AM	I object to this development proposal on the basis of smell, Pollution and damage to public health for the community. This was meant to be gone soon. Extending time for this is bad for community
41896	Aug 12, 2022, 09:31 AM	This against health and wellbeing of the community. The government has spent the past 2 years preaching on how they care about everyone's health and wellbeing and now your plan is to bring poisonous gases around our community to put our health at high risk. I oppose the landfill and any future projects along these types of unhealthy projects.
41895	Aug 12, 2022, 09:27 AM	As someone born and bred in Lynbrook, I expect the Council to fight for what was promised to my family, parklands only NO WASTE TRANSFER STATION! Rehabilitate the land to parklands. No exceptions.
41894	Aug 12, 2022, 09:26 AM	As someone born and bred in Lynbrook, I expect the Council to fight for what was promised to my family, parklands only NO WASTE TRANSFER STATION! Rehabilitate the land to parklands. No exceptions.
41893	Aug 12, 2022, 09:25 AM	As someone born and bred in Lynbrook, I expect the Council to fight for what was promised to my family, parklands only NO WASTE TRANSFER STATION! Rehabilitate the land to parklands. No exceptions.
41890	Aug 12, 2022, 09:15 AM	Our health and safety are more important than broken promises. Fair is fair the smell from this tip on a regular basis is absolutely disgusting. Money over health is DISGUSTING
41886	Aug 12, 2022, 09:05 AM	Close. Create parks and open spaces for the community
41885	Aug 12, 2022, 09:03 AM	This against health and wellbeing of the community. The government has spent the past 2 years preaching on how they care about everyone's health and wellbeing and now your plan is to bring poisonous gases around our

		community to put our health at high risk. I oppose the landfill and any future projects along these types of unhealthy projects.
41884	Aug 12, 2022, 08:52 AM	This area is a residential area. The current smells and noise is unbearable and if this proposal gets through it will become worse for us and our future generations. I would appreciate it if the council and the state government review and find an alternative site
41882	Aug 12, 2022, 08:22 AM	I strongly object to the Hallam landfill. This garbage dump is located in a residential area with families living nearby. The city of Casey had promised that this landfill would be shut down many years ago and they have cheated the families living nearby. This landfill must be shut down completely and shifted to an area far away from houses.
41881	Aug 12, 2022, 08:17 AM	We have been subjected to enough poor air quality for long enough. Use your other facility that is not fully surrounded by residents. Our health matters.
41880	Aug 12, 2022, 08:06 AM	1.The welfare and wellbeing of the community and its next generation are not being taken into account 2.The air and water quality is not being considered 3.I feel ashamed having friends around due to the smell
41877	Aug 12, 2022, 07:44 AM	I request a change and that is, absolutely NO transfer station, NO tip, NO extra trucks on our already busy roads. I demand an answer regarding health implications! Any time this subject is raised its brushed off with no real answer. I believe someone involved would have to know what health implications are involved with living in close proximity to such a place. Please rethink your decisions this doesn't sound fair at all especially the way it's been gone about, no one has fully understood any of the letters sent out to those in the buffer zone, people didn't even realise they were in the buffer zone because they didn't understand the letter, it wasn't written in plain English !!!!!!!
41873	Aug 12, 2022, 06:03 AM	Object.
41872	Aug 12, 2022, 05:42 AM	We are meant to be helping the environment, not destroying it. I have a young daughter, and this will be detrimental to her health. It's bad enough as it is. Please don't make it worse.
41870	Aug 12, 2022, 05:02 AM	This area is full residential area & you have a place a Taylors Rd which would serve to be a much better place for this Tip for everyone, WAKE UP!!!! Listen to your Rate payers for a change & do what is best for the community & not for the pocket, WE WILL NOT GIVE UP!!!!!! I'm part of the LRA & we will fight this all the wat for our community.
41868	Aug 12, 2022, 01:52 AM	The Hampton Park tip needs to be closed. It was supposed to be closed years ago, and I want Hampton Park to be a clean and safe place for my children to grow up.
41867	Aug 12, 2022, 01:38 AM	Multiple landfills so close to the residential area is a hazard to the health. These landfills should be better planned.
41866	Aug 12, 2022, 01:00 AM	The 500m buffer zone is going to drastically effect my property value in the future. I've heard it said that it won't buy undoubtedly it will. It is so ignorant to claim that it won't. Increased traffic in the area will be atrocious, not to mention the amount of rubbish flying into my backyard on Hallam Road, as has been hairiness from the tip for as long as I can remember.
41863	Aug 12, 2022, 12:49 AM	The extra heavy vehicle traffic and tip smells itself should be enough reasons for this project not to go ahead!!!
41862	Aug 11, 2022, 11:55 PM	1.This extension was not part of my property purchase agreement and will affect mine and others land which is not okay house devaluation 2.The smell is already putrid and will get worse 3.Increased traffic 4.Were told it would be shut and turned into parkland 5. Shows a total disregard for the communities' health and rights 6.No ample consultation or compensation enlisted for those effected 7.Alternative site in Dandenong South
41861	Aug 11, 2022, 11:48 PM	It will negatively affect people around Lynbrook.

41860	Aug 11, 2022, 11:40 PM	Don't want our children to inhale toxic air.
41858	Aug 11, 2022, 11:23 PM	Please stay away from residential area, I am not in support of this project.
41857	Aug 11, 2022, 11:14 PM	We as a family and neighbourhood strenuously object to this development in our community. No.1 peoples physical and mental health are suffering because of this tip, it's like a black dog on your shoulder, you can't stop thinking about it. No.2 As long as this tip remains open, the value of surrounding properties is impacted. We were counting downs the years for this tip actually closing, not for it to developed into some industrial waste processing plant. What sane person would think this is ok to have in a thriving community?? If it has to be local, the logical area for a plant like this is Taylors Road in Dandenong South. Come to your senses and cop on to yourselves please. THIS MUST NOT GO AHEAD.
41855	Aug 11, 2022, 11:11 PM	The stench around here is terrible. This is too close to homes, will devalue properties. Massive health impacts, and inadequate reports on these impacts (noise/smells, ibis). Bad planning, broken promises this was already meant to be a park and sporting grounds. There are no public elected counsellors within Casey council only administrators who are not affected by the proposal. Absolutely disgusting lies and misinformation received by the council. The traffic of the area cannot support more trucks in and out
41854	Aug 11, 2022, 10:48 PM	There is an alternative site available at Taylors Road Landfill which also accessible by rail. The closest house to this landfill is 1 km whereas the closest house to Hampton Park landfill is 50m. Why is another site not considered?
41853	Aug 11, 2022, 10:40 PM	I object to the new proposal. I request a change to shut down Hampton Park Landfill for good.
41851	Aug 11, 2022, 10:37 PM	Affects health, living conditions and property value of our suburb.
41850	Aug 11, 2022, 10:22 PM	Give us open space. Not this busy area.
41849	Aug 11, 2022, 10:14 PM	We already smell the tip on most days when I stay at my partners place, there are so many trucks running red lights and travelling through the small streets. I care for my kid's health and their safety on the roads.
41847	Aug 11, 2022, 10:06 PM	Please think about our future. We want to live healthy life
41846	Aug 11, 2022, 10:03 PM	You cannot build waste transfer station next to residential area.
41845	Aug 11, 2022, 10:03 PM	Serious health issues
41843	Aug 11, 2022, 09:59 PM	Stinking, headache, nausea, bloating due to tip smell
41842	Aug 11, 2022, 09:59 PM	I don't support waster transfer station next to residential area processing 550,000 tonnes of waste every year.
41841	Aug 11, 2022, 09:56 PM	The house prices in the area will dramatically drop. There are people living in this area less than 100m from this site. This is going to affect Traffic and make it much worse than what it already is in the area. Population and health impacts are unknow. The smell will impact people living in the area.
41840	Aug 11, 2022, 09:50 PM	I like in Lynbrook. I am very upset that this plan will have a terrible impact on my suburb and home. Promises have been broken. House values will take a hit. Trucks will be constantly using the facility all day and most of the night. There are better options and I wonder why this is the one that has been selected.
41838	Aug 11, 2022, 09:40 PM	The tip is just terrible the smells, noise & lack of organisation is disgraceful
41837	Aug 11, 2022, 09:35 PM	1. 500m buffer zones. Due to the update of Section 32 house prices are very much likely to get smashed within the buffer zone. This will probably bring the overall house value of the suburb down. (No compensation) 2. Lots more traffic down Hallam and South Gippy. 3. Almost 20 / 7 operations. Massive health impact and inadequate reports

		on the Health Impact. (Obviously Noise, smells etc in addition) 4. Bad Planning and broken promises. promised parkland 5. There is an alternative site available at Taylors Road Landfill which also accessible by rail 6.There has not been any community consultation 7. No public elected councillors to make decisions at Casey. Cannot be justified 3 unelected administrators making such a big decision
41836	Aug 11, 2022, 09:28 PM	We, as residents in Lynbrook OBJECT to any Waste Transport Facility in the area. The main reason being a health hazard, due to the awful stink that we have experienced over the years, and we are fully aware that this will intensify a hundred times more. Our complaints to EPA since we lived in Hampton Park (13 years), have continued all this time even after we moved to Lynbrook (20 years). Secondly our life earnings and savings will be hugely devalued if this project goes ahead. We DO NOT want 18–20-hour operations of double trucks, flying on the roads to the Facility, right next to the peace and tranquillity of our homes.
41835	Aug 11, 2022, 09:18 PM	We already suffering with the smell, I don't want this project to proceed
41834	Aug 11, 2022, 09:18 PM	Constant Smell not good for our health n the future of our kids n community
41833	Aug 11, 2022, 09:13 PM	Broken promises.
41832	Aug 11, 2022, 09:11 PM	Smells bad and it's toxic
41831	Aug 11, 2022, 09:09 PM	I strongly believe this landfill MUST be removed from here as it has so intense smell which causes breathing issue I had severe breathing issue because of this one of my friend left this suburb as he has breathing attack and we had to call ambulance. I strongly enforce government to please remove this landfill and waste from here asap.
41830	Aug 11, 2022, 09:08 PM	1.Lack of communication of this development plan is discouraging. So much so that it makes me very sceptical about what else hasn't been communicated to us 2.Causes health hazards, traffic congestion, noise, and disruption 3.I put forward the idea of moving this landfill location to the Veolia Taylors Road Landfill as this is an ideal location for a landfill to be held, away from residential areas.
41829	Aug 11, 2022, 09:08 PM	Negative impact to health, wellbeing, and air quality in the area.
41828	Aug 11, 2022, 09:07 PM	We want parkland not bigger landfill.
41827	Aug 11, 2022, 09:07 PM	1. 500m buffer zones. Due to the update of Section 32 house prices are very much likely to get smashed within the buffer zone. This will probably bring the overall house value of the suburb down. (No compensation) 2. Lots more traffic down Hallam and South Gippy. 3. Almost 20 / 7 operations. Massive health impact and inadequate reports on the Health Impact. (Obviously Noise, smells etc in addition) 4. Bad Planning and broken promises. promised parkland 5. There is an alternative site available at Taylors Road Landfill which also accessible by rail 6.There has not been any community consultation 7. No public elected councillors to make decisions at Casey. Cannot be justified 3 unelected administrators making such a big decision
41825	Aug 11, 2022, 08:59 PM	1.Lack of communication of this development plan is discouraging. So much so that it makes me very sceptical about what else hasn't been communicated to us 2.Causes health hazards, traffic congestion, noise, and disruption 3.I put forward the idea of moving this landfill location to the Veolia Taylors Road Landfill as this is an ideal location for a landfill to be held, away from residential areas.
41824	Aug 11, 2022, 08:56 PM	1.Lack of communication of this development plan is discouraging. So much so that it makes me very sceptical about what else hasn't been communicated to us

		2.Causes health hazards, traffic congestion, noise, and disruption 3.I put forward the idea of moving this landfill location to the Veolia Taylors Road Landfill as this is an ideal location for a landfill to be held, away from residential areas.
41823	Aug 11, 2022, 08:53 PM	The trucks are noisy the smell is gross, and this is devaluing our properties. This is not what was promised to us.
41822	Aug 11, 2022, 08:53 PM	Community deserves park and wetlands. Commercial WTF should be in Commercial area not in residential. There are other locations options. GOV should consider those. Big NO for this place.
41821	Aug 11, 2022, 08:51 PM	This area needs to be turned into park land like it was promised! The residents do not deserve to be exposed to more noise, traffic, smells as well as the reduction in land pricing this will cause!
41820	Aug 11, 2022, 08:46 PM	I strongly object. I was always under the impression that this would become parklands. I bought here 20 years ago. No more smell wanted or additional traffic and late-night trucks driving through my residential area. It's too built up in the area now. These transfer stations need to be located further away. Also, will affect house prices! Think of the residents council.
41815	Aug 11, 2022, 08:32 PM	Object due to safety, noise, and house price concerns.
41813	Aug 11, 2022, 08:28 PM	1.Lack of communication of this development plan is discouraging. So much so that it makes me very sceptical about what else hasn't been communicated to us 2.Causes health hazards, traffic congestion, noise, and disruption 3.I put forward the idea of moving this landfill location to the Veolia Taylors Road Landfill as this is an ideal location for a landfill to be held, away from residential areas.
41812	Aug 11, 2022, 08:28 PM	Stop Lynbrook/Hampton Park tip from being expanded and prolonged.
41810	Aug 11, 2022, 08:25 PM	Want no expansion and need the tip gone.... close it down for our health's sake!
41808	Aug 11, 2022, 08:21 PM	1.Lack of communication of this development plan is discouraging. So much so that it makes me very sceptical about what else hasn't been communicated to us 2.Causes health hazards, traffic congestion, noise, and disruption 3.I put forward the idea of moving this landfill location to the Veolia Taylors Road Landfill as this is an ideal location for a landfill to be held, away from residential areas.
41807	Aug 11, 2022, 08:19 PM	With the proposed 500m buffer zone value of my property will definitely go down with no compensation. Water pollution, ongoing health issues.
41806	Aug 11, 2022, 08:16 PM	1. 500m buffer zones. Due to the update of Section 32 house prices are very much likely to get smashed within the buffer zone. This will probably bring the overall house value of the suburb down. (No compensation) 2. Lots more traffic down Hallam and South Gippy. 3. Almost 20 / 7 operations. Massive health impact and inadequate reports on the Health Impact. (Obviously Noise, smells etc in addition) 4. Bad Planning and broken promises. promised parkland 5. There is an alternative site available at Taylors Road Landfill which also accessible by rail 6.There has not been any community consultation 7. No public elected councillors to make decisions at Casey. Cannot be justified 3 unelected administrators making such a big decision.
41805	Aug 11, 2022, 08:16 PM	18hr operation times are too long of a day to have the b double trucks to be driving in and out, residents won't get any quality sleep , how do I know this ? - we live it at the moment from 6am every morning The 500 meter buffer will devalue our homes , it will need to be in our section 32 , will the rates go down to reflect this? I think not. We were advised when the tip closes (it should have already closed but that's another story) the land will be parkland - this was one of the reasons we built in the area, to enjoy the parkland in the future. There is an area as an alternative away from residential homes!
41804	Aug 11, 2022, 08:14 PM	18hr operation times are too long of a day to have the b double trucks to be driving in and out, residents won't get any quality sleep, how do I know

		this ? we live it at the moment from 6am every morning The 500 meter buffer will devalue our homes , it will need to be in our section 32 , will the rates go down to reflect this? I think not. We were advised when the tip closes (it should have already closed but that's another story) the land will be parkland - this was one of the reasons we built in the area, to enjoy the parkland in the future. There is an arena tube away from residential homes!
41801	Aug 11, 2022, 08:03 PM	1.Lack of communication of this development plan is discouraging. So much so that it makes me very sceptical about what else hasn't been communicated to us 2. Causes health hazards, traffic congestion, noise, and disruption 3.I put forward the idea of moving this landfill location to the Veolia Taylors Road Landfill as this is an ideal location for a landfill to be held, away from residential areas.
41798	Aug 11, 2022, 07:54 PM	1.Lack of communication of this development plan is discouraging. So much so that it makes me very sceptical about what else hasn't been communicated to us 2.Causes health hazards, traffic congestion, noise, and disruption 3.I put forward the idea of moving this landfill location to the Veolia Taylors Road Landfill as this is an ideal location for a landfill to be held, away from residential areas.
41793	Aug 11, 2022, 07:40 PM	I object to the ongoing expansion and use of this landfill site as a transfer station. We were promised closure of the landfill and parklands to replace it. Our house now falls in the expanded buffer zone, something I was never made aware of, and it has been a known by council since 2008, why weren't we told? This will devastate our retirement plans. This is not fair; all we have ever wanted was parklands as promised. The future of this site's development plan without public consultation is also a denial of justice. I totally oppose the proposed plan and the City of Casey needs to stick with the existing Hampton Park Plan. We have suffered enough.
41792	Aug 11, 2022, 07:37 PM	1. investors are not coming to Hampton Park and other surrounding areas 2.home Values are down- compensation? 3. blatant lies of Casey with dates changing all the time. We were happy and hoped that this tip will be closed by 2025. 4.the smell it is pungent, bad and revolting 5.We want green parks with state of the art playground toys and stuff for all ages so they are utilised progressively.
41791	Aug 11, 2022, 07:33 PM	We have been living with the ongoing odour issues for the past 20 years. We want to see this area returned to open public land as promised. No more trucks.
41788	Aug 11, 2022, 07:10 PM	1.we have put up with noxious odours for many, many years, we have made many complaints to the EPA and even made at least one affidavit report against the odours for the EPA. 2.We've been told for many years that when the landfill was full the tip would close and the land would be returned to the community 3.I will not put up with the noise or odours any longer than is necessary, when the landfill is full it should cease operation and not continue with noise and odours, especially with the proposed, extended operating hours with massive trucks coming and going.
41787	Aug 11, 2022, 07:03 PM	1.we have put up with noxious odours for many, many years, we have made many complaints to the EPA and even made at least one affidavit report against the odours for the EPA. 2.We've been told for many years that when the landfill was full the tip would close and the land would be returned to the community 3.I will not put up with the noise or odours any longer than is necessary, when the landfill is full it should cease operation and not continue with noise and odours, especially with the proposed, extended operating hours with massive trucks coming and going.
41786	Aug 11, 2022, 07:00 PM	I prefer overall Health then job opportunity. please establish in more rural area

41784	Aug 11, 2022, 06:51 PM	* Health hazard * Quality of living * Property value
41783	Aug 11, 2022, 06:45 PM	No waste and resource recovery or transfer station! It should be open space.
41782	Aug 11, 2022, 06:45 PM	* Health hazard * Quality of living * Property value
41780	Aug 11, 2022, 06:39 PM	1.Broken promises from the Casey Council 2.We are all serve asthmatics, and my husband even has emphysema. Some days we aren't able to open our windows or open our doors as it causes the smell to have dire effects with our breathing. 3.The Tip has been found to be doing the wrong things on many occasions which has resulted in us, the public having the breath their faults.
41779	Aug 11, 2022, 06:18 PM	Get rid of the landfill, fix the shopping centre. You have a great community here in Hampton Park, but you disregard it and promote EVERY other suburb in City of Casey. Disgraceful! You are giving good people a reason to leave this city, shame!
41777	Aug 11, 2022, 06:15 PM	The tip should be out of the residential area.
41776	Aug 11, 2022, 06:10 PM	* Health hazard * Quality of living * Property value
41772	Aug 11, 2022, 05:36 PM	* Health hazard * Quality of living * Property value
41771	Aug 11, 2022, 05:30 PM	1.Why is it that other council dump trucks are seen entering this landfill I've seen trucks from city of Glen iris, Monash and Dandenong 2.it's time for sites like this in the city areas of Melbourne to disappear and build a massive site in northern Victoria and a train line for rubbish to go to that site 3.This site should be turned into sporting fields not a transfer station 4.And I wouldn't even know if I'm affected by this in future section 32 or if I'm in the new buffer zone or not. I haven't received any knowledge of this even happening until now
41764	Aug 11, 2022, 05:07 PM	* Health hazard * Quality of living * Property value
41763	Aug 11, 2022, 05:06 PM	1.Lack of communication of this development planis discouraging. So much so that it makes me very sceptical about what else hasn't been communicated to us 2.Causes health hazards, traffic congestion, noise and disruption 3.I put forward the idea of moving this landfill location to the Veolia Taylors Road Landfill as this is an ideal location for a landfill to be held, away from residential areas.
41762	Aug 11, 2022, 05:04 PM	* Health hazard * Quality of living * Property value
41760	Aug 11, 2022, 05:01 PM	* Health hazard * Quality of living * Property value
41756	Aug 11, 2022, 04:35 PM	Noise, traffic, smell, devaluation of houses.
41750	Aug 11, 2022, 04:23 PM	* Health hazard * Quality of living * Property value
41743	Aug 11, 2022, 04:04 PM	I am a concert resident, how the development will impact on our health, environment, and property value. The further depreciation of our property value due to having the waste management facility in our area.
41731	Aug 11, 2022, 03:42 PM	1.Lack of communication of this development plan is discouraging. So much so that it makes me very sceptical about what else hasn't been communicated to us 2.Causes health hazards, traffic congestion, noise and disruption 3.I put forward the idea of moving this landfill location to the Veolia Taylors Road Landfill as this is an ideal location for a landfill to be held, away from residential areas.
41720	Aug 11, 2022, 02:53 PM	Unbearable smell and traffic.

41719	Aug 11, 2022, 02:52 PM	Smells
41718	Aug 11, 2022, 02:51 PM	Smells
41717	Aug 11, 2022, 02:50 PM	The smell is unbearable at times.
41714	Aug 11, 2022, 02:07 PM	1. 500m buffer zones. Due to the update of Section 32 house prices are very much likely to get smashed within the buffer zone. This will probably bring the overall house value of the suburb down. (No compensation) 2. Lots more traffic down Hallam and South Gippy. 3. Almost 20 / 7 operations. Massive health impact and inadequate reports on the Health Impact. (Obviously Noise, smells etc in addition) 4. Bad Planning and broken promises. promised parkland 5. There is an alternative site available at Taylors Road Landfill which also accessible by rail 6.There has not been any community consultation 7. No public elected councillors to make decisions at Casey. Cannot be justified 3 unelected administrators making such a big decision.
41713	Aug 11, 2022, 02:05 PM	I live close to there and I don't want my house value to plummet if you approve this. Roads are already busy enough we do not need more trucks in the area. Go put the recycling facility somewhere else away from houses or don't bother at all.
41711	Aug 11, 2022, 01:56 PM	1. 500m buffer zones. Due to the update of Section 32 house prices are very much likely to get smashed within the buffer zone. This will probably bring the overall house value of the suburb down. (No compensation) 2. Lots more traffic down Hallam and South Gippy. 3. Almost 20 / 7 operations. Massive health impact and inadequate reports on the Health Impact. (Obviously Noise, smells etc in addition) 4. Bad Planning and broken promises. promised parkland 5. There is an alternative site available at Taylors Road Landfill which also accessible by rail 6.There has not been any community consultation 7. No public elected councillors to make decisions at Casey. Cannot be justified 3 unelected administrators making such a big decision.
41710	Aug 11, 2022, 01:52 PM	1. 500m buffer zones. Due to the update of Section 32 house prices are very much likely to get smashed within the buffer zone. This will probably bring the overall house value of the suburb down. (No compensation) 2. Lots more traffic down Hallam and South Gippy. 3. Almost 20 / 7 operations. Massive health impact and inadequate reports on the Health Impact. (Obviously Noise, smells etc in addition) 4. Bad Planning and broken promises. promised parkland 5. There is an alternative site available at Taylors Road Landfill which also accessible by rail 6.There has not been any community consultation 7. No public elected councillors to make decisions at Casey. Cannot be justified 3 unelected administrators making such a big decision.
41709	Aug 11, 2022, 01:51 PM	1. 500m buffer zones. Due to the update of Section 32 house prices are very much likely to get smashed within the buffer zone. This will probably bring the overall house value of the suburb down. (No compensation) 2. Lots more traffic down Hallam and South Gippy. 3. Almost 20 / 7 operations. Massive health impact and inadequate reports on the Health Impact. (Obviously Noise, smells etc in addition) 4. Bad Planning and broken promises. promised parkland 5. There is an alternative site available at Taylors Road Landfill which also accessible by rail 6.There has not been any community consultation 7. No public elected councillors to make decisions at Casey. Cannot be justified 3 unelected administrators making such a big decision
41708	Aug 11, 2022, 01:50 PM	1. 500m buffer zones. Due to the update of Section 32 house prices are very much likely to get smashed within the buffer zone. This will probably bring the overall house value of the suburb down. (No compensation) 2. Lots more traffic down Hallam and South Gippy.

		3. Almost 20 / 7 operations. Massive health impact and inadequate reports on the Health Impact. (Obviously Noise, smells etc in addition) 4. Bad Planning and broken promises. promised parkland 5. There is an alternative site available at Taylors Road Landfill which also accessible by rail 6.There has not been any community consultation 7. No public elected councillors to make decisions at Casey. Cannot be justified 3 unelected administrators making such a big decision
41707	Aug 11, 2022, 01:48 PM	1. 500m buffer zones. Due to the update of Section 32 house prices are very much likely to get smashed within the buffer zone. This will probably bring the overall house value of the suburb down. (No compensation) 2. Lots more traffic down Hallam and South Gippy. 3. Almost 20 / 7 operations. Massive health impact and inadequate reports on the Health Impact. (Obviously Noise, smells etc in addition) 4. Bad Planning and broken promises. promised parkland 5. There is an alternative site available at Taylors Road Landfill which also accessible by rail 6.There has not been any community consultation 7. No public elected councillors to make decisions at Casey. Cannot be justified 3 unelected administrators making such a big decision
41706	Aug 11, 2022, 01:17 PM	I object to this happening as a resident paying rates. We as a family already suffer with the stink created by refuse, enlarging it will only make it worse. The traffic is already heavy, and it will only compound that. The expansion of the refuse station will impact the values of our homes in the area. We also disagree because we really do not know what the impact on our health will be in years to come from what we already inhale and what it would be if it's enlarged, and the smell is compounded. This would impact our health and financial investment in our home. Then there is also noise that we can hear that will grow with it being open and working longer as well as construction.
41705	Aug 11, 2022, 01:05 PM	1) Too close to residential properties 2) The selling price of houses will decrease due to proposed plan, leading to families being stuck in the area with unknown/discussed health impacts from fumes etc. 3) The proposed plan is not consistent with what was promised earlier, thus making the Council untrustworthy.
41703	Aug 11, 2022, 11:57 AM	I object to no consultation re buffer zone. I object to any changes to our section 32s. We require no change to our personal property use and any associated costs. What has been put in place for our future protection. Re dust, smell, rubbish, ground water quality, noise, heavy industrial waste, traffic overload and most of all the health of our community.
41698	Aug 11, 2022, 11:48 AM	I object
41697	Aug 11, 2022, 11:33 AM	I strictly object the proposed development plan for Hampton Park Hill.
41696	Aug 11, 2022, 11:32 AM	1.We purchased property on assurance that the tip would close and be turned into parkland. I am disappointed at the broken promises 2.Constant trucks will impact enjoyment of home 3.noxious odours coming from the landfill. 4.No one being held accountable 5. Decreased property value- 6. Alternative site at Taylors Hill
41694	Aug 11, 2022, 10:51 AM	1. 500m buffer zones. Due to the update of Section 32 house prices are very much likely to get smashed within the buffer zone. This will probably bring the overall house value of the suburb down. (No compensation) 2. Lots more traffic down Hallam and South Gippy. 3. Almost 20 / 7 operations. Massive health impact and inadequate reports on the Health Impact. (Obviously Noise, smells etc in addition) 4. Bad Planning and broken promises. promised parkland 5. There is an alternative site available at Taylors Road Landfill which also accessible by rail 6.There has not been any community consultation

		7. No public elected councillors to make decisions at Casey. Cannot be justified 3 unelected administrators making such a big decision.
41691	Aug 11, 2022, 10:23 AM	Housing prices in the area will be impacted. Smell from waste is currently not under control and this will impact it further. Traffic on highway will become unbearable. There is another site available which needs to be considered as it is much further from residential properties. Lack of communication with homeowners in lead up and evidenced poor planning with changes to site plans since 2019.
41688	Aug 11, 2022, 09:30 AM	Reasons I object: 1. Potential health risks 2.Excessive Noise pollution since we live close to south Gippsland fwy 3.This will affect our property value 4.Excessive odour and dust 5. There has to be a better area where this proposed facility does not affect the community.
41686	Aug 11, 2022, 08:30 AM	1) My property is within the 500 metre buffer zone so this will directly impact the value of my property. 2) Council promised before I bought my property that the tip would be closed and turned into community parkland. Now council have changed the goal posts. 3) Proposing to have this site running from 12am onwards will disrupted sleep of thousands of residents with B Double Trucks Lining up on our rds with engines left running. Not to mention the constant beeping of reversing trucks. The impact on traffic flow, which is excessively impacted now during peak hours, having more trucks in the area will severely disrupted it more. 4) Alternative site at Taylors Hill
41677	Aug 10, 2022, 10:17 PM	I object the proposal as I firmly believe the implementation of this will significantly devalue my property. Furthermore, i also have health concerns for my young family.
41671	Aug 10, 2022, 09:07 PM	I do not favour this proposal.
41665	Aug 10, 2022, 08:20 PM	I object to the tip becomes a WTF It's affecting our health and no council in its right mind would put plans of expansion. Please deliver on what was initially promised to
41660	Aug 10, 2022, 07:52 PM	The site was originally supposed to close 2020. That was the information given to us when purchasing our land. This development will directly affect housing prices. I also do not want trucks on the roads at extended hours. Not to mention health concerns. Enough is enough no more broken promises.
41654	Aug 10, 2022, 07:17 PM	I'm strongly opposed to this submission on the basis of ,1 foul odour emitting from site 2 dust in summer , mud in winter, being dragged out by trucks onto Hallam rd and sth Gippsland hwy , also broken bricks and concrete is being left on road comes from truck wheels caught up in duel wheels and then is ejected when the vehicles get up to speed. This site is surrounded by houses and needs to be moved to a more appropriate site.
41653	Aug 10, 2022, 07:02 PM	I object. It is already bad enough to smell the aroma from the land filed. I cannot imagine how this will worse if it increases. Apart from that this is going to affect my property value. No one would like to live near a landfill.
41650	Aug 10, 2022, 06:35 PM	Its already too smelly. This project will increase the traffic and noise in the area Houses are too close and health hazard fir kids and everyone.
41649	Aug 10, 2022, 06:34 PM	Its already too smelly. This project will increase the traffic and noise in the area. Houses are too close and health hazard fir kids and everyone.
41645	Aug 10, 2022, 06:07 PM	don't want buffer zone on section 32 what is purposed for traffic on Hallam Road I believe this is not the right location for this what happens when there is a fire like on the other side of the city where do we go this is to toxic this close to a built up area
41644	Aug 10, 2022, 06:04 PM	No 'resource recovery' facility will be accepted by the local community, only open parklands.
41643	Aug 10, 2022, 05:39 PM	As a resident of the estate adjoining the tip I have had to suffer the toxic stench and mismanagement of the tip for years. I frequently have to report the odour to the EPA as it will enter my house through closed

		windows and doors. Covid lockdown was horrendous as I was often unable to walk outside due to the gag inducing stench of the tip. Our estate and community would benefit from parkland and play spaces created on this land instead of a waste transfer station. This area is too built up and residential now for such a facility to be run at the site so close to the community. There have been way too many issues over the years.
41640	Aug 10, 2022, 05:16 PM	This is no good for our area at all and u have kept it from so much of the public, I think it's highly dangerous and I 110% object to this!
41639	Aug 10, 2022, 05:13 PM	As a resident of Lynbrook for over 15 years, I object in general to the continued use of this land for waste transfer. We have had our time of accepting waste from near and far and putting up with the smell, so when the landfill is full, that should be it. Why is a council deciding our fate when we don't even have elected members who represent us. Send the rubbish elsewhere, and as suggested by others, the Taylors Road landfill would be the perfect place to locate this facility away from residents, in an already industrial area.
41629	Aug 10, 2022, 04:13 PM	Should be move to a non residential area. Will reduce property and increase traffic congestion in what is largely an area where there are a lot of you families. This area has already had to deal with the smell of the tip. Somewhere else now please.
41621	Aug 10, 2022, 02:39 PM	1.We've been lied to for 20 years; it was meant to revert back to parkland not be extended 2. Non-elected administration placed by the state government are making decisions to benefit the state government and without realistic public consultation. 3.Alternative site at Taylors Road Landfill I will 100% be joining the pending class action for compensation.
41609	Aug 10, 2022, 01:27 PM	I object to the proposed changes
41607	Aug 10, 2022, 12:57 PM	1. When we purchased 17 years ago, I was told that this site would be closed off. 2. Some days the smell is so bad that my wife and myself feel like throwing up and we have to leave our house. 3. There should not be any housing within a 2km radius from any landfill site but yet city of Casey keeps approving development. 4. Alternative site at Taylor's Hill in industrial zone
41605	Aug 10, 2022, 11:39 AM	The landfill should be closed, and public consultation needs to be open on all, if any proposed further development.
41604	Aug 10, 2022, 11:36 AM	The smell from the tip is very bad sometimes I live close by in Lynbrook. I am also worried if this plan goes ahead my property value will be drastically affected apart from the health issues it is going to create by air pollution. So kindly stop this plan from going ahead.
41602	Aug 10, 2022, 11:27 AM	Close this bloody tip as was promised to all the home owns in the area. We have put up with the noise smell & traffic for long enough. Why would you do this in such a built-up area where it is going to affect value of people's homes, people's health and mental state. How the hell can this go ahead... let alone how the buffer zone is going to affect the wildlife of our urban wetlands that falls within the buffer. Makes more sense to move it to the Taylor Road landfill which is an industrial estate. If this goes ahead, I hope your prepared to compensate all the effected home owns. Why should we bear the cost of it...Enough is enough... keep to your promises close the bloody thing and give us our park land as promised...
41596	Aug 10, 2022, 10:31 AM	1. The site was expected to become open space once the landfill was decommissioned 2. The expanded site will reduce the value of property in the area 3. increase traffic and congestion 4.If the plant is allowed to operate long hours there will be impact of noise. 5. The odour is already a problem in the area. Unless a station is only receiving clean waste and operating during business hours it will be detrimental to what is already a problematic area with limited resources.
41595	Aug 10, 2022, 10:31 AM	The loss to homes in the 500-meter boundaries. Section 32 being amended. Worsening of smell Trucks in the area road issues to local

		traffic. Health. The common respect to what was promised we all have been lied to all for money start thinking of people not politics. Plenty of other places to build this.
41594	Aug 10, 2022, 10:31 AM	I live very close to the tip and have an aged mother who continuously coughs whenever there is a smell from the tip which is becoming an episode almost every day. There has been a sudden increase in crows and birds around my house. It's a health hazard not only for us living today but for our future generations as well. We had 21 years of the tip and need a break. I think it should be shut down
41593	Aug 10, 2022, 10:30 AM	No Transfer Station at all. Time to find a new site away from Houses and in an industrial estate. There's one on Western Port Highway
41592	Aug 10, 2022, 10:22 AM	1. The consultation was poorly planned, I didn't find it democratic, inclusive of our multi-national community, or informative 2. Health impact 3.Suffer from the smell, traffic, noise, and road destruction 4.A class action has been mentioned and I believe is grounds for it. 5. Alternative site at Taylor's Hill
41589	Aug 10, 2022, 09:56 AM	I object due to the effect this proposal will have on property value. I object because of the increased traffic and noise that will increase in the area.
41588	Aug 10, 2022, 09:26 AM	I would like to see more conclusive information regarding the long-term effects of the landfill on the surrounding areas, preferably supported by the findings of a tertiary body not affiliated with either the council, the business operating the landfill or developers.
41585	Aug 10, 2022, 09:10 AM	Objecting on the basis of smell, negative health effects and decreasing of property value
41583	Aug 10, 2022, 08:58 AM	I would like to have the tip closed as promised. The stench from the tip is disgusting & it's too close to many homes now. It would be better if they could relocate to more open spaces & not in residential area.
41578	Aug 10, 2022, 08:18 AM	Keep to your original plans and close the tip and turn it into park land Look at alternative sites away from houses like Taylor's Road which is not near any housing
41577	Aug 10, 2022, 08:07 AM	This is something which needs to be stopped asap we are living just outside the 500 m but that doesn't stop the bad smell. most of the nights if you are out we have bear that bad smell which not good for entire human kind. The pit needs to be closed much earlier than the proposed date completely and WTF needs to be shifted to some other place where no living beings are affected. So, I would humbly reject this proposal and urge the council to cancel this plan. This is very dangerous for everyone, and I am surprised to see a pit getting extended where it is surrounded by residential home.
41576	Aug 10, 2022, 07:56 AM	public health and safety must be protected, EPA have changed the buffer zone from 100m to 500m.... why? is there something we should know about our health. My family leave inside this zone in Lynbrook for the last 20 years and my father has died of a brain tumour in his 50's my Mother Dementia in her 50's, and my wife a rare auto immune disease in her 30's. Is this a coincidence or something more sinister. Please think about our health and ask the question why the buffer zone was changed before we have our very own Erin Brockovich moment.
41574	Aug 10, 2022, 07:43 AM	The landfill is already causing significant discomfort to my family. The garbage smell and fumes are unbearable, and my kids are becoming nauseous. It is high time for the council to say NO to the state government and not proceed with this project.
41572	Aug 10, 2022, 07:07 AM	1.People have purchased property under the understanding that the tip would close 2. I don't have confidence that the guidelines and rules the operator should operate by will be followed through 3. I've lost count of how many times I have complained about the smell to the EPA 4.number of trucks and their operating hours will increase noise and traffic with serious impacts 5. Alternative site in South Dandenong

		5.This major decision being made by administrators seems like an opportunistic attempt by the state gov to get this through without accountability or proper oversight
41570	Aug 10, 2022, 07:00 AM	1. The odour making health issues 2. Extending buffer reducing property value 3. Casey council promised to shut the tip in 2025, but extended it to 2040
41569	Aug 10, 2022, 06:35 AM	I say no to this proposal because I live 500 m of the tip and the smell from the tip is very disturbing.
41567	Aug 10, 2022, 12:52 AM	Absolutely rubbish plan. You can't even notify residents about this, and we have to find out through other sources.
41566	Aug 10, 2022, 12:10 AM	1. Close the Lynbrook site and rehabilitate it into public open space as originally planned 2. A 500m buffer zone, will this devalue my property value. If so will there be a compensation plan? 3. What type of waste would be processed there? 4. B double trucks in and out of site on local roads 20 hours a day, increase of pollution, safety concerns for other road uses and pedestrians. 5. Alternative site at Taylor's Hill
41563	Aug 09, 2022, 11:30 PM	Pollution going to be worse, we believe the chemical and smoke came from the landfill is harmful to human life, even now we can't open windows or doors while the bad smell coming through. I strongly disagree with the development plan which is not considered the surrounding area residents human right, city of Casey are making money from the health of the local residents. You are slowly killing and poisoning your people!!
41562	Aug 09, 2022, 11:26 PM	This landfill site is surrounded by residential homes and any upgrade to the site is not beneficial to the local residents. We were promised that the area would be transformed into parkland several years ago so any upgrade should not be done. There are other local sites much better suited to this project. I firmly object to this upgrade project.
41560	Aug 09, 2022, 10:32 PM	Need to consider the negative health impacts alongside the noise, odours, traffic which is impacting the community. The council need to prioritise the community first
41559	Aug 09, 2022, 10:18 PM	1.This tip was supposed to be closed years ago 2.We still deal with a horrendous stench many days of the year. At times it is so bad that it is in our homes, and it also triggers respiratory and other significant health issues for many residents. 3.This tip has been so poorly managed in the past, and we have no confidence in effective management in the future. Evidence says no, we cannot trust them 4. Unelected administrators 5. Will increase traffic increasing pollution, noise, and health impacts 6.Alternative site at Taylors Hill
41558	Aug 09, 2022, 10:13 PM	Bad odour and health issues
41557	Aug 09, 2022, 10:10 PM	Broken promises, open areas originally planned but now extension of tip, transfer stations, pollution, odours etc. NO NO NO!! Plus looks like I'm in 500m zone as live Lynbrook Heights. ☹
41556	Aug 09, 2022, 10:10 PM	1. It effects the future land value of most if not all surrounding properties 2. Proven implications on residents' health and mental well-being and will have a negative impact on our lifestyle. 3. Congestion will get worse with long operating hours for huge trucks 4.If it goes ahead, I support the class action
41555	Aug 09, 2022, 10:09 PM	Please shred the site. Our air gets polluted and very stinky. It gets difficult to go out for a walk already.
41554	Aug 09, 2022, 10:06 PM	I object strongly to the submission due to the health and wellbeing implications and impacts on the community. There is no supporting research that suggests that the landfill and waste transfer station will have no impact on health for this or future generations. Therefore, I believe it is negligence on behalf of council and government to approve this proposal. I do not want this proposal to go

		ahead, and I do not want it moved to Taylor's Rd landfill either due to proximity to housing on Lyndhurst side.
41553	Aug 09, 2022, 09:54 PM	Casey council is cheating the residents with yearlong promises.
41552	Aug 09, 2022, 09:53 PM	The proposed development completely ignores the ill effects on people's health. The future generations are going to suffer at the hands of poor decision makers. Please stop this from happening.
41551	Aug 09, 2022, 09:51 PM	OBJECT OBJECT OBJECT!!! Health and Safety has been ignored and continues to be ignored by planning authorities. Site should be shut down Impacting my family and kids' health due to dust and odour and toxicity being dumped and processed. Move the development and land file to a remote site not close to residential area. No to land fill No to any transfer site. I Do not support council or state government plan. Find alternate site which doesn't pose risk to safety of any community.
41549	Aug 09, 2022, 09:46 PM	We have had long enough in Hampton Park the smell and toxins in the air. ENOUGH
41548	Aug 09, 2022, 09:45 PM	Close the tip, it's time. This affects the community on a daily basis. The smell is awful that wafts through from the tip. The community has grown and it's time to move this on somewhere else. My family lived on both sides of Lynbrook and the smell at night was always the worst making it hard to enjoy evenings outdoors or in the backyard having a BBQ. We now live in Lyndhurst and the smell comes out this far as well. It's got to stop.
41547	Aug 09, 2022, 09:44 PM	This is a terrible plan. The community was told that the site would be closed but now it's on the path of expansion. The air pollution/smell is already at its peak and now we are looking to expand the pit which is a terrible idea. Why here? There are multiple other sites that are more suitable and better for the community. I firmly object to this proposal.
41546	Aug 09, 2022, 09:42 PM	Nature Park Public parks Bird life reserve
41545	Aug 09, 2022, 09:35 PM	Health hazard to the community
41544	Aug 09, 2022, 09:33 PM	No expansion of landfill
41543	Aug 09, 2022, 09:31 PM	The Hallam landfill has run its course and needs to be shut. This area is now more developed, and this development plan overlay is a health and safety violation which we as rate paying residents are not going to tolerate anymore. I say no to more trucks, no to more noise, no to more toxic fumes. Use the Taylor's hill landfill site. The area is 100 percent industrial.
41539	Aug 09, 2022, 09:12 PM	Garbage dump should be moved to alternate site at Veolia which has less community impact.
41538	Aug 09, 2022, 09:07 PM	1. Consultation & community engagement has been insufficient. 2. The community do not want this. We acknowledge that waste management is needed elsewhere. We have had this here for many years and deserve a break. 3. This is too close to our homes and is impacting the value of homes. 4. The plans are not transparent and has hidden clauses indicating plans can continue for extended duration and are exempt from future consultation which is inappropriate. 5. Administrators (unelected) should not be making these decisions on behalf of the community
41537	Aug 09, 2022, 08:59 PM	STRONGLY OBJECT TO THE PROPOSED PLAN OF THE HAMPTON PARK LAND FILL DEVELOPMENT PLAN (THE DEVELOPMENT PLAN). RESIDENTS CURRENTLY RESIDING IN THE VICINITY OF THE LAND FILL AREA ARE UNABLE TO BEAR THE STENCH EMANATING FOR DAYS PRIOR TO AND AFTER RUBBISH COLLECTION DAYS. IT IS A HEALTH HAZARD AND DETRIMENTAL TO THE GENERAL HEALTH OF BOTH CHILDREN AND ADULTS, ESPECIALLY WHEN WALKING/ EXERCISING OR UTILISING THE OUTDOOR LYNBROOK PARK FACILITIES. FURTHER DEVELOPMENT/ AND INCREASED WASTE WILL ONLY EXACERBATE THE CURRENT SITUATION.
41536	Aug 09, 2022, 08:57 PM	As discussed at the meeting with the stakeholders on the 9/08, I would like to suggest moving it to the alternative Veolia industrial site with no community impact (Taylor's Road landfill) Thanks

41526	Aug 09, 2022, 07:50 PM	It's an appalling idea, the landfill causes extreme discomfort for residents and often have to evacuate their own home to get away from the stench that comes from the land fill. It has caused our young kids to feel sick and I think it'd be incredibly irresponsible of the Casey council to ignore the health and well-being of residents. People should have some sort of comfort in their homes and should not have to evacuate.
41444	Aug 09, 2022, 01:35 PM	The smells of the tip make the area uninviting for people to spend time outdoors. We complain all the time to the EPA, but it still continues. With the closure date of 2025, it was feasible to 'put up with it'. Now they want an extension, it is going on our section 32, it's contrary to what we were told when we moved into the area and is unacceptable to have to put up with this any longer. Make it park lands, turn it into whatever else, as long as it's gone.
41431	Aug 08, 2022, 06:47 PM	house price and bad smells.
41419	Aug 08, 2022, 11:58 AM	I have been advised numerous times prior to building in Lynbrook, then again after an extension was granted to the landfill permit, by council that when the landfill was full it would be converted to open space and parkland. I would also like a better understanding of what level of traffic movements/ hours of operations of transfer station and expected volumes. I have endured many years of smell from the area and made countless submissions to the operator, EPA and council
41414	Aug 08, 2022, 12:28 AM	It's been smell before!!!! Stop building more than what we hate it! It's not good for our health. I had been live in Lynbrook for 16 years and always had smell especially during summer. Stop it!!! Super Angry to see this plan.
41412	Aug 07, 2022, 09:14 PM	1.The current landfill is already causing odours which will only get worse. 2. Increased traffic 3. I have no trust in EPA going by their track record in managing the operations currently causing odour. 4.Proposed 300 tons of waste stored in transit with 450 heavy trucks per day out of the site will destroy the community in Lynbrook.
41411	Aug 07, 2022, 08:45 PM	1. Generate unwanted noise and air pollution coming out of the truck's fumes. 2. Cause degradation on our roads. 3. Heavy traffic and health concerns. 4. Impose more risks towards the safety of the community. 5. Smell causes allergies and other health issues. 6. Restrictions due to buffer zone
41410	Aug 07, 2022, 06:46 PM	Often, we get strong odour from the tip and we have reported this to EPA.
41409	Aug 07, 2022, 06:25 PM	The tip and its unhygienic result through Enviro smell and pollutant full traffic is to the detriment of local population.
41408	Aug 07, 2022, 05:42 PM	Shut the tip & let residents live in peace!
41407	Aug 07, 2022, 05:15 PM	Go back to the 2015 plan of promised parklands, not a stinking dump that affects the health of residents in the area. How dare a set of administrators decide the fate of this area! All this following the dismissal of a corrupt council. Shame!
41406	Aug 07, 2022, 04:17 PM	The area is too close to residential property and the increase to traffic flow and large trucks on already poorly maintained roads is an accident wanting to happen.
41405	Aug 07, 2022, 03:06 PM	The whole area STINKS
41403	Aug 07, 2022, 12:02 PM	I reside cnr Lynbrook Blvd and Sun Valley Blvd since the last 18 yrs., I'm concerned about the increase in truck traffic and noise pollution, the Bad Smells which would be a health hazard which we are experiencing from a long time now. Please reconsider!!
41401	Aug 07, 2022, 10:58 AM	We don't need to expand

41400	Aug 07, 2022, 10:47 AM	Please don't extend. We want to build our family here and so do many others. We don't want to have to move further out because of the smell and the rubbish. This will move so many of us out of the area.
41398	Aug 07, 2022, 09:15 AM	I do not support the change. If you can't control the odours now, how are you going to control it once you expand. Get rid of the smell!!!!
41396	Aug 07, 2022, 09:02 AM	It effects house price and produce bad smell
41392	Aug 07, 2022, 03:17 AM	Bad smell and pollution. High cost of living and council fee
41390	Aug 06, 2022, 09:16 PM	house price and bad smells.
41389	Aug 06, 2022, 09:15 PM	We as a family have been putting up with the landfill site for many years. We were promised years ago that the site would be turned into parkland and recreation area. We don't want this site to be used for further waste management. We want it filled, closed, and repurposed as previously promised.
41388	Aug 06, 2022, 09:04 PM	Too much bad smell. Lyndhurst house prices all higher than Lynbrook
41387	Aug 06, 2022, 08:38 PM	This will seriously impact residents and visitors to neighbouring suburbs, especially Hampton Park, Lynbrook, Narre Warren Sth and Cranbourne
41386	Aug 06, 2022, 07:32 PM	We object as we were promised that it wouldn't get bigger. The tip already stinks on most days. Too many rubbish trucks running red's lights at intersections. Too many trucks using residential roads as short cuts, too dangerous for residents.
41385	Aug 06, 2022, 07:24 PM	Bad smell and the toxicity to the environment where we are living.
41384	Aug 06, 2022, 07:10 PM	We have lived in Lynbrook for nearly 27 years. When we purchased our land, we had concerns regarding the tip. We were told that it was to be wound down in the not-too-distant future. I think we've been patient enough. Please consider the health concerns of all local residents and the effect the smell etc has on our general wellbeing and our ability to go about our daily lives and live in our homes as is our right to do so.
41383	Aug 06, 2022, 06:50 PM	The current landfill does not manage the smell. Expending the landfill will only make this problem worse
41382	Aug 06, 2022, 06:07 PM	The tip has always been a nightmare and has already affected property prices in Lynbrook. With the extension and accumulation of 10 suburbs worth of dump will have an even adverse effect on the suburb. Also, 500-meter buffer zone and restrictions are beyond my belief. This tip has to move to a remote location, far away from a flourishing suburb such as Lynbrook.
41380	Aug 06, 2022, 03:55 PM	I do not want to have waste collection/transfer facility at this site.
41379	Aug 06, 2022, 03:54 PM	I do not want to have waste collection/transfer facility at this site.
41378	Aug 06, 2022, 03:53 PM	I do not want to have waste collection/transfer facility at this site.
41377	Aug 06, 2022, 02:27 PM	With due change to the pit on Hallam Road I am quite concerned about the smell, the traffic movement as our roads around don't support heavy traffic every now so often. (Dump truck) and it surely will impact house resale prices.
41376	Aug 06, 2022, 01:41 PM	I completely object the idea of having such expansion on waste around residential areas this is not the reason why we purchased our home in Lynbrook this news is disheartening for all homeowners in Lynbrook and surrounding areas
41326	Aug 05, 2022, 01:41 AM	I have been a Lynbrook resident for 20 years and the smell of the tip is increasingly worse the last 6 months. I am unable to turn my bathroom fan on in the morning when I shower or open my bathroom window due to the foul smell entering my house, even more so when it is a still evening.
41325	Aug 05, 2022, 12:28 AM	Don't want it

41324	Aug 04, 2022, 11:47 PM	There is already a 'smell' problem which is stubbornly refusing to be solved and seriously impacts the local community. There is also a dust problem in the local area caused by trucks emptying their loads, and the major increase in traffic since the Gippsland Freeway was 'upgraded'. Also, noise issues which really do affect sleep patterns especially when combined with increased traffic in the area.
41323	Aug 04, 2022, 11:26 PM	Although I overwhelmingly support the proposition, I would love further clarity of what public facilities would be introduced. Personally, I would love to see a basketball/netball court as there is no good option within Hampton Park, and a playground with more variety than is currently offered. If a walking and running track was introduced it would bring new people to visit and get locals out more, and this space would be excellent for a small strip of retail stores to benefit from the new foot traffic.
41308	Aug 04, 2022, 08:40 PM	Planning is not great idea. Community will suffer with pollution and miss natural resources
41285	Aug 04, 2022, 02:09 PM	Absolute disgrace!!!! You can't promise to wind down and close the tip for many many years then completely change the plan. Our suburb has endured many years of the disgusting stench that pours out of the tip. Enough is enough. Please be fair and treat the residents with some respect
41280	Aug 04, 2022, 01:26 PM	There is a provision in the planning proposal that unilateral decisions can be made by the Tip management, and it will affect the price of my property.
41276	Aug 04, 2022, 12:56 PM	The proposal is significantly different to that originally promised. The changes negatively impact the surrounding areas, the buffer zone is extended, and much less "green" space is allotted.
41275	Aug 04, 2022, 12:50 PM	This will pollute the air, suburb name and the housing residential.
41261	Aug 04, 2022, 09:14 AM	1.No community consultation on the buffer zone, what are the risks of living within it? Has there been testing? How will the buffer affect house value 2.Will we be told if there is a breach? 3. Visually unappealing 4.What steps have been taken to mitigate environmental impact and gas emissions/odours? 5. Can you please send the residents a full list of previous breaches by the Landfill owners / operators. 6. Can you please explain and show where the EPA LFG Test wells are on all the boundaries? /How often are they tested ?/What happens if LG above allowable levels is detected
41145	Aug 02, 2022, 08:49 AM	We residents were told this horrible too weasel going to be closed 10 years ago. The constant stink is disgusting.
41139	Aug 01, 2022, 09:56 PM	This tip must be closed if you want to keep this tip operating it meant you have to buy all residential address within radius 5 km to get them move! Since when we bought the house the smell or odour never be explained! The odour already made us sick! Will you give us compensation to ruin our life!
41112	Aug 01, 2022, 03:32 PM	As I live 500meters away from the tip there will be possible restrictions regarding development on the land. We will also need to state the condition on the section 32. This will drop the value of the property drastically. All the residents within 500meters from the tip will be hit hard and all their and my hard-earned money will be affected due to this. I feel this is truly unfair to myself and the residents around me to be affected by this. Please consider the backlash it is going to have on people when it affects the potential of their property.
41110	Aug 01, 2022, 05:48 AM	I wish to object to this plan for the following reasons. 1. This has Brooklyn Greens Mark 2 and knowing what those residents went through I do not what that happen to me. 2. By moving the boundary it comes closer to my house which in turn devalued my house. 3. The odour this tip gives off is bad enough now if you make it bigger it will be worst.

41109	Aug 01, 2022, 12:46 AM	Remove the landfill as it stinks most of the year. It feels we are living in a place full of cow dung. The stink even penetrates inside the homes making us all sick.
41106	Jul 31, 2022, 11:42 PM	The smell is unbearable, and I am concerned that because of the tip my property value will depreciate
41103	Jul 31, 2022, 09:01 PM	The proposed plan will increase the operation of the waste disposal and recycling facilities. The facility is too close to residential areas and is impacting the quality of life of the residents. The City of Casey has incorrectly advised residents of an earlier closing date of the facility in the past and has continued to make changes to the proposed closure. I would like to see a permanent closure of the waste disposal and recycling facilities which cause pollution, noise, a horrible stench and impacts my ability to even venture outside my house for a breath of fresh air.
41102	Jul 31, 2022, 08:04 PM	I am concerned about having my home in the buffer zone and the impact it will have on my property value. As the council I'm sure will not compensate me for and if so, they would not be the current or future selling prices. Also, if these changes go ahead and the details are added to my Section 32 what is that going to do to the property value. I also reject the fact you will take control of what i can build on my land E.g., Granny flat. I ask you this question " How would you feel if this was your home". I'm very concerned about the chemical smell that the tip gives off and has been getting worse over the past few years and these concerns have constantly been reported to the EPA and nothing has changed.
41101	Jul 31, 2022, 06:36 PM	We moved into the area expecting that this tip would be closed off as per its agreement. City of Casey extending this will greatly impact on our house prices. Further to this we have grave concerns for how the site will be maintained. There is already poor control over the horrid smell that regularly permeates from this tip with little to no care factor from Suez to fix or the council to follow up and rectify. City of Casey need to do more to support reducing landfill rather than extending the tip as their commitment to sustainability and their residents! Keep the resource recovery but find somewhere else to dump the rubbish!
41100	Jul 31, 2022, 06:25 PM	It sounds like get more ppl have job opportunities, but it will affect our subs with smell and our health
41099	Jul 31, 2022, 06:08 PM	Existing tip facility gives out bad odour in the neighbourhood. Increasing the waste processing will only make this worse.
41098	Jul 31, 2022, 04:22 PM	1. Once the site reached capacity, it was claimed it would be closed and turned to what would be predominantly parkland 2. Health risks from waste materials and trucks. Waste also brings vermin. 3. The increased number of trucks on Hallam Road will create pollution and noise and the road will wear down much faster under the load. 4. We also have concerns about how the soil and surrounding areas will be affected 5. Suez does not have a good track record with containing the gas and waste smells 6. Concerned about how it will affect our overall health especially those with complex medical conditions including auditory and respiratory issues 7.Increased noise and air pollution 8. The buffer affects any future modifications to our house, it will also devalue our house price
41096	Jul 31, 2022, 02:20 PM	The smells that are already coming from the site are terrible and no doubt not healthy for residents within the surrounding area. This should NOT be expanded for the health and well-being of people surrounding the site.
41095	Jul 31, 2022, 02:06 PM	I am afraid that the stench from the proposed development site will make living in Lynbrook difficult for the residents.
41093	Jul 31, 2022, 01:06 PM	We want the open space area as it was said in the past. Not this continuity of the recycling project.
41089	Jul 31, 2022, 10:34 AM	Thanks for the opportunity to give our opinions. When we purchased the house, it was mentioned that the tip would be closing in 2023. but this will get extended and furthermore it will be included in the new section 32 which will greatly affect the housing price. In addition, the smell of the tip has been becoming more frequent and bad lately. not sure what have

		been causing it, it seems to smell more chemical than a rubbish smell, which is concerning. We hope council could consider and make a wise decision regarding the extension of the tip.
41087	Jul 31, 2022, 09:45 AM	it should only be parkland like we were promised in 2015. now purchase properties will devalue in price and as I live in the 500m zone there is jo clear indication as to what will happen with my property. the tip stinks every night now especially in summer, we can't enjoy a BBQ with friends now because of the stench and you as council think it is a good idea to continue. why would you put a waste station in the middle of a suburb. did you not learn from Brookland green. give us our parkland get rid of everything else
41086	Jul 31, 2022, 09:23 AM	The odour and dust/dirt from the tip are horrendous already. It will become intolerable with the proposal. Give back the land as originally promised. The residents have lived with it for long enough.
41077	Jul 30, 2022, 06:57 PM	Back when I purchased my house, I done my diligence and the tip was proposed at be all parkland and community space. Now with the new proposal it will extremely affect the value of my property
41069	Jul 30, 2022, 07:02 AM	The landfill already causes several health issues and smell. Government and council should consider to move it away rather than expanding it! It's a total ridiculous project and I strongly object this.
41065	Jul 29, 2022, 08:24 PM	I object to the full plan as I want the community to understand the full implications of these changes
41063	Jul 29, 2022, 08:19 PM	Close this.
41061	Jul 29, 2022, 07:48 PM	1. We have lived here for over 18 years and built on the advice that the tip would close in 2012. 2.No community input 3. We object to the INDUSTRIAL ZONING FOR FUTURE EMPLOYMENT.
41060	Jul 29, 2022, 07:22 PM	Please separate lane for trucks. They shouldn't be affecting to public transport. Waste air pollution during summer time required to control
41058	Jul 29, 2022, 05:18 PM	1. 500m buffer zone - We have purchased our property on the premise that there are no council restrictions imposed 2. The volume of trucks coming in and out of Lynbrook will substantially increase. We are already experiencing noise, pollution from fumes and rubble on our roads coming from these trucks alone but I am also very concerned on the safety of our community. We have already experienced death in Lynbrook with two young children killed by a negligent truck driver. In my view the influx of trucks will 3. Generate unwanted noise and air pollution coming out of the truck's fumes. 4. Cause degradation on our roads
41041	Jul 29, 2022, 03:16 PM	This is another appalling exhibition of lack of community consultation by City of Casey. There needs to be much more information disseminated to the community with forums to engage residents
41036	Jul 29, 2022, 02:41 PM	1.The proposed plan will allow council to put whatever in that area without consulting community. There needs to always be community consultation! 2. Continued issues of pollution and smell which cause health issues for the community 3. Property Value will further decrease. It is unfair that properties were allowed to be built within it 4.Residents should be compensated financially
41020	Jul 29, 2022, 01:12 PM	How does this change affect future value of property in the area and is there any additional permits required to sell our property in the future?
41018	Jul 29, 2022, 12:43 PM	1. This proposal will affect a radius further than the proposed 500meter 2. Guarantees decreased house values for all 3. Noise disruptions 4. No guarantee that the current toxic smells will cease 5. Current roads cannot safely and effectively handle the volume of traffic so to add to this will result in further delays and issues like increased dangerous truck driving

		6.Roads are covered in silt 7. Broken promises about closure of tip
41015	Jul 29, 2022, 11:38 AM	Nowhere near enough people have had the opportunity to review and decide whether they support this plan. The public notification was done in a paper that almost no one receives, and fewer people read. Something with this kind of impact should have been notified via a mail drop to get a true reflection of the constituent's support. The process seems to have been geared to minimise the consultation and feedback, presumable because it's expected to be negative.
41010	Jul 29, 2022, 11:17 AM	I don't want any more on the site
41007	Jul 29, 2022, 11:06 AM	My house will be affected. With the increase in traffic and ongoing smell it will be difficult. We are already suffering enough due to the current smell from the tip coming almost every day in evening.
41005	Jul 29, 2022, 09:16 AM	1. It is wrong for a tip to be so close to a residential community. 2.Awful smells 3. It feels like the extension was hidden from us 4.Was due to be turned into parkland 5.Smells have particular impact on those with health conditions such as Asthma 6.Unelected administration
41004	Jul 29, 2022, 08:54 AM	After nearly 20 years living here, we have had issues with that site that the EPA has had to deal with & now turning into a further industrial site without clear planning is not suitable. Too many grey areas in planning. Need more time and more information needs to be provided in multiple languages to all residents
41003	Jul 29, 2022, 08:53 AM	After nearly 20 years living here, we have had issues with that site that the EPA has had to deal with & now turning into a further industrial site without clear planning is not suitable. Too many grey areas in planning. Need more time and more information needs to be provided in multiple languages to all residents
41002	Jul 29, 2022, 08:21 AM	We wat the landfill to be moved out. It is causing foul smell in this area
41001	Jul 29, 2022, 08:08 AM	As a resident living close to landfill, we have been unfortunate to breathe the bad smell time to time. Due to the trucks travelling around the Hallam Road most of the time lot of dust and rocks can be found on the road. I understand that council is trying to open up more opportunities but please consider the residents who have been putting up with numerous discomfort over the years. I really hope you will be more thoughtful and look at the matters from resident's view. Thank you.
40999	Jul 29, 2022, 07:53 AM	I am not happy with the smell coming from the tip.
40998	Jul 29, 2022, 07:48 AM	We don't want the tip to get expand as it smells so bad and emit harmful gases which are bad for our health.
40997	Jul 29, 2022, 07:29 AM	I object the full plan so that the community can have more time to assess the future implications of this plan
40995	Jul 29, 2022, 07:17 AM	1.Occassional days with unpleasant smell in the air 2.I don't think it is safe for my children, we don't know about the health implications for the younger generations 3. There hasn't been enough time for everyone to express their concerns 4. Will affect local families, health of the community, local wildlife, local businesses
40993	Jul 29, 2022, 07:07 AM	The proposal is outrageous, the residents should be considered! This is their home's you are jeopardizing! Shut the tip & no expansion or an industrial estate! Give residents the open space that they were promised!
40991	Jul 29, 2022, 06:42 AM	I object to any expansion of the refuse centre; we already have issues with smells which are not being addressed seriously enough. I live approximately 6kms away and have days I cannot go outside due to the smell which gives me headaches and nausea.
40990	Jul 29, 2022, 06:30 AM	Can't stand for the odour as it had never been solved in the past.

40988	Jul 29, 2022, 05:48 AM	This consultation process is racist. In Lynbrook only 42.5% of people spoke English alone at home, 43.1% in Hampton Park. The communication is only in English with only the offer of translation at the bottom I object because of the lack of consultation with the communities involved, and lack of time given for this. I also object because of the proven inability to control waste and smell drift, which our community is impacted by constantly.
40987	Jul 29, 2022, 05:41 AM	It smells awful now - this will make it unbearable. I live 1km away and that smell makes me feel I'll.
40986	Jul 29, 2022, 05:21 AM	I object to the full plan and want more time for the community to understand the implications of these changes.
40985	Jul 29, 2022, 05:06 AM	My family bought our home here in 2016 under the promise that this site would be turned into a public park which is what is in the current Hampton Park development plan. We paid a lot of money and there was nothing about the tip on the section 32. This would seriously devalue our home. What redress is available? If Casey wants to do this then the council needs to offer to buy homes back and provide compensation. We were promised a park and not a tip and we want the park you promised us
40984	Jul 29, 2022, 05:03 AM	I object to the full plan and want more time for the community to understand the implications
40980	Jul 29, 2022, 03:12 AM	We have put up with the putrid smell and the dust and dirt that covers our property for way too long. Our alfresco area & timber decking requires constant cleaning as the wind blows the dirt from the tip and no sooner have we cleaned it, it's again covered in dust. The same with our pool, depending on which way the wind blows we either end up with what looks like a dump truck has unloaded dirt into the pool or there's at the very least a fine layer of dust covering the bottom & ledges of pool and also the surrounding pavers. Our Bali hut is also a victim, the visions & covers requiring constant washing from being covered in dust & dirt from to. Seriously enough!!!
40979	Jul 29, 2022, 12:26 AM	I do not at all support this object! This needs more time to be considered as people need to know the implications it's causing to our community. Imagine yourself living in a place you call home & having that terrible smell every week which is so sickening !!!
40978	Jul 28, 2022, 11:24 PM	1.severe lack of community consultation. We haven't received any correspondence regarding being in the buffer zone. 2. It feels like a lot of smoke and mirrors to me 3. Increase of trucks causing disruptive noise from them rumbling through our streets, plus extra wear and tear on our local roads. 4.No consultation on questionable air quality 5.shouldn't be near residential properties 6.Devaluation of our properties 7.Unhappy with the clause allowing future (waste) development facilities without community consultation 8. Was promised the land would be turned to parkland
40976	Jul 28, 2022, 11:17 PM	Unless the site is able to significantly reduce the smell, it should not be operating at all in such a developed area, apart from there being plans to increase the site. We live over a couple of kilometres away from the site and can often smell the area during summer, I feel for residents closer to the site, it can't be healthy breathing that in all the time.
40975	Jul 28, 2022, 11:09 PM	1.severe lack of community consultation. We haven't received any correspondence regarding being in the buffer zone. 2. It feels like a lot of smoke and mirrors to me 3. Increase of trucks causing disruptive noise from them rumbling through our streets, plus extra wear and tear on our local roads. 4.No consultation on questionable air quality 5.shouldn't be near residential properties 6.Devaluation of our properties 7.Unhappy with the clause allowing future (waste) development facilities without community consultation 8. Was promised the land would be turned to parkland

40974	Jul 28, 2022, 10:57 PM	I live a stone's throw from the entrance and haven't even received a letter with advice that there is public consultation. People buy property on good advice and research and the council changes the rules. There needs to be the same rules applied for the council as the homeowners. All houses impacted should have been advised in writing not having to look for it on Facebook or the council website. The Tip was to be closed in 2040 and turned into Parkland not retained as a tip, it's a business now. It doesn't process waste from just Casey several other council truck dump rubbish here for it to be processed. If it's a sorting facility it should be relocated to an industrial area Eg Dandenong South. There's more than enough room over there.
40969	Jul 28, 2022, 10:28 PM	It's not suitable to constant trucks going in and out of the place, above all else the smell is terrible
40967	Jul 28, 2022, 10:03 PM	1.It had an end date that has been extended already changing the goal posts and lying to residents buying property 2.the new buffer zone (yellow orange dotted line) does not appear on the map, and pink current buffer zone is not clear enough - not enough named roads on the plan, to see clearly 3.Residents shouldn't be limited in what they can do o their own land 4.Property will be devalued 5.Object to any buffer zone extension being allowed without community consultation 6.temporary representatives shouldn't be making decisions
40966	Jul 28, 2022, 10:02 PM	I object to the planning proposal. Who in this day and age thinks its a good idea to have an operating landfill surrounded by residential area. It is beyond ridiculous. It makes no sense. We pay our rates so just do the right thing and close the damn tip already. End of discussion. We are sick of having to constantly complain and fight without being heard.
40963	Jul 28, 2022, 09:47 PM	Broken promises are not acceptable. It was to close as a waste site and residents do not appreciate being treated this way.
40962	Jul 28, 2022, 09:46 PM	I object to the full plan and want more time for the community to understand the implications of these changes.
40961	Jul 28, 2022, 09:44 PM	1.We were advised by Vic Urban that it would close and be wholly turned into parkland No one will want to visit parkland adjacent to a waste management site 2.Houses should never have been allowed to build here with this deceit. 3.The site has been poorly managed- constant complaints to EPA about rank odour and the noise of machinery and truck traffic. 4.Heavy trucks and machinery will cause disruption to traffic flow in residential area and increase noise 5. Will have environmental impact 6. Having no further say on how this site will be developed means that ANYTHING could effect the surrounding environment
40960	Jul 28, 2022, 09:33 PM	The odour is absolutely disgusting, and we have complained about the smell multiple times, and nothing has been done. The number of trucks driving down our streets appending and cutting the round about a is applauding with our little children walking to school. Did I mention the smell? That's right it's that bad I have to mention it twice. We need more park land and somewhere to enjoy our beautiful are not have something that will affect the air quality and health of the young families that live in this area.
40959	Jul 28, 2022, 09:27 PM	this proposal will lead to more trucks exceeding speed limits on the road to the tip and creating hazardous conditions for other road users.
40957	Jul 28, 2022, 09:18 PM	We DO NOT want any more smell from the tip! Now you are building a new one. Our house sell drops because of the tip location. Why do we have to suffer. Find somewhere else to build the project.
40956	Jul 28, 2022, 09:12 PM	Existing tip causes bad odour in the area. Additional development will make it worse.
40955	Jul 28, 2022, 09:08 PM	Do not extend it further because smell quite horrific already. In the mid of July air was so polluted with disgusting odour.
40949	Jul 28, 2022, 07:37 PM	More time is needed to understand the proposed development plan and its long-term implications for the community. I would like this whole

		facility to be shifted or relocated to a new location away from residential area. The smell from the tip has been a serious issue since long and no significant steps have been taken to address the issue.
40947	Jul 28, 2022, 07:29 PM	Only one word closed the tip!
40946	Jul 28, 2022, 07:12 PM	I object to the full plan and want more time for the community to understand the implications of these changes
40945	Jul 28, 2022, 06:53 PM	I object. Should not be extended beyond 2040
40944	Jul 28, 2022, 06:48 PM	I object. The smell is too strong. No extension behind 2040.
40939	Jul 28, 2022, 06:22 PM	This area was supposed to be ceased as a landfill and turned into parkland. Now it's being changed to landfill indefinitely. The stench from the area currently affects us greatly particular in summer. This will also affect our home value.
40937	Jul 28, 2022, 06:10 PM	It will increase the waste dumped at the, increase the putrid smell and reduce our property prices
40936	Jul 28, 2022, 06:10 PM	We were promised a park after the Tip was filled up. The stench that comes from the tip makes it all the way to our local shops, Schools, Kindergarten and Childcare. Why can't you do the same thing to Lynbrook as you did with the Narre Warren old tip? Lots of trees to bring back the birds and it will also be good for our current climate situation. Why can't you use the recycling plant on Dandenong Hastings Rd Dandenong Sth it's already there and in an industrial estate.
40935	Jul 28, 2022, 06:06 PM	It would increase the waste dumped at the site increasing putrid smell in the surroundings and decrease the property prices
40934	Jul 28, 2022, 06:01 PM	I think this plan (especially setting up a transfer station) is likely to worsen the smell issues rather than fixing them. I have lived in Lynbrook for 6 years and there have definitely been days when the smell is so bad that the kids refuse to play outside in the backyard. I also think the objection deadline needs to be extended as a lot of people have not had a chance to object yet.
40929	Jul 28, 2022, 05:56 PM	This is going to potentially increase the amount of waste dumped there and increase bad and putrid smell in the surroundings. This will adversely impact on our property values.
40927	Jul 28, 2022, 05:48 PM	There is enough pollution and congestion with heavy smoke from trucks and to add this waste smell which will pass like gas in every household to cause deadly diseases
40926	Jul 28, 2022, 05:47 PM	I object to anything other than closing of this tip. We have enough traffic around this area without roads to accommodate and the smell is unable to be contained. I live in Lyndhurst and the smell affects us over here at times and is awful. The tip has already been kept open by extending the lease once. Time is up now, and more and more residents are being affected.
40922	Jul 28, 2022, 05:24 PM	Close it and give us some relief from the stench please. Find a new location.
40919	Jul 28, 2022, 04:59 PM	I object to this project as already the landfill brings a bad smell to the residents especially in Lynbrook u cannot open our windows as the smell stinks looking after the resident's wellbeing will be great
40916	Jul 28, 2022, 04:27 PM	1. Lack of community consultation weren't informed we were in buffer zone 2. Increased road traffic and noise pollution 3. Continuation of questionable air quality 4.Should'nt be near residential properties 5.Devaluation of our properties 6.Unhappy with the clause allowing future (waste) development facilities without community consultation
40915	Jul 28, 2022, 04:21 PM	We live in Hampton Park near the tip, most of the days smell from tip is unbearable & we are not able to use our backyard nor front yard because of this constant stint from tip, we strongly object any extension of this tip which will affect our enjoying our property

40914	Jul 28, 2022, 04:21 PM	There has been a history of the plant being unable to control the odour in the area and this has been an ongoing problem for years. The plan for a development of a commercial transfer station means a lot of trucks operating along Hallam Road.
40913	Jul 28, 2022, 04:11 PM	Close the tip instead.
40908	Jul 28, 2022, 03:42 PM	I object to the proposal based on a poor history of transparency from the tip operators. They are subjected to constant complaints about lack of odour control and traffic, but nothing ever seems to happen. The tip was initially slated to close ten years ago but that didn't happen either. I have deep concerns about how this expansion will affect property prices in the zone, the increase in waste management traffic and spilled refuse on Hallam Road (a current issue), and the future health and wellbeing for our residents, especially our children. It's well beyond time that the government and operators closed the site and moved elsewhere. Another ten years isn't feasible.
40907	Jul 28, 2022, 03:36 PM	Wider and more resident applicable strategy to be formulated with positive communication
40904	Jul 28, 2022, 03:09 PM	I object to the project development as the location is too close to my residence and would pose a hinderance to my daily living due to the bad odour.
40897	Jul 28, 2022, 02:32 PM	The tip has deteriorated the quality of life for all the residents around it, not to mention the impact on health and safety of children and senior citizen. At what cost is the council putting the health of the residents in Hampton Park, Cranbourne, and Lynbrook at risk. This tip needs to be shut down at the earliest. I completely object to the proposed development plan.
40893	Jul 28, 2022, 02:22 PM	1. Inadequate consultation: there should be an easy, English and translated copy of the proposal, longer consultation period, easier to understand 2. Local schools and retirement villages weren't consulted and many in buffer zone not informed
40890	Jul 28, 2022, 02:12 PM	1. Shouldn't be in proximity of residential housing and schools signifying bad planning 2. Environmental and health hazard 3. The stench of the landfill permeates the air where we live, and nothing gets done repeatedly complained to the EPA, council, operators and government no elected councillors take responsibility 4.Need transparent information about chemical composition of the gases and matter emitted 5.Fear of a catastrophic event at the site ie a fire
40880	Jul 28, 2022, 01:41 PM	There needs to be more community consultation prior to any changes being made to the Hampton Park landfill site. The proposed changes are drastic, and a long way from the previous plans for the landfill site. The current proposed changes will have a detrimental effect on local amenities, homes and people.
40875	Jul 28, 2022, 01:35 PM	The air quality reading is very low at times and with today's energy rating ventilation requirement for occupy able dwellings it is only getting worst. Shut it down.
40866	Jul 28, 2022, 01:22 PM	Please move it somewhere, due to this project, price of the property can fall
40858	Jul 28, 2022, 12:51 PM	I object for several reasons. You are now proposing to keep the transfer site permanently. This was original poised to be phased out and the land rehabilitated for public parks and spaces. I believe that keeping the transfer station is detrimental to the health of the residents and goes against what was originally promised. The other issue I have is the zoning of industrial business to use some land. I feel this also is not in the best interest of the local residents. We already have issues with the concrete facility running after hours and having no regards for the local public.
40857	Jul 28, 2022, 12:50 PM	The landfill needs to be closed as promised. the corrupt previous council have taken the money from SITA and not delivered any of the new Library or Parkland promised. The current operators of the landfill are unable to contain the gas and odours already decreasing the value of my property.

		the increase of truck to the site will further impact the flow of traffic. Currently the curb side pick up truck continues through red lights at Lynbrook Blvd. and South Gippsland Hwy and Hallam Rd and South Gippsland Hwy, I have witnessed the pedestrians crossing the road having to take evasive action after the truck go through a red light. the same I have witnessed for cars having to take evasive action to avoid being hit by the rubbish trucks. this is an unacceptable risk that the council is imposing on the residents in the local area having to risk their lives just to pop down to the local supermarket.
40850	Jul 28, 2022, 12:35 PM	Plans have changed and I just want the tip gone
40833	Jul 28, 2022, 12:02 PM	This is going to affect badly to houses around in buffer zone and affect their house pricing.
40832	Jul 28, 2022, 11:59 AM	I would like to object to the new plans as I believe it will poorly impact house prices in Hampton Park. My understanding is that the plans were always to provide and convert the land into parkland, which is something that is definitely lacking in this area also. A lot of the newer estates in Casey have allocated parkland, however being an older are there isn't much around here and was something I have been looking forward to enjoying the land with my family. I feel like Hampton Park is already the forgotten suburb of Casey where no funds are spent, and these new plans cement the decision of how little care there is for the residents & community here.
40827	Jul 28, 2022, 11:39 AM	I object to this landfill site. We are already suffering to smell of nearby landfill. We don't need another one closer.
40824	Jul 28, 2022, 11:30 AM	1. Object against the 500m buffer zone - purchased property on the premise that there are no council restrictions. The council shouldn't have allowed for urban housing to be built around the landfill site over the years. 2. Object to the Waste Transfer Facility the volume of trucks will substantially increase. We already experience noise, pollution and rubble on our roads coming from these trucks and I'm concerned about community safety two children already killed.
40823	Jul 28, 2022, 11:29 AM	1. Object against the 500m buffer zone purchased property on the premise that there are no council restrictions. The council shouldn't have allowed for urban housing to be built around the landfill site over the years. 2. Object to the Waste Transfer Facility - the volume of trucks will substantially increase. We already experience noise, pollution and rubble on our roads coming from these trucks and I'm concerned about community safety- two children already killed.
40822	Jul 28, 2022, 11:29 AM	For the time we have lived here in Lynbrook, the tip has had a negative effect on our quality of living in the area. No matter what the reassurances have been from council and the supposed fines levied on the operator, the foul smells emanating from the tip have continued. Quite often it limits the time we spend outdoors in our backyard due to the bad air quality. Moreover, the trucks entering and existing the facility also negatively impact the traffic on Hallam Rd as well as dirty the road with debris and mud (especially at the intersection at the turnoff to the tip). For such a fast-growing and densely populated area, this is not a location where a landfill or waste transfer facility should be located any longer. This space should be cleaned up, converted into parkland and made available to the community. I oppose the plans that are being proposed.
40820	Jul 28, 2022, 11:28 AM	1. Object against the 500m buffer zone - purchased property on the premise that there are no council restrictions. The council shouldn't have allowed for urban housing to be built around the landfill site over the years. 2. Object to the Waste Transfer Facility the volume of trucks will substantially increase. We already experience noise, pollution and rubble on our roads coming from these trucks and I'm concerned about community safety- two children already killed.

40819	Jul 28, 2022, 11:27 AM	1. Object against the 500m buffer zone purchased property on the premise that there are no council restrictions. The council shouldn't have allowed for urban housing to be built around the landfill site over the years. 2. Object to the Waste Transfer Facility - the volume of trucks will substantially increase. We already experience noise, pollution and rubble on our roads coming from these trucks and I'm concerned about community safety two children already killed.
40818	Jul 28, 2022, 11:25 AM	1. Object against the 500m buffer zone purchased property on the premise that there are no council restrictions. The council shouldn't have allowed for urban housing to be built around the landfill site over the years. 2. Object to the Waste Transfer Facility - the volume of trucks will substantially increase. We already experience noise, pollution and rubble on our roads coming from these trucks and I'm concerned about community safety- two children already killed.
40811	Jul 28, 2022, 11:08 AM	I object to these new development plans as has no benefit to the community
40810	Jul 28, 2022, 11:04 AM	The site currently produces excessive air pollution, and the expansion will only make matters worse and directly affect the value of my property. When I purchased my home, this wasn't an issue. This is certainly the case now.
40808	Jul 28, 2022, 11:03 AM	The tip needs to go. The smell is bad, and it is not a good sight
40807	Jul 28, 2022, 10:53 AM	Concerns relating to: - traffic congestion - noise and air pollution - hours of operation of proposed facility - value of property in the immediate area
40806	Jul 28, 2022, 10:39 AM	The site currently produces excessive air pollution, and the expansion will only make matters worse and directly affect the value of my property.
40805	Jul 28, 2022, 10:36 AM	The tip already smells bad and the roads in the area are riddled with potholes it's not enough to just punch in some tar and call it a temp fix when it only lasts 2 days
40804	Jul 28, 2022, 10:28 AM	I would like to see the tip closed for good as we are unsure of any health implications that will come from long term use.
40803	Jul 28, 2022, 10:21 AM	As the previous issues with the tipping was not resolved such as its smell, I ask that we be given more time to understand the full implications of the plan.
40802	Jul 28, 2022, 10:04 AM	Being a Lynbrook Resident I am strongly against any development that will increase the already out of control & unchecked putrid odours drifting across our community.
40801	Jul 28, 2022, 09:42 AM	I object to the full plan and want more time for the community to understand the full implications of continuing with this proposal.
40800	Jul 28, 2022, 09:27 AM	Object on all grounds. The tip needs to close, it was on track to close in 2032 and return to public park lands. There should be no further changes and a big NO on any changes and transfer station
40799	Jul 28, 2022, 09:20 AM	We reject the plan entirely. This tip needs to close as was promised. We say NO to the plan, the tip needs to close and be turned into parklands. NO MORE TIP. It is too close to residential housing and the Council need to stick to what was agreed and not change the goal posts. We have had the tip and its issues for long enough. NO NO NO
40798	Jul 28, 2022, 09:14 AM	We have lived in Hampton Park for 26yrs and over that time the smell of the tip has grown with every passing g year. When we moved here the tip was small and there were tips at Cranbourne and Narre Warren. When both closed everyone, and everything came to Hallam. I cannot count how many times I've had to ring the EPA due to the smell of their incompetence. We all suffer Asthma, and my husband suffers from emphysema and there are days we can't go outside. Our animals have suffered also. A tip so close to residential is just asking for problems especially when over the year, Suez have proven time and time again of breaching EPA laws itself. I highly object and this will drive down the prices of our properties. Please listen to the community!

40796	Jul 28, 2022, 08:18 AM	The landfill site can be moved to the outside of Melbourne suburbs as this corridor is a high growth area and has some major development going on. There is also Cranbourne Golf club access to which is mostly closed due to the roadworks and trucks moving in and out of the area. There is also a college Narre Warren South college to the North of the site. There is some noise and debris everywhere on the roads where the landfill is. The traffic is usually slowed down. There was also some smell coming from the landfill site.
40795	Jul 27, 2022, 10:07 PM	The waste management landfill must end once and for all. We moved to this area more than 26 years ago with council back then stating it was only going to be there for 12 years, it has now been 14 years past initial, and we have bigger landfill that absolutely stinks with toxic smells every other night to early morning. I suffer from headaches and asthma due to this. Action needs to happen soon not in planning seeking more taxpayers' funds to seek more information for another 14 years for nothing to be done because of government changes or council changes. We need clear planning and options, and this plan personally doesn't not provide this as I am still unsure of what your plan is.
40794	Jul 27, 2022, 09:58 PM	No consultation with the community
40793	Jul 27, 2022, 09:58 PM	For the past 12 years I have been complaining to EPA about this tip as it's has been causing a lot of issues for us residents. The unbearable stench, the Methane gas emissions that exudes pretty much all through the year makes it unbearable to live here. A tip should not be amidst a busy residential area. If the residents get together, they can very well put a class action against the council for turning a blind eye to the suffering of its people. Shut the tip and stop pulling wool over our eyes. We don't need a tip nor a transfer station here. Stop processing any kind of waste there and close it down for the sake of humanity
40792	Jul 27, 2022, 09:47 PM	I object for below reasons: 1. It will Generate unwanted noise and air pollution coming out of the truck's fumes in the residential area. 2. It will Cause degradation on our roads, residential area. 3. It will Impose more risks towards the safety of the residential community.
40791	Jul 27, 2022, 09:46 PM	1. Object against the 500m buffer zone purchased property on the premise that there are no council restrictions. The council shouldn't have allowed for urban housing to be built around the landfill site over the years. 2. Object to the Waste Transfer Facility the volume of trucks will substantially increase. We already experience noise, pollution and rubble on our roads coming from these trucks and I'm concerned about community safety- two children already killed.
40790	Jul 27, 2022, 09:45 PM	I object for below reasons: 1. It will Generate unwanted noise and air pollution coming out of the truck's fumes in the residential area. 2. It will Cause degradation on our roads, residential area. 3. It will Impose more risks towards the safety of the residential community.
40789	Jul 27, 2022, 09:44 PM	1. Object against the 500m buffer zone - purchased property on the premise that there are no council restrictions. The council shouldn't have allowed for urban housing to be built around the landfill site over the years. 2. Object to the Waste Transfer Facility the volume of trucks will substantially increase. We already experience noise, pollution and rubble on our roads coming from these trucks and I'm concerned about community safety two children already killed.
40788	Jul 27, 2022, 09:28 PM	I object to the very existence of this tip. I can provide you stats on the days and dates I have complained to EPA on the stench that comes from there. It causes havoc to our health. The frequent methane gas emissions from the tip are toxic to the environment and to all the residents and the

		children around it. It can cause numerous respiratory problems which we are already facing. Young children's life and health is at stake. Please close the tip permanently.
40787	Jul 27, 2022, 09:27 PM	We purchased our property on the understanding that the current landfill would be replaced with recreational areas or parkland. This proposal is likely to lower land values in my area and surrounds, increase noise pollution, and potentially increase the air pollution in the area. Residents have suffered with the terrible smells from the landfill, expecting that our endurance would be rewarded with the removal of the waste facility altogether, together with the area being less of an eye sore from the viewpoint of surrounding homes. Please provide more information on the impact on land values for surrounding residential areas. We also propose replacing the Stage 1 employment zone with landscaping and parkland.
40786	Jul 27, 2022, 09:15 PM	1. Object against the 500m buffer zone purchased property on the premise that there are no council restrictions. The council shouldn't have allowed for urban housing to be built around the landfill site over the years. 2. Object to the Waste Transfer Facility - the volume of trucks will substantially increase. We already experience noise, pollution and rubble on our roads coming from these trucks and I'm concerned about community safety two children already killed.
40780	Jul 27, 2022, 06:28 PM	Park
40779	Jul 27, 2022, 05:15 PM	1. We constantly have disgusting foul smells wafting into our house. Especially early morning and during the night. The EPA is not able to keep this under control after multiple complaints so extension would only make it worse 2.We kindly urge that this extension is not made but the tip be closed on the date originally set. 3.Waste disposal site should be far away from residential areas as this diminishes our quality of life which is goes against our rights.
40777	Jul 27, 2022, 04:48 PM	I live in the area and do not support this development. Due to the trip the air stinks as it is, please find somewhere else for your development, thank you.
40771	Jul 27, 2022, 12:29 PM	The tip already smells, and we live a fair way away from it - don't want to expand it any further and live in poor environmental conditions! Don't want any more councils dumping their rubbish close to us
40765	Jul 26, 2022, 10:58 PM	Park
40764	Jul 26, 2022, 09:48 PM	I object as I don't believe a transfer station should be near residential areas. Also, the smell that the transfer station emits can't be good for the health of the population nearby.
40763	Jul 26, 2022, 06:40 PM	Extending the tip close to the residential area the worst suggestion. We have complained number of times over the last few year about odour, dust, and noise. Council response was to escalate to EPA. To this date EPA has done nothing. We are still suffering from odour, dust and noise with no resolution. Now the plan is to bring the tip closer to the residential area, which will make our house not liveable.
40760	Jul 26, 2022, 01:50 PM	1. Too close to residence place 2. Smell rubbish everyday now if expand the place that will be disaster. 3.school and kindergarten next to the place I cannot image what will happen.
40759	Jul 26, 2022, 01:24 PM	How about running the site in such a manner that the stink and all nasties are cleaned, sorted, refined to EPA and general public standards of comfortable living. All residents are over the stench that emanates from this this disgusting site. Just try doing your job properly.
40758	Jul 26, 2022, 01:11 PM	1.too close to my home 2.I can smell rubbish everyday now, if the places expand that will be disaster. 3.the school and kindergarten next to the place now if expand I cannot imagine.

