

**IN THE MATTER OF**

Melton Planning Scheme Amendment C146  
Urban Design Evidence

**STATEMENT OF EVIDENCE OF MIKE DAY**



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## EXECUTIVE SUMMARY

1. I have been requested by Gadens Lawyers, representing Dahua Dacland Plumpton Pty Ltd (Dahua Dacland), to provide my expert opinion with respect to Amendment C146 to the Melton Planning Scheme. In preparing this statement I have inspected the site and surrounds, reviewed documentation supporting the proposed amendment, and submissions to the proposal.
2. Through Amendment C146, the Metropolitan Planning Authority (MPA) proposes the implementation of the Plumpton Precinct Structure Plan, June 2016 (PSP) by introducing Schedule 11 to the Urban Growth Zone (UGZ11) and rezoning land within the Precinct area to UGZ11. The UGZ11 will enable 'residential', 'industrial', and 'commercial' uses in areas identified in the future urban structure and in accordance with the vision of urban growth outlined in the Plumpton PSP. A range of associated amendments to the Melton Planning Scheme is proposed to give effect to the Amendment.
3. Dahua Dacland's landholding is known as No. 235-311 Beattys Road, Plumpton and is identified as Property 28 in the PSP Land Use Budget Plan (Plan 4). I have been advised that Dahua Dacland have also recently acquired the properties identified as Properties 31 and 32. My evidence relates to Properties 28, 29, 30, 31 and 32, noting that Dahua Dacland do not own Properties 29 and 30. Attachment 1 refers.
4. With respect to the exhibited PSP, Dahua Dacland's land interest (Property 28):
  - Is located within the eastern quadrant of the Plumpton PSP area, directly fronting Beattys Road to the north, equidistant from the major east-west vehicular arteries of Melton Highway (to the north) and Taylors Road (to the south);
  - Is situated on the south-eastern edge of the planned Plumpton Major Activity Centre;
  - Accommodates a triangular portion of a proposed state government secondary school, itself adjoining a designated active open space area planned for this central part of the precinct;
  - Accommodates a proposed 1 hectare area of passive open space located centrally within the landholding;
  - Is traversed by the APA gas pipeline easement running north-south through the Plumpton and Kororoit precincts.

- Contains an area of waterway and drainage reserve identified as a future wetland located adjacent to the southern boundary of the subject land.

5. In summary, my opinion with respect to Amendment C146, as it relates to the proposed state government P-12 school, the active open space reserve (AOS), community facility and the north-south connector street is as follows:

- I endorse the proposed reconfiguration of the state government P-12 school, AOS and community facility to the immediate west of the Dahua Dacland landholding (Property 28) site through the 90 degree rotation of the facilities and the positioning of the community facilities site on Property 28 (Attachments 2A and 2B refer). This would:
  - Invest the responsibility of establishing the community facility in this part of the precinct to an experienced and well resourced developer whose ambition is to activate the neighbourhood through the early provision of this important infrastructure component, establishing it as a destination and essential element of early community building for the site and the immediate neighbourhood;
  - Leverage the relationship that the school and AOS present in fostering community development through the provision of dual frontages, rather than solely the school interface, drawing both uses into the residential catchment and providing greater accessibility to the adjacent neighbourhood;
  - Foster a more direct walking and cycling connection through the school and AOS sites to the Kororoit Creek recreational corridor to the west. The school, on this orientation, would also benefit from abutting the AOS along a local street, as opposed to being split by the connector street as proposed within the exhibited PSP, fostering ease of east-west access by students and the broader community;
  - Provide a more integrated relationship with the proposed Major Activity Centre, proposed aquatic centre and northern residential catchment;
  - Ensure that the neighbourhood immediately east of the community, education and recreation hub is well served with a bus service along the proposed north-south connector street that extends well into the residential area. In contrast, the existing PSP alignment has a limited residential catchment around the connector

street, which is located on a more westerly alignment and severs the recreation and school sites.

- Given that the urban pattern laid out in the Plumpton location for generations, orderly and proper planning should disregard cadastral ownership boundaries and the number of landholdings across which a future community, open space or educational use is located. The fact that a component of the future school site and AOS, as well as the community facility, are located across three properties should not fetter the delivery of a comprehensively configured community, recreational and education hub for the surrounding neighbourhood. The configuration as proposed would ensure landowners in the locality work together, with Dahua Dacland who in large part will be responsible for integrating these facilities into the site's future development.

## **1.0 INTRODUCTION**

6. My name is Mike Day. I am a Co-founder of Roberts Day Planning | Design | Place established in 1993; a Fellow of the Planning Institute of Australia (FPIA) and a Fellow of the Australian Institute of Company Directors (FAICD).
7. I also hold professional memberships with the Urban Development Institute of Australia (UDIA), the Congress for New Urbanism (CNU), and the Property Council of Australia (PCA).
8. I hold a Bachelor of Arts in Urban and Regional Studies and a Post Graduate Diploma in Town Planning.
9. I have 30 years experience as a consultant designing and delivering new towns and urban renewal projects in Australia, New Zealand, Asia and the Middle East. I have been the lead design and planning consultant on the Ellenbrook New Town, the most awarded urban development project in Australia, for the past 20 years. This includes the FIABCI World Prix d'Excellence Award for 2015, as the best master-planned community in the world by the International Real Estate Federation.
10. I was appointed to the Board of the East Perth Redevelopment Authority in Western Australia by the Hon Minister for Planning and Infrastructure from August 2002 to August 2010. Over this period the Authority oversaw the design and development of the mixed use urban neighbourhoods of Claisebrook, Northbridge Village, Perth Cultural Centre, the Riverside Precinct and an extensive mixed use transit oriented design over a 13 hectare parcel of land which will be released for mixed use urban development through the undergrounding of the Perth central city railway system.



11. I have formerly held the positions of: Deputy Chair of the Subiaco Redevelopment Authority (SRA) 2003-2006; Chair of the SRA Planning Committee 2003-2006 and Chair of the HIA's Environment Planning and Development Committee in Western Australia 1998-2002. I am regularly invited to speak at industry events and to provide advice on trends in urban development in Australia and the USA to Government agencies and industry organisations.
12. In 2009, I was appointed by the Victorian Department of Planning and Community Development to the independent property industry panel that nominated the 900-hectare Werribee East landholdings, within the City of Wyndham, as the site for a model 21st century city for metropolitan Melbourne.
13. Based in Melbourne since 2005, I am the Director responsible for major design commissions. Roberts Day is undertaking throughout Australia, New Zealand and the Middle East. Frequent and extensive travel throughout Australia, North America and Europe enables me to research and document the most successful established settlements and new towns which inform my approach to design.
14. Roberts Day Planning | Design | Place is an Australian based practice with offices in Melbourne, Sydney, Brisbane and Perth. The practice has been successful in the design and implementation of an array of compact, connected mixed use and walkable urban centres and contemporary neighbourhoods in urban growth areas throughout Australia. Roberts Day has designed and delivered the new town of Ellenbrook (Western Australia) over the last 20 years. It is Australia's most awarded new town. The firm has also designed components of East Perth; widely regarded and awarded as one of Australia's leading mixed use, urban regeneration / infill projects.
15. Roberts Day is currently the principal urban design consultant on many of the largest new towns and urban growth areas in Australia, including:
  - Cloverton | City of Hume | VIC (Pop 30,000);
  - Ripley Valley New Town | Ipswich City Council | QLD (Pop 120,000);
  - Flinders New Town | Logan CC | QLD (Pop 50,000);
  - Westbrook PSP | City of Wyndham, VIC (Pop 15,000);
  - Alcoa's Point Henry | City of Greater Geelong, VIC (Pop 10,000);
  - Williams Landing | City of Wyndham, VIC (Pop 7,000);
  - Eynesbury | Melton City Council, VIC (Pop 12,000);
  - Ellenbrook New Town | Swan | WA (Pop 50,000);
  - Alkimos | City of Wanneroo | WA (Pop 22,000);
  - Vasse New Town | Shire of Busselton | WA (Pop 5,000);
  - Googong New Town | Queanbeyan | NSW (Pop 20,000);
  - Huntlee New Town | Singleton + Cessnock | NSW (Pop 14,000);