40757	Jul 26, 2022, 11:52 AM	The amount of trucks, where the access point is for the proposed transfer station, the fact that we have been told multiple times (anyone who bought in our stage was told the tip (which took vastly different waste at that point) would be closed years ago, we all got told that it was going to be beautiful parkland, and now it's still going to be a tip for however long the state decides it needs it, that a tip that takes statewide waste should never be located metres away from residential properties. Noise, smell, toxicity...the list goes on! What does 'light industrial' in terms of the employment zones even mean? But I am very, very concerned that after this discussion, no further community discussion will occur, which based on the previous lack of transparency could mean we end up with a very detrimental outcome for Lynbrook, Narre Sth and Hampton Park.
40752	Jul 25, 2022, 11:52 PM	This is a down fall to the area
40751	Jul 25, 2022, 11:09 PM	Casey rate payers already pay extremely high rates for the privilege of have a tip stink out the area. This area has now developed into major residential hub, and it is time to relocate the recycling plant all together as it is not suitable. Rural locations that are not close to the growth corridor are now a better option compared to the expansion and redevelopment of the existing site.
40750	Jul 25, 2022, 10:39 PM	The land could be used for a park.
40749	Jul 25, 2022, 10:34 PM	The thought of expanding the already ill-located waste area that fills the surrounding family homes with stench when turned over is ludicrous. Rate payers funds would be better spent relocating the tip to an industrial or less occupied area.
40747	Jul 25, 2022, 09:35 PM	Not appropriate to build such a high-capacity landfill so close to housing. You can't control the smell currently which is a daily issue for local residents and is frequently reaching unbearable levels. People can't invite friends and family over to their house cos of the smell and I worry for my young child's health being exposed to stenches so strong it makes you gag. Value of properties will plummet, and you the tip are responsible. With all this already an issue .You now propose to increase capacity.
40746	Jul 25, 2022, 09:30 PM	We already have so much smell coming from the tip. It is making the suburb unliveable. We can't open our windows. People don't want to live here or buy property here. Our concerns are never fully addressed, and the tip continues to pollute our environment. It should be closed and moved somewhere away from residential areas and schools.
40744	Jul 25, 2022, 08:52 PM	1. trucks- around the clock B-Double trucks, is not suitable in a residential area, increase in trucks will continue clogging the roads with mud and causing damage to roads 2.Alternative location at Taylor's Hill 3.Community was kept in the dark about extension, was expecting closure and the opening of parkland, no community consultation 4. Unacceptable ongoing impact of odours causing nausea 5. As a community, we are tired and desperately need to be heard on this occasion.
40739	Jul 25, 2022, 06:07 PM	I believed this waste management site was due to be closed soon. Not expanded. When did this change? I have lived in Lynbrook since 2002 and am over the smell and number if trucks blocking our roads and messing up our streets.
40735	Jul 25, 2022, 04:40 PM	This is a residential area and now encouraging to support this landfill which emits poisoning disgusting smell into the environment is ridiculous. Kids are scared to step out to play and I don't like to have any guests at home particularly during winter nights to embarrass myself. It's so annoying and looking on its site expansion plan is frustrating.
40731	Jul 25, 2022, 03:14 PM	The stench from the tip is unbearable especially at nights. we have a beautiful garden space which we never enjoy due to the stench Also the sheer amount of truck traffic on Hallam Road is increasing, our backyard faces onto Hallam road and the noise and pollution is concerning. Strongly object to this project. We pay full council rates of

		$2500 for this wonderful gift of stench and pollution, might as well sell up and move which we are strongly considering and when many families decide to do this, council can grabble with the loss of revenue
40730	Jul 25, 2022, 01:01 PM	I have had to deal with the constant tip smell for so many years now and complaining to the EPA doesn't seem to do anything. There is tip smell constantly at different levels, and if City of Casey value their residents at all, they will stop this development as these companies DO NOT CARE about the people surrounding these sites at all. I BEG YOU please do not let this go ahead!
40726	Jul 25, 2022, 09:42 AM	The tip smells, my daughter has to leave the house sometimes as the smell is so bad
40725	Jul 25, 2022, 08:30 AM	JUST NO!! 😡😡😡
40724	Jul 25, 2022, 07:14 AM	Already tip in the area causes smell and makes the area unpleasant.
40723	Jul 25, 2022, 04:53 AM	1.Frequent bout of smells coming from the tip. Extension will ensure smells ad noise get worse 2. The residents are losing trust in Casey council. There were promises that the tip would close. 3. Increase in trucks will be a burden
40722	Jul 25, 2022, 12:30 AM	I was in favour of the tip being shut down not expanding. This is detrimental to those who own homes in close proximity to the tip which will affect people's health, the value of the surrounding areas and increased traffic.
40721	Jul 24, 2022, 11:46 PM	There is not good information the impact (good and bad) of developing of commercial waste and transfer centre. Already the smell from the site is very disturbing in the local area. Also given the Brookland's green history, I would like a bigger buffer than 500m and assurances how the waste is going to be contained
40720	Jul 24, 2022, 11:39 PM	We purchased land in Lynbrook and built our home 18 years ago on the basis (as we were informed) that the landfill would not be permanent and would become public open space within 10 15 years. The landfill is too close to homes and is not managed properly as evidenced by the way too frequent stench. The volume of large trucks into the landfill is large and likely to become larger which causes issues with all the quiet enjoyment of our homes. It is very concerning that the type of waste taken by the landfill without local resident consultation and once again is way too close to homes to not be is concern to health.
40718	Jul 24, 2022, 10:29 PM	Site is too close to residents and must be closed, or at least significantly reduced. The stink/pollution is unacceptable.
40717	Jul 24, 2022, 07:59 PM	Choose to do something environmentally friendly. It's a disgusting site now and you just want to make the smell worse.
40716	Jul 24, 2022, 07:41 PM	Even without the expansion, we're still able to smell the unpleasant odour emanating from the tip from time-to-time. We're terribly concern that, if the expansion proceeds further, our rights of peaceful enjoyment will be disrupted.
40715	Jul 24, 2022, 07:35 PM	Incredibly underhanded considering you told locals you planned to close the tip but now, apparently it will be a transfer station. We live with daily smell and other issues that you guys clearly don't live with and then you try to sneak this past without door knocking, publicity on such a turnaround as you well know locals would object. Disgusting behaviour from a council whose bad reputation and disregard for local needs is infamous.
40714	Jul 24, 2022, 07:18 PM	I object to this facility being kept open when all the people who bought into this stage of Lynbrook were told the tip was going to be closed. A tip or waste transfer Station should not be located mere meters from housing with families including children that maybe affected by these toxic fumes. The number of trucks using Hallam Road creating noise and fumes will increase not decrease. The fumes and noise issues will continue they can't stop the odours now what will change in the future the EPA issues fines and the orders stops for a few days then it's back. The lack of community

		consultation after this plan has been approved is unacceptable in a modern society!
40713	Jul 24, 2022, 06:38 PM	Are you out of your minds. Where is the care factor of people who live in the area. Following a sacked, corrupt council, what other title are you seeking? SHAME
40712	Jul 24, 2022, 05:59 PM	The current top is emitting many cancerous odours and dragging the tip even closer to residential addresses will create an avalanche of health problems which will mean Casey council will be paying out claim after claim. I have collected samples of the cancerous odours and will submit them to the council in due course.
40710	Jul 24, 2022, 05:25 PM	I oppose the expansion of the tip due to the fact it is solely surrounded by residential zone now. A waste transfer station no longer suits the area. The current smell from the tip is already unacceptable. Expand Clayton, it's better suited due to zoning.
40709	Jul 24, 2022, 05:08 PM	I understand the importance of a waste facility, however, there has not been an adequate and fair plan that should be addressed to residents for discussion.
40708	Jul 24, 2022, 04:27 PM	I do not support this
40707	Jul 24, 2022, 04:23 PM	No consideration at all for the health and wellbeing of the local residents. Corrupt councils should not be making these decisions. Un ethical intentions expanding the waste zone in such a sneaky devious way hoping residents did not see the objection. Nothing but the worse for us.
40706	Jul 24, 2022, 04:18 PM	Casey residents do not want this to go ahead. I bought in the area because I was told by council that this area was going to become football ovals and parks. Not now trying to sneak a permanent larger waste station increasing the smell and reducing the liveability in the area. We don't need more industrial estates when there are so many in the area anyway around Cranbourne and fountain gate. Stop hunting the dollars and sneaking projects through without proper communication.
40705	Jul 24, 2022, 04:07 PM	Please, after so many years of putting up with the smell it should be closed and moved elsewhere far away from residential areas. The residential area has expanded over the years and there is no place for this to operate. I was asked once where I lived and how can I put up with the stink, I said I can't. I am a proud Lynbrookian love the area, but the tip must go.
40704	Jul 24, 2022, 03:50 PM	The tip must be closed
40703	Jul 24, 2022, 03:41 PM	The concerns I have are: The amount of trucks, where the access point is for the proposed transfer station, the fact that we have been told multiple times (anyone who bought in our stage was told the tip (which took vastly different waste at that point) would be closed years ago, we all got told that it was going to be beautiful parkland, and now it's still going to be a tip for however long the state decides it needs it, that a tip that takes statewide waste should never be located metres away from residential properties. Noise, smell, toxicity...the list goes on! What does 'light industrial' in terms of the employment zones even mean? But I am very, very concerned that after this discussion, no further community discussion will occur, which based on the previous lack of transparency could mean we end up with a very detrimental outcome for Lynbrook, Narre Sth, and Hampton Park.
40702	Jul 24, 2022, 01:56 PM	My main objection as a nearby resident is the lack of requirement for future planning permits requiring public notice.
40701	Jul 24, 2022, 01:52 PM	Traffic and health hazard
40700	Jul 24, 2022, 01:00 PM	Let's start with the current smell, you want to expand the size which will increase the smell. I have already had one car damaged and ended up with a broken wrist due to impact with a rock that had fallen off one the trucks as it was entered the tip (I didn't have a witness so was told I was lying). So you want to increase the amount of trucks and landfill going into the site but won't deal with current issues. The current damage to roads due to mass number of truck already using roads that were not built for these, are you planning to address this and lastly as a person that has lived in

40690	Jul 24, 2022, 10:31 AM	Please for God sake, don't expand this tip anymore. We want to move this site elsewhere on a commercial site. This tip smell is making our life in hell, especially for our kids. Our guest hesitates to visit us due to this reason.
40689	Jul 24, 2022, 10:20 AM	As it is now, we regularly suffer from the stench emanating from the local landfill. Further development of a landfill in Hampton Park will make this worse and will highly devalue our properties. I for one has a compromised immune system and breathing in toxic gases from the surrounding landfill will make my situation worse. We have lived here for more than 22 years and do not want to move. We strongly object in the development of this tip. Thank you
40688	Jul 24, 2022, 10:08 AM	My objections relate to noise and air pollution. My objection with noise is the extended trading hours that will add no only congestion to nearby roads but also create disturbance for nearby residents. My objection with air pollution is if the site is still used for tipping services (even if it is just transferred) the air pollution in the area is too great and council and EPA have taken very little action. If the site were to be used for this, there must be strong laws in place to protect residents from air and noise pollution and council and EPA must be vigilant in protecting residents where they have otherwise failed up till now.
40687	Jul 24, 2022, 09:51 AM	With the increase of families in the areas and number of schools, I recommend a community park including green areas, recreational disability friendly playground, community barbecues, and multi-purpose indoor/outdoor courts.
40686	Jul 24, 2022, 09:40 AM	The tip already smells, and it is affecting the health of all Lynbrook and Lyndhurst residents. Constant complaints to the EPA have done nothing. The smell is conveniently released at night time when EPA officers do not operate. This has been going on since 2011.
40685	Jul 24, 2022, 09:40 AM	I object to the sole reason that it is a vile stinking tip now, particularly on hot days. This proposal will only add to this. We are rate payers. We PAY to live here. We have tolerated this stench for years now. We have done enough. No more lies. No more stalling. Just GET RID OF IT!
40684	Jul 24, 2022, 09:37 AM	This tip cannot grow. It needs to be smaller and eventually completely removed.
40683	Jul 24, 2022, 09:29 AM	I am a resident of Hampton Park and REJECT this proposal. To not only expand but also change the type of waste which can be dumped here is a complete disgrace from Casey council. There are many residents, schools, elderly people, and park lands which will be negatively affected by this change. STOP THIS, move the landfill entirely to a more appropriate location!!!!
40682	Jul 24, 2022, 09:27 AM	I object to expanding the landfill, close the dam thing for good instead of being paid off and approving expansion plans. This plant was due to close in 2020
40681	Jul 24, 2022, 09:24 AM	Turn that land into further housing, shops, or a park. NO transfer station
40680	Jul 24, 2022, 08:55 AM	Please include special subsidy in council rates for houses with in 200meter vicinity of this tip because this disturbing smell is causing health and social issues for the families living in Lynbrook and Hallam. Or if council can push big corporate giants to use modern waste recovery techs.
40679	Jul 24, 2022, 08:12 AM	People living in areas around the tip have suffered enough for a long time with the disgusting smell. The health impact of the gas (smell) on kids and adults alike could be catastrophic. This tip needs to be shut down. As a resident of Lynbrook, I object any further developments in the tip for the protection and safety of my family.
40678	Jul 24, 2022, 08:08 AM	Move the tip to outside greater city limits
40677	Jul 24, 2022, 07:47 AM	It is too close to homes and schools we do not want a waste hub this in our area and there is already to many big trucks in the area again my kids ride bikes in the area we do not need more
40676	Jul 24, 2022, 07:45 AM	Just get rid of the tip it stinks for the last 22 years and really getting over it maybe find a place that is less populated for a waste transfer

		Hampton Park for 42 years, I am concerned that council are allowing our homes to become unsafe due to gases and environmental issues. I do not support this and never will. Maybe let Hampton Park decide what's best for Hampton Park
40699	Jul 24, 2022, 12:59 PM	As a health care worker, I object to this project going ahead. This is too close to residential houses, people's workplaces and schools. Every week there are toxic smells released from the Hampton Park Tip which are most likely having serious long-term effects on the community's health. This tip needs to be closed down not turning into a public space! Who is going to want to live in the City of Casey and put their health at risk? Whoever had the bright idea of developing a "new attractive public open space" definitely doesn't live in Casey at the moment. We are dealing with people's health (lives), we need to think about our children and their futures. Take your project to the other side of Melbourne where away from residential houses and schools.
40698	Jul 24, 2022, 11:38 AM	The smell is not always contained within the boundaries of the tip currently & has a vast impact on residents already. The increase of waste removal will more than likely increase the smell emissions and negatively impact the existing community. The proposed changes and increased volume of trucks on already heavily congested roads in the area is unacceptable. Waste trucks run the red light frequently turning from Lynbrook Boulevard right on to south Gippsland Hwy (city bound). The red light camera at this intersection does not capture this direction. Pedestrians and other cars are frequently endangered by existing waste disposal trucks let alone a significant volume increase.
40697	Jul 24, 2022, 11:30 AM	I do not approve of this plan
40696	Jul 24, 2022, 11:27 AM	I am concerned that commercial waste will be expanded so close to a built up residential area. There is a long history of significant odour affecting thousands of homes within a few kms of this site. I am not confident in this sites ability to manage community impact.
40695	Jul 24, 2022, 11:11 AM	Existing land fill is already disturbing with the bad smell reaching until Lynbrook. I have been a resident of Lynbrook for about 10 years, we just can't bare the smell in the mornings.
40694	Jul 24, 2022, 11:05 AM	My objection is based on air pollution concerns. I have called the EPA and complained about odours before and while they act it is always retrospectively. Extending trading hours and continuing to accept waste will only impact the problem rather than eliminate it. I also feel there is more than enough road traffic in and around the existing site. Do not wish there to be more eto navigate as we exit Lynbrook.
40693	Jul 24, 2022, 10:40 AM	This tip should have closed years ago. It has become a constant stink in our area and is a health issue now. Casey Council are just money grabbing to the detriment of its taxpayers.
40692	Jul 24, 2022, 10:34 AM	Natural reserves cannot be disturbed and for sure cannot be used for dumping the shit. You should do this far away from residential areas. We already have enough stinking smell from Hallam all the time. And the trucks and the noise the dump yard going to have will he never ending, and O really don't want to live in that situation.
40691	Jul 24, 2022, 10:31 AM	This is going to be detrimental to the surrounding residents of the area where the current smell from the waste is constantly unbearable and this is not going to let up with this new facility. The 500 meter buffer is there to protect the residents on the boundary and building inside this area is unacceptable. The rights of the community notification is being taken away which leads to question why on earth we pay rates to this council if there is no consultation to the local community. Who wants to have a walking area around a smelly zone? I certainly don't want to go walking next to a waste centre! I am seriously questioning why I should continue to live in the area and how much the pollution is affecting my family. The people in the process of making this proposal should stay in the housing next to the area and see how bad it actually is, I bet you have no idea.

40675	Jul 24, 2022, 07:08 AM	The entire site needs to be closed and filled. Surrounding areas are high density residential. If the objective is jobs, then turn it into a solar energy plant. Hallam Rd has become a main arterial road and having heavy vehicles operate in this area is absurd. It's muddy in winter and dusty in summer.
40674	Jul 24, 2022, 12:31 AM	This should be a park hence my objection. I need a Park here.
40673	Jul 23, 2022, 11:44 PM	In my opinion this tip should be shut down completely. The operator has shown complete disregard for the surrounding residential areas having to put up with the worst odour. We are unable to spend any quality time outdoors due to odour and breathing issues. The fines imposed by the EPA wouldn't tickle a fly. The council has a duty of care towards its residents, and I do hope it will do the right thing by the residents for once.
40672	Jul 23, 2022, 10:46 PM	I am very disappointed to learn the tip will not be closing on the original date. The tip is very smelly and far too close to residents. It brings down our property value and increases the number of noisy trucks in the area. It also creates a problem with white ants in the area. No other suburb has a tip so close; I think it is unfair and should be moved away from built up areas
40671	Jul 23, 2022, 10:06 PM	When I bought my house all information about the tip said it was going to be turned into a park when full. Not a waste transfer station and not that this home would be placed in a 500-meter buffer zone. What compensation is available for people in this buffer zone?
40670	Jul 23, 2022, 09:23 PM	I do not support the proposed development of this. It constantly stinks and is a risk to the community and their health.
40669	Jul 23, 2022, 09:17 PM	I like my neighbourhood with good weather and community. We always get bad smell because of the tipping. Need fresh air.
40668	Jul 23, 2022, 09:12 PM	The tip should be closed. My property is right on the 500m buffer zone, and we have lived here for 15years. Especially in the last 5 years the smell from this landfill site has been horrendous. You allow the landfill site to cut down a whole heap of trees which has meant that the smell now drifts over the whole suburb more often. They omit the gases late at night around 10pm every night. I know this because I come home from work at that time and my whole house smells. With extended the contact the smell will only get worse. Nowhere else is there a landfill site so close to residential houses. You allowed these houses to be built with the idea that the tip would close and now you want to extend it. It should be closed permanently, and a new location found that is away from houses and children schools.
40667	Jul 23, 2022, 09:08 PM	We need park in that area
40666	Jul 23, 2022, 09:03 PM	The smell at the best of time is bad enough by extending would be disastrous for my family and also the resale of my property!! On a good day which isn't often there's no smell and although there has been fines issued it hasn't made the tip any better. Extending the term and size would be hazardous to the local people
40664	Jul 23, 2022, 02:51 PM	We have had this tip in this area for over 20 years now with smells, cover it and use it for a park or something like that for the community to enjoy.
40663	Jul 23, 2022, 01:22 PM	We were promised more parkland. Not a transfer station. We have dealt with enough smell; the residents deserve the promised parkland without the transfer station.
40662	Jul 23, 2022, 12:07 PM	I would like to see the closure of the site as originally planned. This site already has been reported to EPA consistently due to the leaching of waste & odour/fumes. Residents already complain of feeling ill & being physically ill due to this site. There are many questions as to whether this, will in time become a long-term health issue. lease close the site.
40660	Jul 23, 2022, 11:24 AM	I am a proud resident of Hampton Park, but this new planning has got me concerned. As I live 500meters away from the tip there will be possible restrictions regarding development on the land. We will also need to state the condition on the section 32. This will drop the value of the property drastically. All the residents within 500meters from the tip will be hit hard and all their and my hard earned money will be affected due to this. I feel

		this is truly unfair to myself and the residents around me to be affected by this. Please consider the backlash it is going to have on people when it affects their livelihood!
40659	Jul 23, 2022, 10:08 AM	Hampton Park has paid its due with having the tip there and residents have put up with it long enough that now they should stick to their word and put a park up!!! Put a sorting station up and then that will be it. They'll be able to process whatever waste they want. It's time now to give back to the community! Give back fresh air! A playground that the whole family can enjoy. Cause let's be honest all the parks in Hampton Park are outdated and don't have much play equipment. We need a Park big and grand that not just the kids, but the adults would stay for hours.
40657	Jul 23, 2022, 12:36 AM	The pit should not be expanded and closed as it is surrounded by properties and the smell of the pit travels all across Hallam Narre Warren South and Hampton Park
40655	Jul 23, 2022, 12:22 AM	This waste station needs to be shut down. The smell covers the whole of the area. The community needs to reap the benefit of this area by turning into parkland, walking trails, bike trails for the local population. The area needs beautification. Cranbourne & Berwick have Botanic Gardens, there is Casey Fields & Hampton Park has nothing. As was evidenced during recent lockdowns. We didn't have many places to go within the 5km radius. Give the public want they want. Provide spaces for all ages to use & enjoy & make this area stand out from the crowd
40654	Jul 22, 2022, 10:58 PM	Close the tip it stinks
40651	Jul 22, 2022, 10:35 PM	I fiercely object this plan. It is not what was initially proposed. The tip was only initially destined to be there until 2020 and now a proposed transfer station? No. Will the council be reimbursing residents for the decrease in property values? It will mean more traffic and trucks coming and going and more pollution. This is a residential area, and the tip was proposed to be park land, not a transfer station. Put it somewhere else.
40649	Jul 22, 2022, 10:03 PM	The tip should not expand it should be shut for good the smell of the tip is absolutely ridiculous we have complaints every week from local members in our online community groups. If this continues a lot of people are considering moving out of the area our local people are fed up with this smell
40647	Jul 22, 2022, 09:20 PM	The tip should close in 2030. Your argument of creating more jobs for Casey to keep this operating is not valid in this day and age. Our unemployment rate is at an all time low. Leave the area for parklands. It is such a built-up area with families, more so now than when the tip began. We do not want this to continue in our backyard. Yes we understand where we live and we are in close proximity to this, but we were to believe the tip would finish and it had an end date. Very disappointing. The residents need to be heard, we are affected by ongoing projects and no doubt a future decrease in land values. Find another area in Casey (Tooradin) where it is less populated, less schools. Future planning needs to cease in such a built up area.
40645	Jul 22, 2022, 08:48 PM	Tip was apparently supposed to close in 2030. There is already a smell issue in the area.
40642	Jul 22, 2022, 08:24 PM	Our health and wellbeing is compromised by the proposed development plan. This facility should be permanently closed.
40641	Jul 22, 2022, 08:17 PM	Disappointed this is a proposition in the first instance. No sincere consideration for how air quality/ even minor odours impact surrounding residents psychological health or their finances/ property values, preying on low socio economic areas of which may have many barriers to contesting this, including lack of education on how to do so, access to means, limited vocabulary and understanding. Put it away from surrounding residencies!
40637	Jul 22, 2022, 07:17 PM	This is a ridiculous idea, to expand the tip so close to residential dwellings, schools and parks! Find somewhere else to expand it!!
40632	Jul 22, 2022, 06:39 PM	I would a park out there in place ... or something that does not smell. The smell is horrible from that location.

40627	Jul 22, 2022, 05:57 PM	We need more parks in this area. Plus, I don't want to see our area devalued more. We already have a reputation from the poorly managed tip we have. Enough is enough!
40624	Jul 22, 2022, 05:43 PM	There is no way I want this is my neighbourhood Why use our suburb as a place for everyone to dump their rubbish!!! We already have to put up with the stench of the Landfill for years and now you propose this! No way! It would be better used as parkland, and this is the change I am putting forward.
40620	Jul 22, 2022, 05:11 PM	1. No mandatory section 32 notice and no restrictions on altering property. 2. The tip smells all the time and is getting worse. 3. Rubbish get blown onto the street which attracts crows and wildlife 4. It is unfair If we are not allowed to alter our property especially if we have to do things to the property because of the lack of control 5.A tip shouldn't be in a residential area and it should be turned into parks 6.Traffic is bad enough and we don't need to have additional speeding trucks
40619	Jul 22, 2022, 04:56 PM	With the current one we are already having trouble with the smell that they cannot contain, adding more of this problem would extremely upset us. At the moment Lynbrook and Hampton Park are famous for the rotten garbage smell and we hope council would do something to clean that bad reputation and not adding more bad things to these 2 suburbs.
40618	Jul 22, 2022, 04:52 PM	We need more economical and realistic solution for employments. Costco is always looking for new site to build their warehouse. They always employ easy few hundreds part time and full-time workers plus casuals. Approach Costco for that site. Or another option is affordable industrial warehouse for businesses. That would also bring employments.
40617	Jul 22, 2022, 03:50 PM	I live close to the boundary, yet I have received no communication about this plan at all. I have been told on social media that homeowners will now need to list the tip on their section 32 if you live within 500 metres. Also, possible future development of those properties is prohibited. I do not agree with this.
40616	Jul 22, 2022, 02:48 PM	Its already very smelly and elders are getting issues due to this tip. We assumed that this will eventually close its a huge concern if this keeps going on.
40614	Jul 22, 2022, 01:37 PM	I strongly object to the proposed light industrial section planned for the golf course. It should be used as a family friendly recreation area, with walking tracks, undercover BBQ areas and plenty of space for kids to play safely. We don't need trucks and trailers disturbing families day and night who will be impacted by this.
40613	Jul 22, 2022, 01:22 PM	we as a community have put up with trucks, smells and in general upheaval to our daily lives, also no one uses the tip as it is too expensive.
40612	Jul 22, 2022, 12:51 PM	I object this mainly due to the smell coming out of tip which is not good for health. I thought, this tip was due to close in 2030. Please contact me via email or phone only.
40609	Jul 22, 2022, 11:01 AM	I think it is going to be detrimental to residents' health as I already think it is the stench from the tip sometimes makes you feel sick and the traffic from the area is bad with trucks it is a hazard. It is a highly populated area and people can't afford to move. I strongly object to this and I expect council to reconsider this going ahead especially as there have been numerous fines already to the company for breaking EPA rules. A tip this size needs to be in a more remote area and it effects residents in a larger scale than 500 metres
40607	Jul 22, 2022, 10:50 AM	I live along the northern border of the site. The stench since I moved here in 1999 has gotten worse, to the point that most days I can't even sit outside due to the smell. We have trucks go along the boundary, cars and roof covered in sand, it's not a way to live.
40604	Jul 22, 2022, 10:32 AM	I propose that the whole site be closed down and made into parkland. The site was built in the 90s and was on the outskirts of our community. Now it is right in the middle of the area and you as the council admin who we did not elect do not care that we actually live here. Your proposal to make it even worse is abhorrent. Furthermore, the method in which this "consultation "is taking place is not accessible to the majority of residents

		in the area who are made of a high number of culturally diverse and also socioeconomically disadvantaged people who don't even know about this because you all neglected to provide any information to the community - even through a letter box drop. Please be aware that this objection along with many others will be followed through with.
40603	Jul 22, 2022, 10:30 AM	Due to Tip we have to face rotten smell in summer. I have already objected to EPA 3 times. The tip is a stigma on our Beautiful Hampton Park. The tip has served its purpose and it's enough for it to be here now. Population has outgrown here, and we expect it to stop so we can breathe fresh air. I strongly strongly reject it being used for any kind of rubbish sorting, collection place beyond its current tenure which finished 2024 or 2025. I will be rallying along other resident against any proposal that would include it being used, for rubbish purposes. I hope my objection is considered a voice of Hampton Park Population and any such planning is stopped immediately. Thank you.
40601	Jul 22, 2022, 10:05 AM	The golf course should be left as a nature area. There is hardly any recreational space for residents and that's a ridiculous place to put industrial in. 🤮
40600	Jul 22, 2022, 10:00 AM	The Hampton Park tip is a gas forming wasteland that is far too close to residential property and it is just another cover-up and will be another ASBESTOS tragedy in the future if it's not stopped now....
40599	Jul 22, 2022, 09:27 AM	Object
40598	Jul 22, 2022, 07:20 AM	Look, I'm not happy at all it's in my area, but considering its location and the fact it has to be somewhere, I'm happy to support it considering I'm aware of how these sorts of planned and thought-out proposals get derailed by a few well-meaning but narrow-minded community activists. If the proposal gets rejected here, then months and hundreds of thousands worth of taxpayer money gets spent finding the next suitable site and it just wastes resources on this inertia. Basically, i support it as despite the fact i expect to be negatively impacted in the short term by it in terms of traffic on Hallam Road, the quicker it's approved and done, then we'll see if the project can bring about the improvements in terms of potential employment and maybe end the smell from the tip
40596	Jul 22, 2022, 01:21 AM	This tip needs to go! It has run its course, so why is it being considered to continue? My asthma is progressively getting worse, and I highly suspect this can be contributing to it. The smell is more often than not, horrendous, and totally unfair for residents to tolerate it. We have lived here for over 30 years, and feel our house value would be affected by any extension for this tip to continue to operate. I only hope our little voices are enough to prevent any continuation of this foul smelling area.
40590	Jul 21, 2022, 09:39 AM	DON'T YOU'S DARE EXTEND THAT BLOODY TIP!!! THE NERVE OF YOU ALL, IT'S BAD ENOUGH WE THE LOCAL RESIDENTS HAVE TO PUT UP WITH THE PUTRID SMELL AND SICKLY NAUSEA THAT THE SMELL OF THAT TIP PRODUCES. UNLESS YOU LIVE IN THE VICINITY YOU HAVE NO IDEA WHAT IT'S LIKE!!!!!
40587	Jul 20, 2022, 10:47 PM	The tip is already off putting enough. We don't need to make it larger so that we are constantly smelling it. It's disgusting and completely disinviting to new members of our community.
40586	Jul 20, 2022, 10:45 PM	We are very disappointed with the fact that the facility has NOT taken any precautions about the awful smell of the facility. Every time that rains or it's too warm we can smell the tip and trust me some days we can't even be outside it's that bad! Please take our words into consideration and please work on that. It's so sad for our beautiful area to have such an issue.
40585	Jul 20, 2022, 10:38 PM	The smell is disgusting! Please do something about it! This is such a beautiful suburb, and this tip makes it look and smell bad! No extension no more smell
40584	Jul 20, 2022, 10:21 PM	The public and locals deserve more say into a tip that is taking all the rubbish from 1/2 the out metro of Melbourne. Why do Hampton Park Residents and Narre South residents' health not important.

40575	Jul 18, 2022, 04:31 PM	DO NOT GO AHEAD WITH THIS. The smell is toxic to local resident and harmful.
40482	Jul 14, 2022, 11:08 AM	There are so many defects with this Development Plan process that it will require mailing a document to the P.O. Box. Just a trivial point, the native document file type for LibreOffice and OpenOffice is Open Document Type (ODT). Note: Microsoft Word can open ODT files. Catch is ODT is currently not an allowed file type for uploaded submissions.
40459	Jul 12, 2022, 07:53 PM	I strongly object to the idea of extending the Hallam Road Waste Transfer Station. The odour the current station emits is already significant and adding more land mass to the site will only add to that odour. The City of Casey is the largest metropolitan council in Victoria, spanning 407 square kilometres. There are plenty more locations that could be utilised which would provide more accessible and convenient locations for the entire council.
40458	Jul 12, 2022, 07:41 PM	We strongly object! We are already affected by terrible smells coming from the existing site! A larger site equals worse smells and significant devaluation of surrounding properties in all neighbouring suburbs
40439	Jul 08, 2022, 08:55 PM	1. I am currently affected by odours from the landfill 2. It was great the draft plan discussed the need for trees. Utilising this opportunity to revegetate native bush or even just to provide other tree cover will be important for contributing to positive climate outcomes, people's wellbeing and wildlife. 3. I would like to know that efforts will be made to protect/not disturb black shouldered kites which are sometimes seen in that area as well as other wildlife 4. There is a considerable issue with both littering and the dumping of household items. There is a need for more fencing bollards like the area North of Sallys Run and good signage could decrease littering, dog waste and duck feeding 5.Good to see it will be a recycling station, but the landfill should be further from residential areas due to odour and health impacts
40438	Jul 08, 2022, 06:02 PM	I would like to see an open area which cater for many interest groups such as bike riders, running tracks, public tennis courts and recreational grounds for all age will benefits community. This will give opportunities to members to stay local rather travelling for weekends activities.
	Aug 11, 2022	1.Buffer zone goes through our property 2.We have had constant dust, noise and unbearable stench (gas) since we purchased our property 21 years ago. 3. The stench is inescapable once inside and we can no longer have BBQ's outside. Friends and family gag we should all have the right to breathable fresh air 4.there is an alternative site at Taylor's Hill
	Aug 25, 2022, 5:25PM	1.I have children who are growing and developing, and I don't want to risk their lives to pollution and toxic waste. I cannot have them getting cancer or other diseases because of this. 2. It is difficult to access information
	July 20, 2022, 8:36PM	1.I understand the need for a solution to our waste but an expansion is not the preferred option 2.We face daily, sickly odours and an increase will make it worse, we cannot open doors or windows 3.I ask that you monitor the site and surrounding properties to ensure no methane leaks 4. I feel we need a difference option such as an incinerating facility
	July 18, 2022, 10:24AM	1.What do you mean by "Future Employment Stage 1"? 2.What is meant by "Future Low Impact Agriculture" and why does this necessitate a "25M Main Access Road" rather than the other "22M Local Access Road"? 3. Concerns about revving and racing motorcycles- I am wondering if there might be chicanes put in an unobserved section of Glasscocks road as speed bumps aren't efficient, or speed dips (instead of bumps)
	July 26, 2022, 12:54PM	1. I don't want a house surrounded by waste management 2. It is a cesspit of smell in wet weather

		3.Was this lad not already allocated to parkland? 4. Concerned about value of land in the area dropping in value due to the smell
	July 28, 2022, 10:47PM	1.I am already dealing with the odour, dust and noise regularly 2.The tip was scheduled to close we were promised community open space 3.Too close to residential housing 4.The road outside the tip is always covered in dirt and debris 5.Issues with air and water pollution 6.number of trucks will increase 7. No local representation in decision
	July 27, 2022,	1. Too close to residence properties 2. Will have significant noise impact. To what extent is the reduction of noise, dust and odour? 3. complaints to the EPA about the stench need to be taken into consideration we deserve clean air and to be able to go outdoors without odour problems 4.Majorly concerned about not being consulted or informed about further changes
	Aug 9, 2022, 11:01PM	1.I did not receive any official notification of proposal 2.Proposal was only issues in English which is a discrimination problem in a multicultural area 3.I commend the two council officers at the information session and am grateful for the extension of the consultation period 4.Alternative site at Taylors hill with rail accessibility this would reduce trucks 5.Can you advise what contingencies are in place to protect residents due to increase in trucks. I am concerned about increase accidents and toxic emissions
	July 31, 2022, 5:54PM	I currently live across from a reserve and behind that is where the proposed Hampton Park hill draft development plan. If this goes forward the wildlife and quietness of our estate will go.

Appendix Ten – Petition

TO CASEY CITY COUNCIL / EMMA BUTTERWORTH DATE 25/07 22 / P1

DRAFT HAMPTON PARK HILL DEVELOPMENT PLAN

I Trevor Hammond

Advise the Casey City Council of the Objections to the above Hampton Park Hill development plan

I/WE OBJECT TO THESE MATTERS AFFECTING US WITHIN THE BUFFER THAT WE HAVE NOT BEEN INFORMED ABOUT OF UNTIL NOW; WE DON'T UNDERSTAND WHAT IS OR HOW WE WILL BE IMPACTED BY SUCH CHANGES. OR HAVE ALL OF THE AFFECTED RESIDENCE HAD OR RECEIVED NOTICE OF SAID DRAFT PROPOSAL TO DATE .

I/WE ALSO BELIVE WE WILL TAKE MASSIVE FINACIAL LOSSES ON ANY CHANGES TO OUR SECTION 32s FROM NO FAULT OF OUR OWN, BUT INSTEAD FROM TIP MANAGMET S LACK OF ASSET PROTECTION, OR COUNCIL AND EPA LACK OF CONTROLS AND PLANNING ARE PUSHING THIS UNJUSTLY ON TO LAND OWNERS TO BEAR THE COST AND OR LOSS FOR A COMERCIAL COMPANIES GAIN OR FROM POSSIBLE NEGLEGENCE.

1. WE DEMAND NO CHANGE TO OUR PERSONAL PROPERTY USE , RESTRICTIONS, LIMITS OR COST CAUSED VIA THESE PLANNING AMEDMENTS THAT WOULD DISAVANTAGE ANY OF THE PROPERTY WITHIN THE 500 MTR BUFFER ZONE THAT WOULD BE IMPOSED FOR RESIDENCE WITHIN IT.
2. WE EXPEPECT ANY FUTRE DEVELOPMENT THAT AFFECTS US AS DIRECT NEIGBOURING PROPERTIES, TO BE INFORMED AND PART OF THE NORMAL PROSSES OF THE PAST SO I/WE OBJECT TO ANY CHANGES VIA PLANNING AMEDMENTS THAT DIMINISHES OUR RIGHTS FROM THE CURRENT
3. WE ALSO HAVE STRONG RESERVATIONS TO THE LIFE OF SITE BEING FURTHER EXTENDED BECAUSE OF THE ONGOING HISTORY AND UNRESOLVED ISSUES OF NOISE ,SMELL ,LITTER, DUST ALSO MUD AND ROCK LAIDEN ROADS IT HAS BEEN A NIGHTMARE NOW FOR A VERY LONG PERIOD OF TIME AND SEEK GARANTEES AND PROCEDURES THAT WILL INFORCE THE ABSULTE ADHERENCE TO TERMS & OPPERATIONS OF SUCH BUISNESS. BUT HAVE NOT RULED OUT AN OBJECTION UNTIL SATISFIED OF NOTICE OF LEGAL RIGHTS FOR FUTURE PROTECTION

CITY OF CASEY
19 JUL 2022

9 JUL 2022

QUESTIONS THAT NEED ADDRESSING ABOUT THIS BUFFER ZONE THAT NO ONE HAVE BEEN INFORMED ABOUT.

1. WHY & HOW HAVE WE NOT BEEN INFORMED OR CONSULTED PRIOR TO A 500 MTR BUFFER ZONE (THAT NOBODY HAS ANY KNOWLGE ABOUT)
2. WHEN WAS THIS IMPLEMENTED
3. WHY HAS IT APEARED NOW
4. WHAT HAS BEEN DONE OR IMPLEMENTED ABOUT ASSET PROTECTION FOR RESIDECE WITHIN THE 500 MTR BUFFER
5. WHAT STUDIES HAVE BEEN CARRIED OUT AT OR DIRECTLY ADJACENT TO OUR PROPERTIES, AND THE REQUIRED DOCUMENTATION THAT SUPPORTS IMPOSING A 500 MTR BUFFER ZONE. OR TO REQUIRE THE PLANNING AMEDMENT CHANGES THAT I/WE ARE OBJETING TO.

Trev Ham 27/7/22

6. WHAT FURTHER ASSET PROTCTION CAN BE INSTALLED IN BY THE OFFENDER TO REDUCE THE BUFFER ZONE AND RISK.
7. HAS THIS BEEN ASSESSED IF NOT WILL IT BE, IS THERE SUPPORTING DOCUMENTATION FOR ANY ASSESSMENTS CARRIED OUT
8. WHAT ARE THE DETAILED LIVING RISKS EXPOSED TOUS WITHIN THE 500 MTR BARRIER ZONE, IS THERE SUPPORTING DOCUMENTATION FOR THIS

- WITH OUT THIS INFORMATION WE HAVE NO CHOICE TO OBJECT AND FEEL WE ARE BEING UNFAIRLY TREATED AS A MINORITY GROUP BEING TAKEN ADVATAGE OF WITHIN THE COMMUNITY
  AND WILL CONSIDER TAKING FURTHER ACTION SHOULD IT BE REQUIRED

WE REQUIRE FULL DETAILED DISCLOSURE OF ALL PROPOSED FUTURE RESTRICTIONS OR CHANGES TO OUR PROPERTIES OR SECTION 32 INCLUDING THERE IMPACTS AS A PROPERTY OWNER THAT WOULD BE IMPOSSED UNDER THE PLANNING SCHEME AMENDMENTS CHANGES

1. WHAT WILL THEY BE IN DETAIL TO UNDERSTAND WHAT IS THE IMPACT TO US AND OUR PROPERTIES
2. ANY FUTURE COST TO EVELUATE BUILDING APROVAL REQUIREMENTS OR ADDED EXPENDITURE TO IMPLEMENT ANYTHING OUT OF PRIOR ORDINARY BEFORE PLANNING CHANGES IF ANY.
   WHO WILL HAVE TO BARE THESE ADDITIONAL COST OR WILL IT BETHE COUNCIL , SUEZ OR WILL THERE BE A FUND SET UP TO MANAGE OUT OF POCKET EXPENSES FOR THE AFFECTED.
3. WHO WILL COMPENSATE PROPERTY OWNERS FOR ANY LOSS OF USE OF PROPERTY OR PROPERTY VALUE DICLINE SHOULD OR WHEN PLANNING AMENDMENTS COME IN OR BE RESPONSIBLE FOR HAVING TO IMPOSE THEM ON US.

- PROBLEMS OF UNDERSTANDING THAT NEED ADDRESSING WITHIN THE COMMUNITY

1. SOME OF THE RESIDENTS DON'T UNDERSTAND WHAT IS BEING PROPOSED DUE TO CULTRE. LANGAUGE OR EDUCATION. BUT JUST MAYBE COUNCIL ARE NOT AWARE OF THIS.
   SO I AM INFORMING COUNCIL OF THIS AS I HAVE BEEN SPEAKING TO THEM
   SO THEY ARE NOT ABLE UNDERSTAND HOW TOO OBJECT EVEN THOUGH THEY DISAGREE STRONGLY. I HAVE ALSO DISCOVERED THAT SOME OF THE RESIDENCES HAVE NOT RECIVED ANY INFORMATION AND KNOW NOTHING ABOUT IT ???? TO DATE
   **AGAIN WITH OUT THIS INFORMATION WE HAVE NO CHOICE TO OBJECT AND FEEL WE ARE BEING UNFAIRLY TREATED AS A MINORITY GROUP BEING TAKEN ADVATAGE OF WITHIN THE COMMUNITY
   AND WILL CONSIDER TAKING FURTHER ACTION SHOULD IT BE REQUIRED

BELOW IS A LIST OF AFFECTED RESIDENTS THAT HAVE READ OR HAVE HAD EXPLAINED TO THEM THE OBJETIONS LISTED ABOVE . THAT ARE SIGNING BECAUSE THEY ASLO SUPPORT THE OBJECTIONS AS STATED

NOTE I AM A CONSERNED PROPERTY OWNER ONLY NOT A PROFESIONAL ADVISER IN ANYWAY , IT IS ONLY MY OPINION L HAVE NOT SOUGHT LEGAL ADVISE AS YET
SO PLEASE ADD YOUR NAME IF YOU AGREE AND SUPPORT THE ABOVE OBJECTIONS /P2

27/7/22

DRAFT HAMPTON PARK HILL DEVELOPMENT PLAN (CONT)

PAGE3

PLEASE PRINT NAME ADDRESS AND SIGN THIS OBJECTION IF YOU AGREE

NAME	ADDRESS	I OBJECT
KEITH DOBBYN		
L. DOBBYN		
M. Cortes		
J CORTES		
H ASTLEY		
[illegible]		
DAVID JACKSON		
H. FERGUSON		
V Hamilto		
N. Ferguson		

27/7/22

DRAFT HAMPTON PARK HILL DEVELOPMENT PLAN (CONT)

PAGE 4

PLEASE PRINT NAME ADDRESS AND SIGN THIS OBJECTION IF YOU AGREE

NAME	ADDRESS	I OBJECT
~~Abdul Rauf~~	~~144-146~~	
Suellen Peterson		
RUSSELL FRENTZER		
KRIS TAZEKAS 285		
James Humphrey		
Musa Haidery		
Sindu Robins		
Wali Amiry		
MATTHEW VIDER		

7/20/22

7/28/22

DRAFT HAMPTON PARK HILL DEVELOPMENT PLAN (CONT)

PAGE 5

PLEASE PRINT NAME ADDRESS AND SIGN THIS OBJECTION IF YOU AGREE

NAME	ADDRESS	I OBJECT
Anne Windsor		
Russell Pereira		
Sarah Kincade		
Zoe Elliott		
DARREN O'BRIEN		
Frame Weidemann		
KHALID AL-DABBAGH		
Shannon Lynch		
Katrina Elliott		
Milin Hettiarachchi		
Ina Sarellis + Steve Sarellis		
[illegible] McLea		

Appendix Eleven – Glossop Submission

29 July 2022

Emma Butterworth
Senior Strategic Planner
Planning and Building
City of Casey
2 Patrick Northeast Drive
NARRE WARREN VIC 3805

Dear Ms. Butterworth,

Re: Draft Hampton Park Hill Development Plan

Glossop Town Planning act on behalf of the owner of 280 Hallam Road, Hampton Park (the 'Subject Land').

Having reviewed the Draft Hampton Park Hill Development Plan (the 'Draft DP') prepared by Council, our client does not concede that their land should be used as a buffer zone for the Hallam Road Landfill (the 'Landfill'). In light of this, we make the following comments and please note that should the Draft DP proceed towards approval in its current form, our client will review the options available to them.

Background

The current development plan for the Subject Land, the *Hampton Park Development Plan* (the 'Current DP'), identifies the Subject Land for a combination of future residential and public open space land uses contingent on landfill gas risk. No interim land uses are nominated.

As Council is aware, our client and their family have owned and undertaken agricultural pursuits, grazing, from the Subject Land for decades. These current agricultural pursuits are no longer viable principally due to the proximity of housing (as per discussions held with respect to the preparation of the *Hallam Road Waste & Resource Recovery Hub Plan* (the 'Hub Plan')).

Recently, our client sought to improve the agricultural output of the Subject Land through the lodgement of a planning application for the use and development of the Subject Land for the purposes of horticulture (the 'Application').

The Application was refused by Council on 8 February 2022 on what can essentially be summarised as landfill risk grounds.

Draft Hampton Park Hill Development Plan (the 'Draft DP')

Having reviewed the Draft DP, the principal concern of our client is that the Subject Land would be sterilised indefinitely because of the adjacent Landfill's operations, with no feasible interim land uses identified/ allowed and no provision made for any ultimate land uses.

We expand upon this concern as follows.

Interim Land Use

The Draft DP nominates the Subject Land as being for 'Future Low Impact Agriculture'. Land uses considered to be consistent with this designation include *outdoor gardens or greenhouses* as per Section 4.1. Our client finds this reference somewhat galling considering that the Application lodged and refused by Council proposed exactly this.

In the circumstances where Council has recently refused an application for a 'future low impact agriculture' pursuit and is aware that the Subject Land is no longer able to be utilised for grazing, the question must be asked as to what viable low impact agricultural land uses Council would support?

Our client is, and would be, caught in a 'catch-22' situation where Council though the Draft DP would on one hand be encouraging low impact agricultural uses, yet on the other hand be refusing to issue a planning permit for the same. We would be happy to meet with Council to discuss what low impact agriculture land uses it would consider acceptable.

Ultimate Land Use

As stated, the Current DP identifies the Subject Land for future residential and public open space uses. Any development which does not impact on these future land use designations could be viewed as 'generally in accordance' with the Current DP. The Application was one such development being unprejudicial to the aims of the Current DP due to the nature and life cycle of a flower farm.

The Draft DP in contrast now only nominates the Subject Land as 'Future Low Impact Agriculture'. The Draft DP essentially seeks to defer any consideration of what the ultimate use of the Subject Land should be until the landfill gas risk has subsided and the floodway issue resolved. This is despite land to the south and west of the Landfill having future land uses designated, and even the Landfill itself being designated for future open space.

We consider this to be an inappropriate approach which fails to provide an appropriate strategic framework governing the long-term development of the Subject Land. The Draft DP would represent a step backwards when compared to the Current DP. We request that Council consider and outline the ultimate intended land uses for the Subject Land. Again, we would be happy to meet with Council to discuss what such ultimate land uses could be.

Hallam Road Landfill

It is self-obvious that the Draft DP prepared centres on and radiates from the Landfill. This in itself is unsurprising given its size, and the Hub Plan prepared. However, what the Draft DP fails to do is acknowledge that the landfill gas risk constraints within the precinct emanate from the operations of the Landfill and are the responsibility of the Landfill owner to manage.

The Draft DP effectively accepts that the Landfill causes an unacceptable landfill gas risk to the Subject Land and further effectively proposes that the Subject Land should not be developed accordingly. This is both an unacceptable and unjustifiable position. The Subject Land and the Landfill are two separate properties independently owned. It is not incumbent on our client to

accept that their land is to be sterilised from any alternative land uses for the benefit of others. As stated within *Assessing planning proposals within the buffer of a landfill: Publication 1642*:

> *Buffers do not offer landfill operators an alternative to controlling the offsite impacts of landfills or meeting their legal obligations. Instead, buffers are a tool used to manage the risk of impacts from unintended events, such as equipment or management failures or abnormal weather events.*

We request Council review the actions it can take to ensure the Landfill operations occur appropriately and without detriment to neighbouring properties.

Floodway:

As a more minor comment, the Draft DP indicates that additional work will need to be undertaken to accurately determine the current extent of flooding. We note that as far as the Subject Land is concerned this has already occurred, with updated Melbourne Water modelling feeding into the Application. The Draft DP should be updated accordingly.

Summary

That there is a landfill gas risk stemming from the adjacent Landfill is clear, however the Subject Land is not and cannot not be viewed as a de-facto extension of the Landfill. The Landfill and the Subject Land are two separate and independently owned properties, and it is incumbent on the operator of the Landfill to effectively manage their property.

The Draft DP makes no acknowledgement of this and essentially seeks to sterilise the use of the Subject Land for the benefit of the Landfill and to the detriment of our client.

Our client considers the Draft DP unacceptable in its current form and objects to its approval.

Our client requests that Council consider this submission in its progression of the Draft DP and that a revised Draft DP be prepared which allows for more meaningful interim and ultimate land uses for the Subject Land.

Yours sincerely,

Hew Gerrard
Senior Associate
Glossop Town Planning

Appendix Twelve Veolia & LMS Submissions

Mr Nial Stock, Director Strategic Projects, Veolia lodged submissions on 28 July, 29 July and 10 August 2022 oh behalf of Veolia-Resource Co. LMS lodged a submission on 12 August 2022.

28 July 2022 Reference No. 19118091-026-L-Rev0

Emma Butterworth - Senior Strategic Planner
Casey City Council
PO Box 1000
Narre Warren VIC 3805

Sent by email: ebutterworth@casey.vic.gov.au

SUBMISSION ON DRAFT HAMPTON PARK HILL DEVELOPMENT PLAN

Dear Emma,

1.0 INTRODUCTION

Thank you for the opportunity to meet with Casey City Council (Council) and other industry stakeholders on Thursday 14th of July 2022.

We also refer to Veolia's initial submission to the draft Hampton Park Hill Development Plan (HPHDP) prior to public consultation dated 17 June 2022 and appreciate the changes made to the latest draft HPHDP (dated) as a result. This submission has been prepared to highlight some further issues Veolia wishes to raise.

2.0 SUBMISSION

2.1 500m landfill gas separation buffer

Veolia agrees with Council that transparency with the community is crucial on aspects of the future development of the Hampton Park Hill Precinct. Veolia also acknowledges and appreciates the intent of the 500m buffer shown within the HPHDP to protect the State significant waste and resource recovery hub (the Hub), however, we believe the intent of the 500m buffer should be accurately communicated within the HPHDP in accordance with Environment Protection Authority (EPA) Guidelines and policies.

EPA Publication 1642: *Assessing planning proposals within the buffer of a landfill* clearly states that the 500m is a default buffer and is a trigger for further assessment for development proposed within the default buffer. It also provides guidance for a reduced buffer if required. The EPA Publication, *Best Practice Environmental Management: Siting, Design, Operation and Rehabilitation of Landfills* (Landfill BPEM) allows for the default buffer to be reduced based on:

1. *a risk assessment that considers design and operational measures; and*
2. *evaluation demonstrating the environment would be protected and amenity not adversely affected*

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Veolia Energy Australia ABN: 46 064 584 587
Veolia Water Australia ABN: 99 061 161 279
A: Level 4, 65 Pirrama Rd Pyrmont, NSW, 2142
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Veolia believes that the HPHDP is not the appropriate instrument for establishing controls associated with Hallam Road Landfill as the future development of the Hub is not directly associated with landfilling, which will not continue into the future as the hub is further developed.

Veolia also queries why the 500m buffer needs to be incorporated within the HPHDP, as the existing EPA guidelines and referral processes under the Planning and Environment Act 1987 already require the responsible authority to consider risks associated with landfill gas when considering applications for new development. We feel that incorporation of the 500m *default* buffer into the HPHDP and the way it is described throughout the HPHDP, would be unnecessarily alarming the community within the buffer, about potential landfill gas risks under their property, which are not directly related to future development within the hub.

However, should Council believe this default buffer forms an integral part of the HPHDP, we suggest the wording in the HPHDP be altered for consistency with the EPA Guidelines. We have provided suggested edits for these sections and added comments below:

Table 1: Suggested changes to HPHDP

Section 2 Background pg 12		
The Environmental Protection Agency (EPA) have imposed a 500-metre separation buffer from the landfill which is currently in place but not mapped clearly within the Casey Planning Scheme. The separation buffer is in place to ensure development is mindful of landfill gas migration being a risk to human health, and amenity impacts of odour and noise.		Change to: The Environment Protection Authority (EPA) publication *Best Practice Environmental Management: Siting, Design, Operation and Rehabilitation of Landfills* (Landfill BPEM) has a default buffer of 500m for landfill's accepting municipal (putrescible) waste. This default buffer is used as a trigger for further assessment of potential landfill gas migration and amenity impacts from the landfill on proposed developments within it. The Landfill BPEM allows for the default buffer to be reduced based on *a risk assessment that considers design and operational measures and evaluation demonstrating the environment would be protected and amenity not adversely impacted. (EPA Publication 1642)*
Section 2.1 Surrounding Context pg 13		
All use and development impacted by the separation buffer should mitigate risk from underground landfill gas migration through built form objectives in accordance with *EPA Publication 1642: Assessing planning proposals within the buffer of a landfill* (EPA, 2017).		Change to: Any proposal involving buildings and works within the 500m default buffer should assess the potential risk of landfill gas and other amenity impacts in accordance with EPA Publication 1642: *Assessing planning proposals within the buffer of a landfill (EPA, 2017).*
Image, Character and Land Use pg 32		
3	*To mitigate and manage the risk of gas migration and other adverse amenity impacts associated with the existing Hampton Park landfill to its surrounds, through identification and establishment of a suitable mapped buffer*	Change to: All new development within the 500-metre landfill separation buffer must assess the risk from underground landfill gas migration through built form objectives in accordance with EPA Publication 1642: *Assessing planning proposals within the buffer of a landfill (EPA, 2017).* Mitigation

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		measures must be incorporated where unacceptable risk is identified. Comment Using the words *'mitigate and manage'* implies there is already a landfill gas issue, which may not be the case in many situations.
Residential pg 34		
20	*To discourage intensification of existing sensitive land uses and development within the landfill separation buffer area through restrictions on subdivision, development of second dwellings and dependent persons units.*	Change to: Any proposal for sensitive land use within the default buffer should be assessed for potential landfill gas risk in accordance with EPA Publication 1642. Comment In this case the development of sensitive land uses has already occurred within a large proportion of the area included in the buffer. It is not clear what additional benefit the incorporation of the buffer will serve other than in areas where development has not occurred within the existing residential zone. Pg 8 of EPA Publication 1642 has clear approach on the process should a planning permit application be received for a sensitive land use within the 500m of the default buffer. We would recommend that development controls should only be introduced on land that has not been developed within the buffer.
21	*To discourage further introduction of sensitive land uses within the landfill separation buffer area.*	
22	*To manage and minimise potential unintended off-site adverse amenity impacts of Hampton Park landfill on safety and human health.*	
4.1 Image, Character and Land Use pg 36		
1	*All new development within the 500-metre landfill separation buffer must mitigate the risk from underground landfill gas migration through built form objectives in accordance with EPA Publication 1642: Assessing planning proposals within the buffer of a landfill (EPA, 2017).*	Change to: All new development within the 500m landfill separation buffer must assess the risk from underground landfill migration in accordance with EPA Publication 1642: Assessing planning proposals within the buffer of a landfill (EPA, 2017). Comment Using the words *'must mitigate'* implies an unacceptable landfill gas risk is present.
Guidelines pg 36		
1	*New development and land use within the landfill separation buffer should consider the need for a landfill gas migration risk assessment or an environmental audit, conducted under section 53V of the Environment Protection Act 1970 (Section 53V Audit) that assesses the risk of harm, including the risk of landfill gas migration,*	Comment We agree with guideline 1. However, suggest the deletion of Guidelines 2, 3 and 4. Guideline 2 is premature and assumes there will be unacceptable risk from landfill gas which may not necessarily be the case. Where a landfill gas risk

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	to the proposed development, in accordance with EPA Publication 1642: Assessing planning proposals within the buffer of a landfill (EPA, 2017).	assessment or a Section 53V environmental audit identifies a risk of there is an unacceptable risk of then further mitigation measures may need to be considered. We believe Guideline 3 and 4 should be deleted as it may be that the assessment undertaken concludes that the development is acceptable with mitigation measures.
2	*New development within the landfill separation buffer should consider incorporating:* *» passive landfill gas mitigation measures based on appropriate risk assessment for landfill gas migration, such as:* *o reinforced building floor construction with concrete slabs and gas-resistant membranes* *o underfloor venting* *o in-ground vertical venting wells to create a preferential pathway for gas to escape before reaching a building.* *» active landfill gas mitigation measures based on appropriate risk assessment for landfill gas migration, such as:* *o extraction from the ground, or* *o maintaining a positive pressure of air to prevent gas from entering under or within a building.*	
3	*Land uses that are sensitive to potential landfill gas migration should not be located within the landfill buffer area.*	
4	*New development should avoid below ground works such as basements.*	

2.2 Land available for State Waste and Resource Recovery Hub

The frontage of Veolia land on Lots 10 and 4 have been designated as *'Future Employment Stage 2'*. We believe this should be shown as *'waste and resource recovery'* and highlighted orange as the Hub is of State significance. However, Veolia would like flexibility to develop the land for *'employment'* should the need arise in the future. In the short term, the priority should be its function as a waste and resource recovery Hub. Veolia would appreciate the flexibility via the zoning of the land to develop the land for compatible commercial or industrial land uses in the future should the need arise.

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2.3 Definitions

- The landfill definition in the HPHDP, implies recyclables are going into the landfill. We have reworded it slightly to show that only residual waste goes to landfill. We believe the definition should be:

  "A landfill is a specially designed and engineered facility for the burial of residual solid waste between layers of soil and other materials."

- Separation buffer definition. We believe the separation buffer definition should include that is a default buffer and that development within the buffer triggers the need for further assessment. The definition should be:

  "The space between a land use with potential adverse amenity impact or potential risk to human health and land uses sensitive to the identified risk. Also known as a buffer or separation distance. ***These are default buffers identified by the EPA. Development within these separation buffers may trigger the need for further environmental assessment."***

Yours sincerely,

Nial Stock
Director of Strategic Projects

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29 July 2022

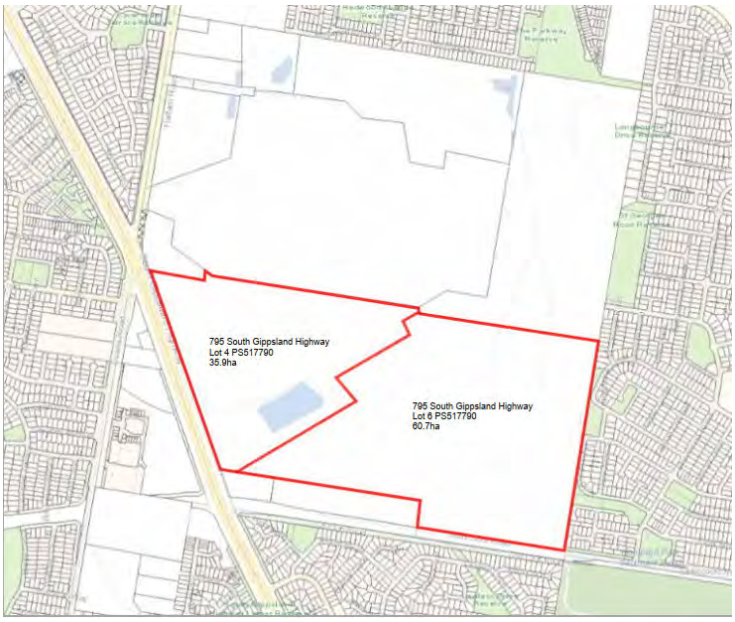
Emma Butterworth
Casey City Council
PO Box 1000
NARRE WARREN VIC 3805
PlanningScheme@casey.vic.gov.au

Dear Emma,

RE: Draft Hampton Park Hill Development Plan
Public Consultation Submission
605 Glasscocks Road & 795 South Gippsland Highway, Hampton Park

Thank you for the opportunity to provide this submission in response to the public consultation process for the exhibited draft Hampton Park Hill Development Plan, July 2022 (amended development plan). This submission is on behalf of Veolia-ResourceCo (VRC) and consequently focuses on the below parcels of land (Lots 4 & 6) where VRC operates.

We also refer to VRC's initial submission of 17 June 2022, prior to public consultation, to the draft development plan and appreciates the changes made to this latest draft as a result.



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Feedback comments to the draft development plan are provided in the following table.

Page	Comment
9	The existing DPO1 is titled 'Residential Areas' whereas very little residential use or development will occur on land subject to the amended development plan. Section 1.1 may include a statement acknowledging a future Planning Scheme Amendment amending the DPO1 or apply a new DPO schedule will likely be advanced to better accord with the amended development plan.
10	References to quantum of public open space reserves, pathways and pedestrian/cycle connections should state approximate figures rather than prescriptive.
12	Draft the statement related to Construction and Demolition operations consistent with planning permit P737/07-A by stating onsite materials crushing must be located a minimum of 300 metres from residential land rather than processing equipment must be located at this separation distance.
15	Page number missing.
15-19	Question the need and benefit of listing and summarising state and local planning policy under Section 2.2. Planning section considered too lengthy and simply repeats the Planning Scheme. Furthermore, the Casey Planning Scheme will be subject to future comprehensive amendment to bring it into line with the new formatted schemes through removal of Clauses 21 and 22 resulting in the policy listings being superseded at this time.

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18	Question the benefit of including Figure 5 which doesn't reflect future or existing land use conditions and shows a larger area of future public open space to be provided from that shown in the amended development plan. Suggest deleting Figure 5 as it is inconsistent with the amended development plan and may be interpreted as supporting an expectation for increased public open space provision.
26	The amended development plan states Council are awaiting further specialist consultant reporting to be completed. It is requested that copies of these reports be provided for review in due course.
28	At Figure 11, the western portion of 795 South Gippsland Highway, identified below as Future Employment Land Stage 2, should be shown as supporting Waste and Resource Recovery land use. This land currently supports activities directly associated with construction and demolition resource recovery. It appears application of the Future Employment Land Stage 2 closely aligns with the 300 metre reverse separation buffer applying to the existing land use under planning permit P737/07-A prohibiting materials crushing activities on this part of the land. Whilst materials crushing is unable to be carried out on this land it still supports activities necessary for construction and demolition resource recovery. The reduced area shown as supporting construction and demolition resource recovery is inconsistent with the Hallam Road Hub Plan (2021) and comments in the amended development plan acknowledging this use to continue or expand in the future. Figure 11 shows a large area removed from current construction and demolition resource recovery use. The area shown as supporting construction and demolition resource recovery may not be sufficient to support this use into the future. It is requested that Figure 11 be amended to replace 'Future Employment Land Stage 2' with 'Construction and Demolition Resource Recovery'. It is also noted that Figure 11 removes direct access for Construction and Demolition Resource Recovery land to South Gippsland Highway noting that access via the electricity easement is not possible notwithstanding the land use abuttal to this road. We request that Council acknowledge that the existing access will remain.

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28	Figure 11 shows an area of approximately 1.5 hectares for future local open space purposes near the future signalised intersection along Glasscocks Road. It is submitted this open space should be deleted and replaced with future employment land. The amended development plan supports large areas of future public open space accessible to the employment land including the large open space to the north and passive recreation use associated with future drainage reserves such as walking trails. It is considered there are greater benefits in identifying this land for employment purposes.
28	Figure 11 shows the alignment of the main access road from Glasscocks Road extending through an area currently supported slimes management. The management of the slimes area is subject to future management and can not be developed without significant remediation. This may require realignment of the main access road to avoid the slimes management area to land more able to support initial development. This will likely have consequential impacts to the location of the new signalised intersection along Glasscocks Road.
28	Figure 11 identifies the land currently subject to the Urban Floodway Zone as a land use and development constraint. Consistent with previous discussions with Council we are of the belief that the area subject to the UFZ will be able to be reduced into the future upon undertaking a stormwater management strategy associated with the development of the future employment land. Council has been provided with a previous stormwater strategy based on a former development scenario of the precinct which supported a realigned waterway corridor allowing for improved development outcomes. We refer to previous discussions with Council on the matter of the potential for reducing or augmenting the current UFZ land to accommodate onsite stormwater management whilst achieving an improved development outcome for the parcel at 605 Glasscocks Road. It is requested that a new note be provided to 'Existing Floodway' within the Legend of Figure 11 as follows, or similar. *Note: The application of the drainage floodway may be subject to change upon preparation of a future stormwater management strategy and engineering design*. The requirement for change to the floodway area is evident by the fact its application does not represent a practical post-development alignment, i.e. through a small area identified for development east of the main access road and small floodway area west of this road.
28	Suggest the shading for the electricity easement and gas pipeline separation buffer in Figure 11 be removed and replaced with linework along the boundary of these areas allowing the underlying land uses to be more clearly presented.
29	Request the below statement be added to the 'Interim Uses' section. *Future remediation and resolution of landfill and floodway related constraints is anticipated to allow urban development of this land into the future subject to the satisfaction of Council.*
30	We request the following or similar be added to the 'Urban Floodway' section. *The application of the Urban Floodway Zone may be subject to change following engineering and stormwater review. Any future change to the Urban Floodway Zone will require an amendment to the Casey Planning Scheme*.

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32	Propose amendment to objective 1 to: *To facilitate a gradual transition of the precinct away from waste disposal activities and focus on waste transfer activities and resource recovery within the waste and resource recovery sub-precinct.*
33	Propose amendment to objective 15 to: *To encourage land uses that are compatible with the waste and resource recovery industry or focus on reuse or recycle waste recovered from the precinct whilst also supporting appropriate industrial and commercial uses.*
34	Objective 27 states to facilitate public open space within the electricity easement although Figure 11 nominates alternative land uses within the easement.
35	Objective 41 should require stormwater management requirements to be achieved within the precinct rather than on-site which suggests within future development parcels and lots.
36 & 37	Consider combining Guidelines 1 and 2 noting that recommendations of landfill gas migration risk assessment may require mitigation measures to be adopted into future building design.
38	Suggests Figure 11 identifies industrial land use which it does not. Whilst it is understood Council intends to encourage uses which can be associated with the waste and resource recovery industry the amended development plan should also acknowledge that other industrial and commercial uses are appropriate within employment land.
38	Should be deleted as areas identified as potentially subject to cultural heritage sensitivity does not mean they retain heritage values. Areas identified as being potentially subject to Aboriginal cultural heritage sensitivity will be subject to a Cultural Heritage Management Plan which will confirm the appropriate development response under the Aboriginal Heritage Act 2006.
40	The Figure 14 'South Interface Diagram' will not reflect future development and access arrangements. Reliance on a 6 metre wide laneway for access to future employment land is unsatisfactory.
42	Requirement 9 supports the establishment of a landmark buildings be identified towards the signalised intersection along Glasscocks Road rather than a public open space reserve.
42	The provision of some level of car parking within the front setback, such as customer parking around building entries is highly likely to be required. It is not considered practical to require all parking for new development to be provided to the rear of buildings. Such an outcome would result in inefficient design outcomes allocating increased hard surface to accessways and taking away from building coverage. Parking within the frontage for particularly smaller lot industrial and commercial development is common and should be allowed.
42	In relation to Requirement 13 it is noted that fencing of new development will be required for security reasons. Suggest there is reference to a preference for permeable fencing where facing public areas.
42	Delete reference to consideration of a minimum lot size of 9,000 square metres in Requirement 14. The basis and preferred outcomes of such a restrictive measure are unknown whilst it is not mandated either in the drafting or as it is a guideline. There is no

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	requirement that land use within employment areas must be complementary to resource and recovery use. Such a lot size severely restricts the ability for other suitable uses to establish and therefore undermines employment opportunity and outcomes. There should be no minimum lot size specified in the amended development plan but rather preferred land use outcomes.
42	At Guideline 17 it is unclear what defines "upper levels". As industrial buildings are contemplated, it should not be a requirement that two-store buildings need to setback the first floor from the ground floor. It is considered the Guidelines should be amended to express Council's expectations for buildings fronting these roads such as the below example. *Development along and fronting Hallam Road and South Gippsland Highway are to demonstrate a high-quality design response avoiding visually uninteresting façade treatments and which will enhance local streetscape character and amenity.*
48	Note the alignment of shared paths is indicative only as it extends through the middle of the floodplain which is not realistic.
49	Suggest amending Requirement 33 to read as follows: *Change in land-use and any stormwater strategy which changes the floodway area must not adversely affect surrounding areas……..*
49	It is unclear if Melbourne Water intend on developing a Drainage Services Scheme for the precinct. If this is the case reference to this scheme should be included.

We welcome the opportunity to discuss the above further with Council following closure of the consultation process and thank the Council for the ability to review and provide feedback on the amended development plan. Please contact the undersigned for further discussion.

Yours sincerely,

Nial Stock
Director of Strategic Projects

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10 August 2022

Emma Butterworth - Senior Strategic Planner
Casey City Council
PO Box 1000
Narre Warren VIC 3805

Sent by email: ebutterworth@casey.vic.gov.au

SUBMISSION ON HAMPTON PARK HILL DEVELOPMENT PLAN (HPHDP)

Dear Emma,

This is an additional submission from Veolia on the HPHDP as we have failed to address this matter in our submission to you of 28 July 2022

A Biogas to Energy plant, operated by LMS, currently exists at the Hallam Rd landfill. It extracts landfill gas within the waste body and generates renewable energy.back into the local grid. At present there are 8 engines on site generating enough electricity to power over 9,000 homes.

This facility will be required to continue operating throughout the landfill's post closure period prior to handing the land back to Council.

Veolia has identified the facility is not currently identified within the Hampton Park Hill Development Plan and believes it should be as it represents a key item of infrastructure within the precinct.

Please consider this facility for inclusion in the final HPHDP.

Photographs below demonstrate the nature and position of the plant.

Yours sincerely,

Nial Stock
Director of Strategic Projects

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BIOGAS TO ENERGY PLANT

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LMS ENERGY

BIOGAS INNOVATION.
POWERING THE CIRCULAR ECONOMY.

12/08/2022

Emma Butterworth
Senior Strategic Planner
City of Casey
PO Box 1000
NARRE WARREN VIC 3805

Via email: planningscheme@casey.vic.gov.au

Dear Ms Butterworth,

LMS Energy Pty Ltd (LMS) are pleased to provide a response to the public consultation on the draft Hampton Park Hill Development Plan (the Development Plan) which applies to the land comprising the Hallam Road Landfill.

LMS are Australia's leading bioenergy and emissions reduction company and are actively providing landfill biogas recovery and carbon abatement services at some of the country's largest landfills, with the majority of these being on waste facilities owned and/or operated by Local Government. We have successfully delivered more landfill biogas projects than any other Australian company, and as the largest supplier of renewable energy certificates (Large-scale Generation Certificates) from landfill gas in Australia, we are a significant contributor to renewable energy market supply and the Federal Government Renewable Energy Target.

In the local context, LMS are the owners and operators of the Hallam Road BioEnergy Facility located at the Hallam Road Landfill. LMS entered into a long-term agreement and lease with the Hallam Road landfill owner in 2005 to responsibly capture landfill gas (where practicable to do so, noting LMS are not involved with the operation of the landfill itself) and process the gas through our BioEnergy facility to produce around 8 megawatts (MW) of renewable baseload electricity.

Our facility operates under an Operating Licence (OL000002079) issued by EPA Victoria.

LMS's agreement with the landowner survives post closure of the landfill by many years. Under this agreement, LMS has invested many millions of dollars into the gas extraction network and renewable bioenergy infrastructure, with the dual objective of assisting with compliance and minimising carbon emissions in the City of Casey. Our work will form a pivotal part of the post-landfill closure environmental management requirements; therefore, the Development Plan must consider these requirements.

The infrastructure installed and works carried out by LMS at the site, represent best practice (in accordance with the EPA guideline (Publication 788.3) for Siting, Design, Operation and Rehabilitation of Landfills) and subsequently, the highest order, and most preferable use of the gas collected.

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LMS Energy Pty Ltd (ACN 059 428 474) is an authorised representative, number 431336, of Navitus Pty Ltd (ACN 119 331 118), which holds Australian Financial Services Licence number 425609

LMS ENERGY

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Our investment in environmental management and emissions reduction at the site has undeniable alignment with Council's waste minimisation, climate, and circular economy ambitions, particularly the reduction in greenhouse gas target. Since commencement of gas extraction at the site, LMS have abated over 5,977,000 tonnes CO2e through the combustion of methane and green energy offsets.

LMS have a number of detailed interests in the proposed Development Plan, including the consideration of the long-term requirements of the BioEnergy facility and planned future investments. Accordingly, we request further discussion with Council on this topic.

LMS generally support the concept, of parts of the proposed Development Plan and welcome an opportunity to take Council Officers on a site tour of the Hallam BioEnergy Facility to see first-hand our long-standing environmental management program of capturing landfill gas and the production of renewable bioenergy. The site visit could be followed by a short presentation on LMS' growing portfolio of decarbonised infrastructure centred around waste management precincts across Australia.

We look forward further discussions with Council and continuing to contribute to City of Casey's economic and environmental wellbeing.

Further correspondence regarding this submission can be forwarded to me at or by phone .

Yours sincerely,

Adam Faulkner
GROUP MANAGER – CIRCULAR ECONOMY

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Appendix Thirteen – WPA Submission 250-260 Hallam Rd

WPA.

12 August 2022

Emma Butterworth
Senior Strategic Planner
City of Casey
PO Box 1000
NARRE WARREN VIC 3805

Sent via email to: *PlanningScheme@casey.vic.gov.au*

Dear Emma,

Subject: Hampton Park Hill Draft Development Plan Submission
Property Address: 250-260 Hallam Road, Hampton Park

INTRODUCTION

Whiteman Property & Associates (WPA) act on behalf of (our client) who are the landowner of 250-260 Hallam Road, Hampton Park (the subject site) which is a landholding included within the area covered by the *Hampton Park Hill Draft Development Plan* (the Draft Development Plan). The purpose of this submission is to formally provide written recommendations for Council's consideration as part of the public consultation on the Draft Development Plan.

WPA have recently lodged a planning permit application proposing on behalf of our client seeking approval for the multi-lot subdivision, creation of easements, reserves and restrictions, removal of native vegetation and subdivision adjacent to a road in a Transport Zone 2 at the subject site. Please refer to planning permit application PA22-0440 for a copy of our submission which was submitted in June 2022. Furthermore, a Preliminary Landfill Gas Screening Appraisal, prepared by JBS&G, has been submitted for Council's review and comment.

WPA are greatly concerned that the Draft Development Plan seeks to restrict residential development unnecessarily and inappropriately within the subject site at the present time. Accordingly, it is requested that Council consider amending the Draft Development Plan to provide greater flexibility in considering sensitive land uses, including residential development, within the subject site especially if an assessment against EPA regulations determines that the subject site is suitable for sensitive land use purposes at the present time. It is believed that the environmental assessments conducted by JBS&G, which will be thoroughly assessed by Council and the EPA, can appropriately demonstrate that the subject site is currently capable of supporting sensitive land uses.

THE SUBJECT SITE AND THE DRAFT DEVELOPMENT PLAN

WPA understands that the Draft Development Plan proposes to nominate the subject site as an 'interim

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land use' designation. The subject site is also shown to be located partially within the 'existing concrete batching plant buffer' and totally within the 'existing landfill buffer'. These buffer zones are based on guidelines set by the EPA.

Figure 11 of the Draft Development Plan nominates an unsignalised intersection abutting the western boundary, a 22m local access road and a landscape buffer along the Hallam Road interface.

REQUESTED AMENDMENTS TO THE DRAFT DEVELOPMENT PLAN

WPA strongly disagrees with several aspects of the Draft Development Plan. This includes the provision of the landscape setback along Hallam Road and the provision of the 22m local access road. Furthermore, WPA believe that the current wording of several relevant sections in the Draft Development Plan needs to be reconsidered. Accordingly, it is request that Council adopt more flexible approach so that residential development could be supported within the subject site if assessed to be appropriate.

WPA request the following amendments to key sections of the Draft Development Plan as follows:

1. Amendments to Development Plan Map (Figure 11)

Deletion of Landscape Buffer along Hallam Road

WPA believe it is not necessary to provide a landscape buffer along Hallam Road adjacent the subject site. A landscape buffer has not been applied to the residential subdivisions to the north of the subject site or directly on the opposite side of the subject site. WPA believe that the landscape buffer could be suitable for the future employment land designation so the south of the subject site. However to be consistent with the existing residential subdivision pattern, there is no planning merit to provide enforce a landscape buffer adjacent the subject site.

Deletion of 22m Local Access Street

It is considered that the continuation of Redwood Avenue through the subject site should remain consistent with the existing 16.0m wide cross-section and not required to be 22.0m.

Furthermore, as currently proposed through planning permit application PA22-0440, it is considered that the ideal location for a proposed left-in, left-out intersection is not in the location currently shown in the Draft Development Plan.

2. Re-wording of 'Interim land use' definition

Section 3 of the Draft Development Plan defines 'interim land use' areas as: *"There are undeveloped areas within the precinct that are either affected by the landfill separation buffer and/or inundation issues and are not suitable for immediate residential or industrial employment use. Until such time as the landfill is closed and risk from landfill gas migration has been significantly reduced and/or as the floodway issue*

WPA.

is resolved, interim land uses should be considered for these areas."

This definition should be re-worded as follows:

*"There are undeveloped areas within the precinct that are either affected by the landfill separation buffer and/or inundation issues and **are currently considered to be** not suitable for immediate residential or industrial employment use. Until such time as the landfill is closed **or risk from landfill gas migration has been assessed as being at level acceptable for sensitive land uses** and/or as the floodway issue is resolved **to the satisfaction of the responsible authority, Council will encourage** interim land uses to be considered for these areas. **Any planning permit application proposing a sensitive land use (including residential development) or industrial employment use within the existing landfill buffer may be permissible if the risk associated with landfill gas migration is assessed as being acceptable as measured by EPA standards to the satisfaction of the responsible authority."***

In addition, it is requested that Council consider providing greater guidance on the type of uses that they could be willing to consider for approval as 'interim land use' if residential or employment land uses will not be supported.

3. Re-wording of 'residential' definition:

Section 3 of the Draft Development Plan defines 'residential' areas as: *"A small section of the precinct is already developed for residential land use. Until such time as the landfill is closed and risk from landfill gas migration has been significantly reduced, no further sensitive land uses should be introduced to or intensified in the residential subprecinct."*

This definition should be re-worded as follows:

*"A small section of the precinct is already developed for residential land use. Until such time as the landfill is closed **or** risk from landfill gas migration **has been assessed as being acceptable to the satisfaction of the responsible authority, additional sensitive land uses and intensification of the residential subprecinct should be discouraged."***

4. Re-wording of Draft Development Plan Objectives

Section 3.2 of the Draft Development Plan lists several objectives.

Objective 21 states: *"To discourage further introduction of sensitive land uses within the landfill separation buffer area."*

This objective should be re-worded to the following:

*"To discourage further introduction of sensitive land uses within the landfill separation buffer area **unless considered suitable to the satisfaction of the responsible authority."***

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Objective 28 states: *"To encourage interim non-urban land use activities and land management practices on encumbered land which is not suitable for residential or industrial employment uses."*

This objective should be re-worded to:

"To encourage interim non-urban land use activities and land management practices ***on land within the existing batching plant buffer and/or landfill buffer area unless it can be demonstrated that risk to residential or industrial employment uses are at appropriate levels to the satisfaction of the responsible authority."***

5. Re-wording and re-structuring of Requirements and Guidelines

Section 4 of the Draft Development Plan lists a series of requirements (that *must* be met) and guidelines (that should be met) that any planning permit application will need to address.

Requirement 2 states that: *"Development and subdivision of land must provide interface treatment outcomes generally consistent with Figures 12 – 15."*

WPA believe that this preferred outcome should be a **guideline** rather than a requirement or deleted all together given that there could be other more appropriate outcomes that mitigate against land gas migration. Furthermore, any use of the word "must" should be replaced with "should" as a result of this change.

Requirement 4 states that: *"Sensitive land uses must not be located within the 250-metre separation buffer of the waste transfer facility in accordance with Figure 11."*

Requirement 5 states that: *"Sensitive land uses must not be located within the 300-metre separation buffer of the construction and demolition recycling facility in accordance with Figure 11."*

WPA consider both requirement 4 and 5 to be inappropriately restrictive and should be deleted from the Draft Development Plan.

Guideline 3 states that: *"Land uses that are sensitive to potential landfill gas migration should not be located within the landfill buffer area."*

This guideline should be re-worded to state:

*"**Proposed** land uses that are sensitive to potential landfill gas migration within the landfill buffer area,* ***should only be supported if the development is assessed as being acceptable as measured by EPA standards to the satisfaction of the responsible authority.""***

Guideline 10 states that *"no sensitive land uses on land zoned general residential should be supported"* within land designated as interim land use.

WPA.

This guideline contradicts the purpose of the applied general residential zone. Therefore, this guideline should be re-worded to state:

"Sensitive land uses on land zoned general residential should only be supported if risk from landfill gas migration is considered acceptable as measured by EPA standards."

ADDITIONAL COMMENTS

WPA appreciate the opportunity to provide a submission to Council in respect to the Draft Development Plan. As is contended within our planning permit application currently being assessed by Council (Application No. PA22-0440), it is submitted that residential subdivision is currently appropriate for the subject site. WPA, in association with the engaged environmental consultants, JBS&G, intend to work collaboratively with Council and the EPA to ensure that the relevant authorities are satisfied that residential development is currently appropriate on the subject site. Therefore, WPA does not believe that the Draft Development Plan needs to be so restrictive to residential development at the present time, especially if it can be demonstrated that risks associated with landfill gas migration are acceptable as measured by EPA standards.

WPA will be grateful to continue to have meaningful dialogue with Council and are confident that an outcome to the satisfaction of all parties can be achieved as part of the planning permit application process.

If you have any further questions regarding this submission, please feel free to contact

Thanks and kind regards,

Sam Lane
Principal Planner
Whiteman Property and Associates

Appendix Fourteen – Submission

Contact: Edward Mahony

Principal: John Cicero
Our Ref: JDC:EJM:220240
Your Ref: BH 220240

31 July 2022

Emma Butterworth, Senior Strategic Planner City
of Casey
PO Box 1000
NARRE WARREN VIC 3805

Also by email: *PlanningScheme@Casey.vic.gov.au*

Dear Madam,
735 South Gippsland Highway, Hampton Park VIC 3976

We act on behalf of owner, operator and occupier of
, located at 735 South Gippsland Highway, Hampton Park (**Subject Site**).

This letter serves as a submission to the draft Hampton Park Hill Development Plan (the draft Development Plan) which applies to land in the southern part of Hampton Park and is affected by the Development Plan Overlay, Schedule 1 (DPO1).

In order to provide a fulsome submission to the draft Development Plan, it is important that Council has regard to:

- Existing operation of the subject site
- Current planning controls which apply to the subject site;
- The application of the existing Development Plan (endorsed as recently as 2019);
- The Hallam Road Hub Plan

Having regard to the above, our client submits that further strategy work needs to occur to ensure that Council takes advantage of the strategic location of the subject site with full exposure to both Hallam Road and South Gippsland Highway, whilst acceptably dealing with all environmental considerations outlined in the background documents which informed the draft Development Plan.

In summary, it is submitted that the draft Development Plan should be amended such that the subject site is identified:

1. Within its own Employment Precinct (without other properties), such that it is encouraged to be developed before or concurrently with Employment Precinct Stage 1
2. The Land use recommendations of the Subject Site for "retail use" (such as the current use)

Existing operation

Diaco's Discount Nursery and Garden Rock Supplies currently employs approximately 22 staff at the abovementioned subject site and services approximately 600 customers per week.

The latest planning permit Pln01073/10 was amended as recently as June 2021 and permits *Use and Development of Garden Supplies, the Display of Business Identification, Signate and Alterations to Access to Road Zone and Removal of Native Vegetation.*

The endorsed plans under the planning show the following layout. As can be seen through the below image, access is permitted via Hallam Road.

<u>Current Planning controls</u>

The Subject Site is situated within the Special Use Zone (**SUZ**), Schedule 1 (**SUZ1**) and is affected by a Development Plan Overlay (**DPO**), Schedule 1 (**DPO1**).

<u>Special Use Zone</u>

The SUZ includes among its purposes *to recognise or provide for the use and development of land for specific purposes as identified in a schedule to this zone.*

The table of uses which are included in the SUZ (at clause 37.01-1) details the uses which are permitted and prohibited under the zone. The SUZ provides that any requirement/condition of use in SUZ1 must be met in order for it to be permissible.

Schedule 1 to the SUZ relates to Earth and Energy Resources Industry. Its purposes –

- *To recognise or provide for the use and development of land for earth and energy resources industry.*
- *To encourage interim use of the land compatible with the use and development of nearby land.*
- *To encourage land management practice and rehabilitation that minimises adverse impact on the use and development of nearby land.*

Section 1 of the SUZ1 contains the table of uses.

The following uses are 'section 1' uses, meaning that those uses are 'as-of-right' under the Planning Scheme and therefore a planning permit is not required to conduct those uses on the Subject Site.

- Extensive animal husbandry
- Home occupation
- Informal outdoor recreation
- Minor utility installation
- Railway
- Tramway

The following uses are 'section 2' uses, meaning that a planning permit is required under the SUZ1 (subject to such a use meeting certain condition, if relevant):

- Agriculture (other than Animal keeping, Animal training, Apiculture, Extensive animal husbandry, Horse stables, and Intensive animal husbandry)
- Animal keeping (other than Animal boarding), subject to there being no more than four animals
- Caretaker's house
- Dependent person's unit
- Industry (other than Materials recycling, Refuse disposal, and Transfer station), subject to it not being for a purpose listed in the table to Clause 52.10
- Landscape gardening supplies
- Leisure and recreation (other than Informal outdoor recreation)
- Manufacturing sales
- Materials recycling
- Place of assembly (other than Amusement parlour and Nightclub)
- Refuse disposal
- Transfer station
- Utility installation (other than Minor utility installation)
- Warehouse, subject to it not being for a purpose listed in the table to Clause 52.10.

The following uses are 'section 3' uses, meaning that they are prohibited under the SUZ1:

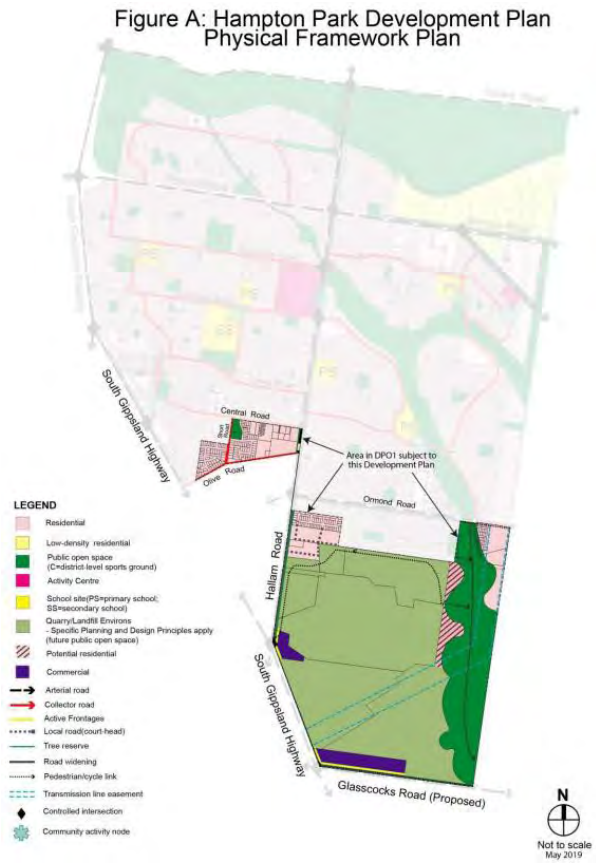
- Accommodation (other than Caretaker's house and Dependent person's unit)
- Amusement parlour
- Animal boarding
- Animal training
- Brothel
- Cinema based entertainment facility
- Horse stables
- Intensive animal husbandry
- Nightclub
- Office
- Retail premises (other than Landscape gardening supplies and Manufacturing sales)
- Saleyard
- Service station
- Transport terminal
- Veterinary centre.

Development Plan Overlay

The DPO includes among its purposes *to identify areas which require the form and conditions of future use and development to be shown on a development plan before a permit can be granted to use or develop the land.*

The Existing Hampton Park Development Plan (**Existing Development Plan**) dated 21 May 2019, was prepared by the City of Casey (**Council**) and applies to land within the suburb of Hampton Park.

The Physical Framework Plan which illustrates the area affected by the Existing Development Plan is extracted below and shows the Subject Site to the east of Hallam Road marked 'purple' and designated 'commercial'.



Section 11 of that Plan consider land which is designated as 'commercial' and provides that:

> *Applications for use and development in the areas designated as "Commercial" on the Physical Framework Plan will be considered on a case by case basis. Applications must demonstrate, to the satisfaction of the Responsible Authority, that the proposed use and development:*
>
> - *Is respectful of the amenity of existing and potential future sensitive uses of adjacent properties.*
> - *Is designed to incorporate active frontages where designated on the Physical Framework Plan.*
> - *Demonstrates safe and satisfactory integration with the existing road network by using existing roads and vehicle access points where possible. Additional access points are discouraged.*
> - *Will provide for on-site stormwater detention infrastructure to limit the rate at which stormwater is discharged from the site to the rate permitted by the relevant drainage authority. An application must be referred to Melbourne Water for assessment.*

The Hallam Road Waste and Resource Recovery Hub Plan

By way of letter dated 1 June 2021, our client was informed that the Subject Site was included within the 'Hallam Road Waste and Resource Recovery Hub Plan' (**Hub Plan**).

The Hub Plan outlines that as the Hallam Road landfill closes, the hub will transition away from waste disposal activities and focus on waste transfer activities and resource recovery.

The hub plan has the following established objectives:

- *Support the long term waste and resource recovery activities on the site*
- ***Encourage complementary land uses in the hub and buffer areas***
- *Provide support for industry investment and development of infrastructure at the site*
- *Improve management of amenity and reverse amenity in the hub and surrounding areas*
- *Integrate planning for the hub with other neighbouring hubs of state importance.*

Notably, at page 5 of the Hub Plan, the subject site is outside the "300m exclusive zone" for the C&D materials reprocessing.

The letter referred to above outlined that the Hub Plan would be the basis of the further strategic work to be undertaken by Council. This strategic work also included a review of the Hampton Park Development Plan (Development Plan).

The draft Hampton Park Development Plan

By way of email correspondence on 7 July 2022, our client was informed that the draft Hampton Park Development Plan was released for public comment, which was due by 31 July.

In the 'Project Information' section on the Council website, the following is discussed:

> *In addition to waste and resource recovery, the Development Plan will facilitate new employment land to increase local job opportunities. A key objective of the plan is to ensure Casey's growing population has access to local employment.*
>
> *A new attractive and accessible public open space area will be realised through the Development Plan, with paths connecting all sides of the precinct, which will allow the local community to enjoy more open space* Council also nominates five key objectives to be met in finalising the Development Plan. Of note is key objective 2, which states:
>
> - *Proposed future employment land to support local economy and employment*
> - *Require well designed employment land which provides positive interface to residential areas.*

We provide the following further comments on the draft Development Plan.

Figure 11 of the draft Development Plan includes the Subject Site being identified as "Existing Employment" within the "Employment Sub-Precinct" and abuts:

- *A signalised intersection*
- *Shared path (3m)*
- *Landscape setback and "Future Passive Open Space"*
- *Future Employment Stage 2*

Figure 11 Development Plan Map

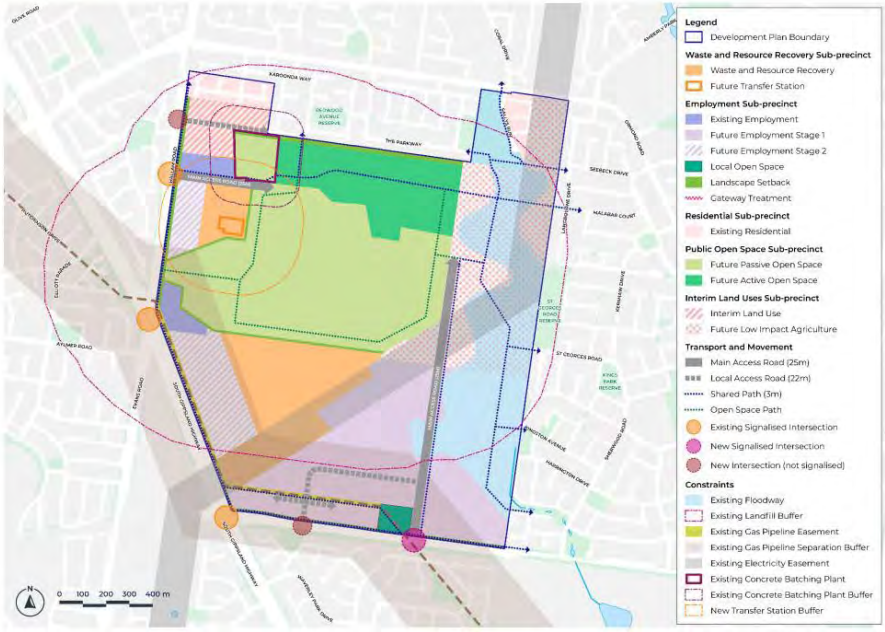
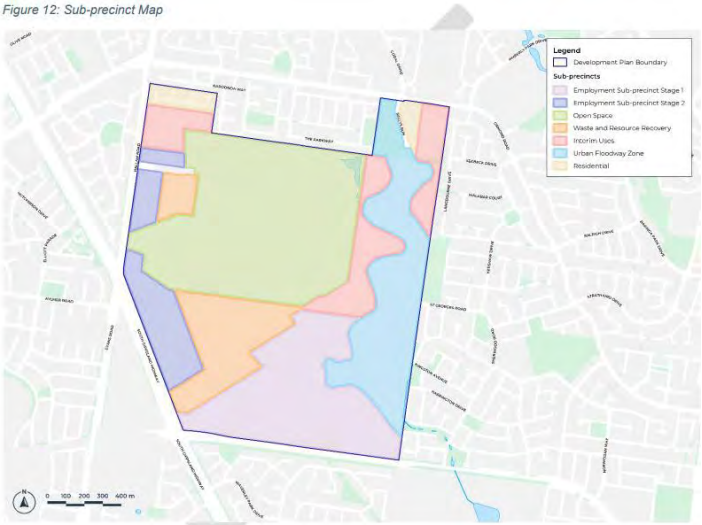


Figure 12 on Page 30 of the draft Development Plan, erroneously bundles the subject site (which is an existing employment precinct) within what is included within "Employment Sub-precinct Stage 2"

Figure 12: Sub-precinct Map



It seems that this error may have been informed by the Employment Land Study (SGS, 2022), which is recognised as a document which informed and guided the content of the draft Development plan

The Employment Land Study bundled each of the sites into "precincts" of "land use recommendations." According to the report, the methodology informing these 'precincts' was

> *'based on the suitability mapping with consideration of the demand assessment the land in this study area should be considered under four separate precincts (A, B, C and D)"*

The mapping of these precincts is contained at page 10 of the SGS report and is extracted below:

It is noted that Precinct B was transposed into the Development Plan as “Employment Sub-precinct Stage 1” and Precinct C was transposed into the Development Plan as “Employment Sub-precinct Stage 2”

It is submitted that this should not have been the basis to identify the subject site within Employment Sub-precinct Stage 2 compared to Employment Precinct Stage 1. In summary, given the existing use of the site, it is submitted that the subject site should be identified in its own Employment Precinct which is encouraged to be developed before Employment Precinct Stage 1.

This is critical noting the existing ‘retail use’ occurring on the land, the development of which would be discouraged noting the identification of the site in “Employment Sub-precinct Stage 2” and the following line at Page 29 of the draft Development Plan

> *“The sub precinct is divided into Stage 1 and Stage 2, and is anticipated that Stage 2 will only be development once suitable employment land in Stage 1 is exhausted.”*

Further, at page 8 of the SGS Employment Land Study, the subject site is identified as “unconstrained land” and “Light Industry suitable.” However, it fails to identify the site for “retail suitable.”

Areas of suitable land by land use type

It is noted that the identification for the land for "light industry" is at odds with the existing use permitted on the site for a Plant Nursery and Garden Supplies, which under Clause 73 of the Casey Planning Scheme falls under the nesting diagram of "Retail Premises."

Whilst it is submitted that the subject site more suitably meets the "Precinct C" land use recommendations (such as a car yard, especially given the highway frontage and existing crossover) compared to the "Precinct B" land use recommendations, it is submitted that the draft development plan should include a reference to potential for the subject site to be identified for "retail use."

Summary

In summary, it is submitted that the draft Development Plan should be amended such that the subject site is identified:

1. Within its own Employment Precinct (without other properties), such that it is encouraged to be developed <u>before</u> or <u>concurrently</u> with Employment Precinct Stage 1
2. The Land use recommendations of the Subject Site for "retail use" (such as the current use).

It is submitted that the above changes to the draft Development Plan will assist in meeting all the 41 objectives outlined at Section 3.2 of the draft Development Plan and will assist Council in reaching it's the purposes and objectives outlined in the Planning Policy Framework included in the Casey Planning Scheme, including, amongst other clauses:

- Clause 13.07-1S Land use compatibility
- Clause 15.01-1S Urban Design
- Clause 17 Economic development
- Clause 18 Transport

It will also provide the basis for the Council including the subject site in the first round of rezonings of the land within the Development Plan area, such that the subject site can be developed for a use that it consistent with the strategic outcomes sought by the key objectives informing the draft Development Plan and Hallam Road Waste and Resource Recovery Hub Plan.

Please contact the undersigned should you have any questions on the above. Yours

faithfully

BEST HOOPER

Edward Mahony

Associate

Appendix Fifteen – Consultation Extension Advice

Advice sent to community regarding extension of Consultation period by 14 days

Sent Friday 27th PM

Good evening

Hampton Park Hill Development Plan – Submission Due Date Extension

I am emailing to advise you that the submission due date for the Hampton Park Hill Development Plan has been extended.

If you wish to make a submission, it must be in writing and must be made by **6.00pm Sunday 14 August 2022**.

You can see more information about the Development Plan on Casey Conversations: https://conversations.casey.vic.gov.au/hampton-park-hill-initial-public-consultation

Should you have any further questions please contact me on email PlanningScheme@casey.vic.gov.au or phone: 9705 5200.

Kind regards

City of Casey

EMMA BUTTERWORTH | She/Her

Senior Strategic Planner

Planning and Building

+61397055200

ebutterworth@casey.vic.gov.au

www.casey.vic.gov.au

Bunjil Place | 2 Patrick Northeast Drive | Narre Warren VIC 3805

TIS: 131 450

Appendix sixteen – Other submissions

Attention: Emma Butterworth

Senior Strategic Planner

City of Casey

PO Box 1000

NARRE WARREN VIC 3805 14th October 2022

Objection to the Draft Hampton Park Hill Development Plan

Firstly, as a non-resident, I will explain why I believe it right for me to object to this draft plan and why my objection should be included as a valid objection.

I lived in Hampton Park for approx. 42 years and still have a big interest in the area as I have many friends still there. I am a Life member of the Hampton Park Progress Association and have been asked to also talk on their behalf by their President, Tania Sacco.

I was the Hampton Park Progress Association representative on all landfill issues from around 1990, when the HPPA was consulted about the quarry being turned into a tip, we accepted it at that time on the promise that the site would one day become parkland of some sort, even though that would be a long way off.

I am currently on the Hallam Road Landfill CRG the Taylors Road CRG and an EPA CRG and have been on all three since they were created, I was instrumental in the creation of all three CRG's with my dealings with the Landfill and the EPA. I was also a long-time member of the Casey Conservation Advisory Committee from its inception in 1999 (just named differently back then as CSIRAC) until it was revamped a couple of years ago. I was also City of Casey Citizen of the year in 2003.

This following timeline demonstrates part of my involvement with the site and a bit of the history about the site, it also demonstrates that the community is capable of looking at these issues and bringing realism to the situation:

- 2007, Casey Council was about to hand over the "Responsible Authority" rights for Hallam Road to the EPA, (before they transformed post the ombudsman's report on Brookland Green). I brought the matter to the council including the potential consequence, which was that it could lead to moderate level Hazardous Waste being deposited at Hallam Road, as it is classed as a Best Practice Landfill. Subsequently council listened and did not go ahead with a total hand over of responsibility.
- 2008, I lead a campaign about the SITA proposed a SAWT facility (SITA Advance Waste Treatment) with open windrow compost. This ultimately led to an EPA 20B conference in 2012 called to discuss the SAWT facility, this was initiated by community involvement, the meeting was overshadowed by the issues or odour from the 2011 flooded Cell 8, at this time SITA decided to abandon the SAWT project for this site.
- 2009. At the same time as we were fighting the SAWT facility, the Victorian Government Growth Areas Authority were pre-planning for Hampton Park Hill to be developed for residential purposes even though it was adjacent to the Landfill. The Hampton Park Progress Association objected, as a community action, as did SITA as they did not want to have problems with them being too close.
- 2011, I wrote to council on behalf of the Hampton Park Progress Association, to alert council about the risk associated with an application for build a Church and units due to the potential pollution impact, on 260 Hallam Road, Hampton Park Lot 2 LP:200736, SITA also objected and eventually Council rejected the plan.

- 2012 the EPA negotiated and enforceable undertaking with SITA which led to the EPA's first Restorative Justice conference and an agreed penalty to be paid to local projects in the way of compensation to the community.
- There were other proposals, including an asbestos collect area by the current transfer station which was abandoned after discussion at a CRG meeting.

Objection Executive Summary

These are the main points of my objection, please refer to the paragraphs below, numbered the same as these points for a more details explanation.

1. **Due to the immense interest in this DPO, I ask that Casey Council as the Minister for Planning to agree to a Planning Panel to give due consideration to this proposed DPO, before a decision is made.**
2. **There seems to be a lack of consideration of the CALD community around the site, with insufficient engagement in their own language.**
3. **The transport increase will impact of more than those in the 500-metre buffer zone.**
4. **The question of the Casey residents' rights.**
5. **Noise from vehicles going in and out onto Hallam Road, are a serious imposition of the local community, especially Lynbrook Heights, along Hallam and Glasscocks Road.**
6. **Noise from a much larger facility which is too close to residential properties.**
7. **Poor choice of location for the large-scale Transfer Station and future waste processing facilities.**
8. **Pollution from the stack.**
9. **The whole site was intended to be green open space, for sport and recreation.**

Objection details

There are many reasons why the large Transfer Station and future for waste processing facilities should not be placed here (see following notes with the same paragraph numbers for a more details explanation.

1. **Due to the immense interest in this DPO, I ask that Casey Council as the Minister for Planning to agree to a Planning Panel to give due consideration to this proposed DPO, before a decision is made.**

   If a Planning Panel is called, I would like to register my interest in presenting.

   In accordance with the Casey Conversation "Strategic Planning for Hampton Park Hill ", website section "Timeline" The option of a Planning Panel is mentioned.

   https://conversations.casey.vic.gov.au/hampton-park-hill-initial-public-consultation

   Planning Panel

"If submissions are received from the community which Council cannot resolve, Council will request that the Minister for Planning appoints an independent Planning Panel to provide advice to Council on how to proceed with the Amendment. The Planning Panel will produce a report with recommendations about how Council should proceed with the amendment. Officers will have some time to review the report before it is made public."

2. **There seems to be a lack of consideration of the CALD community around the site, with insufficient engagement in their own language.**
    a. It seems that many residents that live close to the landfill do not seem to have received the notice of the Hampton Park Hill project, many are from CALD communities and would not have received a notice in their own language.
    b. Even those that did receive it, putting a reference to translation services on documents are useless, as these people would be unlikely to even look at the document because they would not understand what it is about.
3. **The transport increase will impact of more than those in the 500-metre buffer zone.**
    a. The transport increase will impact of more than those in the 500-metre buffer zone, but people along the transport routes were not informed of the changes and how it will impact their roads.
    b. The reach of the consultation does not stop at 500 metres. The effect of this plan is much wider than just those in the buffer zone and those people should have the opportunity to make a submission. Only recently did many of them become aware of the plan especially those outside the buffer zone and due to the relatively short time span for consultation
4. **The question of the Casey residents' rights.**
    a. The other more serious part of my objection is that the rights of the community to have a say about proposed waste processing facilities should not be denied, the DPO clause *"The DPO1 exempts a planning permit application from notice and review where it complies with the prepared development plan"* denies the people the right to review any future proposals. Community activity has avoided several pitfalls for this site, as you can see in the timeline.
    b. The clause ***"Future planning permit applications under DPO1 that are in accordance with the Development Plan are exempt from public notice"*** should be removed, Council easily finds reasons to include specific clauses and would be able to remove them if they are not appropriate.
5. **Noise from vehicles going in and out onto Hallam Road, are a serious imposition of the local community, especially Lynbrook Heights, along Hallam and Glasscocks Road.**

    The enlarged Transfer Station means that twice as much waste is being transported on local roads, although the compaction does reduce the size of the waste, it is still as heavy and will impact local roads, and of course these will be B doubles going in and out as well as the usual tip trucks.

    Houses in Lynbrook Heights opposite the entrance of Hallam Road will be seriously impacted with noise and exhaust pollution, and that is from 12 midnight every night. This is not good for family life and goes against Casey Councils Health and Wellbeing Strategy 2021-25.

    What does this say about how effectively Casey Council is following its own strategy. Surely the Mental wellbeing and social inclusion priority should have an impact here. Refer below to what the EPA says about noise.

Acoustic shielding may help, but it will still allow the night-time drone that will come from the plant and the reverberation from the trucks taking off at Hallam Road will vibrate the acoustic wall.

6. **Noise from a much larger facility which is too close to residential properties.**

   a. **Noise Modelling**

   Page 33 and 34 of the report "Proposed_Transfer_Station_Noise_Modelling_-_ARUP_-_02-05-2022" show a map of the Waste Delivery Truck Route and Truck Trailor Route, both shown only showing the noise study for them around the facility, but not on the roads, giving a false impression of the noise envelope.

   The document also provides noise testing from 6am and does not consider the relative quietness of the area between 12 midnight and 6am, which is a period the trucks and facility will be operating.

   The document also does not address road noise from the trucks especially ate the entry/exit onto Hallam Road, where there is a slight incline which will increase the engine noise, especially noticeable in the early hours of the morning when people are trying to sleep.

   Noise as indicated in the new Environment Protection Act 2017 etc. can be a destructive force for families and if this is to go ahead, consideration must be given to relocating the entrance onto the South Gippsland Highway and the facility positioned further onsite, if that cannot be done, it should not go ahead on this site.

   b. **Ref EPA Victoria Noise laws**

   Important quotes relating to the higher focus on noise given in the new EPA Act.

   - **Noise**

   https://www.epa.vic.gov.au/for-community/environmental-information/noise

   "Transport noise from individual vehicles, road traffic, trams and trains can disturb sleep and have other health impacts. *Laws restrict noise levels from individual vehicles. State Government policies set noise standards for the design of new road and rail transport infrastructure."*

   - **Transport noise**

   https://www.epa.vic.gov.au/for-community/environmental-information/noise/transport-noise

   "Transport noise from individual vehicles, road traffic, trams and trains can disturb sleep and have other health impacts.

   In Victoria, we have Regulations to protect people against any impact from noisy vehicles under 4.5 tonnes. The noise limits apply only when a vehicle is on the road. It's against the law to use, or permit the use of, a vehicle that breaks these noise limits. "

   - **Commercial, industrial and trade noise**

   https://www.epa.vic.gov.au/for-community/environmental-information/noise/commercial-industrial-noise

   *"Commercial, industrial and trade noise can have an impact on people nearby****. It can be a problem when it disturbs people's sleep. Ongoing noise can impact your health."***

   - **General environmental duty (GED)**

I am sure you do not need reminding about the responsibility Council Officers and Administration has in relation to the General environmental duty (GED).

https://www.epa.vic.gov.au/for-business/new-laws-and-your-business/general-environmental-duty

"You must reduce the risk of harm from your activities:

- *to human health and the environment*
- *from pollution or waste.*

This means the approach to protection of human health and the environment has changed. The expectation is that you will manage your activities to avoid the risk of environmental damage. You must also respond if pollution does occur."

- **DPO Document, Draft_Hampton_Park_Hill_Dev_Plan_-_July_2022-1.**

2.2 Planning Context

2.2.1 Planning Policy Framework

Clause 13.05-1S Noise management

"The objective of this clause is to minimise noise impacts on sensitive land use to ensure development is not prejudiced and community amenity is not reduced by noise emissions. The objective is to be met via a range of building design, urban design and land use separation techniques as appropriate to the land use function and character of the area."

This clause does not mention of noise from transport, which is a major aggravating factor.

7. **Poor choice of location for the large-scale Transfer Station and future waste processing facilities.**

I believe that the future large scale Transfer Station and future waste processing facilities should be placed elsewhere. The options are: -

a. The future large scale Transfer Station could be placed on the southern boundary of the Taylors Road Landfill, which is conveniently located adjacent the Dandenong South Intermodal Terminal which will have a rail terminal and could accommodate transport of waste by rail to Maryvale in the Latrobe Valley and reduced the dependence on road transport. This facility is a major waste processing facility and not a short-term plan, so infrastructure spending should be accepted as suitable to develop this.

b. Future waste processing facilities in play for the industrial area of this site should be located in a more remote area, which would require rezoning to enable a suitable buffer from any future development, without public scrutiny and the potential for accumulative pollution sources from the industrial area. Has no-one taken into consideration what has happened with the Dandenong Offensive Industry Zone. Even Dandenong Council want it moved. https://dandenong.starcommunity.com.au/news/2020-07-24/no-plan-to-move-heavy-industries/. This proposal may not be quite as bad as the Dandenong area, but is certainly headed that way, we do not want anything like that in Hampton Park.

8. **Pollution from the stack.**

a. Pollution from the stack, whilst it may be higher up, the pollution is still being produced and dispersed into the local area. The fact that the plant requires a stack demonstrates serious contaminants are to be discharged from the site, otherwise it would just be exhaust fans.

b. Clause 13.06S Air quality management, Draft_Hampton_Park_Hill_Dev_Plan_-_July_2022-1

"The objective of this clause is to protect and improve air quality. It seeks to achieve this through reducing transport impacts on air quality and ensuring that suitable separation of land uses is provided."

I fail to see that increasing the size of the waste transfer facility and adding future waste processing facilities, all with their legally acceptable limits could even remotely *"protect and improve air quality".* The extra transport will also reduce the potential that this clause could be realised. More trucks, more pollution.

9. **The whole site was intended to be green open space, for sport and recreation.**
    a. Right from the beginning in the 1990's, this area was promised to be green space, and that included the complete site.
    b. After all the years that the people have suffered, with pollution incidences, especially the 2011 floods and resulting Enforceable Undertaking, to suddenly have all hope of a change to a beautiful area removed is reprehensible. The people in this area deserve better and I find it hard to think that Casey council could blindly accept the State Governments direction without challenging it or even suggesting a better location.
    c. Even more recent plans for this site showed green space for almost the complete site. The land that is now designated as green space, is the landfill cells, and everyone knows you cannot build anything on the top of a landfill cell, and you certainly could not provide a useful flat surface for any activity.
    d. Besides the sports facilities on the northern side property, nothing suitable for the community can be constructed on top of the landfill cells, leaving just walking tracks the only option.

As an indication of public interest in the DPO, all wanting it stopped in its current form.

- The Public meeting, the number of objections Council has received which I believe is around 300
- There were 344 Facebook followers (over a 3-day period) which indicates that people are very concerned.
- An informal online petition raised 792 names of support "STOP-Hampton Park Hill Development: New Waste & Industrial zone next to Residential area"

  https://www.change.org/p/hampton-park-hill-development-plan-new-waste-light-industrial-between-zoned-residential

Considering that in 2007-2011 the days of the "Responsible Authority" challenge and the SAWT facility proposal, I was struggling to get public interest, this is a remarkable number of people for a public campaign. Again, indicating the need for a Planning Panel. If a Planning Panel is called.

In consideration of the above objection, I request that the Council pursue the option of a Planning panel to give the public the opportunity to present their case. This DPO in morally wrong and does a disservice to the community.

Regards

d

Good Morning Jason and Emma,

Thank you both for your time on Wednesday. It was a productive meeting.

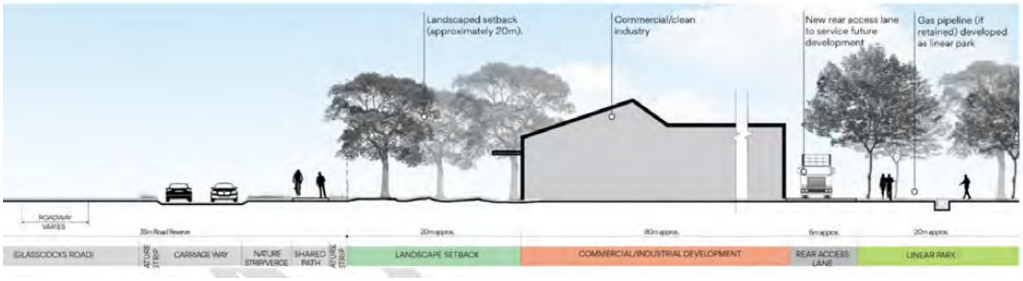
As discussed, we are investigating the impacts on the draft development plan in relation to the site located at 825-829 South Gippsland Highway ('subject site').

We note that there are some inconsistencies and a lack of clarity on several items within the draft development plan such as location of property boundaries, asset map plans, location of amenities, and prescribed setbacks.

We appreciate that the mattes have been discussed in our meeting, nevertheless we attached the below for Council's records.

- The property boundaries are not clearly identified within the draft development plan therefore, we have conservatively assumed that the site maybe impacted by the below outcomes which may impact on the net developable area of the site including:

    - **Existing Gas Lines** – it is unclear the exact location of the existing gas pipeline easement and if addition buffers are required on site.
    - **Landscape setbacks** – the development plan seeks a 20-metre landscape setback – it is unclear if this applies along both frontages of the site. We note figure 16 further within the development plan confusingly references a 5-metre landscape setback.
    - **Shared pathways** – the draft development plan seeks to provide 3m shared path running along the northern, southern and western boundaries of the site – it is unclear if this has to provide in addition to the above landscape setbacks within the site. Further, the shared path required along the northern boundary of the site appears inconsistent with the section diagrams provided within figure 15 (below) where a 6m rear access lane is to be provided, however a shared path is not identified.



    - A **local 22m access road** is proposed to run through the middle of the site and provide east west access along the central portion of the site – there appears to be minimal justification for the road in its proposed location which seeks to split the site into 2 blocks and then turns east towards other proposed major road. We consider that private reports or driveways could service the employment land as there will be no connecting roads to the north. The new roads would have a significant impact on the viability of the road due to the loss of land and costs (to be borne by the developer).

Please feel free to contact me should there be any questions with regards to the items above.

Thank you.

Kind Regards,
Arthur

Arthur Lim | Consultant

Suite 201, 5 Claremont Street
South Yarra, VIC 3141

www.pro-urban.com.au

Follow proUrban on Linked in

2

From:
Sent: Tuesday, 26 July 2022 12:54 PM
To: Planning Scheme
Subject: Hampton Park Hill Draft Development Plan

Categories: Diya, Submission

To Emma,

As a resident, in , I have no interest in having a house surrounded by Waste Management stations, such as the one already on Hallam Road. A golf course is usually designed to be a beautiful place to hit a ball around. Why would you destroy that place to make a cesspit of smell in the wet weather?
Was not this land already allocated to be park land?
Consider this my objection to the current proposed development of Hampton Park Hill.
I am also worried about the value of land in the area dropping in value due to the smell of more waste in the air. A commercial scale waste transfer station doesn't prevent this from happening.

Regards,

Good evening,

As a resident in Lynbrook, but outside the existing and proposed 500m buffer, I did not receive any official notification of this proposal. I am also aware of quite a number of other people in the same situation.

Further, I have been advised that the 57 page documentation was only issued in English, with translation information at the end. I have a number of neighbours for whom English is not their first language. I am saddened that they have been effectively excluded from the consultation process and wonder how that fits in with anti-discrimination legislation.

That being said, I took the opportunity to attend the information session at the Lynbrook Community Centre this evening. I commend the two council officers who attended for the information they provided, and the openness with which they answered questions. I am also grateful that the consultation period has been extended to August 14th, 2022.

I noted from the Lynbrook Residents Association (LRA) presentation at the event that the current operators of the Hallam Rd facility also have a waste management facility in Dandenong South (a bit over 4km away) that is close to the existing railway line. That facility is also over 1km from any residential properties. I would suggest that facility would be a far safer option.

It would even enable compacted waste to be transported via trains, thus reducing truck impact on the existing roads in and around the City of Casey. The current proposal would require trucks both delivering waste and removing compacted waste to utilise roads within Casey.

Given the number of trucks the facility is expected to receive, as well as the trucks taking compacted waste to another site, can you please advise what contingencies are in place to protect the residents of Lynbrook, Hampton Park, Narre Warren South, and Cranbourne North in the event of a vehicular accident? As was shown today, a simple accident by smaller vehicles on the South Gippsland Highway near Pound Rd caused traffic chaos. An incident with just one of the rather large number of extra trucks carrying waste to the facility might expose the area to toxic emissions, and drastically impact on the ability of locals to escape the effects of such an emission.

I am certain that contingencies are being made, as to not do so might be seen as reckless endangerment of the health and lives of the many people (elderly, adults and children) residing near to the facility or near the roads leading to it.

Regardless of where the Waste Transfer Facility is implemented (Hallam or the railway linked Dandenong South option), I would suggest improvements to the transport grid of the area are vital for safety reasons. As part of this, linking both parts of Glasscocks Road with a 4 lane arterial road and bridge from the South Gippsland Highway through to the Westernport Highway is vital and urgently required. I would even suggest that link would need to be a precursor to the proposed facility.

I would also suggest full duplication of Hallam Rd from Pound Road through to the intersection with the M1 Freeway is another vital precursor.

Thank you for the opportunity to respond and react to the proposal. I look forward to the council and/or state government publicising the results of community consultation and the reasons why whatever outcome was reached.

Yours sincerely,

Hi Emma
thank you for the heads up on the future of the property over my back fence. I do have a couple of questions however that are not clear from the document sent out.

Q. 1 - What do you mean by "*Future Employment Stage 1*"? Exactly what type of employment are you considering for this area?

Q. 2 - What is meant by "*Future Low Impact Agriculture*" and why does this necessitate a "*25M Main Access Road*" rather then the other "*22M Local Access Road*"?

As I have already stated some concerns with the Glasscocks road extension to the South Gippsland Highway, already there have been motorcycles revving and racing up and down this new extension as it is a section of road that is unobserved by anyone at this time just like the unobserved section of Rosebank Drive Cranbourne North, adjacent to the golf course and up to Monash Way. Even though this has a speed bump halfway, the hoons use this as a launching pad for their burnouts as evidenced by many black tire marks on the roadway.

In light of this I am wondering if there might be chicanes put in this unobserved section of Glasscocks Road as speed bumps serve no purpose even along Huon Park Drive and Waverley Park Drive which I drive along regularly. The road people in Ghana, West Africa, have a better solution for speeding … not speed bumps but speed dips … this really does ensure the traffic slows down. It is not unusual on their roads near these dips to see even trucks pulled up alongside the road with their engine out being repaired because of cracked sumps caused by not slowing down over these dips. Very effective speed reduction.

thanking you once again for your good work and consideration to us residents in affected project areas.
Yours sincerely

Hi,
I have read the proposed Development Plan.As a longtime resident of Lynbrook I am concerned about the policing of the tip odour.There have been many breaches and the EPA have said the rubbish should be covered each night but this doesn't always happen.The odour is there in the morning.Residents near the tip say it is very strong.
kind regards,'

27th July 2022

City of Casey
PO BOX 1000
Narre Warren 3805

Email: planningscheme@casey.vic.gov.au

Dear Sirs

RE: Hampton Park Hill Draft Development Plan

I oppose any expansion of the current Hallam Landfill expanding in any way towards Hallam Road.

Renaming this land fill to "Hampton Park Hill" and the reasoning behind this: "to differentiate the plan area from the rest of the Hampton Park suburb" makes absolutely no difference to the stench that comes from the current landfill and the effects this facility has on our lifestyles in a residential suburb. Changing the name of this facility will make absolutely no difference to the ongoing issues which I for one have had to endure over the last eleven years.

The transfer station is proposed to be located near Hallam Road at least 250 meters away from residential areas. Noise Modelling reports for the proposed transfer station confirm the noise impact on the **NEARBY EXISTING RESIDENTIAL COMMUNITY IS TO AN ACCEPTABLE LEVEL.** How do you define acceptable ? To what extent is the reduction of noise, dust and odour because the facility is enclosed ? The odour will not stay contained within an enclosed facility.

Consultation with the EPA and the number of complaints which have been made by residents over the years should be taken into consideration. I am sure the number of complaints would increase by 100% if more residents were aware of their rights to voice their concerns regarding the stench which we have to endure from this facility.

We are rate payers and we have the right to be able to sleep with our windows open at night, entertain family and friends at our homes indoors or outdoors, enjoy our gardens and have children play outdoors whether it be in their own homes or the playground facilities which the council provide at rate payers expense without the odour which is produced from this landfill. Changing the name of the facility makes absolutely no difference to the issues we currently have to live with.

Landfill gas monitoring and extraction & general monitoring of the landfill means absolutely nothing – we would assume there are practices in place for the monitoring of this facility now but none of that eliminates the ongoing issues we currently have with this facility.

You state the development plan provides requirements & strategies for "many things" I have been constantly contacting the EPA regarding how this facility is affecting my lifestyle in a negative way. To not be able to go out my front door some days due to the wretched stench in the air is not acceptable.

Contacting EPA does not resolve the issue but at least with their input and follow up on complaints we are able to keep this landfill accountable for how they should be operating to a certain extent. If the EPA did not have any involvement our lives as a result of this facility would be unbearable.

Of major concern to me is the statement:

"once the development plan is approved, future planning permit applications are exempt from public notice under the Casey Planning Scheme".

This implies that residents will no longer be kept informed of any future plans or development that may further negatively impact residents.

I am a resident of Lynbrook and I pay my rates – your statement notifying myself and my neighbours that we will be exempt from being notified of future planning applications is extremely distressing.

Your notification to residents of this draft of Hampton Park Hill Development Plan is really is not giving residents a clear understanding of what is being planned. I would guarantee that most residents who started reading the material distributed would, like myself at the end be no clearer as to what will be happening.

I do not feel you can justify this as being "fair consultation with residents"

I do not feel the change of name to Hampton Park Hill is going to make any difference to the ongoing issues we already have in a residential area with the odour we currently have to endure. I constantly contact EPA regarding my concerns and how this facility currently impacts my life in a negative way – where are council when these complaints are made on a regular basis? One would assume you liaise with EPA and are aware of the major issues this facility causes in Lynbrook, Lynhurst and Hampton Park.

I oppose any expansion of this facility.

Yours faithfully

Hi there,
After reading all of the submission, I would like to provide my feedback.
Whilst I totally understand the need for a solution to our waste, the expansion of the current tip on Hallam Road is not the preferred option for us residents. If we were not already faced with daily odour from the current site and size of the tip, we may be more receptive.
I have lost count the times I have reported sickly odour from this site. A few years ago that very site was fined and made to make payments to a community endeavor as they breached their commitments.
Daily we face odour that does not allow us to open our doors or windows. We cop the odour as we drive home and the worst days are after rain.
Yes, we bought our property knowing a tip was in the area. Back then all councils had their own tip. Now wasteis dumped on Hallam Road by councils from far and wide! So much more than we ever expected!
I ask that you consider the current situation with the odour that is excreted across Narre Warren south and Hampton Park. Also, I ask that you actually monitor the site and surrounding properties as you would in Cranbourne. I believe we are at the point that Cranbourne was at a few years ago when methane leaked though homes. So far Hallam Road tip has escaped huge media attention but this has not. My aunt it is time Hallam Road tip stops flying under the radar.
I feel we need to be looking at other options to landfill. Incinerating facilities with proper sorting may be worth a look as they do in Germany.
Our household strongly opposes any expansion or redevelopment until the current issues are sorted.
Many thanks,

Hi,

I know I am late, but I object to the

Strategic Planning for Hampton Park Hill. I have 3 young children who are growing and developing. I cannot risk their lives to pollution and toxic waste. I can't have them getting cancer or other diseases because of this. Narre Warren P-12 is a very good school for VCE and so we choose to live in this area. It's one of the best public schools that don't require special entrance exams to get into. I don't want to have to choose between health and education. Also, there are many CALD residents, like myself, who are not sure how to access information like these plans and so I'm sure more people would reject this proposal. Please don't take advantage of it. Help our area prosper! Thank you.

Kind regards,

11/08/2022

To Casey Council,

My husband and I bought our house 21 years ago. In Narre Warren S^th. The 500 m buffer zone goes straight through our property.

Since the tip has opened we have had constant dust, dirt, noise and the unbearable stench (gas). Also rubbish (on a windy day).

The stench (gas) gets into our homes and is truley unbearable.

Once in you can't do anything. You cant open a door or window to flush out the smell, as it is even worse outside.

Heaters and coolers have to be turned off, as these will draw the gas (smell) in also. We no longer have BBQ's as these are a disaster when the stink starts. I have had friends & family gagg.

Surly in this day and age we should all have the right to breath clean fresh air. We now ask the following.

① That no changes are made to our sections 32.s

② That the tip is closed now.

③ That the new Transfer station is built in Taylors Rd. Where there are no homes, familys, schools to be impacted. and trains can be used instead of massive trucks. Makeing it safer for all.

PTO →

You the Council, have been given a chance to do somthing good for our community. Please dont waste it.

It is time to put the rate payers first.

Enough is Enough.

e

7mm A4

From:
Sent: Monday, 18 July 2022 7:13 PM
To: Planning Scheme
Subject: Hallam Rd Tip

How are you going to let them expand this site when all surrounding community is already negatively impacted by the odor with constant complaints to the EPA.

Sent from my iPhone

1

From:
Sent: Thursday, 28 July 2022 10:47 PM
To: Planning Scheme
Subject: NO Hampton Park landfill extension

Categories: Submission

Hello,

I am concerned that the propose extension of the Hampton Park landfill is a very bad idea. I live in Lynbrook & I am dealing with the odour, dust *& noise from the tip regulalry

The tip is closing after a sneaky extension in2018. The current landfill is scheduled to close after the last cells are full. This new transfer station is way to close to existing housing. We were promised community open space as soon as the site was full.

The open ended planning amendment will continue the handling of waste from a large section of Melbourne. This is an INCREASE in the waste being handled onsite. Also tee recycling activities especially the roadbase materials will increase dust & noise. With the recent closure of other tips in Clayton, Mornington the extra waste will be transported to Hampton Park. Why are these closed tips not being converted to transfer stations?

The existing tip often is smelly and has exceeded odor limits. The road outside the tip is always covered in dirt & debris that is not cleaned up for months. Noise & dust are significant issues in Hampton Park & Lynbrook. Under the proposed extension this will get much worse. If the site operator cannot abide the the clean air & waste rules now, it will get worse when the number of trucks and waste handled significantly increases.

There is already a proscribed waste facility in Dandenong South that is less than 1km from Lynbrook.

With the appointed administrator for Casey being in charge, there is no local representation. It feels like this is a state government decision that is being made without due regard for the residents that will be affected.

I can see no reason why the tip should be replaced with a waste transfer station that will never close.

regards

--

The content of this email is confidential and intended for the recipient specified in message only. It is forbidden to share any part of this message with any third party, without a written consent of the sender. If you received this message by mistake, please reply to this message and follow with its deletion, so that we can ensure such a mistake does not occur in the future.

To whom it may concern
As a resident of Narre Warren south, I object to Hampton Park draft development plan.

I currently live across from a reserve and behind that is where the proposed Hampton Park hill draft development plan . If this goes forward the wildlife and quietnesses of our estate will go.

Sincerely

Sent from my iPhone

To Emma Butterworth

I object this Proposed Development Plan.

The lack of communication of this development plan by the by the Casey City council to us residents/ rates payers has been very discouraging. So much so that it makes me very sceptical about what else hasn't been communicated to us, something that I will highly consider when it comes time to vote in the November 2022 state elections.

Us residents have done our part in hosting this landfill at our doorsteps for so long and it is now time for us to move forward and away from the health hazards, traffic congestion, noise and disruption so our community can finally thrive as we have watched neighbouring suburbs who are not burdened with such a deterrent do so.

I put forward the idea of moving this landfill location to the Veolia Taylors Road Landfill as this is an ideal location for a landfill to be held, away from residential areas.

Kind regards,

To Emma Butterworth
I am typing this email in disgust regard the Hampton Park Hill Draft Development Plan
So you plan to to add an additional waste transfer facility on top of the already overloaded Hallam Waste Transfer Facility that has a valid permit until 2040 😕
Not only that you're planning on building an industrial estate all for sake of some employment
This is not only a health & safety concern for residents but more importantly an environmental issue
These wetlands you propose to build on are home to many bird life such as Cockatoos, Ibis & Parakeets that rely on these wetlands to feed
A far more better development would be to build a wetlands park for these birds first & foremost but also the public
Just so you know I have informed all major media outlets on your sneaky development plan
I hope they come & question you as they have your name & I hope you reconsider your proposal
Thanks disgruntled resident

Sent from Yahoo Mail on Android

Breese Pitt Dixon

Civil Engineers, Land Surveyors,
Town Planners & Urban Designers

Breese Pitt Dixon Pty. Ltd.
A.B.N. 34 005 950 103

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Quality Endorsed Company
ISO 9001 SAI Global

BPD Ref: 10229
31 July 2022

Emma Butterworth
Casey City Council
PO Box 1000
NARRE WARREN VIC 3805
PlanningScheme@casey.vic.gov.au

Dear Emma,

RE: Draft Hampton Park Hill Development Plan
Public Consultation Submission
825 & 829 South Gippsland Highway, Hampton Park

We act for the owner of the above land, in preparing this submission in response to the public consultation process for the exhibited draft Hampton Park Hill Development Plan, July 2022 (amended development plan). The amended development plan has been prepared by Council to supersede the currently approved Hampton Park Development Plan implemented within the Casey Planning Scheme through the Development Plan Overlay Schedule 1 (DPO1). The amended development plan will guide future land use and development within the precinct whereby applications seeking permit approval will need to demonstrate consistency with the approved amended development plan. This submission focuses on the below parcels.

BPD 002-(02/17)

Feedback comments to the draft development plan are provided in the following table.

Page	Comment
9	The existing DPO1 is titled 'Residential Areas' whereas very little residential use or development will occur on land subject to the amended development plan. Section 1.1 may include a statement acknowledging a future Planning Scheme Amendment amending the DPO1 or apply a new DPO schedule will likely be advanced to better accord with the amended development plan.
15-19	Question the need and benefit of listing and summarising state and local planning policy under Section 2.2. Planning section considered too lengthy and simply repeats the Planning Scheme. Furthermore, the Casey Planning Scheme will be subject to future comprehensive amendment to bring it into line with the new formatted schemes through removal of Clauses 21 and 22 resulting in the policy listings being superseded at this time.
18	Question to benefit of including Figure 5 which doesn't reflect future or existing land use conditions and shows a larger area of future public open space to be provided from that shown in the amended development plan. Suggest deleting Figure 5 as it is inconsistent with the amended development plan and may be interpreted as supporting an expectation for increased public open space provision.
26	The amended development plan states Council are awaiting further specialist consultant reporting to be completed. It is requested that copies of these reports be provided for review in due course.
28	Suggest the shading for the electricity easement and gas pipeline separation buffer in Figure 11 be removed and replaced with linework along the boundary of these areas allowing the underlying land uses to be more clearly presented.
30	We request the following or similar be added to the 'Urban Floodway' section.

BPD-002-(02/17)

	The application of the Urban Floodway Zone may be subject to change following engineering and stormwater review. Any future change to the Urban Floodway Zone will require an amendment to the Casey Planning Scheme.
38	Suggests Figure 11 identifies industrial land use which it does not. Whilst it is understood Council intends to encourage uses which can be associated with the waste and resource recovery industry the amended development plan should also acknowledge that other industrial and commercial uses are appropriate within employment land.
38	Should be deleted as areas identified as potentially subject to cultural heritage sensitivity does not mean they retain heritage values. Areas identified as being potentially subject to Aboriginal cultural heritage sensitivity will be subject to a Cultural Heritage Management Plan which will confirm the appropriate development response under the Aboriginal Heritage Act 2006.
40	The Figure 14 'South Interface Diagram' will not reflect future development and access arrangements. Reliance on a 6 metre wide laneway for access to future employment land is unsatisfactory and would only support one way vehicle movement as typically a single lane for industrial streets is 3.5 metres wide. The diagram is inconsistent with the Development Plan Map at Figure 11 which shows a 22 metre wide local access road adjoining the north boundary of the land. It would be expected that access to future employment land and will be via the local access street network rather than laneways.
40	The subject land is 97 metres deep in its distance from Glasscocks Road to its north boundary. The amended development plan suggests the land will require provision of a 22 metre wide local access along the north boundary and provide a 20 metre wide landscape area adjoining Glasscocks Road. This equates to a minimum of 42 metres, just less than half the width of the site, required to be allocated to future public land purposes. This represents low site building coverage for this land especially when car parking area and accessway areas are taken into consideration often occupying in the range of 40-50% of a lot for industrial/commercial development. It is requested that an alternative 'South Interface Diagram' be provided applicable to the land allowing for an internal local street along Glasscocks Road which provides for suitable access and landscaping outcomes as the current expectations of the development plan are not supported, represent an inefficient use of employment land and a poor development outcome.
42	It is submitted that provision of a 20 metre long landscape setback should not be applied to the land as it will severely undermine the site's future development potential due to its size and narrower width as detailed above
42	In relation to Requirement 13, the provision of some level of car parking within the front setback, such as customer parking around building entries is highly likely to be required. It is not considered practical to require all parking for new development to be provided to the rear of buildings. Such an outcome would result in inefficient design outcomes allocating increased hard surface to accessways and taking away from building coverage whilst poor connection between parking and entries. Parking within the frontage particularly smaller lot industrial and commercial development is common and should be allowed.
42	In relation to Requirement 13 it is noted that fencing of new development will be required for security reasons. Suggest there is reference to a preference for permeable fencing where facing public areas.
42	At Guideline 17 it is unclear what defines "upper levels". As industrial buildings are contemplated, it should not be a requirement that two-store buildings need to setback

BPD-002-(02/17)

	the first floor from the ground floor. It is considered the Guidelines should be amended to express Council's expectations for buildings fronting these roads such as the below example. *Development along and fronting Hallam Road and South Gippsland Highway are to demonstrate a high-quality design response avoiding visually uninteresting façade treatments and which will enhance local streetscape character and amenity.*
46	Due to the prominent location of the land at the intersection of South Gippsland Highway and Glasscocks Road it is anticipated a future use of this corner site will seek direct access from either or both of these roads. It is understood that Requirement 23 allows for such direct access to be sought with approval subject to the applicable road authority.
46	In response to Requirement 25 it is our view that it is not feasible to request vehicle access to future employment land be provided to the north and rear of this land where fronting onto Glasscocks Road for the reasons stated previously.
49	It is unclear if Melbourne Water intend on developing a Drainage Services Scheme for the precinct. If this is the case reference to this scheme should be included.
56	It is encouraged that upon adoption of the amended development plan that Council advance works on an amendment to the Planning Scheme to replace the Special Use Zone to a more appropriate zone better suited to implement the outcomes of the development plan.

We welcome the opportunity to discuss the above in further with Council following closure of the consultation process and thank the Council for the ability to review and provide feedback on the amended development plan. Please contact the undersigned for further discussion.

Yours faithfully
for breese pitt dixon pty ltd

Tim Hamilton

BPD-002-(02/17)

Sent: Wednesday, 20 July 2022 1:47 PM
To: Emma Butterworth
Cc: Sonja Van Nieuwenhoven
Subject: Re: Hampton Park Hill Development Plan Public Consultation

Hi Emma

I and 2 other family members were online on the 18th to hear what was said

I would also like to register for the session on the 21/7/22, can you please arrange

Our consultants are doing a response

We are restrictive in what we can say at the moment as we have 2 actions pending on the landfill operator

However I can point out the following

- HP Hill Development plan pg 39 Figure 13 refers to Caversham Terrace. Caversham Terrace is on the west side of landfill in Lynbrook not on east side. So it is **wrong**. Note several versions of this figure appear though the other documents as well all wrong
- Hallam Rd Waste & Resource Recovery Hub Plan --- page 16 EPA act 1970---- was only partially invoked on 1/7/2020 and then further parts on 1/7/2121 with the whole of the act coming into effect on 1/7/2022. Misleading of what happen
- If COC is so concern about LFG migration
    - Why are the EPA LFG test wells right behind the houses on the north side of landfill --- some 300m inside the 500m buffer ?
        - When they detect LFG it will already be in the houses
        - Same goes for west and south sides
        - At least on the east side the wells are at the start of the 500m buffer
            - Where is COC concerns about the community now
    - Why did COC allow development within the 500m buffers after they came into effect ,see aerial photos in documents particularly the west side where the landfill tipping standards for those cells where lower than the current standards for cell 13 being filled as the result of Brooklyn Greens incident ?
        - Did COC and/or the developer do a section 53v ? and have a LFG migration proposal in place ?

This is just a few things

Regards

On 2022-07-06 17:58, Emma Butterworth wrote:

> Good afternoon
>
> I am emailing you at the request of in regards to 280 Hallam Road, Hampton Park.
>
> Hampton Park Hill Development Plan is now out for public consultation. Consultation will run for four weeks, closing Sunday 31 July. You can see the draft Development Plan and other information on Casey Conversations website: https://conversations.casey.vic.gov.au/hampton-park-hill-initial-public-consultation
>
> Letters are also being sent to landowners and occupiers within and adjoining the Development Plan area.

The Development Plan applies to the Hallam road landfill and surrounds. Future uses proposed include a waste and resource recovery, public open space, and employment land. Interim uses are proposed in some areas to provide guidance for land which is constrained by the landfill buffer.

Kind regards

EMMA BUTTERWORTH | She/Her
Senior Strategic Planner
Planning and Building

+61397055200
ebutterworth@casey.vic.gov.au
www.casey.vic.gov.au

Bunjil Place | 2 Patrick Northeast Drive | Narre Warren VIC 3805
TIS: 131 450

We proudly acknowledge the Traditional Owners, Casey's Aboriginal communities and their rich culture and pay respect to their Elders past, present and future.
We acknowledge Aboriginal people as Australia's First Peoples and as the Traditional Owners and Custodians of the land on which we work and live.

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Any views expressed in this message are those of the individual sender and may not necessarily reflect the view of the City of Casey.

Hi

Property: 280 Hallam Rd Hampton Park or in simple terms the farming land on the east side of the landfill

As I have not got 3 years to polish my submissions and the restrictions on file size attachments I have decided to break it down into several submissions

Email to Emma on 20/7/22 titled "Hampton Park Hill Development Plan" will be deemed submission 1

I have some further comments/questions for submission 1

- COC gained considerable rates revenue by allowing housing development to continue within the 500m compared to stopping it and only having open space buffer area to rate. Vested interest
- Does the properties within the buffer have reduced rates because of the buffer ?
- Was the housing built ---
    - After 500m landfill buffer put into place required for example comply with BS8485 for having a gas resistant membrane install underneath house slabs ?. What other requirements were put in place for this housing in regards to LFG migation ?
    - For existing houses at the time the buffer was put into place what steps is COC taking to apply them to existing housing within the 500m buffer to protect the community ?

Now submission 2

- I believe COC 7% tipping discount not disclosed in documents
- Group of farming families pg 34 doc Hallam Rd waste and Resource Recovery Hub Plan, there has only been 1 family that has farmed this land to current day. That is the family
- This family has owned the land since 1884 not mentioned at all in the documents
- I have been involved with this site for 62 years. There is only one other family member still involved with the site for longer and that is my mother by a few years
- Planning History
    - Late 1960's the former Shire of Cranbourne rezone all of land to extractive industry. There was no consultation with us
    - ~1996 planning permit for Landfill was issued by COC . We had some consultation
    - ~2009 COC imposed 500m landfill buffer on our land with no consultation before that the buffers were 100/200m from cell edges. Cancelled proposed housing development plan for our property , see attached "HP Housing proposal August 2007". Waste of money and effort put into proposal by our family
    - 2016 Delegated Amended Permit Report via Secondary Consent [see attachment "Suez COC Deleg....."] for the eastern boundary of landfill to reduce buffer from 15m to 9.86m, remove trees and earthen wall for safety and realign reasons again no consultation.
        - It went against several recommendations from EPA 788.3 Guidelines for landfills particularly visual screening for one and distance to water sources for another.
        - See pg5 of attachment , red comments. See submission 3 for further detail comments
        - Removal of trees now no visual screen and the trees would have provided far better litter screens than the litter screens the LFO erected
        - Removal of earthen wall now we have stormwater runoff from landfill site, possible contamination with rubbish/leachate and very muddy. COC did very little

when reported to them. COC lack of foresight in this site evolving from a hole in the ground to a mountain in not imposing conditions for water run off. We did contact COC with our concerns then and basically fobbed off to only have all those concerns happen, flooding and rubbish all over our property on a number of occasions

- 2022 Rejection of our planning permit for a flower farm/quarantine station , after the family spent thousands of dollars on developing the plan, to paying COC some $30k in application fees to be rejected because of LFG concerns. We are further insulted by COC mentioning this type of activity as a possible use refer HPHD plan pg 39 fig 13 and else where in documents. The only solution we could see that would be acceptable to COC was the Brooklyn Greens Berlin wall at considerable expense. This process should of been stopped at the start by COC while this Hub process was in progress saving us $,000 of dollars . See submission 4 for more
- The family has had a lot of meetings with council over about the last 30 years with basically a big fat zero result

- Nowhere during this this whole period was we informed about a transfer station on this site.

Regards

Hi

Property: 280 Hallam Rd Hampton Park

- EPA licence for the landfill clearly states--
  - "no landfill gas to go beyond landfill boundaries"
  - " that activities carried on the premises do not cause detriment to any beneficial use which may be made of the land on the premises outside of the boundary of any landfill cells"
- COC stance --
  - that "the landfill presents an unacceptable landfill gas risk to surrounding properties"
  - thereby require any development to incorporate landfill gas migration measures

These 2 views are in conflict---

- If **no** landfill gas migration happens it is a waste of resources
- **If landfill gas migration is detected by the test wells around the landfill, it is the EPA enforcement of the Environmental Act to have the Landfill operator rectify this, even in caretaker mode. Not the developers problem**

Afterall the current landfill filling operations are meant to be **state of the art** to high environmental standards---

- individual Cell construction
- Cells are lined
- Cells sealed and capped
- Gas extractors installed
- leachate collected and treated
- See attachment pg 180 From the Ombudsman report into the Brookland Greens re item 993 comment Re Hallam Rd Landfill

If a failure occurs its pretty damming on our current standards

Furthermore COC suggests in Framework Plan guidelines pg 37 item 2 possible LFG migration measures. First to strike me is where are the standards for the "in ground vertical venting wells". Do we need a well every 100, 50, 10 or 1m ????????

Gleaming though EPA documents LFO licence , 788.3,1642 and BS8485 & CIRIA 665:2007, the latter two have worked examples for landfill gas migration but they required to know the **landfill gas flowrates** to design the appropriate landfill gas migration measures.

So no LFG detected ,so no LFG migration measures needed at time of development

If LFG is detected in the future it is the landfill operator/owner responsibility to rectify under the Act

Is COC so adverse to LFG because of its past experience as the defacto owner of Stevensons Road landfill re Brookland Greens Estate incident re methane gas leaks ?

<u>Light Industrial</u>

In regards to the two light industrial proposals on Hallam and Glasscocks roads----

- Who gets the sale proceeds for selling these blocks ?
- COC will earn considerable development fees, planning permit fees etc, an estimate please
- COC will receive rates for these blocks, estimate please

Floodway

In FAQ document pg5 re no buildings or earthworks on the flood plain is incorrect and misleading.

Look at what the COC did by allowing housing on the eastern side of our property reducing the floodway capacity with no compensation done for this reduction in floodway capacity.

Our housing proposal on a previous submission show substantial change to the floodway using retaining basins etc which from memory with out digging out the old files were something like 4 times the floodway capacity required for this proposal

Summary

There is a lot of issues and questions to be responded to from our 4 submissions

The family considers the **Draft Development Plan** unacceptable and will need more public consultation and at less another public viewing

Regards

Hi

This is a submission for Hampton Park Hill Development

Property: 280 Hallam Rd Hampton Park

"**Has landfill complied with Planning permits and procedures re EPA works approvals and Licences** ? "

I have presented this before to COC and EPA but were basically fobbed off but I have more documents to present

- Original COC Planning permit for the Landfill stated a 15m internal buffer on Lot 2
- The attachment "Seuz WA application stages 3 to 6 1999" support this refer pg 18 drawing noting reference that "15m buffer around lot 2 not to be landfilled"
- EPA licence's at this time reflect this with 15m buffers
- Moving forward to year 2011 ,EPA Licence CL68819 20111223 attached, pg 19 shows the 15m buffers on -
    - South east boundary down to 6m
    - East boundary down to 9.86m
    - North boundary reduced to zero
        - There was no new planning permits or works approvals for these changes
        - They further reduced buffers to housing for gas migration with no Section53V audit we can find etc
        - Greatly increased tipping air space for rubbish, more profit for LFO and longer that COC would benefit from 7% tipping discount
- Also attached is high res Landair survey with overlays on it to support the above references "Suez landfill 21.....". Note that some of the internal cell numbers are different now but that doesn't change the tipping boundaries
- 2016 Delegated Amended Permit Report via Secondary Consent
    - no consultation with us
    - It went against several recommendations from EPA 788.3 Guidelines for landfills particularly visual screening for one and distance to water sources for another
    - See red comments on pg 5 of attachment "Suez COC Delegated....."
    - COC failed to impose stormwater requirements on the LFO due to the hydrology change due to removal of eastern earthen wall of this amendment. Allowed stormwater runoff onto adjacent property from landfill site
    - No section 53v for reducing buffers etc
    - Reduced eastern boundary from 15 m to 9.86 **some 4.5years after being in EPA licence dated 23/12/2011**----- Correct procedure should be 1/planning permit, 2/EPA works approval and finally EPA Licence. How did this happen ?
- Summary
    - South east boundary---- no planning permit and no EPA works approval for buffer change to 6m
    - East boundary--- no EPA works approval for buffer change to 9.86m, just appeared in EPA licence dated 23122011 some 4.5years before planning permit
    - North boundary --- No planning permit and no EPA works approval for buffer change to **zero** m

- Again no section 53v and no consideration of EPA publications 788.3, 1642 and BS 8485 and CIRIA 665:2007.
- By inference the drawing on pg 19 of the EPA licence is invalid due to incorrect procedures

From the above I firmly believe that the landfill operator has failed to comply with COC planning permit requirements and has not obtained the necessary planning permits / EPA works approvals for these changes.

In short the landfill operator has deposited rubbish illegally

This needs investigation and action taken before the hub project can proceed

Regards

Please note that this submission received in 3 parts also included lengthy detailed historical documents which have not been included in this report.

Objection submission 27/07/2022

My Objection is in regards to the proposed plan to allow a waste transfer station to be developed.

I have been a resident of Hampton Park and now Lynbrook, for 40 years, when it was once the Shire of Cranbourne, so have been able to watch and learn historically how authorities work to gain support to proceed with plans regardless of the real and actual aspects of impact to residents and their families.

Objection 1 - not enough notice for the neighbouring residents to have a say on the proposal, submissions closing date needs to be extended and the issue of "exempting development from public notice" after a plan is developed is a denial of justice and needs to be removed from the plan.

First and foremost, not enough time has been allowed for the neighbouring residents to be made fully aware of the development plan. While I had received a letter earlier in the year, The first full provision to allow the public to have an insight on what is being proposed and speak with representatives and consultants, was via a letter dated the 6th July 2022 with 2 virtual meetings to be held on the 18th and the 21st of July and written public submissions by 31st July 2022.

Given that the "**Development Plan are exempt from public notice in the *Casey Planning Scheme*",** this is totally an inadequate consultation period and is morally wrong to not allow residents to have a say and understanding of any future development in the hub once the Development Plan has been created. I personally requested a seat at the 18/07/2022 virtual meeting via email on the 11/07/2022 and failed to receive a response, until the actual day of the meeting. I re-applied on the 16/07/2022 thinking that I had missed out, for a seat at the 21/07/2022 virtual meeting and received a response a day prior to the meeting at 3:01pm and a further update at 3:55 pm to advice that the virtual meeting has now been moved from the teams to the zoom forum. Many residents would not be familiar with conduct of a virtual meeting or have the equipment to be involved and have been denied fair justice for public consultation. There were a lot of reports to read and absorb to get a good understanding of what is proposed. Therefore, attendance at the 2 virtual meetings was not a true reflection of residents' concerns and an open public meeting needs to be conducted. Such type of meetings are not outside of current Covid safe practices so there are no obstacles in regards to holding an open public meeting.

Objection 2 -mitigation of landfill gas is a problem and has been breached multiple times by the landfill operator. This has became a bigger problem with the extension of time granted to this landfill, and will also be an additional problem with extra development and the future plan of a Waste Transfer Station.

I have read as much as I could to understand what is proposed, as previous proposals such as developing a composting facility at the site was fraught with inaccuracies, bad representation, and was presented with false mapping of existing neighbouring residences on the proposed plans that were made available to the public, and this built an enormous lack of trust in the authorities by the residents and reversed the decisions to build such a facility at that time.

I purchased land here in 2002, it was sold to me via the "**Urban and Regional Land Corporation-ULC**", I did not **encroach** into the buffer zone as stated in the current development report, the report stated that – **"The site has been heavily encroached by residential development, particularly to the north, east and west which creates challenges for waste and resource recovery operations due to potential impacts from odour, dust, noise and the need to manage landfill gas appropriately".** There is now anther new residential development in progress to the South East of the landfill where the golf course once was.

It was never communicated to us residents on any documentation provided by the ULC that we were purchasing land in a buffer zone.

I purchased in 2002 on the understanding the landfill was coming to "end of life" and would be transformed to parklands as stated by the corporation- **"that Lynbrook is a special place to live and its residents will reap the benefits now and in the future by the investment made in treatment of areas outside your property boundaries"**. This was the first failure by council by granting an extension to 2040 for the landfill to continue and grow enormously. We waited and hoped that the extension would be the end, and the landfill would close early so that residents could get what we expected and that was a conversion of landfill to parkland. How could a government authority sell unwary buyers land that was in a buffer zone without a declaration that we were buying and building in a buffer zone being brought to our attention? Now we are restricted to what we can do or develop on our land in the buffer zone.

"The currently published Hampton Park Development Plan suggests that the landfill area will be returned to the community as open space following completion of land filling activity". As reported in the proposed plan and this is what should be delivered.

"**Casey City Council, in considering any proposed use and developments within 500 metres of the landfill gas and amenity buffers, must require applicants to show consideration that their operations will not be adversely impacted by waste and resource recovery activities particularly during upset and adverse weather conditions in line with EPA guidance documents"**

Authorities need to understand that landfill gas can be studied and various reports written that state no harm to human health, etc, etc, but it is us residents that have nowhere to go when the landfill gas migrates beyond boundaries and the gas weeps into our households leaving no escape other than leaving home for a period of time. I personally have lived this numerous times over the years on still autumn days and nights, and pray for a breeze to allow a breath of air that is not polluted. No matter how many times the EPA measure and issue abatement notices and fines to the operator, the gas won't stay on site as reported on the plan. "**The site has a history of odour management issues, including enforceable undertakings issued by the EPA.**" "**Poor protection of landfill buffers"** is stated in the report. And as reported in another report. "**The land uses surrounding the hub are predominantly residential. The site is bounded in all four directions by residential zones".**

The proposed plan will only add to further odour migration by introducing new forms of odours concentrated in a Waste Transfer Shed as well as exhaust fumes or other possible adverse development that is too close to residences.

"The Proposal will introduce a new commercial transfer station to consolidate municipal and commercial waste The new commercial transfer station will be located approximately 250 Metres from the nearest residentially zoned land."

The plan states – "**The primary means of managing odour at the proposed WTS is that the building will be fully enclosed, thereby reducing the potential for fugitive odour emissions to impact on residences. Air will leave the building via single discharge point (stack) to improve dispersion of emissions. Ventilation exhaust 12am – 6pm".** That's 18 hours a day, each day of each week. These odours will not only be from putrescibles but also from idling trucks, (24 or so parked and waiting to unload their collected waste onto the floor of the WTS, Stopping, starting, left idling so not to lose air pressure for braking, and all concentrated in one area, the WTS shed with an exhaust stack). Noise, as it exists at the moment at the landfill, is tolerable with really only the reversing beepers of various equipment being the dominant sound heard. I get more noise from our local tip truck at early hours of the morning. But given that current landfill operations are spread over a large area we can only rely on the audible mapping report, which seems to have some negative adjustments to allow for background cricket sounds. "**Post measurement analysis was undertaken to remove tonal cricket noise from the measurement West residential area (Cobbler Grange).** "That's a new one. Why alter sound recordings and state that it was adjusted to remove cricket sounds? What about the frogs and cicadas? As a previous Work Health and safety officer I conducted sound mapping, you don't adjust to get accurate readings. So I find that report inaccurate.

Objection 3 Debris left on Hallam Rd which will be the main entry and exit point of all trucks and B-Doubles.

I have often observed, hit and physically moved debris (mainly construction debris, bricks, rocks etc) off Hallam Rd at Livingstone Rise turning into our estate to go home. This is an 80Kmh zone and is occasionally hazardous at night. The statement that **"Trucks leaving the transfer station will not leave mud on local roads as they will have travelled on sealed surfaces to dispose of waste or to collect waste for onward disposal",** is not accurate, and never will be in reality because trucks drop debris when they turn right when exiting the landfill and onto Hallam Rd and then driving North dispersing debris to the left towards Livingstone Rise, which is now the residents only entry point from South Gippsland Highway as our exit was closed off if we wanted to leave our estate and travel south towards South Gippsland Highway. Us residents now need to drive to Lynbrook Boulevard to reach the Highway and we have to do a round trip when heading home and travelling south down Hallam Rd we have to turn right into Lynbrook boulevard to get back into our estate. To add to that, delivery trucks exiting from the garden supplies also leave their share of sprinklings but not to the extent of the landfill trucks.

Closing.

In closing my submission, I guess that the few positive suggestions would be that I am not opposed to a recovery centre or small scale public transfer station, but am opposed to a Commercial Waste Transfer Shed for putrescibles and organic waste being built so close to residences, as well as the exemption of public consultation for future development on the planning scheme.

I understand that we all have waste to get rid of and it has to go somewhere.

I would envisage that sometime in the future, council rubbish trucks will be all electric or hybrid which would eliminate or reduce noise and exhaust fumes.

I would be open to a recovery centre based on the proposed 4-bin rubbish system, with the recyclables such as glass, mixed recyclables, e-waste, hard rubbish, being delivered to the recovery centre as well as the current public transfer station just as it is operating currently.

Putrescibles and possibly organic waste other than garden waste should not be brought to the hub once this landfill is full but taken to other more suitable sites away from residential areas.

Resident of City of Casey

Narre Warren South VIC3805

Submission of response re. HAMPTON PARK HILL DEVELOPMENT PLAN (Draft).

Submission:

Opposed on the grounds that the proposed development does not meet minimum community expectations:

- The plan neither properly acknowledges, nor addresses, current impacts of the present site on environment and public health;
- The plan in its current form shall contribute too and exacerbate the aforementioned impacts.

Community expectations

The primary expectations of the community re. the *Hallam Road waste and resource recovery hub* in Hampton Park:

1. All waste & resource recovery and landfill activities cease immediately;
2. Comprehensive land restoration and revegetation of site.

Impacts on Public Health & Environment

Present landfill operations at Hampton Park significantly impact the local community and environment. Alarmingly, attempts by the community to raise awareness of these impacts are systemically diminished or dismissed, some examples include:

1. Downplaying the severity of **air pollution** by reference with the neutral word '**odour**'. SUEZ acknowledged **air pollution** with three basic sources:
    a. Leachate;
    b. Gas; and,
    c. Tip face.
2. Dismissing community reports of air pollution causing headaches, nausea and dizziness as mere psychosomatic responses.
3. No thorough medical survey of local residents living adjacent to the site has been proposed or prepared despite anecdotal evidence of the air pollution causing asthma, lung and skin irritation amongst other afflictions.
4. As stipulated within the Plan and associated documents, the Hallam Rd site is situated within a residual zone with schools occupied by young families. The impact of pollution on child health and growth & development has not been addressed.
5. Environmental concerns include impact on local water ways (notably this area is a former wetland). Despite the potential for contamination of surface and subterranean water ways being significant, there is no monitoring system in place.

Limitations

My singular criticism of the *Hallam Road Waste and Resource Recovery Hub, Hampton Park Urban Design Interface and Context Report City of Casey (May 2022)* prepared by Global South Pty Ltd in collaboration with City of Casey, is the acceptance of the presently established 500 m buffer as an effective device in mitigating the impacts of current landfill operation and future proposed waste management and industrial activities. It must be emphasised that although this 500 m buffer may well meet ***legislative requirements***, it does not meet the ***functional requirements*** in protecting the local community from site emissions.

The failure of the report to identify a gap in buffer efficacy arose from its neglect to engage with the community and accumulate anecdotal evidence of existing impacts on human health (NOTE: anecdotal evidence forms a crucial basis for rigorous scientific enquiry, thus cannot be dismissed).

Secondly, the report contains no less than 15 references to *Gas Migration Risk* and emphasises the requirement of specially designed floors for buildings within the future employment area. The report thereby acknowledges a present and future risk of harm arising from gas migration.

Alternate proposal

The following is an alternate proposal that aims to mitigate the effects of the current landfill operations on the local community and environment:

After discussions with the Lee Miezis (CEO of EPA) in which I proposed an innovative approach to Landfill management within residential areas (namely Hampton Park), a collaboration is presently being formed between the EPA, the site stack holders and relevant specialists. Key idea (brief):

- After personal guided visit to Hampton Park with the site manager and the environmental scientist, together with my own observations of the propagation and behaviours of the air pollution: I propose a solution that is a convolution of topography and revegetation that goes beyond simple land and tree scaping. This solution should combine a rigorous understanding of air flow and absorption characteristics of carefully selected vegetation, drawing upon the expertise of botanical institutes *(Details provided upon request).*

Final Statement

It is my fervent belief, that acceptance of the proposal in its current form would utterly decimate and anger a community, that is presently hurting from years of corruption within local government. Suffering without voice, the good residents of Casey crave acknowledgement of the impacts of the present operations at Hampton Park. The community needs healing; thus, any future proposal should contain this as a fundamental objective.

City of Casey.

27 July 2022.

We would like to strongly object to the proposed Hampton Park Hill Development Plan due to the following:

As a long term (22 year) resident of Langbourne Drive, Narre Warren Sth, please see the following points and questions regarding the proposed Hampton Park Hill Development Plan Public Consultation:

The proposed 500 Meter separation landfill buffer:

- When was this proposed 500-meter Landfill Buffer put into place without any consultation of the residents affected?
- Why has the 500-meter landfill buffer been put into place?
- What exactly are the risks that we have been exposed to by living within the 500-meter landfill buffer?
- Has a third Party Company been engaged to complete testing on and around our properties within the 500 meter landfill buffer?
- If so, where is the report?
- What has been done by the Landfill Company, the EPA & City of Casey to reduce the size of the 500-meter landfill buffer? e.g. putting in concrete barriers to reduce the probability of ground seepage and ensuring all efforts are being made to reduce the gas migration?
- How exactly will the landfill buffer zone on our Section 32, affect the future use of our land?
- If we are wanting to use our land, what extra restrictions will be put in place for the approval process?
- Who will be funding the ongoing cost for extra testing of the land to provide a decision on if it can be used?
- How will this landfill buffer affect our resale value?
- What inclusions will you be wanting to add to our section 32 (please advise the exact wording)?
- As this has effectively rendered our properties as having absolutely no value, how do you see us being able to sell our properties in the future, and what do you see as being our long term financial / value loss?
- I would also like to know when the approval was given (again without any consultation with the directly affected residents and landowners) for the tip to be expanded and used as a Landfill, therefore directly affecting the health, wellbeing, lifestyle and property value of the residents within the 500-meter landfill buffer zone.
- Will we be informed if there is gas migration from the landfill by the EPA/City of Casey
- If so, what are the procedures in place?
- If there is a breach, are we going to be told?
- Will we be advised when the breach is clear or of a timeline that it should take to be cleared, and provided with evidence to support it being cleared?
- Will we be informed of how the breach will be fixed?

Visual Screening:

- In 2016 all the trees on the eastside of the landfill were removed I believe with COC approval again no consultation with residents. That left all the residents on this side with an ugly landfill operation to look at, dirt and rubbish flying around. Surely there should have been some requirement for visual screening"

Environmental Impacts:

- Can you please explain the steps that have been taken to mitigate the severe Environmental Impact of leachate and gas emissions as we know that the leachate and gas emissions have not been properly controlled due to the visual sight of the water runoff from the landfill site as well as constantly living with the disgusting odours that are always present?
- If landfills take hundreds of years to decompose to the point that they pose no threat to the environment, why would you be planning to build open space on this site for people to be walking around on?
- Can you please send the residents a full list of previous breaches by the Landfill owners / operators.

Proposed NEW Transfer Station:

- Why is this planning proposal the first time we have actually heard about the proposed Future Transfer Station as we were under the impression that the site was to be stopped being used as Landfill by 2040?

Positives provided but what are the hidden Negatives:

- As your proposal is only full of the positives for the parties involved in this endeavour, can you please provide the affected residents and landowners with the full list of negatives for this planning proposal with the first one being that we will lose all value in our property as well as it being unable to be used for anything.

Upon looking through the full proposal, I am curious as to why our street does not appear on Pg39 figure 13? It states Caversham Terrace on the Eastern side however I think if you complete research, it should be Langbourne Drive.

Can you also please explain and show where the EPA LFG Test wells are on all the boundaries?

- How often are they tested ?
- What happens if LG above allowable levels is detected
    - What actions will EPA/City of Casey be taking?
    - Will the residents / landowners within the 500 meter landfill buffer be notified immediately?
    - Are we just to trust EPA/City of Casey?

Thank you.

Narre Warren Sth 3805

Cobbler Grange.

KEEP THE MOMENTUM GOING – SAY NO TO THE PROPOSED HAMPTON PARK HILL WASTE DISPOSAL SITE

AFFECTS ON HOMES & SURROUNDS

- The noise, traffic, pollution, traffic congestion, debris on the roads and smells have been gradually ramped up over the years and they do all the burning inside the tip late in the evenings so that it goes on thru the night into the early hours of the morning
- The harmful particles deposit themselves on our roofs, get into our homes, in our gutters, on our plants and veggies, into our soil and groundwater, into our open public spaces and parks onto our roads and into our cars. When we drive on a hot day and keep the windows open all those particles fly in. Who knows what damage is being done to our health and more importantly to those who are infants and kids with respiratory illnesses and some of our residents who are senior citizens and robbed by these incentive decisions made by Council members and Government officials who are located far away and NOT AFFECTED by this Future Planning Proposal
- What is the list of home improvements that we cannot make in the 500m buffer zone? One would think as residents we should have been consulted before any plans were put together. Is it going to be just a blanket rule which covers all home improvements or is it just a list of things that cannot be done?
- How are we compensated as this was not included when we bought into our homes in this slice of Paradise which is now going to turn into hell. Some of us have invested our lives in this location and hope to live the rest of our days in peace. That has now turned into a nightmare
- We have the high visibility signals and high intensity street lighting installed directly opposite us, the noise of the truck engines and pneumatic brakes, beeping, smells and poisonous emissions from the tip which we know will be harmful to us
- What investigations have been done into the effects of having the tip in a highly populated civilian area? What is the evacuation procedure in case of an incident originating from the tip leading to health issues of residents, an accident or something going wrong?
- On people's health: especially those who have respiratory illnesses and the elderly and those suffering from terminal disease. It will affect young kids and mothers who are pregnant. We all will be guinea pigs for future generations. Why do have to be the guinea pigs when there is no research done on the effects on the population and the environmental surrounding for the last 20 years
- On the wildlife (flora & fauna): they plant gum trees so that they can preserve the native wildlife. Opposite the tip you only see crows, ravens and Indian Mynas who are all pests thriving. The wildlife is not dumb they will move away except that now their surroundings are severely curtailed. Some of the trees are showing the signs of defoliation and some have even died
- What investigations have been done on how the Extension of the existence of the tip and the uncertainties affect the future values of the real estate in the area. To some of us this is like stealing our future and our wellbeing. To some of us our home is all the investment we

have for our retirement and our families' future. We don't have hefty bank balances or investments to back us up in our latter years. TO SOME OF US THIS IS TAKING AWAY EVERYTHING WE HAVE. Our homes, our health, our dignity, our peace of mind

- Traffic congestion during peak hours and at times of the day and night when people are trying to rest. Heavy trucks with tired drivers driving on sections of road which are dimly lit on South Gippsland Hwy where they have a U Turn which are hazardous at night and they have the right to skip a light if it changes at the South Gippsland and Hallam Road intersections. We have several accidents even in the day in peak hours, in the area because of this. The police of the area can be consulted on this
- Braking from Heavy Trucks stopping causing tyre burn and minute rubber particles going into the air and being washed into gutters affecting the environment down-stream. Also goes into people's respiratory system if they are walking or cycling on the bike paths
- Dust pollution in the air from all the rubble and concrete being processed on site. That fine dust enters people's lungs and causes respiratory disease
- Spreading of weed seed from all areas of Melbourne where the waste comes from. We have different weeds growing all the time in our surrounding gardens and on the nature strip the councils are supposed to belong to. They make us mow the nature strips yet they provide all the fresh seed in the air that floats in from the tip and adds to our costs
- The presence of mice and cockroaches and other bugs has increased. What prevents them from dumping such infested waste in the tip next to us. We have had this problem in the last few years only.

COUNCIL DOING A BACKFLIP / NO TRANSPARENCY

- A promise was made for the tip to be shut in 2022 and replaced with green parklands. The green zone is now being replaced with a proposal for modifications to the tip as a new waste transfer station with an extended buffer of 500 meters
- This new proposal was put together without any transparency and without consulting the residents
- Are there any supporting reports on the long-term effects of air and noise pollution, health implications of disposal of toxic waste in a highly residential area covering several suburbs?
- No consideration has been given to residents having invested their life savings, time and money in building their dream homes in a safe environment, a green belt
- There was no Council warning or any information from Urban Land Housing who allocated plots to people approved by the Council in 2000
- Covenants, easements, and restrictions on our **section 32** should include anything that may restrict Councils from developing such waste disposal sites in highly populated areas without consultation of the local communities and without supporting evidence from independent environmental bodies that it is not harmful for the population
- What right does a set of "administrators" have in decision making when they were not elected to their roles by the Community. The corrupt council has been dismissed having squandered funds and used Council funds for their personal use. Government employees wages are paid by the people who are owed a care factor and community first as tax paying & Rate paying citizens
- Most of us were caught unawares that a promise made by the previous Council members and the Suez management that this tip would be shut down. Now we have got another

company VEOLIA taking over and making new promises they will never be able to keep, going by historic facts

Dear Sir/Madam,

I appreciate the strategy and planning put forth for the latest changes to the Hallam Road landfill.

However, I deliberately object this proposal for the following reasons. Also providing with some alternatives for your kind consideration.

Having living closer to this landfill for several years now, below are some of my concerns on this proposal. The development plan doesn't seem to have considered any of these points and I'm afraid if the Council or State Government be able to guarantee that the below issues will never happen.

1) Quality of air has already deteriorated a lot including the putrid smells causing lot of health issues and risks despite several complaints to EPA without any success. Adding a commercial scale facility even if it is a closed building will definitely continue to detriment the air quality proportionally increasing the health hazards. Neither EPA nor the facility might be able to control this given the nature of waste and work involved.
2) With growing population in Casey area, this will add to huge fleet of big garbage trucks going around the roads which is already causing lot of inconvenience such as waste falling out on the roads, foul smell when passing by and more risk of vehicle accidents.
3) There are wetlands close by which will be affected where thousands of native species live. A potential air or water contamination would pose a major threat to these species and huge environment impacts.

In my opinion, it would be better to have a separate waste transfer facility/hub built closer to the waste processing facility in a special zone setup far away from densely populated areas where you can define buffer areas considering the future growth in population and volume of waste generated (somewhere in under developed areas of Casey council or even outside not allowing any real estate development close by).

There are advanced garbage trucks with compacters that could be used to compact on the move and feed them directly to the waste processing facility. A facility can be built for any inappropriate waste not suitable for processing facility to be dumped there.

If council wants to use up the existing landfill space, you may consider just only a free hard waste collection centre for recycle and sale. It will atleast help our community to make use and reduce the landfill (avoiding all compaction required for this hard waste lowering the overall waste volumes).

Should the Casey council and Victorian government continue with this proposal, it would be a great sin inflicting on to all the future generations who will live and grow up around this place. Moreover, any air or water pollution would have a widespread impact to humanity not just to those who live close by.

We local residents would need compensation should our property prices be affected; council rates should be slashed and provide indemnity for our health/life should there be a complication arising out of this new facility if the Council and State Government pursue with this proposal.

I humbly request you to consider my opinion and take appropriate steps to squash this proposal.

Thanking you.

Regards,

We object to Councils proposal.

Living in the new 500 m buffer zone in Hampton Park, we would be directly impacted by the new changes, that Council is proposing at Hampton Park Hill.

Our house value would be significantly impacted, an asset that we have worked so hard to acquire.

We would need to declare the tip on future sale docs, thus potentially even discouraging buyers from purchasing our home the minute they see this outlined on the Section 32.

This is unfair to not only us, but to all residents within the buffer zone that we be penalised by our local council, a council which we have paid a lot of money in rates to for 23 years.

During Black Saturday, we were advised to evacuate by Emergency Services who came to our door to notify us of the impending fire danger surrounding our home, which is behind the tip.

The stress of that day was untold, needing to quickly gather our personal items and clothing for three young children, not knowing where we would go. Stress, that should the fire get into the tip, it could have definitely destroyed our house and all the other houses in our housing estate.

To hear now that the waste processing will continue to operate in an even greater capacity, increased trucks, increased operation times is very discerning to hear, that we will hear more noise and that the possible fire risk/threat still remains.

Yes, we knew there was a tip when we purchased in 1999 but we also knew there was an end date to the tip, Council has reneged on their side of the deal.

We ask that the Council reconsider their decision please, taking into the effect that these changes will have on the residents immediately living within the buffer zone, ensuring residents are not disadvantaged and that you consider the alternative site at Taylors Hill as the place for your changes to take effect.

We are not residents in an inclusive suburb of Inner Melbourne. We live in a suburb where the population is made up of many cultures, where residents work in factories or care for the elderly, or work in retail shops, where one worker in our own household, has been recently retrenched.

Hard working ordinary Australians. Our house is not worth a million dollars and never will be, but all we want is a fair go from our council and that should we need to sell we can and not be penalised for a decision that has been made by administrators, whom will not most likely be working for council in 10 years' time, yet your decision now, will impact us residents, well into the long term future.

Hampton Park Vic 3976

13.8.22

1. 500m buffer zones. (Might be closer than you think to your house) Due to the update of Section 32 house prices are very much likely to get smashed within the buffer zone. This will probably bring the overall house value of the suburb down. (No compensation)

2. Lots more traffic down Hallam and South Gippy. I.e. Imagine 248 Elephants into TWO - loads of garbage trucks each day on these roads. These trucks are probably bigger than container trucks.

3. Almost 20 / 7 operations. Massive health impact and inadequate reports on the Health Impact. (Obviously Noise, smells etc in addition)

4. Bad Planning and broken promises. Until 2019 it was planned to convert the site into a large open park including sports grounds.

5. There is an alternative site available at Taylors Road Landfill which also accessible by rail. The closest house to this landfill is 1 km where as the closest house to Hampton Park landfill is 50m. Why is other site not considered ?

6. Based on our feedback, the Council might not endorse the proposal. However, the Victoria State government can still go ahead. Possible additional actions : - Petition and Class action against Vic state government.

7. There has not been any community consultation or no responsible party in the community was made aware when the state government planned this back in 2018.

8. No public elected councilors to make decisions at Casey. Cannot be justified 3 unelected administratives making such a big decision.

LYNBROOK RESIDENTS ASSOCIATION
With community comes happiness

LYNBROOK RESIDENTS ASSOCIATION

Lynbrook VIC 3975

13 August 2022

re Hampton Park Hill (Tip) Redevelopment Plan

Administrators,

Lynbrook Residents Association (LRA) represents the views not only of its hundreds of members but also of some 7000 residents (and ratepayers) across the Casey suburb of Lynbrook. LRA's origins go back to its founders who in 2001 successfully advocated to have the suburb named Lynbrook.

On Tuesday 9 August 2022 LRA conducted a Public Meeting to inform and discuss ramifications of the proposed Redevelopment Plan. In a show of hands every single one of 120 residents in attendance objected to the City of Casey Administrators inflicting a Waste Transfer Facility and Buffer Zone Overlay on the very residents it is obligated to represent.

At the public meeting attended by senior council Planning Officers, long suffering attendee after attendee rose and spoke passionately about how living near the Tip had adversely affected their lives.

At times bad odours from migrating gases rendered them unable to leave their homes without feeling ill. One poor lady spoke of suffering four strokes that her doctors explained could well be influenced by toxic gases migrating from the local tip.

All were appalled that council, and the State Government, would back flip on a long-held promise that once full, the Tip would revert to public open space for the enjoyment of residents.

Further Particulars of Lynbrook Residents Association objections to the Development Proposal =

(a) WASTE TRANSFER FACILITY

OBJECT that processing 550,000t of waste per year from 10 surrounding councils completely inappropriate in a residential area, when the closest home is 50m from the entrance. How can any proposed facility be considered when prior planning approved by council has been shown to be flawed, allowing residential development right up to the edge of the Tip.

LYNBROOK RESIDENTS ASSOCIATION
With community comes happiness

OBJECT that the proposed Waste Transfer Facility would operate for 18 hours from midnight to 6.00pm on weekdays and 16 hours from midnight to 4.00pm on Saturdays. Hard working families near the facility are entitled to expect peace and quiet in the wee hours of the morning without being kept awake from the exhaust noise of 100s of garbage trucks on their streets. Lapses in concentration due to lack of sleep could lead to workplace accidents. Ongoing toxic diesel fumes from garbage trucks have been proven to cause health problems over time.

OBJECT that the proposed Waste Transfer Facility would result in some 800-900 additional A Double haulage trucks on our roads removing compressed waste for off-site processing. A double trucks up to 36.5m in length and a gross weight of 85.5t are able to operate in Victoria. This is completely inappropriate in any urban environment.

OBJECT that putrid odours from the Tip would be ongoing for decades and affect not only residents within the 500m buffer zone, but depending on breeze direction, resident's kilometres away from proposed facility. Lived experience of residents has proven that despite 'best practice' there are issues with this industry and it is not appropriate in residential areas.

(b) OVERLAY

OBJECT that administrators could contemplate what amounts to an encumbrance on private property within the 500m buffer zone. Such Overlay to be disclosed on a Vendors Statement (Section 32) would create a tool whereby buyers could bargain down prices or they may well decline altogether to purchase a property within the buffer zone. Can administrators imagine the stress this proposal is putting on affected property owners dealing with two years of COVID -19 worries and cost of living pressures.

OBJECT to administrators discriminating against surrounding property owners by creating haves and have nots. Those within the buffer zone finding themselves with the aforementioned risk to properties they have worked hard all their lives to own and increased building costs if they decide to renovate or extend. Those living just one property outside the buffer escape any such incumbrance. The hopeless flaw in this plan is that migrating gases don't respect buffer zone boundaries. Houses either side of the buffer zone will be impacted regardless of any council imposed Overlay.

(c) SUMMARY

Object to administrators potentially breaching human rights by exposing residents adjoining the Tip site to midnight to dawn noise from garbage trucks, thus depriving residents of sufficient hours of sleep for proper functioning, good health and well-being.

OBJECT to administrators as unelected officials never having to face a ballot box making a planning decision that would adversely affect many hundreds of residents surrounding the Tip site including children and families.

LYNBROOK RESIDENTS ASSOCIATION
With community comes happiness

OBJECT on Conflict of Interest grounds to administrators making a planning decision that may favour the Tip site owner by hundreds of millions of dollars when administrators acting as council have a large contract for waste removal with that very same company.

OBJECT to administrators in any way shape or form extending the life of the Tip site considering urbanisation sees the Tip site now surrounded by the properties of decent hard-working families who are entitled to enjoy the same amenity as those away from the Tip site. After all the same scale of council rates apply to Casey properties regardless of where they are situated.

Team leader Community Response

Lynbrook Residents Association

Please note that this submission also included a lengthy detailed PowerPoint presentation from the 9 August 2022 Lynbrook Resident Association public meeting which has not been included in this report.

Attn: Emma Butterworth

Senior Strategic Planner, City of Casey

DATE: 14/8/22

Community Consultation in relation to further changes

It is my belief after talking to many in the area that the information in relation to the proposed changes to the Hampton Park Hill future precinct were not sufficient as there were more residents who were unaware of the development or the opportunity to submit their feedback than were aware. Any feedback that is received via the submission link will in my opinion be a small percentage of the communities' opinions.

When I have considered how the community have been approached to provide feedback in relation to the proposed changes listed in the Strategic Planning for Hampton Park Hill documentation, I cannot help to see the lack of inclusion considering the multicultural make up of our community. The City of Casey prides itself on its diversity, yet it presents this call for feedback in one language, difficult to understand language and makes reference to having 'interpreters' available (only communicated in English on the submission link) My objection is that if you cannot read and speak plain English, I have no idea how you would be able to understand this document or the nine linked supporting documents.

I object to the fact that it seems intentional that this document cannot be clearly understood by the multicultural community that the City of Casey promises to represent.

Noise

- The proposed site for the new Waste Transfer Station is entirely inappropriate
- Referring to the relating document listed on the Strategic Planning for Hampton Park Hill submission link, I refer to document titled 'Potential Transfer Station Noise Modelling Report'. The proposed site for the waste transfer facility is (in some instances) approximately 170 metres away from existing residential properties.
-

4.2 Waste and Resource Recovery

The requirements (4 – 7) and guidelines (12 – 13) below apply specifically to the waste and resource recovery sub-precinct.

Requirements	
4.	Sensitive land uses must not be located within the 250-metre separation buffer of the waste transfer facility in accordance with *Figure 11*.

- Also, I note buffer boundaries are to be measured from the site boundaries (including the container pick up area and truck wash area) therefor this site should not and cannot be considered suitable
- I reference the results and assessment section 6, I note in location 2 representing the west residences on every occasion and time slot the expected noise levels exceed the acceptable noise limits.
- Any sound mitigation methods explored to remediate this must consider the vehicles entering and exiting the property so residents living along this route will have NO additional noise pollution added to their amenity.
- In reference to ARAPS noise impact assessment, the document shows properties to the West will be inundated with industrial noise which exceeds acceptable standards during all hours of operation. A quick google search shows the dramatic health impacts of noise in relation to well-being, mental health, sleep, and the negative overall health impacts.
- Considering the boundaries of the precinct are surrounded by residential properties, the proposed entry/exit which abuts existing homes is totally unacceptable. The drawing A111 revision P19 titled 'Detailed site plan' references 2 A-double trucks per half hour, also mentioning 26 garbage dump events per hour, which would total 30 garbage dump events per hour.
- Of course, this translates to 30 heavy vehicles entering the site, and therefore 30 trucks exiting the site EVERY HOUR for potentially eighteen hours a day. We say no to 1080 heavy vehicle trips through an intersection that abuts residential property.
- In addition, the document references 2 front end loaders operating 100% of the time, with an additional front-end loader, 2 forklifts, 2 excavators operating 50% of the time, and one loud metal dropping into steel bin event.
- Again, the constant engine noise, reverse beacons and brake noise is unacceptable this close to a residential area (especially overnight when resident should be able to expect quiet for rest)

Traffic and Roads

- The current proposed entry/exit points for the new waste transfer station are via Hallam Road. This road is not only surrounded by homes, but it currently has a primary school, a early learning centre and retail facilities. It is heavily used by pedestrians to access amenities and public transport. I object to the previously mentioned A-double and B-double trucks sharing a community road, and am deeply concerned around the potential for injury or fatality if this occurs.
- As a long-standing member of the community, I question as to whether the current structure of Hallam Road could support such an increase in industrial heavy traffic without resulting in potholes as experienced at the current Suez Waste Recovery entrance/exit on the Sth Gippsland Highway site.
- The current entry and exit points at the Hallam Road Landfill and the Suez Waste Recovery are consistently covered in mud, dust, bricks and other dropped waste and are very rarely cleaned. This results in never ending dust for the adjacent homes, and risk to drivers of hitting the debris. We object the current situation, and the way it is managed, let alone increasing industrial traffic to this site.

- The language, delivery and tables used in the Traffic Engineering Assessment are difficult to understand to a lay person, let along if you have English as a second language. I object to segments of the community being purposely not included.

Overlay

I object to any changes to the current zoning of the Hampton Hill precinct, apart from those that allow its rehabilitation as a whole to park land, which was previously promised to the community, as communicated by the City of Casey in 2019.

I have endured two decades of odour, noise and dust from this facility with the promise of clean rehabilitated open public area once the last landfill cell was filled.

To change this now purely for profit is wrong and un-Australian. Keep your promise City of Casey.

Odour

I object to the lack of proof/reassurance that the odour which has been experienced for over 20 years by the community will not continue or be worse.

The site has received only $32,000 fines to my knowledge over its lifetime, in regard to breaches of licence. Considering the licence breaches in relation to odour are experienced almost daily by the surrounding community, I have no faith that any new facility of licence change would be adhered to, or be appropriately monitored and enforced. I object to any new waste related facility on this site as we have no faith that the community will be considered, and not be ignored as has been the experience in the past.

Re-zoning of land to industrial instead of parkland

I object to the fact that the community have not been approached in any meaningful way to advise the re-zoning and change of the addition of extra industry on the Hampton Park Hill precinct. I object to the promise of complete rehabilitation and community oriented open space being proposed to be withdrawn for the benefit of the landowners profit and the City of Casey's future rates revenue. This is a blatant cash grab at the entire expense of all residents of the city of Casey and must not be considered.

Hours of Operation

I strongly object to the fact that the City of Casey proposes to sacrifice the amenity of the residents that it represents lifestyle, well-being, physical and mental health, in addition to seemingly put it's own financial gain first. Any common person could easily establish based on the points referenced above that this proposal for the extension of the hours of operation for this site is not at all for the benefit of the surrounding community.

Overall, this is clearly not an appropriate location for this kind of facility or development.

The only conclusion I can see why it would even be considered is for the sole purpose of financial gain by the operators and City of Casey.

Waste transfer and sorting facilities are not suitable in any fashion at a location surrounded by residential properties.

Another major concern is once this development plan is enacted no further community consultation will be required therefor exposing us to the risk of not knowing about any future plans help by the operators.

This clause must be removed from the final development plan to safeguard all stakeholders.

Please see attached a petition of a small portion of the community you will affect if you proceed with this plan

https://l.facebook.com/l.php?u=https%3A%2F%2Fwww.change.org%2Fp%2Fhampton-park-hill-development-plan-new-waste-light-industrial-between-zoned-residential%3Ffbclid%3DIwAR0mNKaKuXUR0E7mr9Xc_gVbJN4jNSl_zErfqpORLombCnSNZsvGy2YSBRU&h=AT2w5PWNpdWOCq55wyRrOqGro0PzHFQVZph799RgJWDDY3O3BoCecu2Cdu4o0WxfnrqYZaF_XVE10_w91GUtNRj9MSaDgQ7fmzSP1W906Lerl5QrxAxgSXo4wjSQtpDLY5w

Lynbrook

VIC Australai 3975

Objection to the proposed Strategic Planning for Hampton Park Hill

Please find following the areas that I personally wish to categorically SAY NO to and register my objection.

In addition, over the past four days I have acted as the admin for the Facebook page 'WE SAY NO' to the proposed changes outlined in the Hampton Park Hill Strategic Plan, which has attracted 350 members who have connected and shared their objections and thoughts. I am convinced that the community has not had fair or adequate notice or communication of the intentions for this site. I am sure that with more time and communication consistent to the demographics of the area this would be a much larger segment presenting their concerns.

Community Consultation in relation to further changes

When I have considered how the community have been approached to provide feedback in relation to the proposed changes listed in the Strategic Planning for Hampton Park Hill documentation, I cannot help to see the lack of inclusion considering the multicultural make up of our community. The City of Casey prides itself on its diversity, yet it presents this call for feedback in one language, difficult to understand language and makes reference to having 'interpreters' available (only communicated in English on the submission link) **My objection** is that if you cannot read and speak plain English, I have no idea how you would be able to understand this document or the nine linked supporting documents.

I object to the fact that it seems intentional that this document cannot be clearly understood by the multicultural community that the City of Casey promises to represent. I am beyond disappointed to see such ignorance and lack of inclusion occurring in today's times by an organisation that is solely charged to represent all our community.

I further object to the notion that this proposal forms the last approach by the City of Casey to the community in relation to any further changes not outlined in this document or it's relating documentation. Surely when a site impacts the community as heavily as what is already outlined, approaching the community that you are charged to represent would be imperative? I ask for all of you taking the time to read my objection, that if this was your community and your place of residence would you accept no further consultation?

In reaction to noise, **I categorically object** to the total inappropriateness of this site to facilitate the intention proposed. This site being surrounded by residential properties and amenities makes the site 'not fit for purpose' as an area of state-wide significance. To try to retro-fit this facility is not of benefit to the area, or it's people.

I refer to the relating document listed on the Strategic Planning for Hampton Park Hill submission link, titled 'Potential Transfer Station Noise Modelling Report'. It references residential properties being as close as 170 metres from the proposed site for the waste transfer facility is.

I reference the results and assessment section 6, I note in location 2 representing the west residences on every occasion an time slot the expected noise levels exceed the acceptable noise limits.

The ARAPS noise impact assessment shows properties to the West of the proposed site will be impacted by industrial noise which exceeds acceptable standards during all hours of operation. **I object** to the community having no choice but to accept this constant intrusion into our lives. There are many studies linked to the negative impacts of constant noise, **I object** to the fact that the City of Casey seems to think that this is acceptable for it's residents in any way.

I cannot more strongly object as a resident whose property is meters away from the proposed site to protect the sleep, health and wellbeing of myself, my children, and my family as a whole, and reject the notion that constant noise is acceptable in any residential area.

Traffic and Roads

The current proposed entry/exit points for the new waste transfer station are via Hallam Road. This road is not only surrounded by homes, but it currently has a primary school, an early learning centre and retail facilities. It is heavily used by pedestrians to access amenities and public transport**. I object** to the previously mentioned A-double and B-double trucks sharing a community road and am deeply concerned around the potential for injury or fatality if this occurs.

My family have lived in the City of Casey for nearly 100 years. I question as to whether the current structure of Hallam Road could support such an increase in industrial heavy traffic without resulting in potholes as experienced at the current Suez Waste Recovery entrance/exit on the South Gippsland Highway site. The current state and conditions of the entry and exit points at the Hallam Road Landfill and the Suez Waste Recovery are consistently covered in mud,

dust, bricks, and other dropped waste and are very rarely cleaned. This results in never ending dust for the adjacent homes, and risk to drivers of hitting the debris. **I object** the current situation, and the way it is managed, let alone increasing industrial traffic to this site.

Again, I refer and **object** to the lack of inclusion of the entire community in relation to the projected traffic impact of the proposed site. The language, delivery and tables used in the Traffic Engineering Assessment are difficult to understand to a lay person, let alone if you have English is not your native language. I object to segments of the community being what seems to be purposely not included.

Overlay

I object to any changes to the current zoning of the Hampton Hill precinct, apart from those that allow its rehabilitation to park land, which was previously promised to the community, as communicated by the City of Casey in 2019.

Odour

I object to the lack of proof/reassurance that the odour which has been experienced for over 20 years by the community will not continue or be worse.

The site has received only $32000 fines to my knowledge over its lifetime, regarding breaches of licence. Considering the licence breaches in relation to odour are experienced almost daily by the surrounding community, I have no faith that any new facility of licence change would be adhered to or be appropriately monitored and enforced. **I object** to any new waste related facility on this site as we have no faith that the community will be considered, and not be ignored as has been the experience thus far.

Re-zoning of land to industrial instead of parkland

I object to the fact that the community have not been approached in any meaningful way to advise the re-zoning and change of the addition of extra industry on the Hampton Park Hill precinct. **I object** to the fact that I was sold land in this area in good faith that the tip would have been closed many years ago, and that my children were to have a beautiful community parkland to play and grow within. My children are now almost fully grown adults, who instead of the promised parkland, have endured years of feeling sick from the smell that has emanated from this site. **I object** to the promise of complete rehabilitation and community oriented open space being proposed to be withdrawn for the sole benefit of the la ndowner profit and the City of Casey's future rates

revenue. **I object** and am saddened by the fact that I feel lied to and not important in the eyes of my local and state government.

Hours of Operation

I strongly object to the fact that the City of Casey seems to have sacrificed the residents that it represents lifestyle, well-being, overall health, in addition to seemingly for its own financial gain first.

I say NO to living next to an industrial operation working 18 hours a day. I say NO to not being considered and my home being invaded by noise and traffic.

I say NO for my fellow community that have not had an adequate opportunity to object for themselves due to the lack of plain English and translated documentation. This is just wrong, and I expect better from my City of Casey members who should be practicing equality and inclusion.

I OBJECT AND I SAY NO TO THE PROPOSED CHANGES AS OUTLINED FOR THE HAMPTON PARK HILL FUTURE PRECINCT!

Thank you for your consideration and time in reading my concerns.

Officers' Reports

Collison Estate Community Consultation and Planning Scheme Amendment c286 to the Casey Planning Scheme: Implementation of the Planning Framework for Collison Estate

ITEM: 5.2.

City Planning and Infrastructure

Planning and Building

Duncan Turner

Purpose of Report: **To consider submissions from the preliminary community consultation on the draft Collison Estate Development Plan and Development Contributions Plan, and to consider requesting Ministerial Authorisation to prepare and exhibit Amendment C286case to the Casey Planning Scheme (Collison Estate planning framework).**

Recommendation
That Council:

1. **Notes the outcome of the preliminary community consultation and subsequent changes to the draft final Collison Estate Development Plan (Attachment 2) resulting from the submissions summary included at Attachment 1.**
2. **Updates the draft Collison Estate Development Contributions Plan prior to Exhibition of the Amendment C286case to the Casey Planning Scheme to reflect not proceeding with the Council intervention for early infrastructure works.**
3. **Resolves to prepare Amendment C286case to the Casey Planning Scheme to enable implementation of the draft final Collison Estate Development Contributions Plan.**
4. **Requests the Minister for Planning to Authorise the preparation and Exhibition of Amendment C286case to the Casey Planning Scheme, pursuant to Section 8A of the *Planning and Environment Act 1987*.**

Officer General or Material Interest

No Council officers involved in the preparation of this report have a general or material interest in matters for consideration.

Council Plan Reference

1.1 Deliver sustainable and adaptable infrastructure and activate places

Executive Summary

The Collison Estate (the Estate) has been earmarked for increased residential development densities for 20 years with difficulties in establishing a planning framework for infrastructure delivery. With 94 properties, land assembly, co-ordination of infrastructure delivery, particularly for drainage, and the lack of an equitable

approach to cost apportionment for this infrastructure present key challenges preventing development from taking place.

For the Estate to develop, a draft Collison Estate Development Plan (DP) and Development Contributions Plan (DCP) was prepared to facilitate residential growth and development, supported by a proposed local neighbourhood activity centre, proposed community facility and associated infrastructure and services to support the Estate's transition from a semi-rural to urban development. The draft DP and DCP underwent preliminary community consultation before preparation of a planning scheme amendment was commenced.

A summary of the submissions received during the preliminary community consultation, and associated Council officer responses are contained in Attachment 1. The consultation demonstrated majority support from the community for the draft DP and DCP, and subsequent changes to the draft DP and DCP have been made to respond to the submissions received. This has resulted in the updated draft final Collison Estate Development Plan (December 2022) which is included in Attachment 2.

The informal community consultation on the voluntary Section 173 Agreement did not obtain a critical mass of affected landowner sign up. Therefore, it is not viable to proceed with Council's intervention proposal for early infrastructure works and delivery which has resulted in further changes to the draft DCP.

Planning scheme Amendment C286case is required to implement a planning framework to facilitate the development of Collison Estate through the draft final DCP aligned with the draft final DP. This report commences the planning scheme amendment process through recommending that a request be made for Ministerial Authorisation to prepare and exhibit C286case to the *Casey Planning Scheme* for six weeks. The draft Explanatory Report includes a summary of the proposed planning provisions and is included in Attachment 3.

It should be noted that the draft final DP is to be adopted at a future Council Meeting alongside C286case. The DP is to be used as a key background document to C286case.

Background

The Collison Estate is a low-density residential precinct surrounded by conventional higher density residential development in Cranbourne East (see the location map in Attachment 3). The Estate is made up of 94 properties and is approximately 85 hectares in size with mostly basic rural residential services (e.g., dirt roads, overland drainage, and overhead powerlines). The Estate is a unique urban development proposition.

Since 2019, Council officers have been working with a developer syndicate (known as the Collison Estate Committee) in the preparation of a draft Collison Estate Development Plan (DP) and Development Contributions Plan (DCP). The draft DP and DCP was tested with the community through a preliminary community consultation prior to preparing the draft planning scheme amendment documentation and finalising the draft final DCP.

These documents were put out for public comment alongside a proposed Section 173 Agreement facilitating the acquisition of land for drainage infrastructure in the Estate. Consideration of the public submissions to the draft DP and the outcome of the proposed Section 173 Agreements form part of this Council report.

The sign-up rate to the Section 173 Agreement determined whether there was sufficient commitment of a critical mass of landowners to re-pay the borrowing loan required by Council to intervene and bring forward the early works and delivery of infrastructure. Council had offered this intervention to resolve the prohibitive requirements associated with infrastructure delivery for the individual landowners including the challenges of negotiation, land assembly and costs due to the fragmented land ownership in the Estate. The outcome of the sign-up rate was required before preparation of the draft planning scheme amendment (C286case) documentation could be undertaken and the draft final DCP could be finalised.

Proposed Planning Scheme Amendment C286case to the Casey Planning Scheme

At its 21 July 2020 Council Meeting, Council resolved that once the draft DCP and draft planning scheme documentation is prepared, a report come back to Council to consider requesting the Minister for Planning to authorise Council to exhibit a planning scheme amendment to introduce a Development Contributions Plan Overlay (DCPO) and DCP for the Estate.

The formulation of Planning Scheme Amendment C286case and the draft final DP and DCP is the culmination of years of comprehensive strategic analysis and documentation preparation to facilitate urban growth in the Estate. Seeking Authorisation from the Minister for Planning forms part of this Council report, and is the first step in, the planning scheme amendment process.