16. Projects delivered by Roberts Day typically occur incrementally. Two thirds of the Ellenbrook project has been designed and developed over the past 22 years. The build-out of the Plumpton PSP will also occur over an extended period of time.
17. These projects demonstrate the practical application of the following principles referenced in *Section 2.2 Key Objectives* of the Plumpton PSP and which are of direct relevance to the proposed refinements of the PSP as they relate to the Dahua Dacland holdings, viz:
- IMAGE, CHARACTER, HERITAGE + HOUSING 01 [Diversity of housing]
  - OPEN SPACE + COMMUNITY FACILITIES
    - 014 [Encourage walking, cycling and other recreational opportunities between the various elements of the green space network including along streets, local parks, sports reserves, public plazas, waterways, gas and power line easements and the historic Beattys Road goldfields route];
    - 017 [Provide for government and non-government school sites to meet the strategic needs for education in the area];
    - 018 [Provide the health and wellbeing of residents by developing a built environment with facilities and amenities to enable a healthy lifestyle].
  - TRANSPORT + MOVEMENT
    - 020 [Provide safe, continuous, and inviting paths of travel for pedestrians and cyclists to destinations and trails, including...shared paths along waterways and easements];
    - 021 [Create a clear and legible street network that provides straightforward connections to the wider public transport and road network];
    - 022 [Maximise use of public transport by providing an efficient bus-capable road network that services key destinations throughout the precinct].
18. Moreover, these projects are practical examples of the key urban design features advocated by the policy directions of Melbourne Metropolitan Planning Policy and the Precinct Structure Planning Guidelines.

19. My involvement with the Dacland Plumpton Project to date has primarily involved leading the Roberts Day and Dacland design teams in the preparation of numerous alternative conceptual and detailed design options over the landholdings.
20. The purpose of this evidence is to provide an insight to the the author's experience in the design and execution of compact, connected and walkable neighbourhoods and mixed use communities, with particular reference to the proposed urban structure and arrangement of land uses proposed in the Plumpton PSP within the sub-precinct covered by Properties 28-31.
21. I confirm there are no other significant contributors to this report.
22. Throughout my evidence I refer to plans prepared jointly by Dacland and Roberts Day.

## **2.0 BACKGROUND AND THE DAHUA DACLAND PROPOSAL**

23. I have reviewed Dahua Dacland's Submission to Amendment C146, dated 18<sup>th</sup> July 2016, and draw the Panel's attention to the following excerpt from that submission which succinctly summarises the aspect of Dahua Dacland's position to which my evidence relates:

*'In consideration of the PSP, Dahua Dacland are of the view that these key structural elements can be rearranged to provide stronger opportunities to leverage their connective, recreational and community building potential.*

*These 'key moves' are presented in the following section as Dahua Dacland's key points of submission on the Plumpton PSP, and are supported by the Key Moves Diagram in Attachment 2, and suggested Alternate PSP with associated land budget in Attachment 3.'*

Dahua Dacland's submission dated 18<sup>th</sup> July 2016 at Attachment 3 refers.

24. The key proposition is the proposed reorientation of the social and community infrastructure (School, AOS and community facility) and more easterly alignment of the north-south connector street.
25. Subsequent and ongoing dialogue with the VPA and City of Melton regarding various reconfiguration propositions, with supporting alternate connector street alignment(s) have resulted in the proposed north-south street alignment which abuts the eastern boundary of the school and the regional recreation area depicted on the Dahua Dacland conceptual layout plan. Preliminary Structure Plan, 235-311 Beattys Road, Plumpton at Attachment 3, provided both with and without a PSP overlay refers.

26. Specifically, Dahua Dacland has nominated a rearrangement of the proposed state government P-12 school, AOS and community facility to the immediate west of the Dahua Dacland holding (Property 28) and the rotation of the facilities 90 degrees. Coupled with the reorientation of the school site and the AOS, the north-south connector street, currently depicted in the exhibited PSP severing the adjacency of the school and AOS, is proposed to be realigned along the eastern boundary of the school and AOS, to connect with the east-west connector street located within the Beattys Road linear corridor to the north of the site. The community facility is proposed to be located on the north-eastern side of the connector street, adjacent to and south of the Beattys Road corridor.
27. In my opinion, the specific attributes of the redistribution of these uses, as depicted in the Dahua Dacland concept, include:
- The east-west orientation of the AOS and thus the north-south alignment of the sporting ovals to provide a more efficient layout of the regional recreation facilities, in particular the opportunity to position a sports pavillion in the centre of the two major sports ovals. This orientation of the sporting fields would provide a northerly aspect from the pavillion over the ovals which would maximise views over sporting events and minimise the intrusion of harsh westerly summer sun penetration.
  - The opportunity for both the school and the sporting complex to gain direct access to Kororiot Creek and the extensive walking and cycling trail network which is likely to be constructed in the riparian corridor.
  - Greater pedestrian and cycling permeability through the recreation and education area to the Kororoit Creek linear parkway system via an east-west aligned local street between the two uses.
  - The provision of a north-south transit corridor, which will contain the local bus service, that is more central to the residential catchment than the alignment depicted on the exhibited PSP which bisects the regional recreation complex and the high school. Refer to Attachment 4.
  - The positioning of the community centre entirely on the Dahua Dacland holding which would enable the company to foster earlier activation of the facilities closer to the resident population. The proposed location would also result in it being a highly visible built form focal point from within the future linear corridor and as a terminating vista at the end of the north-south connector street on it's alignment from the south.

28. In consultation with Valentine Gnanakone of One Mile Grid, the merits of the alternate north-south connector street configuration have been portrayed on a plan depicting the more extensive walkable transit catchment for the residents of the adjacent neighbourhood generated through the more easterly alignment of the connector street. Refer to Attachment 4.

### **3.0 URBAN DESIGN CONSIDERATIONS**

29. I draw the Panel's attention again to paragraph 17 of my statement above which highlights the salient objectives for the Plumpton PSP as they relate to this matter. A sound approach to urban design strives to create healthy, walkable and connected mixed use communities and places of high amenity through according priority to pedestrian, cycling, public transport and in turn vehicular connectivity through and within each neighbourhood.
30. Reorienting the AOS, school, community centre and the north-south connector street will enable Dahua Dacland to work with the City of Melton and the State Government to ensure the early provision of vital education, recreation and social services in the locality. Moreover, the reconfiguration of these key land uses, as proposed by Dahua Dacland, will facilitate greater co-location and coalescing of activities and reciprocity of parking. The adjacency of the uses will also provide Dahua Dacland with the opportunity to shape a central community hub on a public transport route which will enable a discernable central place to be developed which will foster a sense of place and belonging for the neighbourhood east of the education, recreation and community hub.

### **4.0 OTHER MATTERS**

#### **Beattys Road Reserve**

31. I have been asked to comment specifically on Beatty's Road Reserve, which has been nominated in the PSP as providing for both a connector street as well as a form of 'service open space' to be developed as a continuous linear park along its full length. In my view, the Beattys Road Reserve linear corridor presents a unique opportunity to integrate with and connect the entire Plumpton Precinct. From an urban design and community- building perspective, I endorse the intent in the PSP to maximise the extent of this linear recreational corridor for walking and cycling and the provision of civic art and community facilities. In addition the corridor will provide a direct active transport connection to the Major Town Centre. Coupled with the existing Kororoit Creek parkway, the power easement in the east and the APA gas pipeline easement, the Beattys Road Reserve will form a important linkage in a precinct-wide recreational and movement loop that will

be of immense value to the health, wellbeing and recreational use of future residents. Such a diverse array of precinct-wide linear recreational opportunities will contribute to the Plumpton PSP becoming an exemplar contemporary urban growth area community.