More detail on the draft final DP and key C286case draft documents are provided in Attachment 2 and Attachment 3 respectively. The draft final DP is to be used as a background document to C286case and will not be open for new submissions during Exhibition. However, there may be minor consequential changes to the draft final DP as a result of changes to the draft final DCP through the planning scheme amendment process. The final DP is expected to be taken to a future Council meeting for a decision alongside the consideration of C286case post a planning panel process.

C286case proposes to implement the Collison Estate planning framework into the *Casey Planning Scheme* through:

- Introducing a Development Contributions Plan Overlay (DPCO),
- Incorporating the draft final DCP,
- Rezoning 1 Heather Grove, Cranbourne East to facilitate commercial development required for the proposed local neighbourhood activity centre,
- Update Casey's activity centre network map to include the proposed local neighbourhood activity centre, and
- Amend Schedule 22 of the Development Plan Overlay (DPO) and the Schedule to the native vegetation planning provision.

The draft Explanatory Report shown in Attachment 3 may change post this Council meeting in response to correspondence from the Department of Environment, Land, Water and Planning (DELWP).

Community Engagement

Community Consultation on Draft Development Plan and Development Contributions Plan

At its 14 December 2021 Closed Council Meeting, Council resolved to undertake preliminary community consultation with landowners on the draft Collison Estate DP and DCP.

The preliminary community consultation on the draft Collison Estate DP and DCP occurred over eight weeks from 29 April to 26 June 2022. The consultation generally comprised of notices to affected landowners and occupiers; public notices in local newspapers; media releases; Council officer presentation

at community meeting; interaction through Casey Conversations web page and interactive platform; and 1 on 1s with Council officers.

Correspondence via external referral agencies and authorities was also received. Within Council, internal referrals were received from teams with relevant expertise. Both external and internal referral comments were considered in the finalisation of the draft final DP.

Attachment 4 provides further details around the community consultation activities undertaken and which external and internal referrals were consulted with.

Community Consultation on the Section 173 Agreement Regarding Council's Intervention of Early Infrastructure Works

At its 14 December 2021 Closed Council Meeting, Council further resolved to consult on an intervention proposal to facilitate the early works and delivery of infrastructure (also known as the Council intervention) in Collison Estate. The proposal included:

- Council borrowing $5.1 million for early works and delivery of infrastructure items including:
    - Construction of underground drainage pipes.
    - Construction of one of the two sections of Collison Road.
- Use of Section 173 Agreements to acquire land (not construction) for the drainage network.

Council undertook preliminary community consultation with 73 landowners who had land required for drainage infrastructure on their property. The informal community consultation was undertaken over 10 weeks from 20 July to 30 September 2022 and was in addition to the preliminary community consultation on the draft DP and DCP that was carried out from April to June 2022.

Attachment 4 provides further details around the community consultation activities undertaken for the Section 173 Agreement.

Despite a combined consultation period of over five months, Council only received a 26 percent sign-up rate to the Section 173 Agreement, which was an insufficient sign-up amount for Council to proceed with the costs and risks required by Council to intervene. This was communicated to the consulted landowners on 21 October 2022.

As a result, the draft DCP is currently being updated prior to proceeding with formal Exhibition as part of the C286case process. The draft final DCP will reflect no Council intervention, updated land valuations aligned with the 2022-2023 financial year, indexation of construction costs to the 2022-2023 financial year, and updated Heather Grove main street functional layout plan and costings.

Submissions Received During Community Consultation

A total of 52 submissions including one 'petition' were received in response to the preliminary community consultation. The petition did not meet Council's *Governance Rules* and has therefore been considered as six separate submissions of objection. Where an individual submitter made multiple written submissions, their submissions have been counted as a single submission. The submissions include:

	Number of Submissions
Support	28
Object	9
Support with Changes	8
Object with Changes	7
Total	**52**

A summary of the submissions received, and associated Council officer responses are contained in Attachment 1. Where a submission provides extensive detail and not all details can be summarised in the summary of submissions table, a copy of that submission is included after the summary of submissions table in Attachment 1.

The below table articulates the seven themes that arose from the submissions received:

General Submission Theme		Summary
1	Support the Proposal without Requesting Changes	• *28 submitters supportive of proposal without requesting changes.*
2	Landowners Concerned when Not Developing	• *7 submitters were long-time residents who expressed concern about the impact of increasing property rates once the DP and DCP are approved if they choose to not sell their homes or develop their land.* • *3 submitters were residents who stated concerns about how the development of Collison Estate and loss of part of their land to drainage infrastructure would impact their existing semi-rural lifestyle and the enjoyment of their property.*
3	Concerns on the Provision of Drainage Infrastructure	• *2 submitters had questions about the timing and process for the transfer of land to Council for needed drainage reserves and infrastructure.* • *1 submitter stated that the proposal includes too much land for drainage reserves.*
4	Concerns about Medium Density Residential	• *1 submitter suggested that more medium density residential land should be designated in the proposal.* • *1 submitter suggested that properties designated for medium density residential should be required to pay more in development contributions.*
5	Concerns about Inclusion of Infrastructure Items for Reimbursement	• *4 submitters questioned the rationale for the delivery timing of certain road infrastructure set out in the DCP and asked why certain Local Access Streets were not included for DCP reimbursement.*
6	Concerns about Traffic Congestion on Surrounding Road Network	• *5 submitters expressed concerns about the traffic impacts of the proposal on the surrounding road network.*
7	Other Matters	• *2 submitters expressed concerns about potential loss of trees.*

Submissions have been categorised into various themes whereby submissions may raise more than one theme; therefore, submission numbers from the submission theme table are not the total number of submissions received.

The draft DP has been updated in response to some submissions, the feedback received from referral agencies, and further refinements made by Council officers. Some key changes include:

- Removal of the non-residential uses preference along the south side of the Estate fronting Berwick-Cranbourne Road. This will support the viability of the proposed Collison Estate local neighbourhood activity centre but will not prevent appropriate non-residential uses from locating within residential areas of the Estate, subject to Council's existing planning policies.
- A drainage channel location being more accurately shown on Development Plan map on existing properties along the south side of the Estate.

Community Consultation on Proposed Amendment C286case to the Casey Planning Scheme

The preliminary community consultation on the Collison Estate draft DP and DCP has influenced the preparation of background documents and the content of C286case. The formal exhibition of C286case will provide another opportunity for the community to provide input into the proposed planning provisions for the Estate.

Subject to receiving the Authorisation from the Minister for Planning, Council must exhibit Amendment C286case in accordance with the requirements of Section 19 of the *Planning and Environment Act 1987*. This includes notices to prescribed ministers, public notices in local newspapers, and notices to owners and occupiers that it considers may be materially affected by the Amendment.

Additionally, a Casey Conversations webpage used for the preliminary community consultation will be adapted to provide easy access to information about C286case (including background documents which informed the development of C286case), as well as the ability to make submissions over a six-week period.

Financial Implications

The costs associated with the planning scheme amendment process have been budgeted for in the Strategic Planning and Reform 2022-2023 operational budget.

Conclusion

The draft Collison Estate planning framework has been on preliminary community consultation from April to September 2022. The feedback provided during this time has informed proposed Amendment C286case and the draft final DP will be a key background document to C286case.

C286case proposes to implement the Collison Estate planning framework through introducing the DCP into the *Casey Planning Scheme*. C286case is the culmination of years of comprehensive strategic analysis informing the draft final DP and documentation preparation to facilitate urban growth and guide the transformation of Collison Estate over the next 10 years.

Requesting Authorisation of the Minister for Planning for Council to prepare and exhibit C286case is the first step in the planning scheme amendment process. Once the preparation of C286case is authorised by the Minister for Planning, Council will formally exhibit C286case in accordance with the requirements of Section 19 of the *Planning and Environment Act 1987*.

Any submissions made to C286case and changes proposed to C286case are required to be put before Council for a decision at a future Council Meeting.

Attachments

1. Summary of Submissions [**5.2.1** - 36 pages]
2. Collison Estate Draft Development Plan December 2022 [**5.2.2** - 99 pages]
3. Draft Explanatory Report - Casey Planning Scheme Amendment C286case [**5.2.3** - 13 pages]
4. Community Consultation Details [**5.2.4** - 2 pages]

Preliminary Community Consultation
Summary of Submissions Officer Response

SUBMISSION REFERENCE NUMBER	PROPERTY OF INTEREST	SUPPORT OR OBJECT OR SUPPORT/OBJECT IN PART IF CHANGES	OFFICER DESCRIPTION OF THE SUBMISSION	OFFICER RESPONSE	CHANGES UNDERTAKEN IN RESPONSE TO SUBMISSION?
1 - Part 1	14 Collison Road, Cranbourne East	Object	Expresses concerns about how existing property owners will be able to stay in their existing homes as the land develops around them. Also concerned about the timing of the transfer of land needed for drainage infrastructure.	The timing of new development and infrastructure will be dictated by market interest and landowners are not forced to develop if they do not wish to. It is expected that the life of the DP/DCP is approximately 10 years.	No
1 - Part 2	14 Collison Road, Cranbourne East	Object	Expresses concerns about how existing property owners will be able to stay in their existing homes as the land develops around them due to increases in property rates if the development potential of their land increases due to the approval of the Development Plan.	Property rates are not a relevant land use planning consideration.	No
2	40 Collison Road, Cranbourne East	Object and Change	Objects and requests that lot owners with medium density residential designated on their land should pay more DCP contributions and open space contributions than land owners with lower density residential designated land.	Properties affected by medium density will pay the same DCP and open space contributions as those with standard density. It is not appropriate to apply medium density using a blanket approach as its designated by location and allocation is subject to infrastructure and service capacity and other planning considerations.	No

Preliminary Community Consultation
Summary of Submissions Officer Response

3	6 Collison Road, Cranbourne East	Object and Change	Objects to the development plan due to the alignment of a local access street level 1 road in the plan potentially reducing the development potential of the land they own within the estate. Requests compensation for the reduction in development potential of their land and requests a re-alignment of the road through their land to allow for a greater lot yield when developing their site.	Council officers have discussed these matters on the relevant property with the landowner. Local access street level 1 roads are not included in the Development Contributions Plan and as a result, the landowner/developer won't be reimbursed. It is common practice for developers to provide for local access street level 1 roads in their subdivision developments irrespective of a DCP. Some local access street level 1 roads are shown on the Development Plan to provide connections to adjoining residential areas. The connection in this instance to the stubbed end of an existing street on abutting land does not need to be amended as the development proposal can propose a varied connection through the applicable property as long as the variation is generally in accordance with the Development Plan.	No

Preliminary Community Consultation
Summary of Submissions Officer Response

4	4 Dodge Terrace, Cranbourne East	Object and Change	Objects and requests that section 3.1.5 Specific Precinct Guidelines, Berwick Cranbourne Road Precinct Guideline No. 11 in the Draft Development Plan (preliminary community consultation draft) is inappropriate because it directs non-residential uses at 205 and 215 Berwick Cranbourne Road to utilise Dodge Terrace as a primary access point. States that Dodge Terrace is not suited to cater for more traffic from future non-residential land uses on the adjacent land at Collison Estate.	Council has amended the language in Section 3.1.5 Specific Precinct Guidelines, Berwick Cranbourne Road Precinct Guideline No. 11 to the following, based on Department of Transportation advice: *11. No direct vehicle access to Berwick-Cranbourne Road is to be permitted for the lots 205 & 215 Berwick-Cranbourne Road, except with the written consent of the relevant road management authority or as an approved interim arrangement. The local access street connecting the two lots from Collison Road must be formed as a loop road.* This change addresses this submission as it removes the reference to Dodge Terrace as the primary access point for future development and envisions an internal loop road providing access to 205 & 215 Berwick-Cranbourne Road. Because future land uses are unknown, the precise design of property access will be addressed through the future planning permit application process.	Yes
5	10 Heather Grove, Cranbourne East	Support and Change	Supports the Draft Development Plan, but requests that Council consider alternatives to the current drainage proposal due to the significant loss of land for drainage reserves proposed on their property.	Council officers have discussed the impacts of the drainage scheme on the relevant property with the landowner. The drainage scheme proposed for Collison Estate will result in land being provided for drainage infrastructure on a number of properties and not just three or four properties, which is considered to be a more equitable solution to managing drainage across the Estate.	No

Preliminary Community Consultation
Summary of Submissions Officer Response

6	26 Mayfield Road, Cranbourne East	Object and Change	Objects and expressed concerns about the proposed drainage scheme requiring property owners to give up part of their land for drainage infrastructure. Also expressed concerns about the future developers or Council entering or damaging their property to construct and maintain drainage infrastructure. Questioned why some of the proposed drainage channels are to be located at the rear of existing properties.	Council officers have discussed the impacts of the drainage scheme on the relevant property with the landowner. The drainage scheme proposed for Collison Estate will result in land being provided for drainage infrastructure on a number of properties and not just three or four properties, which is considered to be a more equitable solution to managing drainage across the Estate. Property access and potential damage related to the construction and maintenance of drainage infrastructure may be addressed through the provisions of development permits and developer/landowner agreements at time of development.	No
7	34 Collison Road, Cranbourne East	Support	Submitter has not provided any detailed feedback.	Noted.	No
8 - Part 1	100 Devon Road, Devon Meadows	Support	Submitter has not provided any detailed feedback.	Noted.	No
8 - Part 2	100 Devon Road, Devon Meadows	Support	Submitter has not provided any detailed feedback.	Noted.	No
8 - Part 3	100 Devon Road, Devon Meadows	Support	Supports the Draft Development Plan and thanked Council officers for their work on the project so far.	Noted.	No
9 - Part 1	Precinct-wide interest	Support	Supports the Draft Development Plan and stated that the proposed development of Collison Estate will contribute towards providing affordable housing for the area.	Noted.	No
9 - Part 2	Precinct-wide interest	Support	Supports the Draft Development Plan and stated that the proposed development of Collison Estate will contribute towards providing affordable housing for the area.	Noted.	No

Preliminary Community Consultation
Summary of Submissions Officer Response

10 - Part 1	Precinct-wide interest	Object and Change	Objects and is concerned about the need for better road infrastructure in the area and proposal's impact on traffic volumes and movements in the general area.	The proposal is accompanied by a traffic impact assessment which identifies the required road and intersection upgrades needed to mitigate the potential impact of the project on roads in the general area. These road/traffic improvements are reflected in the Draft Development Contributions Plan and will be a requirement of future planning permits.	No
10 - Part 2	Precinct-wide interest	Object and Change	Objects and requests that Council raise the issue of traffic congestion in the area with the State Department of Transportation.	Council referred the proposal to the State Department of Transportation, which responded that they support the intended vision for the precinct set out in the Development Plan. DoT has expressed no concern with the proposal's impact on the surrounding transportation network generally, but they have stated a particular interest in the access arrangements for 205 & 215 Berwick-Cranbourne Road. For that property DoT has advised removing the consultation draft Development Plan's reference to Dodge Terrace as the primary access point for future development. Instead, DoT advised the local street connecting those two lots from Collison Road must be a loop road to provide efficient internal connectivity to the estate. Council has incorporated this advice into the updated Draft DP.	No

Preliminary Community Consultation
Summary of Submissions Officer Response

11	78 Fiorelli Boulevard, Cranbourne East	Support and Change	Requests that the Development Plan consider protecting existing trees along Heather Grove. Also concerned about future development damaging the back fences of existing properties along Fiorelli Boulevard abutting the eastern boundary of Collison Estate.	The Development Plan states that 'Large canopy trees should be incorporated along Heather Grove.' An arborists report was prepared informing the preparation of the Draft Development Plan. The report identified several sites with vegetation requiring further investigation, including one site along Heather Grove. Appropriate planning permit conditions can be applied regarding the retention of trees and construction plans can detail the replacement of any damaged fences at the time of subdivision development.	No
12	Precinct-wide interest	Object and Change	States that the Collision Estate needs more commercial land rather than too much residential land.	A local neighbourhood activity centre is proposed to provide for commercial land uses in the Estate. The proposed centre is located and sized to provide local retail and commercial services within walking distance of the residential areas while catering for a workable local market catchment considering the ongoing viability of other existing retail centres in the vicinity of the Estate.	No
13	Precinct-wide interest	Object and Change	Objects and states that the proposal will generate more traffic than may be accommodated on roads in the general area. Also requests that the proposal include footpaths on both sides of all roads along with protected bike lanes.	The proposal is accompanied by a traffic impact assessment. The development of Collison Estate is to be implemented through a Development Contributions Plan to ensure the road network is able to cater for or is upgraded to accommodate additional traffic resulting from the Estate's development. The Development Plan demonstrates a network of footpaths, including shared paths supporting both pedestrians and cyclists to move throughout the Estate and connect to the adjoining existing residential areas. The future expansion and connections across Berwick-Cranbourne Road is managed by the Department of Transport, Victorian State Government.	No

Preliminary Community Consultation
Summary of Submissions Officer Response

14	12 Mayfield Road, Cranbourne East	Support	Submitter has not provided any detailed feedback.	Noted.	No
15	8 Garden Street, Cranbourne East	Support	Submitter has not provided any detailed feedback.	Noted.	No
16	Precinct-wide interest	Support	Submitter has not provided any detailed feedback.	Noted.	No
17	27 Collison Road, Cranbourne East	Support	Submitter has not provided any detailed feedback.	Noted.	No
18	7 Garden Street, Cranbourne East	Support	Submitter has not provided any detailed feedback.	Noted.	No
19	29 Collison Road, Cranbourne East	Support	Submitter has not provided any detailed feedback.	Noted.	No
20 - Part 1	25 Collison Road, Cranbourne East	Support	Submitter has not provided any detailed feedback.	Noted.	No
20 - Part 2	25 Collison Road, Cranbourne East	Support	Submitter has not provided any detailed feedback.	Noted.	No
20 - Part 3	25 Collison Road, Cranbourne East	Support	Submitter has not provided any detailed feedback.	Noted.	No
21 - Part 1	31 Collison Road, Cranbourne East	Support	Submitter has not provided any detailed feedback.	Noted.	No
21 - Part 2	31 Collison Road, Cranbourne East	Support	Submitter has not provided any detailed feedback.	Noted.	No
21 - Part 3	31 Collison Road, Cranbourne East	Support	Submitter has not provided any detailed feedback.	Noted.	No
22 - Part 1	32 Mayfield Road, Cranbourne East	Support	Submitter has not provided any detailed feedback.	Noted.	No

Preliminary Community Consultation
Summary of Submissions Officer Response

22 - Part 2	34 Mayfield Road, Cranbourne East	Support	Submitter has not provided any detailed feedback.	Noted.	No
23	Precinct-wide interest	Support	Submitter has not provided any detailed feedback.	Noted.	No
24 - Part 1	Precinct-wide interest	Support	Submitter has not provided any detailed feedback.	Noted.	No
24 - Part 2	Precinct-wide interest	Support	Submitter has not provided any detailed feedback.	Noted.	No
25	15 Collison Road Cranbourne East	Support	Submitter has not provided any detailed feedback.	Noted.	No
26	30 Collison Road, Cranbourne East	Support	Submitter has not provided any detailed feedback.	Noted.	No
27	Precinct-wide interest	Support	Submitter has not provided any detailed feedback.	Noted.	No
28	35 Collison Road, Cranbourne East	Object	Objects to the development of Collison Estate properties and their transition to urban density because it will displace existing residents who enjoy the rural lifestyle that the larger property sizes currently offer.	The Collison Estate has been designated for urban development by Metropolitan Planning Strategies and the Casey Planning Scheme for tens of years. This reflects the site's location within the urban growth boundary, surrounded by other urban development, and promotes the orderly use of urban land which is located close to urban services.	No
29	Precinct-wide interest	Support	Submitter has not provided any detailed feedback.	Noted.	No
30	Precinct-wide interest	Support	Submitter has not provided any detailed feedback.	Noted.	No
31 - Part 1	10 Garden Street, Cranbourne East	Support	Submitter has not provided any detailed feedback.	Noted.	No

Preliminary Community Consultation
Summary of Submissions Officer Response

31 - Part 2	47 Collison Road, Cranbourne East	Support	Submitter has not provided any detailed feedback.	Noted.	No
32	47 Collison Road, Cranbourne East	Support	Submitter has not provided any detailed feedback.	Noted.	No
33	175 & 185 Berwick-Cranbourne Road, Cranbourne East	Support and Change	Detailed submission. See attached letter labelled "Submission 33." Some main points include: - Indicated general support for the Development Plan, and in particular support for the Non-Residential Uses and medium density residential designations along the Berwick-Cranbourne Road Precinct areas where their property is located. - Seeking clarification on the future operation of Mayfield Road, including "its interactions with Casey Fields Boulevard." - State that the nomination of their property as a Gateway Site requires justification given the local context, with further detail of the implications of this designation are needed. - Request that infrastructure within their property's boundaries proposed as part of the Development Plan (e.g. local access roads) should be funded by the Development Contributions Plan.	It is intentional that there is no mixed-use zoning designation in the Estate. Council is removing of the non-residential uses preference along the south side of the Estate fronting Berwick-Cranbourne Road. This will support the viability of the proposed Collison Estate local neighbourhood activity centre but will not prevent appropriate non-residential uses from locating in residential areas of the Estate. For example, some non-residential uses are permitted in the General Residential Zone (GRZ) subject to consideration of Council's 'Non-Residential Uses in a Residential Zone policy' and 'Activity Centre policy' for out-of-centre development. Mayfield Road is to be part of the ultimate expansion of Casey Fields Boulevard which is not included as an infrastructure item in the Development Contributions Plan. A gateway site is designated to provide a sense of arrival to the Estate. Specific direction for the Gateway site is set out in the Development Plan's Precinct Specific Guidelines for the Berwick-Cranbourne Road Precinct at Section 3.1.5. Local access street level 1 (including service roads) are not included in the Development Contributions Plan and as a result, the landowner/developer won't be reimbursed. It is common practice for developers to provide for local access street level 1 roads in their developments irrespective of a DCP. Some local access street level 1 roads are shown on the Development Plan to provide connections within the Estate.	No

Preliminary Community Consultation
Summary of Submissions Officer Response

34	1 Garden Street, Cranbourne East	Support and Change	Detailed submission. See attached letter labelled "Submission 34." Some main points include: - Indicated support the medium density residential designation, precinct-level drainage plan, and left in-left out intersection at Garden Street / Casey Fields Boulevard. - Support for the introduction of the Development Contributions Plan, however, they believe the upgrade of Garden Street and its access to Mayfield Road/Casey Fields Boulevard should be funded infrastructure items. - Support for the proposed Standard Density and Medium Density Residential densities and their application within the Estate - Support for the proposed linear drainage reserves.	The upgrade of Garden Street (local access street level 1) and access to Mayfield Road are not included in the Development Contributions Plan as an infrastructure item and as a result, the landowner/developer won't be reimbursed. A local access street level 2 connection to Sargent Street will provide for a northern connection to the Estate from the west, instead of connecting to Garden Street. The Sargent Street connection is preferable because it will provide a higher order road connection. Mayfield Road is to be part of the ultimate expansion of Casey Fields Boulevard which is not included in the Development Contributions Plan.	No
35	Precinct-wide interest	Support	Submitter has not provided any detailed feedback.	Noted.	No
36	Precinct-wide interest	Support	Submitter has not provided any detailed feedback.	Noted.	No
37	Precinct-wide interest	Support	Submitter has not provided any detailed feedback.	Noted.	No

Preliminary Community Consultation
Summary of Submissions Officer Response

38	1 Heather Grove, Cranbourne East	Support and Change	Supports the proposal, but raised the following questions: When will Council purchase the land designated for the community facility? How will the high-density residential land north of the community facility be accessed? What is the height limit for the commercial land designated for the activity centre? Will the land designated for a community facility be required to pay development contributions under the future DCP?	The timing of the acquisition of land for the community facility is stated in the Development Contributions Plan as short to medium, from 1 to 10 years as it is to occur prior to the development of the 800th household in the Estate or 500th household south of Heather Grove, whichever comes first. The proposed higher density residential is to have access via a local access street level 1 between the activity centre and community facility. The commercial land height limit is managed by the applied zone of the land, which is proposed to change to a Commercial 1 Zone from a General Residential Zone. There are no building height restrictions proposed. All properties within Collison Estate including residential, commercial and community facility land will be required to pay the development contributions levy as required under the Development Contributions Plan.	No
39	16 Collison Road, Cranbourne East	Support	Submitter has not provided any detailed feedback.	Noted.	No
40	30 Collison Road, Cranbourne East	Support	Submitter has not provided any detailed feedback.	Noted.	No
41	Precinct-wide interest	Support	Submitter has not provided any detailed feedback.	Noted.	No
42	6 Mayfield Road, Cranbourne East	Support and Change	Supports proposal and requests that the medium density residential designated area west of Collison Road and south of Heather Grove be extended further south.	It is not appropriate to apply medium density using a blanket approach as its designated by location and allocation is subject to infrastructure and service capacity and other planning considerations.	No

Preliminary Community Consultation
Summary of Submissions Officer Response

43	205-215 Berwick-Cranbourne Road, Cranbourne East	Support and Change	Detailed submission. See attached letter labelled "Submission 43." Some main points include: - States that mandatory requirements within the Development Plan have not been justified and identifies directions throughout the Draft DP currently stated as “must be me” should generally be changed to guidelines which “should be met.” - Requests the removal of mandatory maximum dwelling unit density limits for medium and conventional density residential areas within the DP and instead restate dwelling densities as a guide and not a limitation. - Encourages Council to elevate the timing for construction of the Collison Road and Collison/Berwick-Cranbourne Road intersection upgrade projects within the DCP from medium to term projects to short term projects.	The Development Plan identifies dwelling density limits to achieve a range of lot sizes instead of stipulating lot size requirements. Limits on dwelling numbers is required in Collison Estate due to limited infrastructure and service capacities. The Development Contributions Plan identifies the Collison Road and Berwick-Cranbourne Road left in/left out intersection project with a states a medium indicative timing (5-10 years) for the or once the south section of Collison Road is upgraded and requiring connection to Berwick-Cranbourne Road. The medium timing is indicative and will be reviewed by Council's consultant who prepared the DCP given that Council intervention is no longer proceeding. As per the Development Plan, development staging must be integrated with adjoining developments, including the timely provision of connecting roads and walkway/cycling paths. Council is removing of the non-residential uses preference along the south side of the Estate fronting Berwick-Cranbourne Road. This will support the viability of the proposed Collison Estate local neighbourhood activity centre but will not prevent appropriate non-residential uses from locating in residential areas of the Estate. For example, some non-residential uses are permitted in the General Residential Zone (GRZ) subject to consideration of Council's 'Non-Residential Uses in a Residential Zone policy' and 'Activity Centre policy' for out-of-centre development.	Yes

Preliminary Community Consultation
Summary of Submissions Officer Response

44	Precinct-wide interest	Object	Objects and states that the proposal will generate more traffic than can be accommodated on area roads.	The development of Collison Estate is to be implemented through a Development Contributions Plan to ensure the road network is able to cater for or is upgraded to accommodate additional traffic resulting from the Estate's development, including the Linsell Boulevard and Casey Fields Boulevard intersection. The future expansion of Berwick-Cranbourne Road is managed by the Department of Transport, Victorian State Government.	No
45	21 Collison Road, Cranbourne East	Support	Submitter has not provided any detailed feedback.	Noted.	No
46	17 Collison Road, Cranbourne East	Object	Long-term owner/resident requests assurances from Council about the long-term impact on their property rates if they do not choose to sell their home and develop their land. Requests that Council agree in writing that their property rates will remain at current levels (plus regular CPI increases) during the transition of the Collison Estate to urban development, regardless of the increased development potential of their land once the Development Plan is approved.	Rates is not a relevant planning consideration.	No
47	3 Garden Street, Cranbourne East	Object	Long-term owner/resident requests assurances from Council about the long-term impact on their property rates if they do not choose to sell their home or develop their land. Requests that Council agree in writing that their property rates will remain at current levels (plus regular CPI increases) during the transition of the Collison Estate to urban development, regardless of the increased development potential of their land once the Development Plan is approved.	Rates is not a relevant planning consideration.	No

Preliminary Community Consultation
Summary of Submissions Officer Response

48	39 Collison Road, Cranbourne East	Object	Long-term owner/resident requests assurances from Council about the long-term impact on their property rates if they do not choose to sell their home or develop their land. Requests that Council agree in writing that their property rates will remain at current levels (plus regular CPI increases) during the transition of the Collison Estate to urban development, regardless of the increased development potential of their land once the Development Plan is approved.	Rates is not a relevant planning consideration.	No
49	41 Collison Road, Cranbourne East	Object	Long-term owner/resident requests assurances from Council about the long-term impact on their property rates if they do not choose to sell their home or develop their land. Requests that Council agree in writing that their property rates will remain at current levels (plus regular CPI increases) during the transition of the Collison Estate to urban development, regardless of the increased development potential of their land once the Development Plan is approved.	Rates is not a relevant planning consideration.	No
50	4 Heather Grove, Cranbourne East	Object	Long-term owner/resident requests assurances from Council about the long-term impact on their property rates if they do not choose to sell their home or develop their land. Requests that Council agree in writing that their property rates will remain at current levels (plus regular CPI increases) during the transition of the Collison Estate to urban development, regardless of the increased development potential of their land once the Development Plan is approved.	Rates is not a relevant planning consideration.	No

Preliminary Community Consultation
Summary of Submissions Officer Response

51	44 Mayfield Road, Cranbourne East	Object	Long-term owner/resident requests assurances from Council about the long-term impact on their property rates if they do not choose to sell their home or develop their land. Requests that Council agree in writing that their property rates will remain at current levels (plus regular CPI increases) during the transition of the Collison Estate to urban development, regardless of the increased development potential of their land once the Development Plan is approved.	Rates is not a relevant planning consideration.	No
52	76 Fiorelli Boulevard, Cranbourne East	Support and Change	Requests that the Development Plan consider protecting existing trees along Heather Grove. Also concerned about future development damaging to the back fences of existing properties along Fiorelli Boulevard abutting the eastern boundary of Collison Estate.	The Development Plan states that 'Large canopy trees should be incorporated along Heather Grove.' An arborists report was prepared informing the preparation of the Draft Development Plan. The report identified several sites with vegetation requiring further investigation, including one site along Heather Grove. Appropriate planning permit conditions can be applied regarding the retention of trees and construction plans can detail the replacement of any damaged fences at the time of subdivision development.	No

Submission 33

[redacted]

22 June 2022

Sonja Van Nieuwenhoven
Principal Strategic Planner
City of Casey
PO Box 1000
Narre Warren VIC 3805

Dear Sonja,

RE: COLLISON ESTATE DRAFT DEVELOPMENT PLAN
SUBMISSION ON BEHALF OF [redacted]
SUBJECT LANDS: [redacted]

[redacted] acts on behalf of our client in relation to their two discrete properties at [redacted] and [redacted]

We write in response to the community consultation request regarding the Draft Collison Estate Development Plan (CEDP). The CEDP provides a high-level framework which provides guidance on land use, built form, scale, and connectivity, and is wholeheartedly welcomed by our client.

On behalf of our client, we wish to make the following submissions:

1. We support the allowance of non-residential uses on the site noting the main road context;
2. We support the opportunity for medium-density residential along Berwick-Cranbourne Road noting the main road context;
3. Clarification on the future operation of Mayfield Road is needed, including its interactions with Casey Fields Boulevard;
4. Access via a right turn into the site for north-bound traffic requires further consideration to ensure the viability of development on site (residential and non-residential);
5. Nomination as a Gateway Site requires justification given the local context, with further detail of the implications of this designation needed; and
6. Infrastructure within site boundaries proposed as part of the Development Plan should be funded by the Development Contributions Plan.

Our justification and reasons for making these submissions are outlined in the remainder of this correspondence.

1 Background

[redacted] The sites are located within the General Residential Zone, Schedule 1 (GRZ1) and are affected by the Development Plan Overlay, Schedule 22 (DPO22).

11689

[redacted]

On behalf of our client, we wish to raise the following points with Council and with the Planning Panel in due course.

2 Submission

2.1 Density and Use

It is submitted that the proposed allowable mixed use and medium density is suitable for the subject site and will result in an appropriate transition from the arterial road (Berwick-Cranbourne Road). The high level of pedestrian, public transport and cycling access provided by the arterial supports higher densities in this location. However, we query the practicality of the access arrangements provided from the arterial road to the future development of the site as discussed further below.

2.2 Access Arrangements

The Collison Estate Development Plan in its current form does not provide certainty as to access arrangements for the subject site, particularly with relation to how the development of the site is to interact with the surrounding road network that currently exists, as well as the planned future road network. It is unclear how the future operation of Mayfield Road and Casey Fields Boulevard will provide interim and ultimate access to the site, as well as how future north-bound traffic along Casey Fields Boulevard will gain access to the site.

A lack of direct access between the site and the arterial road is considered to detract from the sites future accessibility options and has the potential to hinder the future useability and development potential of the land. Appropriate rationale behind the removal of access between the site at [redacted] and [redacted] has not been provided, and it is submitted that this will detrimentally impact the capability of the land to service the surrounding area.

2.3 Gateway Site

The CEDP nominates [redacted] a 'Gateway Site'. However, little justification for the nomination of this site has been provided. In addition, minimal guidance as to the implications of this designation has been provided. We therefore query the justification behind this designation, and the potential impacts that it will have on the future development potential of the lot given this is currently unclear.

3 Development Contributions Plan

Reviewing the Development Contributions Plan (DCPC) we note that a range of proposed infrastructure located within the two sites, including the new Local Access Street located within the northern boundary of the site and the service / loop road and shared pathways to the west / south of the site, have not been included as funded infrastructure items. We understand that it is expected that the future infrastructure is to be delivered by developers. We believe that this infrastructure should be included as DCP items.

The street will service eight properties and provides east-west connection between Mayfield Road and Collison Road within the southern portion of the Estate. This access and road upgrade would be a substantial undertaking by a single/small group of developers and would be unlikely to be financially feasible unless all properties contributed. This roadway will provide an east-west connection within the southern portion of the Estate, benefitting the entire Estate, and we submit that these works should be funded by the DCP. It is unclear how this road, that provides important access particularly to the site at [redacted] will otherwise be constructed and funded by landowners.

In addition, we note that service / loop road and shared pathways to the west and south are proposed within the site boundaries of both lots, however the responsibility of delivering this infrastructure is currently unclear and we understand that similarly these are not included infrastructure items. It is submitted that this infrastructure should be included as DCP items, given it provides much needed access into the future estate from surrounding areas, as well as addressing internal access throughout the estate.

The calculations, associated procedures, and apportionments are otherwise considered reasonable, although further clarity is required regarding likely timing and the implementation methodology.

4 Conclusion

We and our client look forward to engaging in discussions with Council regarding the future of the subject area, and the shaping of the CEDP, and note we reserve the right to make further submissions and/or alter this submission as required, including appearing at a Planning Panel.

Please do not hesitate to contact the undersigned [redacted]

Yours sincerely

[redacted]

Submission 34

[redacted]

22 June 2022

Sonja Van Nieuwenhoven
Principal Strategic Planner
City of Casey
PO Box 1000
Narre Warren VIC 3805

Dear Sonja

COLLISON ESTATE DRAFT DEVELOPMENT PLAN

SUBMISSION ON BEHALF OF [redacted]

PROPERTY: [redacted]

[redacted] We write in response to the community consultation request regarding the Draft Collison Estate Development Plan ("CEDP"). The CEDP provides a high-level framework which provides guidance on land use, built form, scale and connectivity.

On behalf of our client, we wish to make the following submissions:

1. We support the proposed Standard Density & Medium Density Residential densities and their application within the Estate;
2. We support the proposed Left In/Left Out intersection at the corner of Garden Street and Casey Fields Boulevard;
3. We support the proposed linear drainage reserves;
4. We support the introduction of the Development Contributions Plan, however, believe the upgrade of Garden Street and its access to Mayfield Road should be funded infrastructure items; and
5. We support the proposed early works by Council. To assist Council to commit and timely delivery of these works, we encourage Council to consider accepting planning permit applications for assessment following Council adoption of the Planning Scheme Amendment.

Our justification and reasons for making thee submissions are outlined in the remainder of this correspondence.

1 Background

[redacted]

The site is located within the General Residential Zone, Schedule 1 (GRZ1) and is affected by the Development Plan Overlay, Schedule 22 (DPO22).

[redacted]

2 Submission

On behalf of our client, we wish to raise the following points with Council and with the Planning Panel in due course.

2.1 Density

It is submitted that the proposed mix of standard and medium density is suitable for the subject site and will result in an appropriate transition from the secondary arterial roads (Linsell Boulevard) and the lower-order local access streets (Garden Street) within the CEDP area. The high level of pedestrian, public transport and cycling access and amenity to be provided by the future linear drainage reserve along Linsell Boulevard supports higher densities in this location.

Additionally, we support the specific precinct guidelines relating to the Linsell Boulevard/Garden Street Precinct relating to dwellings presenting to Linsell Boulevard, active frontages and passive surveillance.

2.2 Access

It is submitted that the CEDP provides an appropriate access arrangement for the Estate and to the subject site. Firstly, the 'Left In/Left Out Only' intersection at the south-western corner of the subject site (Casey Fields Boulevard and Garden Street) will ensure appropriate traffic levels on Garden Street (local access street). The proposed 'Indicative Pedestrian Connection' along the western boundary of the subject site will contribute to good pedestrian access and connection between the public transport (bus route) on Linsell Boulevard and the Estate.

The proposed drainage reserve and associated pedestrian connections along the northern and western boundary of the subject site are considered to provide an appropriate interface with the subject site and will improve the amenity of dwellings fronting Linsell Boulevard.

2.3 Drainage

We support the proposed linear drainage reserves. The proposed arrangement is an equitable solution that shares the drainage requirement across the Estate and allows for independent development of each property. It also shares the amenity of these drainage areas throughout the Estate and provides this benefit to more properties.

2.4 Development Contributions

Reviewing the Development Contributions Plan (DCPC) we note that the upgrade of Garden Street and access to Mayfield Road has not been included as funded infrastructure items. We understand that it is expected that the upgrade of Garden Street and the left in/left out access from Mayfield Road is to be delivered by developers.

We believe that the left in/left out access from Mayfield Road and the upgrade of Garden Street should be included as a DCP item. Garden Street serves thirteen properties within the 'Garden Street Precinct' and is the northern connection between Mayfield Road and Collison Road for the rest of the Estate. This access and road upgrade would be a substantial undertaking by a single/small group of developers and would unlikely to be financially feasible unless all thirteen properties contributed.

As it would provide the northern connection of the Estate to Mayfield Road, benefitting the entire Estate, these works should be funded by the DCP. The works are also achievable in a shorter timeframe than the Beagle Street extension and round-about, given the Garden Street road reserve already exists and does not rely on properties giving up large amounts of land.

The upgrade of Garden Street and the left in/left out access should be included as DCP items, or at the very least partial funding (such as the left in/left out access), so the onus of delivering these and the mutual benefit to the Estate is shared by all properties.

2.5 Council Intervention

We welcome and support Council's offer to complete part or all of the Collison Road upgrade and the underground drainage pipes to connect the drainage reserves. Given the challenge of fragmented ownership of land within the Estate it makes sense that Council completes these 'catalyst' works to encourage development within the Estate.

We understand that for Council to commit to these early works, Council is requiring landowners/developers to demonstrate appetite to start development. Council is requiring this to be demonstrated through signing of Section 173 Agreements to provide the required land for drainage and for as many planning permits to be lodged/issued.

With still around two years to go in the Planning Scheme Amendment (PSA) Process and the lead time required to get the necessary civil approvals and works underway, should Council commit to these early works, we encourage Council to consider accepting planning permit applications for assessment ahead of gazettal of the PSA.

We recommend that Council begin accepting applications following adoption of the PSA by Council for assessment. This would be based on the understanding that planning permits would not be issued until the PSA has been gazetted. This would also assist in avoiding applications being submitted all at once, straining Council resources and avoid potential creation of lengthy delays in assessment and by extension, delays in delivering the proposed early works.

3 Conclusion

Generally, we believe the CEDP to be well considered and we support its approval and incorporation into the Casey Planning Scheme. [redacted] we wish to make the following submission to Collison Estate Draft Development Plan:

1. We support the proposed Standard Density & Medium Density Residential densities and their application within the Estate;
2. We support the proposed Left In/Left Out intersection at the corner of Garden Street and Casey Fields Boulevard;
3. We support the proposed linear drainage reserves;
4. We support the introduction of the Development Contributions Plan, however, believe the upgrade of Garden Street and its access to Mayfield Road should be funded infrastructure items; and
5. We support the proposed early works by Council. To assist Council to commit and timely delivery of these works, we encourage Council to consider accepting planning permit applications for assessment following Council adoption of the Planning Scheme Amendment.

Our client looks forward to engaging in discussions with Council regarding the future of the area and reserves the right to make further submissions to this amendment in due course, including appearing at a Planning Panel hearing if required.

If you would like to discuss this submission further, please do not hesitate to contact the undersigned [redacted]

Yours sincerely

[redacted]

Submission 43

[redacted]

Sonja Van Nieuwenhoven
Principal Strategic Planner
City of Casey
PO Box 1000
Narre Warren VIC 3805

Emailed to: PlanningScheme@casey.vic.gov.au

23 June 2022

Re: Stakeholder Submission for [redacted]
Draft Collison Estate Development Plan & Collison Estate Development Contributions Plan

Dear Sonja,

Urban Planning Collective (**UPco**) act on behalf of [redacted]

We have reviewed the draft Collison Estate Development Plan, April 2022 (**CEDP**) and draft Collison Estate Development Contributions Plan (**DCP**), April 2022 and make the following submission on behalf of our client. In preparing this submission we have obtained input from SALT3 on traffic engineering matters.

1.0 OUR CLIENT'S LAND AND EXISTING CONTROLS

The land at [redacted]

The land comprises two titles that are generally rectangular in shape. Each lot contains a dwelling, associated outbuildings and minimal vegetation.

The land is subject to the General Residential Zone Schedule 1 (**GRZ1**). Schedule 1 does not vary any ResCode requirements and or the mandatory maximum overall height.

The land is also affected by the Development Plan Overlay – Schedule 22 – Collison Estate (**DPO2**). The City of Casey has prepared the draft CEDP to address the requirements outlined within Schedule 22.

[redacted]

[redacted]

2.0 SUPPORT FOR THE CEDP & DCP

The below table outlines the proposed provisions of the draft CEDP and DCP that our client is supportive of:

No.	CEDP / DCP Reference	Submission
1	CEDP: Development Plan Section 1.3 (Pg 12), Figure 07 (Pg 22), Section 3.1.1 (Pg. 28) & Definitions (Pg p9).	The land being identified and designated as an appropriate location for non-residential land uses, i.e. the more commercial land uses permissible under the GRZ1 – such as – Medical centre, Car wash, Child care centre, Convenience restaurant, Convenience shop, Food and drink premises, Market, Place of Assembly, Service Station, Store, Take away food premises.
2	CEDP: Development Plan Section 1.3 (Pg 12) & Figure 07 (Pg 22).	The southern portion of the land being identified and designated as an appropriate location for 'Medium Residential Density' inclusive of Council's expected development outcome for a population growth of 5,346 persons and the creation of approximately 1,635 new dwellings through a mix of conventional and medium density lots with a variety in housing typologies. That being said, given the scale of the land and its limited sensitive interfaces, the whole of the land is considered an excellent location for 'Medium Density Residential' development subject to the resolution of an appropriate design response. Moreover, the land is within 400m metres of bus capable roads, which enhances its candidacy as a location for medium density development as the land is within easy walking distance to public transport. .
3	CEDP: Collision Road upgrade (Pg. 83) & DCP: Section 4.4 Transport Items (Pg 13) & Section 6.7 Provision of Land and Works In-kind (Pg 25).	Council's proposal to upgrade Collison Road (albeit only the north or south section) prior to development commencing to unlock development potential. Our client seeks confirmation that the proposed upgrade of the south section of Collison Road will be undertaken concurrently with the intersection upgrade at Berwick-Cranbourne Road – rather than "may be" as stated with the draft DCP & CEDP. In addition, we strongly encourage Council to elevate the timing for construction of the whole road (not just the north or south section) and intersection upgrade from medium term projects to short term (refer to Table 8 on Page 70 & 71) and that each can be constructed concurrent with an approved development under construction.

Guideline 5 (Section 3.11 – Development Staging) will be a significant impediment to the delivery of short term development outcomes, if the intersection upgrade is only to be realised as a medium term project.

Finally, our client supports the draft DCP proposal to enable DCP infrastructure items to be delivered by developers through works in-kind agreements struck with the collecting agency (as outlined in Section 6.7 of the DCP). To that end, our client seeks confirmation that such infrastructure works can be delivered in "sections" i.e. only deliver the portion of the shared infrastructure item – like a level 2 road - that directly abuts a developers property.

3.0 CONCERNS WITH THE DRAFT CEDP & DCP

The below table outlines the proposed provisions of the draft CEDP and DCP that our client has concerns with and/or seeks further clarification from Council on:

No.	CEDP / DCP Reference	Submission
1	CEDP & DCP: How to Read CEDP – Section 1.7 (Pg 16)	The need for mandatory requirements within the CEDP has not been justified by Council. This approach does not reflect the purpose of a Development Plan and/or the requirements of Schedule 22. Fundamentally, it doesn't provide a robust framework for future development but rather a rigid and inflexible range of mandatory secondary controls that prohibit the opportunity for meritorious planning outcomes from being considered and accepted by Council. Ultimately, it will create an additional administrative burden on Council as it will require the CEDP to be amended from time to time to remedy the consequences of the mandatory secondary controls. There are several examples throughout the CEDP where under the heading of 'guidelines' mandatory requirements are outlined. Guidelines are just that, 'a guide' and not a requirement. Accordingly, it is not appropriate or warranted to require a guideline to be mandatory. Under guidelines or where reference is made to existing polices within the Casey Planning Scheme, e.g. Clause 22.02 (Section 3.1.1 on Pg 28), the word 'must' must be replaced with 'should'.

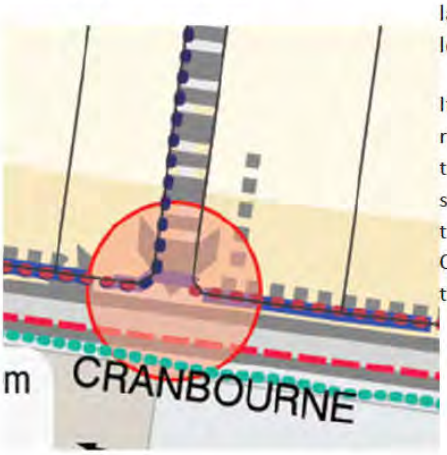
2	CEDP: Development Plan Figure 07 (Pg 22) & Drainage Plan Figure 23 (Pg 58).	Figure 07 & 23 show a 3 metre wide shared pathway adjacent to the northern boundary of the land, i.e. on the property to the north. Figure 07 shows a 5250 diameter underground pipe to be constructed adjacent the southern edge of the shared pathway rather than underneath it. We strongly encourage Council to realign the underground pipe to run under the shared pathway rather than to encumber private land with an easement and/or Section 173 Agreement.
3	CEDP: Section 2.2 Overarching strategies (Pg 25)	Strategy 11: *"Ensure an appropriate transition to existing residential properties to the east abutting the Estate".* This strategy is considered to be vague. Is it refereeing to transition in land use or height or other? The strategy needs to be clarified.
4	CEDP: Section 2.3 Land use budget (Pg 26) & Section 3.2.2 Residential Typologies (Pg 32)	The need for mandatory maximum dwelling limits for medium and conventional density development has not been justified by Council. This approach will prohibit Council's ability to deliver "*a range of lot sizes is encouraged to ensure that a variety of housing typologies in terms of type, tenure, size and cost"* and thus, fail to achieve the stated objective under Section 3.2.2. As per submission No. 1 above, mandatory requirement don't provide a robust framework for future development but rather a rigid and inflexible range of mandatory secondary controls that prohibit the opportunity for meritorious planning outcomes from being considered and accepted by Council. Accordingly, dwelling densities should be provided as a guide and not limitation.
5	CEDP: Section 3.1.1 – Planning & Design Guidelines: Reference to Clause 22.02 (Pg 28)	It is not appropriate to make the objectives and provisions of a local policy, i.e. Clause 22.02 - Residential Uses in a Residential Zone mandatory requirements that all qualifying development must comply with. The purpose of local policies is to guide appropriate development outcomes not prescribed and/or control it. To that end, the language throughout the guidelines must be revised to be consistent with that used within Clause 22.02. See submission 7 below for an example.

6	CEDP: Section 3.1.1 – Planning & Design Guidelines (Pg 28-29)	As per submission No. 1 above, the use of 'must' throughout this section is unwarranted and unjustified. Accordingly, the word 'must' must be replaced with 'should'.
7	CEDP: Section 3.1.1 – Land Use (Pg 28)	Design guideline 2 states: *"The non-residential use must demonstrate that its operation and siting will not cause nuisance to the surrounding existing and future residential amenity."* The wording of this guideline should be revised to be consistent with the comparable policy objective under Clause 22.02-2. Accordingly, "cause nuisance" should be replaced with "adversely affect".
8	CEDP: Section 3.1.1 – Built Form - Signage (Pg 28)	Design guideline 5 and 6 are inconsistent with Council's local policy for Advertising Signs, i.e. Clause 22.04 and as well as Clause 52.05 of the Casey Planning Scheme. Accordingly, these design guidelines should be revised to be consistent with the relevant policy of Clause 22.04 and provisions of Clause 52.05.
9	CEDP: Section 3.2 – Planning & Design Guidelines (Pg 31-37)	As per submission No. 1 above, the use of 'must' throughout this section is unwarranted and unjustified. Accordingly, the word 'must' must be replaced with 'should'.
10	CEDP: Section 3.2.3 – Layout Requirements (Pg 34)	Design guideline 14 states: *"Where a proposed lot is 6 metres or less in width, vehicle access must be via a rear laneway, unless otherwise approved by the Responsible Authority."* This guideline is unwarranted and unjustified. Accordingly, it must be removed from the CEDP. Equally, there is no justification for Design Guideline 6 for the provision of a "nominal" pedestrian break for every six units (40 metres). This and other rigid design and development requirements will not result in good urban design outcomes for the Collison Estate.

11	CEDP: Section 3.1.4 Built Form Requirements: Guideline 1 & 9 of Planning and Design Guidelines (Pg 34)	Guideline 1 seeks to impose a mandatory height limit of 9 metres and two (2) storeys along the eastern interface. This is inconsistent with the underlying GRZ1 provisions and will result in design constraints that are typically only imposed under the Neighbourhood Residential Zone. It is unclear why Council seeks to introduce this requirement in particular, for the areas which have been designated for medium density development. Accordingly, the proposed height limit should be removed and relevant Standards of ResCode, i.e. A10 or B17 relied up on instead. In addition, Guideline 9 seeks to impose a mandatory 25% garden area requirement for lots less than 400sqm. This is inconsistent with the existing neighbourhood character of Cranbourne East, e.g. residential development to the east. Accordingly, the proposed garden area requirement must be removed the CEDP.
12	CEDP: Section 3.3 – Environmental Sustainable Development (Pg 37)	Item 3.3 must be worded as an 'objective' not a 'requirement'. It is worthwhile noting that local policies within Victorian Planning Scheme, which seek to deliver comparable ESD outcomes for new development, do not contain mandatory requirements. Again, the use of 'must' throughout this section, must be removed to reflect that they are guidelines and not mandatory controls.
13	CEDP: Section 3.4 – Landscaping: Section 6 (Pg 39)	As per submission No. 1 above, the use of 'must' throughout this section is unwarranted and unjustified. Accordingly, the word 'must' <u>must</u> be replaced with 'should'. For example, Design Guideline 6 (Street Trees) & 1 (Private Realm) will not be achievable throughout all residential streets. Accordingly, discretion must be built into the guidelines to enable flexibility within design responses.
14	CEDP: Section 3.5 - Transport and Movement (Pg 41)	Design Guideline 13 requires private waste collection from private roads. This requirement has not been justified. The guideline must be revised to make this a preferred planning outcome and thus, provide Council with the capacity to accept Council collection, where appropriate.

15	CEDP: Section 3.9 – Drainage and Stormwater Management - Planning and Design guidelines: (Pg 57-63)	As per submission No. 1 above, the use of 'must' throughout this section is unwarranted and unjustified. Accordingly, the word 'must' must be replaced with 'should'. For example, Design Guideline 2 (Rainwater tanks for dwellings). This requirement has not been justified as not all dwelling may require a 2000 litre tank. The guideline must be revised to make this a preferred planning outcome and thus, provide Council with discretion.
16	CEDP: Section 3.10 - Utilities (Pg 64)	As per submission No. 1 above, the use of 'must' throughout this section is unwarranted and unjustified. Accordingly, the word 'must' must be replaced with 'should'.
17	CEDP: Item 3.10 - Utilities -Planning and Design guidelines 4 (Pg 64)	Council to confirm that the undergrounding of all existing above ground electricity cables of 66kv voltage has been included as part of the DCP costing for upgrade of level 1 and 2 roads. Should it not be included, then we strongly encourage Council to update the costing.
18	DPO22 – Clause 1.0 - Requirement before a permit is granted	Clause 1.0 states: *"A permit may be granted to use land, construct a building or construct or carry out works before a development plan has been prepared provided the use or development does not prejudice the future use and development of the land in an integrated manner."* The draft CEDP and DCP fails to acknowledge Clause 1.0 other than to indicate no planning permits will be considered or approved until such time that the DCPO has been gazetted and with it, the CEDP approved. For any development proposal that can demonstrate it will not prejudice the future use and development of the land at Collison Estate and/or is generally in accordance with the draft CEDP, the absence of this salient provision establishes an unnecessary and unreasonable obstruction to obtaining planning approval in the short term, i.e. within the next 6-24 months. Accordingly, such a provision must be included within the CEDP and DCP. Furthermore, Council must also include interim provisions that enable a developer to enter into a Section 173 Agreement for the payment of the relevant infrastructure levies and/or delivery of shared infrastructure items

		through works in-kind agreements before the DCPO is gazetted. This practice is not without precedent especially where a draft DCP has been prepared and the permit applicant is willing to accept and pay the levies payable for development of the land and/or undertake the infrastructure work themselves.
19	CEDP & DCP - General	We question Council's decision not to provide the supporting technical background documents that have informed the preparation of draft CEDP and DCP as part of this preliminary consultation process. The absence of this documentation has made it difficult to understand many aspects of the draft CEDP and DCP, e.g. matters relating to traffic. Accordingly, we request Council to make the draft documents available to the public and in turn, we reserve the right to make further submissions after they have been released.

	CEDP / DCP Reference	**Submission relating to Traffic & Transport**
1	CEDP: Connectivity Plan 20 (Pg52) Service road connection is shown to run parallel to Collison Road. 	Our client strongly opposes the proposal for a service road. It is unnecessary. Salt3 question why a service road is required as it takes a large portion of developable land from the two abutting lots (to east and west). If the rationale behind this is because Council do not want right-turns from Collison Road into the service road close to the intersection of Berwick-Cranbourne Road, a design solution that appropriately resolves this will be to place the Collison Road entry point as far away from Berwick-Cranbourne Road and delete the service road in front of the land.
2	CEDP: Connectivity Plan 20 (Pg52)	Collison Road is designated as a Local Access Street Level 2, and the only higher order road is Heather Grove (designated as a collector road). However, Collison Road clearly forms the major north-south spine of the estate and will in effect act as a collector road by distributing traffic to/from Berwick-Cranbourne Road and Casey Fields Boulevard (via Garden Street).

By limiting the Berwick-Cranbourne Road and Collison Road intersection to left-in/left-out, it appears the intent is to direct the majority of traffic in an east-west fashion to Fiorelli Boulevard and Casey Fields Boulevard in the east and west respectively. This will make for a more circuitous route to access numerous properties within Collison Estate, particularly when considering key nearby destinations such as Cranbourne Park Shopping Centre, Casey Stadium and Shopping on Clyde.

There is significant merit for signalising the intersection of Berwick-Cranbourne Road and Collison Road to provide improved flexibility of access for the new housing estate, i.e. facilitate left in/out and right in/out.

A considerable advantage will be that it enables a crossing point to be provided between the shared path on Collison Road and Casey Fields and the future train platforms to the south (see sketch below). Without any form of crossing provided on Berwick-Cranbourne Road, many pedestrians and cyclists will instead cross unsafely rather than travelling to the west via Casey Fields Boulevard (which is indirect in comparison).

Collison Road leads directly from the new residential housing estate to these major destinational land uses so it logical and practical to provide a crossing, which can be most effectively achieved with signals.

Potential shared path connection to Casey Fields that can only be achieved with traffic signals

Potential shared path connection to future train platform – events only.

3	CEDP: Connectivity Plan 20 (Pg52) DCP: Concept Layout – Collison Road & Berwick-Cranbourne Road – see extract below (Pg 44)	The CEDP shows a 3.0m wide shared path on the western side of Collison Road. However, the DCP contradicts this by showing a 2.5m wide shared path on the eastern side adjacent to the land. Please clarify, which is the correct dimension.
4	CEDP: Section 3.5, Point 4 (Pg 40) *The existing intersection with Collison Road and Berwick-Cranbourne Road must be converted to a left in and left out only intersection prior to or as part of any new lot with access to/from Collison Road being created.*	As per submissions made above, we strongly encourage Council to elevate the timing for construction of the road and intersection upgrade from being medium term projects to short term (refer to Table 8 on Page 70 & 71) and that each can be constructed concurrent with an approved development under construction. Moreover, Guideline 5 (Section 3.11 – Development Staging) will be a significant impediment to the delivery of short term development outcomes, if the intersection upgrade is only to be realised as a medium term project.
5	CEDP: Section 3.2.5, Design Guideline 8 (Pg 36). *No direct vehicle access to Berwick-Cranbourne Road is to be permitted, except with the written consent of the relevant road management authority or as an approved interim arrangement. Vehicle*	As per submissions made above, the use of 'must' throughout this section is unwarranted and unjustified – in particular, where vehicle access must be from an internal road or access road. Accordingly, the word 'must' must be replaced with 'should'. For example, should DoT form the position that access must be taken direct from Berwick-Cranbourne Road on a

	access is to be achieved through a service lane to the satisfaction of the Responsible Authority and relevant road management authority. *and* CEDP: Section 3.5, Design Guideline 5 (Pg 40) *Direct vehicle access to Berwick-Cranbourne Road must not be provided, except where interim access has been agreed with the relevant road management authority. Vehicle access to lots fronting this road must be from an internal road or service road, to the satisfaction of the Responsible.*	permanent basis (rather than interim), then Council will not have afforded itself the discretion to accept DoT's position. As a result, Council must build in capacity for discretion to be exercised.
7	CEDP: Section 3.1.5, Specific Precinct Guideline 11 (Pg 36) *For non-residential uses, Dodge Terrace is to be utilised as the primary access to lots 205 and 215 Berwick Cranbourne Road. Secondary access to Collison Road can be provided where it is justified through a traffic impact assessment and is supported by the Responsible Authority and relevant road management authority.*	Why use Dodge Terrace as primary access for non-residential land uses, when this will result in higher volumes of traffic passing through the residential parts of Dodge Terrace and Shelby Street (also a residential street)? This proposal will result in a materially and adversely impact on the amenity to the residents of this area. Accordingly, all non-residential land use traffic must be separated from residential streets and directed to take primary access from Berwick- Cranbourne Road with secondary access from the new Collison Road. Therefore, Dodge Terrace must be discontinued and become a pedestrian/bicycle access only.
8	CEDP: Section 3.5, Design Guideline 14 (Pg 41) *Any street abutting a kindergarten or child care centre must be designed to achieve slow vehicle speeds and provide designated pedestrian crossing points.*	This requirement is unwarranted and unjustified. Such treatments will not be appropriate for a kindergarten or child care centre proposed for higher volume carrying roads. Accordingly, it must be reworded to be a preferred outcome not a mandatory one.

4.0 CONCLUSION

We trust that the above submissions clearly outline our support, concerns and queries with the proposed draft CEDP and DCP. We look forward to receiving feedback from Council in due course and welcome the opportunity to meet with Council to discuss them further if it assists.

Should you require any queries then please do not hesitate to contact the undersigned

Yours sincerely

[redacted]

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COLLISON ESTATE DEVELOPMENT PLAN

DECEMBER 2022

City of Casey

Version	No.	Responsible Department	Approved	Date
Draft Collison Estate Development Plan	1	Strategic Planning and Reform	Jason Pullman	30 May 2021
Draft Collison Estate Development Plan	2	Strategic Planning and Reform	Jason Pullman	27 April 2022
Draft Collison Estate Development Plan	3	Strategic Planning and Reform	Bryan Colbourne	18 Nov 2022

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The City of Casey proudly acknowledges the traditional owners, Casey's Aboriginal communities and their rich culture and pays respect to their Elders past, present and future. We acknowledge Aboriginal people as Australia's first peoples and as the traditional owners and custodians of the land on which we work and live.

Related policies: Nil

Council policy documents change from time to time and it is recommended that you consult the electronic reference copy at www.casey.vic.gov.au/policiesstrategies to ensure that you have the current version. Alternatively you may contact Customer Service on (03) 9705 5200.

PREPARED BY:

KLM SPATIAL
LAND DEVELOPMENT INTELLIGENCE

City of Casey

Image:
Bunjil Place, 2019.

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Definitions

Activity Centre	A multi-purpose precinct and community focal point that comprises a selection of retail goods and services, business and administrative services, community facilities, medium density housing, education facilities, and entertainment, recreation, arts, cultural facilities and services.
Arterial Road	A road whose function is to form the principal avenue of communication for municipal, regional and metropolitan traffic movements.
(Building) Articulation	The many street frontage design elements, both horizontal and vertical, that help create a streetscape of interest. The articulation of a building reveals how the parts fit into the whole by emphasizing each part separately.
Collector Road	A higher order local road whose primary function is to distribute traffic between arterial roads and the local road network.
Connectivity	The number of connecting routes within a particular area, often measured by counting the number of intersection equivalents per unit of area. An area may be measured for its 'connectivity' for different travel modes – vehicle, cyclist or pedestrian. An area with high connectivity has an open street network that provides multiple routes to and from destinations.
Controlled Intersection	Road intersections whereby traffic signals or a roundabout have been installed for traffic safety and management purposes.
Council	Casey City Council, being a body corporate constituted as a municipal Council under the *Local Government Act 2020*.
Crime Prevention Through Environmental Design (CPTED)	Specific public space design responses aimed at promoting personal safety and reducing people's fear of and vulnerability to crime. Design actions focus on improving safety in places by increasing informal surveillance and community usage of public spaces, reducing opportunities for crime and antisocial behaviour, and creating connected and integrated streets and public places.
Deflected Street Alignment	A street with curves in them to encourage a speed reduction.

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Development Contributions Plan	A document that sets cash contribution rates for community and development infrastructure and identifies cash credit entitlements that is spread equitably across all landowners. A Development Contributions Plan outlines for landowners how future residents, visitors and workers will be provided with timely access to the services and infrastructure they need within a designated area.
Development Plan	Provides an overall concept plan of how an area could be developed and can set development requirements in addition to normal planning requirements. Any future planning application for subdivision and development must be generally in accordance with the approved Development Plan.
Encumbered Land	Land that is affected by any easement, landscape features, lease or other condition that limits its function, use or availability to the public.
Fine Grain	Consists of several small blocks in close proximity. Within each block are several buildings, most with narrow frontages, frequent store fronts, and minimal setbacks from the street. Streets and opportunities to turn corners are frequent, and as a result, so are store fronts.
Gun Barrel Driveway	A long and straight driveway with little to no landscaping and usually used to access battleaxe blocks.
Internal Loop Road	A road forming a circuit and is used to access properties (usually from the rear) that generally front an arterial road and have no access to the front of the property.
Legible Street Network	The ease with which a person is able to see, understand and find their way around an area, building or development. A 'legible' layout is one that people find easy to navigate and move through.
Local Access Street	A road or street whose primary function is to provide access to abutting properties.
Main Street	The principal retail and small business street in an area, a focus of many local trips, and accommodating higher volumes of pedestrians.
Net Community Benefit	An assessment of the costs and/or benefits to the local community from the development of economic or social infrastructure designed to the serve the defined community.

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Non-Residential Uses in a Residential Zone	Any land use other than a residential use, which includes (but is not limited to) retail, restricted retail, office, medical/health, gymnasium, place of worship, place of assembly, place of entertainment, education centre, sports and recreation facility, community use, and the like, which are section 1 or 2 uses under the applicable residential zone provisions.
Paper Road	A road that appears on maps but has not been built, which is legally public right of way though usually undriveable.
Passive Surveillance	Observation, from the street or from adjacent buildings, provided by ordinary people as they go about their daily activities. This kind of observation can deter criminal activity or anti-social behaviour and make places feel safer.
Permeability	The extent to which the urban structure permits, or restricts, the movement of people or vehicles through an area, and the capacity of the network to carry people or vehicles.
Planning Scheme Amendment	The process for making a change to a planning scheme through a formal preparation, exhibition and approvals process which is overseen by the Minister for Planning.
Section 173 Agreement	A legal Agreement made between a landowner and a Council (in this instance – the City of Casey) under Section 173 of the Planning and Environment Act 1987. Section 173 Agreements typically set out restrictions, conditions or obligations between the landowner and Council.
Sense of Enclosure	Where the building frontage height, street width and street tree canopy creates a feeling of a contained space within the street.
Service Road	A road whose primary function is to provide access to properties abutting arterial roads. A service road (with appropriate landscaping) also serves to enhance the visual interface between arterial roads and adjoining residential areas.
Rear Loaded	The garage is located at the rear of the lot and is accessed via a rear laneway or internal loop road.
Unencumbered Land	Land (primarily referred to when referring to Public Open Space) that is not affected by any easement, landscape features, lease or other condition that limits its function, use or availability to the public.

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Visual Interest	Variance in the form of the building, the external materials and finishes, the pattern of windows and balconies, and the addition of architectural features such as projecting 'frames' and shading devices.
Zero Setback	Development that is setback zero metres from the frontage of the property boundary.

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1.0 INTRODUCTION

Image: Aerial Imagery of Collison Estate and surrounding area, 1991.

1.0 INTRODUCTION

1.1 Context

The Collison Estate is an existing semi-rural area located in the outer south-east region of Melbourne in the City of Casey. Collison Estate is surrounded by new greenfield residential estates more intensive urban development on all sides. Collison Estate is approximately 83.0778 hectares of land, generally bounded by Linsell Boulevard to the north, Casey Fields Boulevard/Mayfield Road to the west, Berwick-Cranbourne Road to the south and the Cranbourne East Precinct Structure Plan to the east as shown in *Figure 1*. The Collison Estate Development Plan applies to all land within Schedule 22 of the Development Plan Overlay (DPO22).

1.2 Purpose

The purpose of the Collison Estate Development Plan is to provide a high-level framework which provides guidance on land use, built form, scale, connectivity and servicing provision. It is under this framework that more detailed site planning, subdivision and engineering design can take place.

In accordance with the Decision Guidelines in DPO22, the Collison Estate Development Plan seeks to provide for an integrated residential development with diversity in dwelling types and sizes, whilst optimising the Estate's proximity to existing services and open spaces. It seeks to provide for an activity centre and community facilities within the Estate which will facilitate a greater level of amenity services for the Estate and the wider community.

1.3 Development Outcomes

The Collison Estate Development Plan intends to build on the opportunities of the Collison Estate to deliver a high quality residential area that contributes to its surrounds in the Cranbourne East area. The preparation of the Collison Estate Development Plan has been guided by the requirements in DPO22, which include a range of landscape, infrastructure and planning policy considerations.

It is expected that the Estate will result:

- Up to approximately 1,635 dwellings;
- Mix of conventional and medium density lots with a variety in housing;
- In areas that are not designated as medium density, the standard density is 20 dwellings per hectare with a hard cap of 21.5 dwellings per hectare;
- Within the medium density areas, the maximum density is 30 dwellings per hectare;
- An average density of 24 dwellings per hectare across the Estate;
- Population of up to 5,346 persons based on an average household of 3.27 persons;
- An activity centre to service the local convenience needs;
- A community facility to service the estate's kindergarten and maternal child health needs;
- 1.93 hectares of public open space reserves (minimum to be provided);
- 11 kilometres of pathways and pedestrian/cyclist connections; and
- Upgraded and permeable local road network including pedestrian pathways and landscaping.
- Upgraded drainage scheme alleviating the localised flooding issues'

1.4 Preparation of Documents

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Source: Nearmap, 2021.

The Collison Estate Development Plan (the 'Development Plan') has been prepared by KLM Spatial on behalf of the Collison Estate Group Incorporated in conjunction with the City of Casey.

The plan has been informed and guided by various specialist assessments (separate to this document), as follows:

- Existing Conditions Plan: KLM Spatial;
- Assessment against the Planning Policy and Strategy Frameworks: KLM Spatial;
- Aboriginal Cultural Heritage assessment/ archaeological survey: Archaeology at Tardis;
- Arboricultural Assessment: Sustainable Tree Management;
- Flora and Fauna Assessment: Nature Advisory (formerly Brett Lane and Associates);
- Environmental Report: DRC Environmental;
- Stormwater Management Strategy: Incitus;
- Geomorphological Study: Archaeology at Tardis;
- Landscape Assessment: KLM Spatial;
- Post-Contact Heritage Assessment: Archaeology at Tardis;
- Housing Needs Assessment: KLM Spatial;
- Activity Centre Economic Analysis: SGS;
- Transport Assessment (existing and proposed): Traffix Group;
- Utilities Capacity Assessment: KLM Spatial; and
- Social Infrastructure Requirements for Collison Estate: C Change Sustainable Solutions.

These matters are addressed throughout this Development Plan.

1.5 Background

The Collison Estate was originally identified for standard residential development as part of the Local Structure Plan Area 3 (later replaced by the Cranbourne East Development Plan) approved by the Minister for Planning in 1994. This plan was reinforced by State policy, the South East Corridor Growth Framework Plan.

The Collison Estate was rezoned to the Urban Growth Zone (UGZ) from Low Density Residential Zone (LDRZ) in 2010 through Planning Scheme Amendment C119. The amendment also approved the Cranbourne East Precinct Structure Plan (PSP) and associated documents.

Despite the land being part of the initial Cranbourne East PSP area and being considered in the preparation of the PSP as well, the gazetted PSP did not include the Estate due to community sentiment from land owners within the Estate at that time.

More recently, Amendment C220 resulted in the rezoning of the land to General Residential Zone (GRZ) and application of Schedule 22 to the Development Plan Overlay (DPO22) to land within the Estate in 2017. The DPO22 was the most appropriate mechanism to provide development guidance compared to preparing a PSP required under the former UGZ due to the cost constraints. The DPO22 was retained.

No development contributions or other controls were sought to be applied at that time. In July 2020, Council resolved to prepare a development contribution plan and apply the Development Contribution Plan Overlay (DCPO) to the Estate as the most appropriate mechanism to faciliate key infrastructure delivery via development contributions.

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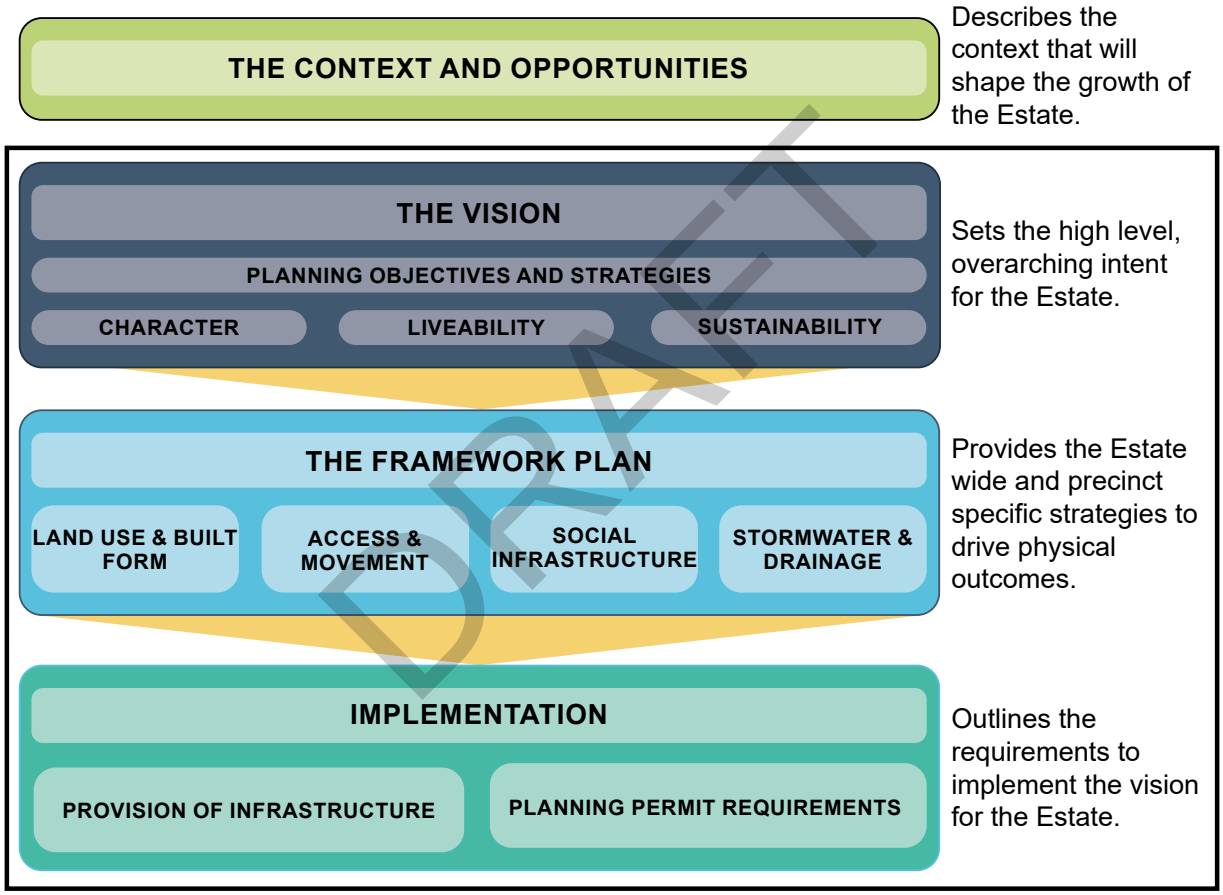
1.6 The Development Plan Components



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1.7 How to Read the Development Plan

As an assessment tool, this Development Plan outlines the following which needs to be considered as part of any future planning applications:

Objectives: an objective describes the desired outcome to be achieved. Objectives must be met.

Planning and Design Guidelines: outlines the requirements which;

» Must be met, or

» Should be met.

Where a planning and design guideline is listed as “must be met” no alternative shall be considered.

Where a planning and design guideline is listed as “should be met” an application for an alternative design solution or outcome envisaged by the planning and design guideline, which meets the objectives, may be considered to the satisfaction of the Responsible Authority.

This approach ensures a robust framework for future development is adopted.

1.8 Development Contributions Plan

Development within the Collison Estate Development Plan is bound by the Collison Estate Development Contributions Plan (DCP).

The DCP sets out requirements for funding infrastructure across the Estate and wider Cranbourne East region, and priorities delivery of the infrastructure it funds, and has been prepared separately to the Development Plan.

The DCP sets out the requirements for development proponents to make contributions toward infrastructure required to support the development of the Estate.

The DCP is a separate document incorporated into the *Casey Planning Scheme* and implemented through Schedule 22 to Development Contributions Plan Overlay (DCPO) at Clause 45.06. The DCPO is the preferred mechanism for collecting development contributions as it offers a fair and equitable process for all landowners. An Infrastructure Contributions Overlay (ICO) cannot apply to infill areas.

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1.9 Planning Controls

1.9.1 General Residential Zone - Schedule 1 (GRZ1)

The GRZ1 is applied in residential areas where there are minimal constraints to residential development. It provides for moderate growth and housing diversity. The Urban Growth Zone (UGZ) is shown to the east, and public open space is shown as Public Park and Recreation Zone (PPRZ).

1.9.2 Development Plan Overlay - Schedule 22 (DPO22)

The DPO22 outlines what must be included in the Development Plan for the Collison Estate before subdivision can occur. This Development Plan has been prepared under these requirements.

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Figure 2: Zoning

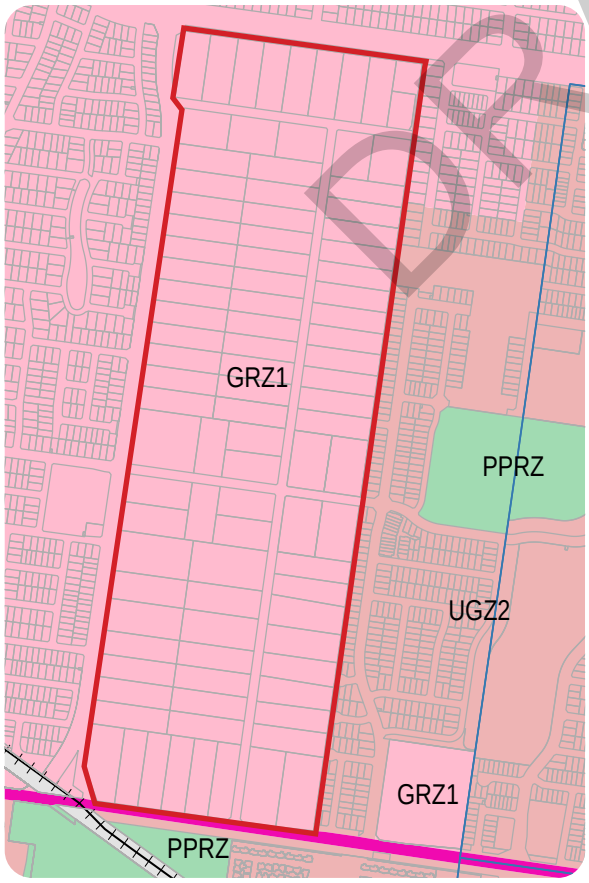
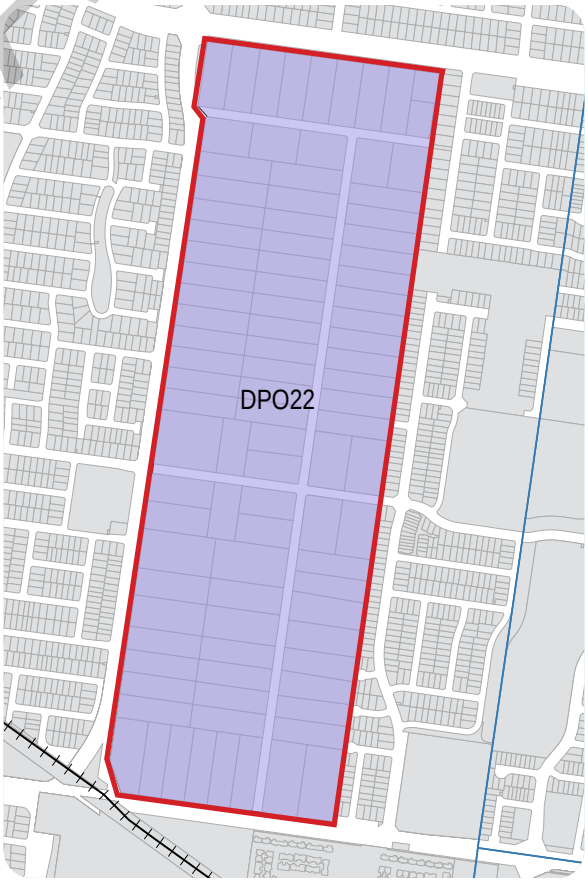


Figure 3: DPO22



1.9.3 Land Subject to Inundation Overlay (LSIO)

The LSIO applies to land that is subject to inundation, but is not part of the primary floodway. A minor tributary runs along the northern boundary of the LSIO from the west to the east towards Clyde Creek.

1.9.4 Development Contribution Plan Overlay (DCPO22)

The DCPO22 is proposed to apply to the entire Estate through a future Planning Scheme Amendment. It implements the Development Contribution Plan for the Collison Estate by outlining the costs associated with each development item such as roads, community facilities, and drainage and what each land will need to contribute for those items.

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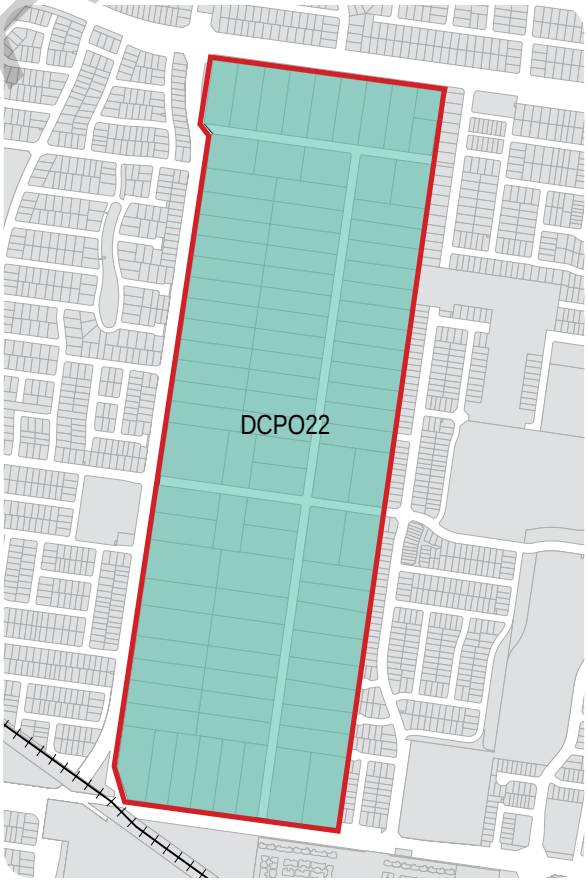
Figure 4: LSIO

Figure 5: DCPO22



1.10 Surrounding Context

Collison Estate is located within an establishing urban context with ready access to:

- Primary and secondary schools including Wilandra Rise Primary School, St Peter's College, St Thomas the Apostle Catholic Primary School and Cranbourne East Secondary College;
- Recreation facilities such as Casey Fields regional playing fields, Casey Recreation and Aquatic Centre and a network of local level public open spaces;
- The proposed Cranbourne East Railway Station and several existing and proposed bus routes; and
- Two Medium Neighbourhood Activity Centres; Selandra Rise and Clyde Village.

This is shown in *Figure 6*.

New growth fronts have been opened up to the west of the Estate as part of the implementation of the *Cranbourne East Development Plan 2014* (generally complete). A second growth front exists to the east through the *Cranbourne East Precinct Structure Plan 2010* (generally complete).

A Estate analysis can be found in *Appendix 1*.

Image: Casey RACE Complex, 2020.

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CONTEXT PLAN 06

Study Area
Neighbourhood Activity Centres
Active Public Open Space Reserves
Local Public Open Space
Passive Public Open Space Reserves and Waterways
Regional Public Open Space (Casey Fields)
Existing Reserves
Government School
Non-Government School
Principal Activity Centres within 15 kilometres
Major Activity Centres within 12 kilometres
Rail Line
Bus Stop

0m 160m 320m 480m 640m 800m

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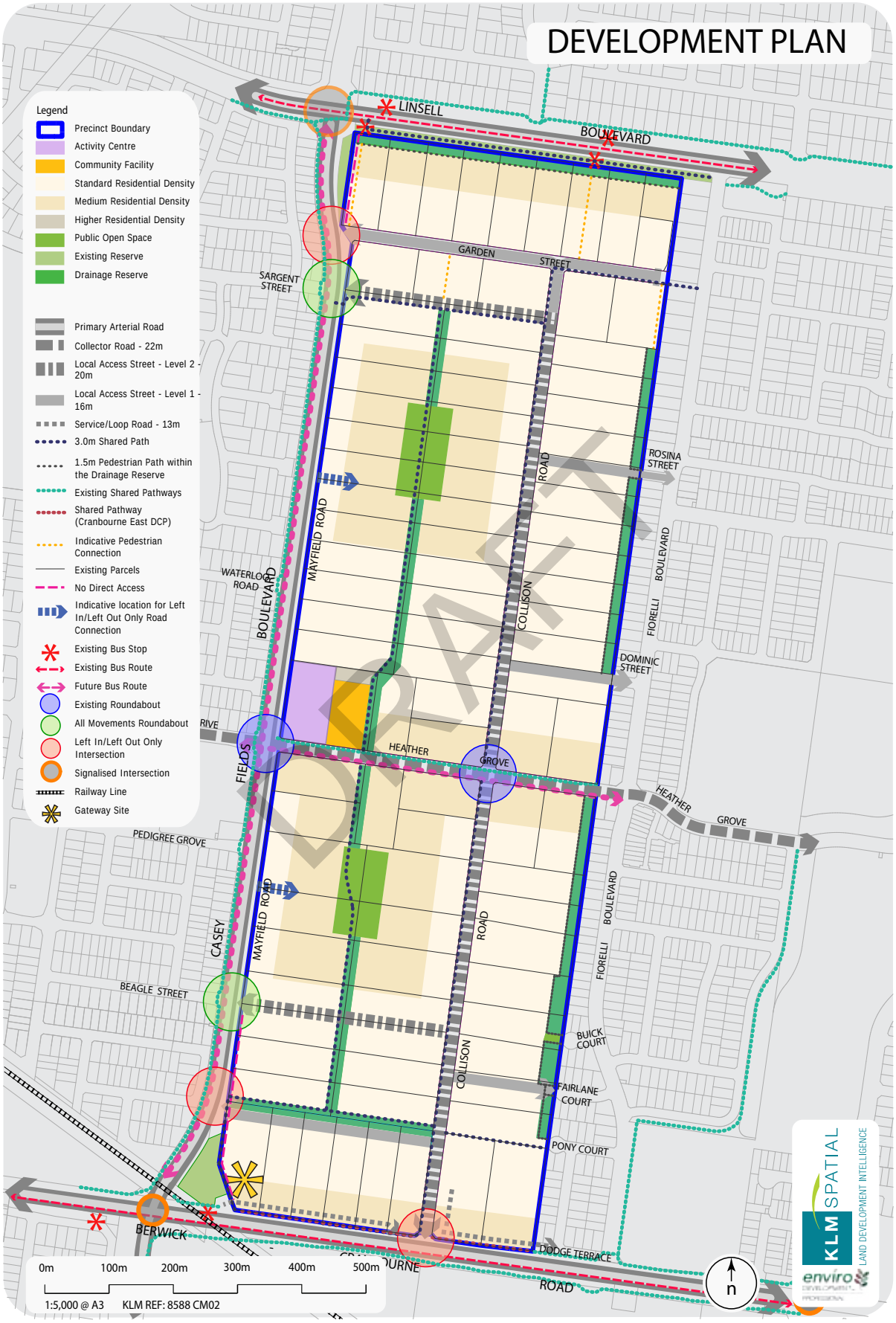
KLM SPATIAL
AND DEVELOPMENT INTELLIGENCE

2.0 DEVELOPMENT PLAN

Image: Hunt Club Wetlands, 2021.


DEVELOPMENT PLAN
Legend
Precinct Boundary
Activity Centre
Community Facility
Standard Residential Density
Medium Residential Density
Higher Residential Density
Public Open Space
Existing Reserve
Drainage Reserve
Primary Arterial Road
Collector Road - 22m
Local Access Street - Level 2 - 20m
Local Access Street - Level 1 - 16m
Service/Loop Road - 13m
3.0m Shared Path
1.5m Pedestrian Path within the Drainage Reserve
Existing Shared Pathways
Shared Pathway (Cranbourne East DCP)
Indicative Pedestrian Connection
Existing Parcels
No Direct Access
Indicative location for Left In/Left Out Only Road Connection
Existing Bus Stop
Existing Bus Route
Future Bus Route
Existing Roundabout
All Movements Roundabout
Left In/Left Out Only Intersection
Signalised Intersection
Railway Line
Gateway Site
LINSELL
BOULEVARD
GARDEN
STREET
SARGENT STREET
ROSINA STREET
MAYFIELD ROAD
COLLISON
ROAD
BOULEVARD
FIORELLI
WATERLOO ROAD
DOMINIC STREET
HEATHER
GROVE
FIELDS
PEDIGREE GROVE
CASEY
BEAGLE STREET
BUICK COURT
FAIRLANE COURT
PONY COURT
BERWICK
DODGE TERRACE
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0m
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Image: National Tree Planting Day, 2019

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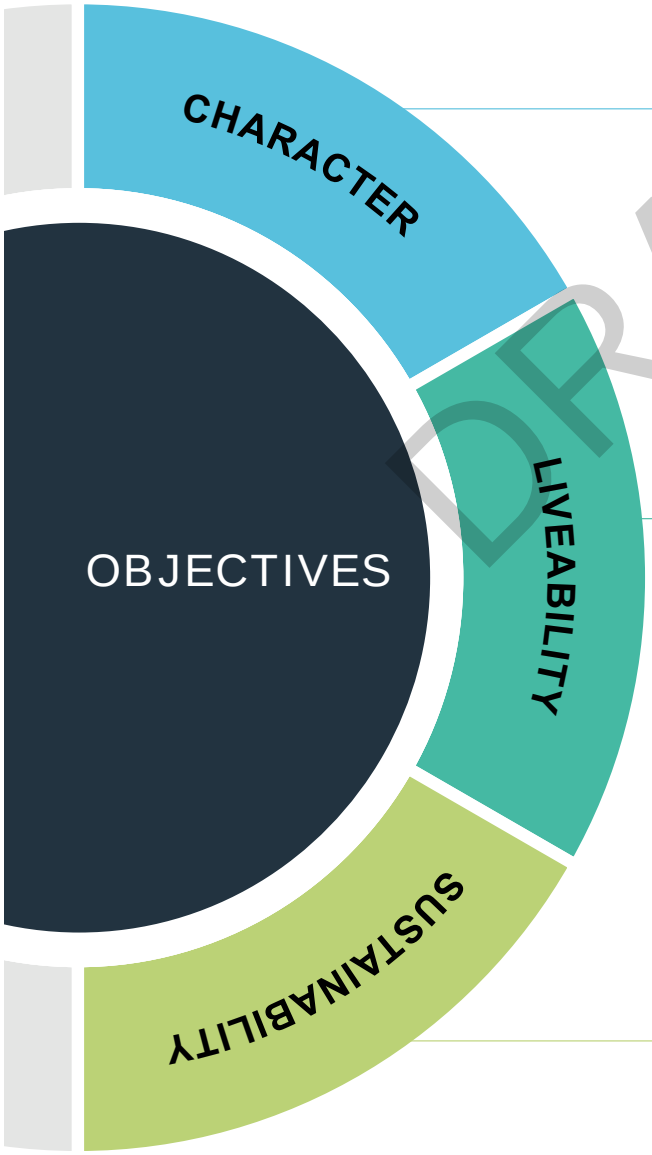
VISION

COLLISON ESTATE HAS A STRONG SENSE OF PLACE FOR ALL RESIDENTS BY CREATING A LIVEABLE, SUSTAINABLE AND ATTRACTIVE URBAN CHARACTER.

2.1 Objectives



- To create an attractive urban environment.
- To cater for a diverse population whilst providing affordable housing options.
- To integrate the Estate with the broader Cranbourne East community.
- To ensure the development layout considers the potential development of adjoining lots.
- To ensure the gateway site is identifiable and augments a sense of place on arrival to the Estate.
- To provide high quality, iconic and contemporary built form.

- To maximise linkages and physical connections to open spaces, schools, community facilities and activity centres within the Estate and surrounding network.
- To create safe and efficient access through the provision of new pedestrian and cycle pathways and a permeable street network.
- To promote a strong sense of place for all residents.

- To encourage building design which is guided by environmental and infrastructure considerations such as vegetation, passive surveillance and energy efficiency.
- To encourage the coordinated delivery of a new drainage scheme and upgraded road infrastructure
- To encourage the integration of water sensitive urban design into new development.
- To encourage the capture and reuse of water.
- To ensure that the Development Plan is consistent with any Development Contribution Plan so that infrastructure can be delivered in a sustainable way.

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2.2 Overarching Strategies

The following strategies underpin the Development Plan and will guide any future planning permit applications for subdivision and development.

1. Establish a built environment that is functional, safe, sustainable, aesthetically pleasing, specifically:
   - (a) The future urban layout is convenient and easy to manoeuvre for all residents for all transport modes;
   - (b) Sustainable initiatives are incorporated into future built form and the urban fabric;
   - (c) Complementary landscaping with the built form create a strong sense of neighbourhood character;
   - (d) Provide a variety of lot sizes, housing densities and built form typologies including detached, dual occupancy/ duplex, multi dwelling, terrace and apartments; and
   - (e) The built form uses innovative and quality design.
2. Encourage medium density development where land is within 80 metres walking distance to public open space and within 50 metres bus capable roads as shown in *Figure 7*.
3. Ensure that urban form, lot sizes and orientation respond to Estate topography, opportunities for solar access, passive surveillance, existing character and existing vegetation.
4. Collison Road and Heather Grove should be developed as green, landscaped boulevards with generous planting in the public and private realms.
5. Provide direct vehicle and pedestrian connections to the surrounds.
6. Ensure land parcels are developed in a cohesive manner to enable the coordination and delivery of key shared infrastructure, particularly road and drainage infrastructure.
7. Support the development of a medium-neighbourhood activity centre within the vicinity of Heather Grove and Casey Fields Boulevard/Mayfield Road.
8. Develop a community facility in or adjacent to the activity centre.
9. Support non-residential uses where there is a demonstrated net community benefit and where a conglomeration of non-residential uses does not adversely affect the future and orderly operation of the activity centre.
10. Demonstrate that the non-residential use does not adversely impact residential amenity.
11. Ensure an appropriate transition to existing residential properties to the east abutting the Estate.
12. Create a sense of enclosure to the public realm, activating street frontages and civic spaces by maximising the extent of building frontages onto Main Street and secondary streets and providing physical and visual permeability between public and private domains.
13. Enhance streetscapes by creating diverse and deflected street alignments of visual interest and character.
14. Ensure vibrant, safe and attractive streets and public spaces.

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2.3 Land Use Budget

The vision will be realised through the future urban structure illustrated in *Figure 7*. The plan illustrates and outlines the key land use, development and subdivision requirements of the Development Plan.

Dwelling densities shown do not include any shop-top housing within the Activity Centre. Any shop-top housing will be in addition to the 1,635 dwellings shown in *Table 2*.

Table 1: Land Use Budget

Description	Hectares (Ha)	Percentage of total area (%)
Total Precinct Area	83.0778	100.0
Transport		
Existing roads	4.9900	6.0
Land required for roads	1.3429	1.6
Land required for intersections	0.0024	0.0
Open Space		
Unencumbered public open space	1.9332	2.3
Drainage		
Land required for drainage	4.9309	5.9
Community Facilities		
Land required for community facilities	0.6000	0.
Net Developable Area	**69.2784**	**83.4**
Activity centre	0.8000	1.0
Net Developable Area - Residential	**68.4784**	**82.4**

Table 2: Lot Yield

Lot Yield	No. of Dwellings	Area (Ha)	Percentage (%)
Higher Density (**Note:** No cap proposed. The outcome is calculated at 60 dph to show an indicative outcome only)	7	0.12	0.44
Medium Density (max 30 dph)	617	20.57	37.75
Conventional Density (20 dph with a hard cap of 21.5 dph)	1010	46.99	61.80
Total Yield	**1635**	**67.68**	**100.00**

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3.0 FRAMEWORK

Image: Housing Frame in Cranbourne, 2020.

3.0 FRAMEWORK

This section establishes the overarching Framework Plan to realise the vision and strategic objectives for the Estate. The following plan summarises the approach through the planning and design guidelines for land use, built form, sustainability and infrastructure.