### **Encumbered Land Zoning**

32. I note that Property 31 contains the waterway and drainage reserve (encumbered land) associated with Kororoit Creek. If the boundaries of this reserve have been formalised then the UFZ classification should remain in place.

### **Aquatic Centre**

33. The Aquatic Centre adjacent to Property 31 is ideally located in relation to the Beattys Road recreational corridor and the proposed community centre south of Beattys Road.

## **5.0 CONCLUSION**

34. I see considerable merit in the proposed redistribution of the proposed school, AOS and community facility west of Property 28.
35. The reconfiguration proposed will enable Dahua Dacland to ensure the early provision of the community facility, a vital piece of social infrastructure essential in fostering a sense of place and belonging in an emerging growth area. Dahua Dacland is committed to planning and developing the community in the initial phases of the project. Dahua Dacland has also undertaken to work closely with Council and the State Government to progress the planning and development of the AOS and school early in the development of Property 28.
36. The coalescing of the uses, as proposed by Dahua Dacland, will provide for greater east-west pedestrian and cycling access through the AOS and school site corridor and strengthen the relationship that the school has to Kororoit Creek and the AOS to the future residential neighbourhood east of the site.
37. Moreover, the proposed configuration of the school site will result in enhanced integration with the Major Activity Centre and proposed aquatic centre on Beattys Road.
38. The reconfiguration as proposed will ensure that the neighbourhood immediately east of the community, education and recreation hub is well served with a bus service along the proposed north-south connector street that extends well into the residential area as opposed to the existing

PSP alignment of the connector street which is located on a more westerly alignment and severs the recreation and school sites.

39. The proposed relocation of the north-south connector street east and it's particular alignment will not only provide more accessible transit connections for residents within the walkable catchment. It will also result in the creation of unique terminating vista on the future community facilities site. Dahua Dacland propose to construct a landmark structure on the site which will provide the future community with a civic structure of significant visual presence, create pride of place and a point of orientation within the neighbourhood.

#### **DECLARATION**

I have made all the inquiries that I believe are desirable and appropriate and no matters of significance which I regard as relevant have to my knowledge been withheld from the Panel.

A handwritten signature in black ink, appearing to be 'Mike Day', written over a horizontal line.