3.1 Land Uses and Activities

3.1.1 Non-Residential Land Uses in a Residential Zone

Non-residential land uses in a Residential Zone can be considered in accordance with the requirements of the General Residential Zone (GRZ).

Planning and Design Guidelines

All proposals for non-residential use and development must comply with the Non-Residential Uses in a Residential Zone policy in the *Casey Planning Scheme* and the requirements under the GRZ to demonstrate that the non-residential use does not adversely affect residential amenity and the use results in a net community benefit. In addition, the following planning and design guidelines apply:

Land Use

1. The scale and intensity of non-residential uses must not detract from the role of designated activity centres and the Activity Centre in the Estate.

Built Form

1. A high-quality and attractive public realm with active frontages must be provided.
2. Built form must be of a scale and siting which is commensurate with existing and future adjoining residential development.
3. The design of buildings must respond to the site context, including variations in building setbacks, avoidance of bulky and box-like built form and blank façades, and suitable setbacks from sensitive land uses.
4. Retail, commercial and community buildings must address Council's Design Excellence Guide and 'City of Design' aspirations and targets where applicable.
5. Environmentally sustainable development principles must be incorporated throughout the development including water sensitive urban design.
6. Signage must be incorporated into the building design.
7. Free standing and externally illuminated signage are strongly discouraged.
8. Loading areas, back of house functions and plant and equipment must be sensitively located and screened from the public realm and adjoining residential uses.
9. Any fencing should be a low height and permeable except where it is a boundary fence with an abutting property.

Car Parking and Bicycle Provisions

1. Car parking areas must be designed so that all vehicles can enter and exit the site in a forward direction.
2. Car parking areas must be designed and configured to not dominate the street frontage by being located to the side or rear of the development.
3. Connections, both pedestrian and vehicular, must be provided to create linkages between properties.

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4. Bicycle parking and end-of-trip facilities must be included in all non-residential developments to the satisfaction of the Responsible Authority.

Landscaping

1. Areas for landscaping must be clearly identified before any development occurring.
2. All car parking areas must include designated landscaping.
3. Permeable paving and alternate stormwater management strategies can be considered where best practice is exceeded.
4. Pedestrian connections from the public road network to the development entry must be clear and direct with low height planting along pathways to support passive surveillance.
5. Appropriate buffer treatments must be applied at the interface with any non-residential uses on adjoining properties.
6. Existing native vegetation should be retained, where possible.

3.1.2 Activity Centre

A Medium Neighbourhood Activity Centre of between 0.7 and 1.1 hectares is supported within the vicinity of Heather Grove and Casey Fields Boulevard/Mayfield Road.

A Medium Neighbourhood Activity Centre provides for day-to-day and weekly retail and service needs at a neighbourhood level. The following table is an indicative range of potential businesses.

Table 3: Indicative Range of Businesses

Category	Supported Businesses	Unsupported Businesses
Supermarket	Small Supermarket/ Grocer/Food Store	Full-line Supermarket, Superstores
Specialty Shop	Butcher, Bakery, Fruit/ Vegetables, Deli, Apparel, Bookstore	Bulky Goods, Discount Department Store, Department Stores
Hospitality	Cafe, Restaurant, Takeaway	Bars, Nightclubs, Hotels, Entertainment venues
Non-Retail **Note:** based on larger floor space requirements and not on the type of company.	Accountant, Conveyancer, Shared Workspaces, Medical Practice, Real Estate, Child Care Centre, Community facility	Major Commercial Office Tenants, Multi-National Corporations, Major Institutions

Planning and Design Guidelines

1. The location, size, function and design of the activity centre must be consistent with the requirements of the *City of Casey Activity Centres Strategy 2019* and Activity Centres Policy in the *Casey Planning Scheme*.
2. Non-retail commercial and community uses should make up at least 25 percent the floor area for the whole of the centre, this should be located above or at the rear of the retail uses.

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3. A mix of a small format supermarket, specialty retail, hospitality uses, and medium density is encouraged.
4. Shop-top housing is encouraged within the Activity Centre.
5. Heather Grove must be treated as a 'main street' from Casey Fields Boulevard to the drainage channel.

Built Form

1. Building heights should be at least two storeys.
2. Fine grain specialty activities should sleeve in front of the anchor tenant along Heather Grove.
3. Built form at ground level of Heather Grove Main Street must:
   (a) Provide highly active frontages with windows and main entrances as the predominant elements of the ground floor façade with any secondary entry points from adjoining car parks;
   (b) Maximise opportunities to enhance passive surveillance of the public realm;
   (c) Have a zero setback to create a defined edge and provide adequate all weather protection above pedestrian pavements; and
   (d) Limit blank walls.
4. Built form must respond to the primary interfaces/active frontages along Mayfield Road/Casey Fields Boulevard and Heather Grove.
5. Built form must be designed to ensure anchor tenants and the car park are accessible from Heather Grove without being the dominant feature.
6. Any access (for example drive-thru) requirement for any pad site must not be located along Heather Grove. Service Station(s) and/or pad sites proposed in proximity must demonstrate an exemplar architectural style.
7. Verandas and canopies must be provided along Heather Grove Main Street to ensure continuous weather protection.
8. Building façades along Heather Grove main Street must provide texture rich materials and/or clear glazed windows to facilitate passive surveillance.
9. Signage in the form of branding and colours must not cover the entire façade.
10. Loading bays and waste collection areas should be located to the side or rear of the building and must be screened from view.
11. Development within the activity centre should use a light colour material palette, it should be in non-reflective materials to reduce heat absorption and urban heat island formation.
12. Recycled materials should be used where possible for development within the activity centre.

Access and Movement

1. Heather Grove Main Street must accommodate wide pedestrian pavements that deliver a high level of amenity and activation through landscaping, street furniture, al fresco dining, street lighting and high quality public realm features that create a comfortable, safe and a pedestrian friendly environment.

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2. Pedestrian crossings, on-road cycling lane and bicycle parking must be provided along Heather Grove Main Street.
3. Heather Grove Main Street should maximise short term on-street car parking to allow for convenient car parking opportunities in front of retail uses.
4. Heather Street Main Street should not be used for heavy vehicle movements to ensure it is a pedestrian friendly environment. Access for heavy vehicles should be provided from Mayfield Road.
5. Heather Grove Main Street design should demonstrate water sensitive urban design initiatives which integrate storm water, groundwater and waste water management and water supply to minimise environmental impact and create an aesthetically pleasing environment.
6. Heather Grove Main Street speed should be maximum of 40 km/h.
7. The secondary street network should provide alternate entry points to the centre and encourage walking and cycling.
8. There should be no vehicular entry on Heather Grove Main Street within the fine grain retail based activity zone.
9. Vehicular access to the car park areas on Heather Grove Main Street should be provided away from the core and off the secondary street network.
10. Pedestrian and cycling access must be provided to the Activity Centre.
11. Ensure good walkability within the Activity Centre.

Landscaping

1. A community and family friendly environment should be created through appropriate plantations and street furniture.

3.2 Built Form and Landscape

3.2.1 Image, Heritage and Character

Planning and Design Guidelines

1. Provide a high quality residential environment that:
   (a) Offers a range of housing typologies and densities as shown in *Table 4*;
   (b) Integrates with its broader surrounds to optimise resident access to existing community facilities;
   (c) Provides residents with quality spaces and pedestrian connections for recreation and socialisation; and
   (d) Addresses Council's Design Excellence Guide and 'City of Design' aspirations and targets.
2. Works for drainage infrastructure and development purposes within areas of high sensitivity for aboriginal cultural heritage should minimise disturbance of the area.

3.2.2 Residential Typologies

A range of lot sizes is encouraged to ensure that a variety of housing typologies in terms of type, tenure, size and cost can be provided in accordance with Council's *Housing Strategy 2019.*

Lot sizes will generally complement the densities that have been established in the

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Table 4: Housing Typologies

Lot size category	Housing typologies that may be supported									
	Detached Houses	Attached Houses	Semi-attached Houses	Townhouses	Dual Occupancies	Duplexes	Terraces	Row Houses	Villas	Apartments
<300m²	✓	✓	✓	✓	✓	✓				
301m² - 500m²	✓				✓	✓				
>501m²	✓				✓	✓	✓	✓	✓	✓

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broader area as well as introducing opportunities for medium density development.

Table 4 provides an indication of the typical range of lots sizes that support the delivery of a broad range of housing types.

Planning and Design Guidelines

1. Unless an area has been designated as higher or medium density, the preferred maximum density per hectare is 20 dwellings with a hard cap of 21.5 dwellings.
2. Where medium density has been designated there is a maximum of 30 dwellings per hectare.
3. Where higher density has been designated there is a no dwelling cap per hectare.
4. Medium and higher density development includes terrace/townhouses and apartments.
5. Larger lots and single dwellings should be provided outside the designated medium and higher density areas.
6. Specialised housing types such as retirement/lifestyle and aged care villages should be integrated into the community and must not be permanently gated. Where there is a through road connection with an abutting property, this road connection must be maintained.
7. Specialised housing is encouraged to be located in the designated medium and high density areas.
8. Dwelling composition should incorporate a mix of 1 and 2 bedroom dwelling types to attract a more diverse population in developments of 10 or more dwellings.

3.2.3 Layout Requirements

1. Create a permeable network of high amenity, safe and pedestrian friendly streets that connects to the existing pedestrian network.
2. Residential lots must front (in order of priority where a lot fronts multiple elements):

(a) Waterways (including drainage channels) and public open space;

(b) Local access streets;

(c) Connector roads; and/or

(d) Arterial roads (future).

3. Where a residential lot fronts onto a drainage channel or waterway, a local road should be provided at the front of the property, where possible.

4. Where a residential lot fronts onto a drainage channel or waterway and is rear loaded, a paper road must be provided along the frontage.

5. Where a residential lot fronts public open space, a local road must be provided along the frontage.

6. Where residential lots are rear loaded, they must have a pedestrian break every six units (40 metres) and the break must be no longer than 100 metres.

7. Mid-block pedestrian connections should be at least 3 metres in width and landscaped.

8. Development must be orientated to optimise its street frontage, solar access and maximise opportunities for casual surveillance of the public realm.

9. Gun barrel driveways and battle axe configured allotments will not be supported, unless it results in:

   (a) A high level amenity outcome; and

   (b) Will not prejudice the development of abutting land or it is an interim access arrangement.

10. Common property and private roads are not supported in any residential development except where all of the following can be demonstrated:

    (a) The road layout integrates with abutting properties and does not result in a gated development;

    (b) The roads are designed to provide for emergency and waste vehicle access; and

    (c) The proposal results in a high quality urban design outcome that utilises treatments to define that it is not a public road.

11. Where a road connection is proposed through abutting properties, or lots are developed independent of each other, a road layout cell plan must be provided demonstrating how the road network will connect with the broader surrounds within that cell and how it connects to the nearest existing road as shown in *Figure 8*.

12. A sub-cell road layout plan may be considered for cells 1, 4, 5, 8, 9 and 10 where is can be demonstrated that:

    a. The road network will connect to a road that runs between the existing road network and the drainage channel; and

    b. It will not prejudice the development potential of lots outside of the sub-cell plan.

13. Where development seeks to retain/alter an existing dwelling, it must be demonstrated, that the proposed layout does not prejudice the future development of surrounding land, to the satisfaction of the Responsible Authority.

14. An appropriate transition in built form and lot sizes must be provided from the existing subdivision layout to the east including both lot size and lot orientation.

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15. Where a proposed lot is 6 metres or less in width, vehicle access must be via a rear laneway, unless otherwise approved by the Responsible Authority.

3.2.4 Built Form Requirements

This section provides overarching built form requirements for all development with Collison Estate.

Planning and Design Guidelines

1. Building heights must be no higher than 2 storeys (9 metres) along the eastern interface.
2. Where the residential land has a frontage to a local access street level 2, garages must have a minimum front setback of 5 metres to allow for tandem car spaces, except where rear loaded.
3. Future residential dwellings fronting a drainage reserve must include:
   (a) Low height and transparent fencing; and
   (b) Built form with dwellings designed to overlook the reserve.
4. Blank façades and solid front high front fencing must not be provided for in any development.
5. All development façades must be articulated to create visual interest.
6. Front fencing for dwellings must be at least 50 percent transparent to provide for passive surveillance and low scale (less than 1.5 metres).
7. Medium density developments, higher density developments and non-residential uses must nominate designated areas for waste collection and building services, ensure they are appropriately integrated into the development and generally screened from the public realm.
8. Where a townhouse is on a corner site, the townhouse must allow a side setback to allow for landscaping and windows overlooking the street.
9. If a lot is not within a designated medium or higher density area, and is smaller than 400m^2, a minimum of 25 percent garden area must be provided.
10. All development abutting open space must be well articulated and facilitate passive surveillance with windows, balconies, and pedestrian access points.
11. Development should avoid the rear of properties or blank walls abutting open space.
12. Rear laneways must incorporate opportunities for lighting and explore opportunities to increase permeability through the use of landscape treatments.

3.2.5 Specific Precinct Guidelines

Based on the attributes of the Collison Estate, three precincts exist that have distinct requirements:

» Berwick – Cranbourne Road – properties with a direct interface to this road;

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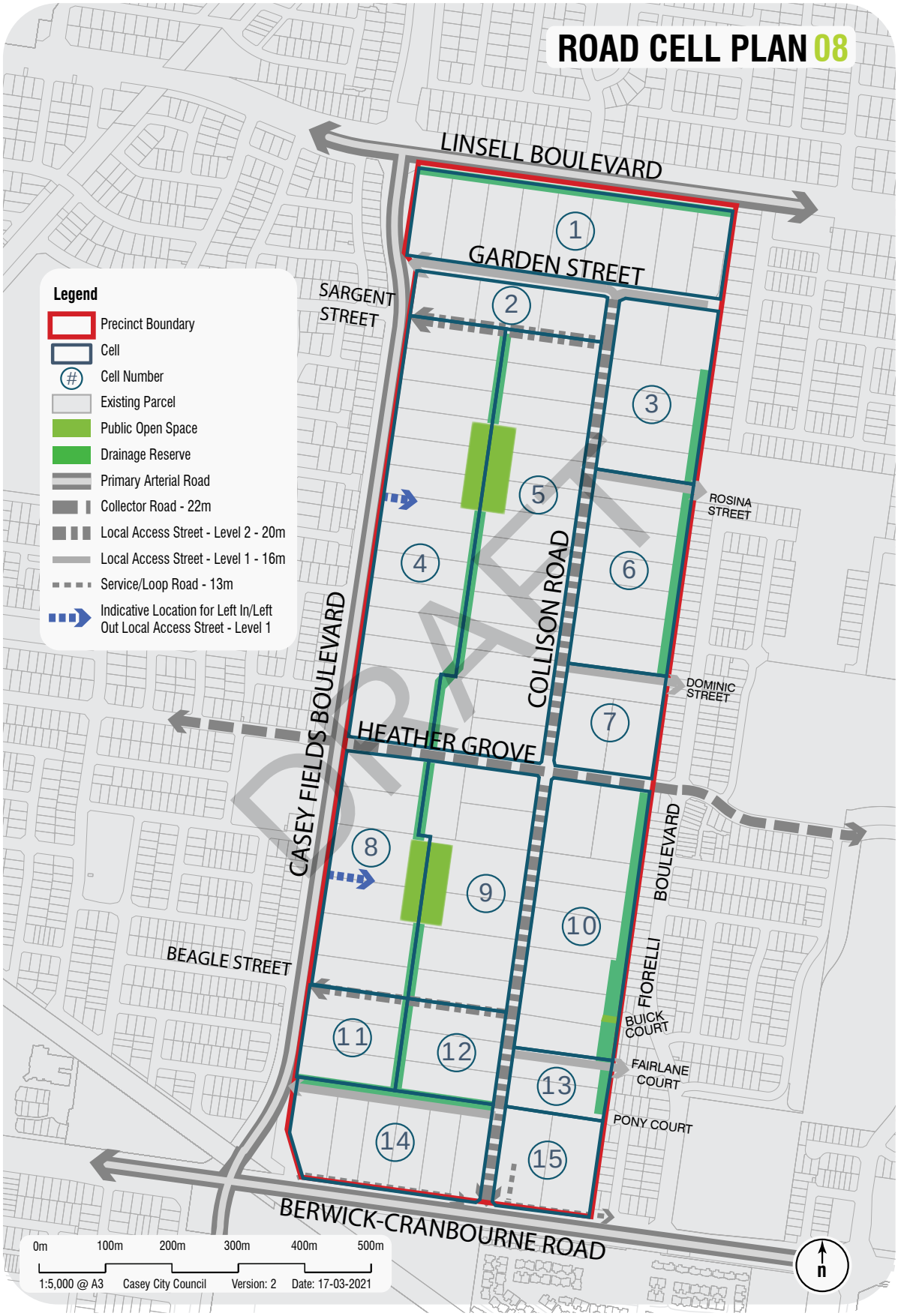
ROAD CELL PLAN 08
LINSELL BOULEVARD
GARDEN STREET
SARGENT STREET
ROSINA STREET
DOMINIC STREET
COLLISON ROAD
HEATHER GROVE
CASEY FIELDS BOULEVARD
FIORELLI BOULEVARD
BUICK COURT
FAIRLANE COURT
PONY COURT
BEAGLE STREET
BERWICK-CRANBOURNE ROAD
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
Legend
Precinct Boundary
Cell
Cell Number
Existing Parcel
Public Open Space
Drainage Reserve
Primary Arterial Road
Collector Road - 22m
Local Access Street - Level 2 - 20m
Local Access Street - Level 1 - 16m
Service/Loop Road - 13m
Indicative Location for Left In/Left Out Local Access Street - Level 1
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0m
100m
200m
300m
400m
500m
1:5,000 @ A3
Casey City Council
Version: 2
Date: 17-03-2021
n

- Linsell Boulevard / Garden Street interface – properties with a direct interface to these roads; and
- Heather Grove– properties with a direct interface to this road.

These precincts are shown in *Figure 9*.

Berwick-Cranbourne Road Precinct

Gateway Site

1. The corner of Casey Fields Boulevard and Berwick-Cranbourne Road is to be treated as a gateway site.
2. The gateway site should provide high quality, iconic and contemporary built form through a building that is proportionate to its surrounds, have a strong architectural presence and include façades with visual interest.
3. Built form on the gateway site (as identified in *Figure 7*) should be designed to address and engage with both the primary and secondary interfaces (streets and/or public open space).
4. The gateway site should use a light colour material palette, it should be in non-reflective materials to reduce heat absorption and urban heat island formation.
5. Recycled materials should be used where possible.
6. The gateway site should be landscaped to include large canopy trees.
7. Verandas, balconies, and canopies must be provided along the northern and western aspect to reduce indoor overheating.

Access

8. No direct vehicle access to Berwick-Cranbourne Road is to be permitted, except with the written consent of the relevant road management authority or as an approved interim arrangement. Vehicle access is to be achieved through a service lane to the satisfaction of the Responsible Authority and relevant road management authority.
9. No direct access to Mayfield Road is permitted for at least 300 metres north of Berwick-Cranbourne Road, except with the written consent of the relevant road management authority or as approved as an interim arrangement.
10. A new east-west level 1 local access street should be provided along the northern boundary of the properties fronting Berwick-Cranbourne Road from Casey Fields Boulvard/Mayfield Road to Collison Road. It must be a left in/left out intersection only at Casey Fields Boulvard/Mayfield Road.
11. No direct vehicle access to Berwick-Cranbourne Road is to be permitted for the lots 205 & 215 Berwick-Cranbourne Road, except with the written consent of the relevant road management authority or as an approved interim arrangement. The local access street connecting the two lots from Collison Road must be formed as a loop road.

Linsell Boulevard/Garden Street Precinct

1. Dwellings should be designed to present to Linsell Boulevard to create an active frontage and provide opportunities for passive surveillance.
2. Dwellings fronting Linsell Boulevard must be rear loaded and/or be provided with a sideage to this interface.

Heather Grove Precinct

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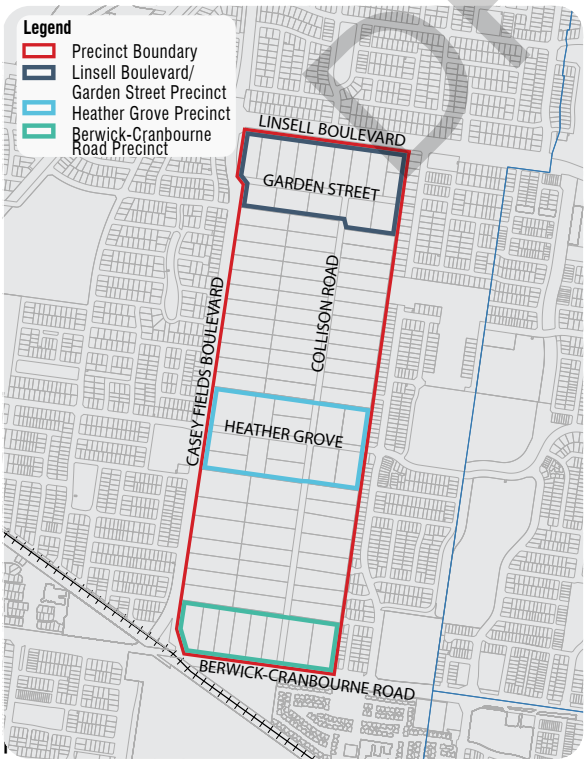
1. Discourage direct driveway access to Mayfield Road where higher and medium densities are permitted, lots should be rear loaded or accessed via a service road.
2. Front fencing is discouraged for the Activity Centre and community facility.

Figure 9: Specific Precincts



Sustainable Development (ESD) outcomes.

A combination of the following initiatives must be incorporated into any future planning permit application:

» **Energy Conservation** - Reduce green house gas emissions and energy demand through subdivision and design measures including appropriate building orientation, shading to glazed surfaces, optimise glazing to exposed surfaces, roof standards and space allocation for solar panels and external heating/cooling systems).

» **Materials** - Provide information about the materials including use of low embodied energy materials with recycled content. Show how the future life cycle and recycleability of materials have been considered.

Planning and Design Guidelines

1. New development must use energy efficient features (E.g. solar panels, energy saving light globes).
2. Dwellings/lots must be orientated to optimise access to natural light and cross-flow ventilation, where possible.
3. Support the use of alternate energy forms.
4. Discourage connections to natural gas.
5. Minimise light pollution.
6. Minimise noise levels and noise transfer within and between buildings and associated external areas.

Water Conservation and Stormwater Quality

1. Capture and reuse water where practicable.
2. Reduce the reliance on mains water for fit for purposes uses such as irrigation and toilet flushing.
3. Reduce stormwater flow by providing

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permeable open spaces.

4. Water Sensitive Urban Design (WSUD) principles must be integrated into new development.

Waste Management

1. Construction and demolition waste should be diverted from landfill.
2. Provide options for recycling of materials.

Landscaping

1. Encourage the use of native and indigenous plantings.
2. Utilise permeable spaces for both recreation and aesthetic purposes.
3. Trees should be retained and existing vegetation incorporated, where deemed appropriate, in the streetscape and private realm.
4. Utilise canopy plantings within the streetscape to reduce the heat island effect and provide shade.
5. Encourage the provision of space for productive gardens, particularly in larger residential developments.

Transport

1. Ensure that the built environment is designed to promote the use of walking, cycling and public transport, in that order.
2. Minimise car dependency.
3. Promote the use of low emissions vehicle by providing supporting infrastructure.

Image: Public Open Space in the Hunt Club Estate, 2021.

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3.4 Landscaping

Landscaping makes an important contribution to an area's liveability, amenity and environment. In addition, the landscaping will provide sustainability benefits by reducing the heat island effect.

Level 2 local access streets and collector roads should become green boulevards, with extensive tree plantings and green space proposed in the road reserves. This will be complemented and strengthened through additional landscaping within the front setbacks of new development.

Planning and Design Guidelines

1. Landscaping should be consistent with the *Casey City Council Landscape Guidelines as amended*.
2. Landscape treatments must be provided to enhance the amenity of trails including through streetscapes, wetlands, curtilages and utility easements.
3. Efficient lighting must be provided on key pedestrian thorough fares to encourage safe pedestrian movement.

Street Trees

4. Street trees and vegetation should be primarily indigenous, keeping with the emerging vegetation character of the development to the east as well as the broader character influenced by the Cranbourne Gardens, to the satisfaction of the Responsible Authority. Specifically, street trees should:
   - (a) Be suitable to the scale of the street and the planting space available, with larger tree species chosen for wider roads;
   - (b) Form strong avenues and canopies to provide shade and definition to streetscapes;
   - (c) Be suitable for local soil and climatic conditions;
   - (d) Be selected to provide visual cues and definition to different classes of roads, park frontages and key intersections and entrances;
   - (e) Be appropriate indigenous trees species suitable for the urban environment, particularly where a street links with, or adjoins conservation areas; and
   - (f) Match tree species that have already been approved or planted in roads linking to adjoining development parcels.
5. Up to 10 percent encroachment into Tree Protection Zones (TPZs) may still occur provided that proposed works are approved and supervised by a qualified arborist.
6. Street trees must be provided on both sides of all roads and streets (excluding rear laneways) at regular intervals appropriate to the tree size at maturity and to the satisfaction of the Responsible Authority.
7. Trees in parks and streets must be suitable for the local conditions.
8. Large canopy trees should be incorporated along Heather Grove, Collison Road and along cycle and pedestrian lanes within the Collison Estate.

Private Realm

1. The private realm is to include one deep soil zone and a minimum of 1 canopy tree for each 4 metres width of street frontage.

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3.5 Transport and Movement

The Development Plan builds on the existing road network of the Estate with new local access streets required to create a permeable road network which is critical to ensure land parcels do not develop in isolation and to connect the Estate to its surrounds.

All level 2 local access streets, collector roads and intersections are included in the Development Contribution Plan. Garden Street is not included in the DCP as it is a level 2 local access street.

Planning and Design Guidelines

1. Convenient and direct access to the connector road network must be provided through neighbouring properties where a property does not otherwise have access to the connector network or signalised access to the arterial road network, as appropriate.
2. New access streets are to be staggered in an east-west direction at intervals no greater than 240 metres between streets.
3. Traffic management devices will be required along Collison Road at intervals of 150 metres.
4. The existing intersection with Collison Road and Berwick-Cranbourne Road must be converted to a left in and left out only intersection prior to or as part of any new lot with access to/from Collison Road being created.
5. Direct vehicle access to Berwick-Cranbourne Road must not be provided, except where interim access has been agreed with the relevant road management authority. Vehicle access to lots fronting this road must be from an internal road or service road, to the satisfaction of the Responsible Authority or road management authority.
6. The eastern end of Garden Street (east of Collison Road) can be reduced in width. The eastern end must provide a dead end turning area for waste and emergency vehicles to ensure vehicles can exit in a forward direction.
7. Where there is an existing road connection which has been established by the development to the east (excluding Pony Court), this connection must be extended through to Collison Road, including:
   (a) Rosina Street
   (b) Dominic Street; and
   (c) Fairlane Court.
8. Direct vehicle access with Casey Fields Boulevard/upgraded Mayfield Road is discouraged.
9. Through connections from the Casey Fields Boulevard to Collison Road are encouraged where the land is in close proximity to the following existing roads:
   (d) Waterloo Road; and
   (e) Pedigree Grove.
10. Through connections from Casey Fields Boulevard to Collison Road must be provided with:
    (a) Sargent Street; and
    (b) Beagle Street.
11. Appropriate intersection treatment measures (i.e. roundabouts) are required at these locations to the satisfaction of the

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Responsible Authority.

12. Provide for intersections of local connector streets and arterial roads which facilitate the safe and convenient movement of all transport modes.

13. Where internal roads are private roads or common property roads, all waste collection must be by a private waste contractor.

14. Any street abutting a kindergarten or child care centre must be designed to achieve slow vehicle speeds and provide designated pedestrian crossing points.

Image: Collison Road North, 2019.

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Table 5: Road Hierarchy

Road Name	Proposed Road Hierarchy	Existing Road Reservation Width	Required Road Reservation Widening	Ultimate Road Reservation Width	Service Road Requirement
Berwick-Cranbourne Road	Primary Arterial	20-44m	0m (addressed in Cranbourne East DCP)	41m	Yes
Linsell Boulevard	Secondary Arterial	50-61m	0m	34m	Lots fronting Linsell Boulevard should be accessed via a rear laneway or an internal loop road.
Casey Fields Boulevard/ Mayfield Road	Secondary Arterial	37m	0m	37m	Lots fronting Mayfield Road should be accessed via a rear laneway or a service road.
Heather Grove	Collector Road	20m	2m	22m	No
Collison Road	Local Access - Level 2	20m	0m	20m	No
Proposed Beagle Street extension	Local Access - Level 2	0m	20m	20m	No
Proposed Sargent Street extension	Local Access - Level 2	0m	20m	20m	No
Garden Street	Local Access - Level 1	20m	0m	20m	No
Local Streets	Local Access - Level 1	0m	16m	16m	No

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3.5.1 Road Cross Sections

1. Roads are to be designed to council standards, ensuring that street tree planting can occur within the verge and that emergency and waste collections vehicles can access properties.
2. All roads identified within the Development Contribution Plan must have consistent cross sections.
3. Where a single level 1 local access street spans across multiple properties that street should have a consistent cross section width.
4. Any proposed laneways (either Council or private) are to be provided with a minimum road reserve width of 8 metres including a 5.5 metre wide carriageway, unless otherwise agreed with the Responsible Authority.
5. Roads abutting public open space and/or drainage reserves can be reduced in width with an appropriate indicative cross section to be provided to the satisfaction of the Responsible Authority.
6. Service lanes and internal loop roads can be reduced to 12 metres width with an appropriate indicative cross section to be provided to the satisfaction of the Responsible Authority.
7. The cross sections (*Figure 10* to *Figure 19*) are to be utilised for the road network except with the consent of Responsible Authority.

Image: Shared Pathway alongside Drainage Infrastructure, 2021.

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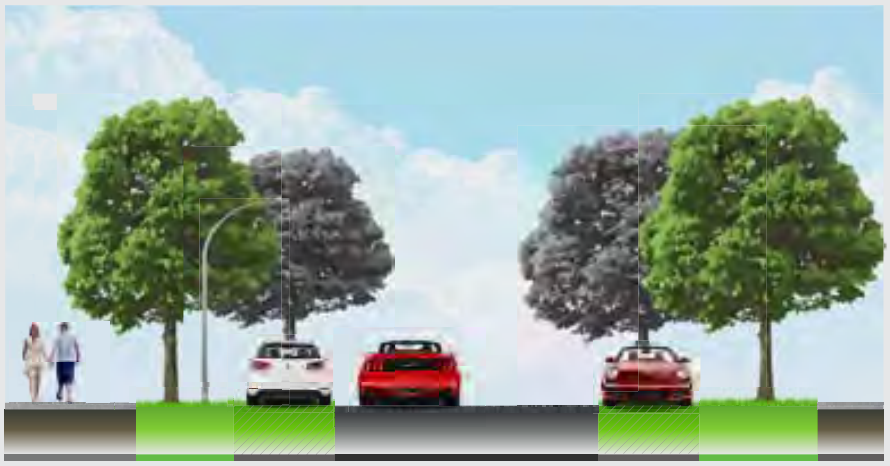
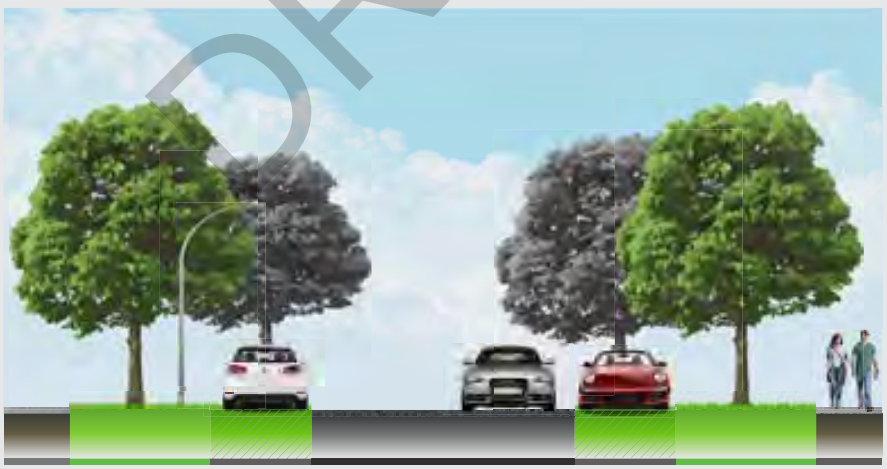
SARGENT STREET 10



3.0m	2.2m	2.3m	3.0m	3.0m	2.3m	2.7m	1.5m
PEDESTRIAN PATH	NATURE STRIP	PARKING BAY Tree outstands at approx. 50 - 100m centres and at intersections.	CARRIAGEWAY		PARKING BAY Tree outstands at approx. 50 - 100m centres and at intersections.	NATURE STRIP	PEDESTRIAN PATH

Sargent Street (Access Level 2) 20m

BEAGLE STREET 11



1.5m	3.2m	2.3m	3.0m	3.0m	2.3m	3.2m	1.5m
PEDESTRIAN PATH	NATURE STRIP	PARKING BAY Tree outstands at approx. 50 - 100m centres and at intersections.	CARRIAGEWAY		PARKING BAY Tree outstands at approx. 50 - 100m centres and at intersections.	NATURE STRIP	PEDESTRIAN PATH

Beagle Street (Access Level 2) 20m

0m 2m 4m 6m 8m

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LAND DEVELOPMENT INTELLIGENCE

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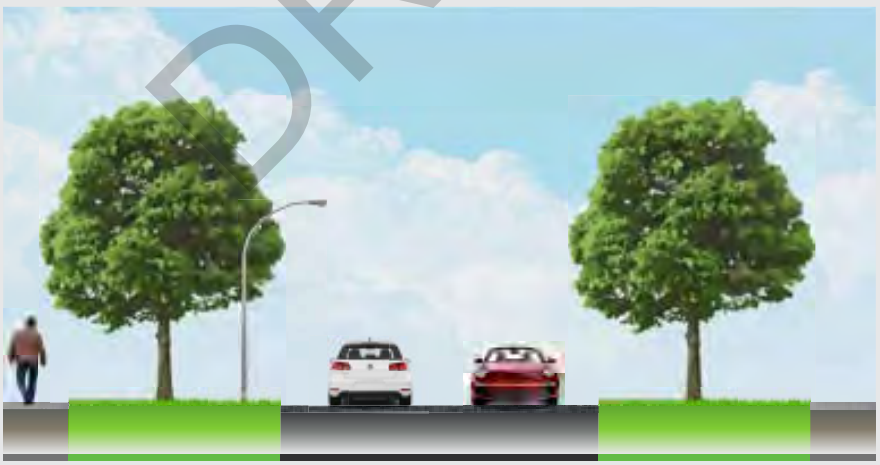
COLLISON ROAD 12

1.5m	3.2m	2.3m	3.0m	3.0m	4.0m	3.0m
PEDESTRIAN PATH	NATURE STRIP	PARKING BAY Tree outstands at approx. 50 - 100m centres and at intersections.	CARRIAGEWAY		NATURE STRIP	SHARED PATH

Collison Road (Access Level 2) 20m

GARDEN STREET 13



1.5m	4.85m	7.3m	4.85m	1.5m
PEDESTRIAN PATH	NATURE STRIP	CARRIAGEWAY	NATURE STRIP	PEDESTRIAN PATH

Garden Street 20m

0m 2m 4m 6m 8m

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LAND DEVELOPMENT INTELLIGENCE

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HEATHER GROVE 14

Heather Grove 22m

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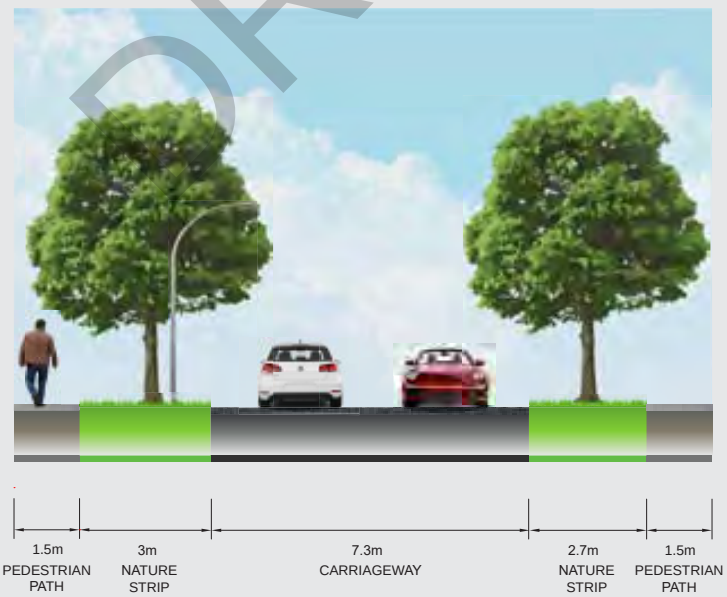
LEVEL 1 LOCAL ACCESS STREET 15



Local Access Level 1 16m

0m 2m 4m 6m 8m

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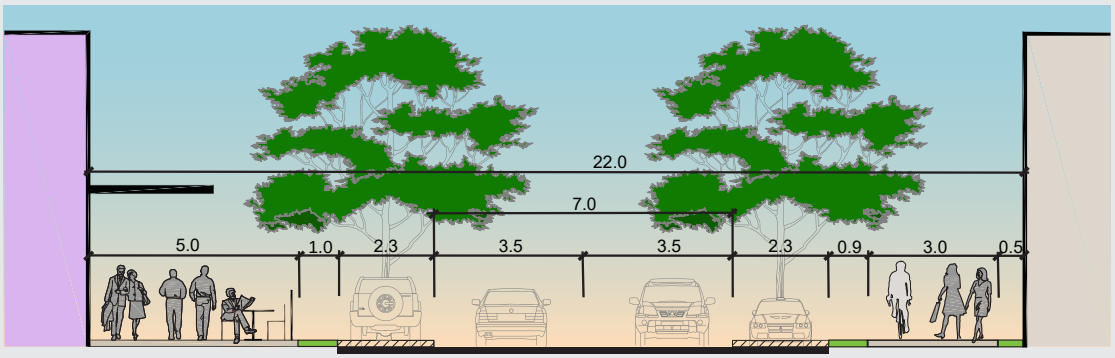
LAND DEVELOPMENT INTELLIGENCE

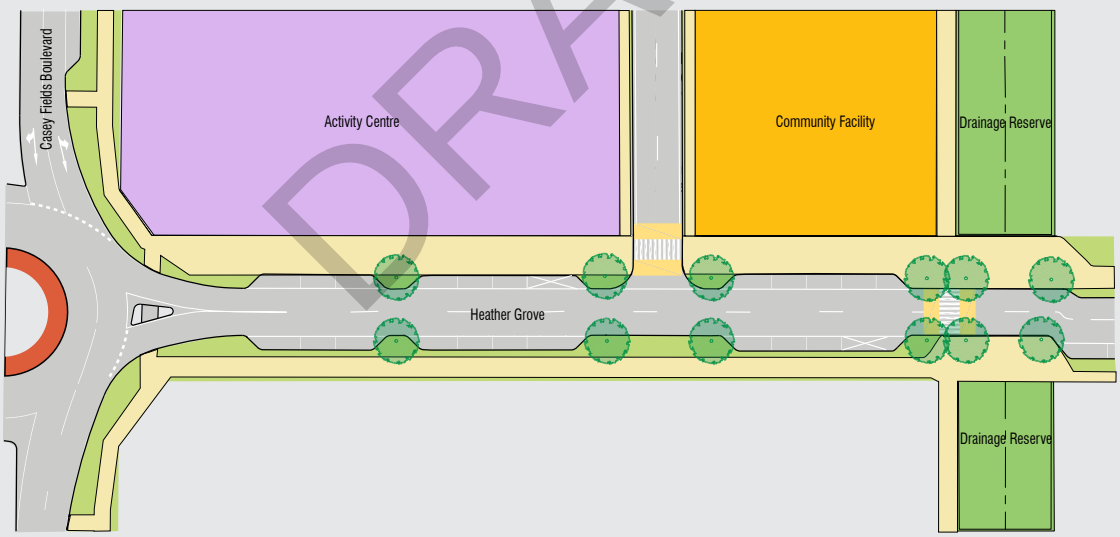
HEATHER GROVE 'MAIN STREET' CROSS SECTION 16



0m 2m 4m 6m 8m 10m

1:400 @ A3 Casey City Council Version: 1 Date: 04-05-2021

HEATHER GROVE 'MAIN STREET' CONCEPT 17



Note 1
The road between the community facility and the activity centre is indicative only. At the time of a planning permit application the position of internal street network will be determined.

Note 2
The road network reverts to the Heather Grove cross section after the drainage reserve.

Note 3
Road access for 18 Mayfield Road (as of 2021) is not shown. At the time of a planning permit application, the position of an internal street network will be determined. This may be via Mayfield Road or via Heather Grove.

0m 16m 32m 48m 64m 80m

1:400 @ A3 Casey City Council Version: 1 Date: 04-05-2021

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CASEY FIELDS BOULEVARD 18
Casey Fields Boulevard
Mayfield Road
1.2m NATURE STRIP
2.5m SHARED PATH
2.5m NATURE STRIP
2.3m PARKING BAY Tree outstands at approx. 50 - 100m centres and at intersections.
8.4m CARRIAGEWAY
4.6m NATURE STRIP
7.0m CARRIAGEWAY
2.3m PARKING BAY Tree outstands at approx. 50 - 100m centres and at intersections.
2.5m NATURE STRIP
3.0m SHARED PATH
0.7m NATURE STRIP
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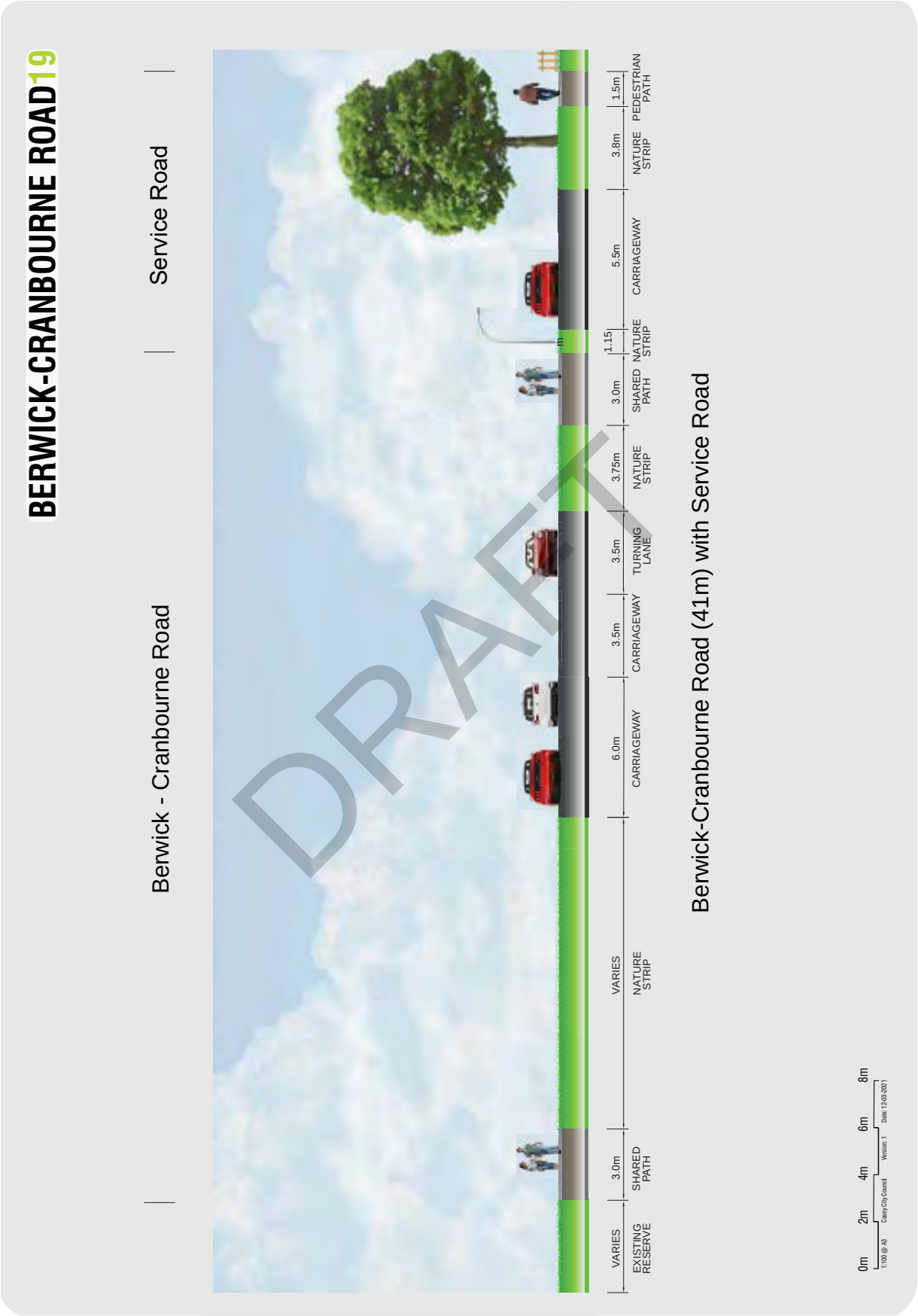
Casey Fields Boulevard - Mayfield Road 37m
KLM SPATIAL
LAND DEVELOPMENT INTELLIGENCE
0m
2m
4m
6m
8m
1:100 @ A3
KLM REF: 8588 RS01
Version: 2
Date: 23-02-2021


BERWICK-CRANBOURNE ROAD19
Berwick - Cranbourne Road
Service Road
VARIES
EXISTING RESERVE
3.0m
SHARED PATH
VARIES
NATURE STRIP
6.0m
CARRIAGEWAY
3.5m
CARRIAGEWAY
3.5m
TURNING LANE
3.75m
NATURE STRIP
3.0m
SHARED PATH
1.15
NATURE STRIP
5.5m
CARRIAGEWAY
3.8m
NATURE STRIP
1.5m
PEDESTRIAN PATH
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Berwick-Cranbourne Road (41m) with Service Road
0m
2m
4m
6m
8m
1:100 @ A3
Casey City Council
Version: 1
Date: 12-03-2021

3.6 Walking, Cycling and Public Transport

The Development Plan seeks to provide an integrated pedestrian and bicycle network with connections both internally and externally to the surrounding road network, public transport and adjoining public open space.

Berwick-Cranbourne Road and Linsell Boulevard are identified as key public transport network routes and Heather Grove is a designated future bus capable road in the Cranbourne East PSP.

A bus stop is located directly in front of the Estate on Berwick Cranbourne Road (route 897 - Lynbrook Station to Clyde). Bus services utilise Linsell Boulevard with three bus stops located directly north of the Estate (route 798 – Cranbourne Park Shopping Centre to Selandra Rise). It will be at the discretion of Transport for Victoria to identify the location of a suitable bus stop along Heather Grove.

The future Cranbourne East train station is located within 800 metres of the western part of the Estate.

Planning and Design Guidelines

1. Shared paths or bicycle paths must connect with the established street network.
2. Facilitate efficient and direct pedestrian, cyclist and vehicle movement including efficiently linking pedestrians and cyclists to public transport and linear reserves/open space in accordance with the Connectivity Plan shown in *Figure 20*.
3. Pedestrian pathways should connect to the existing pedestrian network to the east.
4. Shared paths should be minimum 3.0 metres wide except with the consent of the responsible authority.
5. Footpaths should be a minimum of 1.5 metres wide for the local road network and be provided on both sides of the street, where possible.
6. Location of pedestrian and cycle paths should make the best use of opportunities for passive surveillance.
7. Lighting and canopy cover should be installed along shared, pedestrian and cycle paths linking key destinations, unless otherwise approved by the responsible authority.
8. Any pedestrian and cycle links through a drainage reserve or adjoining the road network should include provision of park seating every 400 metres.
9. Safe, accessible and convenient pedestrian and cycle crossing points must be provided at all intersections, key desire lines and locations of high amenity.
10. All lots are to be connected to the pedestrian and/or shared path network in the ultimate development form. Where necessary, applicants will need to demonstrate interim access arrangements. These must be designed and constructed to the satisfaction of the responsible authority.

Linsell Boulevard Precinct

11. The eastern extension of Garden Street (through the South East Water drainage reserve) must be a pedestrian connection which connects Collison Estate to Selandra Rise Activity Centre.

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12. A series of north-south pedestrian connections from Garden Street through to Linsell Boulevard must be provided.
13. A north-south pedestrian link must be provided between Garden Street and the Sargent Street extension. It must link up to the shared path along the drainage channel.
14. A north-south pedestrian link must be provided between Garden Street and the drainage channel running along the eastern interface to the south of Garden Street. It must link up to the pathway along the drainage channel. It can be provided as:
    (a) Public open space that runs from the drainage channel to Garden Street; or
    (b) 10 metre wide accessway that connects the drainage channel to a local road that runs north-south.

Berwick-Cranbourne Precinct

15. North-south pedestrian connections must be provided between Berwick-Cranbourne Road and the future level 1 local access street.
16. The western extension of Pony Court is to be a pedestrian connection only and not for vehicle movements.

Image: Playground in Cranbourne East, 2021.

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CONNECTIVITY PLAN 20
Legend
Precinct Boundary
Activity Centre
Community Facility
Standard Residential Density
Medium Residential Density
Higher Residential Density
Public Open Space
Existing Reserve
Drainage Reserve
Primary Arterial Road
Collector Road - 22m
Local Access Street - Level 2 - 20m
Local Access Street - Level 1 - 16m
Service/Loop Road - 13m
Existing Shared Path
Existing on-road Bicycle Lanes
3.0m Shared Path
3.0m Shared Path (Cranbourne East DCP)
Existing Shared Path
1.5m Pedestrian Path within the Drainage Reserve
Indicative Pedestrian Connection
Existing Parcels
No Direct Access
Indicative location for Left In/Left Out Only Road Connection
Existing Bus Stop
Existing Bus Route
Future Bus Route
Existing Roundabout
All Movements Roundabout
Left In/Left Out Only Intersection
Signalised Intersection
800m Train Station Catchment
1000m Train Staion Catchment
Railway Line
Future Train Platform
Bus Route 798
LINSELL
BOULEVARD
GARDEN
STREET
SARGENT STREET
BOULEVARD
WATERLOO ROAD
ROAD
COLLISON
ROAD
ROSINA STREET
FIORELLI
BOULEVARD
DOMINIC STREET
FIELDS
HEATHER
GROVE
HEATHER
GROVE
MAYFIELD
CASEY
BEAGLE STREET
ROAD
COLLISON
FIORELLI
BOULEVARD
BUICK COURT
FAIRLANE COURT
PONY COURT
Bus Route 897
BERWICK
CRANBOURNE
DODGE TERRACE
ROAD
Proposed Train Event Platform
0m
100m
200m
300m
400m
500m
1:5,000 @ A3
KLM REF: 8588 CM02
Version: 1
Date: 05-11-2020
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3.7 Public Open Space

Two public open space reserves must be provided within the Collison Estate, one to the north of Heather Grove and one to the south of Heather Grove.

These reserves have been sited so as to:

- Ensure as many dwellings/lots as possible are within 400 metres walking distance of designated open space; and
- Minimise the impacts of open space land take on impacted land parcels.

The parks will be connected through a series of linear drainage reserves as part of the broader drainage strategy.

Planning and Design Guidelines

1. The open space reserves will each have a minimum dimension of 70 metres in width and length, unless otherwise agreed by the responsible authority.

Note: While the Casey Open Space Strategy also specifies a minimum area of 1.0 hectares per open space reserve. Council has agreed to the provision of a 1.0 hectare open space reserve and a 0.93 hectare open space reserve within Collison Estate.

2. Open spaces must have a road frontage to all edges except where these are otherwise addressed by active frontage from careful design of residential, commercial or community facility development or adjoin a drainage channel.
3. Streetscape planting and paths should complement and integrate with the adjoining parkland design.
4. The open space reserves must be on unencumbered land.
5. Kiosk substations must not be sited on public open space reserves.

Image: Casey Fields Reserve, 2021.

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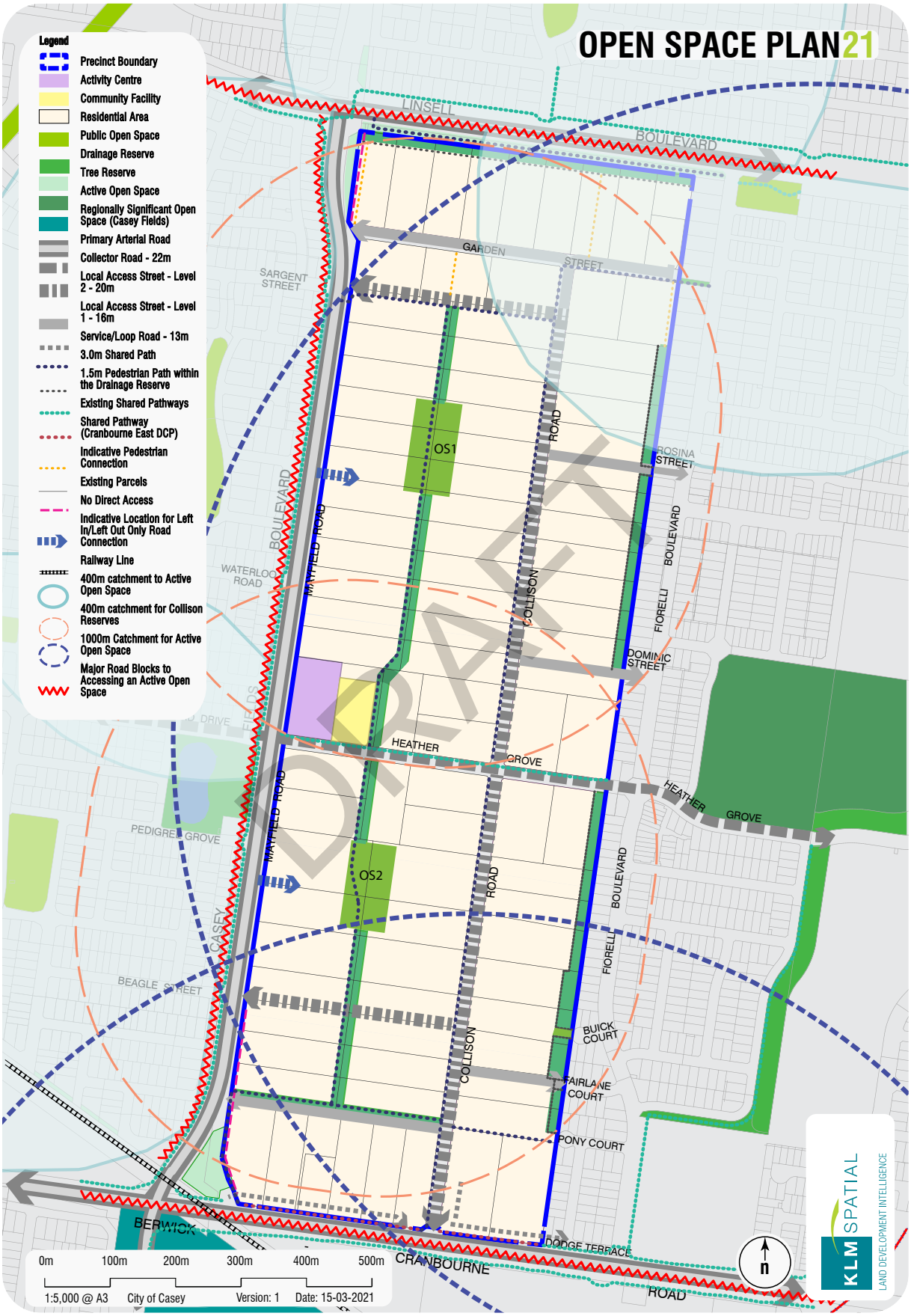
OPEN SPACE PLAN21
Legend
Precinct Boundary
Activity Centre
Community Facility
Residential Area
Public Open Space
Drainage Reserve
Tree Reserve
Active Open Space
Regionally Significant Open Space (Casey Fields)
Primary Arterial Road
Collector Road - 22m
Local Access Street - Level 2 - 20m
Local Access Street - Level 1 - 16m
Service/Loop Road - 13m
3.0m Shared Path
1.5m Pedestrian Path within the Drainage Reserve
Existing Shared Pathways
Shared Pathway (Cranbourne East DCP)
Indicative Pedestrian Connection
Existing Parcels
No Direct Access
Indicative Location for Left In/Left Out Only Road Connection
Railway Line
400m catchment to Active Open Space
400m catchment for Collison Reserves
1000m Catchment for Active Open Space
Major Road Blocks to Accessing an Active Open Space
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LINSELL BOULEVARD
GARDEN STREET
SARGENT STREET
OS1
OS2
COLLISON ROAD
ROSINA STREET
FIORELLI BOULEVARD
DOMINIC STREET
WATERLOO ROAD
MATFIELD ROAD
HEATHER GROVE
PEDIGREE GROVE
CASEY BOULEVARD
BEAGLE STREET
BUICK COURT
FAIRLANE COURT
PONY COURT
DODGE TERRACE
BERWICK
CRANBOURNE ROAD
0m 100m 200m 300m 400m 500m
1:5,000 @ A3
City of Casey
Version: 1
Date: 15-03-2021
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3.8 Community Facilities

The community facility within the Collison Estate will:

- Provide a network of community facilities across the wider Cranbourne east locality as focal points for community activity and interaction within each neighbourhood, co-located with activity centres, open space, and transport facilities;
- Provide a range of community facilities and services to meet the varying needs of local residents;
- Promote high quality architecture and flexible design and use of community facilities to accommodate changing community needs over time;
- Maximise access to community facilities especially by public transport, walking and cycling; and
- Provide spaces for programs and services that are delivered by government and non-government organisations.

Planning and Design Guidelines

Location

1. The community facility must be located where it can be easily accessible by walking, cycling or public transport.
2. Community facilities which are located in an activity centre should be designed to maximise efficiency of land use through the sharing and overall reduction of car parking.

Built Form

1. Ensure that the building proportion, scale and character are appropriate to their urban context.
2. Ensure the principal entrances of buildings front onto streets and/or public spaces.
3. The community facility should:
   (a) Front Heather Grove and/or have a strong physical link to it;
   (b) Provide consistent seating, signage, and street furniture to present a robust image for the precinct;
   (c) Provide pedestrian scale lighting along walkways that are close to a seating area, bus stop and open space;
   (d) Include public art element that is functional and relevant to the character of the neighbourhood;
   (e) Must demonstrate Environmentally Sustainable Design (ESD) and Water Sensitive Urban Design (WSUD) initiatives; and
   (f) Provide ample canopy tree cover.
4. Design community facilities so that they:
   (a) Provide for the multi-use of facilities by different groups within the community;
   (b) Facilitate the efficient and shared use of resources and facilities;
   (c) Provide for disability access and comply with DDA requirements; and
   (d) Incorporate Crime Prevention Through Environmental Design Safe Design Principles where appropriate.

Siting

1. For sites of 0.4 hectares or above, siting of the building should ensure there is space for a north facing playground.
2. Ensure there is limited conflict with uses that may impact on the safety of children, increase noise levels or loss of amenity, such as roads with high traffic volumes,

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proximity to loading bays, etc.

Carparking

1. The parking layout should provide a safe environment for all users and be pedestrian friendly in terms of safe and accessible pathways.
2. The design of the car park and surrounding landscape should provide clear sightlines into and throughout the car park.
3. One way car parking design layout with pedestrian friendly walkways is preferred.
4. Dedicated bus parking space or drop off space should be located near facility entrances.

Image: Selandra Family and Community Centre, 2021.

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3.9 Drainage and Stormwater Management

The vision for the drainage channels, in line with the innovative stormwater drainage management solution, is that the aesthetic values of the proposal hold equal weight with the functional drainage requirements.

Management of scale, attention to detail, overall layout and ongoing maintenance are all key components of this urban billabong solution.

Ultimately the landscape outcome will be extremely vital to the overall success of this project.

The Estate is divisible into three distinct catchments (shown in *Figure 22*):

- The smaller northern catchment discharging to Linsell Boulevard;
- The middle catchment to Heather Grove discharging east towards Clyde Creek; and
- The southern catchment between Heather Grove and Berwick-Cranbourne Road discharging east towards the upper reach of Clyde Creek.

There are ten sub-catchments each with its own linear channel for retardation which includes raingardens for treatment.

The distributed management drainage model ensures all retardation and treatment can occur within the Estate itself.

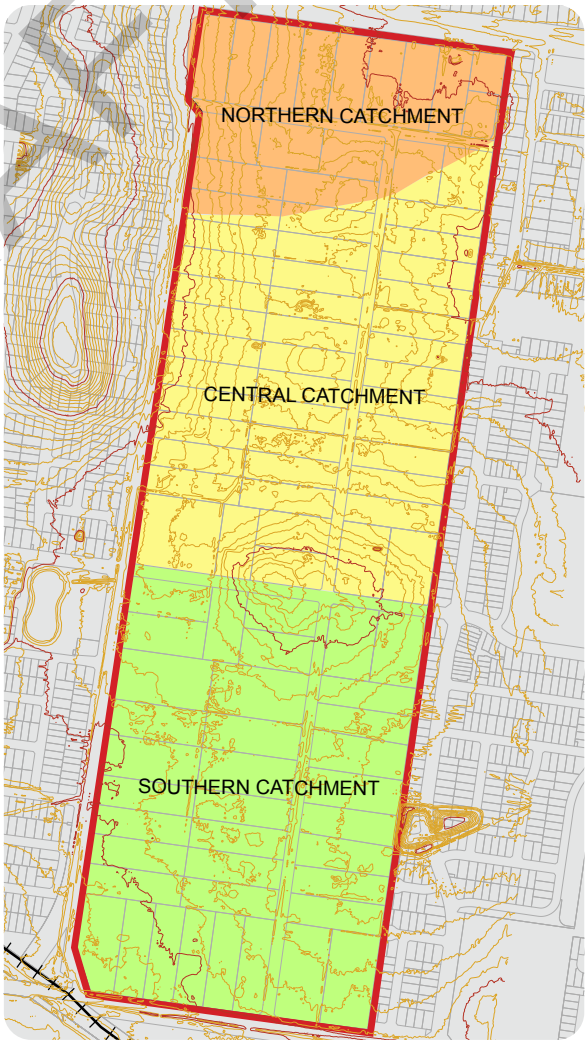
The land for drainage and the cost of the drainage infrastructure is incorporated into the Development Contribution Plan and the associated Section 173 Agreements.

The Drainage Plan in *Figure 23* illustrates the provision of approximately:

- 3km of green, linear drainage reserves and detention channels;
- 11,087m^3 of detention storage; and
- 1627m^2 of raingarden treatment area

Reserve widths are shown in *Figure 24*.

Figure 22: Drainage Catchments



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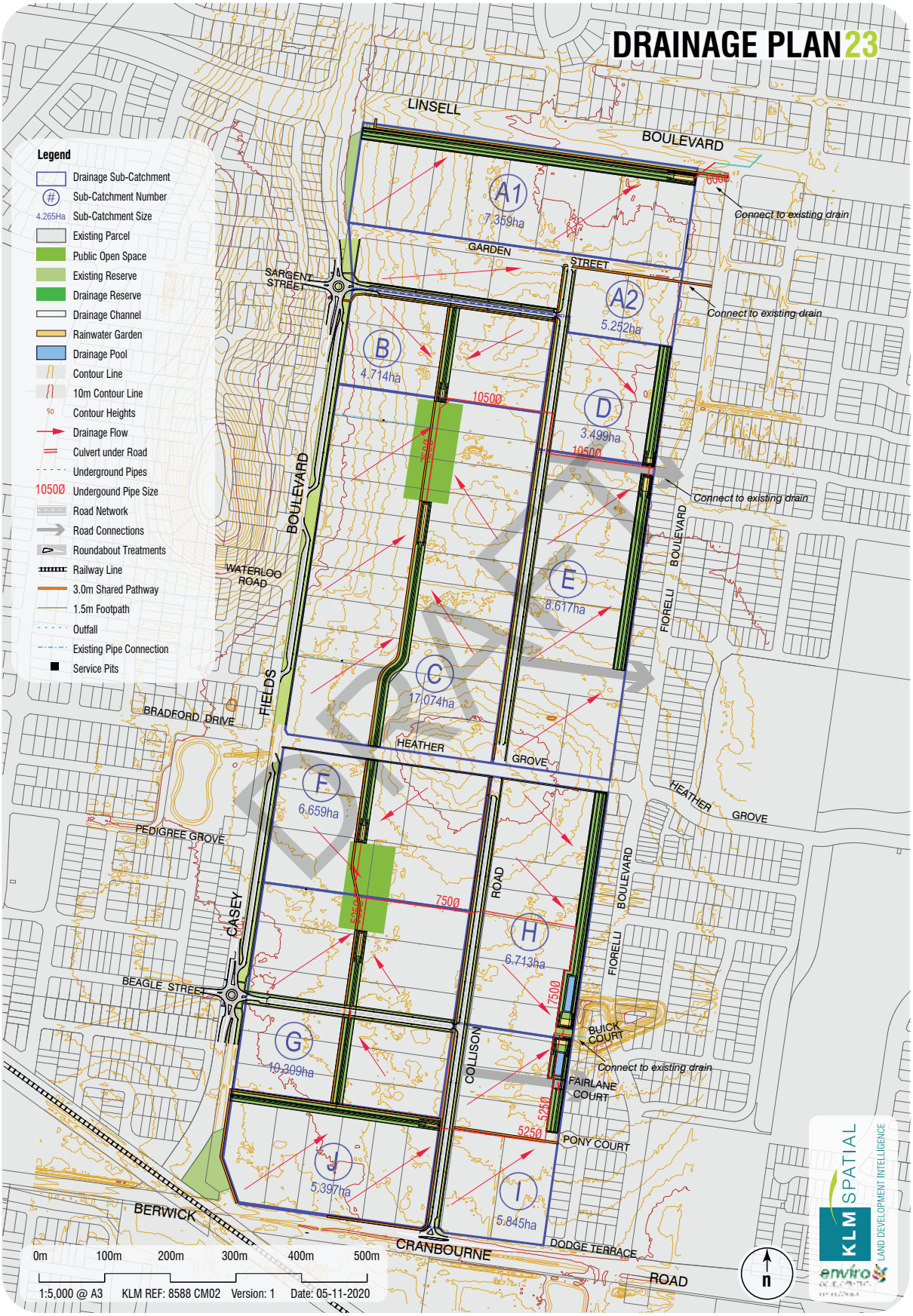
DRAINAGE PLAN 23
Legend
Drainage Sub-Catchment
Sub-Catchment Number
4.265Ha Sub-Catchment Size
Existing Parcel
Public Open Space
Existing Reserve
Drainage Reserve
Drainage Channel
Rainwater Garden
Drainage Pool
Contour Line
10m Contour Line
50 Contour Heights
Drainage Flow
Culvert under Road
Underground Pipes
10500 Undergound Pipe Size
Road Network
Road Connections
Roundabout Treatments
Railway Line
3.0m Shared Pathway
1.5m Footpath
Outfall
Existing Pipe Connection
Service Pits
LINSELL BOULEVARD
GARDEN STREET
SARGENT STREET
WATERLOO ROAD
BOULEVARD
FIELDS
BRADFORD DRIVE
HEATHER GROVE
PEDIGREE GROVE
CASEY
BEAGLE STREET
COLLISON ROAD
FIORELLI BOULEVARD
BUICK COURT
FAIRLANE COURT
PONY COURT
BERWICK
CRANBOURNE ROAD
DODGE TERRACE
A1 7.359ha
A2 5.252ha
B 4.714ha
C 17.074ha
D 3.499ha
E 8.617ha
F 6.659ha
G 10.309ha
H 6.713ha
I 5.845ha
J 5.397ha
Connect to existing drain
6600Ø
10500Ø
7500Ø
5250
0m 100m 200m 300m 400m 500m
1:5,000 @ A3 KLM REF: 8588 CM02 Version: 1 Date: 05-11-2020
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Planning and Design Guidelines – Overall

1. Development is to meet or exceed best practice stormwater quality treatment standards prior to discharge to receiving waterways.
2. Development must include integrated water management initiatives to diversify water supply, reduce reliance on potable water and increase the utilisation of storm and waste water contributing to a sustainable and green urban environment.
3. Runoff and peak flows must be reduced by the use of infiltration, local storage, reuse, landscape areas and other porous surfaces.
4. Integrated water management systems should be designed to enable future harvesting and/or treatment and re-use of stormwater.

Planning and Design Guidelines

1. All systems must, as a minimum;
   - (a) Have a typical storage capacity of 0.5 metres in depth and the length of the property frontage (subject to detailed design based on the area of pervious surfaces and anticipated re-use/ harvesting of stormwater);
   - (b) Deliver outfall infrastructure as required (see indicative cross sections – *Figure 24*);
   - (c) Seek to undertake works as well as make good the site outfall with the abutting property (see indicative cross sections – *Figure 24*);
   - (d) Have a maximum gradient of 1:6 batters, unless otherwise agreed by the responsible authority. Batters must be designed to enable efficient maintenance by the responsible authority;
   - (e) Be designed to the satisfaction of the responsible authority and demonstrate that the proposal does not prejudice the development of abutting undeveloped land parcels or other community infrastructure (i.e. roads, paths, public open space) to develop. Any interim or temporary strategies are strongly discouraged, except at drainage outfall points to the satisfaction of the responsible authority.
   - (f) Provide 3 metre wide shared path on Drainage channels B, C, F, G, and J or maintenance track incorporated into Drainage Channels A, D, E, H and I to provide access to the drainage channel;
   - (g) Provide culverts and crossings to the satisfaction of council;
   - (h) Delineate between the land which is needed for drainage and the land which is above the 1 percent AEP flood line;
   - (i) Drainage strategies for an individual site must demonstrate how they consider and co-ordinate with an ultimate consolidated approach applying to a minimum catchment of 10 hectares; and
   - (j) All drainage infrastructure downstream of the development must be in place prior to the development being completed. This includes the drainage channels, rain gardens and a free draining outfall.
2. All dwellings to include a minimum 2kl rain water tank connected to toilets and outdoors for irrigation use. Thirty percent of the tank

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must be dedicated for detention storage.

3.9.1 Treatment

Planning and Design Guidelines

1. The treatment of stormwater must be done in a coordinated way. This could include, but is not limited to:
   (a) The mandatory provision of domestic water tanks for all dwellings;
   (b) Permeable paving for development;
   (c) Irrigation of landscaped areas (both public and private realms);
   (d) Wetland treatments and landscaping such as rock beaching;
   (e) Series of raingardens and swales; and
   (f) Other measures where it is demonstrated that best practice is exceeded.
2. Consolidation of treatment measures is required where:
   (a) The applicable catchment is less than 10 hectares;
   (b) More than one land parcel is developed; and
   (c) Upgrades/alterations to an existing treatment measure to enhance its functionality and operation can occur in lieu of a new measure.

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Image: Example of landscaping along a drainage reserve.

3.9.2 Drainage Channel Landscaping

The vision is that the aesthetic values of the drainage corridor holds equal weight with the functional drainage requirements.

As these spaces are not just functional, the landscape objectives need to be seen as equally important to the drainage function.

1. Drainage channels must be landscaped.
2. Vegetation selection should be comprised of a mix of indigenous and non-indigenous vegetation and be low maintenance.
3. A naturalistic feel should be achieved.
4. A high percentage of indigenous grass, sedge and rush species at high planting densities to give good coverage and bank stability should be used.
5. Planting should include wild flowers through the planting mix in appropriate numbers.
6. Areas planted below the Q100 must be planted in accordance with the *Melbourne Water Planting Guidelines* and at a high density of 8-10 plants per square metre.
7. Ensure use of high quality rock to provide access down the bank and as large stepping stones to cross the waterway.
8. Flat grassed areas to stop and appreciate the space should be provided.
9. Large shade trees along the pathways at appropriate intervals should be provided to the satisfaction of the responsible authority.
10. Use a wider range of aquatic and riparian species than might normally be used in more functional wetland landscape treatments.
11. Waterways and pipe tracks should not be fenced spaces (where appropriate and safe). Where fencing is required it should be low scale and permeable. Semi-transparent fencing to be provided where residential development backs onto utility easements and wetlands.
12. Street furniture and lighting should be provided along the shared pathways (refer to sections 3.4 and 3.6).

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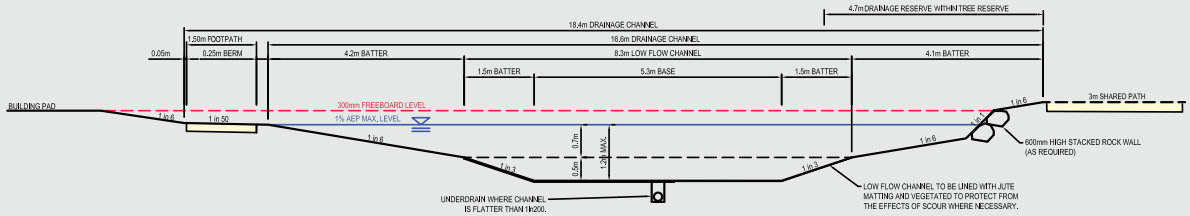
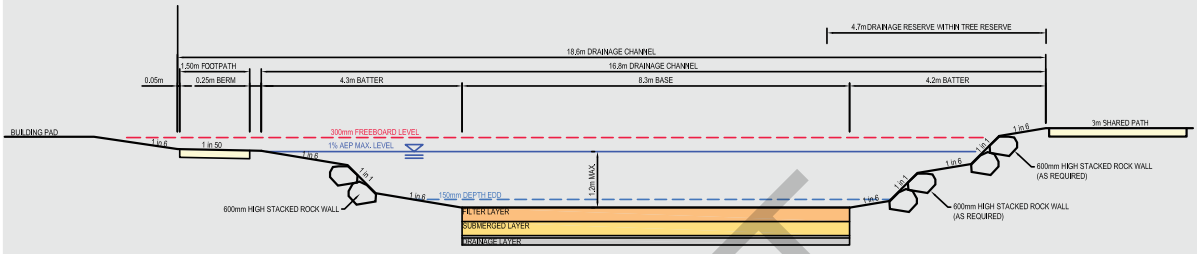
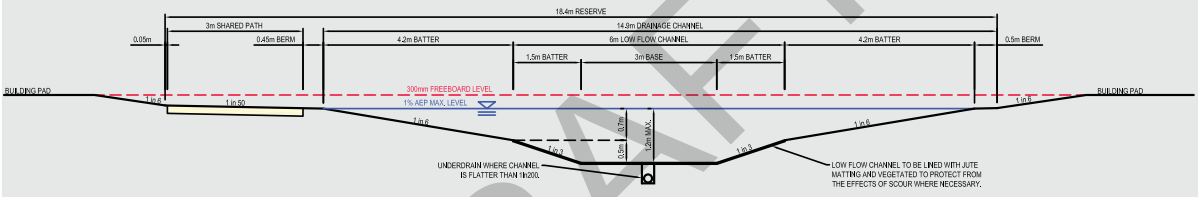
DRAINAGE CROSS SECTIONS 24



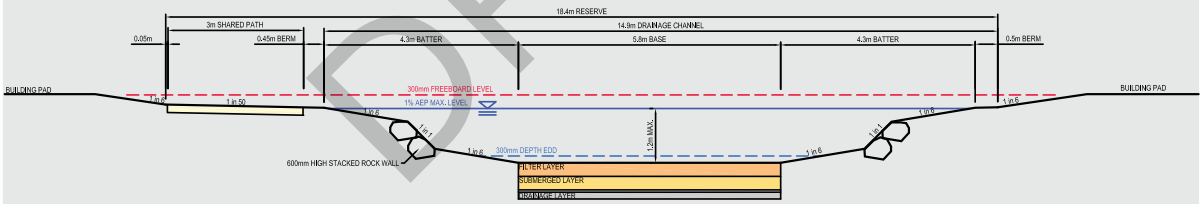
TYPICAL SECTION - DRAINAGE CHANNEL (A)



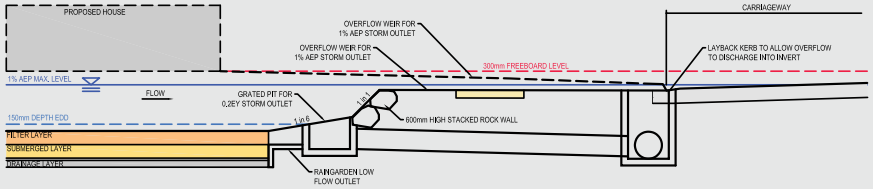
TYPICAL SECTION - DRAINAGE CHANNEL (A)



TYPICAL SECTION - DRAINAGE CHANNEL (B, C, F, G, J)



TYPICAL SECTION - DRAINAGE CHANNEL WITH RAINGARDEN (B, C, F, G, J)



TYPICAL SECTION - DRAINAGE CHANNEL OUTFALL - (B, C, F, G, J)

0m 1m 2m 3m 4m 5m

1:50 @ A1 KLM REF: 8588 LRC01
Version: 3 Date: 10-03-2021

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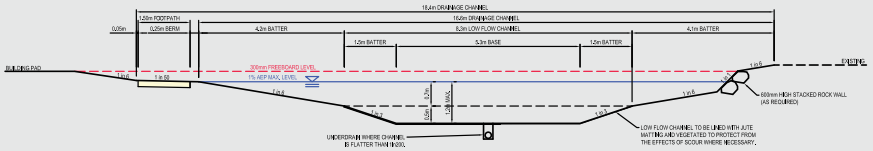
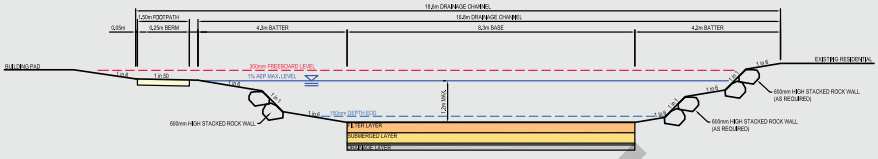
DRAINAGE CROSS SECTIONS 25



TYPICAL SECTION - DRAINAGE CHANNEL (D, E, H, I)



TYPICAL SECTION - DRAINAGE CHANNEL (D, E)

0m 1m 2m 3m 4m 5m

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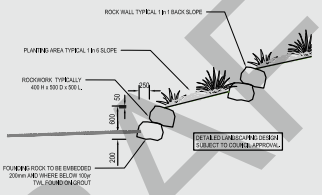
Version: 3 Date: 10-03-2021



TYPICAL SECTION - STACKED ROCK WALL

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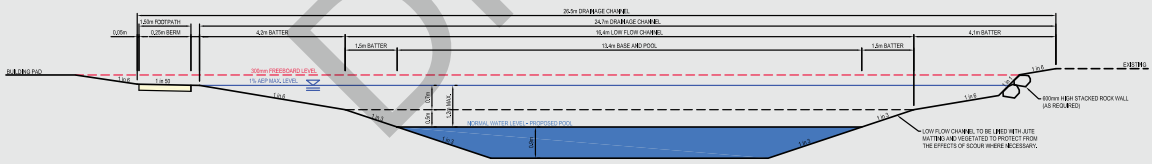
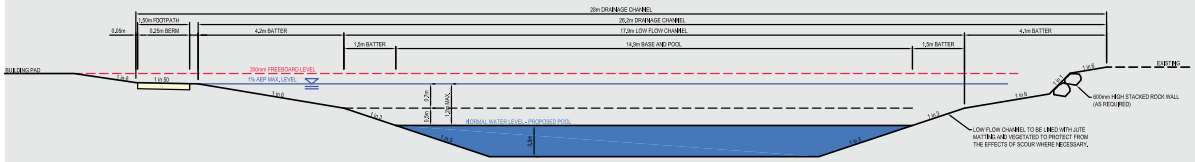


TYPICAL SECTION - DRAINAGE CHANNEL WIDENING (H)



TYPICAL SECTION - DRAINAGE CHANNEL WIDENING (I)

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0m 1m 2m 3m 4m 5m

1:50 @ A1 KLM REF: 8588 LRC01
Version: 3 Date: 10-03-2021

3.10 Utilities

The utilities and development staging objectives are:

- To ensure development occurs in an orderly and sustainable manner and makes best use of existing infrastructure; and
- To provide all developed lots, to the satisfaction of the relevant authority, with:
  - A potable water service;
  - Electricity;
  - Reticulated sewerage service;
  - Drainage; and
  - Telecommunications.

Planning and Design Guidelines

1. Development must occur in an orderly and sustainable manner and make best use of existing infrastructure.
2. Delivery of underground services must be coordinated, located and bundled (utilising common trenching) to facilitate planting of trees and other vegetation within road verges.
3. All existing above ground electricity cables of less than 66kv voltage must be placed underground as part of the upgrade of existing roads – to the satisfaction of the relevant electrical authority.
4. All new electricity supply infrastructure (excluding sub stations) must be provided underground.
5. New substations must be identified at the subdivision design response stage to ensure effective integration with the surrounding neighbourhood and to minimise amenity impacts.
6. Above ground utilities should only be provided where outside of key view lines and screened from public view.
7. Substations and other services must not be placed in public spaces unless otherwise agreed by the Responsible Authority.

3.11 Development Staging

Generally, staging will be determined by the development program of developers within the precinct and the availability of infrastructure services.

Planning and Design Guidelines

1. Development staging must not create circumstances in which residents will be unreasonably isolated from commercial and community facilities or public transport.
2. Development staging must be integrated with adjoining developments, including the timely provision of connecting roads and walkway / cycling paths.
3. Access to each new lot must be provided via a sealed road.
4. All drainage infrastructure downstream of the development must be in place prior to the development being completed.
5. The intersection at Collison Road/Berwick-Cranbourne Road must be a left/left out intersection prior to any development being completed.

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4.0 INFRASTRUCTURE PLAN

Image: Selandra Community Hub, 2020.

4.0 INFRASTRUCTURE PLAN

This infrastructure plan sets out infrastructure and services required to meet the needs of development of the precinct, and who is responsible for the delivery of works. Both Development Contributions and Public Open Space Contributions are collected to ensure the provision of major infrastructure and open space items.

4.1 Provision of Infrastructure

The infrastructure and services are to be provided through a number of mechanisms including:

- Subdivision construction works by developers;
- Development contributions (development infrastructure levy);
- Utility service provider requirements; and
- Capital works projects by Council, State Government Agencies and Non-Government Organisations.

4.2 Subdivision Construction Works by Developers

As part of subdivision construction works, all lots should be able to be connected to reticulated drainage, sewerage, water, electricity, and telecommunications services. Unless provided for in the applicable Development Contributions Plan, a Public Acquisition Overlay or other Agreement, the following infrastructure works should be provided for, either in full or in part, by the developer to the satisfaction of the City of Casey and/or other relevant Responsible Authorities:

- Connector streets and local streets, including culverts;
- Local bus stop infrastructure;
- Landscaping of all existing and future roads and local streets;
- Intersection works and traffic management measures along arterial roads, connector streets and local streets;

  Note: Subject to the approval of the collecting agency, part or all of the cost of works on intersections included in a Development Contributions Plan may be able to be provided as in-kind works in lieu of cash payment.
- Council approved fencing and landscaping (where required) along arterial roads;
- Street lighting;
- Local pedestrian and bicycle paths along local arterial roads, connector roads and local streets, and local drainage systems, except those in the DCP;
- Local drainage systems connected to the ultimate drainage outfall point; and
- Infrastructure as required by utility services providers including water, sewerage, drainage, electricity, and telecommunications.

It is not proposed to use the Public Acquisition Overlay as an initial mechanism to provide land for infrastructure.

4.3 Development Contribution Plan

A Development Contributions Plan has been prepared for Collison Estate in conjunction with this Development Plan. The Development Contribution Plan is an incorporated document of the Casey Planning Scheme.

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4.4 Public Open Space Contributions

Public open space contributions are required under Clause 53.01 of the *Casey Planning Scheme* as a 5 percent contribution of the net developable area (NDA). Land must be provided in accordance with the development plan.

Only 1.9332 hectares required under Clause 53.01 (Public Open Space Contribution and Subdivision) for the Collison Estate will be delivered through the provision of two parks (one is 1.0 hectares in size, the other is 0.93 hectares). The remaining contributions will be received through cash contributions to the Responsible Authority which must supplement the embellishment of the proposed public open spaces.

A contribution must be made as follows;

- Where public open space is identified on a land parcel and is equal to 5% of the land parcel's NDA, that land must be transferred to Council at no cost to Council;
- Where public open space is shown on a land parcel and is less than 5% of the lot's NDA:
  - The relevant land must be transferred to Council at no cost to Council; or
  - A cash contribution is to be made to Council to bring the total public open space contribution to a value equal to 5% of NDA.
- Where public open space is shown on a land parcel that is greater than 5% of the lot's NDA, the relevant land must be transferred to Council at no cost of Council. Council will compensate the landowner, at a time to be agreed, for the amount of land provided in excess of 5% but no greater than the difference between 5% and the amount of land nominated in the land budget tables; or
- Where no public open space is shown on a parcel, a cash contribution is to be made to Council to the value of 5% NDA.

The Responsible Authority may alter the distribution of public open space as shown on the Development Plan provided the relevant vision and objectives of this Development Plan are met.

A developer may provide additional public open space in a subdivision to the satisfaction of the Responsible Authority.

Table 6: North Pubic Open Space Contributions

Property	Length (m)	Width (m)	Area (m^2)
35 Collison Road	9.3	35	327
37 Collison Road	47.1	35	1649
39 Collison Road	46.6	35	1630
41 Collison Road	39.9	35	1393
34 Mayfield Road	9.3	35	327
36 Mayfield Road	47.1	35	1648
38 Mayfield Road	46.6	35	1629
40 Mayfield Road	39.9	35	1397
Overall Dimensions	142.9	70	10000

Table 7: South Pubic Open Space Contributions

Property	Length (m)	Width (m)	Area (m^2)
14 Mayfield Road	54.0	35	1891
16 Mayfield Road	80.1	35	2802
13 Collison Road	54	35	1866
15 Collison Road	80.1	35	2773
Overall Dimensions	133.3	70	9332

Note: Length and width dimensions for individual lots may vary slightly depending on the lot dimensions. Public

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open space contributions area shown in Table 6 and 7 includes both encumbered and unencumbered public open space.

4.5 Public Open Space Delivery

The vesting of reserves to Council as individual land parcels develop is acceptable.

Where land is vested to Council it must be accessible by vehicle to enable its maintenance and unrestricted access.

Land vested to the Responsible Authority is to be vested in a condition that enables safe public use and access, and safe mowing using standard Council machinery.

All public open space must be finished to a standard that satisfies the requirements of the Responsible Authority prior to the transfer of the public open space, including but not limited to:

- Removal of all existing and disused structures, foundations, pipelines, protruding rocks and stockpiles;
- Clearing of rubbish, environmental weeds, rocks and loose surface;
- Levelling of Public Open Space;
- Bare, patchy and newly graded areas being seeded and top-dressed with warm climate grass (unless conservation reserve requirements dictate otherwise);
- Provision of vehicular exclusion devices (fence, bollards, or other suitable method) with the exception of maintenance vehicle access; and
- Utilities are provided to the public open space.

Where there is existing vegetation on the land that is to be vested to Council, a preferred outcome will need to be agreed regarding the retention of trees. This will depend on where the open space is to be located and extent of vegetation. An arborist report will be required to determine the retention value of any vegetation within a future open space reserve.

4.6 Infrastructure and Services Required to Support Development of the Precinct

Table 8 sets out the list of infrastructure and services required to support development, including details of:

- Infrastructure Group and Category;
- Project Title and Description;
- Lead Agency (the agency responsible for the coordination and approval of the project. Other agencies and / or developers may have an involvement in the project); and
- Timing.

4.7 Project Coordination

Where practical and compatible, infrastructure projects should be grouped and delivered in a coordinated manner.

4.8 Section 173 Agreements

A Section 173 Agreement should be placed on title for land to be vested to Council for drainage infrastructure purposes. This will affect landowners with drainage infrastructure shown on their land (see *Figure 23*). If land is unable to be vested in Council for drainage infrastructure purposes, then land assembly will be left to the market to coordinate. The timing of the delivery of the infrastructure will be left to the market as set out in the Development Contributions Plan.

4.9 Maintenance

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A minimum 2 year maintenance period will be required prior to the hand-over of a drainage asset to the responsible authority. This will form a condition on any planning permit granted.

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Table 8: Infrastructure and Services Required to Support Development of the Estate

Project Ref.	Project Description	Lead Agency	Indicative Timing	Indicative Costs (2021)
Roads				
RD01	Sargent Street - Construction of Sargent Street as a Local Access - Level 2 road.	Relevant development proponent	S	$1,711,908.00
RD02	Heather Grove - 2m widening of Heather Grove to a Collector Road standard.	Relevant development proponent	S-M	$427,884.00
RD03	Heather Grove - Upgrade of Heather Grove fronting 1 Heather Grove to a 'Main Street.'	Relevant development proponent	S-M	$1,331,709.88
RD04	Beagle Street - Construction of Beagle Street as a Local Access - Level 2 road standard.	Relevant development proponent	M	$1,707,139.00
RD05	Collison Road North - Upgrade of Collison Road North to a Local Access - Level 2 road standard.	Council	S	$4,231,763.00
RD06	Collison Road South - Upgrade of Collison Road South to a Local Access - Level 2 road standard.	Council	M	$3,912,558.00
RD07	Sargent Street - Land required to achieve a 20m road reserve for Sargent Street extension including intersection flaring (0.5873 hectares).	Council	S	$1,846,675.00
RD08	Heather Grove - Land required to a achieve a 22m road reserve for Heather Grove including intersection flaring (0.1006 hectares).	Council	S-M	$318,189.73
RD09	Beagle Street - Land required to achieve a 20m road reserve for Beagle Street extension including intersection flaring (0.6567 hectares).	Council	M	$2,027,302.00

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Project Ref.	Project Description	Lead Agency	Indicative Timing	Indicative Costs (2021)
Intersections				
IN01	Linsell Boulevard and Casey Fields Boulevard - Construction of signalised intersection. (Total cost shown in brackets).	Council/DoT	M (or prior to Statement of Compliance for the 680th lot within the Estate or at Council's discretion having regard to the timing of funds available from the Cranbourne East DCP to deliver the item).	$209,436.00 ($3,871,345.63)
IN02	Sargent Road and Casey Fields Boulevard - Construction of a roundabout.	Council	S	$1,200,592.00
IN03	Beagle Street and Casey Fields Boulevard - Construction of a roundabout	Council	M	$1,450,189.00
IN04	Collison Road and Berwick-Cranbourne Road - left in/left out intersection.	Council/DoT	M (or once Collison Road South is upgraded and requiring connection to Berwick -Cranbourne Road).	$643,635.00

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Project Ref.	Project Description	Lead Agency	Indicative Timing	Indicative Costs (2021)
IN05	Land required to achieve lane duplication. 0.0006 Hectares required.	Council	M (at the same time as IN01)	$2,003.00
Community Facilities				
CF01	Community Facility - Land required for a community facility (0.6 hectares).	Council	S-M (at the same time as CF02)	$3,300,000.00
CF02	Community Facility - Construction of centre to include a double kindergarten, two maternal and child health rooms and flexible community rooms.	Council	S-M (or prior to the 800th household in the Estate or 500th household south of Heather Road whichever comes first).	$4,662,000.00 ($5,180,000.00)
Public Open Space (Not included within the Development Contribution Plan will be achieved through Public Open Space Contributions*)				
OS01	Land for public open space (North) (1.00 hectares).	Council	S-L	$1,454,064.47
OS02	Land for public open space (South) (0.93 hectares).	Council	S-L	$1,323,315.11
OS03	Basic improvements to open space including earthworks, grading, seeding, garden beds, paths and trails, local playground construction.	Council	L	$6,541,264.45
Drainage				
DR01	Drainage channel A - Construction of drainage channel.	Relevant development proponent	S	$1,133,712.89
DR02	Drainage channel B - Construction of drainage channel.	Relevant development proponent	S	$279,754.90
DR03	Drainage channel C - Construction of drainage channel.	Relevant development proponent	S	$775,023.27

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Project Ref.	Project Description	Lead Agency	Indicative Timing	Indicative Costs (2021)
DR04	Drainage channel D - Construction of drainage channel.	Relevant development proponent	S	$431,180.41
DR05	Drainage channel E - Construction of drainage channel.	Relevant development proponent	S	$779,845.15
DR06	Drainage channel F - Construction of drainage channel.	Relevant development proponent	S	$249,244.51
DR07	Drainage channel G - Construction of drainage channel.	Relevant development proponent	S	$475,137.96
DR08	Drainage channel H - Construction of drainage channel.	Relevant development proponent	S	$840,214.26
DR09	Drainage channel I - Construction of drainage channel.	Relevant development proponent	S	$358,720.84
DR10	Drainage channel J - Construction of drainage channel.	Relevant development proponent	S	$568,791.96
DR11	Underground pipes - Channel B to outfall (1050Ø @ 391.6 linear metres).	Council/relevant development proponent	S	$281,952.00
DR12	Underground pipes - Channel C to Channel B pipe (750Ø @ 148.9 linear metres).	Council/relevant development proponent	S	$92,318.00
DR13	Underground pipes - Channel A to outfall (600Ø @ 46.6m linear metres).	Council/relevant development proponent	S	$24,232.00
DR14	Underground pipes - South POS to outfall (750Ø @ 502.2 linear metres).	Council/relevant development proponent	S	$311,364.00

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Project Ref.	Project Description	Lead Agency	Indicative Timing	Indicative Costs (2021)
DR15	Underground pipes - Channel F to South POS (525Ø @ 99.45 linear metres).	Council/relevant development proponent	S	$43,758.00
DR16	Underground pipes - Channel J to outfall (525Ø @259.2 linear metres).	Council/relevant development proponent	S	$114,048.00
DR17	Underground pipes - Channel G to South POS (525Ø @ 53.65 linear metres).	Council/relevant development proponent	S	$23,606.00
DR18	Land required for drainage channel A (0.7038 hectares).	Council	S	$2,214,143.00
DR19	Land required for drainage channel B (0.2706 hectares).	Council	S	$822,941.00
DR20	Land required for drainage channel C (0.7475 hectares).	Council	S	$2,532,403.00
DR21	Land required for drainage channel D (0.3394 hectares).	Council	S	$1,035,082.00
DR22	Land required for drainage channel E (0.5536 hectares).	Council	S	$1,637,925.00
DR23	Land required for drainage channel F (0.2323 hectares).	Council	S	$695,472.00
DR24	Land required for drainage channel G (0.4546 hectares).	Council	S	$1,422,783.00
DR25	Land required for drainage channel H (0.7384 hectares).	Council	S	$2,227,767.00
DR26	Land required for drainage channel I (0.2979 hectares).	Council	S	$908,741.00
DR27	Land required for drainage channel J (0.5927 hectares).	Council	S	$2,188,399.00

**Public Open Space Contributions are indicative only.*

Timing - S (1-5 years), M (5-10 years), L (10+ years).

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5.0 FURTHER REQUIREMENTS

Image: Clyde Wetlands, 2021.