ROBERTS DAY PTY LTD

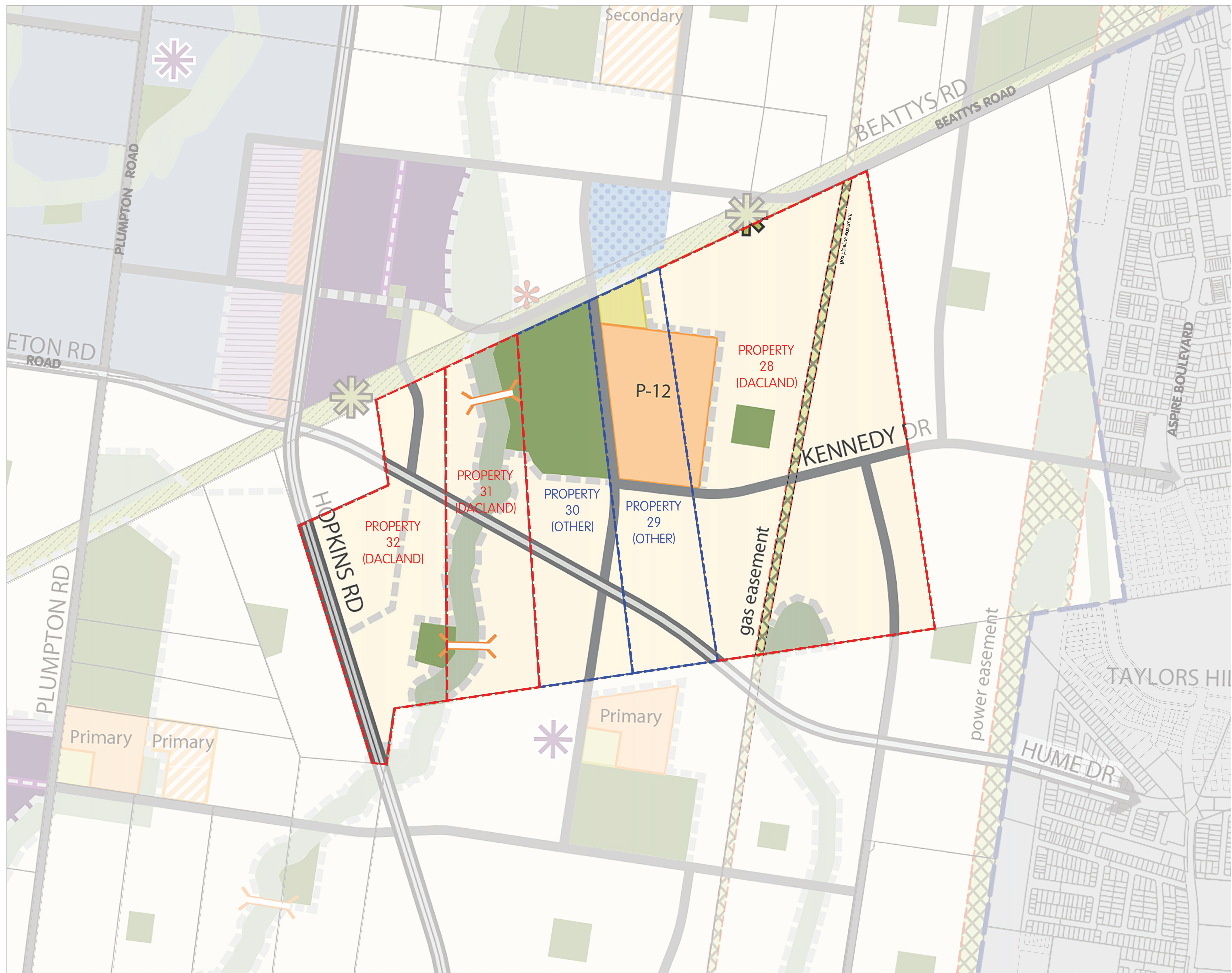
Mike Day

Co-Founder

# ATTACHMENT 1

## SITE PLAN + DACLAND LANDHOLDINGS





**BASE PLAN**  
**235-311 Beattys Road, Plumpton**  
Melton City Council, VIC

REF NO.	DRAW NO.	REV.
DAC PLU	RD 1002	A

A	DRAFT			
REV	DESCRIPTION	DDMMYY	DRAWN	APPR'D





## ATTACHMENT 2

### DAHUA DACLAND CONCEPT – PRELIMINARY STRUCTURE PLAN



DRAFT

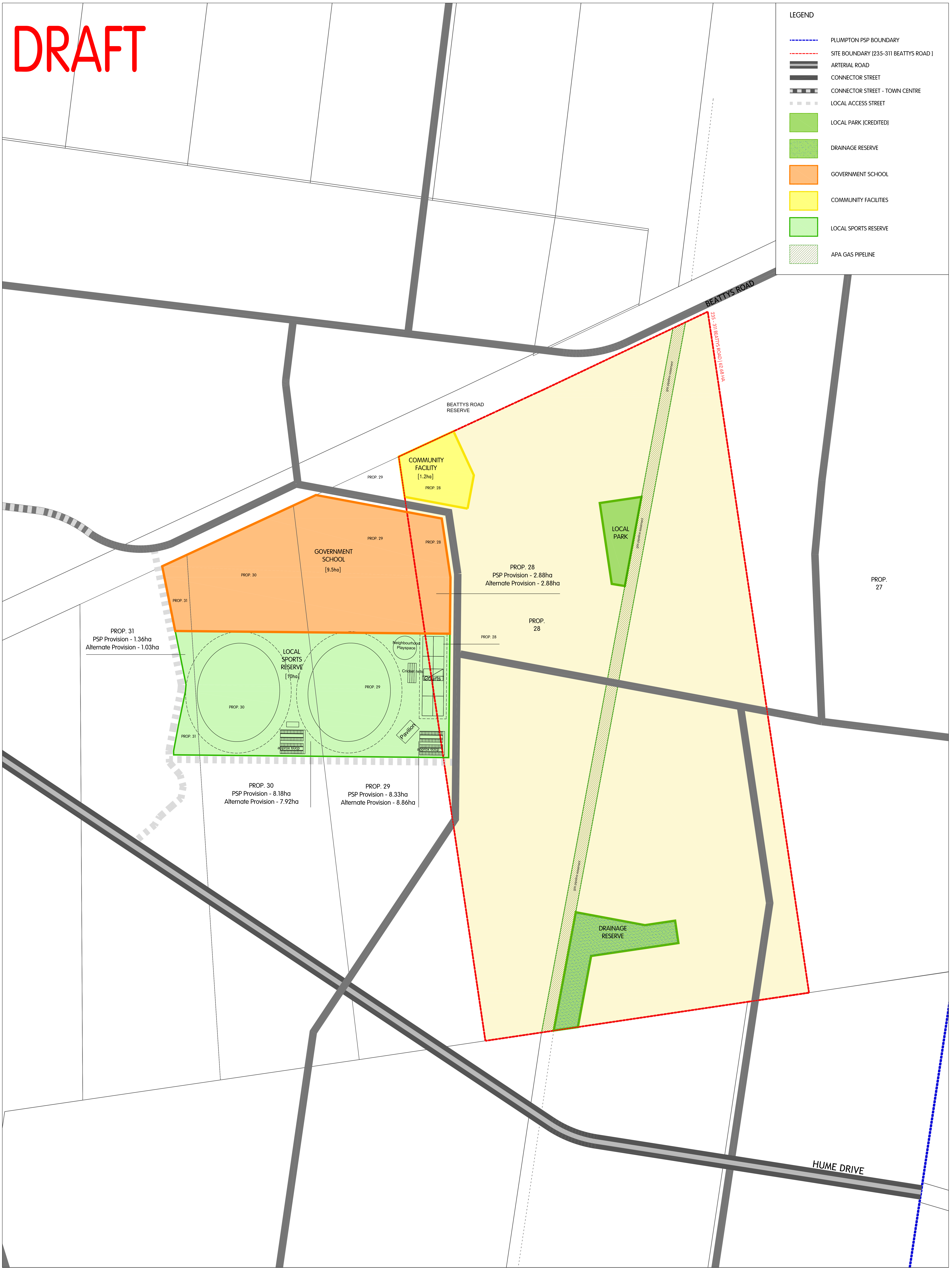


LEGEND	
	PLUMPTON PSP BOUNDARY
	SITE BOUNDARY (235-311 BEATTYS ROAD)
	ARTERIAL ROAD
	CONNECTOR STREET
	CONNECTOR STREET - TOWN CENTRE
	LOCAL ACCESS STREET
	LOCAL PARK (CREDITED)
	DRAINAGE RESERVE
	GOVERNMENT SCHOOL
	COMMUNITY FACILITIES
	LOCAL SPORTS RESERVE
	APA GAS PIPELINE



DRAFT

- LEGEND
- PLUMPTON PSP BOUNDARY
  - SITE BOUNDARY (235-311 BEATTYS ROAD )
  - ARTERIAL ROAD
  - CONNECTOR STREET
  - CONNECTOR STREET - TOWN CENTRE
  - LOCAL ACCESS STREET
  - LOCAL PARK (CREDITED)
  - DRAINAGE RESERVE
  - GOVERNMENT SCHOOL
  - COMMUNITY FACILITIES
  - LOCAL SPORTS RESERVE
  - APA GAS PIPELINE



## ATTACHMENT 3

### DAHUA DACLAND SUBMISSION TO AMENDMENT C146

18<sup>th</sup> July 2016

Plumpton Precinct Structure Plan  
Metropolitan Planning Authority  
Level 25, 35 Collins Street  
Melbourne VIC 3000

**By email: [amendments@mpa.vic.gov.au](mailto:amendments@mpa.vic.gov.au)**

Dear Sir/Madam

**AMENDMENT C146 – MELTON PLANNING SCHEME  
PLUMPTON PRECINCT STRUCTURE PLAN  
SUBMISSION OF DACLAND PTY LTD, 235-311 BEATTYS ROAD, PLUMPTON**

This submission is made by Dacland Pty Ltd (Dacland) on behalf of Dahua Dacland Plumpton Pty Ltd (DDPPL), in respect of the property described above ('the site').

The site is located within Precinct Structure Plan (PSP) 1078 (Plumpton). The property is located on the southern side of Beattys Road, Plumpton, consisting of one single land parcel with a total site area of some 62.7 ha. The site is identified in Attachment 1 – Site Location Plan.

Dacland is an experienced property developer within an active pipeline of approximately 6,000 residential lots and other non-residential uses across projects in north, west and south-eastern metropolitan Melbourne. Our focus is on creating communities with '*a real sense of place*'. Dacland's commitment is to harness imaginative and responsive design that integrate social, economic, cultural, environmental, heritage attributes and features when creating sustainable and equitable new communities. Our master planned communities create integrated, highly walkable and secure neighbourhoods; a village atmosphere.

Our communities focus on people and seek to build a framework to enable the families and individuals who reside within our neighbourhoods to evolve and prosper. An enjoyable, safe and secure public realm; the streets, parks and open spaces which offers everyone a wide variety of experiences and activities. All of our neighbourhoods are anchored by open space or amenity. It is our aspiration for these amenity features to be accessible within a one-minute walk of every home. We pride ourselves in creating beautiful streetscapes; streets which are safe for our kids to play in and give priority to pedestrians rather than being dominated by the car.

This letter contains the submission of Dacland Pty Ltd (Dacland) to Planning Scheme Amendment C146 to the Melton Planning Scheme, proposing the implementation of the *Plumpton Precinct Structure Plan, April 2016* (the PSP) and associated amendment documentation including the Infrastructure Contributions Plan (ICP) insert.

## 1 Introduction

Dacland is generally supportive of the current Amendment process for the Plumpton PSP, which is an important PSP for the West Growth Corridor in terms of its role in integrating the currently disjointed urban fronts of Caroline Springs to the east, the existing Melton township to the west, and the emerging new community of Rockbank to the south. The vibrant, liveable and sustainable mixed use community to be delivered at Plumpton will contribute significantly to accommodating the population challenge in this region, providing a range of civic, community,



shopping, entertainment and employment opportunities in its major town centre and proposed industrial precinct, and connecting a number of currently disjointed regional and local active transport networks. The Dacland landholding will play a strong enabling and demonstration role for the PSP and broader Plumpton area.

Dacland's land interest is located within the eastern quadrant of the Plumpton PSP area, directly fronting Beattys Road to the north, equidistant from the major east-west vehicular arteries of Melton Highway (to the north) and Taylors Road (to the south). The site is situated on the south-eastern edge of the planned Plumpton Major Activity Centre, and accommodates a triangular portion of a proposed state government secondary school, itself adjoining a designated active open space area planned for this central part of the precinct. The site accommodates a proposed one (1) hectare passive open space located centrally within the landholding, and is also traversed by the APA gas pipeline easement running north-south through the Plumpton and Kororoit precincts. An area of waterway and drainage reserve identified as a future wetland occupies a location adjacent to the southern boundary of the subject land.

Dacland look forward to a positive working relationship with the MPA, APA, City of Melton and other government and agency stakeholders through the PSP and Amendment process. Dacland have commenced engagement with neighbouring landowners, to the south and west, to promote cross-boundary dialogue and working together to achieve optimal outcomes for the Plumpton precinct.

### 1.1 Dacland Submission

Dacland have reviewed the PSP as it relates to the subject land and its surrounds. Dacland's vision for the site includes laying the foundation for an exemplar mixed use, walkable urban community including a variety of amenities and housing choice, distinct within the project's suburban growth area location. The vision for the landholding is based on Dacland's established pillars for delivering communities with '*a real sense of place*'.

The site and its surrounds contain a number of proposed land use, infrastructure and structural elements that provide the basis for many of these aspirations to be achieved on the landholding, including:

- The APA gas pipeline easement which can be optimised as a unifying and walking, cycling and recreation corridor, connecting the future community within the site and more regionally to the north and south;
- Proximity to a range of local, precinct and regional level recreational corridors, such as Kororoit Creek to the west, the Beattys Road heritage trail and linear park reserve on the northern boundary, and the power easement and potentially recreational assets to the west within the Aspire development (Villawood);
- The requirement for the provision of a centrally located passive open space (local park);
- The requirement for the provision of a drainage (surface water management) facility at the southern end of the site, linking to a drainage corridor that continues further to the south; and
- The collection of planned community and recreational facilities on the western edge of the site, providing the opportunity to delivery early place-making initiatives and a diversity and intensity of housing opportunities.

In consideration of the PSP, Dacland are of the view that these key structural elements can be rearranged to provide stronger opportunities to leverage their connective, recreational and community building potential.

These 'key moves' are presented in the following section as Dacland's key points of submission on the Plumpton PSP, and are supported by the Key Moves Diagram in Attachment 2, and suggested Alternate PSP with associated land budget in Attachment 3.

## Key Points of Submission

### 2.1.1 Integration with the APA Gas Pipeline

Central to the overall design consideration of the layout of the PSP and Dacland's masterplan for the site is the integration and utilization of the APA Gas Pipeline as it traverses the site. The presence of the pipeline is both an opportunity and constraint. Whilst we acknowledge the importance of the infrastructure as a State significant asset and the risks associated with urban development within the vicinity of the easement, it is Dacland's submission that the pipeline presents a major opportunity to innovate through the utilization of the easement as a 'linear green spine' and open space asset for the future community.

Dacland met with the APA and MPA on 1<sup>st</sup> July 2016 and are excited by the opportunities that the pipeline easement affords to the future residents, both as a landscape amenity feature and as an active transit corridor. In addition, we have raised the opportunity with the Melton City Council who have also indicated their support to work with Dacland, the APA and MPA to deliver a demonstration project for the utilisation of the gas pipeline easement, integrated with the overall suite of open space opportunities on offer within the precinct.

With the above in mind it is critical that the PSP offers flexibility to innovate at the interface and within the pipeline easement (with the guidance of the APA). Dacland intend to work through a design process with the APA to explore typical residential interface treatments, vegetation selection within the easement, road pavement treatments, path connections and materials, as well as furniture, play equipment and other street infrastructure requirements. We therefore considered it premature and unnecessary to include the proposed 'typical' cross-section of the easement (Appendix H). Further guidance and/or cross-sections may be relevant to include in the PSP following testing of the design and delivery opportunities in parallel with the resolution of the PSP.

### 2.1.2 Rearrangement of Community and Active Open Space Facilities

Dacland propose a rearrangement of the proposed state government P-12 school, active open space reserve (AOS) and community facility to the immediate west of the site to in effect rotate the facilities 90 degrees clockwise. This would result in the Dacland site accommodating the whole of the proposed community facility, and portions of both the proposed school and AOS. Dacland proposes this rearrangement in order to better utilise the relationship and interface that the Active Open Space presents, drawing it into the residential catchment and providing greater accessibility to the surrounding precinct, particularly to the western and southern catchment. Similarly, the re-orientation of the school provides greater relationship with the Major Activity Centre, proposed Aquatic Centre and northern residential catchment. The proposed change will also result in the opportunity to bring forward the delivery of the community facility and for Dacland to 'take ownership' of the facility, establishing it as a destination and essential element of early community building for the site and wider precinct.

With portions of the future school and AOS also to be located on the Dacland landholding as a result of the proposed reorientation of facilities, this will also foster a more coherent and holistic approach to the delivery of a genuine community hub by ensuring one landowner, Dacland, is at least in part responsible for integrating all of these facilities into the site's future development. The land budget for the Dacland site (refer Attachment 3) as a result of the reorientation results in Dacland accommodating a similar percentage of land encumbered by these facilities. Dacland are willing to accept this given their confidence in the revised layout and the benefits that the early provision of community facilities under their control will bring for the site and the precinct more generally.

The community facility remains co-located with the school and AOS as per the PSP, with another additional benefit of the reorientation being that a more direct walking and cycling connection is created through the community, education and sporting facilities to the Kororoit Creek recreational corridor to the west. The school also now benefits from being directly adjacent the AOS with only a local street separating the two assets (in contrast to the neighbourhood connector street separating the two within the PSP), promoting an ease of access by students and the broader community.



A further proposition stemming from the suggested reorientation is the shifting of the Aquatic Centre site to the east and its shape altered to a more triangular in nature. Dacland are strongly of the view that this location is advantageous as it maintains proximity to the town centre and a direct connection to the future hub to the south, as well as establishing links to the school, recreation and community hub to the north. The proposed location also creates a greater association with the Beattys Road 'Gold Route', expanding the landscape, recreation and cultural opportunities associated with this area. The proposed siting for the Aquatic Centre also contributes to the creation of a more uniform residential parcel of residential land in greater proximity to the Town Centre. This promotes a greater concentration of residential densities and people living within walking distance of the future centre, adding to its viability.

Whilst we have met with the adjoining landowner to the west (who appears supportive in principle of the proposed re-arrangement) Dacland acknowledge that further work will be required in conjunction with all parties to coordinate the delivery of the school and AOS over 3 landholdings under the proposed reconfiguration, which can be undertaken in parallel with the PSP process.

### **2.1.3 Alternate Location of Neighbourhood Park (Item LP-11)**

Dacland are proposing a minor shift in the location of the designated passive open space in the PSP, as depicted in Attachment 3. The revised location places this local park more centrally within the northern quadrant of the site (north of the east-west aligned Connector Road) and directly abutting the APA gas pipeline easement. The park's proposed location more appropriately distributes open space within the site and enhances its accessibility, through linear connections afforded by the pipeline and places it within easy walking and equidistance of surrounding residents.

The co-location of the local park with the gas pipeline easement (as part of the demonstration project) corridor means that both spaces can be developed in a coherent and holistic fashion to ensure the opportunity for a high quality and optimal outcome is achieved.

### **2.1.4 Alternate Location of Retarding Basin**

Dacland are seeking some flexibility in the location of the proposed retarding basin shown in the PSP in the very southern part of the site. As identified in Attachment 3, there is potential to site the retarding basin in a similar location to the existing dam on the site, slightly further north than the location identified for this feature in the PSP, providing a cultural link to the former heritage of the land and use as a farm by the previous owners. Doing so would be working with the natural features of the land, and would also create a more centralised open space (albeit encumbered) with greater accessibility and benefit to the surrounding residents. Being consolidated within Dacland's landholding allows for the retarding basin to be delivered in a consolidated manner.

We note further discussion with regard to the location and design of the retarding basin and drainage corridor are required to be undertaken in conjunction with Melbourne Water.

### **2.1.5 Minor Revisions to Connector Street Network**

Dacland support the east-west Connector Street alignment through the site, connecting the existing urban areas to the east (Caroline Springs), and future residential communities of this site and surrounding areas to the proposed education, sporting, community uses, town centre and employment area to the west. It is suggested that the alignment of the east-west Connector Street be adjusted to accommodate the AOS, school and community facilities hub to the west.

The north-south Connector Street as currently proposed in the PSP (the extension of Saric Court), connecting the east-west Connector with residential communities to the south and the Kororoit precinct is also supported, however Dacland propose a variation to its alignment (refer to Attachment 3).

The position of the Connector Street (the extension of Saric Court) as currently drafted in the PSP creates an inefficient parcel of land between the road and the eastern property boundary on the subject site, in terms of how this residential pocket can be planned and accessed. To create efficiencies of development and delivery, a back of lot interface should be established to adjacent landholdings where possible (noting that connections will be provided along the length of the boundary).