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5.1 Planning Permit Application Requirements

Planning permit applications will be required to meet the relevant provisions of the Casey Planning Scheme. Application requirements are listed in Clause 43.04 Schedule 22 to the Development Plan Overlay. In addition, the following information should be provided with any permit application:

- For subdivision applications which include a "superlot", an indicative building / future subdivision layout of the superlot;
- An environmental assessment prepared by an appropriately qualified person for those land parcels known to have been used for non-residential purposes and may be potentially contaminated;
- A stormwater management strategy outlining;
  - Proposed retardation requirements;
  - Proposed treatment measures demonstrating best practice is achieved;
  - Integration of drainage solutions with abutting land owners/properties;
  - Public works to be undertaken and impacted land owners/properties; and
  - The impacts of the strategy on abutting land parcels or other community infrastructure (i.e. roads, paths, public open space) to develop, and demonstrating that the proposal will not prejudice their ability to develop.
- Planning applications for subdivision and development must demonstrate compliance with Clause 56.07 (Integrated Water Management) and Clause 53.18 (Stormwater Management in Urban Development) of the *Casey Planning Scheme*, as applicable;
- Landscape concept plan consistent with the *Casey City Council Landscape Guidelines* as amended indicating:
  - Street trees; and
  - Any landscaping within the private realm.
- Public infrastructure plan identifying:
  - Public works to be delivered;
  - Timing for the delivery of the works; and
  - Stage sequencing plans (where applicable).
- Before development commences/certification, functional layout plans must be submitted showing how the roads will connect with the broader surrounds and the location of all:
  - Underground services;
  - Driveways and crossovers;
  - Street lights;
  - Street trees; and
  - Services and street lights so as to achieve the road reserve width consistent with the cross sections nominated and accommodate the minimum level of street tree planting.
- Where a drainage reserve is shown and spans across multiple properties, an indicative landscaping concept master plan for the entire reserve must be prepared. It must be consistent with the *Casey City Council Landscape Guidelines* as amended and to the satisfaction of the responsible authority unless otherwise agreed by the responsible authority;
- A Waste Management Plan is required as part of any application where private or common property roads are proposed;
- Where non-residential uses are proposed, the applicant must provide:
  - An assessment of whether the proposed non residential use(s) and an increase in existing non residential uses adversely

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affects the future and orderly operation of the Collison Estate activity centre.

- The nature of the proposed use;
- Floor area of the proposed use;
- Access and movement plan including pedestrian connectivity and bicycle facilities;
- Appropriate buffers between the non-residential use and residential uses (current and future);
- Carparking plan; and
- Landscaping plan.

- Sustainable development report or statement, as outlined below:
  - Either a Sustainable Design Assessment or a Sustainability Management Plan as specified in Table 9, as appropriate:
    - A Sustainable Design Assessment will usually not need to be prepared by a suitably qualified professional. It should:
      - Provide a simple assessment of the development. It may use relevant tools from the examples listed in the table or an alternative assessment approach to the satisfaction of the responsible authority; and
      - Identify environmentally sustainable development measures proposed in response to policy objectives, having regard to the site's opportunities and constraints.
    - A Sustainability Management Plan should:
      - Provide a detailed assessment of the development. It may use relevant tools from the examples listed in the table or an alternative assessment approach to the satisfaction of the responsible authority; and
      - Identify achievable environmental performance outcomes having regard to the objectives of this policy (as appropriate);
      - Demonstrate that the building has the design potential to achieve the relevant environmental performance outcomes, having regard to the site's opportunities and constraints; and
      - Document the means by which the performance outcomes can be achieved.
  - A Sustainable Subdivision Design Statement should provide a simple sustainability assessment of how the subdivision address the above initiatives and following outcomes:
    - Optimised solar orientation to public open space and dwellings;
    - Reduction of impervious surfaces;
    - Reduction in construction waste and high use of recycled materials;
    - Provision of pedestrian and cycle access and appropriate pedestrian weather protection;
    - Diversity of street / pathway designs;
    - Retention of mature trees and use of drought tolerant and indigenous planting;
    - Use of low-energy street lighting; and
    - Various assessment tools have been listed in Table 9 which may be used to assess how the proposed development addresses the objectives of this policy, as appropriate.

The responsible authority may waive the need to provide any of the information detailed above that is not relevant to a particular application.

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Table 9: Sustainable Development Assessment Tools

Type of Development	Application Requirements	Example Tools
All Development		
» 2-9 dwellings; or » Development of a building other than dwellings with a gross floor area between 50m² and 1000m²	Sustainable Design Assessment (SDA)	BESS STORM MUSIC
» Development of 10 or more dwellings. » Development of a building with a gross floor area of more than 1000m².	Sustainability Management Plan (SMP)	BESS Green Star MUSIC STORM
All Subdivision	Sustainable Subdivision Design Statement	

» Demonstrate how development will achieve a minimum Green Star 6 star rating or equivalent;

» Traffic impact assessment;

Note: Interim turning areas must be shown as part of any planning application demonstrating how interim solutions will be available to ensure the safe and efficient movement of waste vehicles and emergency vehicles. Bonds for interim access arrangements may be requested, at the discretion of the Responsible Authority.

» An indicative road layout cell plan to demonstrate how the proposal integrates with the surrounding lots (where lots are developed one by one);

» Where medium density or higher density is proposed, a plan confirming the walkability of the development to either open space or bus capable roads must be provided;

» Where the activity centre or community facility is proposed, a concept plan showing both areas must be provided. It should address:

- » Landscaping that demonstrates how overland flow paths are considered as part of public realm design to optimise efficient water use and long-term viability of vegetation;
- » Pedestrian connectivity;
- » Car parking;
- » Bicycle facilities;
- » Loading bays;
- » How it integrates with the abutting activity centre or community facility, the drainage channel and shared pathway;
- » Waste management; and
- » Urban design framework which includes a cross section for a Main Street concept.

5.2 Administrative Updates

It is recognised that, from time to time, circumstances may change leading to the need for minor administrative changes to this document. Where an update does not materially alter this document, such a change may be made administratively. Examples include a change to the name of a Council department, a change to the name of a Federal or State Government department, and a minor update to legislation which does not have a material impact. However, any change or update which materially alters this document must be by resolution of Council.

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APPENDIX 1
ESTATE ANALYSIS

Image: Selandra Rise Neighbourhood Activity Centre, 2021.

A1.1 Existing Estate Features

Table 10 provides a snapshot of key elements of the Estate.

Table 10: Existing Estate Features

Area	83.0778 Hectares
Land Parcels	94 individual land parcels.
Existing Lot Mix	Low density residential development with a mix of vacant lots and lots developed with a single dwelling in a landscaped or agricultural setting. Lot sizes across the Estate range from 4,000 to 16,000 square metres. Most lots are regular in configuration and are around 8000m^2 in size.
Land Uses	The only property that has, until recently, been used for commercial use is Bramley's Wholesale Nursery at 4 Mayfield Road, a Medical Centre currently operates at 201 Berwick-Cranbourne Road. The balance of the Estate is used for residential purposes. There are also a number of home businesses within the estate and some vacant lots as well.
Topography	The land form is relatively flat at an elevation of approximately 40m above sea level. The Estate has a modest fall from west to east of approximately 6.5 metres (RL 41.5 to the west to RL 35 to the east). The highest point of the Estate is close to the corner of Heather Grove and Collison Road as RL 42.0. Given the generally "flat" nature of the land, there are no key view lines or vistas to be considered from a topographic perspective.
Geology	The majority of the Estate is underlain by Tertiary aged Baxter Sandstone which is described as ferruginous sandstone, sand, sandy clay with occasional gravels. There is a small section in the north of the Estate underlain by Quaternary aged peaty clay and clay (mainly swap deposits).
Waterways	No designated waterways dissect the Estate. There is a minor drainage tributary that runs in a north-easterly direction north of Heather Grove.
Hydrogeology	A groundwater database search identified a total of 91 bores within the Estate, and of these, 89 were used for extractive purposes. The existing bores are not an impediment to the future development of the land.

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A1.2 Constraints and Opportunities

A1.2.5 Cultural Heritage

The north-eastern corner of the land is within an area of cultural heritage sensitivity (see *Figure 26*). There are registered Aboriginal sites to the west and south of the estate. The registered site near Fable Way in the Hunt Club Estate is within 50 metres of the Estate sites, adjacent properties will be required to have a Cultural Heritage Management Plan prepared, where a high impact activity is proposed.

Recorded Aboriginal sites near the Collison Estate indicate that for the area, Aboriginal cultural heritage is likely to be present on elevated land forms in a surface and subsurface context.

A Cultural Heritage Management Plan is required to be undertaken prior to a planning permit being granted, in accordance with the *Aboriginal Heritage Act 2006* and supporting Regulations in instances listed above.

A1.2.6 Post-contact European Heritage

Based on a historical review of European land use, Heritage Victoria's Online Database (Hermes) and previous historic reports it was concluded that there are no recorded historic sites in the activity area and significant historic heritage is unlikely to be present.

A1.2.7 Flora and Fauna

Collison Estate lies within the Gippsland Plain bioregion and falls within the Port Phillip and Westernport Catchment Management Authority.

There is moderate vegetation coverage throughout the Collison Estate that would provide roosting and foraging habitat for native birds and arboreal mammals. None of the trees recorded were of a sufficient age and maturity to have developed nesting hollows for native fauna.

As the Estate is isolated from any other areas of treed habitat it is not part of a habitat corridor or a direct connection.

Any development proposing to remove, destory or lop native vegetation including dead native vegetation would need to be considered against Clause 52.17 (Native Vegetation) where the particular provision applies.

A1.2.8 Environmental Risk

All properties except for 4 Mayfield Road, have a "low risk" of potential contamination. Due to its previous use as a plant nursery, further investigations into 4 Mayfield Road are required prior to the use of the land for residential purposes.

Other potential risks of contamination are considered readily managed such as septic tanks/wastewater fields, asbestos in building and minor inert waste.

A1.2.9 Bushfire Risk

The land is not within a bushfire prone area, all land to the north, east and west is developed and managed. Land to the south is used as a recreation facility and has eastern and western interfaces with residential development, and as such the land is managed to reduce grassfire risk. The land is also separated by Berwick-Cranbourne Road.

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A1.2.10 Flood Risk

Areas through the centre of the estate (north of Heather Grove) are prone to flooding due to the topography of the land.

A1.2.11 Existing Roads and Public Transport

Collison and Mayfield Roads and Garden Street are presently unsealed roads.

Street Network

The existing road network will form the basis for the redevelopment of Collison Estate. New local access streets will be required to provide a legible and permeable road network. Recognising the fragmented land ownership, and ensuring local access streets provide broader connections will be critical to any development occurring holistically rather than on a 'site by site' basis.

Arterial Roads

Berwick-Cranbourne Road

Berwick Cranbourne Road is a declared road managed by the Department of Transport. It serves a primary arterial road in the east-west direction.

Existing lots currently have direct access onto Berwick-Cranbourne Road. A service road will be required for access to future lots.

Linsell Boulevard

Linsell Boulevard does not provide direct vehicle access to Collison Estate as it was built after the estate was established.

Casey Fields Boulevard/Mayfield Road

Casey Fields Boulevard has been constructed in its interim configuration and provides for direct vehicle access for lots to the west. Mayfield Road runs parallel to Casey Fields Boulevard and is currently unmade.

Mayfield Road will form part of Casey Fields Boulevard in its ultimate configuration. The existing road reserves are of a width sufficient to accommodate the upgrades. Mayfield Road is currently unsealed and will be required to be upgraded to an urban standard.

Heather Grove

Heather Grove has recently been constructed to a sealed road providing east-west connections. Further upgrades to Heather Grove will be required to be bus capable. Heather Grove is identified as a future collector road.

Controlled Intersections

Linsell Boulevard/Casey Fields Boulevard

The Linsell Boulevard/Casey Fields Boulevard intersection is currently an uncontrolled three way intersection. In its ultimate configuration, it will be a four way signalised intersection with the northern leg extending Casey Fields Boulevard through to Thompsons Road.

This development plan and development contribution plan will fund the southern leg duplication and contribute towards the ultimate signalisation of the intersection.

The *Cranbourne East DCP* will fund the duplication of Linsell Boulevard at the intersection and the interim signalisation of the intersection. It is anticipated that the northern leg will be apportioned to the future *Croskells PSP*.

When 680 dwellings have been developed within the Collison Estate Development Plan

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area, the intersection must be signalised.

Casey Fields Boulevard/Berwick-Cranbourne Road

The intersection of Berwick-Cranbourne Road and Casey Fields Boulevard is signalised. It requires no further upgrades.

Heather Grove/Casey Fields Boulevard

There is an existing roundabout at the intersection of Heather Grove and Casey Fields Boulevard, modifications are required for the ultimate scenario when Mayfield Road will act as a southbound lane for Casey Fields Boulevard in the future.

Beagle Street/Casey Fields Boulevard and Sargent Street/Casey Fields Boulevard

A roundabout will be required at both intersections to control traffic flow in all four directions at the intersection.

Local Roads

Collison Road

Collison Road is an unsealed road. The urbanisation of this Estate will require the upgrade of this road to an urban standard. The existing road reserve is of a sufficient width to accommodate the upgrade.

Collison Road is identified as a future level 2 local access street.

The intersection with Berwick-Cranbourne Road is proposed to be upgraded to a left in/left out intersection.

Council proposes to upgrade this road prior to development occurring to unlock development potential. Funds will be recouped through the DCP.

Garden Street

Garden Street is an unsealed road. The urbanisation of this Estate will require the upgrade of this road to an urban standard. The existing road reserve is of a sufficient width to accommodate the upgrade.

Garden Street is identified as a future level 1 local access street, however, it has an existing 20 metre road reserve.

The intersection with Casey Fields Boulevard is proposed to be upgraded to a left in/left out intersection.

The Department of Transport was contacted and inputted into the preparation of the DP about how the Mayfield Road intersection with Berwick-Cranbourne Road will operate in the interim period before it forms part of Casey Fields Boulevard.

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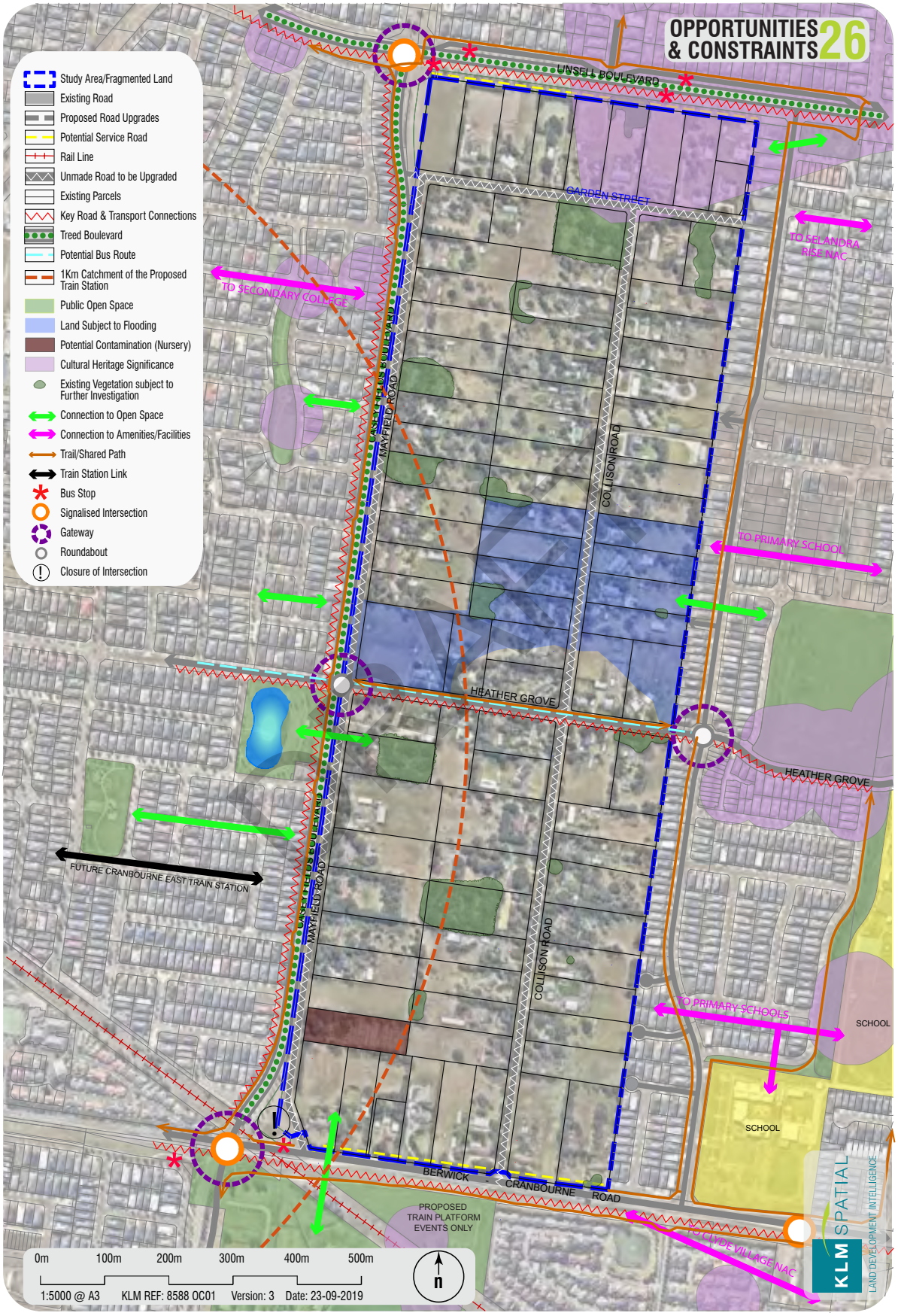
OPPORTUNITIES & CONSTRAINTS 26
Study Area/Fragmented Land
Existing Road
Proposed Road Upgrades
Potential Service Road
Rail Line
Unmade Road to be Upgraded
Existing Parcels
Key Road & Transport Connections
Treed Boulevard
Potential Bus Route
1Km Catchment of the Proposed Train Station
Public Open Space
Land Subject to Flooding
Potential Contamination (Nursery)
Cultural Heritage Significance
Existing Vegetation subject to Further Investigation
Connection to Open Space
Connection to Amenities/Facilities
Trail/Shared Path
Train Station Link
Bus Stop
Signalised Intersection
Gateway
Roundabout
Closure of Intersection
UNSELL BOULEVARD
GARDEN STREET
TO SECONDARY COLLEGE
TO SELANDRA RISE NAC
MAYFIELD ROAD
COLLISON ROAD
TO PRIMARY SCHOOL
HEATHER GROVE
FUTURE CRANBOURNE EAST TRAIN STATION
TO PRIMARY SCHOOLS
SCHOOL
BERWICK - CRANBOURNE ROAD
PROPOSED TRAIN PLATFORM EVENTS ONLY
CLYDE VILLAGE NAC
0m 100m 200m 300m 400m 500m
1:5000 @ A3 KLM REF: 8588 OC01 Version: 3 Date: 23-09-2019
n
KLM SPATIAL
LAND DEVELOPMENT INTELLIGENCE

A1.3 Existing Servicing and Infrastructure Provision

Collison Estate's infrastructure was built to service a rural, rather than urban standard. The majority of the existing infrastructure runs along existing road reserves.

Beyond the upgrade of these services and infrastructure from a rural standard, there are no servicing constraints which restrict the further development of the Estate. It is acknowledged that stormwater and drainage issues may restrict further development if the delivery of the associated infrastructure is not planned and coordinated.

A1.3.1 Stormwater and Drainage

Melbourne Water is the main drainage authority responsible for floodplains and waterways in the area. Clyde Creek runs to the south and east of the Estate and is treated through wetlands off Linsell Boulevard to the north east.

City of Casey is responsible for local drainage.

The Estate is within Melbourne Water's Collison Road Development Services Scheme (DSS) and Collison Road Drainage Contribution Scheme. However, the re-development of the Estate was not planned for within the DSS for the conveyance and management of stormwater run-off generated by redevelopment. As a result, redevelopment of the Estate will require:

- The construction of all stormwater assets for the Estate;
- Maintenance of existing peak flows discharging from the Estate for all storm events up to and including the 1 percent Annual Exceedance Probability (AEP) storm;
- Best practice water quality objectives for the stormwater run off generated;
- Allowance for safe conveyance of gap flows through the Estate utilizing road reserves; and
- There shall be no increase in flood flow up to and including the 1 percent AEP flood as a result of this development.

In lieu of the payment of contributions to the Melbourne Water Drainage Scheme, all retardation is to be provided for within Collison Estate itself, except with the further consent of Melbourne Water. Water quality treatment is also proposed wholly within Collison itself.

The Collison drainage scheme will connect to the large drains that have been constructed along Linsell Boulevard, Heather Grove and Corvette Avenue.

A1.3.2 Sewerage Reticulation

This estate is under the management of South East Water for its sewerage services. There are two catchments for the purpose of sewer assessment:

- Sewer connection to the north of Heather Grove will connect with the 225dia sewer on Linsell Boulevard; and
- Sewer connection to the south of Heather Grove will connect to the 300dia in the rear easement of properties to the north side of Buick Court, which has been sized to allow for the future development of Collison Estate.

Minimal headworks or upgrades are required for these connections.

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A1.3.3 Potable Water Reticulation

This estate is under the management of South East Water for its water services.

Relatively recent upgrades to the potable and recycled water network have meant that there is a good supply of water from large supply mains through all roads in and around the development. Further extensions to the reticulation network will be possible with little headworks or augmentation, as such further development within the estate will not require major upgrades to the water network.

A1.3.4 Electricity

Ausnet is the electrical distribution provider in this area. Overhead High Voltage (HV) electrical infrastructure is available along Collison Road, Heather Grove, and for most of the perimeter of the development. Low Voltage (LV) power is also supplied on the overhead lines.

All new development will require the installation of underground pits and cabling for both HV and LV power, in accordance with current standards.

It is likely a number of new kiosk substations will be required, which have a typical footprint of 8 metres by 5 metres (subject to authority guidelines of the time and substation size).

A1.3.5 Gas Supply

Gas supply to the Estate is under the management of APA Gas. An existing 125mm diameter gas main runs along Collison Road and to the eastern arms of Heather Grove and Garden Street.

180mm diameter mains run along both Berwick-Cranbourne Road and Linsell Boulevard, and a 63mm dia main runs along Casey Fields Boulevard.

While it is considered likely that the capacity of these existing gas mains will provide sufficient supply for the proposed development of Collison Estate, connection to natural gas is not encouraged.

A1.3.6 Telecommunications

There is optic fibre infrastructure for NBN, Telstra, Optus and Opticomm adjacent to the Estate.

Primarily, the NBN network has been installed to connect to existing properties in existing roads.

New development will be required to install pit and conduit infrastructure to service all lots within new subdivisions, however it is unlikely any additional augmentation will be required.

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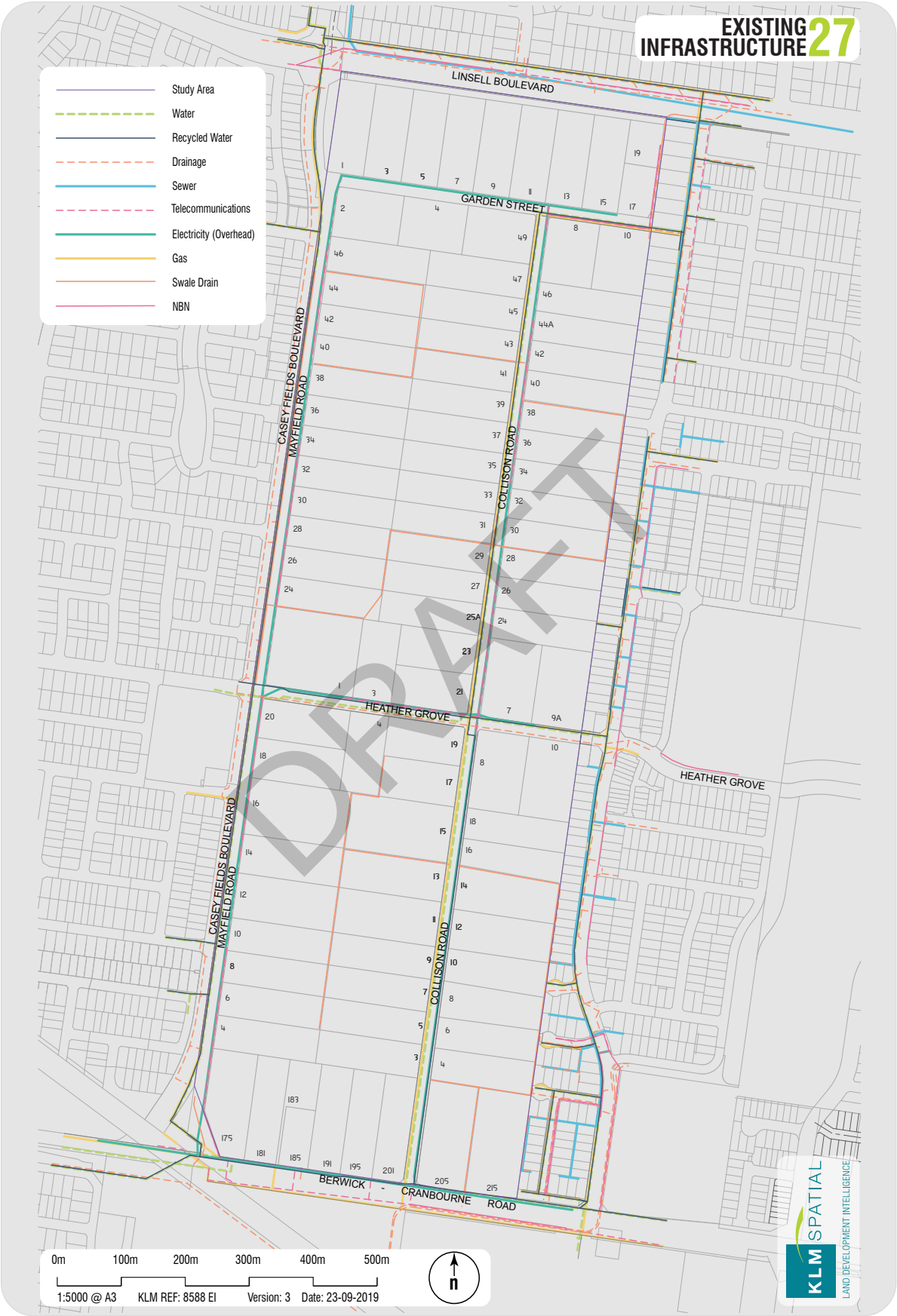
EXISTING INFRASTRUCTURE 27
Study Area
Water
Recycled Water
Drainage
Sewer
Telecommunications
Electricity (Overhead)
Gas
Swale Drain
NBN
LINSELL BOULEVARD
GARDEN STREET
HEATHER GROVE
HEATHER GROVE
CASEY FIELDS BOULEVARD
MAYFIELD ROAD
COLLISON ROAD
BERWICK - CRANBOURNE ROAD
DRAFT
0m 100m 200m 300m 400m 500m
1:5000 @ A3 KLM REF: 8588 EI Version: 3 Date: 23-09-2019
KLM SPATIAL
LAND DEVELOPMENT INTELLIGENCE

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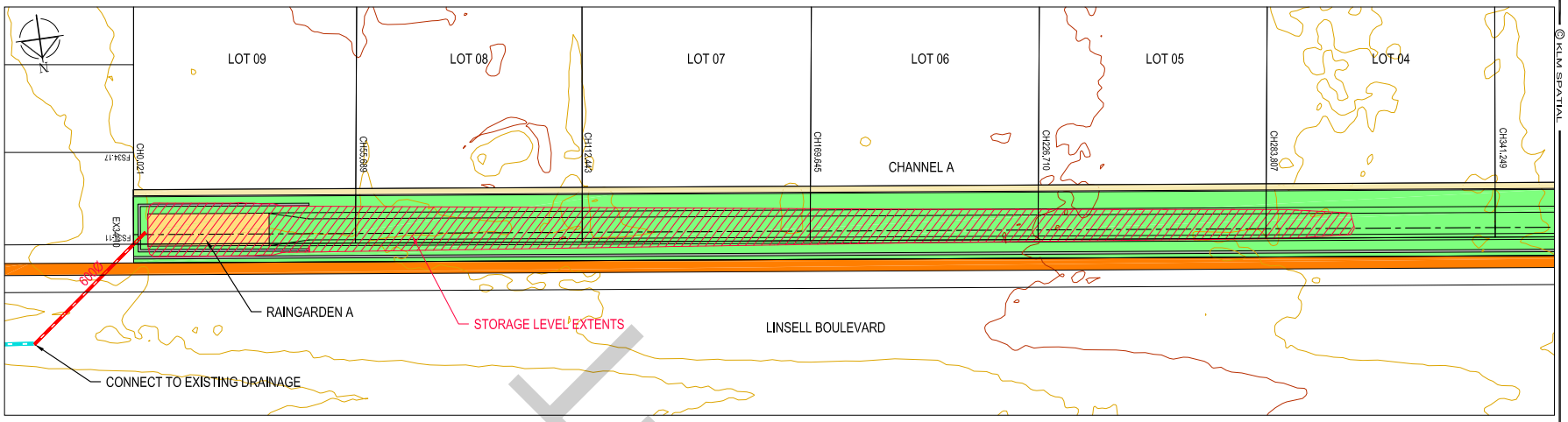
APPENDIX 2
DRAINAGE CONCEPT PLANS

Image: An example of a drainage landscaping outcome, Royal Park Wetland, **Source:** Rush Wright.

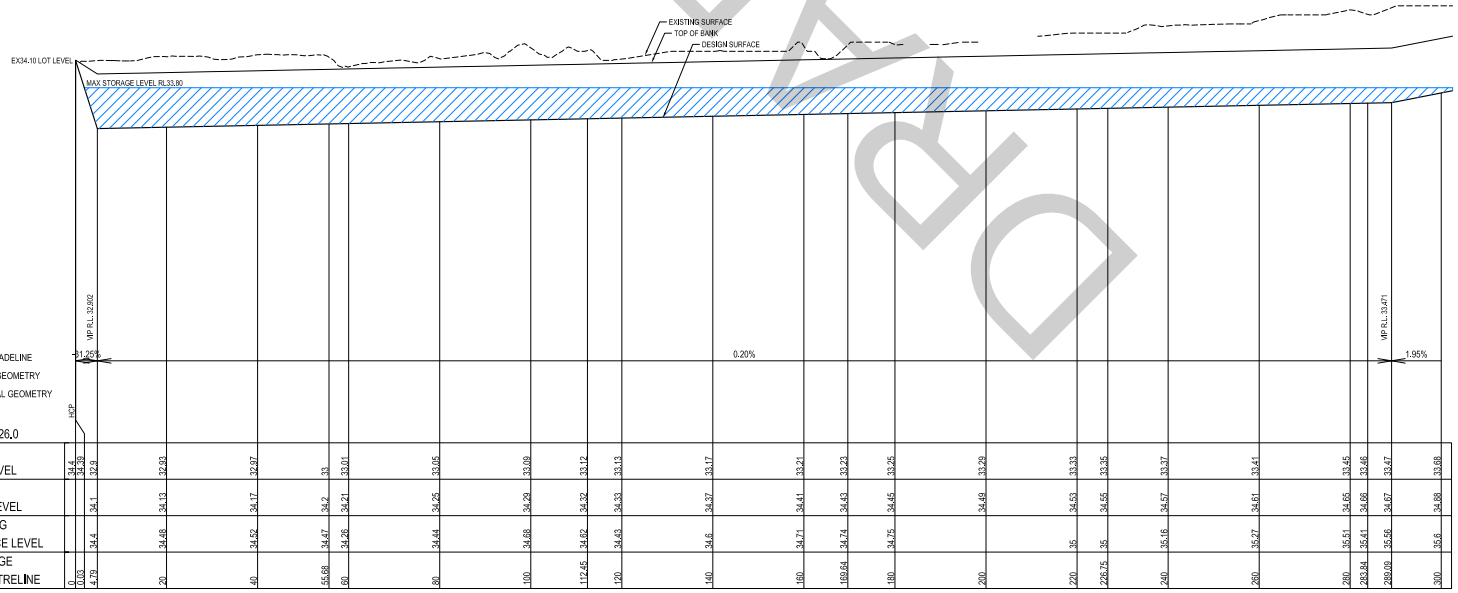
Verify all dimensions prior to construction - Do not scale



DETAIL PLAN - CHANNEL A

HORIZ 0 5 10 20 30 40

SCALE 1:500H AT A1 SIZE
1:1000H AT A3 SIZE



CHAINAGE AT CENTRELINE	DESIGN LINE LEVEL	TOP OF BANK LEVEL	EXISTING SURFACE LEVEL
0	34.4		
0.03	34.38		
4.79	32.9	34.1	34.4
20	32.93	34.13	34.48
40	32.97	34.17	34.52
55.68	33	34.2	34.47
60	33.01	34.21	34.46
80	33.05	34.25	34.44
100	33.09	34.29	34.68
112.45	33.12	34.32	34.62
120	33.13	34.33	34.63
140	33.17	34.37	34.6
160	33.21	34.41	34.71
169.64	33.23	34.43	34.74
180	33.25	34.45	34.75
200	33.29	34.49	
220	33.33	34.53	35
226.75	33.35	34.55	35
240	33.37	34.57	35.16
260	33.41	34.61	35.27
280	33.45	34.65	35.51
283.84	33.46	34.66	35.41
289.09	33.47	34.67	35.56
300	33.68	34.68	35.6

LONGITUDINAL SECTION - CHANNEL A

HORIZ 0 10 20 40 60 80

VERT 0 1 2 4 6 8

SCALE 1:1000H 1:100V AT A1 SIZE
1:2000H 1:200V AT A3 SIZE

Rev	Reason	Drawn.	Des.	Chk.	Date
D	COUNCIL COMMENTS	S.Y	S.Y	R.F	02/03/2021
C	COUNCIL COMMENTS	S.Y	S.Y	R.F	04/12/2020
B	COUNCIL COMMENT	S.Y	S.Y	R.F	01/09/2020
A	PRELIMINARY ISSUE	S.Y.	S.Y.	R.F.	17/05/2020

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CLIENT:
COLLISON ESTATE GROUP INC.

PROJECT:
COLLISON ESTATE
DRAINAGE STRATEGY

DETAIL PLAN

SHEET 01 OF 10

Job: E8588.00 | Drawing: C_05 | Revision: D

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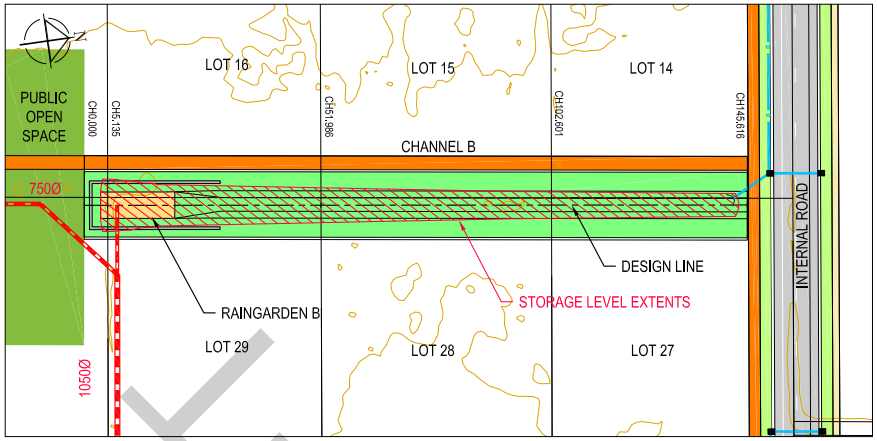
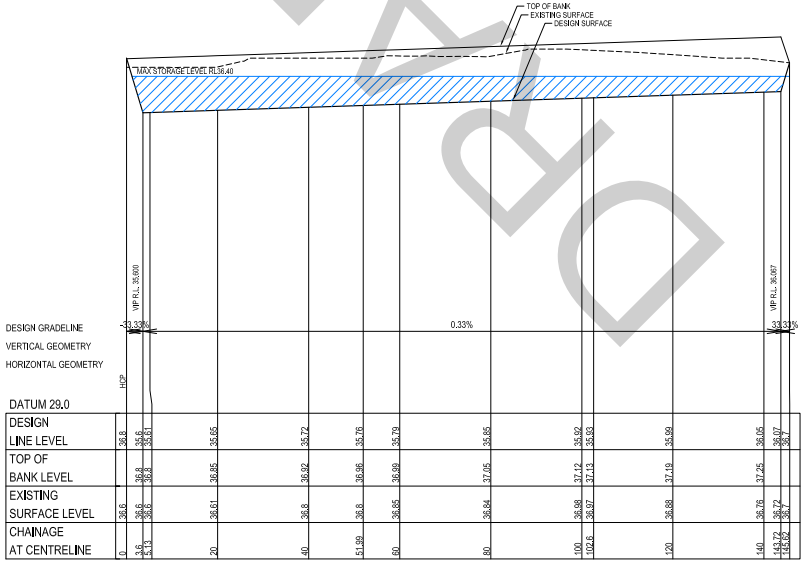


DETAIL PLAN - CHANNEL B

HORIZ 0 5 10 20 30 40

SCALE 1:500H AT A1 SIZE
1:1000H AT A3 SIZE



LONGITUDINAL SECTION - CHANNEL B

HORIZ 0 10 20 40 60 80

VERT 0 1 2 4 6 8

SCALE 1:1000H 1:100V AT A1 SIZE
1:2000H 1:200V AT A3 SIZE

Rev	Reason	Drawn.	Des.	Chk.	Date
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C	COUNCIL COMMENTS	S.Y	S.Y	R.F	04/12/2020
B	COUNCIL COMMENTS	S.Y	S.Y	R.F	01/09/2020
A	PRELIMINARY ISSUE	S.Y.	S.Y.	R.F.	17/05/2020

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CLIENT:
COLLISON ESTATE GROUP INC.

PROJECT:
COLLISON ESTATE
DRAINAGE STRATEGY

DETAIL PLAN

SHEET 02 OF 10

Job	Drawing	Revision
E8588.00	C_06	D

Sheet : 06 of 14
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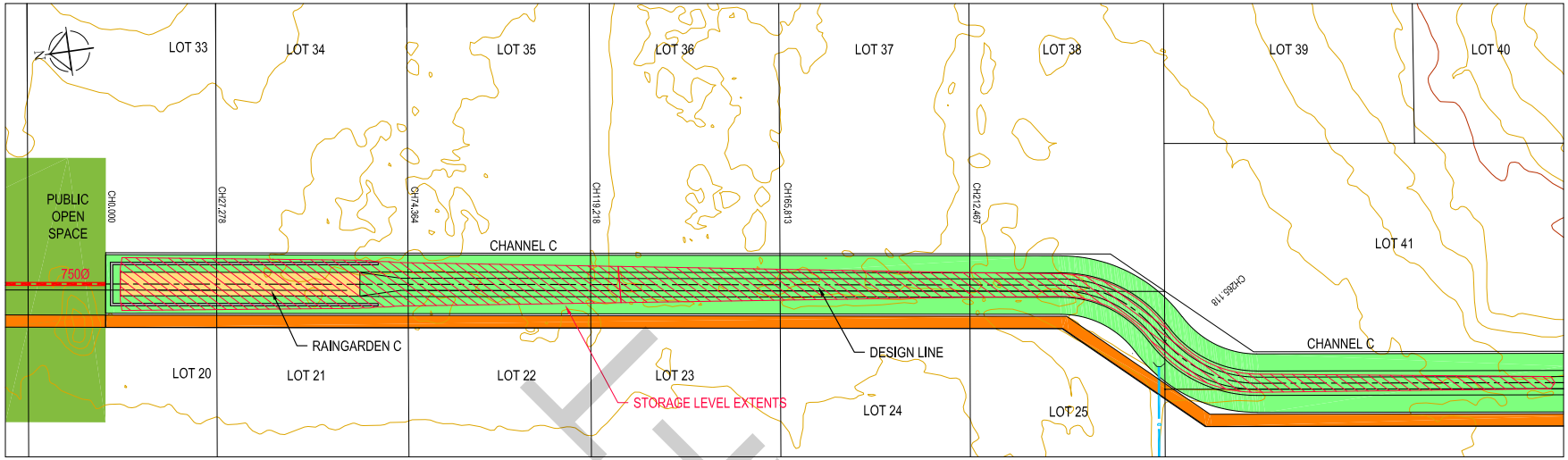
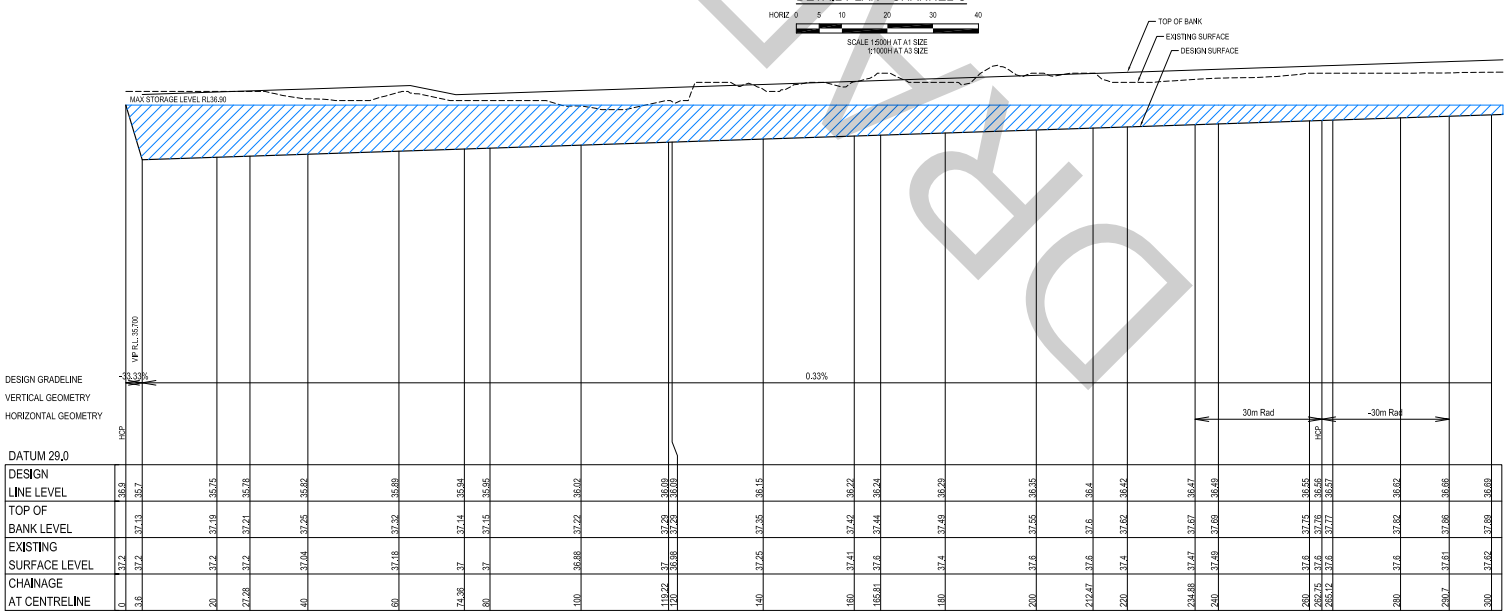


DETAIL PLAN - CHANNEL C

HORIZ 0 5 10 20 30 40
SCALE 1:500H AT A1 SIZE
1:1000H AT A3 SIZE



LONGITUDINAL SECTION - CHANNEL C

HORIZ 0 10 20 40 60 80
VERT 0 1 2 4 6 8
SCALE 1:1000H 1:100V AT A1 SIZE
1:2000H 1:200V AT A3 SIZE

Rev	Reason	Drawn.	Des.	Chk.	Date
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A	PRELIMINARY ISSUE	S.Y.	S.Y.	R.F.	17/05/2020

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CLIENT:
COLLISON ESTATE GROUP INC.

PROJECT:
COLLISON ESTATE
DRAINAGE STRATEGY

DETAIL PLAN

SHEET 03 OF 10

Job: E8588.00 Drawing: C_07 Revision: D

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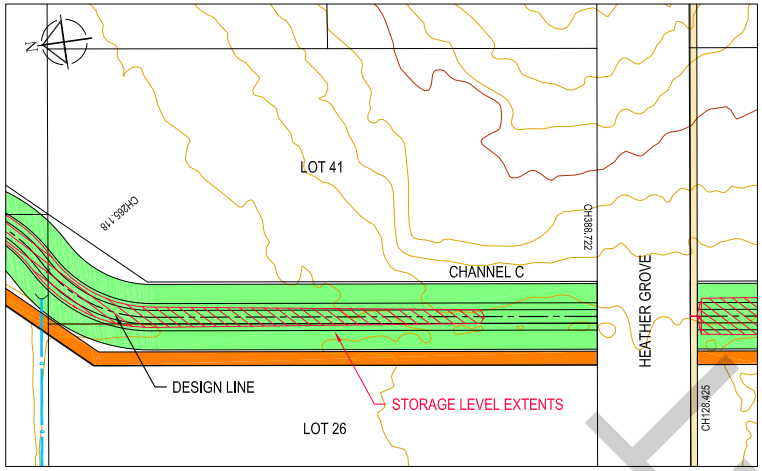
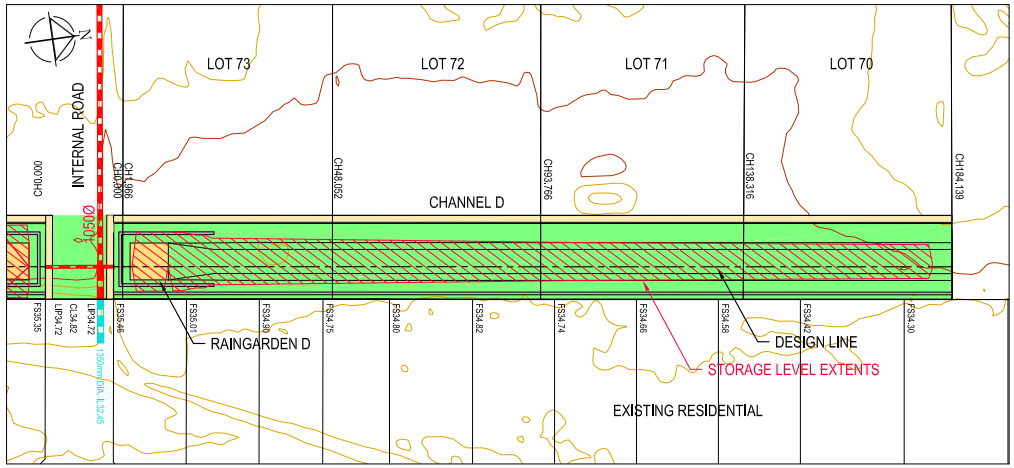


DETAIL PLAN - CHANNEL C

HORIZ 0 5 10 20 30 40

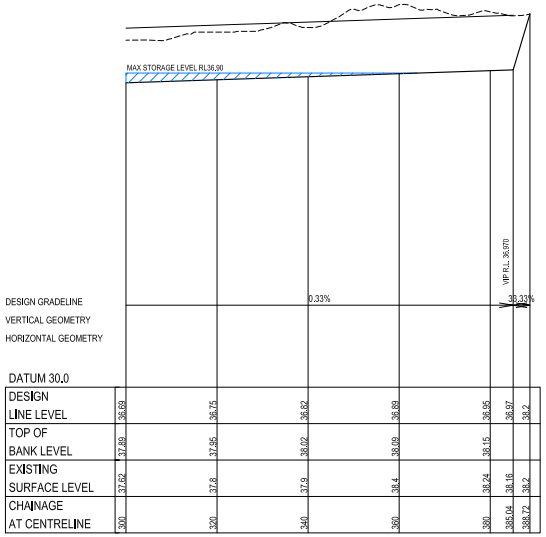
SCALE 1:500H AT A1 SIZE
1:1000H AT A3 SIZE



DETAIL PLAN - CHANNEL D

HORIZ 0 5 10 20 30 40

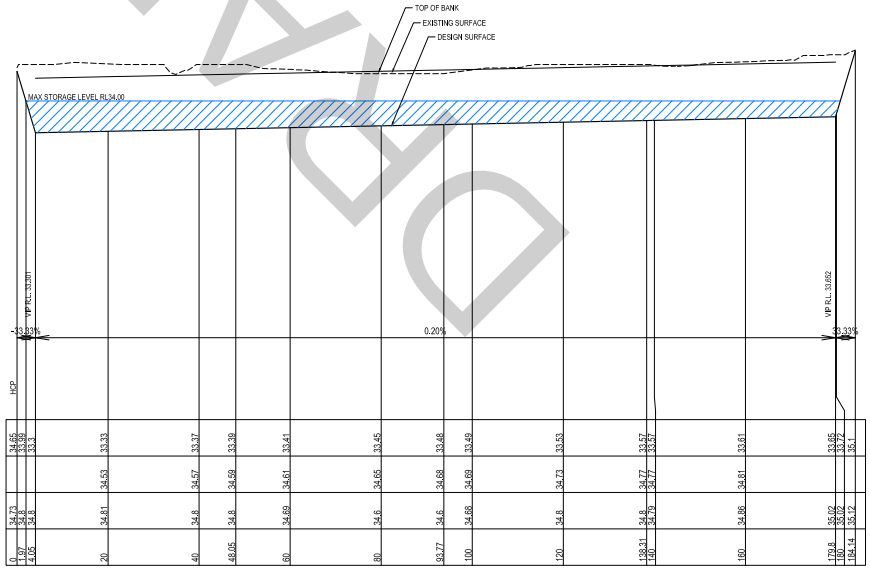
SCALE 1:500H AT A1 SIZE
1:1000H AT A3 SIZE



LONGITUDINAL SECTION - CHANNEL C

HORIZ 0 10 20 40 60 80
VERT 0 1 2 4 6 8

SCALE 1:1000H 1:100V AT A1 SIZE
1:2000H 1:200V AT A3 SIZE



LONGITUDINAL SECTION - CHANNEL D

HORIZ 0 10 20 40 60 80
VERT 0 1 2 4 6 8

SCALE 1:1000H 1:100V AT A1 SIZE
1:2000H 1:200V AT A3 SIZE

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CLIENT:
COLLISON ESTATE GROUP INC.

PROJECT:
COLLISON ESTATE
DRAINAGE STRATEGY

DETAIL PLAN

SHEET 04 OF 10

Job	Drawing	Revision
E8588.00	C_08	D

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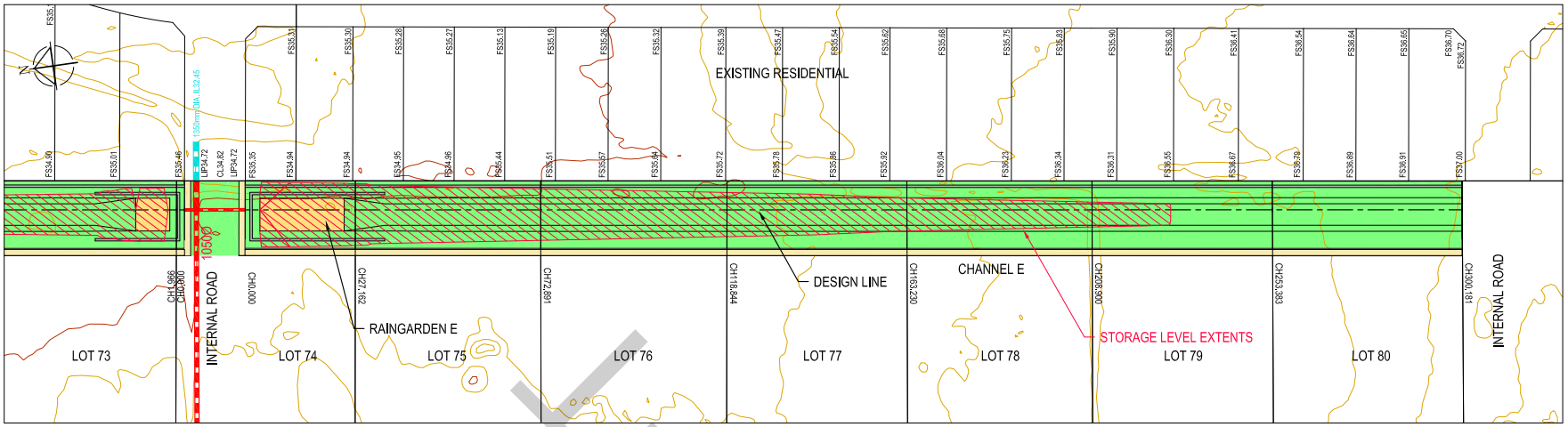
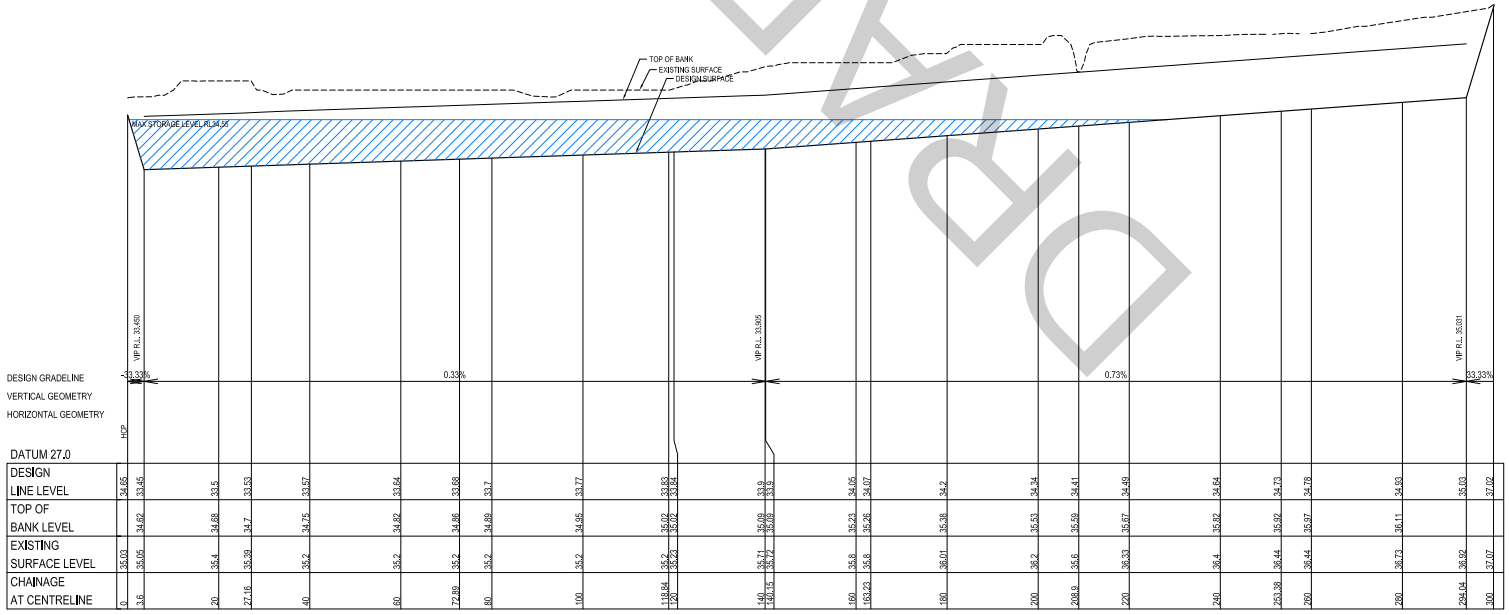


DETAIL PLAN - CHANNEL E

HORIZ 0 5 10 20 30 40

SCALE 1:500H AT A1 SIZE
1:1000H AT A3 SIZE



LONGITUDINAL SECTION - CHANNEL E

HORIZ 0 10 20 40 60 80

VERT 0 1 2 4 6 8

SCALE 1:1000H 1:100V AT A1 SIZE
1:2000H 1:200V AT A3 SIZE

Rev	Reason	Drawn.	Des.	Chk.	Date
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A	PRELIMINARY ISSUE	S.Y.	S.Y.	R.F.	17/05/2020

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CLIENT:
COLLISON ESTATE GROUP INC.

PROJECT:
COLLISON ESTATE
DRAINAGE STRATEGY

DETAIL PLAN

SHEET 05 OF 10

Job	Drawing	Revision
E8588.00	C_09	D

Sheet : 09 of 14
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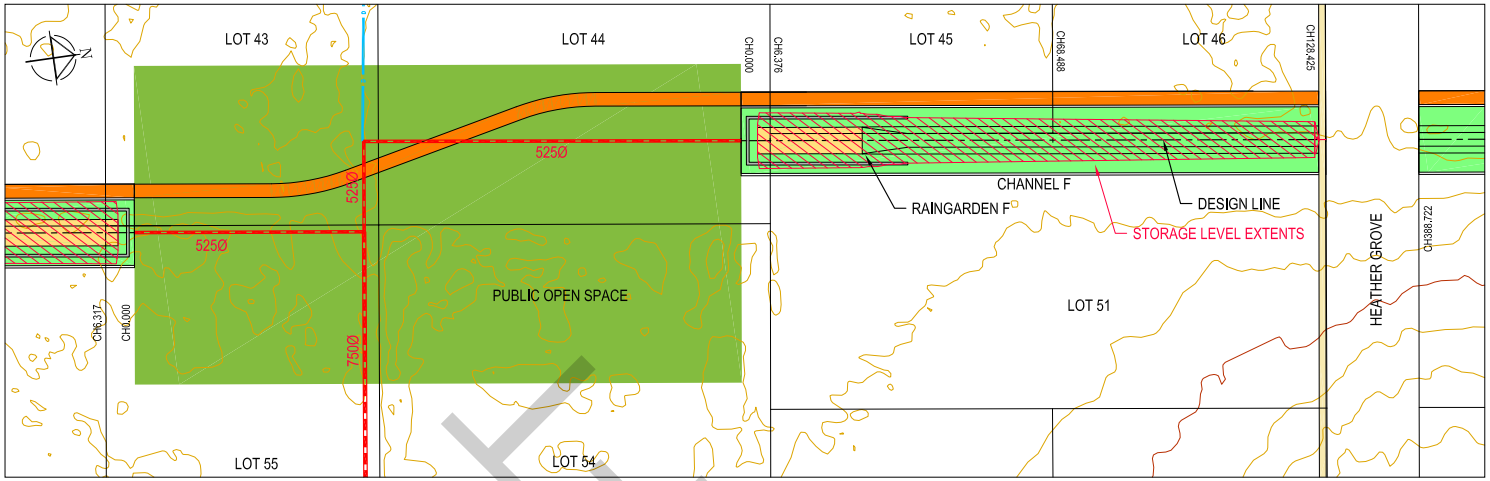
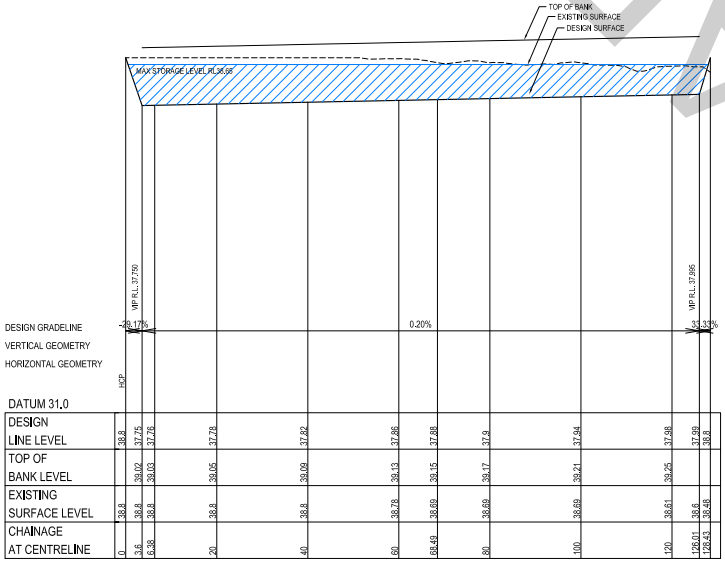


DETAIL PLAN - CHANNEL F

HORIZ 0 5 10 20 30 40

SCALE 1:500H AT A1 SIZE
1:1000H AT A3 SIZE



LONGITUDINAL SECTION - CHANNEL F

HORIZ 0 10 20 40 60 80

VERT 0 1 2 4 6 8

SCALE 1:1000H 1:100V AT A1 SIZE
1:2000H 1:200V AT A3 SIZE

Rev	Reason	Drawn.	Des.	Chk.	Date
D	COUNCIL COMMENTS	S.Y	S.Y	R.F	02/03/2021
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CLIENT:
COLLISON ESTATE GROUP INC.

PROJECT:
COLLISON ESTATE
DRAINAGE STRATEGY

DETAIL PLAN

SHEET 06 OF 10

Job: E8588.00 | Drawing: C_10 | Revision: D

Sheet : 10 of 14

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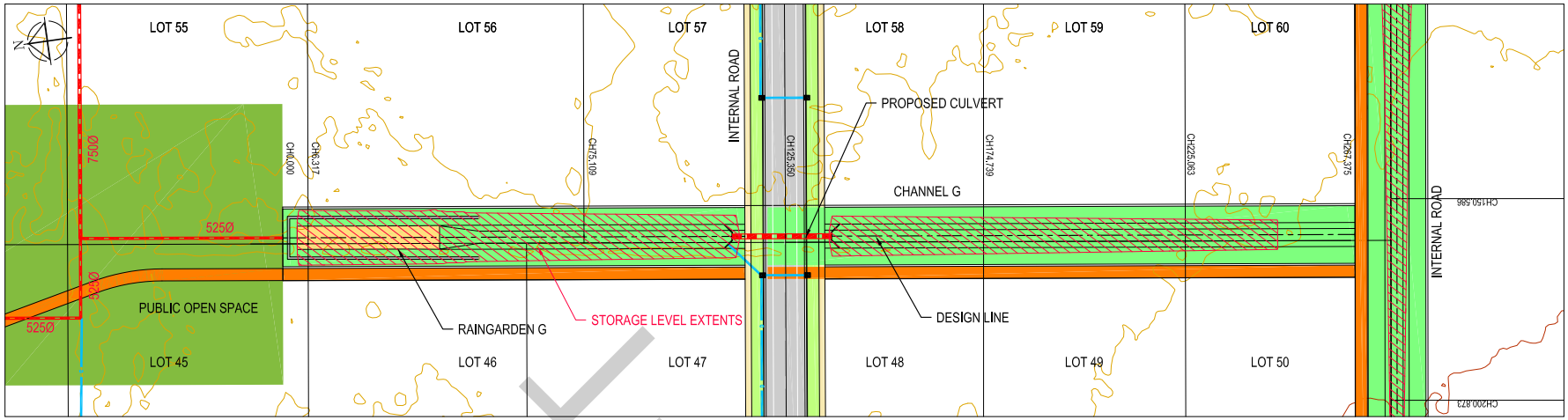
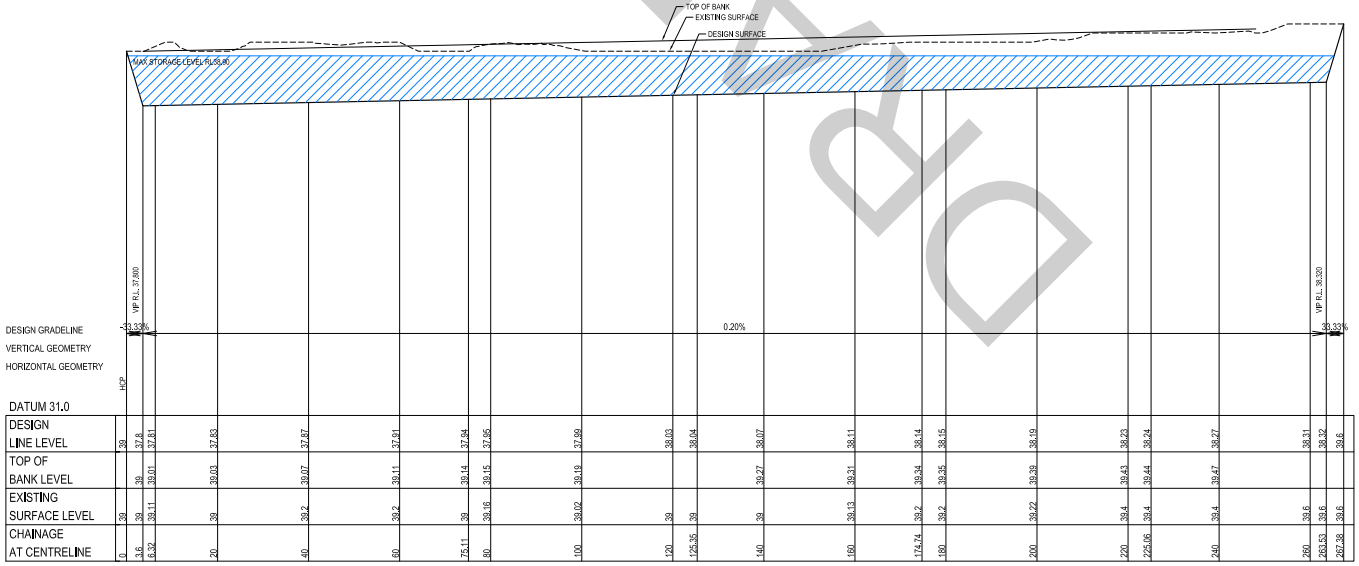


DETAIL PLAN - CHANNEL G

HORIZ 0 5 10 20 30 40

SCALE 1:500H AT A1 SIZE
1:1000H AT A3 SIZE



LONGITUDINAL SECTION - CHANNEL G

HORIZ 0 10 20 40 60 80

VERT 0 1 2 4 6 8

SCALE 1:1000H 1:100V AT A1 SIZE
1:2000H 1:200V AT A3 SIZE

Rev	Reason	Drawn.	Des.	Chk.	Date
D	COUNCIL COMMENTS	S.Y	S.Y	R.F	02/03/2021
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B	COUNCIL COMMENTS	S.Y	S.Y	R.F	01/09/2020
A	PRELIMINARY ISSUE	S.Y.	S.Y.	R.F.	17/05/2020

PRELIMINARY

CLIENT:
COLLISON ESTATE GROUP INC.

PROJECT:
COLLISON ESTATE
DRAINAGE STRATEGY

DETAIL PLAN

SHEET 07 OF 10

Job: E8588.00 | Drawing: C_11 | Revision: D

Sheet : 11 of 14
Scale : AS SHOWN @ A1 | Municipality : CITY OF CASEY | Melway Ref. 134F6

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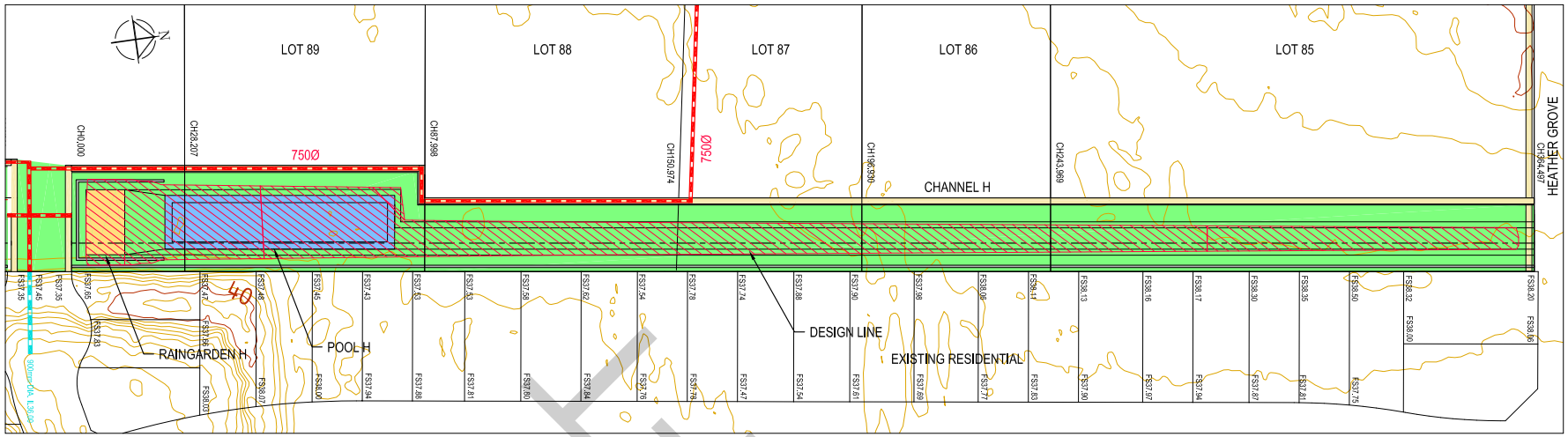
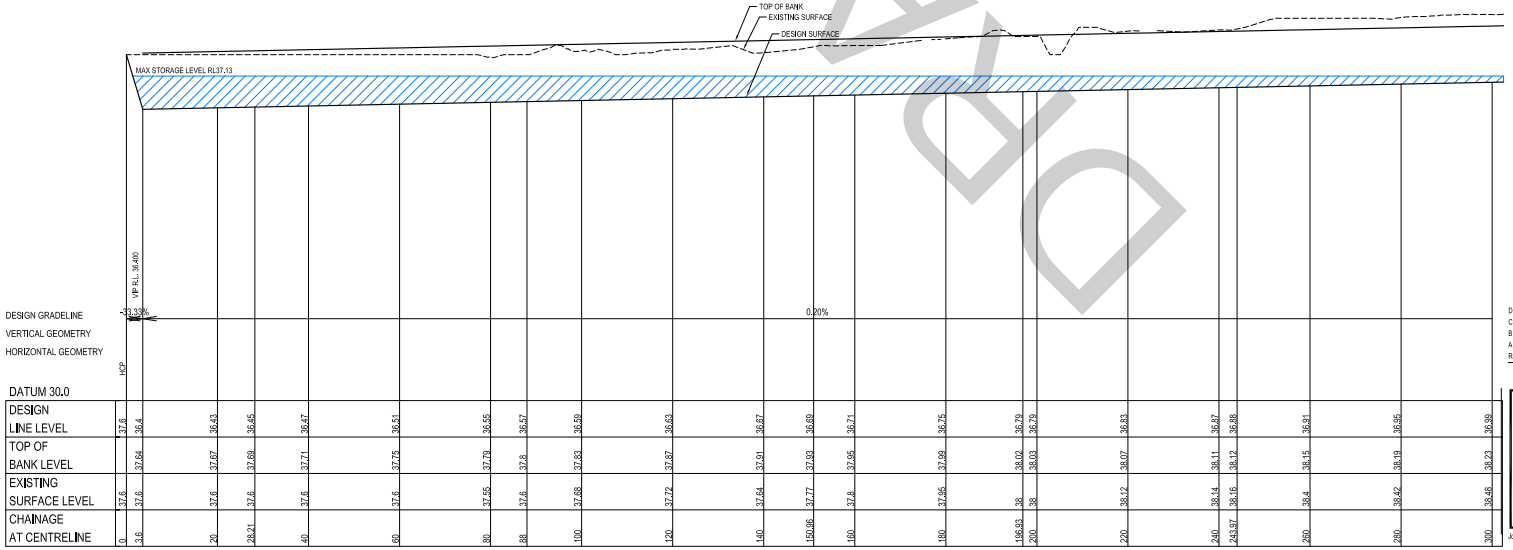


DETAIL PLAN - CHANNEL H

HORIZ 0 5 10 20 30 40

SCALE 1:500H AT A1 SIZE
1:1000H AT A3 SIZE



DATUM 30.0

DESIGN LINE LEVEL	37.6	36.4	36.43	36.45	36.47	36.51	36.55	36.57	36.59	36.63	36.67	36.69	36.71	36.75	36.79	36.79	36.83	36.87	36.88	36.91	36.95	36.99
TOP OF BANK LEVEL	37.64	37.64	37.67	37.69	37.71	37.75	37.79	37.8	37.83	37.87	37.91	37.93	37.95	37.99	38.02	38.03	38.07	38.11	38.12	38.15	38.19	38.23
EXISTING SURFACE LEVEL	37.6	37.6	37.6	37.6	37.6	37.6	37.56	37.6	37.68	37.72	37.64	37.77	37.8	37.95	38	38	38.12	38.14	38.16	38.4	38.42	38.48
CHAINAGE AT CENTRELINE	0	3.6	20	28.21	40	60	80	88	100	120	140	150.98	160	180	198.93	200	220	240	243.97	260	280	300

LONGITUDINAL SECTION - CHANNEL H

HORIZ 0 10 20 40 60 80

VERT 0 1 2 4 6 8

SCALE 1:1000H 1:100V AT A1 SIZE
1:2000H 1:200V AT A3 SIZE

Rev	Reason	Drawn.	Des.	Chk.	Date
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CLIENT:
COLLISON ESTATE GROUP INC.

PROJECT:
COLLISON ESTATE
DRAINAGE STRATEGY

DETAIL PLAN

SHEET 08 OF 10

Job: E8588.00 | Drawing: C_12 | Revision: D

Sheet : 12 of 14

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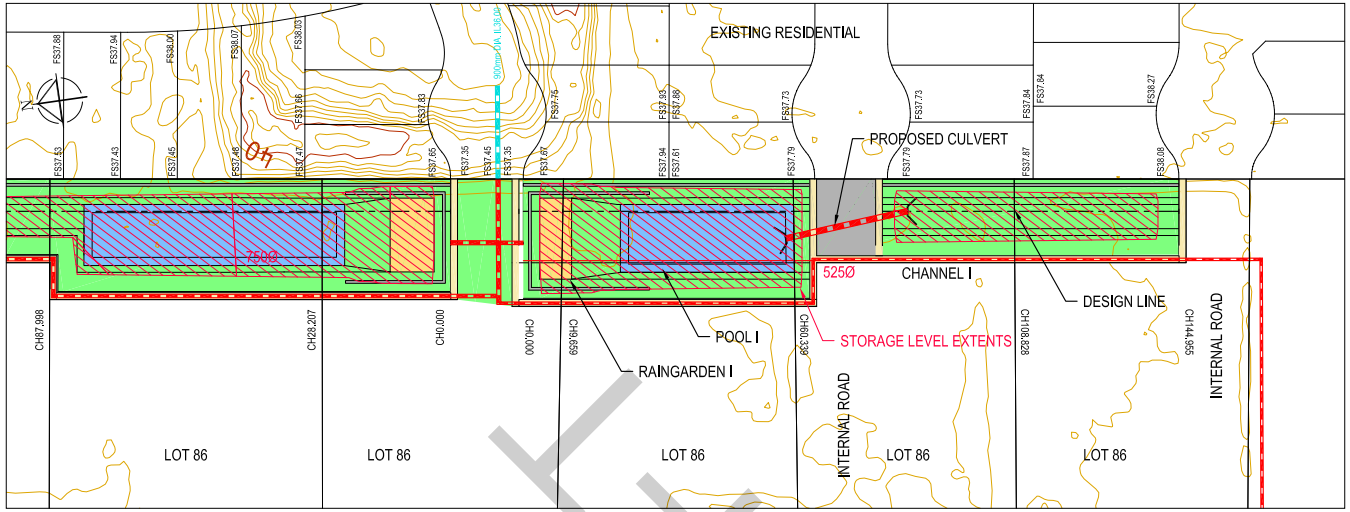
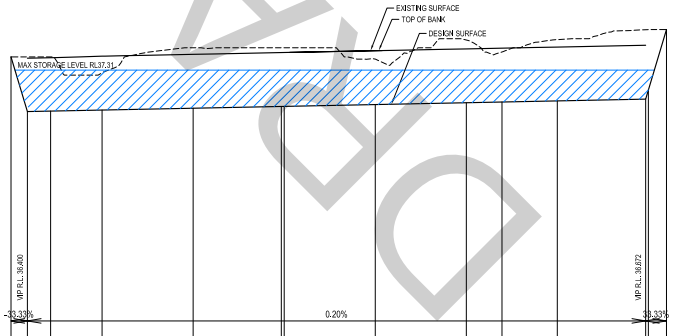


DETAIL PLAN - CHANNEL I

HORIZ 0 5 10 20 30 40

SCALE 1:500H AT A1 SIZE
1:1000H AT A3 SIZE



DATUM 30.0

DESIGN LINE LEVEL	37.6	36.4	36.41	36.43	36.47	36.51	36.53	36.55	36.59	36.61	36.63	36.67	36.67	36.67	36.2							
TOP OF BANK LEVEL		37.57	37.58	37.62	37.66	37.69	37.7		37.76	37.79	37.82											
EXISTING SURFACE LEVEL	37.6	37.6	37.6	37.25	37.8	37.8	37.8	37.55	37.57	37.71	37.98	38.2	38.2	38.2	38.2							
CHAINAGE AT CENTRELINE	0	3.8	8.89	20	40	59.38	60	80	100	107.85	120	138.4	140.3	143.98								

LONGITUDINAL SECTION - CHANNEL I

HORIZ 0 10 20 40 60 80

VERT 0 1 2 4 6 8

SCALE 1:1000H 1:100V AT A1 SIZE
1:2000H 1:200V AT A3 SIZE

Rev	Reason	Drawn.	Des.	Chk.	Date
D	COUNCIL COMMENTS	S.Y	S.Y	R.F	02/03/2021
C	COUNCIL COMMENTS	S.Y	S.Y	R.F	04/12/2020
B	COUNCIL COMMENTS	S.Y	S.Y	R.F	01/09/2020
A	PRELIMINARY ISSUE	S.Y.	S.Y.	R.F.	17/05/2020

PRELIMINARY

CLIENT:
COLLISON ESTATE GROUP INC.

PROJECT:
COLLISON ESTATE
DRAINAGE STRATEGY

DETAIL PLAN

SHEET 09 OF 10

Job	Drawing	Revision
E8588.00	C_13	D

Sheet : 13 of 14
Scale : AS SHOWN @ A1 Municipality : CITY OF CASEY Melway Ref. 134F6

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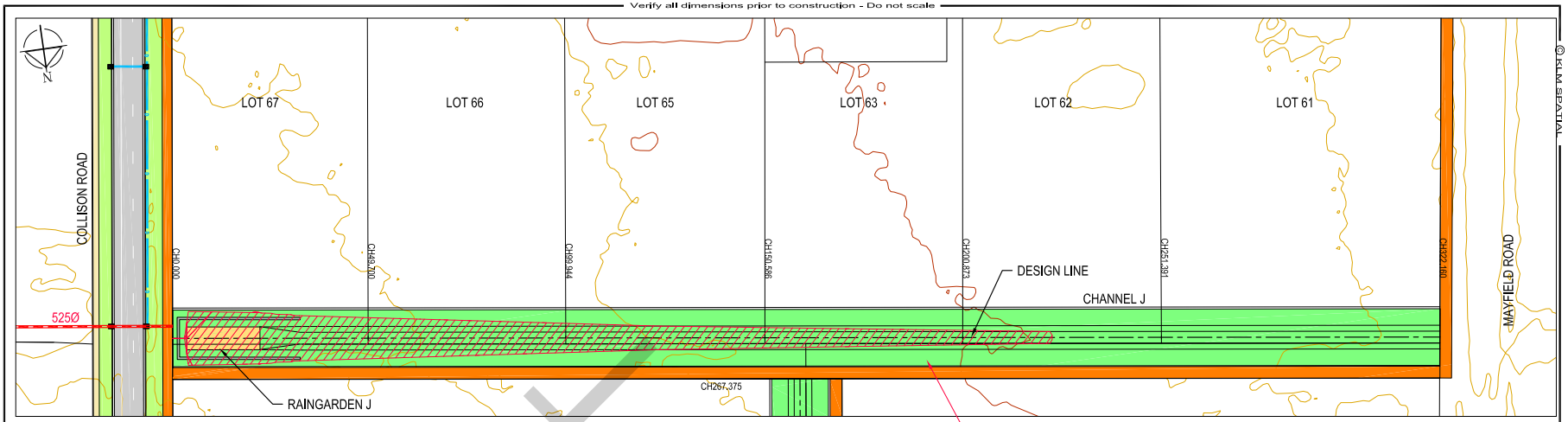
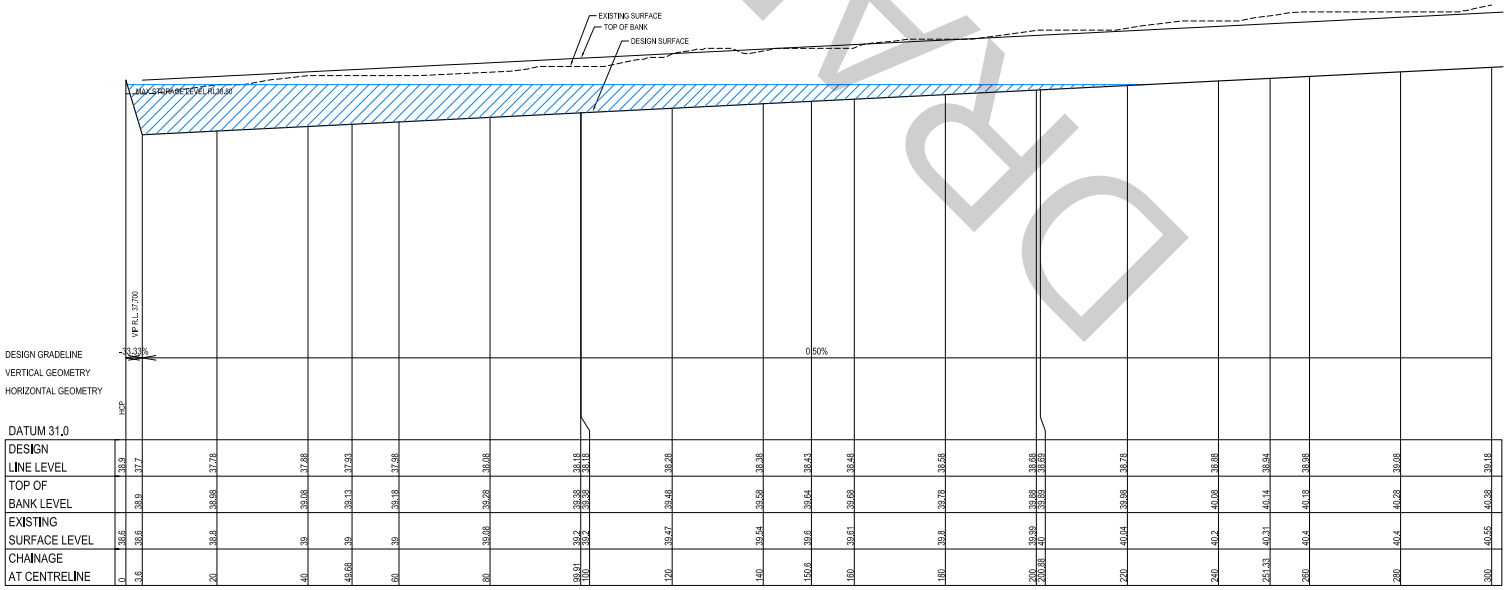


DETAIL PLAN - CHANNEL J

HORIZ 0 5 10 20 30 40

SCALE 1:500H AT A1 SIZE
1:1000H AT A3 SIZE



LONGITUDINAL SECTION - CHANNEL J

HORIZ 0 10 20 40 60 80

VERT 0 1 2 4 6 8

SCALE 1:1000H 1:100V AT A1 SIZE
1:2000H 1:200V AT A3 SIZE

Rev	Reason	Drawn.	Des.	Chk.	Date
D	COUNCIL COMMENTS	S.Y	S.Y	R.F	02/03/2021
C	COUNCIL COMMENTS	S.Y	S.Y	R.F	04/12/2020
B	COUNCIL COMMENTS	S.Y	S.Y	R.F	01/09/2020
A	PRELIMINARY ISSUE	S.Y.	S.Y.	R.F.	17/05/2020

PRELIMINARY

CLIENT:
COLLISON ESTATE GROUP INC.

PROJECT:
COLLISON ESTATE
DRAINAGE STRATEGY

DETAIL PLAN

SHEET 10 OF 10

Job	Drawing	Revision
E8588.00	C_14	D

Sheet : 14 of 14
Scale : AS SHOWN @ A1 Municipality : CITY OF CASEY Melway Ref. 134F6

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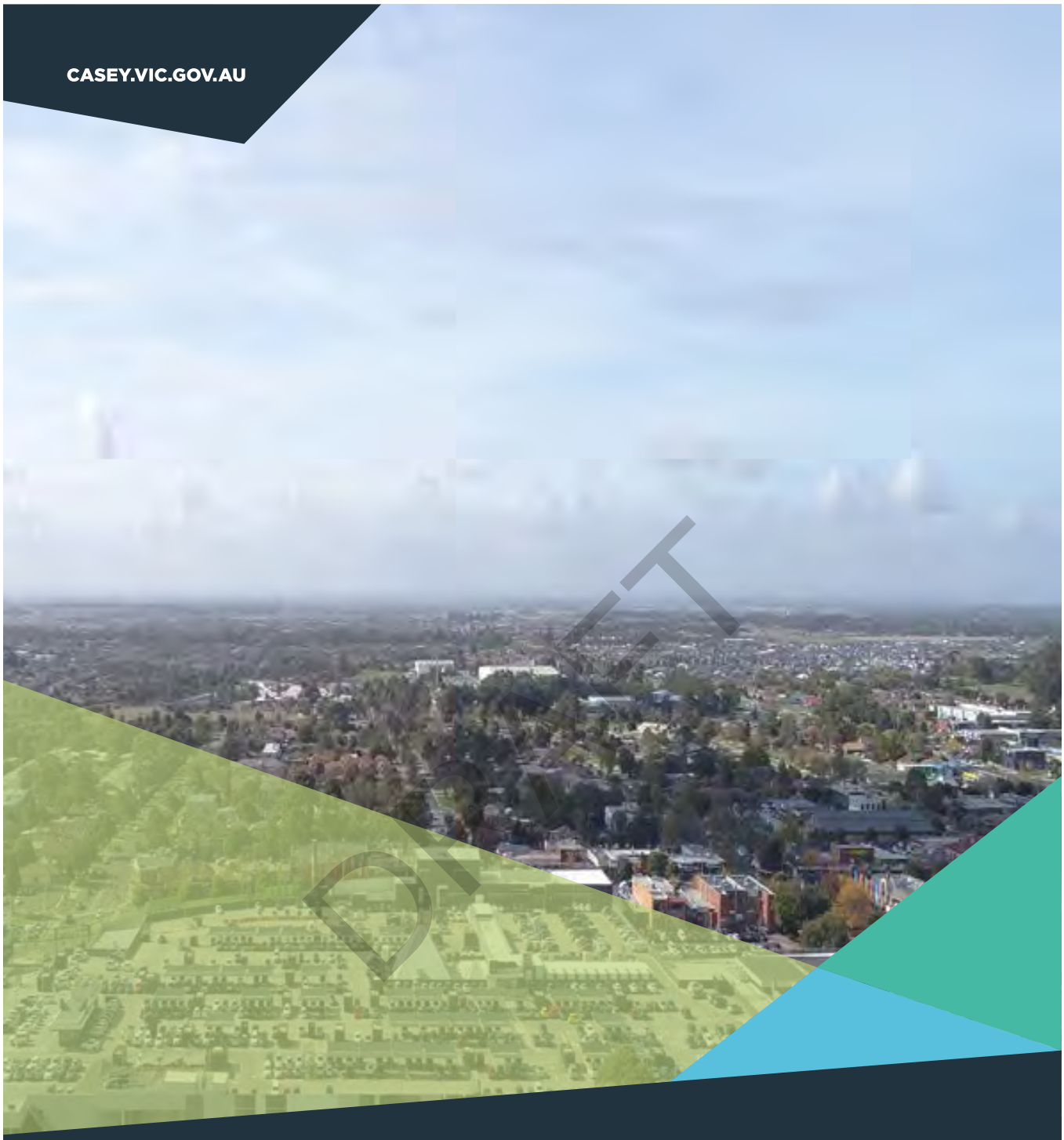

Image: Aerial over Cranbourne, 2020.

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Post: PO Box 1000, Narre Warren VIC 3805
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المترجم الفوري 翻译 مترجم شفاهی ਦੁਭਾਸ਼ੀਆ භාෂා පරිවර්තක

Customer Service Centres

Narre Warren:
Bunjil Place,
Patrick Northeast Drive

Cranbourne:
Cranbourne Park Shopping Centre

City of Casey

Planning and Environment Act 1987

CASEY PLANNING SCHEME

AMENDMENT C286case

***DRAFT* EXPLANATORY REPORT**

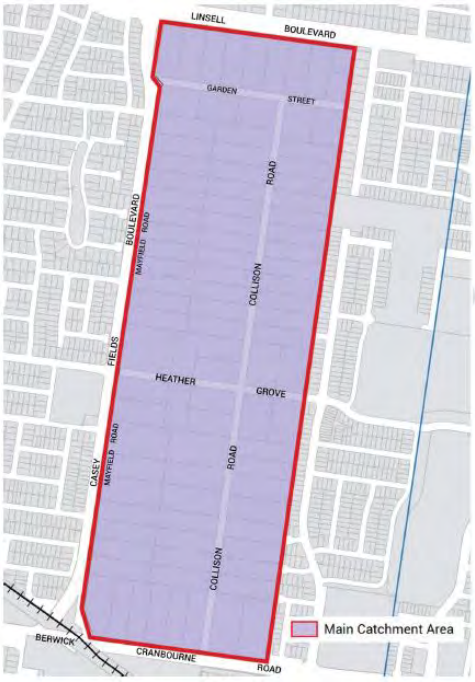
Who is the planning authority?

This amendment has been prepared by Casey City Council, which is the planning authority for this amendment.

The amendment has been made at the request of the Casey City Council.

Land affected by the amendment

The amendment applies to the land in Collison Estate, Cranbourne East which is all land located within the red boundary shown in the map below.



Map 1. Land affected by Amendment C286case

What the amendment does

The amendment proposes to implement a planning framework for Collison Estate to introduce the *Collison Estate Development Contributions Plan* aligned with the draft *Collison Estate Development Plan.* The amendment applies Schedule 22 to Clause 45.06 (Development Contributions Plan Overlay), modifies the Schedule to Clause 72.04 (Documents incorporated in this planning scheme) to incorporate the *Collison Estate Development Contributions Plan*, and makes consequential ordinance and zoning changes to facilitate this planning framework.

The amendment does not implement the draft *Collison Estate Development Plan*, which serves as a background document informing the *Collison Estate Development Contributions Plan.*

Specifically, the amendment proposes to make the following changes to the *Casey Planning Scheme*:

Local Planning Policy Framework

- Amend Clause 21.05-8 Municipal Strategic Statement (Economic development) to update the Casey activity centre network map to reflect the Collison Estate local neighbourhood activity centre.

Zones

- Rezone 1 Heather Grove, Cranbourne East, from schedule 1 to Clause 32.08 (General Residential Zone) to schedule 1 to Clause 34.01 (Commercial 1 Zone).
- Amend Planning Scheme Map No. 11ZN to reflect the rezoning of 1 Heather Grove, Cranbourne East.

Overlays

- Amend Schedule 22 to Clause 43.04 (Development Plan Overlay) that applies an interim removal of the statement allowing permits to be granted before a development plan has been prepared and updates the structure of Schedule 22 to be consistent with new structure of planning schemes introduced by amendment VC148 in 2018.
- Insert Schedule 22 to Clause 45.06 (Development Contributions Plan Overlay) to implement the *Collison Estate Development Contributions Plan*.
- Amend Planning Scheme Map No. 11DCPO, 13DCPO and 15DCPO to reflect the new Development Contributions Plan Overlay.

It is noted that the Land Subject to Inundation Overlay (LSIO) affecting part of the Estate is not proposed to be removed through this amendment and will be considered as further strategic work when the drainage infrastructure facilitated by the *Collison Estate Development Contributions Plan* has been implemented.

Particular Provisions

- Amend Schedule to Clause 52.17 (Native vegetation) to delete the native vegetation permit exemption applying to land within Collison Estate in Cranbourne East.

Operational Provisions

- Amend Schedule to Clause 72.03 (What does this planning scheme consist of?) to reflect the introduction of the Planning Scheme Maps 11DCPO, 13DCPO and 15DCPO.
- Amend Schedule to Clause 72.04 (Documents incorporated in this planning scheme) to include a new incorporated document titled '*Collison Estate Development Contributions Plan, April 2022'*.

Draft Planning Policy Framework C284case

A draft Planning Policy Framework rewrite (amendment C284case) has been drafted to align the *Casey Planning Scheme* with the new structure for planning schemes introduced by amendment VC148 in 2018. The preparation of this amendment has had regard to amendment C284case and is consistent with amendment C284case other than the following future changes:

- Amend Clause 02.04-3 (Municipal Planning Strategy – Strategic framework plans) to update the Activity centre hierarchy map to reflect the Collison Estate local neighbourhood activity centre.
- Amend Schedule to Clause 74.02 (Further strategic work) to remove reference to the implementation of the draft *Collison Estate Development Plan* and *Development Contributions Plan* by applying the Development Contributions Plan Overlay and replace with reference to removing the Land Subject to Inundation Overlay (LSIO) affecting part of the Estate when the drainage infrastructure facilitated by the *Collison Estate Development Contributions Plan* has been implemented.

The modifications to the amendment C284case as a result of amendment C286case may change as C286case is progressed and finalised.

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Why is the amendment required?

Comprising of approximately 83 hectares, Collison Estate is in an established defacto low density residential area in Cranbourne East surrounded by more intensive development on all sides of the Estate. The Estate was settled in the late 1950s and comprises 94 land parcels with detached dwellings on lots an average of 0.8185 hectares. Most of these land parcels are in different ownership.

A number of essential services such as sealed roads, drainage infrastructure and open space have not been able to be provided to Collison Estate since it was initially developed. Pressure for the Estate to be further subdivided has grown over time but disparate land ownership and an inability for the market to deliver key shared infrastructure servicing has encumbered development of the Estate. The introduction of a Development Contributions Plan Overlay (DCPO) and an incorporated Development Contributions Plan into the *Casey Planning Scheme* and implementation of key recommendations from supporting background documents is a precondition to act as a catalyst for development of the Estate.

The amendment introduces planning provisions to address this issue by implementing the Planning Policy Framework objectives regarding the growth needs of South East Melbourne, delivering an equitable framework where landowners and developers will be required to contribute to the cost and delivery of new urban development and associated infrastructure and open space provision. The amendment is required to give statutory effect to the *Collison Estate Development Contributions Plan.* The alignment of the *Collison Estate Development Contributions Plan* with the draft *Collison Estate Development Plan* background report provides greater certainty about the type of use and development of the Estate to facilitate envisioned land use and development outcomes.

The amendment rezones land for a proposed local neighbourhood activity centre to a Commercial 1 Zone to facilitate land use and development to service the local convenience needs of the Estate and adjacent established residential areas.

The amendment is also required to make an update to the *Casey Planning Scheme* to correct the anomalous existing native vegetation permit exemption applying to land within the Estate. The permit exemption is no longer required as the Estate is no longer under the Urban Growth Zone and was rezoned to the General Residential Zone and a Development Plan Overlay applied through amendment C220case in 2017. Prior to amendment C220case, the Estate was planned to be included in the Cranbourne East Precinct Structure Plan (PSP), but was removed from that PSP in 2010, but still rezoned to Urban Growth Zone from the existing Low Density Residential Zone through amendment C119case in 2010. Amendment C119case introduced this native vegetation permit exemption, which is currently redundant as the Estate is no longer under the Urban Growth Zone.

How does the amendment implement the objectives of planning in Victoria?

The amendment implements the following objectives of planning in Victoria identified in s4(1) and 12(1)(a) of the *Planning and Environment Act 1987, specifically:*

(a) to provide for the fair, orderly, economic and sustainable use, and development of land;

The amendment provides for the orderly and coordinated delivery of required infrastructure and service connections upgrades to support sustainable urban growth in the Estate as well as support the economic development of a local neighbourhood activity centre.

(c) to secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria;

The amendment provides for required infrastructure in Estate to support the creation of a pleasant, efficient, and safe working, living and recreational environment.

(d) to conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value;

The amendment provides for an infrastructure item in Estate located in an area of cultural heritage sensitivity where consideration is required of the special cultural value of that area.