Dacland proposes an alternate alignment of the Connector Street, altering the trajectory at the end of the existing road reserve/ arterial road intersection to meet the preferred alignment within the Dacland landholding. The impact of this alternative Connector Street alignment on the property to the south-east of the Dacland landholding is acknowledged, however the inefficient land area created to the south is lesser than that created by the current PSP alignment for the length of the Dacland site boundary.

### 2.1.6 East-west arterial alignment

Dacland supports the extension of Hume Drive as an arterial road connection to the south of the site. The alignment of the arterial road proposed within the PSP crosses the boundary of Dacland's landholding in the south-west corner, which is considered unnecessary and inappropriate. It is proposed that the arterial road should be re-aligned to the south (therefore not impacting Dacland's property).

## 2.2 Technical Points of Submission

Dacland also makes the following more detailed points of submission on certain elements of the PSP, both as consequential changes requested to the PSP resulting from the key points of submission made above, and also as unrelated comments on aspects of the PSP drafting as proposed.

### 2.2.1 Image, Character, Heritage and Housing (Section 3.1)

Whilst the achievement of a range of densities of urban development within the precinct is a laudable aim and supported, Dacland does not support the approach contained within the PSP on directing densities to certain locations on plan. In our view the creation of diverse and inclusive communities relies on a disbursement of densities throughout the community.

The specification of required density outcomes through the linkage of 'catchments' (the 400m community hub walkable catchment and 1km town centre catchment) depicted on Plan 5 to mandated density outcomes through Requirements R15 and R16, by reference to Tables 2 and 3, is convoluted and in our view unduly restrictive.

Whilst we understand the principle of higher densities around areas of amenity, such as open space or commercial centres, we do not agree with the principle of mandating a band of medium density housing around these hubs. It is not necessarily the case that direct abuttal to a town centre or a school is automatically a reason to mandate medium density. The development community would welcome the opportunity to deliver medium density housing in accordance with the characteristics of the particular site and development vision, which may for instance propose a distribution of open space pockets and/or amenity features that themselves provide the basis for medium density outcomes. In the case of the subject site, the APA gas pipeline easement, passive open space and drainage facility provide a canvas of opportunities to drive a diverse range of housing outcomes based on the unique characteristics that this open space network offers.

The objective of achieving a range of densities in suitable locations proximate to amenity nodes (shopping, community facilities, open space etc), which Requirement R15 seeks to achieve, would appear to be met reasonably

by Requirement R16, though in our view a more flexible and suitable approach would be to rely on Requirement R14 (the achievement of an overall density of 16.5 dwellings/ ha) and Guidelines G18 and G19.

The housing industry does not need direction on the typical dwelling types that might be provided on various lot sizes (Table 2), in order to achieve a diversity of housing opportunities for the future community. In our view this level of detail goes beyond the purpose and intent of the strategic and statutory role of the PSP. Dwelling types, shapes and sizes will more appropriately respond to the lot mix and sizes guided by the PSP and in response to the market.

Dacland seek a broad review of the PSP to enhance its role as guidance rather than mandatory prescription, to provide for a range of approaches to be taken to achieve the overall housing objectives for the precinct, and to ensure there is flexibility into how dwelling density targets are to be interpreted, including the linkages between maps, Tables and Requirements and Guidelines. The use of words such as ‘encourage’ in respect to achieving housing diversity and range of densities of housing across is considered more appropriate than the reliance on very directional requirements dictating certain locations.

A flexible approach that could be considered by the MPA to promote a range of lot and dwelling typologies and varied urban characters could be through the inclusion of objectives directing that a number of different lot depths and widths and/ or housing typologies (say four) be delivered within a designated radius of amenity (say 200m) or length of street. This would be positive guidance which would avoid the long runs of the same product that typify many new growth area estates, detracting from a sense of place, character, and affordability.

In addition to the above Dacland is concerned that the requirements of Clause 3.1.1 with regard to street tree sizes, average intervals (R2) and Boundary Fences (R5) are to prescriptive and unnecessary. Flexibility for design responses should be promoted and these more prescriptive elements used as ‘Guidelines’ only.

### 2.2.2 Employment and Town Centres (Section 3.2)

There is an apparent lack of a local convenience offer in the north-east of the Plumpton precinct. Neither the *Plumpton and Kororoit - Retail and Employment Land Assessment (HillPDA, March 2015)* or *Plumpton and Kororoit PSP Background Report* contain any clear analysis of the proposed location and distribution of the local convenience centre.

Dacland request that consideration be given to the designation of a local convenience centre to provide for the daily needs of residents within walking distance. It would be prudent to collocate the local convenience centre with the proposed Non-Government Primary School, community facility and AOS to the north of Beattys Road.

### 2.2.3 Open Space and Biodiversity (Section 3.4)

Dacland acknowledge the requirement for the delivery of LP-11, a standalone 1ha neighbourhood park, on the site, noting the preferred more central location identified in Section 2.1.2 above, co-located with the APA gas pipeline corridor. We note that Table 7 identifies this 1ha park as a creditable contribution against the Clause 52.01 public open space contribution requirement of 2.74% (residential).

The inclusion of smaller parks within the PSP (Plan 6 Open Space), some also creditable, and Appendix J: Open Space Delivery Guidelines which includes a description of open spaces of less than 1ha (such as pocket parks, neighbourhood parks and also linear parks) suggests that these parks are a valued component of the overall open space network.

Dacland supports this and agrees that these smaller spaces have significant value in terms of their contribution to healthy communities, visual and recreational amenity and as strong structuring elements within the urban fabric. However it is unclear in the PSP how smaller parks and open spaces that are not included within Plan 6 or Table 7 would be assessed in terms of their creditable contribution. Indeed, the provision and location of open spaces at all levels of the hierarchy appears to have been configured by applying a generic spacing. Specifically the credited open

spaces (neighbourhood and local parks) appear to be somewhat arbitrary with little regard to the structure of the residential network that will emerge within the precinct. Also, the major AOS to the west of the site backs appears to have been sited on the basis that it back onto the encumbered Kororoit Creek corridor as its driving locational criterion, rather than it being useable and linked to other uses.

Several existing and planned local and regional open space corridors and networks also surround the Dacland site and immediate area. This does not appear to be recognised in the location and distribution of open space throughout the precinct. The intent of Requirement R42 is recognised, however this really only enables the location of the 1ha park to be moved. It does not recognise the more detailed open space considerations outlined above.

Dacland seek the inclusion of guidance, whether it be Requirements and/or Guidelines, that provides flexibility to enable a distribution of open space that is responsive to detailed residential layout and community design.

In the case of the Dacland site, the proposition to reorient the school and AOS, together with the community facility, will result in the future Dacland community having improved and closer access to the AOS, and the community hub that could be created through the reconfiguration will likely include passive elements of open space on its eastern edge as it develops. Dacland are of the view that these integrated open outcomes should be recognised formally in terms of their contribution to building community and creating attractive places and public environments.

#### 2.2.4 Transport and Movement (Section 3.5)

Dacland does not support the 0.02ha land take from the south-western corner of the site for the purposes of the new east-west Arterial Road through the precinct. This component of Arterial Road is too small to be useable for access purposes to the Dacland site, and it is not clear why the road has deliberately been aligned so as to dissect this corner of the site. Dacland request that the Arterial Road be pushed south and off the Dacland property and relevant amendments be made to all Plans and Appendix A: Property Specific Land Use Budget.

Dacland support the intention within Requirements R62 and R63, and Guideline G51, that alternative street cross sections than those in Appendices D and E can be approved, where they are to the satisfaction of the Responsible Authority. A diversity of street types is essential to the creation of varied, interesting and characterful places.

The Connector Street network should be reconfigured to support the proposed urban structure [Attachment 3], in line with commentary provided in Section 2.1 of this response.