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(e) to protect public utilities and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community;

The amendment provides for the orderly and coordinated provision of future public infrastructure, utilities and facilities for the benefit of the communities in the Estate and in the adjoining surrounding area.

(f) to facilitate development in accordance with the objectives set out in paragraphs (a), (c), (d) and (e);

The amendment facilitates development as an outcome of the *Collison Estate Development Contributions Plan* and facilitate commercial development through the rezoning of the area for the local neighbourhood activity centre.

(g) to balance the present and future interests of all Victorians.

The amendment satisfies this provision by implementing a planning framework to facilitate the orderly and coordinated provision of required infrastructure for existing and future residents in the Estate.

The amendment will provide for the orderly development of Collison Estate consistent with these objectives.

How does the amendment address any environmental, social and economic effects?

A number of technical reports were prepared as part of the preparation of the *draft Collison Estate Development Plan* and subsequently identified infrastructure required to support the development of the Estate. The background documents relevant to this amendment that inform the amendment and provision of infrastructure items to be funded by the *Collison Estate Development Contributions Plan* are identified in the following reports in relation to addressing environmental, social and economic effects to ensure the orderly and proper use, development and protection of land in the Estate.

Environmental Effects

The amendment addresses environmental issues by directing increased urban growth to an existing established area where infrastructure and service connections are available from the surrounding area reducing pressure on continued urban expansion while supporting upgrading of these required infrastructure and service connections. The amendment further addresses environmental issues through the following background documents in relation to native vegetation management and works within an area of cultural heritage sensitivity.

Native Vegetation Assessment

Prepared by Brett Lane and Associates, this background document considers flora and fauna prevalence and protection in the Estate. The document found pre-existing native vegetation remnants unlikely in the Estate as the majority of native vegetation is planted thereby benefitting from an existing permit exemption under the parent Clause 52.17, making the permit exemption in the Schedule to Clause 52.17 redundant. The document also encourages the need to retain native vegetation where appropriate in the Estate to extend the treed image of Cranbourne into Cranbourne East, an objective of Clause 21.16 (Cranbourne East) in the *Casey Planning Scheme.*

The document also found no fauna corridors connecting to Collison Estate from other habitat sites in the surrounding area.

Archaeologist Due Diligence

Prepared by Archaeology at Tardis, this background document considers the impacts of high impact activity from development and works associated with an infrastructure item in the *Collison Estate Development Contributions Plan* located in an area of cultural heritage sensitivity. The document found no registered Aboriginal sites in the activity area and noted that significant ground disturbance could not be demonstrated across the entirety of the activity area. An Aboriginal Cultural Heritage Management Plan (CHMP) would be required for development and infrastructure works located in the cultural heritage sensitivity area.

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The document also found no recorded post-contact heritage sites in the activity area.

Social Effects

The amendment addresses social issues by facilitating the development of a community facility and local neighbourhood activity centre supporting 20-minute neighbourhood principles allowing people to live and work within their local area. The local neighbourhood activity centre is collocated with a community facility, meeting an identified need to provide required convenience and service needs within the existing and future community of the Estate and adjoining surrounding area, improving local community relationships and quality of life within the Estate.

The amendment further addresses social issues through the following background documents in relation to the community facility funded by the *Collison Estate Development Contributions Plan* and local neighbourhood activity centre to be rezoned in this amendment.

Social Infrastructure Requirements for Collison Estate

Prepared by C Change Sustainable Solutions, this background document considers the current supply and need of social infrastructure in the 20-minute neighbourhood catchment areas and Cranbourne East catchment area inclusive of Collison Estate. The document found a need for a community facility of approximately 637 to 820 square metres floor area on a 0.6-to-0.8-hectares of land within the Estate.

Activity Centre Economic Analysis Memo

Prepared by SGS, the background document considers the current supply and need of activity centres within the existing activity centre network to service the convenience needs of catchments, including the future community of Collison Estate. The document found an unmet need for a local neighbourhood activity centre to service the daily convenience retailing needs of the future community when the Estate is fully developed. The document also found the catchment's expenditure could support a local neighbourhood activity centre with a gross floor area of 600 to 1,000 square metres plus up to 2,600 square meters of speciality stores and hospitality services, and up to 900 square metres of non-retail commercial floorspace. The local neighbourhood activity centre would require 1.1 hectares of land within the Estate to serve the future community and 20-minute neighbourhood catchment.

The recommendations of the background document are consistent with the City of Casey Activity Centres Strategy (2020), which specifies criteria for the designation of new neighbourhood activity centres including but not limited to gaps in walkability and demonstrated market need.

Economic Effects

The amendment addresses economic issues by not only facilitating growth and investment through a local neighbourhood activity centre and community facility encouraging a greater diversity of employment-generating land uses, but also through the delivery of infrastructure items and service connections. The amendment further addresses economic issues through the following background documents in relation to the identifying service connection need, and drainage and road infrastructure items funded by the *Collison Estate Development Contributions Plan*.

Activity Centre Economic Analysis Memo

The background document as detailed above also relates to economic effects.

Servicing Report

Prepared by KLM Spatial, the background document considers the services available or requiring upgrading to service the future development of Collison Estate. The document found a need for drainage infrastructure for retarding and detention purposes to control outflow from the Estate into the existing pipe network, as proposed by the Stormwater Water Management Strategy and implemented in the *Collison Estate Development Contributions Plan*. The document also identified the need for an extension to sewerage, potable water and recycled water connections in areas of the Estate.

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Stormwater Water Management Strategy

Prepared by KLM Spatial, the background document considers the need for a drainage scheme to implement drainage scheme and manage drainage in Collison Estate. The document sets out three drainage options and recommends option 3, which is referred to as the distributed management approach. The document provides a detailed strategy, plans and specifications for option 3, which have been subsequently incorporated into the *Collison Estate Development Contributions Plan*.

Traffic Impact Assessment

Prepared by Traffix Group, the background document considers the impact of traffic from the future development of Collison Estate on the existing transport system by undertaking an engineering assessment, traffic count surveys at peak periods and SIDRA traffic modelling. The document found the road infrastructure items incorporated into the *Collison Estate Development Contributions Plan* to have sufficient road reservations, access and turning treatments, accommodate appropriate carriageways, footpaths and services, and provide on-street parking, walking and cycling provisions consistent with relevant standards and current practice.

The document makes recommendations for roundabout and intersection upgrades along Casey Fields Boulevard, Linsell Boulevard, and Berwick-Cranbourne Road in response to predicted traffic levels generated by future development of the Estate, which have been subsequently incorporated into the *Collison Estate Development Contributions Plan*.

Does the amendment address relevant bushfire risk?

The land affected by the amendment is not located within an area of identified bushfire risk by being in a bushfire prone area or affected by a Bushfire Management Overlay.

The amendment is not expected to result in any increase to the risk to life as a priority, property, community infrastructure and the natural environment from bushfire. The amendment addresses bushfire risk by directing urban growth to existing established areas which are not at risk of bushfire.

Does the amendment comply with the requirements of any Minister's Direction applicable to the amendment?

The amendment is consistent with the Ministerial Direction on the Form and Content of Planning Schemes under section 7(5) of the *Planning and Environment Act 1987*. The amendment uses proper structure and formatting throughout amendment documents as required by this Ministerial Direction.

The amendment has been prepared in accordance with the strategic considerations set out in the following Ministerial Directions, under section 12 of the *Planning and Environment Act 1987*:

- Ministerial Direction No. 9 Metropolitan Planning Strategy

  The amendment has had regard to the *Metropolitan Planning Strategy: Plan Melbourne 2017-2050* (Plan Melbourne) and is consistent with its directions. The following outcomes of Plan Melbourne are relevant and have been considered in the preparation of the amendment:

  Outcome 1: Melbourne is a productive city that attracts investment, innovation and creates jobs
  Outcome 2: Melbourne provides housing choice in locations close to jobs and services
  Outcome 3: Melbourne has an integrated transport system that connects people to jobs and services and goods to market
  Outcome 4: Melbourne is a distinctive and liveable city with quality environments
  Outcome 5: Inclusive, vibrant and healthy neighbourhoods
  Outcome 6: Melbourne is a sustainable and resilient city.

- Ministerial Direction No. 11 Strategic Assessment of Amendments

  The amendment is consistent with Ministerial Direction No. 11, addressing all relevant strategic requirements outlined in this Explanatory Report.

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- Ministerial Direction No. 15 the Planning Scheme Amendment process by completing steps in the planning scheme amendment process.

  The preparation of this amendment is consistent with the requirements of Ministerial Direction No. 15.

- Ministerial Direction No. 18 Victorian Planning Authority Advice on Planning Scheme Amendments

  The Victoria Planning Authority (VPA) originally considered Collison Estate for inclusion in the Cranbourne East Precinct Structure Plan (PSP) in 2010, which did not eventuate. The VPA were provided the draft Collison Estate Development Contributions Plan for their preliminary views and offered no further comment.

  The preparation of this amendment is consistent with the requirements of Ministerial Direction No. 18 in seeking advice the preliminary views of the VPA whereby their further views on the amendment are being sought.

- Ministerial Direction on the Preparation and Content and Reporting Requirements for Development Contribution Plans

  The preparation and content of the development contributions plan included in this amendment is consistent with this Ministerial Direction, ensuring the fundable works, services and facilities can be funded by the proposed development infrastructure levy.

How does the amendment support or implement the Planning Policy Framework and any adopted State policy?

The amendment gives effect to and supports the following Clause objectives contained in the Planning Policy Framework (PPF):

- 11.01-1S Settlement: To facilitate the sustainable growth and development in the Estate.
- 11.02-1S Supply of urban land: To ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses.
- 11.02-2S Structure planning: To facilitate the fair, orderly, economic and sustainable use and development of urban areas.
- 11.02-2S Sequencing of development: To manage the sequence of development in areas of growth so that services are available from early in the life of new communities.
- 11.03-1S Activity centres: To encourage the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres that are highly accessible to the community.
- 11.03-2S Growth areas: To locate urban growth close to transport corridors and services and provide efficient and effective infrastructure to create sustainability benefits.
- 12.01-2S Native vegetation management: To ensure that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation.
- 13.01-1S Natural hazards and climate change: To minimise the impacts of natural hazards and adapt to the impacts of climate change through risk-based planning.
- 13.03-1S Floodplain management: To assist the protection of life, property and community infrastructure from flood hazard including overland flows.
- 15.01-1S Urban design: To create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.
- 15.01-1R Urban design – Metropolitan Melbourne: To create a distinctive and liveable city with quality design and amenity.

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- 15.01-4S Healthy neighbourhoods: To achieve neighbourhoods that foster healthy and active living and community wellbeing.
- 15.01-4R Healthy neighbourhoods – Metropolitan Melbourne: To create a city of 20 minute neighbourhoods, that give people the ability to meet most of their everyday needs within a 20 minute walk, cycle or local public transport trip from their home.
- 15.03-2S Aboriginal cultural heritage: To ensure the protection and conservation of places of Aboriginal cultural heritage significance.
- 17.02-1S Business: To encourage development that meets the community's needs for retail, entertainment, office and other commercial services.
- 18.01-1S Land use and transport integration: To facilitate access to social, cultural and economic opportunities by effectively integrating land use and transport.
- 18.01-2S Transport system: To facilitate the efficient, coordinated and reliable movement of people and goods by developing an integrated and efficient transport system.
- 18.01-3S Sustainable and safe transport: To facilitate an environmentally sustainable transport system that is safe and supports health and wellbeing.
- 18.01-3R Sustainable and safe transport - Metropolitan Melbourne: Improve local travel options for walking and cycling to support 20 minute neighbourhoods.
- 18.02-1S Walking: To facilitate an efficient and safe walking network and increase the proportion of trips made by walking.
- 18.02-1R Sustainable personal transport - Metropolitan Melbourne: To improve local travel options for walking and cycling to support 20 minute neighbourhoods, and develop local cycling networks and new cycling facilities that support the development of 20-minute neighbourhoods and that link to and complement the metropolitan-wide network of bicycle routes - the Principal Bicycle Network.
- 18.02-2S Cycling: To facilitate an efficient and safe bicycle network and increase the proportion of trips made by cycling.
- 18.02-2R Cycling - Metropolitan Melbourne: Develop local cycling networks and new cycling facilities that support the development of 20-minute neighbourhoods and that link to and complement the metropolitan-wide network of bicycle routes - the Principal Bicycle Network.
- 18.02-3S Public transport: To facilitate an efficient and safe public transport network and increase the proportion of trips made by public transport.
- 18.02-4S Roads: To facilitate an efficient and safe road network that integrates all movement networks and makes best use of existing infrastructure.
- 19.02-2S Education facilities: To assist the integration of education and early childhood facilities with local and regional communities.
- 19.02-4S Social and cultural infrastructure: To provide fairer distribution of and access to, social and cultural infrastructure.
- 19.03-1S Development and infrastructure contributions plans: To facilitate the timely provision of planned infrastructure to communities through the preparation and implementation of development contributions plans and infrastructure contributions plans.
- 19.03-2S Infrastructure design and provision: To provide timely, efficient and cost-effective development infrastructure that meets the needs of the community.
- 19.03-3S Integrated water management: To sustainably manage water supply, water resources, wastewater, drainage and stormwater through an integrated water management approach.

The amendment supports and implements these objectives of the PPF through:

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- Facilitating urban growth where land supply is available in an established residential area in Cranbourne East close to transport corridors and surrounded by existing infrastructure and service connections.
- Facilitating the fair, orderly, economic and sustainable development and infrastructure delivery in the Estate in a sequenced manner.
- Facilitating the collection of development contributions in the Estate to deliver timely, efficient and cost-effective infrastructure required in the Estate.
- Facilitating access to the local neighbourhood activity centre and community facility that meets the needs of existing and future residents in the Estate and adjoining surrounding areas.
- Facilitating development of the local neighbourhood activity centre through rezoning land to encourage land uses that meet the community's needs for retail, entertainment, office and other commercial services.
- Facilitating development of the community facility to meet the community's need for early childhood education and facilities.
- Managing native vegetation loss to ensure no net loss to biodiversity.
- Facilitating an integrated water management approach to the Estate's drainage scheme to deliver drainage infrastructure to minimise the impacts of overland flooding, particularly in areas in the Estate affected by the Land Subject to Inundation Overlay (LSIO).
- Enabling permeable neighbourhood design to provide the foundation for a safe, healthy, functional and enjoyable urban environment that supports a 20 minute neighbourhood by providing connected, efficient and safe walking and cycling networks to the local neighbourhood activity centre and community facility in the Estate.
- Safely integrating the road, public transport, walking and cycling networks to ensure the efficient and coordinated movement of users through an environmentally sustainable transport system that makes the best use of existing infrastructure in the Estate.
- Supporting the protection and conservation of Aboriginal cultural heritage significance areas where there is heritage value within the Estate.

How does the amendment support or implement the Local Planning Policy Framework, and specifically the Municipal Strategic Statement?

The Municipal Strategic Statement (MSS) seeks to outline the broad strategic vision for the future of the municipality, identifying key land use challenges and providing a framework to guide the development of land. The following policy and direction in the MSS are supported by the amendment:

- Clause 21.02 (Key Issues and Strategic Vision) by seeking to manage urban growth through upgrading infrastructure and services in Collison Estate to meet the needs of the existing and future residents as well as providing a road, public transport, walking and cycling network that creates connections throughout the Estate and to the adjoining surrounding areas.
- Clause 21.03 (Settlement and Housing) by providing a planning framework for urban growth in the Estate so infrastructure and services can accommodate population increases. Additionally, the amendment ensures all new development makes an appropriate contribution to upgrading local and community infrastructure, whereby the proposed community facility contributes to the network of community-based learning centres throughout Casey.
- Clause 21.04 (Environment) by minimising the loss of remnant vegetation that has intrinsic habitat value in the Estate as well as creating an efficient suburban form with improved accessibility, greater reliance on public transport, walking and cycling networks.
- Clause 21.05 (Economic Development) by promoting activity centre development in the Estate that provides for an economically robust local neighbourhood activity centre that prioritises pedestrians and cyclists over vehicles through an infrastructure item to upgrade Heather Grove main road.

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- Clause 21.06 (Transport) by incorporating permeable neighbourhood design in the Estate to facilitate pedestrian and public transport movement through an extensive network of roads, walking and cycling infrastructure linking communities, the proposed local neighbourhood activity centre and community facility.

- Clause 21.07 (Built Environment) by assessing the impact of infrastructure items on any Aboriginal cultural heritage areas, facilitating the development of a local neighbourhood activity centre, providing boulevard planting along the main road network in the Estate and planning for the appropriate design and provision of road and community infrastructure to ensure safe and liveable neighbourhoods.

- Clause 21.16 (Cranbourne East) by contributing to the upgrading of existing road infrastructure along Linsell Boulevard and Casey Fields Boulevard, and further upgrading Heather Grove as a collector road linking development east and west of the Estate. Additionally, the amendment seeks to support the extending of Cranbourne's treed image into Cranbourne East through deleting the native vegetation permit exemption applying to land within Collison Estate in Cranbourne East.

The amendment also supports several local planning policies:

- Clause 22.01 (Activity Centres Policy) by seeking to provide employment opportunities locally through the establishment of a proposed local neighbourhood activity centre contributing to Casey's activity centre network. The amendment has also been prepared with regard to the City of Casey Activity Centre Strategy which informs this policy.

The amendment proposes changes to the Municipal Strategic Statement by updating 21.05-8 Municipal Strategic Statement (Economic development) to reflect the proposed local neighbourhood activity centre in the Casey activity centre network map.

Does the amendment make proper use of the Victoria Planning Provisions?

The amendment makes appropriate use of the Victoria Planning Provisions (VPPs) by using zones, overlays and other provisions to implement the desired planning outcome for Collison Estate, consistent with the Ministerial Direction - The Form and Content of Planning Schemes. An example of the appropriate use of overlays is the introduction of the Development Contributions Plan Overlay (DCPO) to facilitate infrastructure delivery through levying contributions for the provision of works, services and facilities required by the Estate.

The amendment has been prepared with regard to the following Planning Practice Note and Advisory Note to achieve the desired use and development outcomes for land in Collison Estate:

- PPN 46 Strategic Assessment Guidelines

- PPN 23 Applying the Incorporated Plan and Development Plan Overlays

- AN 48 Ministerial Direction 15 The Planning Scheme Amendment Process

- AN 73 New Requirements for a Planning Authority to Consult EPA

The amendment has also had regard to the Department of Environment Land Water and Planning's: A Practitioner's Guide to Victorian Planning Schemes (Version 1.5) April 2022, and the Development Contributions Guidelines (Version 5.9) March 2007.

How does the amendment address the views of any relevant agency?

The views of various agencies have been considered in the preparation of the background documents that inform the amendment. The preliminary views on the draft *Collison Estate Development Contributions Plan* were provided from the Department of Environment, Land, Water and Planning, Department of Transport, Country Fire Authority, Victorian Planning Authority, Melbourne Water, South East Water, APA Gas and the Environment Protection Authority. The views of these and any relevant agency will be sought again during the exhibition of the amendment under section 20(5) of the Act.

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Does the amendment address relevant requirements of the Transport Integration Act 2010?

The amendment supports the vision statement, objectives and principles set out in the *Transport Integration Act 2010*. The amendment provides for the effective integration of transport and land use and provides access to future social and economic opportunities in Collison Estate and in the surrounding area through proposed transport connections and upgrades. In addition, the proposed changes to the existing transport system in and surrounding the Estate will meet the transport system objectives by:

- Providing access to future employment and services through a locally based activity centre and community facility reducing the need for travel.
- Providing appropriate active transport connections through walking and cycling infrastructure throughout the Estate.
- Aligning and complementing the current and future land uses where land use decisions will have regard to the current and future development and operation of the transport system.
- Upgrading transport infrastructure in a timely manner to respond to the associated transport demand support of future land uses in the Estate.
- Upgrading transport infrastructure to improve the amenity and minimise impacts of the transport system on adjacent land uses in the Estate and adjoining surrounding area.

Resource and administrative costs

- **What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?**

The amendment is expected to have limited impact on the resources and administrative costs of the responsible authority. The amendment is estimated to generate approximately 94 planning permit applications. The City of Casey has an established dedicated contribution plan team that has experience in dealing with development contribution plans and infrastructure contribution plans.

The planning framework being established by the amendment provides direction for applicants and the responsible authority on the cost and delivery of shared infrastructure required for the future urban structure for Collison Estate enabling planning permit applications to be considered. The amendment will facilitate the orderly and proper planning of the area and reduce the need for the Victorian Civil and Administrative Tribunal (VCAT) to resolve planning applications for subdivision and development.

Where you may inspect this amendment

The amendment, including any documents that support the amendment and the explanatory report about the amendment, is available for public inspection, free of charge, during office hours at:

City of Casey
Bunjil Place
2 Patrick Northeast Drive
Narre Warren

Or

Anytime at the City of Casey website online: http://www.casey.vic.gov.au/planning-scheme-amendments

The amendment can also be inspected free of charge at the Department of Environment, Land, Water and Planning website at http://www.planning.vic.gov.au/public-inspection or by contacting the office on 1800 789 386 to arrange a time to view the amendment documentation.

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Submissions

Any person who may be affected by the amendment make a submission to the planning authority. Submissions about the amendment must be received by [Day Month Year].

A submission must be sent to:

Strategic Planning and Reform
City of Casey
PO Box 1000 Narre Warren VIC 3805

Or by email to: planningscheme@casey.vic.gov.au
Or via City of Casey website: https://conversations.casey.vic.gov.au/collison-estate-development-consultation

Panel hearing dates

In accordance with clause 4(2) of Ministerial Direction No.15 the following panel hearing dates have been set for this amendment:

- directions hearing: week commencing [Day Month Year]
- panel hearing: week commencing [Day Month Year]

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ATTACHMENT 1 - Collison Estate Development Contribution Plan – Infrastructure Map

Source: Urban Enterprise, 2022.

Attachment 4 **– Additional Community Consultation Details**

Community Consultation on Draft Development Plan (DP) and Development Contributions Plan (DCP)

The preliminary community consultation on the draft Collison Estate DP and DCP occurred over eight weeks from 29 April to 26 June 2022. The consultation comprised of:

- Sending two posted notices to 543 landowners and occupiers of affected and adjoining properties. The first notice was posted out prior to consultation and the second notice was posted out halfway through consultation. The information sent included the draft DP map and a selection of Frequently Asked Questions (FAQs) explaining the key aspects of draft DP, DCP and associated Section 173 Agreement process (to relevant landowners only).
- A dedicated Casey Conversations web page where the draft DP and DCP could be viewed together with two Frequently Asked Questions (FAQs) documents explaining the key aspects of draft DP, DCP and associated Section 173 Agreement process. The Casey Conversations web page had 1,109 visits, 50 contributions and 20 followers, and contained links to:

    - The Collison Estate Interactive Platform (referred to as 'the Platform') an online, publicly accessible, and user-friendly Platform presenting visual information of the draft DP and draft DCP.

    - The Collison Estate Booking System enabling community members to book 1-on-1 virtual 45 minute consultation meetings with three dedicated Council officers from Council's Collison Estate Working Group to discuss any questions they had on the project, draft DP or draft DCP. The meetings were undertaken by Council officers who were part of the Working Group with intimate knowledge of the project, with interpreter assistance where requested.

      The consultation meetings were undertaken via Microsoft Teams to visually take community members to the Platform and through the draft documents. Meetings were undertaken over six of the eight weeks, extended hours until 7pm and provided timeslots for 162 meetings to be held. A total of 32 meetings were held.

      Once the 6-week meeting period concluded, the Booking System link was replaced with an email address included to organise ongoing ad-hoc meetings with community members.

- A dedicated Council web page linking to the Casey Conversations web page.
- Public notices published in the Cranbourne Star local newspaper on 12, 19 and 26 May, and 2, 9 and 16 June 2022.
- Media release published 9 May 2022.
- Casey Catch Up community newsletter published 6 June 2022.
- Council officer contacted Ms Pauline Richards MP (Member for Cranbourne) May 2022.
- Council officer presentation at a community forum organised by the Collison Estate Committee on 8 June 2022. The Collison Estate Committee represent 62 of the 94 landowners in the Estate. The community forum was attended by approximately 30 participants.

Correspondence via external referrals was also received from the Department of Transport, Melbourne Water, South East Water, the Environment Protection Authority (EPA), the Victorian Planning Authority (VPA), APA Group (Gas) and the Country Fire Authority (CFA). Within Council, internal referrals were received from teams with expertise in transport planning, drainage engineering, landscape, environment, community facilities, recreation and open space, and urban design. Both external and internal referral comments were considered in the finalisation of the draft final DP.

Community Consultation on the Section 173 Agreement Regarding Council's Intervention of Early Infrastructure Works

Council undertook a preliminary community consultation on the draft voluntary Section 173 Agreement followed by an informal, targeted community consultation on the final voluntary Section 173 Agreement with 73 landowners who had land required for drainage infrastructure on their property. The informal community consultation was undertaken over 10 weeks from 20 July to 30 September 2022 and was in addition to the preliminary community consultation on the draft DP and DCP that was carried out from April to June 2022.

The Section 173 Agreement consultation comprised of:

- Sending approximately three notices via email to each of the 73 affected landowners. The information sent included versions of the Frequently Asked Questions (FAQs) explaining the key aspects of the Section 173 Agreement process, and a Council drafted cover letter to support applications to mortgagees/banks/financial institutions where a mortgage was on the property.
- Sending out an email to 67 real estate agents who are or were previously active in Collison Estate to outline the Section 173 Agreement to them for their clients who are landowners with long purchase of land settlements in the Estate.
- Sending out two emails to the developers syndicate to forward onto their members.
- Sending out a digital poll to understand what stage of the Section 173 Agreement process landowners were at or considering.
- Working with Council's legal representatives (Maddocks) on responding to emails and phone call questions about the Section 173 Agreement process.

Officers' Reports

Bunjil Place Precinct Concept Masterplan and Community Engagement

ITEM: 5.3.

City Planning and Infrastructure
Growth and Investment
Kathryn Seirlis

Purpose of Report: **To seek approval to undertake community engagement on the Bunjil Place Precinct Concept Master Plan and proposed sale of the land.**

Recommendation

That:

1. **Council endorses undertaking community engagement under Section 114(2) of the Local Government Act 2020 on the draft Bunjil Place Precinct Concept Master Plan (generally in accordance with Attachment 1) and proposal to dispose of the land.**
2. **A report containing community feedback be brought to Council for consideration in 2023.**

Officer General or Material Interest

No Council officers involved in the preparation of this report have a general or material interest in matters for consideration.

Council Plan Reference

1.1 Deliver sustainable and adaptable infrastructure and activate places

Executive Summary

At its meeting of 19 July 2022, Council noted a report on the revitalisation of the Fountain Gate-Narre Warren Metropolitan Activity Centre. It resolved that a further report be taken to Council in late 2022 on the concept master planning and community engagement approach for the Bunjil Place Precinct. Accordingly, this report considers the draft Concept Master Plan prepared by MGS Architects and Taylor Cullity Lethlean landscape architects.

The draft concept design aims to inform the community and prospective future purchasers about Council's expectations for development of the precinct to ensure the existing at-grade car parking and open space is transformed into an exciting and viable high-density mixed-use precinct, reflecting Casey's aspiration to become a "Design City" and in a manner that aligns with objectives within the Council Plan 2021-2025 and Long-Term Community Vision 2031.

Before Council can consider the sale of land, it must undertake community engagement in accordance with Section 114 of the Local Government Act 2020, Council's Property Strategy 2020, and Council's endorsed Community Engagement Policy. This engagement is proposed to commence in early 2023. Community feedback on the draft Concept Master Plan will provide valuable feedback for consideration by Council in finalising the design vision and informing the sale process for the Bunjil Place Precinct in 2023.

Background

At its meeting of 19 March 2019, Council endorsed a program to achieve civic, community and commercial outcomes by playing a more interventionalist role in the development of under-utilised Council-owned land. Subsequently, at its meeting of 2 July 2019, Council endorsed a work plan for the program which included the former Civic Centre site in Narre Warren. This project is now referred to as the Bunjil Place Precinct Project, which is the subject of this report.

The Bunjil Place Precinct Project refers to the proposed sale and development of 5 ha of land nestled between Bunjil Place, Casey ARC and Fountain Gate Shopping Centre in the Narre Warren Fountain Gate Metropolitan Activity Centre. The site is currently used for at-grade public car parking and passive open space.

At its meeting of 17 March 2020, Council noted an update on the project. That report noted an intention to undertake a confidential market sounding exercise to inform a future public expression of interest (EOI) for the development of the site. Accordingly, market sounding was undertaken for Council by Navire Consultants in 2021. Feedback from the development sector participants indicated a need for Council to clearly set out a high-level design vision and undertake site due diligence ahead of any market process to develop the land.

In response to this feedback, the Council Action Plan's 2022/23 Strategic Objectives includes a specific strategy to progress the master planning for the precinct: Strategy 1.5 - "Prioritise investment that revitalises our existing infrastructure and services to meet changing needs" includes the specific goal to "Advance the master planning of council owned land within the Fountain Gate-Narre Warren Central Business District to outline the vision for the precinct".

A team of consultants led by MGS Architects and Taylor Cullity Lethlean Landscape Architects were engaged to prepare a draft Concept Master Plan to articulate Council's high-level design vision. A suite of further consultants was engaged to undertake detailed site due diligence studies. At its meeting of 19 July 2022, Council noted an update on this work and resolved that a report be brought to Council in late 2022 on the Concept Master Plan and approach to community engagement.

Draft Concept Master Plan

A draft Concept Master Plan (see Attachment 1) has been prepared to outline to the public and prospective future purchasers Council's high-level design vision and expectations for the development of the site. In line with Council's aspiration to become a "Design City," it builds upon design commentary provided by the Casey Design Excellence Panel and technical experts and thought leaders drawn from across Council and the consultant team.

The plan outlines a realisable market facing approach to redevelopment of the precinct and transform the existing under-utilised at-grade car parking and open space into an exciting and viable high-density mixed-use precinct.

Importantly, the plan recognises the essential role that car parking continues to play and will see parking retained in an alternate form.

If delivered, the plan would positively contribute to the revitalisation of the broader Fountain Gate-Narre Warren activity centre. Consistent with the State and local planning framework, key features of the design vision for the precinct include:

- A contemporary, fine-grain mixed-use precinct of appropriate scale and density for a Metropolitan Activity Centre that is flexible for different uses, market facing, viable and sustainable with the capacity to be delivered successfully over time.
- A design statement that acknowledges the culture of the Mayone Bulluk people and their contemporary and future aspirations, and which supports the significant cultural facilities already provided by Council in the precinct.
- A substantial increase in commercial floor space to support growth of existing and attraction of new and innovative professional services, education, and other businesses.
- High-density residential dwellings with potential to include a component of social and affordable housing.
- A mix of private and public uses that help to create a 24-hour activated precinct such as a hotel, hospitality, leisure, and well-being facilities.
- High quality public spaces that enhance existing assets at Bunjil Place and embrace the Fountain Gate Shopping Centre and adjoining Max Pawsey Reserve.
- A permeable, accessible pedestrian precinct set in a system of protected laneways, bike paths and convenient non-intrusive vehicular access and parking with good sight lines and protection from the elements in colder months.
- A blending of architecture and landscape into a meaningful and sensorial experience for workers, visitors and residents that is also safe, welcoming, accessible, comfortable, and visitable, so that people want to return.
- A more efficient and effective solution to car parking facilities in a manner that will reduce the total capital cost to council and add additional community value.

The purpose of the Concept Master Plan is to provide a flexible design narrative which encourages innovative, market facing approaches to the design of the precinct by the development sector. The design will continue to be refined in response to feedback from the community and the development sector.

Benefits to Council and the Community

The sale and development of the land as envisioned in the draft Concept Master Plan is expected to bring several key benefits in line with Council's various strategies and the Casey Community Vision 2031. It creates the opportunity to:

- Act as a catalyst project to stimulate higher density development for a range of uses in line with the Fountain Gate-Narre Warren Structure Plan. This will attract and support a greater diversity of employment, economic and social activity over the long-term (10+ years).
- Capitalise on Council's significant investment to date in Bunjil Place, the Casey Aquatic and Recreation Centre and Max Pawsey Reserve through increased cultural and recreational tourism.
- Build enduring partnerships with new and existing education, technology, medical, retail, hospitality and tourism businesses, and community service organisations in Casey to establish a high-quality long-term presence in the Activity Centre.
- Generate significant economic benefits to the centre and more broadly through construction and longer-term job creation in professional services, hospitality, short stay, retail, leisure, and medical services.
- Potentially create a modest financial return to Council.

Community Engagement Approach

The Local Government Act 2020, which came into effect in 2021, sets out requirements for the disposal of Council land. This includes a requirement for community engagement to be undertaken in accordance with Council's Community Engagement Policy prior to any sale or lease, and a requirement to publish a notice of intention to sell the land on Council's website, at least four weeks prior to the proposed date of sale.

Accordingly, before Council decides to commence a market process to develop the land through sale or lease of the land, it is proposed that community engagement be undertaken on the draft Concept Master Plan. Subject to Council approval, this engagement would commence in early 2023. Feedback received from the community will inform refinements to the Concept Master Plan and will be the subject of a future report to Council at which point a decision will be made as to whether to progress to the public expressions of interest phase of a market process.
A further opportunity for community engagement will occur when Council publishes a notice of intention to dispose of land later in the market process.

Financial Implications

There are no direct financial implications from this report. All costs associated with the Concept Master Plan and community engagement are included within the Growth and Investment operational budget for 2022/23.

Conclusion

The draft Concept Master Plan for the Bunjil Place Precinct sets out a bold vision for the future development of the site in line with Council's vision to be a bold, connected, and resilient city. A long-term project, the proposed sale of this council owned land via a future competitive market driven process will contribute to the revitalisation of the Fountain Gate Narre Warren activity centre whilst bringing community and commercial benefits. In accordance with the Local Government Act 2020, it is now recommended that Council undertake community engagement on the draft Concept Master Plan ahead of making a decision to commence a market process.

1. Bunjil Place Precinct Draft Concept Master Plan [**5.3.1** - 2 pages]

Bunjil Place Precinct Draft concept masterplan

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The Bunjil Place Precinct draft concept masterplan will deliver a uniquely urban, vibrant, inclusive, safe, and productive precinct.

Existing

1. Bunjil Place
2. Casey Aquatic and Recreation Centre (ARC)
3. Max Pawsey Recreational Reserve
4. Fountain Gate Shopping Centre
5. Existing bus interchange

Proposed

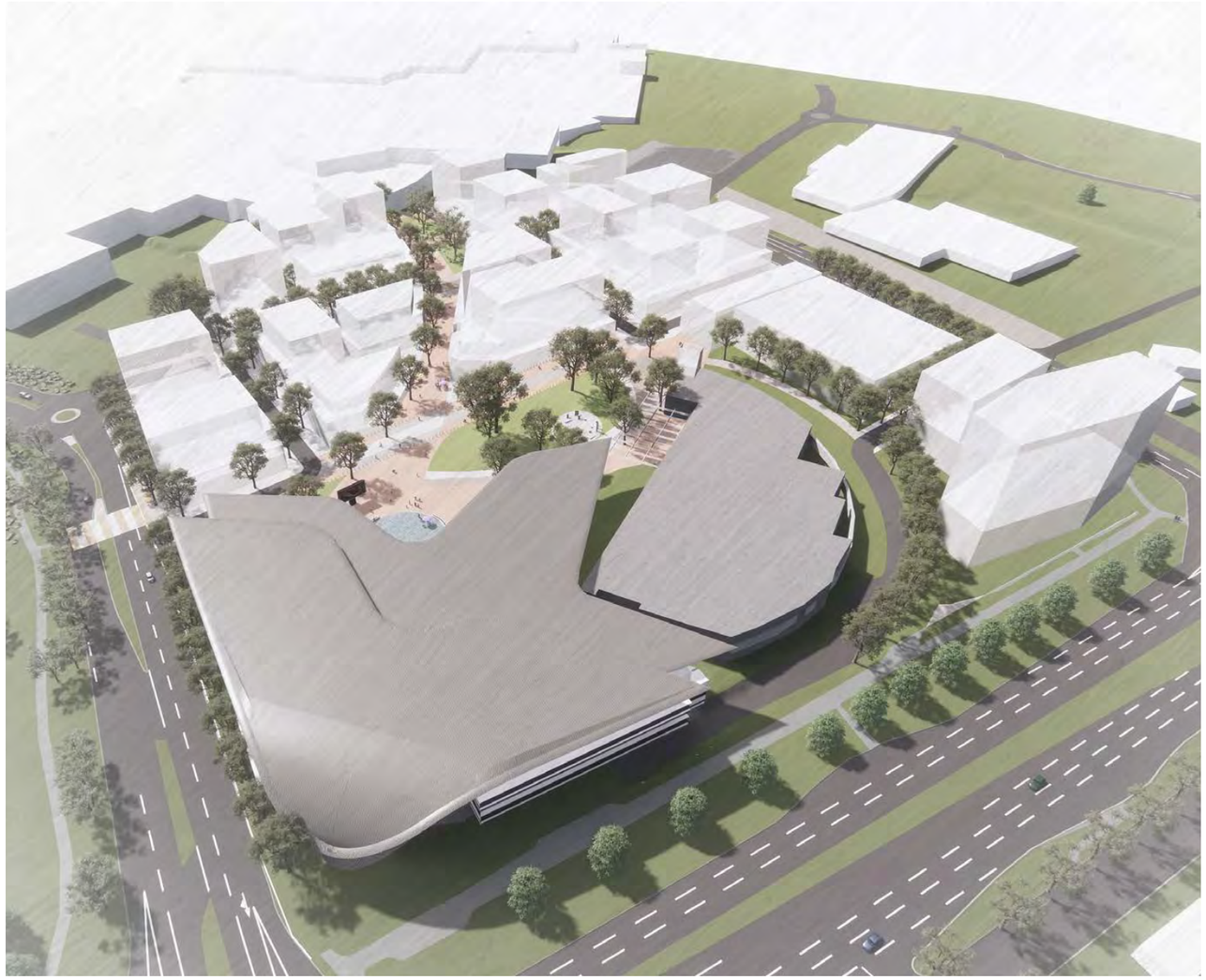
6. Enhanced civic space and upgraded Patrick Northeast Drive
7. Enhanced pedestrian connection to Max Pawsey Reserve
8. 'Bunjil Walk' pedestrian street
9. Allow for Patrick NE Drive to be closed for special events
10. New northern open space
11. New east-west connector road with pedestrian priority crossing
12. Enhanced Overland Drive, potentially incorporating on-street bus bays
13. Potential pedestrian bridge connection to existing Bus Interchange
14. Potential commercial/multi-deck car park
15. Potential hotel and conference centre/commercial development
16. Potential multi-rise residential apartments

Draft concept master plan
Source: MGS Architects

VERSION 3.0
NOVEMBER 2022

Bunjil Place Precinct Draft concept masterplan

DRAFT



Aerial view of the Bunjil Place Precinct concept masterplan looking north-east
Source: MGS Architects

View from Bunjil Place looking northeast towards the pedestrian link.
Source: MGS Architects

View from new arrival square looking south towards Bunjil Place along the pedestrian link.
Source: MGS Architects

VERSION 3.0
NOVEMBER 2022

Officers' Reports

Casey Growth Areas- Payments from Reserves- Dec 2022 ITEM: 5.4.

City Planning and Infrastructure
Growth and Investment
Kathryn Seirlis

Purpose of Report: **To authorise payments from the Contribution Plan and Public Open Space Contribution Reserves associated with development delivered assets.**

Recommendation

That Council authorises the Chief Executive Officer or delegate to make payments generally in accordance with Confidential Attachment 1 of this report and the *Planning and Environment Act* 1987 and *Subdivision Act* 1988.

Officer General or Material Interest

No Council officers involved in the preparation of this report have a general or material interest in matters for consideration.

Council Plan Reference

1.1 Deliver sustainable and adaptable infrastructure and activate places

Executive Summary

This report is to consider the payment of claims for land or works delivered under a Contribution Plan and equalisation of Public Open Space Contributions. The report includes a list of the projects and payments from the Contribution Plan and Public Open Space Contribution Reserves sought for authorisation.

Background

Council is considering claims for payment against the Contribution Plan Reserve and equalisation payments against the Public Open Space Contribution Reserve. These activities are carried out in accordance with the *Planning and Environment Act* 1987 and *Subdivision Act* 1988. Payments are only made subject to Council's satisfaction that all public land and assets are vested in Council.

Payments Required

Contribution Plan Reserve

Council is anticipating claims for the provision of public land and works associated with Contribution Plan projects in accordance with planning permit requirements and the terms of relevant Section 173 agreements.

The Contribution Plan Reserve funds the delivery of these projects through works-in-kind claims or cash reimbursements. The proposed claims for payment from the Contribution Plan Reserve to be authorised are listed in Confidential Attachment 1. The Contribution Plan Reserve can support these claims.

Public Open Space Contribution Reserve

Public Open Space (POS) contributions are collected through the subdivision permit process. The POS contribution can be either a cash payment or vesting of land, depending on the location and the area required for a local park identified in a Precinct Structure Plan (PSP). Permitted subdivisions providing the POS contribution as land for a local park in accordance with a PSP beyond the percentage required by the *Casey Planning Scheme* are eligible for a reimbursement (referred to as an equalisation payment). Permitted subdivisions with minimal or no land provision will make their POS contribution in the form of a cash payment.

A subdivision becomes eligible for equalisation payment once all relevant land is vested in Council in accordance with the terms of the relevant Section 173 agreement. The proposed claims for equalisation payment to be authorised are listed in Confidential Attachment 1. The Public Open Space Contribution Reserve can support these claims.

Community Engagement

Projects listed in a PSP have generally undergone community engagement during the development of the PSP. The payments listed in this report represent the reconciliation of the transactions involved in delivering the projects, final payments due or payments under terms agreed in existing Section 173 agreements for development.

Financial Implications

All projects and values mentioned in this report relate to funds held in the Contribution Plan and Public Open Space Contribution Reserves and do not rely on any Council rates revenue for the completion of the relevant project/s.

Conclusion

This report informs Council of the payments to be made in accordance with the relevant planning controls and mechanisms within the *Planning and Environment Act* 1987 and *Subdivision Act* 1988, subject to Council's satisfaction that all planning permit matters have been met.

Attachments

1. Confidential Attachments Cover Page Casey Growth Areas Payments from Reserves D [**5.4.1** - 1 page]

Confidential Attachment

ITEM: Governance only

Casey Growth Areas – Payments from Reserves – Dec 2022

In accordance with section 3, the information in this attachment has been deemed confidential information by the Chief Executive Officer under section 3 (f) of the Local Government Act 2020 as it contains personal information, being information which if released would result in the unreasonable disclosure of information about any person or their personal affairs;

Officers' Reports

Procurement Policy — ITEM: 5.5.

Corporate Services
Finance and Property Services
Simone Wickes

Purpose of Report: **To approve the proposed updates to the Procurement Policy.**

Recommendation

That Council consider and approve the proposed updates to the Procurement Policy to become effective from 1 January 2023.

Officer General or Material Interest

No Council officers involved in the preparation of this report have a general or material interest in matters for consideration.

Council Plan Reference

3. Become a future-ready organisation.
3.1 Create an adaptable, innovative and financially sustainable organisation that delivers maximum community benefit.

Executive Summary

The Finance and Property Services Department is proposing a suite of updates to the existing Procurement Policy to provide administrative relief and greater flexibility to Council when conducting procurement processes. The updates also aim to encourage greater innovation and continuous improvement in procurement as well as greater sector collaboration. These proposed revisions will ensure that the Policy strikes an appropriate balance between enabling and agile procurement, while meeting Council's legislative obligation and public accountability requirements.

Background

Casey's current Procurement Policy (the Policy) came into effect on 1 January 2022 and sought to align the organisation with the requirements of the *Local Government Act 2020*.

In the complex post-Covid economic environment however, it is more important than ever for Casey as a growth Council, to have maximum efficiency and flexibility in sourcing goods, services and works from the market in a way that still maintains probity and upholds the principles of public accountability and industry best practice. With rising costs buoyed by rising inflation and competing demand for core services such as construction, limited availability of suppliers and fiscal pressures faced by the local government sector, there is a pressing need for the Procurement Policy to enable and support more agile procurement where the prescribed level of administrative effort is more proportionate to the type, size and risk profile of the purchase.

These updates to the Procurement Policy are proposed to facilitate easier, more efficient and more flexible procurement. The Policy will still have measures in place to ensure accountability, transparency and probity and ensure that Casey is meeting legislative obligations. Value for money will still be the key driving principle in the Policy.

Amongst the updates proposed, including measures to simplify and clarify the Policy to enhance compliance and enable greater innovation and collaboration, there are two key changes for consideration that will have the most impact on Council's procurement activities:

1. Clarification of the process and conditions for exemptions from the requirements of the Procurement Policy

Upon reviewing the requests for exemptions received over the last 12 months, it became evident that there was confusion around what exemptions meant and how to appropriately document the rationale for seeking them. There were also varying interpretations of the condition for exemption that allows one where "exceptional circumstances make it necessary or desirable to depart from a requirement of this Policy" – this terminology is far too vague, open to misuse and represents a risk to good governance at Council.

The proposed changes to the Policy will provide Council with greater clarity and certainty about when an exemption is appropriate and when an exemption memo is required. There will be administrative relief provided to staff, who will not have to complete exemption memos for procurements of legal services, staff labour hire and advertising, and the risks associated with the "catch-all" 'exceptional circumstances' condition for exemption will be removed entirely.

2. Increase to Request for Quotation Threshold

It is acknowledged that the current Request for Quotation process can be cumbersome and time consuming, particularly for lower value purchases. This is due to a combination of system limitations and the manual processes which have had to be established to compensate for this. There is also ambiguity around the "seek 3 and receive 2 written quotations" language in the Policy.

To provide more clarity and allow Council to focus its efforts and resources on the higher value, higher risk, more strategically significant procurements, it is proposed that the quotation threshold be amended so that the complexity of the quotation process is more proportionate to the value and risk of the purchase, and the "seek 3, obtain 2 written quotations" language be simplified to "seek 2 written quotations".

Community Engagement

Internal consultation was conducted with a cross-section of Managers, Team Leaders and operational staff whose day-to-day roles involve purchasing and procurement activities. Community engagement was not conducted as, according to Council's *Community Engagement Policy*, the Procurement Policy does not have a "significant impact on the community and or stakeholders" (section 4.5) and "specialist knowledge or expertise is required" (section 4.6) to interpret the Policy and "work relates to operational matters" (section 4.6).

Internal feedback was overwhelmingly positive and welcomed by all, with much of the feedback anticipating a positive impact on team operations in terms of efficiency and flexibility of the procurement process.

Financial Implications

There are no additional costs associated with implementing the proposed changes. There are however efficiencies that will be generated by these changes, that will contribute positively towards achieving best value for money for Council.

Conclusion

It is recommended that the updates to the Procurement Policy outlined in this Report and the Attachments provided be approved to provide administrative relief and greater flexibility to Council when conducting procurement processes and encourage greater innovation and continuous improvement in procurement as well as greater sector collaboration. The revised Procurement Policy will become effective 1 January 2023.

Attachments

1. Procurement Policy - Updates 2022 (clean) [**5.5.1** - 15 pages]
2. Procurement Policy - Updates 2022 (in mark-up) [**5.5.2** - 17 pages]

PROCUREMENT POLICY

City of Casey

Approval Body:	Council
Endorsement Date:	15 December 2022
Council Plan Reference:	The Procurement Policy aligns with the Council Plan's Strategic Objective 3: Become a future-ready organisation - Create an adaptable, innovative and financially sustainable organisation that delivers maximum community benefit.
Current Version:	1.20 *Council policy documents change, from time to time, and it is recommended that you consult the electronic reference copy on Casey Council's Website to ensure that you have the current version. Alternatively, you may contact Customer Service on (03) 9705 5200.*
Compulsory Review Cycle:	4 years
Review Date:	This policy is subject to ongoing monitoring and review by Council every four (4) years. *It is recognised that, from time to time, circumstances may change leading to the need for minor administrative changes to this document. Where an update does not materially alter this document, such a change may be made administratively.* *Examples include a change to the name of a Council department, a change to the name of a Federal or State Government department, and a minor update to legislation which does not have a material impact. However, any change or update which materially alters this document must be by resolution of Council.*
Responsible Department:	Finance and Property Services
Relevant Legislation:	*Local Government Act 2020*
Relevant Council Documents:	NA
Breaches:	Where the Procurement Policy or published procurement process has been breached, appropriate corrective action will be taken immediately in accordance with the Code of Conduct for Employees. Criminal and civil penalties may be imposed if fraud, corruption, bribery or Australian Consumer Laws are breached.
ECM ID:	15838906

1. PURPOSE AND INTENT

1.1. The City of Casey (Council) procures goods, services and works each year to deliver services to the community and develop and maintain infrastructure.
This Policy, issued under the *Local Government Act 2020,* applies to all Procurement (as defined in this Policy) and sets out the key principles and process for all Procurement conducted at Council. It aims to achieve value for money, promote fair and open competition and advance socioeconomic outcomes across Council procurement activities.

2. SCOPE

2.1 All Council Staff must comply with this Policy before entering into a contract for the purchase of goods and services or the carrying out of works.

3. DEFINITIONS

Key Term	Definition
Act, the	*Local Government Act 2020*.
Best and Final Offer (BAFO)	A term that indicates to the respondent that no further negotiation on price or terms of contract is possible, so they should submit final pricing and deliverables. Where the Council accepts the offer, it becomes legally binding on both parties.
Commercial in Confidence	Information that, if released, may prejudice the business dealings of a party (e.g. prices, discounts, methodologies).
Council	means Casey City Council, being a body corporate constituted as a municipal Council under the *Local Government Act 2020*.
Council Staff	Any employee of Council, whether permanent, temporary, full-time, part-time or casual, and any volunteer, student, contractor, consultant or anyone who works in any other capacity for Council.
Councillors	means the individuals holding the office of a member of Casey City Council.
Emergency	A sudden or unexpected occurrence requiring immediate action, such as: - the occurrence of a natural disaster such as flooding, bushfire or pandemic which may require the immediate procurement of goods/services/works to provide relief; - the occurrence of an event such as flooding or fire at a council property which may require the immediate procurement of goods, services or works to ensure business continuity; - the unforeseen cessation of trading of a core service provider due to bankruptcy and a need to appoint a replacement service provider on the grounds of public safety; or - any other situation which is liable to constitute a risk to life or property. A situation that becomes urgent as a result of insufficient planning or tight project timeframes **does not** constitute an Emergency under this Policy.

Key Term	Definition
Evaluation Criteria	The criteria used to evaluate the compliance and/or relative ranking of proposals. Evaluation criteria must be clearly stated in the request for tender documentation.
Goods	Anything which is legally capable of being owned including but not limited to physical goods and real property as well as intangibles such as intellectual property, contract options and goodwill.
Indigenous Supplier	Indigenous Suppliers are certified by Supply Nation or Kinaway Chamber of Commerce and are: - at least 50% Aboriginal and/or Torres Strait Islander owned; and - undertake commercial activity.
Monopoly Market Conditions	When goods, services or works can be supplied only by a particular business and there is no reasonable alternative or substitute for one of the following reasons: - the requirement is for works of art; - to protect patents, copyrights or other exclusive rights, or proprietary information (e.g. Melbourne Water-owned assets, licenses or subscriptions); or - due to an absence of competition for technical reasons.
Probity	Evidence of ethical behaviour in a particular process. For Council, this involves proactively demonstrating that any procurement process is transparent, robust and the outcome beyond reproach. Probity requires behaving in such a way that there can be no perception of bias, influence or lack of integrity.
Probity Adviser	A Probity Adviser provides the procurement team, the project manager and Delegates, as required, with independent advice and guidance on probity issues throughout a procurement activity and may also assist in anticipating issues, proactively managing problems and advising on potential courses of action.
Probity Auditor	A Probity Auditor provides independent scrutiny of a procurement process and expresses an objective opinion as to whether the tender requirements, set criteria, standards or principles and Probity Plan or principles have been adhered to. A Probity Auditor should not provide advice or offer any solution to any probity issues that arise during the procurement process.
Procurement	Procurement is the process of acquiring goods, services and works, beginning when a need has been identified and resulting in the award of a contract. It includes planning, design, standards determination, specification writing, preparation of request for quotation/tender documentation, selection of suppliers, financing, contract administration, disposals, and other related functions. It also includes the organisational and governance frameworks that underpin the procurement function. Procurement **does not** include: • grants issued by Council (whether in the form of a contract, conditional gift or deed); • investments or divestments; • land or property sales; • loans; • developer contributions or works performed by developers;

Key Term	Definition
	• insurance; • engagement of employees; • payments made in line with statutory/legislative requirements; • property purchases and leases.
Purchase Order	A type of contract used to authorise the purchase of goods/services by Council; also a record in Council's financial system created upon contract award.
Services	An activity that involves a supplier doing things for, or providing a benefit to, Council rather than producing goods. Some services do not result in the ownership of anything, and others can result in the ownership of intellectual property or temporary use of licensed material or subscriptions.
Small to Medium Enterprise	A business employing less than 200 people.
Social Enterprise	Social Enterprises are certified by Social Traders and are: - led by an economic, social, cultural, or environmental mission consistent with a public or community benefit; - derive a substantial portion of their income from trade; and - reinvest the majority of their profit/surplus in the fulfilment of their mission.
Specification	A document that specifies the design requirements, work objectives, deliverables, performance criteria and payment information for an engagement.
Value for Money	The best mix of cost, quality (i.e. ability to meet user requirements) and sustainability (environmental, social and economic). The lowest price will not necessarily represent the best value for money.

4. POLICY

4.1. PROCUREMENT PRINCIPLES

Across its procurement activities, Council commits to:

a) Obtaining value for money;

b) Promoting open and fair competition;

c) Advancing economic, environmental and social objectives; and

d) Acting with integrity, probity and accountability.

4.2. OBTAINING VALUE FOR MONEY

Council recognises that value for money means more than price, and therefore will consider the relevant financial and non-financial costs and benefits of a contract, including but not limited to:

a) Quality;

b) Fitness for purpose;

c) The potential supplier's relevant experience and past performance;

d) Innovation and the adaptability over the life of the potential contract;

e) Economic, environmental and social sustainability; and

f) Whole of life costs.

4.3. ADVANCING ECONOMIC, ENVIRONMENTAL AND SOCIAL OBJECTIVES

Council will make procurement decisions that advance economic, environmental and social objectives to benefit the community **where value for money can be demonstrated**.

In developing specifications, Council Staff should consult with relevant subject matter experts within Council to determine the appropriate application of Economic, Environmental and Social Objectives.

Council will make procurement decisions around the following:

a) Economic Sustainability

Council supports local businesses and economic diversity by encouraging purchases that:

- Are made from local suppliers and Small to Medium Enterprises;
- Generate local employment; and
- Consider the cost vs life cycle/durability of purchases.

b) Environmental Sustainability

Council makes purchases that minimise negative environmental impacts by encouraging the selection of products/services that have minimal effect on the depletion of natural resources and biodiversity. Through its procurement activities, Council actively seeks opportunities to contribute towards:

- Green purchasing (i.e. use materials made of recycled content, are energy efficient and greenhouse friendly, are from a Social Enterprise or second hand/refurbished);
- Reduced greenhouse gas emissions;
- Reduced waste to landfill and the increase of the amount of waste recycled;
- Reduced water consumption and the improvement of water management;
- Improved environmental management in Council's supply chain; and
- Improved adaptability to climate change.

c) Social Sustainability

Council addresses disadvantage by encouraging diversity, acceptance, fairness, compassion, inclusiveness and access for people of all abilities in its purchasing by seeking to:

- Create new jobs and opportunities for people who may be struggling to find work;
- Target cohorts that may be experiencing economic exclusion;
- Reinvigorate depressed or marginalised communities; and
- Improve equity of access to opportunities.

4.4. COLLABORATIVE PROCUREMENT

a) Council actively pursues opportunities to collaborate and work across municipal boundaries to improve procurement outcomes, maximise savings and benefits, share better practices and achieve enhanced value for money outcomes for the community.

b) Council will consider whether categories of expenditure, or significant procurements which qualify for public tender, contain opportunities for collaboration, either amongst Council departments or with other organisations. It will pursue a collaborative approach to procurement provided that a value for money outcome can be achieved.

c) Council may utilise a procurement agent such as the Municipal Association of Victoria (MAV), Procurement Australia (PA) or another Council to conduct a tender (including itself acting as lead Council in collaborative procurements).

d) Council may consider a range of collaborative procurement approaches based on the value, complexity and risk profile of a project, including joint tendering or entering into a partnership with other Councils to provide shared services.

e) Council may also seek opportunities to collaborate internally across Departments and aggregate spending to conduct a public tender where there is likely to be significant spend across Council with the same supplier, or for the same services.

f) Council will include information on any opportunities for collaboration with other Councils or public bodies, which were considered in any report to the Council that recommends entering into a procurement agreement.

The Procurement team must be engaged early if the City of Casey will be the lead Council in a collaborative procurement process.

4.5. PROCUREMENT BEST PRACTICE

Council procurement is supported by a strong governance framework and best practice procurement processes which enable procurement decisions that:

- Use public resources efficiently, economically and ethically;
- Facilitate accountable and transparent decision making;
- Encourage competition and are non-discriminatory;
- Encourage appropriate engagement with risk;
- Are proportional to the scale and scope of a requirement; and
- Allow for continuous improvement and innovation.

a) Responsible Financial Management

i) Council Staff must use Council funds efficiently and effectively, seeking to contain the costs of a procurement process without compromising the principles of this Policy.

ii) Prior to establishing a procurement method, Council Staff must estimate the **expected value** of the total proposed purchase, including any contract options, extensions and renewals (inclusive of GST). Council Staff must also consider the expected cumulative spend on the requirement over a period of time. Council routinely monitors department purchase spend. Where this spend approaches the public tender threshold and there is an ongoing requirement for the relevant goods, services or works, Council will evaluate the appropriateness of the procurement method.

iii) Council Staff must establish the availability of funds within an approved budget and seek the relevant delegate's approval in line with Council delegations. Delegated officers are authorised to approve expenditure relating to contracts and quotations within their financial delegation. Council Staff must treat allocated budgets as confidential.

iv) Council Staff must not employ measures that intentionally seek to avoid the requirements of this Policy (for example splitting a procurement to remain below the relevant thresholds).

b) Procurement Planning

Council Staff must engage with the Procurement team from pre-procurement through to contract management and disposal to:

- Identify and assess viable solutions to achieve the desired outcomes of the procurement, including opportunities for innovation and collaboration;
- Clearly define the procurement objectives to ensure business needs are met; and
- Accurately estimate the value of the procurement and confirm funding arrangements.

i. Developing Specifications

Prior to commencing a procurement process, Council Staff must clearly specify what is to be purchased. In developing specifications, Council will seek to:

- Ensure impartiality and objectivity;
- Set out the specifications in terms of performance and functional requirements;
- Encourage the use of standard products;
- Ensure that economic, environmental and social objectives are facilitated; and
- Minimise unnecessary and/or stringent requirements.

A Specification must be prepared for all procurements*.*

ii. Establishing Evaluation Criteria (Tenders and Quotations)

Evaluation criteria must be established and documented (in a Procurement Plan for Public Tenders, in consultation with the Procurement team, or in the Request for Quotation documentation), prior to approaching the market and must be included in the request documentation.

iii. Assessing Procurement Risk

Council Staff must assess and manage the risks associated with each procurement and with the goods, services and/or works being sought.

Prospective suppliers will be required to meet the relevant insurance and risk requirements as detailed in the request documentation. Suppliers who are successful in being awarded a contract must maintain all insurances and certifications throughout the term of the contract.

5. THE PROCUREMENT PROCESS

The Procurement process that must be followed by Council Staff is dependent on the value/risk of the purchase as shown below:

TABLE 1: MANDATORY PROCUREMENT THRESHOLDS AND REQUIREMENTS

Spend Value (including GST)	Sourcing Method[1]
$0 - $50,000	Purchase Order with 1 quotation **OR** use a Panel
$50,001 - $200,000	Obtain 2 written quotations **OR** use a Panel
$200,001 - $500,000	Invited Tender with a minimum of 3 suppliers - supported by the Procurement team **OR** use a Panel
>$500,000	Public Tender - supported by the Procurement team **OR** use a Panel

All Sourcing Methods listed in the table above must be formalised with a TechOne-issued Purchase Order. Procurements above $100,000 must be formalised with a TechOne-issued Purchase Order and a signed Council-issued contract document.

a) The **expected value** of a procurement must be estimated before a decision on the procurement method is made. The expected value includes the maximum value of the proposed contract including GST, any extension options, renewals or other mechanisms that may be executed over the life of the contract.

b) When a Procurement is to be conducted in multiple parts with contracts awarded either at the same time or over a period of time, with one or more suppliers, the **expected value** of the goods, services or works being procured must include the maximum value of all of the contracts.

c) A procurement must not be divided into separate parts solely for the purpose of avoiding a relevant procurement threshold.

d) Any exceptions from these requirements must follow the exemption process detailed in this Policy.

5.1. Use of Existing Contracts or Panels

a) Council may use existing contracts or panels in collaborative purchasing arrangements with other Councils, MAV Procurement, Procurement Australia (PA), approved Australian Whole of Government contracts, Victorian Government, or other bodies. Council may also elect to invite selected suppliers to tender through the Victorian Department of Treasury and Finance's Construction Supplier Register (CSR). Other arrangements may be authorised by the Council or CEO as required by extraordinary circumstances or Emergencies.

[1] May be preceded by one or more requests for Expressions of Interest, Request for Information or other like process that may be deemed appropriate. Council may, at its absolute discretion, invite shortlisted respondents to participate in a Request for Tender following such a process.

b) For procurements where there is an existing Panel Contract, Council Staff must engage under the conditions of the panel contract, which may have a requirement to obtain one or more quotations.

5.2. Public Tender

a) Council gives public notice via its website at www.casey.vic.gov.au to invite tenders for all procurements equal to or greater than **$500,000** via a Request for Tender (RFT) or a Request for Expressions of Interest (REOI). Council may, at its absolute discretion, invite shortlisted respondents to participate in an RFT following an REOI. An RFT or REOI may be conducted for procurements below this value where appropriate.

b) Tender briefings may be conducted for some projects to assist prospective tenderers to prepare their tender. Attendance at some tender briefings may be mandatory for some projects, and this will be specified in the relevant Request for Tender document.

c) Council provides all potential suppliers the same information and the same conditions for participation. Any additional information is communicated to all potential suppliers via an Addendum through Council's e-Tendering platform.NULL

d) All tenders must be received in the required format by the date and time specified in the request documentation, which is Australian Eastern Standard Time. Council will not accept late tenders, unless a malfunction of Council's e-Tendering platform has occurred.

5.3. Exemptions From the Requirements of this Policy

a) Exempted Categories

Council recognises that circumstances may exist where conducting a Procurement in line with the requirements of this Policy may not always be possible or appropriate. As such, the following categories are exempted from the requirements of this Policy set out at Table 1 (Mandatory Procurement Thresholds and Requirements) above:

i. Procurement of legal services;
ii. Procurement of staff labour hire; and
iii. Procurement of advertising services.

b) Requesting Exemptions

Council recognises that circumstances may exist that make it necessary or desirable to depart from a requirement of this Policy, or where conducting a Procurement in line with the requirements of this Policy may not represent value for money for ratepayers.

Council Staff must seek approval from the appropriate Delegate[2] through an exemption memo to deviate from the requirements of this Policy set out at Table 1 (Mandatory Procurement Thresholds and Requirements) above, where:

i. no responses were received to a Request for Quotation or Request for Tender process (including where no responses were received which represented value for money);
ii. for reasons of extreme urgency brought about by an Emergency, as defined in this Policy;

[2] In line with the Casey-specific Instrument of Delegation.

iii. there are Market Monopoly Conditions, as defined in this Policy, and the goods, services or works can only be supplied by a particular business and there is no reasonable alternative or substitute;
iv. the goods or services or works would be additional deliveries by the original supplier (or authorised distributor), where a change of supplier would not represent Value for Money, as defined in this Policy (e.g. for replacement parts, continuing services for existing equipment, software, services or installations);
v. the contract is with a Social Enterprise, as defined in this Policy; or
vi. the contract is with an Indigenous Supplier, as defined in this Policy.

In seeking an exemption via an exemption memo, Council Staff must demonstrate value for money and that an informed decision is being made prior to engaging a supplier.

Where an exemption is granted, the Council Officer responsible for the exempted procurement must still follow the rest of the Procurement Policy and obtain the required approvals. This includes, where applicable, but is not limited to, developing a specification, preparing an officer's report for approval, and awarding a contract using the appropriate form of contract, or as advised by the Procurement team. If the value of the exempted procurement is greater than $50,000 (excluding GST), Staff must contact Procurement to raise the Purchase Order.

5.4. Evaluation of Proposals

The Procurement team will undertake an initial compliance check of proposals received against mandatory criteria before these can progress through to evaluation. Evaluations are to be conducted in a manner that is robust, systematic and unbiased to achieve best value outcomes in procurement.

Request for Quotation (RFQ) proposals will be evaluated in accordance with the published procurement processes.

Tender evaluations will be conducted in accordance with the methodology set out in the published procurement processes, noting:

a) Late tenders will not be accepted, unless a malfunction of Council's e-Tendering platform has occurred; and
b) A tender evaluation panel will be established to evaluate each tender submission against the tender's evaluation criteria and all parties are required to declare any conflicts of interest.

Council will consider tenderers' technical, financial and commercial abilities and evaluate proposals based on the evaluation criteria specified in the request documentation.

Council Staff must not approach or discuss offers with tenderers during the evaluation period, unless it is to seek clarification of any ambiguous or unclear parts of a proposal.

A Probity Advisor may be appointed to any Tender Evaluation Panel (TEP) and a Probity Auditor may be appointed to audit the evaluation process (mandatory for procurements above $10 million).

Councillors are precluded from participating in evaluation processes.

5.5. Negotiations

Negotiations with potential suppliers may be conducted to settle terms and conditions and reach an optimal commercial arrangement. Council may conduct a shortlisting process and shortlisted respondents may be invited to negotiate further, which may include submitting a best and final offer (BAFO) in relation to all or certain aspects of their proposal.

Council will maintain the probity of the procurement process and ensure that negotiations do not disadvantage other respondents or impact negatively on the competitive process.

5.6. Contract Award

Council documents the outcome of the evaluation and negotiation process for approval by the relevant Delegate before the contract is awarded to the preferred respondent.

Where required, the successful respondent must provide to Council copies of any insurances and bank guarantees or securities before the services or works can commence. Council will only accept bank guarantees, and upon exception and approval, retention of funds as security deposits.

Council requires a signed contract to be in place to enable it to issue any purchase orders under that contract. Delivery of services cannot commence until a signed contract is in place and a purchase order is issued, unless a Letter of Intent to conduct early works is issued in consultation with the Procurement team, in certain limited circumstances.

After the execution of the contract, unsuccessful respondents may request a debrief providing feedback on their tender. Council will not provide details of pricing, other proposals received or other respondents.

5.7. Contract Extensions and Variations

All contract extensions and variations are subject to an approval process, including financial approval by the relevant Delegate or Council, and consideration of factors such as risk, supplier performance, demand requirements, market analysis and collaborative procurement opportunities available.

5.8. Contract Management

Council manages contracts to ensure that it receives the goods, services or works provided to the required standards of quality and quantity as intended by the contract. This includes:

a) Monitoring the responsibilities and obligations of both parties under the contract;
b) Monitoring the currency of relevant insurances and compliance requirements;
c) Providing a means for the early recognition of issues and performance problems and the identification of solutions; and
d) Adhering to Council's Risk Management Framework and relevant occupational health and safety compliance procedures.

Council Staff must proactively manage contracts to ensure Council receives value for money in the delivery of the contracted goods, services or works. Ongoing consideration should be given to due diligence, and contract risks should regularly be reviewed, evaluated and managed. Council Staff should monitor relationship management and supplier performance throughout the life of the contract.

6. INTEGRITY, PROBITY AND ACCOUNTABILITY

In relation to all procurements Councillors and Council Staff must:

a) Comply with this Policy, published procurement processes and associated procedures;
b) Act ethically and with the highest integrity;
c) Declare any conflicts of interest;

d) Treat all prospective and current suppliers with equity and fairness, providing all suppliers with equal opportunity and access to information;
e) Neither seek nor receive personal gain or benefit and comply with the Code of Conduct for Employees and Gifts, Benefits and Hospitality Policy for Council Officers;
f) Protect the integrity and confidentiality of the procurement process, including budget information, details of tenders received (including pricing), details of the Evaluation Panel and evaluation process and all Commercial in Confidence information; and
g) Be able to account for all decisions via appropriate record-keeping and information management.

Council Staff may refer to the Public Interest Disclosures Policy for more information on disclosing information which enables the prevention of fraud and corruption.

Council will not procure goods, services or works from businesses owned by Council Staff or their immediate families.

To ensure all potential suppliers are treated equally throughout the procurement process, Council will not accept tenders or quotations from former Council Staff, or which nominate former Council Staff as specified personnel, until 6 months after the former Council Staff member has ceased their employment with Council.

6.1. Probity

Council must appoint an independent Probity Adviser for all procurements exceeding $10 million or as requested by the Chief Executive Officer or as identified in the risk assessment. An independent Probity Auditor may be engaged throughout the procurement process if required.

Maintaining the probity of the procurement process is an obligation of each Council Staff member involved in the procurement and use of the services of a Probity Adviser and/or Probity Auditor does not absolve, remove or replace the responsibility of Council Staff to ensure the conduct of the procurement is consistent with the principles of probity.

6.2. Accountability

Council recognises it is accountable for delivering timely outcomes using public resources and ensures its decisions are transparent and defensible. For all procurements valued at $10 million or more, or where the risk profile or legal/commercial complexities associated with the procurement necessitate legal review, Council Staff must liaise with the Procurement team to obtain legal review of tender documents and contracts.

Council Staff must maintain accurate, complete and concise information on each procurement, including documenting the business need for the procurement, the process that was followed, how value for money was considered and achieved, relevant approvals and relevant decisions. Council Staff must retain evidence of agreements with suppliers in the form of a written contract or purchase order and retain copies of all invoices and receipts in accordance with Council's Information Management Policy.

6.3. Quality Assurance

Council seeks to manage risk through effective oversight, accountability and appropriate internal controls such as regular reviews, exception reporting and audits. Furthermore, risk will form a key consideration in procurement activities and appropriate risk mitigation measures will be applied.

6.4. Transparency

With due regard to privacy laws and information provided on a commercial in confidence basis, Council may make available details of procurement processes on its website at www.casey.vic.gov.au, including reporting related to its quality assurance activities.

6.5. Child Safety

Council has a zero-tolerance approach to child abuse and is committed to creating and maintaining a child safe and child-friendly organisation where all children are valued and protected from abuse and/or harm.

As a Child Safe organisation, Council reviews all contractors who are undertaking work on its behalf that may involve direct or incidental contact with children and/or young people to ensure that all contractors are aware of child safe guarding practices which result in children and young people being kept safe from harm and/or abuse.

Appropriate child safety compliance requirements will be included in the relevant contract agreements with Council.

7. PAYMENTS TO SUPPLIERS

Council will make payments to suppliers within 30 days of receipt of a correctly rendered invoice, or in accordance with the relevant Contract's terms and conditions.

a) A correctly rendered invoice must include enough information to clearly determine:
   i. that the document is intended to be a tax invoice;
   ii. the supplier's identity;
   iii. the supplier's Australian business number (ABN);
   iv. the buyer's identity (i.e. City of Casey) and/or ABN;
   v. a City of Casey-issued Purchase Order number;
   vi. the date the invoice was issued;
   vii. a brief description the goods or services supplied (e.g. materials and labour) and the price; and
   viii. the GST amount payable, if any.

b) Suppliers must include a Council-issued purchase order number on their invoices, unless the purchase is from one of the following exempted expenditure categories:
   i. Payments made in line with statutory/legislative requirements;
   ii. Issuing of Grants;
   iii. Engagement of employees;
   iv. Superannuation;
   v. WorkCover;
   vi. Payroll deductions;
   vii. Investments/term deposits;
   viii. Sundry refunds;
   ix. Fire Services Levies;
   x. Mayoral and Councillor allowances and expenses;
   xi. Property purchases;
   xii. Warranty renewals;
   xiii. Leases;
   xiv. Legal services;
   xv. Store card or purchase card purchases;
   xvi. Staff reimbursements – payments directly to staff;
   xvii. Utility bills;

xviii. Authorised purchasing transactions made through a Corporate Credit Card; and
xix. Refunds of bonds and customer council rates.

Purchase Orders issued to Social Enterprises, Indigenous Suppliers or that include environmentally sustainable elements must note the relevant green code.

8. KEY LEGISLATIVE REQUIREMENTS

The key legislative requirements for this Policy include:

- *Local Government Act 2020*
- *Modern Slavery Act 2018*
- *Worker Screening Act 2020*

Council will comply fully with the *Competition and Consumer Act 2010* and other fair-trading legislation applicable to its operations. Council is committed to ensuring the protection and promotion of competition and to averting:

a) Restrictive trade practices, including price fixing;
b) Market sharing, anti-competitive agreements, exclusive dealing and misuse of market power;
c) Inaccurate communication or promotion (including misleading or deceptive conduct, false claims and unsubstantiated predictions); and
d) Unconscionable and unfair business practices.

9. RELATED POLICIES AND PROCEDURES

Council Staff must comply with the published procurement processes and all other Council policies, including but not limited to:

- Gifts, Benefits and Other Hospitality Policy for Council Officers
- Code of Conduct for Employees
- Councillor Code of Conduct
- Risk Management Policy
- Child Safe Policy
- Information Management Policy
- Sustainability Plan
- Public Interest Disclosures Policy
- Corporate Store Card Policy
- Corporate Cards Policy
- Investment Policy

10. RESPONSIBILITIES

WHO	WHAT
Council Staff	Responsible for compliance with this Policy and the published procurement processes.
Procurement	To review and implement this Policy.
CFO, Head of Procurement	Responsible for the enforcement of this Policy and may be asked to clarify the interpretation of this Policy if an aspect of it is unclear or in dispute.

11. BREACHES

Where the Procurement Policy or published procurement processes has been breached, appropriate corrective action will be taken immediately in accordance with the Code of Conduct for Employees. Criminal and civil penalties may be imposed if fraud, corruption, bribery or Australian Consumer Laws are breached.

12. RELEVANT FORMS

Nil

13. DOCUMENT HISTORY

Date approved	Change Type	Version	Next Review Date
14 December 2021	Local Government Act 2020 - updated tender thresholds.	1.1	14 December 2025

PROCUREMENT POLICY

City of Casey

Approval Body:	Council
Endorsement Date:	1~~4~~5 December 2022~~1~~
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TIS: 131450 (Translating and Interpreting Service) المترجم الفوري 翻译 مترجم شفاهی ਦੁਭਾਸ਼ੀਆ භාෂා පරිවර්තක CASEY.VIC.GOV.AU

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1.1. The City of Casey (Council) procures goods, services and works each year to deliver services to the community and develop and maintain infrastructure.

~~1.1.~~ This Policy, issued under the *Local Government Act 2020*, applies to all Procurement (as defined in this Policy) and sets out the key principles and process for all Procurement conducted at Council. ~~sets out the key principles and processes that apply to all procurements of goods, services and works made by Council, and is issued under the Local Government Act 2020 (the Act). Published procurement processes set out the processes Council Staff must follow in order to comply with this Policy.~~

~~This Policy~~It aims to achieve value for money, promote fair and open competition and advance socioeconomic outcomes across Council procurement activities.

2. SCOPE

2.1 ~~This Policy applies to all Council Staff.~~ All Council Staff must comply with this Policy before entering into a contract for the purchase of goods and services or the carrying out of works.

3. DEFINITIONS

Key Term	Definition
~~Council~~	~~means Casey City Council, being a body corporate constituted as a municipal Council under the *Local Government Act 2020*.~~
~~Councillors~~	~~means the individuals holding the office of a member of Casey City Council.~~
Act, the	*Local Government Act 2020*.
Best and Final Offer (BAFO)	A term that indicates to the respondent that no further negotiation on price or terms of contract is possible, so they should submit final pricing and deliverables. Where the Council accepts the offer, it becomes legally binding on both parties.
Commercial in Confidence	Information that, if released, may prejudice the business dealings of a party (e.g. prices, discounts, methodologies).
Council	means Casey City Council, being a body corporate constituted as a municipal Council under the *Local Government Act 2020*.
Council Staff	Any employee of Council, whether permanent, temporary, full-time, part-time or casual, and any volunteer, student, contractor, consultant or anyone who works in any other capacity for Council.
Councillors	means the individuals holding the office of a member of Casey City Council.
Emergency	A sudden or unexpected occurrence requiring immediate action, such as: - the occurrence of a natural disaster such as flooding, bushfire or ~~epidemic~~ pandemic which may require the immediate procurement of goods/services/works to provide relief; - the occurrence of an event such as flooding or fire at a council property which may require the immediate procurement of goods, services or works to ensure business continuity;

Key Term	Definition
	- the unforeseen cessation of trading of a core service provider due to bankruptcy and a need to appoint a replacement service provider on the grounds of public safety; or - any other situation which is liable to constitute a risk to life or property. - A situation that becomes urgent as a result of insufficient planning or tight project timeframes **does not** constitute an Emergency under this Policy.
Evaluation Criteria	The criteria ~~that are~~ used to evaluate the compliance and/or relative ranking of proposals. Evaluation criteria must be clearly stated in the request for tender documentation.
Goods	~~Every type of right, interest or~~Any thing which is legally capable of being owned including but not limited to~~. This includes, but is not restricted to,~~ physical goods and real property as well as intangibles such as intellectual property, contract options and goodwill.
Indigenous Supplier	Indigenous Suppliers are certified by Supply Nation or Kinaway Chamber of Commerce and are: - at least 50% Aboriginal and/or Torres Strait Islander owned; and - undertake commercial activity.
Monopoly Market Conditions	When goods, services or works can be supplied only by a particular business and there is no reasonable alternative or substitute for one of the following reasons: - the requirement is for works of art; - to protect patents, copyrights or other exclusive rights, or proprietary information (e.g. Melbourne Water-owned assets, licenses or subscriptions); or - due to an absence of competition for technical reasons.
Probity	Evidence of ethical behaviour in a particular process. For Council, this involves proactively demonstrating that any procurement process is transparent, robust and the outcome beyond reproach. Probity requires behaving in such a way that there can be no perception of bias, influence or lack of integrity.
Probity Adviser	A Probity Adviser provides the procurement team, the project manager and Delegates, as required, with independent advice and guidance on probity issues throughout a procurement activity and may also assist in anticipating issues, proactively managing problems and advising on potential courses of action.
Probity Auditor	A Probity Auditor provides independent scrutiny of a procurement process and expresses an objective opinion as to whether the tender requirements, set criteria, standards or principles and Probity Plan or principles have been adhered to. A Probity Auditor should not provide advice or offer any solution to any probity issues that arise during the procurement process.
Procurement	Procurement is the process of acquiring goods, services and works, beginning when a need has been identified and resulting in the award of a contract. ~~Procurement is the whole process of acquisition of external goods, services and works.~~ It ~~can~~ includes planning, design, standards determination, specification writing, preparation of request for quotation/ ~~and~~ tender documentation, selection of suppliers, financing, contract

Key Term	Definition
	administration, disposals, and other related functions. It also includes the organisational and governance frameworks that underpin the procurement function. Procurement **does not** include: • grants issued by Council (whether in the form of a contract, conditional gift or deed); • investments or divestments; • land or property sales; • loans; • developer contributions or works performed by developers; • insurance; • engagement of employees; • payments made in line with statutory/legislative requirements; • property purchases and leases.
Purchase Order	A type of contract used to authorise the purchase of goods/services by Council; also a record in Council's financial system created upon contract award.~~.~~
Services	An activity that involves a supplier doing things for, or providing a benefit to, Council rather than producing goods. Some services do not result in the ownership of anything, and others can result in the ownership of intellectual property or temporary use of licensed material or subscriptions.
Small to Medium Enterprise	A business employing less than 200 people.
Social Enterprise	Social Enterprises are certified by Social Traders and are: - led by an economic, social, cultural, or environmental mission consistent with a public or community benefit; - derive a substantial portion of their income from trade; and - reinvest the majority of their profit/surplus in the fulfilment of their mission.
Specification	~~A document that clearly identifies the essential requirements of a procurement and articulates the critical performance outcomes.~~A document that specifies the design requirements, work objectives, deliverables, performance criteria and payment information for an engagement.
~~Statement of Work~~	~~A document that specifies the performance criteria, design requirements, work objectives, deliverables and payment information for an engagement.~~
Value for Money	The best mix of cost, quality (i.e. ability to meet user requirements) and sustainability (environmental, social and economic). The lowest price will not necessarily represent the best value for money.

4. POLICY

4.1. PROCUREMENT PRINCIPLES

Across its procurement activities, Council commits to:

~~-~~a) Obtaining value for money;

b) Promoting open and fair competition;

c) Advancing economic, environmental and social objectives; and

d) Acting with integrity, probity and accountability.

4.2. OBTAINING VALUE FOR MONEY

Council recognises that value for money means more than price, and therefore will consider the relevant financial and non-financial costs and benefits of a contract, including but not limited to:

a) Quality;

b) Fitness for purpose;

c) The potential supplier's relevant experience and past performance;

d) Innovation and the adaptability over the life of the potential contract;

e) Economic, environmental and social sustainability; and

f) Whole of life costs.

4.3. ADVANCING ECONOMIC, ENVIRONMENTAL AND SOCIAL OBJECTIVES

Council will make procurement decisions that advance economic, environmental and social objectives to benefit the community **where value for money can be demonstrated**.

In developing ~~statements of work or~~ specifications, Council Staff ~~are encouraged to~~should consult with relevant subject matter experts within Council to determine the appropriate application of Economic, Environmental and Social Objectives.

Council will make procurement decisions around the following:

a) Economic Sustainability

Council supports local businesses and economic diversity by encouraging purchases that:

- Are made from local suppliers and Small to Medium Enterprises;
- Generate local employment; and
- Consider the cost vs life cycle/durability of purchases.

b) Environmental Sustainability

Council makes purchases that minimise negative environmental impacts by encouraging the selection of products/services that have minimal effect on the depletion of natural resources and biodiversity. Through its procurement activities, Council actively seeks opportunities to contribute towards:

- Green purchasing (i.e. use materials made of recycled content, are energy efficient and greenhouse friendly, are from a Social Enterprise or second hand/refurbished);

- Reduced greenhouse gas emissions;
- Reduced waste to landfill and the increase of the amount of waste recycled;
- Reduced water consumption and the improvement of water management;
- Improved environmental management in Council's supply chain; and
- Improved adaptability to climate change.

c) Social Sustainability

Council addresses disadvantage by encouraging diversity, acceptance, fairness, compassion, inclusiveness and access for people of all abilities in its purchasing by seeking to:

- Create new jobs and opportunities for people who may be struggling to find work;
- Target cohorts that may be experiencing economic exclusion;
- Reinvigorate depressed or marginalised communities; and
- Improve equity of access to opportunities.

4.4. ~~ADOPTING A COLLABORATIVE APPROACH~~COLLABORATIVE PROCUREMENT

a) Council actively pursues opportunities to collaborate and work across municipal boundaries to improve procurement outcomes, maximise savings and benefits, share better practices and achieve enhanced value for money outcomes for the community.

b) Council will consider whether categories of expenditure, or significant procurements which qualify for public tender, contain opportunities for collaboration, either amongst Council departments or with other organisations. It will pursue a collaborative approach to procurement provided that a value for money outcome can be achieved.

c) Council may utilise a procurement agent such as the Municipal Association of Victoria (MAV), Procurement Australia (PA) or another Council to conduct a tender (including itself acting as lead Council in ~~a~~ collaborative procurements).

d) Council may consider a range of collaborative procurement approaches based on the value, complexity and risk profile of a project, including joint tendering or entering into a partnership with other Councils to provide shared services.

e) Council may~~will~~ also seek opportunities to collaborate internally across Departments and aggregate spending to conduct a public tender where there is likely to be significant spend across Council with the same supplier, or for the same services.

f) Council will include information on any opportunities for collaboration with other Councils or public bodies, which were considered in any report to the Council that recommends entering into a procurement agreement.

The Procurement team must be engaged early if the City of Casey will be the lead Council in a collaborative procurement process.

4.5. PROCUREMENT BEST PRACTICE

Council procurement is supported by a strong governance framework and best practice ~~p~~procurement processes which enable procurement decisions that:

- Use public resources efficiently, economically and ethically;
- Facilitate accountable and transparent decision making;
- Encourage competition and are non-discriminatory;
- Encourage appropriate engagement with risk;
- Are proportional to the scale and scope of a requirement; and
- Allow for continuous improvement and innovation.

a) Responsible Financial Management

i) Council Staff must use Council funds efficiently and effectively, seeking to contain the costs of a procurement process without compromising the principles of this Policy.

ii) Prior to establishing a procurement method, Council Staff must estimate the **expected value** of the total proposed purchase, including any contract options, extensions and renewals (inclusive of GST). Council Staff must also consider the expected cumulative spend on the requirement over a period of time. Council routinely monitors department purchase spend. Where this spend approaches the public tender threshold and there is an ongoing requirement for the relevant goods, services or works, Council will evaluate the appropriateness of the procurement method.

iii) Council Staff must establish the availability of funds within an approved budget and seek the relevant delegate's approval in line with Council delegations. Delegated officers are authorised to approve expenditure relating to contracts and quotations within their financial delegation. Council Staff must treat allocated budgets as confidential.

iv) Council Staff must not employ ~~M~~measures that intentionally seek to avoid the requirements of this Policy (for example splitting a procurement to remain below the relevant thresholds) ~~are considered breaches~~.

b) Procurement Planning

Council Staff must engage with the Procurement team from pre-procurement through to contract management and disposal to:

- Identify and assess viable solutions to achieve the desired outcomes of the procurement, including opportunities for innovation and collaboration;
- Clearly define the procurement objectives to ensure business needs are met; and
- Accurately estimate the value of the procurement and confirm funding arrangements.

i. Developing Specifications

Prior to commencing a procurement process, Council Staff must clearly specify what is to be purchased. In developing specifications, Council will seek to:

- Ensure impartiality and objectivity;
- Set out the specifications in terms of performance and functional requirements;
- Encourage the use of standard products;
- Ensure that economic, environmental and social objectives are facilitated; and

- Minimise unnecessary and/or stringent requirements.

A Specification must be prepared for all procurements.

~~*A Statement of Work must be prepared for any procurements valued above **$50,000** (including Requests for Quotation) or which are deemed to be 'moderate' or 'high' risk, while a formal specification must be developed for all procurements valued above **$200,000**.*~~

ii. Establishing Evaluation Criteria (Tenders and Quotations)

Evaluation criteria ~~-~~must be established and documented (in a Procurement Plan for Public Tenders, in consultation with the Procurement team, or in the Request for Quotation documentation), prior to approaching the market and must be included in the request documentation. ~~Mandatory evaluation criteria will reflect the minimum requirements for submissions to be considered for evaluation.~~

iii. Assessing Procurement Risk

Council Staff must assess and manage the risks associated with each procurement and with the goods, services and/or works being sought. ~~In consultation with the Procurement team, Council Staff must establish controls to mitigate the identified risks, monitor these during the procurement process and embed controls within the contract.~~

~~Depending on the risk assessment, the base procurement requirements may be enhanced to facilitate the necessary controls within Council's risk appetite.~~

~~If identified in the initial risk assessment, s~~Prospective suppliers will be required to ~~register in the Rapid Global system and~~ meet the ~~appropriate~~ relevant insurance and risk ~~certification~~ requirements ~~level~~ as detailed in the request documentation. Suppliers who are successful in being awarded a contract ~~Prospective suppliers will be required to provide evidence of the certification in their tender submission. Failure to do so will deem the submission to be non-conforming. During the contract term, suppliers~~ must maintain ~~the currency of their certification~~all insurances and certifications ~~in Rapid Global~~throughout the term of the contract.

5. THE PROCUREMENT PROCESS

The ~~p~~Procurement process that must be followed by Council Staff is dependent on the value/risk of the purchase as shown below:

TABLE 1: MANDATORY PROCUREMENT THRESHOLDS AND REQUIREMENTS

Spend Value (including GST)	~~Risk Rating~~	Sourcing Method[1]

[1] May be preceded by one or more requests for Expressions of Interest, Request for Information or other like process that may be deemed appropriate. Council may, at its absolute discretion, invite shortlisted respondents to participate in a Request for Tender following such a process.

$0 - $50,000~~9,999~~	~~Low~~	Purchase Order~~: recommended to seek and receive 1 written quotation~~ with 1 quotation **OR** use a Panel
~~$10,000 - $49,999~~	~~Low~~	~~Seek 2 and receive at least 1 written quotation~~
$50,001~~0~~ - $~~199,999~~200,000	~~Moderate~~	~~Seek 3 and receive at least~~Obtain 2 written quotations **OR** use a Panel
$200,001~~0~~ - $500,000~~499,999~~	~~High~~	~~Invitation of Offer~~Invited Tender ~~conducted~~ with a minimum of 3 suppliers ~~invited to submit an offer~~ ~~.~~ ~~S~~ supported by the Procurement team~~.~~ **OR** use a Panel
>$500,000	~~High~~	Public Tender ~~-~~ supported by the Procurement team **OR** use a Panel

Note: All Sourcing Methods listed in the table above must be formalised with a Purchase Order. Procurements above $100,000 must be formalised with a Purchase Order and a signed Council-issued contract document.

a) The **expected value** of a procurement must be estimated before a decision on the procurement method is made. ~~When deciding the appropriate procurement process versus procurement thresholds, spend value~~The expected value includes the maximum value of the proposed contract including GST, any extension options, renewals or other mechanisms that may be executed over the life of the contract. ~~entire supplier engagement, considering annual expenditure, and or initial contract period, extension options, GST, contingency and potential variations.~~

b) When a Procurement is to be conducted in multiple parts with contracts awarded either at the same time or over a period of time, with one or more suppliers, the **expected value** of the goods, services or works being procured must include the maximum value of all of the contracts.

c) A procurement must not be divided into separate parts solely for the purpose of avoiding a relevant procurement threshold.

d) Any exceptions from these requirements must follow the exemption process detailed in this Policy.

~~a)~~5.1. Use ~~O~~of Existing Contracts o~~O~~r Panels

a) Council may use existing contracts or panels in collaborative purchasing arrangements ~~such as~~ with other Councils, ~~the Municipal Association of Victoria (~~MAV Procurement~~)~~, Procurement Australia (PA), approved Australian Whole of Government contracts, Victorian Government, or other bodies. Council may also elect to invite selected suppliers to tender through the Victorian Department of Treasury and Finance's Construction Supplier Register (CSR). Other arrangements may be authorised by the Council or CEO as required by extraordinary circumstances or ~~e~~Emergencies.

b) ~~Where there is an existing Panel Contract, Council Staff must approach the relevant Panel instead of procuring the same goods or services outside the Panel, unless authorised by the Manager, Property and Procurement or Head of Procurement.~~ For procurements where there is an existing Panel Contract, Council Staff must ~~seek and obtain the number of quotes as required by this Policy and subsequently comply with the mechanism established in the Panel Contract for engagement of suppliers~~ engage under the conditions of the panel contract, which may have a requirement to obtain one or more quotations.

~~b)~~5.2. Public Tender

a) Council gives public notice via its website at www.casey.vic.gov.au to invite tenders for all procurements equal to or greater than **$500,000** via a Request for Tender (RFT) or a Request for Expressions of Interest (REOI). Council may, at its absolute discretion, invite shortlisted respondents to participate in an RFT following an REOI. An RFT or REOI may be conducted for procurements below this value where appropriate.

b) Tender briefings may be conducted for some projects to assist prospective tenderers to prepare their tender. Attendance at some tender briefings may be mandatory for some projects, and this will be specified in the relevant Request for Tender document.

c) Council provides all potential suppliers the same information and the same conditions for participation. Any additional information is communicated to all potential suppliers via an Addendum through ~~the online portal~~Council's e-Tendering platform. ~~accessible at www.casey.vic.gov.au.~~

d) All tenders must be received in the ~~specified~~ required format by the date and time specified in the request documentation, which is Australian Eastern Standard Time. Council will ~~generally~~ not accept late tenders, unless a malfunction of Council's e-Tendering platform has occurred.

~~c)~~5.3. Exemptions From t~~T~~he Requirements o~~O~~f t~~T~~his Policy

a) Exempted Categories

Council recognises that circumstances may exist where conducting a Procurement in line with the requirements of this Policy may not always be possible or appropriate. As such, the following categories are exempted from the requirements of this Policy set out at Table 1 (Mandatory Procurement Thresholds and Requirements) above:

i. Procurement of legal services;
ii. Procurement of staff labour hire; and
iii. Procurement of advertising services.

b) Requesting Exemptions

Council recognises that circumstances may exist that make it necessary or desirable to depart from a requirement of this Policy, or ~~.~~where conducting a Procurement in line with the requirements of this Policy may not represent value for money for ratepayers.

Council Staff must ~~An exemption memo is required to be submitted to Procurement and authorised by the relevant delegate (as defined in Council's instruments of delegation)~~

~~to~~seek approval from the appropriate Delegate[2] through an exemption memo to deviate from the requirements of this Policy set out at Table 1 (Mandatory Procurement Thresholds and Requirements) above, ~~where it can demonstrate value for money and that an informed decision is being made prior to engaging a supplier. The principles where an exemption can be sought are~~where:

i. no responses were received to a Request for Quotation or Request for Tender process (including where no responses were received which represented value for money);
~~-~~ii. for reasons of extreme urgency brought about by an ~~The contract has to be entered into because of an e~~Emergency, as defined in this Policy;
~~-~~iii. ~~There~~ there are Market Monopoly Conditions, as defined in this Policy, and the goods, services or works can only be supplied by a particular business and there is no reasonable alternative or substitute;
~~i. The contract is entered into with a Council or other third party acting as the agent for a group of Councils;~~
~~ii.~~ the goods or services or works would be additional deliveries by the original supplier (or authorised distributor), where a change of supplier would not represent Value for Money, as defined in this Policy (e.g. for replacement parts, continuing services for existing equipment, software, services or installations);~~The contract is for the provision of legal services;~~
iv.
v. the contract is with a Social Enterprise, as defined in this Policy; or
vi. the contract is with an Indigenous Supplier, as defined in this Policy.

~~- The contract is for labour hire;~~

~~- The contract is for procurement from a Social Enterprise as defined in this Policy;~~

~~- The contract is for procurement from an Indigenous Supplier as defined in this Policy; or~~

In seeking an exemption via an exemption memo, ~~Exceptional circumstances make it necessary or desirable to depart from a requirement of this Policy.~~Council Staff must demonstrate value for money and that an informed decision is being made prior to engaging a supplier.

~~4.1.~~ **Where an exemption is granted, the Council Officer responsible for the exempted procurement must still follow the rest of the Procurement Policy and obtain the required approvals. This includes, where applicable, but is not limited to, developing a specification, preparing an officer's report for approval, and awarding a contract using the appropriate form of contract, or as advised by the Procurement team. If the value of the exempted procurement is greater than $50,000 (excluding GST), Staff must contact Procurement to raise the Purchase Order.**

~~d)~~5.4. Evaluation ~~O~~of Proposals

~~Council~~The Procurement team will undertake an initial compliance check of proposals received against mandatory criteria before these can progress through to evaluation. Evaluations are to be conducted in a manner that is robust, systematic and unbiased to achieve best value outcomes in procurement.

Request for Quotation (RFQ) proposals will be evaluated in accordance with the published procurement processes.

[2] In line with the Casey-specific Instrument of Delegation.

Tender evaluations will be conducted in accordance with the methodology set out in the published procurement processes, noting:

~~-~~a) Late tenders will ~~generally~~ not be accepted, unless a malfunction of Council's e-Tendering platform has occurred; and

b) A tender evaluation panel will be established to evaluate each tender submission against the tender's evaluation criteria and all parties are required to declare any ~~actual or potential~~ conflicts of interest.

Council will consider tenderers' technical, financial and commercial abilities and evaluate proposals based on the evaluation criteria specified in the request documentation.

Council Staff must not approach or discuss offers with tenderers during the evaluation period, unless it is to seek clarification of any ambiguous or unclear parts of a proposal.

A Probity Advisor may be appointed to any Tender Evaluation Panel (TEP) and a Probity Auditor may be appointed to audit the evaluation process (mandatory for procurements above $10 million).

Councillors are precluded from participating in evaluation processes.

~~e)~~5.5. Negotiations

Negotiations with potential suppliers may be conducted to settle terms and conditions and reach an optimal commercial arrangement. Council may conduct a shortlisting process and shortlisted respondents may be invited to negotiate further, which may include submitting a best and final offer (BAFO) in relation to all or certain aspects of their proposal.

Council will maintain the probity of the procurement process and ensure~~s~~ that negotiations do not disadvantage other respondents or impact negatively on the competitive process.

~~f)~~5.6. Contract Award

Council documents the outcome of the evaluation and negotiation process for approval by the relevant Delegate before the contract is awarded to the preferred respondent.

Where required, the successful respondent must provide to Council copies of any insurances and bank guarantees or securities before the services or works can commence. Council will only accept bank guarantees, and upon exception and approval, retention of funds as security deposits.

Council requires a signed contract to be in place to enable it to issue any purchase orders under that contract. Delivery of services cannot commence until a signed contract is in place and a purchase order is issued, unless a Letter of Intent to conduct early works is issued in consultation with the Procurement team, in certain limited circumstances.~~.~~

After the execution of the contract, unsuccessful respondents may request a ~~verbal~~ debrief providing feedback on their tender. Council will not provide details of pricing, other proposals received or other respondents.

~~g)~~5.7. Contract Extensions a~~A~~nd Variations

All contract extensions and ~~any contract~~ variations ~~submitted by suppliers to Council for consideration~~ are subject to ~~a stringent~~an approval process, including financial approval by

the relevant Delegate or Council, and consideration of factors such as risk, supplier performance, demand requirements, market analysis and collaborative procurement opportunities available.

~~h)~~5.8. Contract Management

Council ~~has processes in place to~~ manages contracts ~~, including contractor performance and contract variations and extension processes. For significant procurements, a *Contract Management Plan* is established to~~ to ensure that ~~Council~~ it receives the goods, services or works provided to the required standards of quality and quantity as intended by the contract. This includes ~~by~~:

~~-~~a) ~~Establishing a system for recording conversations and m~~Monitoring ~~and achieving~~ the responsibilities and obligations of both parties under the contract;
~~-~~b) Monitoring ~~and ensuring~~ the currency of relevant insurances and compliance requirements;
~~-~~c) Providing a means for the early recognition of issues and performance problems and the identification of solutions; and
~~-~~d) Adhering to Council's Risk Management Framework and relevant occupational health and safety compliance procedures.

Council Staff must proactively manage contracts to ensure Council receives value for money in the delivery of the contracted goods, services or works. Ongoing consideration should be given to due diligence, and contract risks should regularly be reviewed, evaluated and managed. Council Staff should monitor relationship management and supplier performance throughout the life of the contract.

6. INTEGRITY, PROBITY AND ACCOUNTABILITY

In relation to all procurements Councillors and Council Staff must:

~~-~~a) Comply with this Policy, published procurement processes and associated procedures;
~~-~~b) Act ethically and with the highest integrity;
~~-~~c) Declare any ~~actual or perceived~~ conflicts of interest;
~~-~~d) Treat all prospective and current suppliers with ~~equality~~ equity and fairness, providing all suppliers with equal opportunity and access to information;
~~-~~e) Neither seek nor receive personal gain or benefit and comply with the Code of Conduct for Employees and Gifts, Benefits and Hospitality Policy for Council Officers;
~~-~~f) Protect the integrity and confidentiality of the procurement process, including budget information, details of tenders received (including pricing), details of the ~~TEP~~Evaluation Panel and evaluation process and all Commercial in Confidence information; and
g) Be able to account for all decisions via appropriate record-keeping and information management.

Council Staff may refer to the Public Interest Disclosures Policy for more information on disclosing information which enables the prevention of fraud and corruption.

Council will not procure goods, services or works from businesses owned by Council Staff or their immediate families.

To ensure all potential suppliers are treated equally throughout the procurement process, Council will not accept tenders or quotations from former Council Staff, or which nominate

former Council Staff as specified personnel, until ~~12~~ 6 months after the former Council Staff member has ceased their employment with Council.

~~a)~~6.1. Probity

Council must appoint an independent Probity Adviser for all procurements exceeding $10 million or as requested by the Chief Executive Officer or as identified in the risk assessment. An independent Probity Auditor may be engaged ~~at the conclusion of~~ throughout the procurement~~-~~ process if required.

Maintaining the probity of the procurement process is an obligation of each Council Staff member involved in the procurement and use of the services of a Probity Adviser and/or Probity Auditor does not absolve, remove or replace the responsibility of Council Staff to ensure the conduct of the procurement is consistent with the principles of probity.

~~b)~~6.2. Accountability

Council recognises it is accountable for delivering timely outcomes using public resources and ensures its decisions are transparent and defensible. For all procurements valued at $10 million or more, or where the risk profile or legal/commercial complexities associated with the procurement necessitate legal review, Council Staff must liaise with the Procurement team to obtain legal review of tender documents and contracts.

Council Staff must maintain accurate, complete and concise information on each procurement, including documenting the business need for the procurement, the process that was followed, how value for money was considered and achieved, relevant approvals and relevant decisions~~ and their basis~~. Council Staff must retain evidence of agreements with suppliers in the form of a written contract or purchase order and retain copies of all invoices and receipts in accordance with Council's Information Management Policy.

~~c)~~6.3. Quality Assurance

Council seeks to manage risk through effective oversight, accountability and appropriate internal controls such as regular reviews, exception reporting and audits. Furthermore, risk will form a key consideration in procurement activities and appropriate risk mitigation measures will be applied.

~~d)~~6.4. Transparency

With due regard to privacy laws and information provided on a commercial in confidence basis, Council may make available details of procurement processes on its website at www.casey.vic.gov.au, including reporting related to its quality assurance activities.

6.5. Child Safety

Council has a zero-tolerance approach to child abuse and is committed to creating and maintaining a child safe and child-friendly organisation where all children are valued and protected from abuse and/or harm.

As a Child Safe organisation, Council reviews all contractors who are undertaking work on its behalf that may involve direct or incidental contact with children and/or young people to ensure that all contractors are aware of child safe guarding practices which result in children and young people being kept safe from harm and/or abuse.

Appropriate child safety compliance requirements will be included in the relevant contract agreements with Council.

7. PAYMENTS TO SUPPLIERS

Council will make payments to suppliers within 30 days of receipt of a correctly rendered invoice, or in accordance with the relevant Contract's terms and conditions.

a) A correctly rendered invoice must include enough information to clearly determine:
   - i. that the document is intended to be a tax invoice;
   - ii. the supplier's identity;
   - iii. the supplier's Australian business number (ABN);
   - iv. the buyer's identity (i.e. City of Casey) and/or ABN;
   - v. a City of Casey-issued Purchase Order number;
   - vi. the date the invoice was issued;
   - vii. a brief description the goods or services supplied (e.g. materials and labour) and the price; and
   - viii. the GST amount payable, if any.

b) Suppliers must include a Council-issued purchase order number on their invoices, unless the purchase is from one of the following exempted expenditure categories:
   - i. Payments made in line with statutory/legislative requirements;
   - ii. Issuing of Grants;
   - iii. Engagement of employees;
   - iv. Superannuation;
   - v. WorkCover;
   - vi. Payroll deductions;
   - vii. Investments/term deposits;
   - viii. Sundry refunds;
   - ix. Fire Services Levies;
   - x. Mayoral and Councillor allowances and expenses;
   - xi. Property purchases;
   - xii. Warranty renewals;
   - xiii. Leases ~~and licensing agreements~~;
   - xiv. Legal services;
   - xv. Store card or purchase card purchases;
   - xvi. Staff reimbursements – payments directly to staff;
   - xvii. Utility bills;
   - xviii. Authorised purchasing transactions made through a Corporate Credit Card; and
   - xix. Refunds of bonds and customer council rates.

Purchase Orders issued to Social Enterprises, Indigenous Suppliers or that include ~~e~~environmentally sustainable elements must note the relevant green code.

8. KEY LEGISLATIVE REQUIREMENTS

The key legislative requirements for this Policy include:

- *Local Government Act 2020*
- *Modern Slavery Act 2018*
- *Worker Screening Act 2020*

Council will comply fully with the *Competition and Consumer Act 2010* and other fair-trading legislation applicable to its operations. Council is committed to ensuring the protection and promotion of competition and to averting:

a) Restrictive trade practices, including price fixing;

~~-~~b) Market sharing, anti-competitive agreements, exclusive dealing and misuse of market power;
~~-~~c) Inaccurate communication or promotion (including misleading or deceptive conduct, false claims and unsubstantiated predictions); and
~~-~~d) Unconscionable and unfair business practices.

9. RELATED POLICIES AND PROCEDURES

Council Staff must comply with the published procurement processes and all other Council policies, including but not limited to:

- Gifts, Benefits and Other Hospitality Policy for Council Officers
- Code of Conduct for Employees
- Councillor Code of Conduct
- Risk Management Policy
- Child Safe Policy
- Information Management Policy
- Sustainability Plan
- Public Interest Disclosures Policy
- Corporate Store Card Policy
- Corporate Cards Policy
- Investment Policy

~~5.~~10. RESPONSIBILITIES

WHO	WHAT
Council Staff	Responsible for compliance with this Policy and the published procurement processes.
Procurement	To review and implement this Policy.
~~Manager Property & Procurement~~CFO, Head of Procurement	~~Will be r~~Responsible for the enforcement of this Policy and may be asked to clarify the interpretation of this Policy if an aspect of it is unclear or in dispute.

~~6.~~11. BREACHES

Where the Procurement Policy or published procurement processes has been breached, appropriate corrective action will be taken immediately in accordance with the Code of Conduct for Employees. Criminal and civil penalties may be imposed if fraud, corruption, bribery or Australian Consumer Laws are breached.

~~7.~~12. RELEVANT FORMS

Nil

~~8.~~13. DOCUMENT HISTORY

Date approved	Change Type	Version	Next Review Date
14 December 2021	Local Government Act 2020 - updated tender thresholds.	1.1	14 December 2025

Officers' Reports

Disposal of 70 Volk Road, Cranbourne West — ITEM: 5.6.

Corporate Services
Finance and Property Services
Simone Wickes

Purpose of Report: **For Council to consider the disposal of land at 70 Volk Road, Cranbourne West**

Recommendation

That Council:

Having given notice under Section 114 of the Local Government Act 2020 including the intention to sell the land by private treaty and having not received any objections requiring its consideration:

1. **Resolve to sell the subject land known as Lot 2 on PS835801H and located at 70 Volk Road, Cranbourne West as shown on the attached Title Plan by private treaty and delegate authority to the Chief Executive Officer to do the following:**
   a. **Sign and seal all documentation associated with the sale of the subject land and;**
   b. **Act generally on Council's behalf in this matter.**

Officer General or Material Interest

No Council officers involved in the preparation of this report have a general or material interest in matters for consideration.

Council Plan Reference

3.1 Create an adaptable, innovative and financially sustainable organisation that delivers maximum community benefit

Executive Summary

At the Council meeting on 20 September 2022, Council resolved to commence statutory processes under the Local Government Act 2020 for the proposed sale of Lot 2 on PS835801H located at 70 Volk Road, Cranbourne West (shown on the attached Title Plan) and consider any feedback received in response to the Notice of Intention to dispose of land under Section 114 of the Local Government Act 2020. No objections to the proposed land sale were received during the 4-week engagement period.

Legislation/Legal

Under Section 114 of the Local Government Act 2020 (The Act), Council is able to acquire, hold, deal with or dispose of land for the purpose of performing its functions and exercising its powers, and Council must:

- Publish a notice of its intention to sell the land at least 4 weeks prior to selling land on Council's Internet site;
- Undertake a community engagement process in accordance with Council's Community Engagement Policy; and
- Obtain a market valuation of the land from a qualified valuer that is not more than 6 months old at the date of sale.

Council Policy

Council adopted its Property Strategy in December 2017. The objectives under the Strategy ensure that any proposed property disposal:

- Is tested to confirm the existing property purpose is no longer required to deliver the current or identified future service needs;
- Would not qualify to be acquired under the Acquisition Policy and objectives for another Council service; and
- Can demonstrate a maximised market value and value for money.

The proposed sale meets the objectives of the Property Strategy.

Community Engagement

On 21 September 2022, Council published the Notice of Intention to sell the subject land on Council's Website and on Casey Conversations, and sought feedback from the community on the proposal.

Feedback was received from two members of the public on the proposed land sale, however the first enquiry was unrelated to the proposed sale of 70 Volk Road and the second enquiry registered general interest to purchase land for community purposes within the municipality. Council officers are exploring more appropriate options with this community member.

No objections to the proposal to sell the land were received by Council, pursuant to Section 114 of the Act.

Option

The recommended option is to proceed with the sale of the subject land by private treaty to the adjoining landowner. No reasons not to do so have arisen from the Section 114 community engagement and notice process.

Financial Implications

Council is required to have a valuation of the property that is not more than 6 months old at the date of sale. The proceeds from the proposed sale would be credited to Council's Land Acquisition Reserve. Council's legal costs associated with the sale would be reimbursed by the purchaser.

Conclusion

Council has given notice of its intention to dispose of the land at 70 Volk Road, Cranbourne West and received no objections, and therefore it is recommended that Council resolves to dispose of the land.

Attachments

1. Title Plan [**5.6.1** - 3 pages]
2. Confidential Attachments Cover Page Market Valuation Disposal of 70 Volk Road C [**5.6.2** - 1 page]

Delivered by LANDATA®, timestamp 22/07/2022 12:08 Page 1 of 3

PLAN OF SUBDIVISION

UNDER SECTION 35 OF THE SUBDIVISION ACT 1988

EDITION 1

PS 835801H

Location of Land

Parish:	LYNDHURST
Township:	-
Section:	-
Crown Allotment:	19A (PART)
Crown Portion:	-
Title Reference:	VOL.8966 FOL.007
Last Plan Reference:	LOT 4 ON LP96907
Postal Address: (at time of subdivision)	275 EVANS ROAD CRANBOURNE WEST 3977
MGA2020 Co-ordinates (of approx. centre of land in plan)	E 347 045 N 5 783 335 Zone: 55

Council Name: Casey City Council

Council Reference Number: SubA00266/19
Planning Permit Reference: N/A
SPEAR Reference Number: S146816C

This is a plan under section 35 of the Subdivision Act 1988 which creates an additional lot.

Certification

This plan is certified under section 6 of the Subdivision Act 1988

Digitally signed by: Michele Scarlett for Casey City Council on 04/11/2019

Statement of Compliance issued: 06/11/2019

Vesting of Roads and/or Reserves

Roads and reserves vests in the council/body/person named when the appropriate vesting date is recorded or transfer registered. Only roads and reserves marked (%) vest upon registration of this plan.

Identifier	Council/Body/Person
ROAD R1	CASEY CITY COUNCIL

Notations

Depth Limitation 15.24m

Staging This is not a staged subdivision
Planning Permit No. -

Survey This plan is based on survey

This survey has been connected to permanent marks no(s) PM1257, PM1542, PM1623 PM1729 PM1732, DVA71/54, MPDWB 92/057
In Proclaimed Survey Area No. 52

Notations

LAND TO BE ACQUIRED BY AGREEMENT: ROAD R1, LOT 2

LAND TO BE ACQUIRED BY COMPULSORY PROCESS: NIL

ALL LAND IS TO BE ACQUIRED FREE FROM ALL ENCUMBRANCES OTHER THAN ANY EASEMENTS SPECIFIED ON THIS PLAN.

Easement Information

Easements marked (-) are existing easements.
Easements marked (+) are created upon registration of this plan.
Easements marked (•) are created when the appropriate vesting date is recorded or transfer registered.
Easements marked (*) are removed when the appropriate vesting date is recorded or transfer registered.

Legend: E - Encumbering Easement, Condition in Crown Grant in the Nature of an Easement or Other Encumbrance A - Appurtenant Easement R - Encumbering Easement (Road)

Symbol	Easement Reference	Purpose	Width (Metres)	Origin	Land Benefitted/In Favour Of
-	E-1	DRAINAGE	3.02	LP96907	LOTS ON LP96907

LAND DIMENSIONS
A.C.N. 129 548 054
Level 1 Suite 2
327 Police Road, Mulgrave
Tel: (03) 9790 0399
www.landdimensions.net.au

SURVEYORS FILE REF: 19406S

Digitally signed by: Mark Sean Howley, Licensed Surveyor, Surveyor's Plan Version (A), 13/09/2019, SPEAR Ref: S146816C

ORIGINAL SHEET SIZE: A3

SHEET 1 OF 3 SHEETS

PLAN REGISTERED
TIME: 11.39 DATE: 15/01/2020
Ian R Mcleod
Assistant Registrar of Titles

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PS 835801H

VESTING DATES & TRANSFER REGISTRATION DATES OF ACQUIRED LAND

Land affected	Land acquired by compulsory process				Land acquired by agreement	LRS reference of transfers or notations of vesting dates	Assistant Registrar of Titles
	Vesting date	Government Gazette		Date of recording of vesting date	Date of registration of transfer		Signature
		Page	Year				
ROAD R1	-	-	-	-		AS804091K	IRM
LOT 2	-	-	-	-		AS804091K	IRM

LAND DIMENSIONS

A.C.N. 129 548 054
Level 1 Suite 2
327 Police Road, Mulgrave
Tel: (03) 9790 0399
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SCALE

LENGTHS ARE IN METRES

ORIGINAL SHEET SIZE: A3

SHEET 2

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Digitally signed by: Casey City Council, 04/11/2019, SPEAR Ref: S146816C

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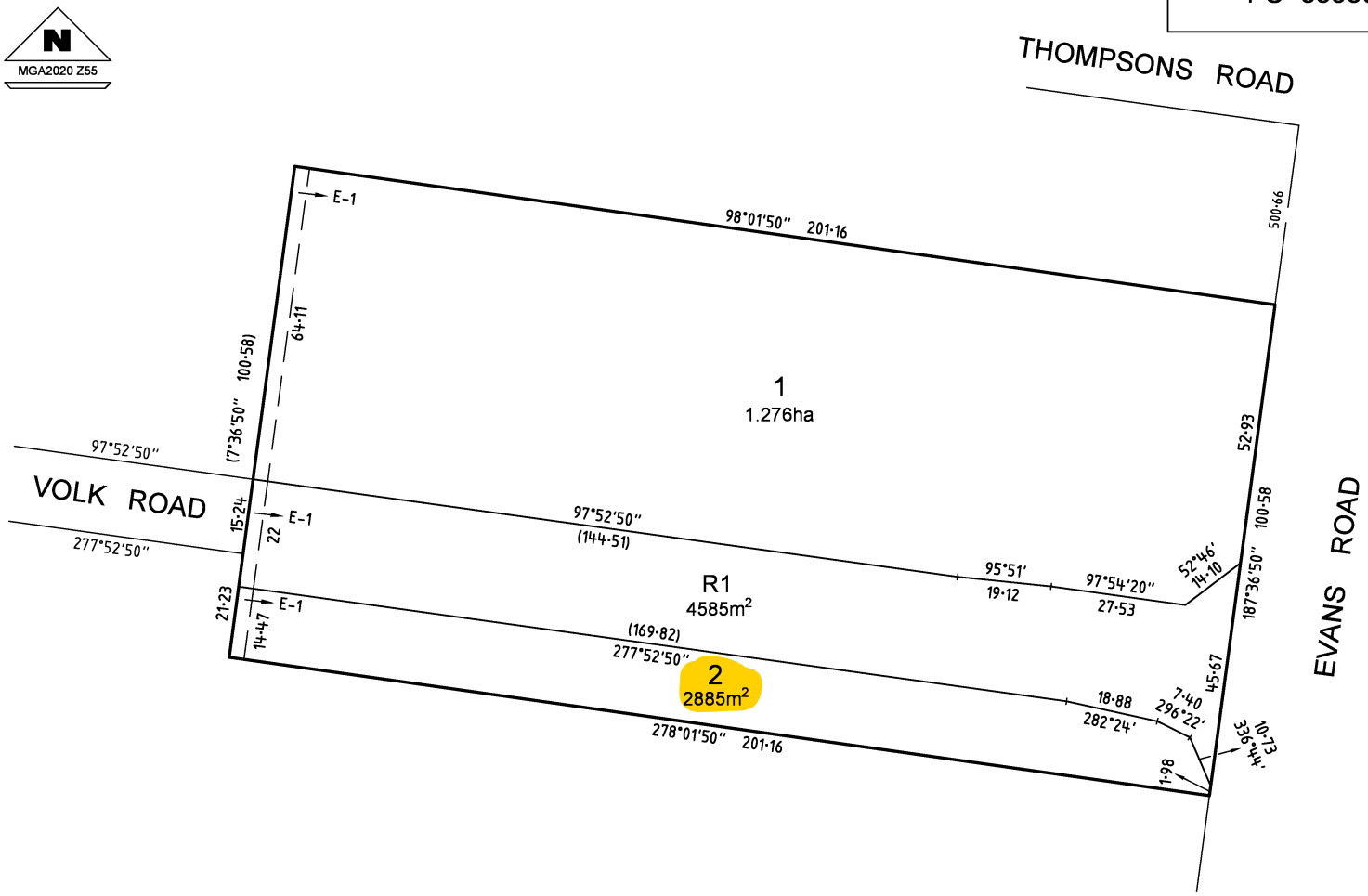
PS 835801H



LAND DIMENSIONS

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327 Police Road, Mulgrave
Tel: (03) 9790 0399
www.landdimensions.net.au

SCALE		ORIGINAL SHEET SIZE: A3	SHEET 3
1:800	8 0 16 32 LENGTHS ARE IN METRES		
Digitally signed by: Mark Sean Howley, Licensed Surveyor, Surveyor's Plan Version (A), 13/09/2019, SPEAR Ref: S146816C		Digitally signed by: Casey City Council, 04/11/2019, SPEAR Ref: S146816C	

Confidential Attachment

ITEM: **Governance only**

Market Valuation – Disposal of 70 Volk Road, Cranbourne West

In accordance with section 3, the information in this attachment has been deemed confidential information by the Chief Executive Officer under section 3 (a) of the Local Government Act 2020 as it contains council business information, being information that would prejudice the Council's position in commercial negotiations if prematurely released;

Officers' Reports

Variation to Contract Variation CT000543 Package D - Browns Road Active Open Space Reserve

ITEM: 5.7.

City Planning and Infrastructure
City Design and Construction
Trevor Griffin

Purpose of Report: **To obtain an approval for a variation to Contract CT000543 – Package D - Construction of Recreation Reserve Facilities, Browns Road Active Open Space Reserve**

Recommendation
That Council approves the variation to Contract CT000543 – Package D - Construction of Recreation Reserve Facilities, Browns Road Active Open Space Reserve as detailed in the Confidential Attachment to this report.

Officer General or Material Interest

No Council officers involved in the preparation of this report have a general or material interest in matters for consideration.

Council Plan Reference

1.1 Deliver sustainable and adaptable infrastructure and activate places

Executive Summary

Contract CT000543 – Package D - Construction of Recreation Reserve Facilities, Browns Road Active Open Space Reserve was awarded by Council on the 6 October 2020.

With variations approved during construction the final expenditure under Contract CT000543 (inclusive of GST) is forecast to exceed $15M. Under Council's Instrument of Financial Delegations any contracts valued over $15M are to be approved by Council.

Due to the forecast overall value of this Contract, a Council resolution is required to amend, by way of variation, the original Contract contingency amount.

Background

Contract CT000543 was originally approved by Council on 6 October 2020.

The allocated construction contingency for Browns Road Active Open Space Reserve is insufficient to address unforeseen costs associated with:

a) raising the building pad,

b) security improvements,

c) structural steel changes to the pavilion,

d) cladding additions to the pavilion,

e) electrical and lighting upgrades to the reserve,

f) design changes for the Melbourne Water Christies Drain A section 8 works,

g) latent condition claim for ground conditions as part of the Melbourne Water Christies Drain A section 8 works currently being installed along the southern boundary of the reserve, and

h) addition of linking footpaths to comply with the Botanic Ridge Precinct Structure Plan.

Financial Implications

The revised forecast final value of Contract CT000543 is shown in Confidential Attachment 1.

Sufficient project funding is available within the 2022/23 Capital Works Program for this proposed variation.

Conclusion

The construction of the Browns Road Active Open Space Reserve under CT000543 is nearing completion. The increase in contract value can be accommodated within the existing project budget. It is recommended Council approves the variation to Contact CT000543, to enable the remaining works and associated final payments under this Contract.

Attachments

1. Confidential Attachments Cover Page Contract Variation CT000543 [**5.7.1** - 1 page]

Confidential Attachment

ITEM: Governance only

Contract Variation - CT000543 Package D - Browns Road Active Open Space Reserve

In accordance with section 3, the information in this attachment has been deemed confidential information by the Chief Executive Officer under section 3(g)of the Local Government Act 2020 as it contains private commercial information, being information provided by a business, commercial or financial undertaking that—

(i) relates to trade secrets; or
(ii) if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage;

Officers' Reports

Casey Planning Scheme Review 2022 ITEM: 5.8.

2022 Casey Planning Scheme Review
City Planning and Infrastructure
Planning and Building
Duncan Turner

Purpose of Report: **To endorse the Casey Planning Scheme Review 2022**

Recommendation

That Council endorse the Casey Planning Scheme Review 2022 report, generally in accordance with Attachment 1 and submit the report to the Minister for Planning pursuant to Section 12B(5) of the *Planning and Environment Act 1987*.

Officer General or Material Interest

No Council officers involved in the preparation of this report have a general or material interest in matters for consideration.

Council Plan Reference

2.2 Ensure good governance and transparent decision making

Executive Summary

Council, as the planning authority for the Casey Planning Scheme, is required to review its planning scheme every four years under Section 12(B) of the Planning and Environment Act 1987 (the Act), to ensure its continued effectiveness and efficiency.

A comprehensive review of the planning scheme was completed in 2018. Key findings of the 2018 review have been translated into the planning scheme via multiple amendments, including most notably Amendments C198case (Housing Strategy) and C258case (Activity Centres Strategy). In addition, Amendment C284case (Planning Policy Framework Rewrite) is a major land use policy reform project being undertaken which proposes to translate the existing Casey Planning Scheme into the new Planning Policy Framework (PPF).

The Casey Planning Scheme Review 2022 (the Review) acknowledges the progress of initiatives completed or underway to ensure the Casey Planning Scheme remains contemporary and acknowledges gaps to be addressed as part of Council's future strategic planning work program.

Background

The Casey Planning Scheme is a statutory document (subordinate legislation) under the *Planning and Environment Act 1987* (the Act). It sets out the objectives, policies and provisions for the use, development, and protection of land within the municipality of Casey. Council, as the planning authority for the Casey Planning Scheme, is required to review its planning scheme every four years under Section 12(B) of the Act, to ensure its continued effectiveness and efficiency.

The Council undertook a comprehensive review of the planning scheme in 2018. Key findings of the 2018 review have been translated into the planning scheme via multiple amendments, including most notably Amendments C198case (Housing Strategy) and C258case (Activities Centre Strategy). In addition, Amendment C284case (Planning Policy Framework Rewrite) is a major land use policy reform which proposes to translate the existing Casey Planning Scheme into the new Planning Policy Framework (PPF). Amendment C284case is currently awaiting authorisation to exhibit the amendment from the Minister for Planning.

Discussion

The Casey Planning Scheme Review 2022 (the Review) scope includes:

- Reviewing the status of the recommendations from the 2018 Planning Scheme Review.
- An assessment of the alignment of the Casey Planning Scheme with the Council Plan 2021-2025 and Vision.
- Acknowledging strategic gaps in the planning scheme that will inform the future strategic planning work program.
- Providing a written report meeting the reporting requirements of the Minister for Planning.

The Casey Planning Scheme was last reviewed by TW Consulting Planning Consultants in November 2018 and endorsed by Council at its meeting on 18 December 2018. The previous review included 20 key recommendations (78 actions/tasks). An overview of the status of recommendations is summarized in Table 1 below:

Table 1: Recommendations of Planning Scheme Review and status

Status of recommendation	*%*
Complete	48%
Ongoing	8%
Underway	20%
Planned, but not yet commenced	15%
Not yet planned	5%
N/A	4%

In addition, Amendment C284case will ensure alignment of the Casey Planning Scheme with the Council Plan 2021-2025, The *Council Plan 2021-25* includes land use and development strategic objectives as:

- Deliver sustainable infrastructure and activate places
- Grow Casey's current and emerging economies
- Foster environmentally sustainable practices and work towards being climate ready

The long-term community vision and the strategic objectives have been included in the new Municipal Planning Strategy (MPS) which forms part of Amendment C284case.

Strategic gaps have also been identified and are captured as future strategic work within Amendment C284case.

Consultation

There is no specific community consultation required as part of this Review as the planning scheme initiatives completed, underway or proposed include community engagement. The council's strategic land-use priorities are directly informed by the *Council Plan 2021-2025* and the *Council Vision* which included extensive community consultation.

Internal consultation has occurred with the following service areas of Council:

- Recreation and Open Space Planning
- Environment and Heritage
- Sustainable City (transport, integrated water management and sustainability)
- City Presentation (landscape planning)
- Community Facilities and Social Planning
- City Design
- City Economy and Growth Area Planning
- Building
- Statutory Planning
- City Strategy
- Community Wellbeing
- Corporate Planning and Governance

Council officers have also liaised with the Department of Environment, Land, Water and Planning (DELWP) as part of the preparation for this report. DELWP officers support the targeted scope of the Casey Planning Scheme Review 2022.

Financial Implications

The Review was completed within existing budget and staff resources. The ongoing implementation of Council’s strategic land-use planning work program will occur within annual budget allocations.

Conclusion

This Casey Planning Scheme Review Report 2022 provides an audit of initiatives that ensure the Casey Planning Scheme remains contemporary and the report fulfills the procedural requirement of Section 12(B) of the Act.

Of the 78 actions/tasks identified in the previous 2018 Planning Scheme Review, approximately 70% of the actions have either been completed, or are underway. This is a significant achievement and the soon to be exhibited PPF translation project / Amendment C284case will be an important milestone in reforming the Casey Planning Scheme.

Strategic gaps in the Casey Planning Scheme have been identified and will be addressed over time as part of Council’s future strategic planning work program and resourcing considerations.

It is recommended that this Review report be forwarded to the Minister for Planning.

Attachments

1. 2022 Casey Planning Scheme Review report draft [**5.8.1** - 23 pages]

CASEY PLANNING SCHEME 2022 Review REPORT

City of Casey

October 2022

Executive Summary

Council, as the planning authority for the Casey Planning Scheme, is required to review its planning scheme every four years under Section 12(B) of the *Planning and Environment Act 1987* (the Act), to ensure its continued effectiveness and efficiency.

A comprehensive review of the planning scheme was completed in 2018. Key findings of the 2018 review have been translated into the planning scheme via multiple amendments, including Amendments C198case and C258case, some recommendations are still in the process of being implemented such as Amendment C284case – an important amendment which proposes to translate the existing Casey Planning Scheme into the new Planning Policy Framework (PPF) (also known as the PPF Translation Project).

The significant progress that has been made in implementing the 2018 review recommendations and the ongoing PPF Translation Project means completion of another comprehensive planning scheme review is unwarranted. Therefore, this report has been prepared to meet Council's statutory responsibilities under the Act, by providing a smaller targeted review (the Review) of the Casey Planning Scheme.

The Review found that of the 78 actions/tasks identified in the previous 2018 Planning Scheme Review, approximately 70% of the actions have either been completed, or are underway.

A number of strategic gaps in the Casey Planning Scheme have also been identified as part of this Review and it is recommended that the gaps be addressed over time as part of Council's future strategic planning work program and resourcing considerations.

Introduction

1.1 Background

The Casey Planning Scheme is a statutory document (subordinate legislation) under the *Planning and Environment Act 1987* (the Act). It sets out the objectives, policies and provisions for the use, development and protection of land within the municipality of Casey. It contains both strategic directions as well as detailed policies and provisions, providing State, regional and local policy and controls to guide land use and development for all land within the municipality.

Council, as the planning authority for the Casey Planning Scheme, is required to review its planning scheme every four years under Section 12(B) of the Act, to ensure its continued effectiveness and efficiency.

Council last undertook a comprehensive review of the planning scheme in 2018. Whilst some findings of the 2018 review have been translated into the planning scheme via multiple amendments, including most notably Amendments C198case and C258case, some recommendations are still in the process of

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being implemented such as part of draft Amendment C284case – an amendment which proposes to translate the existing Casey Planning Scheme into the new Planning Policy Framework (PPF). Amendment C284case is awaiting authorisation to exhibit the amendment from the Minister for Planning.

The significant progress that has been made in implementing the 2018 review recommendations and the ongoing PPF Translation Project means completion of another comprehensive planning scheme review is unwarranted. Instead, a smaller targeted review of the Casey Planning Scheme with a status update of the recommendations from the 2018 review is more appropriate.

1.2 Purpose of the Report

This report has been prepared to meet Council's statutory responsibilities under the Act, by providing a targeted review of the Casey Planning Scheme since its last comprehensive planning scheme review in 2018. This 2022 review has largely built on the findings of the 2018 review.

This review will be forwarded to the Minister for Planning as required under section 12(B) of the Act once adopted by Council.

1.3 Guidance

The Review has been prepared with consideration of the following directions and guidance published by DELWP.

Ministerial directions:

- Ministerial Direction on the Form and Content of Planning Schemes.
- Ministerial Direction No. 11 Strategic Assessment of Amendments.

Planning practice notes and advice:

- A Practitioners' Guide to Victorian Planning Schemes
- PPN46 - Strategic Assessment Guidelines
- PPN32 – Review of planning schemes
- Continuous Improvement Review Kit

Previous Review

2.1 Casey Planning Scheme Review 2018

The Casey Planning Scheme was last reviewed by TW Consulting Planning Consultants in November 2018 and endorsed /adopted by Council at its meeting on 18 December 2018.

It was identified in the review that 20 key recommendations (and a total of 78 actions/tasks) should be progressed between 2018 to 2022 and prioritised as follows:

- *Required projects:* These are projects that will be completed first to meet organizational priorities and State Government requirements.

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- *Strategic opportunities:* These are opportunities that will improve the effectiveness of the Casey Planning Scheme and simplify its operation. Some of these are already within current work priorities of relevant service areas.
- *Continuous improvement processes:* Improvement of internal processes that impact on the management and operation of the Planning Scheme to streamline decision-making.

2.2 Progress since last review

Since the Planning Scheme Review adoption in 2018, Council Officers have been actively working through the list of actions / tasks.

Section 4.3 of this report outlines the implementation of the recommendations of the 2018 Planning Scheme Review. It details the actions completed, underway, ongoing, planning but not yet commenced, not yet planned or applicable. An overview of the status is also summarized in Table 1 below:

Table 1: Recommendations of Planning Scheme Review and status

Status of actions / tasks	*%*
Complete	48%
Ongoing	8%
Underway	20%
Planned, but not yet commenced	15%
Not yet planned	5%
N/A	4%

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3.1 Project Scope

Taking into account of the separate ongoing PPF translation project and associated proposed planning scheme amended, and to meet Council's statutory obligations under the Act, the 2022 Casey Planning Scheme Review seeks to:

- Review the status of the recommendations from the 2018 Planning Scheme Review
- Identify and ensure alignment of the planning scheme with the Council Plan 2021-2025 and Vision
- Identify strategic gaps in the planning scheme that will need Council consideration for future strategic planning work program
- Produce a written report addressing all of the above which will inform the necessary reporting requirements to Council and the Minister for Planning

The following is NOT included within the scope of this review:

» Full audit/review of all the planning scheme controls, reference or incorporated documents

» External community consultation

» Full audit/review of internal statutory and strategic planning processes, or an audit of planning processes against statutory timeframes and industry benchmarks.

3.2 Project Methodology

The Review project plan is generally consistent with the suggested methodology in the *Continuous Improvement Review Kit (DSE, 2006)* and *PPN32: Review of Planning Schemes (DPCD, 2015)*, with a shortened version of the methodology to suit the smaller nature of the 2022 review. The table below Table lists the tasks undertaken in each stage of the review.

Table 2: Project Methodology - Casey Planning Scheme Review 2022

Stage	Tasks
1. Scope the review	• Prepare Project Scope • Refer to the *Continuous Improvement Review Kit* (DPCD, 2006) • Refer to relevant Planning Practice notes & Ministerial Directions • Refer to *Planning and Environment Act 1987* Section 12B • Refer to draft Casey Planning Scheme Amendment C284case
2. Data Collection	• Identify Casey Planning Scheme and relevant State Government amendments approved since 2018 (VC, GC and C) • Compile a list of current, recently completed and proposed strategic projects • Compile a list of ongoing and future strategic work • Consider current Council Plan and key strategies adopted by Council since 2018
3. Consultation	• Workshops with internal stakeholders who have an interest in landuse planning as it relates to the Casey Planning Scheme

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Stage	Tasks
4. Review & Analysis	• Prepare an audit of the status of 'further strategic work' identified in the Casey Planning Scheme • Prepare an audit of the status of recommendations from 2018 Planning Scheme Review • Identify strategic policy gaps • Review of all Casey Planning Scheme and State Government amendments approved since 2018
5. Report the review	• Council endorsement of Planning Scheme Review 2022 report • Recommend actions in response to planning scheme review outcomes • Submit the Casey Planning Scheme Review Report 2022 to the Minister for Planning

3.3 Methods of Consultation

There are no prescribed formal consultation processes under the Act associated with a review of the planning scheme.

There was no specific external community consultation as part of this planning scheme review process. The reasons for this were:

- The Review is a smaller targeted review of the Casey Planning Scheme with a procedural status update of the recommendations from the 2018 review.
- The development of the *Council Plan 2021-2025* and the *Council Vision* were based on extensive community consultation processes. These processes have informed Council's current strategic priorities and visioning, and in turn inform this Review.
- The ongoing PPF project (draft Amendment C284case) will be subject to future consultation processes, as required to meet statutory requirements under the Act.

Given the above context, this Review process has used more targeted consultation, focusing on an extensive internal engagement program with Council staff, as outlined below.

3.4 Internal stakeholder consultation

Consultation for the Review has focused on an internal consultation program with all relevant internal stakeholders who are responsible for the shared implementation of the 2018 recommendations.

A number of workshops were held in August and September 2022 via Microsoft Teams, attended by internal stakeholders from the following service areas of Council:

- Statutory Planning
- Recreation and Open Space Planning
- Environment and Heritage
- Sustainable City (transport, integrated water management and sustainability)
- City Presentation (landscape planning)
- Community Facilities and Social Planning
- City Design
- City Economy
- Growth Area Planning
- Building
- City Strategy

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- Community Wellbeing
- Corporate Planning and Governance

3.5 Consultation with DELWP

Council officers have liaised with the Department of Environment, Land, Water and Planning (DELWP) as part of the preparation for this report. It was agreed that only a target review of the Casey Planning Scheme was required in 2022.

Review & Analysis

4.1 Long Term Community Vision 2031

The *City of Casey Long Term Community Vision 2031 (the Vision)* is to ***become a more connected, bold and resilient community.*** The Vision is used to guide the latest Council Plan priorities in alignment with the community's aspiration**.** This Vision was informed by feedback and insights obtained through Council's Shape Your City engagement program. Approximately 7000 community members contributed their feedback to help shape this Vision. The three high-level themes, **more connected, bold** and **resilient**, focus on the following:

- **More Connected:** Connection is important to our community, whether it is focused on people, council, community or places.

- **Bold:** Becoming more innovative in embracing change and exploring opportunities which create services for our community, while building a sense of pride.

- **Resilient:** Becoming more adaptable in how we respond, creative in how we evolve our economy and sustainable in how we utilise our resources, will ensure we are a great city long into the future.

4.2 Council Plan 2021 - 25

The current *Council Plan 2021-25* (**the Council Plan**) was first adopted by Council in June 2021, and has been further updated and adopted in June 2022.

The Council Plan is a statement of how the City of Casey will work towards creating Australia's most livable city. It outlines the strategic objectives for Council from 2021-2025, and outlines how Council will achieve these objectives and how their progress will be measured.

In particular, the land use and development strategic objectives to achieve the Vision as expressed in the Council Plan are to:

- Deliver sustainable infrastructure and activate places
- Grow Casey's current and emerging economies
- Foster environmentally sustainable practices and work towards being climate ready

As recommended in the 2018 review and as part of the PPF translation, the long-term community vision and the above strategic objectives have been included to form part of the content of the new Municipal Planning Strategy (MPS). The future adoption of the MPS as part of Amendment C284case will provide an opportunity to recognise its new role as a key strategic statement of Council aligned to the latest Council Plan, and articulating the strategic land use and development vision of Council.

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4.3 Status of recommendations from the 2018 Planning Scheme Review

No	Recommendation	Project Scope	Priority	2022 Review Notes
REQUIRED STRATEGIC PROJECTS Strategic projects that need to be completed to meet organisational priorities and State Government requirements, that will have the greatest impact on the operation and efficiency of the Casey Planning Scheme				
1	**Ministerial Amendment** Prepare a planning scheme amendment for Ministerial approval to include recommendations arising from this review that will improve the efficiencies and operation of the Casey Planning Scheme and do not require public notification (in accordance with the provisions of section 20(4) of the *Planning and Environment Act 1987*.	Content of the Stage 1 Ministerial amendment to be informed by the discussion and recommendations contained within this report and the Reducing Red Tape Report, and should include: 1.1 Remove all redundant Development Plan Overlays (DPO) where they have been identified as no longer being required to guide development within a specific area. 1.2 Remove all redundant Land Subject to Inundation Overlays (LISO) where land has been filled and had Certificates of Compliance issued, to avoid the need for further Report and Consent applications for buildings in areas liable to flooding. 1.3 Remove local policies at Clause 22.05 - *Stormwater Policy*, Clause 22.06 - *Telecommunications Facilities* and Clause 22.07 - *Satellite Dishes*. They are outdated and have been superseded by State legislation and relevant Codes of Practice. 1.4 Remove all reference documents considered to be superseded or obsolete as identified in this report, where removal will not impact on current planning assessments and decision-making. 1.5 Remove outdated references to superseded external legislation, policies, guidelines, and organisational names, and replace with the updated references, where relevant.	HIGH	1.1 **Planned but not yet commenced** – the review of DPO is scheduled as part of the 2022/23 strategic planning work program and works are likely commence in early 2023 or mid 2023 1.2 **Underway** – Council Officers are in the process of updating flood mapping in consultation with Melbourne Water. Redundant LSIOs will be removed as part of a future planning scheme amendment process which is scheduled as part of the 2024/25 strategic planning work plan 1.3 **Completed** – Clause 22.05 Stormwater Policy, Clause 22.06 Telecommunications Facilities and Clause 22.07 Satellite Dishes have all been removed as part of Amendment C265case which was gazetted on 11 June 2020. 1.4 to 1.6 **Underway** – Outdated documents and references are to be removed as part of the soon to be exhibited PPF translation project / draft Amendment C284case

No	Recommendation	Project Scope	Priority	2022 Review Notes
		1.6 Remove all redundant 'further strategic work" and "further actions" in the planning scheme, as identified in this report as no longer being relevant to planning decisions and/or organisational priorities.		
2	**Municipal Planning Strategy** Prepare a new Municipal Planning Strategy to replace the existing Municipal Strategic Statement, in accordance with the new format and structure of the Victoria Planning Provisions	2.1 This should be a concise and focused statement of the City of Casey's planning context and strategic framework and priorities, informed primarily by the Council Plan 2017-2022, long term vision and other key corporate strategies relevant to achieving land use and development planning outcomes for the municipality.	**HIGH** *(To be aligned with State Governme nt timing for proposed new PPF)*	2.1 **Underway** - New MPS is included as part of the soon to be exhibited PPF translation project / draft Amendment C284case
3	**Planning Policy Framework (PPF)** Prepare a new Planning Policy Framework for the Casey Planning Scheme in accordance with the new format and structure of the Victoria Planning Provisions	Content of the Stage 2 Council amendment to be informed by the discussion and recommendations contained within this report and the Reducing Red Tape Report, and should include: 3.1 Undertake a full review of all existing content in the MSS, local policies and zone and overlay schedules, informed by the discussion and recommendations contained within this report and the Reducing Red Tape Report, the Council Plan 2017-2022, long term vision and other key corporate strategies relevant to achieving land use and development planning outcomes for the municipality. 3.2 Translate existing relevant content into the new PPF structure (in joint exercise with DELWP). Existing content should only be retained where it is still genuinely required to inform and support planning decisions, and/or can be identified to form part of Council's current adopted policy framework. 3.3 Introduce new content, as relevant, to implement key corporate strategies and address strategic gaps, supported by relevant strategies, policies and plans which are adopted by Council. Include as new background	**HIGH** *(To be aligned with State Governme nt timing for proposed new PPF)*	3.1 to 3.5 **Underway** - A new PPF is included as part of the soon to be exhibited PPF translation project / draft Amendment C284case

No	Recommendation	Project Scope	Priority	2022 Review Notes
		documents (as appropriate). This should include, but is not limited to, relevant content from the adopted strategies and plans referred to in this report, which includes (but is not limited to): · Council Plan 2017-2021 · Council Vision - Creating A Great City · Integrated Transport Strategy · Biodiversity Enhancement Strategy · Community Facilities Plan · Heritage Strategy · Open Space Strategy · Municipal Public Health and Wellbeing Plan · Electronic Gaming Policy · Equestrian Strategy · Paths and Trails Strategy · 3.4 Removal of all superseded or obsolete reference documents as identified in this report not included within the Stage 1 Ministerial Amendment at Recommendation 1. 3.5 Include all other work identified in this report and in the Reducing Red Tap report as suitable for inclusion within the Stage 2 Council amendment.		
4	**Housing Strategy** Finalise the implementation of the Housing Strategy via Amendment C198 and identify and progress further strategic work arising from the Housing Strategy, to address organisational priorities	Part 1: 4.1 Following receipt of the panel report, finalising this project through the approval of Amendment C198 will complete a major strategic project for Casey which has a significant impact on the strategic direction and local content in the planning scheme. 4.2 Update the Housing Strategy to reflect current housing market and demographic data and incorporate the *Housing Diversity Statement* together with other agreed recommendations from the panel report. Part 2:	**Part 1: HIGH**	4.1 & 4.2 **Completed** – the Housing Strategy was implemented into the planning scheme as part of Amendment C198case, which was gazetted on 29 November 2019 4.3 **Planned but not yet commenced** – the review of DPO is scheduled as part of the 2022/23 strategic planning work program and works are likely commence in early 2023 or mid 2023

No	Recommendation	Project Scope	Priority	2022 Review Notes
		Identify and progress further strategic work priorities arising from the Housing Strategy, including: 4.3 Review of Development Plans and Structure Plans, based on organisational priorities 4.4 Additional policy guidance on location, design and operational principles for aged care facilities in low density residential areas or areas outside the urban growth areas. (Does not need to be a full policy regime that requires significant strategic work. It should provide targeted objectives/ strategies for inclusion in the PPF, which is supported by broader housing policy contained within the Housing Strategy). 4.5 Affordable housing 4.6 Neighbourhood character investigation may be required in some residential areas (in conjunction with Recommendation 9). 4.7 Planning controls to progress landscape character work completed within Casey Foothills and LDRZ (in conjunction with Recommendation 14)	**Part 2:** **MEDIUM-LOW**	4.4 **Not applicable** – Council officers undertook an investigation on this aged care facility issue and it has been found that further strategic planning work is not warranted. 4.5 **Completed** – An Affordable Housing Strategy was adopted by Council on 15 December 2020. 4.6 **Planned but not yet commenced** – An investigation on the neigbhourhood character will be undertaken by Council's Urban Design team as part of 'Casey Places' project, which is likely to be scheduled for the 2023/2024 financial year 4.7 **Planned but not yet commenced** – A landscape character study for Casey Foothills was completed by Hansen Partnership in 2014 and subsequently adopted by Council. This study will be used to inform Council's future Southern Ranges Green Wedge Management Plan

No	Recommendation	Project Scope	Priority	2022 Review Notes
5	**Activity Centres Strategy and Retail Policy** Progress the Activity Centres Strategy and Retail Policy	Part 1: 5.1 Further progression of this project, with exhibition and panel processes expected in 2019, is an important strategic priority for Casey that will inform strategic direction and local content in the planning scheme for retail and activity centre planning in Casey. Part 2: Progressing further strategic work arising from Activity Centre Strategy: 5.2 Consider options for a consistent approach for implementing structure plan outcomes in activity centres into the planning scheme, to identify more effective and consistent zone and overlay implementation tools. Should include consideration of DDOs and/or Activity Centre Zones, as appropriate, rather than DPOs, to implement outcomes contained within structure plans (in conjunction with Recommendation 10). Review of activity centres structure plans, as appropriate, to meet organisational priorities, including: 5.3 Cranbourne Town Centre - Finalise strategic work priorities to review ACZ and implement adopted Cranbourne Town Centre Structure Plan 2018. 5.4 Review Berwick Village Structure Plan, following completion of the Berwick Health & Education Precinct plans.	**Part 1: HIGH** **Part 2: MEDIUM-LOW**	5.1 **Completed** – Activity Centre Strategy was implemented into the Scheme as part of Amendment C258case, which was gazetted on 28 January 2021 5.2 **Completed –** Council officers have found that incorporation of DDOs and / or Activity Centre Zones is not warranted 5.3 **Underway** – Cranbourne Town Centre Structure Plan is being implemented into the planning scheme as part of Amendment C275case, which is awaiting approval from the Minister for Planning. 5.4 **Underway** – Council officers have commenced work on the review of Berwick Village Structure Plan
STRATEGIC OPPORTUNITIES Identification of opportunities for further strategic work that will assist in improving the operation and efficiency of the Casey Planning Scheme, which have been identified through the review. Some are already within current work priorities of respective service areas.				
6	**Regional Collaboration Initiatives**	6.1 Identify key issues/projects which would benefit from a regional approach, either in full or in part. It should identify existing regional approaches currently proposed or	**HIGH**	6.1 **Completed** – the State Government's Melbourne Industrial and Commerical Land Use Plan has been identified as having

No	Recommendation	Project Scope	Priority	2022 Review Notes
	Identify opportunities to participate in collaborative regional initiatives on strategic planning issues	underway, and new opportunities for regional collaboration. It should include consideration of the regional initiatives already underway and likely to arise from Plan Melbourne and its five-year implementation plan which will impact on Casey. 6.2 It should identify how the benefits of a regional approach can be most effectively realised and aligned with Council's own project scoping and resourcing for key strategic planning issues. 6.3 A significant regional project will be the Southern Metropolitan Land Use Framework, managed by DELWP. This work will be incorporated as regional policy in the planning scheme.		significant implications on the City of Casey. Findings of the plan have been used to inform strategic planning projects. Council officers have been in discussions with DELWP and adjoining Councils regarding a joint approach to the preparation of the Southern Ranges Green Wedge Management Plan 6.2 **Completed** – Casey City Council is part of the Greater South East Melbourne (GSEM) working group, which is a group advocates for jobs, infrastructure, investment, liveability, sustainability and wellbeing for the southeast and everyone who works and lives in the region GSEM includes the shires of Cardinia and Mornington Peninsula, and the cities of Casey, Frankston, Greater Dandenong, Kingston, Knox and Monash Council Officers have been involved in the South East Economic Corridor Strategic Context Report process 6.3 **Underway** – Council officers have provided feedback to the draft Southern Metropolitan Land Use Framework Plan that is being finalised by DELWP and is expected to be incorporated in the planning scheme in FY2023/2024
7	**Regional Employment Study** Undertake a Regional Employment Study to inform and support key	7.1 This is a current Council Plan initiative (Strategic Objective 5 – Action 1), and is an important priority for Casey. 7.2 It should provide an economic and employment land evidence base, updated statistics, key influences and drivers of change within the employment sectors, and	**HIGH**	7.1 & 7.2 **Completed –** An Economic Development Strategy 2021-25 was adopted by Council on 19 October 2021. 7.3 **Completed -** Casey City Council is part of the Greater South East Melbourne (GSEM)

No	Recommendation	Project Scope	Priority	2022 Review Notes
	economic activities and planning decisions	identification of current and future opportunities for employment land within Casey. It will inform Casey's key economic initiatives, strategic economic directions in both growth areas and established areas, and planning decisions/rezonings relating to employment uses. 7.3 It should include consideration of regional collaboration opportunities identified under Recommendation 6.		working group, which is a group advocates for jobs and investment
8	**Environmentally Sustainable Development (ESD)** Undertake strategic work to introduce an appropriate ESD framework into the Planning scheme	8.1 This is an important Council priority, supported by the Council Plan and Vision, with Casey currently lagging behind many other Councils in 13rganization ESD outcomes within its planning scheme. 8.2 Need to identify strategic work required to introduce an effective ESD framework and principles into the planning scheme. The policy framework is expected to be modelled on other Councils with an approved ESD policy, tailored to meet Casey's specific requirements. 8.3 It should include consideration of regional collaboration opportunities identified under Recommendation 6, including participating in a GC amendment with other Councils to pursue a Ministerial amendment.	**HIGH**	8.1 **Completed** – statewide policies were introduced to all the planning schemes in Victoria (including Casey) to support ESD, as part of Amendment VC216 which was gazetted on 10 June 2022. 8.2 **Underway** – as part of the soon to be exhibited PPF translation project / draft Amendment C284case, a new ESD local policy will be included 8.3 **Completed –** the new ESD local policy to be introduced to the soon to be exhibited Scheme as part of the PPF translation projection / draft Amendment C284case has been drafted using a template developed between DELWP and the Council Alliance for a Sustainable Built Environment (CASBE). This is considered as a regional collaboration opportunity, as a similar policy is already in place in a number of Victorian councils. A recent Amendment VC221 was introduced to all the Scheme in Victoria (including Casey) in August 2022, which seeks to facilitate all electric developments to support implementation of Victora's climate Change Strategy 2021 and Gas Substitution Roadmap 2022.

9	**Neighbourhood Character** Identify targeted opportunities to introduce preferred neighbourhood character guidance in the planning scheme to specific areas which would benefit most from additional guidance	9.1 This does not need to be a full neighbourhood character review for the whole municipality. It should be initially targeted to areas with highest need, and where some existing strategic work has already been completed, such as in township areas. 9.2 Review (and update as required) existing neighbourhood character work already completed, supplemented with new work as required, with preferred implementation via residential zone schedules and/or the Local Area sections within the MSS, as appropriate. This could include Coastal and Township areas, Berwick and Endeavour Hills (arising from C198). 9.3 Outcomes should align with Urban Design further strategic work (Recommendation 10). 9.4 If completed in time, implement (in part) for specific areas as part of new PPF (Recommendation 3).	**MEDIUM**	9.1 to 9.4 **Planned but not yet commenced** – A neighbourhood character study will be undertaken by Council's Urban Design team as part of 'Casey Places' project, which is likely to be scheduled for the 2023/2024 financial year
10	**Urban Design** Identify targeted actions required to strengthen urban design outcomes within the planning scheme which will provide the most effective benefit	Part 1: 10.1 Identify urban design strategies/guidelines which can be implemented into the new PPF based on existing adopted strategies, to strengthen urban design outcomes within the scheme, targeting areas of most need, without new strategic work. This should be included within new PPF (Recommendation 3). Part 2: 10.2 In conjunction with Recommendation 5 – review current methods of implementing urban design outcomes for activity centres into the planning scheme, to identify more effective implementation tool/s. 10.3 Identify longer term strategic work required to introduce a more comprehensive urban design framework into the scheme. 10.4 Outcomes should align with neighbourhood character further strategic work (Recommendation 9).	**Part 1: HIGH** **Part 2: LOW**	10.1 **Not yet planned** – Some urban design strategies / guidelines have been recently adopted by Council but not included as part of the current soon to be exhibited PPF translation project / draft Amendment C284case. These include the Employment Land Design Guide (adopted by Council in March 2022) and the Southern Urban Rural Interface Design Guide (adopted by Council in November 2020) which may not be required to be implemented into the Scheme 10.2 **Completed** – Design guidelines have been used to implement urban design outcomes for activity centres into the planning scheme. For example, design guidelines were included in Amendment C258case (Activity Centre Strategy) which was gazetted on 28 January 2021

				10.3 & 10.4 **Planned but not yet commenced** – the introduction of a more comprehensive urban design framework into the scheme will be subject to Council's future 'Casey Images' project being completed in due course
11	**Advertising Signs Policy** Review of Advertising Signs Local policy, focusing on key sign types and local areas which would benefit most from additional policy direction	11.1 Review Advertising Signs Policy, focusing on providing greater policy direction for specific signs, such as large freestanding billboard signs. 11.2 Identifying local areas/activity centres which may need specific and more targeted policy direction on advertising signs. This should include identifying where existing strategic work has already been done (such as within structure plans), but which has not been directly translated into the scheme. 11.3 Give consideration as to how advertising sign policy requirements are most effectively translated into the new PPF, to inform Recommendation 3.	**HIGH**	11.1 **Completed** – Adverting Signs Design Guide completed and adopted by Council in September 2021. A planning scheme amendment may not be required to implement the guide 11.2 **Completed** – policy direction on advertising signs were included as part of Amendment C275 (Cranbourne Structure Plan) which is awaiting approval from the Minister for Planning at the time of writing, as well as Amendment C224 (Fountain Gate-Narre Warren CBD Structure Plan) which was gazetted on 25 July 2019. 11.3 **Not planned** – the recently adopted Advertising Signs Policy is not required to be included as part of the current soon to be exhibited PPF translation project / draft Amendment C284case
12	**Non-Residential Uses in Residential Areas and Future Residential Areas Policy** Review policy, focusing on guidance for land use types and locational principles	12.1 Review policy and remove all redundant provisions now superseded by other provisions in the planning scheme. 12.2 Review existing content and provide new content only where it will effectively inform planning decisions. 12.3 Ensure all relevant content from reference documents had been translated into policy and remove reference documents.	**HIGH**	12. 1 to 12.4 – **All Completed** – policy relating to non-residential uses in residential and future residential areas (Clause 22.02) has been updated, as part of Amendment C258case to the planning scheme which was gazetted on 28 January 2021.

	which will most effectively inform planning decisions	12.4 Give consideration as to how policy requirements are most effectively translated into the new PPF, to inform Recommendation 3.		
13	**Electronic Gaming Machines Strategy** Implement relevant electronic gaming machine policies into the planning scheme to further support planning decisions on the location, design and operation of gaming venues	13.1 Translation of relevant content of existing Electronic Gaming Machines Strategy which informs planning decisions into new PPF (to inform Recommendation 3). 13.2 As part of the future review of the Electronic Gaming Machines Strategy (scheduled for 2020), consider opportunities to broaden the planning-related content in the policy. 13.3 A review of recently adopted policies at other Councils, and recent panel/VCGLR decision should be undertaken to understand the current context, scope and reasonable expectations of what the planning system can legitimately influence, including community benefit assessments. 13.4 Focus on identifying how to implement relevant gaming policy into the planning scheme most effectively, with targeted objective/s and strategies to guide the location, design and operation of gaming venues to minimise harm, rather than introducing an extensive policy regime.	**LOW**	13.1 **Underway** – The relevant content of the existing Electronic Gaming Machines Strategy has been translated into the soon to be exhibited PPF, as part of the PPF translation project / draft Amendment C284case 13.2 **Underway** – The review of the Electronic Gaming Machines Strategy is scheduled as part of the 2022/2023 Social Planning work plan. A background report has now been completed by SGS Economics and Planning consultant 13.3 **Completed** – the review of adopted policies has been undertaken and has informed the current review of the Electronic Gaming Machine Strategy and soon to be exhibited PPF translation project / Amendment C284case. 13.4 **Completed –** a new Schedule to Clause 52.28 (Gaming) has been included as part of the soon to be exhibited PPF translation project / draft Amendment C284case to guide the location, design and operation of gaming venues
14	**Review of environmental and significant landscape controls** Undertake review of existing policies and prioritise and undertake further work required to address strategic gaps, to provide a coordinated response to landscape and	Understand the breadth and scope of work already completed within areas affected by environmental and significant landscape overlays, and prioritise and undertake further work to address strategic gaps, to inform a coordinated planning response to these areas of Casey. This should include (but is not limited to) consideration of: 14.1 Green Wedge Management Plan recommendations (high priority).	**MEDIUM**	14.1 – **Completed** – recommendations from the Green Wedge Management Plan have been considered as part of the soon to be exhibited PPF translation project / draft Amendment C284case 14.2 – **Planned but not yet commenced** – Council's Urban Design team is to undertake 'Casey Places' neighborhood study which will include township areas. This work is likely to

	environmental issues across Casey to meet 17rganizational priorities	14.2 Previous work done on Township Plans and neighbourhood character within township areas. 14.3 Climate change and coastal inundation strategies for the Westernport coastal areas in Casey. 14.4 Build on landscape studies already completed in Casey Foothills area and any further work required to preserve unique landscape character elements of the Casey Foothills, including land within the LDRZ. 14.5 Introducing permit triggers for vegetation removal across all SLOs, which currently do not have such triggers. 14.6 Alignment of environment/landscape outcomes with recommendations of Reducing Red Tape Report to consider opportunities to reduce permit triggers for buildings and works in SLOs and ESOs. 14.7 Review of Non-Agricultural Uses in Green Wedge Areas Policy. 14.8 Any other strategic work arising from the above. 14.9 Prioritisation and progression of strategic work affecting environmental and significant landscape areas should be linked to organizational priorities and resourcing.		be scheduled as part of the 2023/2024 urban design work plan (subject to budget) 14.3 – **Completed** - Climate change and coastal inundation strategies for the Westernport coastal areas in Casey have been partially addressed in the existing Western Port Green Wedge Management Plan 14.4 – **Planned but not yet commenced** - A landscape character study for Casey Foothills was completed by Hansen Partnership in 2014 and subsequently adopted by Councill. This study will be used to inform Council's future Southern Ranges Green Wedge Management Plan 14.5 – **Not yet planned** 14.6 – **Not yet planned** but may be considered as part of the broader ESO review being carried out by the Environment and Sustainability team 14.7 – **Completed** – A non-agricultural uses in green wedge areas policy is included in the soon to be exhibited PPF translation projection / draft Amendment C284case 14.8 – **Not applicable** 14.9 – **Ongoing**
15	**Bushfire Management Policy position** Review Council's policy position on bushfire management provisions for new residential subdivision, in response to recent changes to State policy	15.1 Review Council's policy position on bushfire management for new residential subdivisions in response to recent changes to Statewide bushfire management provisions, made though Amendments VC132, GC13 and VC140 15.2 Progress consideration of Amendment C231 in response to Council's updated policy position.	**HIGH**	15.1 and 15.2 – **Completed** as part of Amendment C231 which was gazetted on 20 May 2021

16	**Heritage Policies** Identify targeted actions required to update and strengthen heritage strategies and planning controls for identified heritage places in Casey	Part 1: 16.1 Identify heritage strategies that can be implemented into the new PPF, based on existing adopted strategies, to strengthen heritage outcomes in planning decisions without the need for new strategic work. This should be included within new PPF (Recommendation 3). Part 2: 16.2 Consolidating existing heritage work and updating Heritage Strategy. 16.3 Identify and implement updated heritage mapping and statements of significance for properties currently within Heritage Overlay. 16.4 Identify and implement new heritage protection for places of heritage significance not currently in the Heritage Overlay, including mapping and statements of significance. 16.5 Identify work required to better understand Aboriginal cultural heritage significance in Casey, and how that can best inform planning outcomes.	**Part 1: HIGH** **Part 2: MEDIUM – LOW**	16.1 – **Completed** – adopted heritage strategies have been implemented into the soon to be exhibited PPF, as part of the PPF translation project / draft Amendment C284case 16.2 to 16.5 – **Completed** – all the relevant heritage work have been completed via the following amendments: • Amendment C229case corrects mapping errors in the Heritage Overlay on an interim basis until 30 March 2021, inserts a new incorporated document Statements of Significance, Willurah Park, March 2019 and makes various permanent administrative corrections to the Schedule to the Heritage Overlay. Amendment C229case was gazetted on 12 December 2019 • Amendment C230case amends the Schedule to Clause 43.01 (heritage overlay) and incorporates Statement of Signficance into the planning scheme for four of the heritage overlays being corrected. Amendment C230case was gazetted on 4 August 2021 • Amendment C265case implements the first stage of the Casey Planning Scheme Review 2018 by making various corrections to provisions, deleting redundant overlays, rezoning council-owned reserves, removing obsolete reference documents and policy content. Amendment C265case was gazetted on 11 June 2020

				• Amendment C275case proposes to implement the Cranbourne Major Activity Centre Structure Plan 2020, Casey Complex Urban Design Framework 2019 and Cranbourne Town Centre Heritage Overlay Review June 2020 by introducing a new schedule to the Activity Centre Zone and schedule to the Parking Overlay, updating the schedule to the Heritage Overlay and making other consequential updates to the planning scheme. Amendment C275 is awaiting decision from the Minister for Planning • Amendment C278case implements the Cranbourne Town Centre Heritage Overlays Review June 2020 by extending the Heritage Overlay and apply additional controls in the Schedule to Clause 43.01 on an interim basis until 30 June 2022. Amendement C278case was gazetted on 6 October 2021 • Amendment C288case seeks to vary the Schedule to Clause 43.01 (Heritage Overlay) (HO134) to include the existing significant elements of cultural heritage value at 75S Tuckers Road, Clyde or Fernlea. Amendment C288case is awaiting decision from the Minister for Planning
CONTINUOUS IMPROVEMENT PROCESSES Improvement of internal processes which impact on the management and operation of the planning scheme to streamline internal procedures and decision-making				
17	**New Policy: Management of Planning Scheme Amendment Requests**	17.1 Prepare a policy to address the management of private planning scheme amendment requests, generally in accordance with the recommendations contained within the Reducing Red Tape Report, and to include:	**MEDIUM**	17.1 to 17.3 – **Completed** – A 'Proponent requested planning scheme amendment policy' was adopted by Council on 20 April 2021 to address the management of private planning scheme amendment requests. The

	Prepare a policy/protocol to address management and organizational of private planning scheme amendment requests and consideration of resourcing of development plan preparation	• The requirements for pre-application processes and fully documented planning scheme amendment requests; • Prioritisation and progression of amendment requests according to meeting a net community benefit test and achievement of strategic direction of Council; and, • Commitment of the proponent to pay all relevant Council costs for public notification, peer review of technical reports, panel hearing and other associated costs. 17.2 Implement as soon as is practical, to inform all future amendment requests and inform business planning processes. 17.3 Consideration should also be given, either as part of the above policy or as a separate guideline/internal protocol, to explore opportunities for resourcing/ organizational of proponent-led development plans.		policy now applies to all private planning scheme amendment requests and includes funding considerations
18	**Continuous Improvement Program** Implement a continuous improvement program to improve the planning scheme review process	Continuous Improvement program should include: 18.1 Regular four-yearly planning scheme review processes that meet statutory requirements under the P&E Act should be embedded into Council's business planning processes. 18.2 Introduction of a mid-cycle review and performance monitoring processes (either annually or bi-annually) to facilitate mini-audits of the planning scheme between the statutory four-yearly cycle. This should include an analysis of VCAT and panel decisions, new State government legislation and policies, changing Council priorities, outcomes from any consultation processes, and a re-assessment of the recommendations arising from the last four-yearly statutory review in light of that changing context. These outcomes should then be used to inform business plans/project priorities on a more regular basis. 18.3 Greater collaboration between statutory and strategic planning staff on an ongoing basis to monitor planning issues and provide feedback into both the four-yearly and the mid-cycle planning scheme review processes.	**MEDIUM**	18.1 – **Ongoing –** The Casey Planning Scheme is now being regularly reviewed. This current 2022 planning scheme review forms part of the process **18.2 – Not applicable –** Mid cycle review is not considered feasible due to resource constraints 18.3 – **Completed** – Working groups have been established between statutory and strategic planning staff for strategic projects to ensure greater collaboration. Also, training sessions are being conducted via Future Casey Training on new planning process or controls. Strategic planning staff now also regularly attend meetings with statutory planners to ensure planning issues are being monitored and kept up to date.

19	**Council Policy and Reference Document review process** Implement improved internal processes to review and update policies and reference documents	19.1 Ensure more regular review of all Council policies that are also reference documents in the planning scheme to meet organizational review standards, and to ensure they maintain their currency and continue to inform planning decisions in a relevant and meaningful way. 19.2 Liaise with the Governance team to facilitate improved alignment to organisational review processes, so that Council policies that are updated or deleted from the policy register and also form part of the planning scheme can be better managed. 19.3 Liaise with the Governance team to put in place procedures to ensure all reference documents, incorporated documents and development plans referred to in the planning scheme are available on Council's website (either as direct links or links to other websites where relevant), along with an explanation to the public of how they are relevant to the planning scheme.	**MEDIUM**	19.1 – **Ongoing** – Council Officers have commenced a lifecycle framework review project to regularly review Council policies that are also reference documents in the planning scheme and to ensure their currency. A review of the reference documents has been undertaken as part of the soon to be exhibited PPF translation project / draft Amendment C284case 19.2 – **Completed** – A reference document library has now been established to ensure currency of the document 19.3 – **Ongoing** – As part of Council's lifecycle framework review project, procedures will be developed to ensure all the relevant Casey Planning Scheme documents are available on Council's website
20	**Alignment of planning scheme and Council Plan reviews** Alignment of Casey Planning Scheme and Council Plan review processes	20.1 Timing of the statutory four-yearly planning scheme review should coincide more closely with the development of a new Council Plan (or shortly thereafter) to ensure greater alignment with both the Council Plan and the Municipal Public Health and Wellbeing Plan, and for consultation outcomes of the Council Plan to inform the Planning Scheme Review. 20.2 Following preparation and adoption of a new Municipal Planning Strategy (as required to be undertaken in 2019 to meet legislative requirements for the new format and structure of all planning schemes), it should be elevated to sit alongside the Council Plan with the Municipal Public Health and Wellbeing Plan to become the "land use and development strategy" for Council.	**LOW**	**20.1 Ongoing –** the latest Council Plan was adopted by Council in June 2022 **20.2 Ongoing –** the new MPS is still in draft format and is part of the soon to be exhibited PPF translation project / draft Amendment C284case

4.4 Strategic Gaps and Opportunities

Strategic gaps

Based on the consultation and the research analysis, there are a number of strategic policy gaps in the Casey Planning Scheme that have not yet been completed, identified as strategic planning work or council projects. The draft schedule to Clause 74.02 *Further Strategic Work* in the soon to be exhibited PPF translation project / draft Amendment C284case has also been used as a key source document.

- Review Development Plans and Development Plan Overlay Schedules to ensure these remain contemporary
- Review and update:
    - The Casey Image Strategy/ Casey Images with a focus on neighbourhood character studies
    - The Open Space Strategy
    - The Parking Strategy to investigate function of car parking in selected activity centres
    - The Landscape Policy
    - The Rural Drainage Policy
    - The Heritage Overlay Schedule and undertake heritage place gap analysis
    - The Affordable Housing Strategy in 2024
- Prepare Southern Ranges Green Wedge Management Plan including a review of the Casey Foothills environmental and landscape overlays
- Prepare a future planning scheme amendment implementing:
    - Local geomorphological assessments via mapping and associated controls
    - municipal flooding control changes in coastal and non-coastal areas in partnership with relevant authorities
- Prepare Pearcedale, Harkaway, Tooradin, Warneet, Blind Bright, Cannons Creek and Narre Warren North Township Strategies
- Prepare a fix-up amendment to the Vegetation Protection Overlay in Brookland Green Estate
- Investigate:
    - opportunities to map industrial, landfill and quarry buffers to protect amenity and business operations
    - planning scheme mechanisms to protect employment land, particularly industrial land
    - expansion opportunities for Springhill, Marshall Place, Saffron Drive and The Arcade Activity Centres
    - future land use within the Cyril Beechey Lane precinct to acknowledge former landfill operations
    - the triangular area of land south of Ballarto Road and west of the Cranbourne Gardens to identify future land use opportunities acknowledging any quarrying operations
- Consider implementation of parts of the yet to be completed:
    - Coastal Strategy
    - Urban Forest Strategy
    - Electronic Gaming Strategy
    - Collison Estate Development Contribution Plan
    - Hampton Park Hill Development Plan
- Prepare (noting that these documents may not need to form part of the Scheme):
    - ‘Casey Complex’ Urban Design Framework
    - Autumn Place Master Plan

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Conclusion and Recommendations

This Casey Planning Scheme Review Report 2022 provides a targeted review of the Casey Planning Scheme and fulfills the procedural requirement of Section 12(B) of the Act once adopted by Council.

It has been found that of the 78 actions/tasks identified in the previous 2018 Planning Scheme Review, approximately 70% of the actions have either been completed, or are underway. This is a significant achievement and the soon to be exhibited PPF translation project / Amendment C284case will be a further milestone in reforming the Casey Planning Scheme.

A number of strategic gaps in the Casey Planning Scheme have also been identified as part of this Review and it is recommended that the gaps be addressed over time as part of Council's future strategic planning work program and resourcing considerations.

It is recommended that this Review report be forwarded to the Minister for Planning.

_ END _

TIS: 131450 (Translating and Interpreting Service) المترجم الفوري 翻译 مترجم شفاهی ਦੁਭਾਸ਼ੀਆ භාෂා පරිවර්තක

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Officers' Reports

Independent Members - Audit and Risk Committee ITEM: 5.9.

Corporate Services
Corporate Governance
Holly De Kretser

Purpose of Report: **To consider the extension of independent members to the Audit and Risk Committee**

Recommendation

1. **That Council reappoint Mr Ernst Stabeck and Ms Carol Pagnon as independent members to its Audit and Risk Committee for a further three-year term ending 31 December 2025.**
2. **That Council note Mr John Nguyen as Chairperson of the Audit & Risk Committee current first term continues until 31 December 2023.**
3. **That Council note the Committee has completed its annual review of the Audit & Risk Committee Charter.**

Officer Direct or Indirect Interest

No Council officers involved in the preparation of this report have a direct or indirect interest in matters for consideration.

Council Plan Reference

2.2 Ensure good governance and transparent decision making

Executive Summary

Council maintains an Audit and Risk Committee in accordance with section 54 of the Local Government Act 2020 (the Act). The Committee is comprised of three independent members appointed by Council and one Council delegate. The Audit and Risk Committee Charter allows for the reappointment of independent members for an additional three-year term, up to a maximum of nine years. This report considers the first reappoint of independent members.

Background

Independent members to Council's Audit and Risk Committee were recruited via a professional search firm in 2020. The professional profile of the three candidates meets the requirements of the Local Government Act 2020 in that Committee members have expertise in financial management and risk; and experience in public sector management.

The appointment of the independent Chairperson was staggered to ensure provision of continuity should other members conclude their involvement after a first term. The reappointment of the Chairperson will be considered in late 2023.

Members of the Audit and Risk Committee undertake an important role in ensuring Council maintains sound governance controls, meeting five times per year to meet the requirements of the annual workplan. Bi-

annually the Chair of the Committee presents to Council on its activities and observation, most recently presenting to the Council meeting on 18 October 2022. All members have acquitted their duties with active participation in Committee meetings and discussions with Council.

Charter Review

At its meeting on 6 December 2022, the Committee reviewed its Charter and the 2023 workplan.

Financial Implications

Independent members are remunerated for their time, these costs are accommodated within operational budget.

Conclusion

Following this report, independent members will be advised of Council's decision.

Attachments

Nil

Officers' Reports

Endorsement of proposed Governance Local Law for public exhibition

ITEM: 5.10.

Corporate Services
Corporate Governance
Holly De Kretser

Purpose of Report: **To endorse the draft Governance Local Law 2022 for commencement of the statutory procedure for the making of a new local law**

Recommendation

That Council:

1. **Endorses the draft Governance Local Law 2022 (Local Law) for commencement of the statutory procedure for the making of a new local law;**
2. **Notes the draft Local Law will be placed on public exhibition for a period of four weeks;**
3. **Gives public notice in the local newspaper and on Council's website of its intention to make the Local Law and invites any person affected by the proposed new Local Law to make a submission, with the option to be heard at a future Council meeting.**
4. **Notes that a Community Impact Statement, along with an assessment against the Charter of Human Rights, will be made available on the Council website, together with the draft Local Law during the consultation period.**
5. **Notes that any submissions received will be presented for consideration at a future Council meeting, expected to be in February 2023;**
6. **Notes that a report will be presented at a future Council meeting, expected to be in March 2023, regarding the outcome of the submissions process, to enable Council to determine whether to adopt the draft Local Law.**

Officer General or Material Interest

No Council officers involved in the preparation of this report have a general or material interest in matters for consideration.

Council Plan Reference

2.2 Ensure good governance and transparent decision making

Executive Summary

At its meeting on 5 November 2020, a report was considered by Council to create and revoke the Revocation of Meeting Procedure and Use of the Common Seal Local Law 2020 to make way for Council's Governance Rules.

In the absence of a Local Law to regulate the use of the common seal, it is difficult for Council to dictate when and how it is to be used. In addition, there are no other provisions in an existing Local Law that determines the offences for inappropriate conduct in a Council or Delegated Committee meeting.

The proposed Governance Local Law 2022 (Local Law) has been developed to deal with:

- the arrangements to regulate the use of the common seal, and offences for misuse; and
- offences for inappropriate conduct at Council meetings and meetings of Delegated Committees.

If Council endorses the proposed Local Law, it will be advertised for community consultation.

Background

At its meeting on 5 November 2020, a report was considered by Council to conclude the s. 223 process for Local Law No. 1 (2016) and create and revoke the Revocation of Meeting Procedure and Use of the Common Seal Local Law 2020. This was in response to changes in the Local Government Act 2020 (2020 Act), as Local Law No. 1 (2016) had addressed meeting procedure applicable to Council meetings which is now addressed through Council's Governance Rules. As part of the transition to the 2020 Act, Council revoked Local Law No. 1 (2016) to make way for Council's Governance Rules.

In the absence of a Local Law to regulate the use of the common seal, it is difficult for Council to dictate when and how it is to be used. In addition, there are no other provisions in an existing Local Law that determines the offences for inappropriate conduct in a Council or Delegated Committee meeting. The use of the common seal cannot be addressed through Governance Rules, nor can offences be created.

Accordingly, Council would need to resolve to make a local law to provide for the regulation of Council's common seal and offences in respect of conduct at Council and Delegated Committee meetings.

The proposed Local Law 2022 has been developed to deal with:

- the arrangements to regulate the use of the common seal, and offences for misuse; and
- offences for inappropriate conduct at Council meetings and meetings of Delegated Committees.

If Council endorses the proposed Local Law, it will be advertised for community consultation.

Under the 2020 Act, Councils are required to obtain a certificate from an Australian lawyer with at least five years in the legal profession, stating the proposed local law is consistent with the local law requirements. This certificate will be presented to Council when it considers the adoption of the Local Law in 2023.

Community Engagement

It is a requirement under the 2020 Act, for Councils to comply with their community engagement policy as part of the process for making local laws. Community consultation during the local law making process supports transparency and enables residents and stakeholders to have a voice in the development of new local laws.

Following endorsement by Council, the proposed Local Law will be advertised for community consultation for a period of four weeks. As required by the legislation, a Community Impact Statement (explanatory document regarding the draft Local Law) and an assessment against the Charter of Human Rights, will also be made available.

A copy of the proposed Local Law will also be available for inspection at the Council's office and on Council's website, as per the requirements of the 2020 Act.

Financial Implications

The costs associated with the public notice, in addition to the certificate from an Australian Lawyer to confirm the proposed Local Law is consistent with the local law requirements, can be accommodated within the existing operational budget.

Conclusion

That Council support in-principle the proposed Local Law, which will be publicly exhibited for a period of four weeks, in accordance with Council's Community Engagement Policy.

Attachments

1. Proposed Governance Local Law 2022 [**5.10.1** - 5 pages]
2. Casey City Council Community Impact Statement [**5.10.2** - 5 pages]
3. Human Rights Charter Assessment of Compatability City of Casey [**5.10.3** - 4 pages]

City of Casey

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Governance
Local Law 2022

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Part 1 – Preliminary Provisions

1. Title

This Local Law is the "Governance Local Law".

2. Objectives

The objectives of this Local Law are to provide a mechanism to facilitate good governance of Casey City Council, and to:

(1) regulate the use of the *Common Seal*; and

(2) provide for offences in the event of inappropriate conduct at *Council Meetings* and meetings of *Delegated Committees*, and for offences in relation to the misuse of the *Common Seal*.

3. Authorising Provision

This Local Law is made under section 71 of the *Local Government Act 2020.*

4. Commencement and End Date

This Local Law:

(1) commences operation on the day following the day on which notice of the making of this Local Law is published in the Victoria Government Gazette, and operates throughout the municipal district; and

(2) ends on the 10th anniversary of the day on which it commenced operation, unless revoked earlier.

5. Definition of Words used in the Local Law

Act	means the *Local Government Act 2020*
Authorised Officer	has the same meaning as in the *Act*
Chair	means the *Chair* of a *Council Meeting* or a *Delegated Committee* meeting and includes an acting, temporary and substitute Chair
Chief Executive Officer	has the same meaning as in the *Act*
Common Seal	means the common seal of *Council*
Council	means Casey City Council, being a body corporate constituted as a municipal council under the *Local Government Act 2020*
Council Meeting	has the same meaning as in the *Act*
Councillor	has the same meaning as in the *Act* but includes an Administrator

Delegated Committee	has the same meaning as in the *Act*
Mayor	includes the Chair of Panel of Administrators
Offence	means an act or default contrary to this Local Law
Penalty Units	means a penalty unit as prescribed in the *Sentencing Act 1991*

Part 2 – Use of the Common Seal

6. Security of the Common Seal

The *Chief Executive Officer* must ensure the security of the *Common Seal*.

7. Use of the Common Seal

The *Common Seal* may only be used with the authority of *Council*, or of the *Chief Executive Officer* in accordance with the Instrument of Delegation issued to the *Chief Executive Officer*.

8. Signature to Accompany the Common Seal

Every document to which the *Common Seal* is affixed must be attested by the *Chief Executive Officer*.

9. Seal Register

Where *Council* authorises the *Common Seal* to be affixed to any document, the *Chief Executive Officer* must:

(1) cause the sealed documents to be allocated a seal register number; and

(2) ensure that the description of the document sealed is enter into the seal register.

10. Sealing Clause

Where the *Common Seal* is affixed to a document on the authority of *Council* or the *Chief Executive Officer*, the sealing clause must contain the following words:

THE COMMON SEAL of CASEY
CITY COUNCIL was hereunto affixed in the
presence of:

……
CHIEF EXECUTIVE OFFICER

……
(Print Name in Full)

Part 3 – Offences and Penalties

11. Offences

It is an offence for:

(1) any person (including a *Councillor*) who is guilty of any improper or disorderly conduct to refuse to leave a *Council Meeting* or a meeting of a *Delegated Committee* when requested to do so by the *Chair*;

Penalty: Five (5) Penalty Units

(2) any person to fail to obey a direction of the *Chair* in relation to the conduct of a *Council Meeting* or a meeting of a *Delegated Committee* and the maintenance of order; or

Penalty: Five (5) Penalty Units

(3) any person to use the *Common Seal* of the *Council* or any device resembling the *Common Seal* without the authority of *Council* or the *Chief Executive Officer*.

Penalty: Five (5) Penalty Units

12. Infringement Notices

(1) An *Authorised Officer* may, as an alternative to prosecution, serve an infringement notice on any person who has committed an offence against this Local Law.

(2) The fixed penalty in respect of an infringement is five penalty units.

(3) The *Infringements Act 2006* has effect with respect to any infringement notice served under this Local Law.

THE COMMON SEAL of CASEY CITY COUNCIL was hereunto affixed in the presence of:

……
CHIEF EXECUTIVE OFFICER

……
(Print Name in Full)

Council resolved to make this Local Law at its meeting on xx.

Notices of the proposal to make and of the making of this Local Law were included in the Victoria Government Gazette dated xx and xx, respectively.

Public notices of this proposal to make and confirmation of the making of this Local Law were published in the <name of paper> on xx and xx, respectively.

City of Casey

LOCAL LAW COMMUNITY IMPACT STATEMENT

Proposed Governance Local Law 2022

October 2022

Casey City Council (Council) provides the following information to the community in respect of the proposed Governance Local Law 2022.

INTRODUCTION

Council is proposing to make a new Governance Local Law 2022 ("**Local Law**") to provide a mechanism to regulate the use of the Common Seal and to provide for offences in the event of inappropriate conduct at Council Meetings and meetings of Delegated Committees, and for offences in relation to the misuse of the Common Seal.

This Community Impact Statement has been prepared to inform the community about the proposed Local Law and to assist any member of the public who may wish to make a submission to Council during the public consultation process as required under the *Local Government Act* 1989.

BACKGROUND

At its meeting on 20 November 2020, Council revoked the Meeting Procedure and Use of Common Seal Local Law 2020 ("**Local Law 2020**") as part of its transition to the *Local Government Act 2020* ("**2020 Act**"), which required Councils to address their meeting procedure applicable to Council (and Delegated Committees) through the Governance Rules. However, the use of the common seal cannot be addressed through the Governance Rules, nor can it contain any infringement penalty provisions

Under the 2020 Act, the common seal of a Council must be used in accordance with any applicable local law. In the absence of a Local Law, the use of a common seal is unregulated, meaning there is no documentation that dictates when and how it should be used.

It has been determined to make a new Local Law to regulate the use of the Common Seal and to provide for offence provisions in relation to the misuse of the Common Seal and the conduct at Council and Delegated Committee Meetings.

OVERVIEW OF PROPOSED LOCAL LAW

The purpose of the proposed Local Law is to make a Local Law.

The proposed Local Law will come into operation on the day after the day on which notice of the making of the proposed Local Law is published in the Victoria Government Gazette. It will expire 10 years after commencement, unless revoked earlier.

Under s 223 of *Local Government Act 1989*, Council is required to give public notice of the proposed Local Law and invite submissions for a period of at least 28 days.

Anyone who makes a written submission can request to be heard in support of their submission at the Council meeting which considers the making of the proposed Local Law, details of which will be provided.

The proposed Local Law has been reviewed by Council's lawyers who confirm that it

complies with all regulatory requirements.

A copy of the proposed Local Law is attached ("**Attachment 1**") to this Community Impact Statement.

EVALUATION OF THE PROPOSED LOCAL LAW

In accordance with Guidelines issued by the Minister for Local Government in relation to the making of Local Laws, Council has conducted an evaluation of the proposed Local Law. The evaluation is outlined in the following Table.

Issue	Evaluation
Objectives	The objective of the proposed Local law is to provide a mechanism to regulate the use of the Common Seal and to provide for offences in the event of inappropriate conduct at Council Meetings and meetings of Delegated Committees, and for offences in relation to the misuse of the Common Seal.
Legislative Framework	The 2020 Act gives Councils broad powers to make local laws with respect to any function or power of the Council. It also makes provision for a common seal of a Council to be used in accordance with any applicable local law.
State legislation more appropriate	Not applicable.
Overlap with existing legislation	The proposed Local Law will operate in conjunction with the requirements of the 2020 Act.
Planning Scheme	Not applicable.
Legislative Approach	Council has taken a high impact regulatory approach that is considered appropriate to: • Facilitate the orderly conduct of Council and Delegated Committee meetings; and • Provide for clear accountability of the appropriate use and safekeeping of the Council's common seal.
Performance Standards or	Council has adopted a prescriptive approach to the proposed Local

Prescriptive Details	law because its purpose is to prescribe the circumstances in which: • Offences may be committed; and • Council's common seal may be lawfully used.
Risk Assessment	No formal risk assessment has been undertaken. Council does not consider that there are any risks associated with the proposed Local Law.
Measures of Success	The success of the proposed Local Law will be measured monitoring the level of compliance with the proposed Local Law.
Permits and Fees	The proposed Local Law does not make provision for the issue of permits and does not prescribe any fees.
Penalties	All offences created under the proposed Local law will attract a maximum penalty of 5 penalty units. Council has compared the general level of penalties provided for in the proposed Local Law with other neighbouring Councils. Council is satisfied that the penalties are similar in nature and are sufficient to act as a deterrent for most offences while also reflecting the seriousness of those offences.
Restriction of Competition	Not applicable.
Comparison with other Councils	In drafting the proposed Local Law, Council examined Local Laws from a number of like and neighbouring Councils to assess similarities and differences, to ensure there is a reasonable degree of consistency in the content, approach and penalties.
Charter of Human Rights	The *Charter of Human Rights and Responsibilities Act 2006* ("**Charter**") contains basic rights, which promote and protect the values of freedom, respect, equality and dignity. Council has accessed its obligations against the Charter, which is provided for in a separate attachment.
Community Consultation	The proposed Local law has been reviewed in consultation with members of Council staff and Council's legal advisers. A community consultation process will be conducted in accordance with Council's Community Engagement Policy and section 223 of the *Local Government Act 1989*. This will require Council to give public notice of its intention to make the proposed Local Law and provide members of the public with the

opportunity make a written submission to Council in relation to the proposed Local Law.

Council will consider submissions received before making a final decision on its proposed Local law. A person who makes a written submission is entitled to request in their written submission, the right to be heard by Council in support of their submission. When Council makes a final decision on the proposed Local law, it must notify each submitter of the decision and the reasons for the decision in writing.

This Community Impact Statement has been prepared to inform the community about the proposed Local Law and to assist any member of the public who may wish to make a submission to Council.

Governance Local Law 2022

Human Rights Charter Assessment of Compatability

September 2022

The *Victorian Charter of Human Rights and Responsibilities Act 2006* provides that it is unlawful for a public authority, including a Council, to act in a way that is incompatible with a human right or, in making a decision, to fail to give proper consideration to a relevant human right.

In accordance with section 28 of the Charter of Human Rights and Responsibilities[1] ("**the Charter**"), this statement of compatibility is made with respect to Casey City Council's proposed Governance Local Law 2022.

The Casey City Council's Governance Local Law 2022 is compatible with the human rights protected by the Charter.

The following rights in the Charter have been considered:

	What human rights are impacted? ***List each right***	**What does this right mean?**	**Council's Assessment**
1	Freedom of thought, conscience and belief	Section 14 of the Charter means that every person has the right to freedom of thought, conscience, religion and belief. This means they are free to think and believe what they want and to share their thoughts publicly. The Charter applies to public authorities in Victoria, such as state and local government departments and agencies, and people delivering services on	Council's Governance Rules (the Rules) make provisions for members of the public and Councillors to be removed from Council Meetings if they are being disruptive or unruly, or otherwise creating a risk to public safety. The proposed Governance Local Law 2022 supports the Rules and whilst the Rules are not intended to restrict the expression of opinions, if such expression is disruptive or creates a risk to health and safety, the Governance Local Law 2022 will come into effect. It is Council's assessment that the document under review imposes a reasonable

[1] Human Rights Victoria: Your rights under the Charter

	What human rights are impacted? *List each right*	What does this right mean?	Council's Assessment
		behalf of the government	limit on this human right.
2	Freedom of expression	Section 15 of the Charter protects a person's right to have your own opinion, to seek and receive information, and to express themselves. These rights come with responsibilities – to respect the rights and reputation of others and not risk public safety. The Charter applies to public authorities in Victoria, such as state and local government departments and agencies, and people delivering services on behalf of the government.	The Rules make provisions for members of the public and Councillors to be removed from Council Meetings if they are being disruptive or unruly, or otherwise creating a risk to public safety. The proposed Governance Local Law 2022 supports the Rules and whilst the Rules are not intended to restrict the expression of opinions, if such expression is disruptive or creates a risk to health and safety, the Governance Local Law 2022 will come into effect. It is Council's assessment that the document under review imposes a reasonable limit on this human right.
3	Peaceful assembly and freedom of association	Section 16 of the Charter protects a person's right to gather for a common purpose or to pursue common goals, such as protesting, gathering or meeting, whether in public or in private. The Charter applies to public authorities in Victoria, such as state and local government departments and agencies, and people delivering services on behalf of the government.	The Rules make provisions for members of the public and Councillors to be removed from Council Meetings if they are being disruptive or unruly, or otherwise creating a risk to public safety. The proposed Governance Local Law 2022 supports the Rules and whilst the Rules are not intended to restrict the expression of opinions, if such expression is disruptive or creates a risk to health and safety, the Governance Local Law 2022 will come into effect. It is Council's assessment that the document under review imposes a reasonable limit on this human right.
4	Take part in public life	Section 18 of the Charter protects a person's right to take part in public life, whether directly or through a representative. It also protects their right to vote in state and local council elections, and to access public services. The Charter	The Rules make provisions for members of the public and Councillors to be removed from Council Meetings if they are being disruptive or unruly, or otherwise creating a risk to public safety. The proposed Governance Local Law 2022 supports the Rules and whilst the Rules are not intended to restrict the expression of opinions, if such expression is disruptive or creates a risk to health and safety,

	What human rights are impacted? *List each right*	What does this right mean?	Council's Assessment
		applies to public authorities in Victoria, such as state and local government departments and agencies, and people delivering services on behalf of the government.	the Governance Local Law 2022 will come into effect. It is Council's assessment that the document under review imposes a reasonable limit on this human right.
5	Property Rights	Section 20 of the Charter protects a person's right to not be deprived of their property, including land, possessions and shares. The Charter applies to public authorities in Victoria, such as state and local government departments and agencies, and people delivering services on behalf of the government.	The execution of a document sealed by a Council is to be attested by such persons as the Council determines. The proposed Governance Local Law 2022 sets out the requirements for the use of the Council's Common Seal and denotes that it must be kept and used as authorised by the Council. It also sets out the penalties if a person uses the Common Seal of the Council or any device resembling the Common Seal without the authority of Council. It is Council's assessment that the document under review imposes a reasonable limit on this human right.

6. CONSIDERATION OF REPORTS OF COMMITTEES

6.1. RECORDS OF DISCUSSION

RECORDS OF DISCUSSION					
ASSEMBLY DETAILS	**ADMINISTRATOR ATTENDEES**	**OFFICER ATTENDEES**	**OTHERS PRESENT**	**MATTERS CONSIDERED**	**CONFLICT OF INTEREST DISCLOSURES**
15 November 2022	Noelene Duff, PSM Miguel Belmar Cameron Boardman	Glenn Patterson Jen Bednar Steve Coldham James Collins Colette McMahon Nicole Rode Carol Smith Kathryn Seirlis Jayden Mizzi		Upcoming Council Briefings Director Updates	Nil
6 December 2022	Miguel Belmar Cameron Boardman	Steve Coldham, Jen Bednar, James Collins, Callum Pattie, Duncan Turner, Jason Pullman, Kathryn Seirlis, Simone Wicks, Holly Dekrester, Carol Smith		Panel ELT Leadership Reflection Draft Council Agenda Review for 13 December 2022 2022 Director Updates	Nil

7. PETITIONS

8. URGENT BUSINESS

9. CLOSED COUNCIL

Nil.