In addition to the above, Dacland does not support the provision of Requirements R55 & R58 which we believe is too prescriptive and fails to allow flexibility in the design of lots sizes and street interface treatments. Both these requirements are general dealt with at engineering level (or Functional Layout Plan Stage) post permit approval following exploration of lots sizes and housing typologies appropriate to the site context. Both R55 & R58 should be deleted.

With regard to the Requirements for 'Public Transport' it is considered that R65 should be deleted. Whilst Dacland support the aspiration of this Requirement, it will be difficult to enforce as the provision and routes for public transport is at the discretion of Public Transport Victoria. The permit applicant can only respond to the in principle network provision, which is highly likely to change over time and respond to incoming population needs.

#### 2.2.5 Integrated Water Management (Section 4.1)

Given Dacland's aspiration to leverage off the amenity that can be created by the proposed wetland in the southern quadrant of the site (discussed in Section 2.1.3 above), the flexibility inherent in Requirement R83 in respect of the finalisation of the design and location of surface water management facilities is supported.

### 2.2.6 Utilities (Section 4.2)

Given its prominence within the Dacland site, we have reviewed in detail the proposed PSP provisions, Urban Growth Zone Schedule and PSP Background Report commentary with respect to the APA gas pipeline easement. As noted above, this matter was discussed in detail with the APA and MPA at a meeting on 1<sup>st</sup> July 2016.

Dacland is generally supportive of the framework proposed in the Amendment documentation as relates to the pipeline, noting specifically that Clause 6 within proposed UGZ Schedule 11 identifies the following uses as those for which permit applications must give Notice to the licensee and/or operator of the Derrimut to Sunbury pipeline and Truganina to Plumpton transmission gas pipeline if located within the 'gas pipeline measurement length':

- Child care centre;
- Cinema;
- Education centre;
- Hospital;
- Residential aged care facility;
- Corrective institution;
- Place of assembly;
- Residential development of four or more storeys.

The APA have confirmed at our 1<sup>st</sup> July 2016 meeting that the 'gas pipeline measurement length' of 164m will not be increased as a result of the future planned duplication of the pipeline (currently anticipated to be a 5-10 year program). This is an important consideration for Dacland to be able to proceed with the planning, delivery and sale of land within the landholding.

### 2.3 Infrastructure Contributions Plan (ICP) Insert (June 2016)

We note the provision of the Infrastructure Contributions Plan (ICP) insert (June 2016) as part of the exhibited documentation. It is difficult to provide detailed comment on the ICP insert and the proposed projects contained within the plan without further detail of the cost, timing and delivery mechanisms proposed. Dacland reserves the right to make further submissions on the ICP for the PSP area once further information is provided.

Dacland reserve the right to make further submissions to the exhibited PSP material and Amendment Documentation. We look forward to working proactively with the MPA to seek to resolve these submissions prior to Panel.

Please do not hesitate to contact the undersigned should you wish to discuss this submission.

**Yours Sincerely**



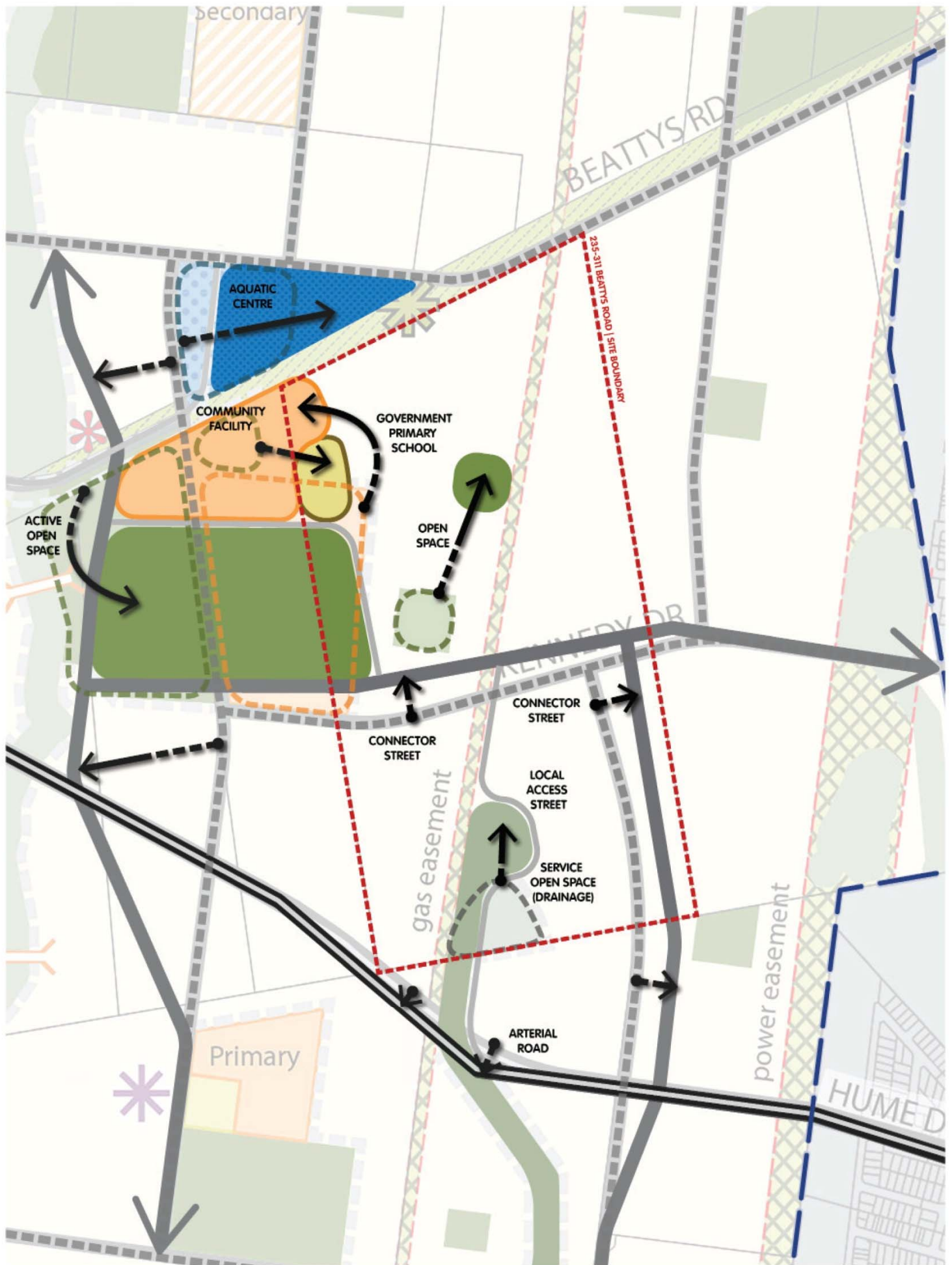
**Jonathon Fetterplace**  
**General Manager - Design**













ATTACHMENT 1: SITE LOCATION PLAN





ATTACHMENT 2: KEY MOVES DIAGRAM

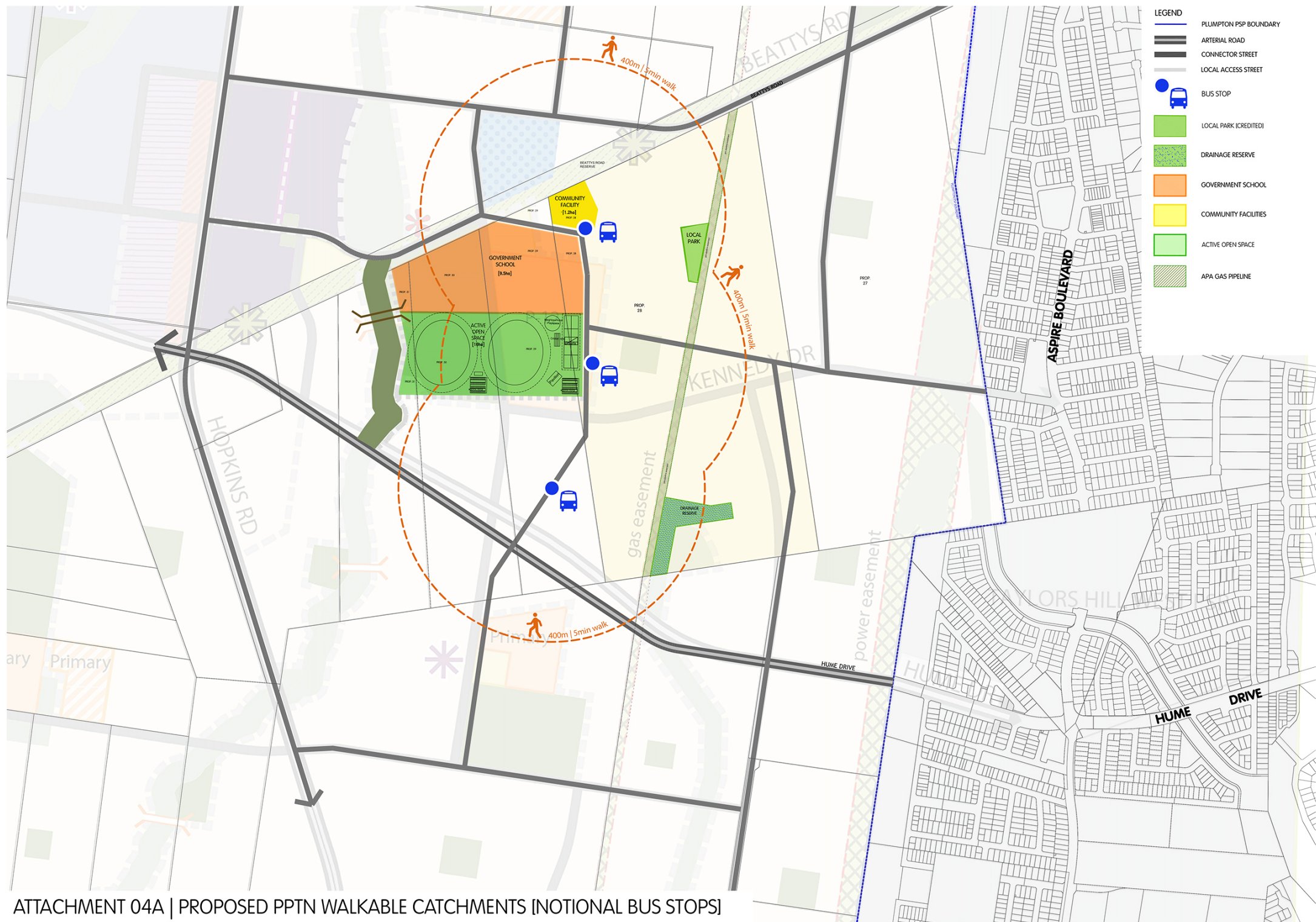


	PLUMPTON PSP HA	ALTERNATE PSP HA
 SITE	<b>62.70</b>	<b>62.70</b>
 NEW ARTERIAL ROADS/ WIDENING	<b>0.02</b>	<b>0.02</b>
 GOVERNMENT EDUCATION	<b>2.88</b>	<b>0.60</b>
 COMMUNITY FACILITIES	<b>0.00</b>	<b>0.80</b>
 LOCAL SPORTS RESERVE	<b>0.00</b>	<b>1.48</b>
SUB TOTAL	<b>2.88</b>	<b>2.88</b>
 GAS EASEMENT	<b>2.49</b>	<b>2.49</b>
 DRAINAGE	<b>1.49</b>	<b>1.90</b>
SUB TOTAL	<b>3.98</b>	<b>4.39</b>
 LOCAL PARKS	<b>1.0</b>	<b>1.0</b>
SUB TOTAL	<b>1.0</b>	<b>1.0</b>
TOTAL OPEN SPACE	<b>4.98</b>	<b>5.39</b>
TOTAL	<b>7.88</b>	<b>8.29</b>
NDA NET DEVELOPABLE AREA	<b>54.82</b>	<b>54.41</b>



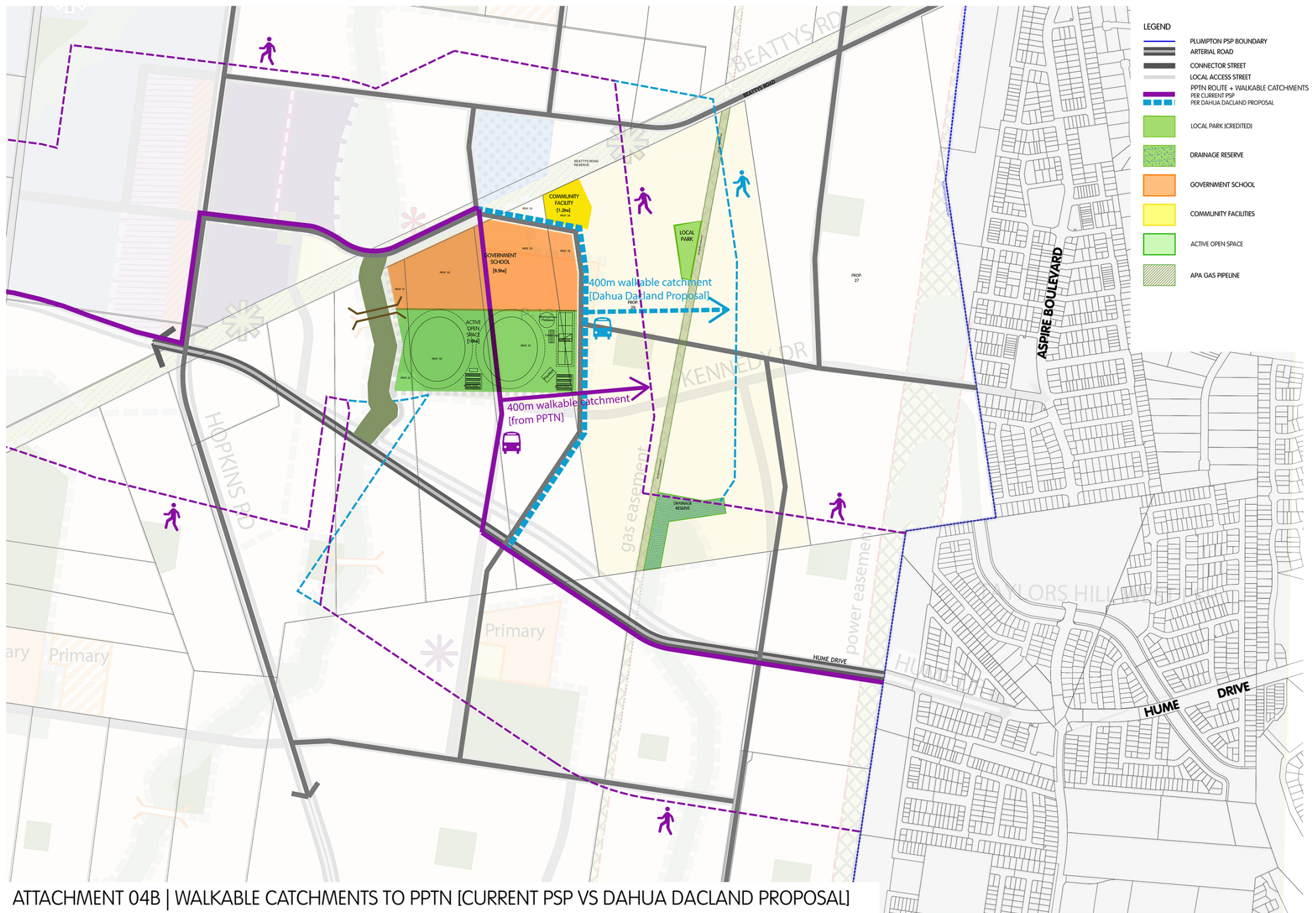
# ATTACHMENT 4

## CATCHMENT ANALYSIS



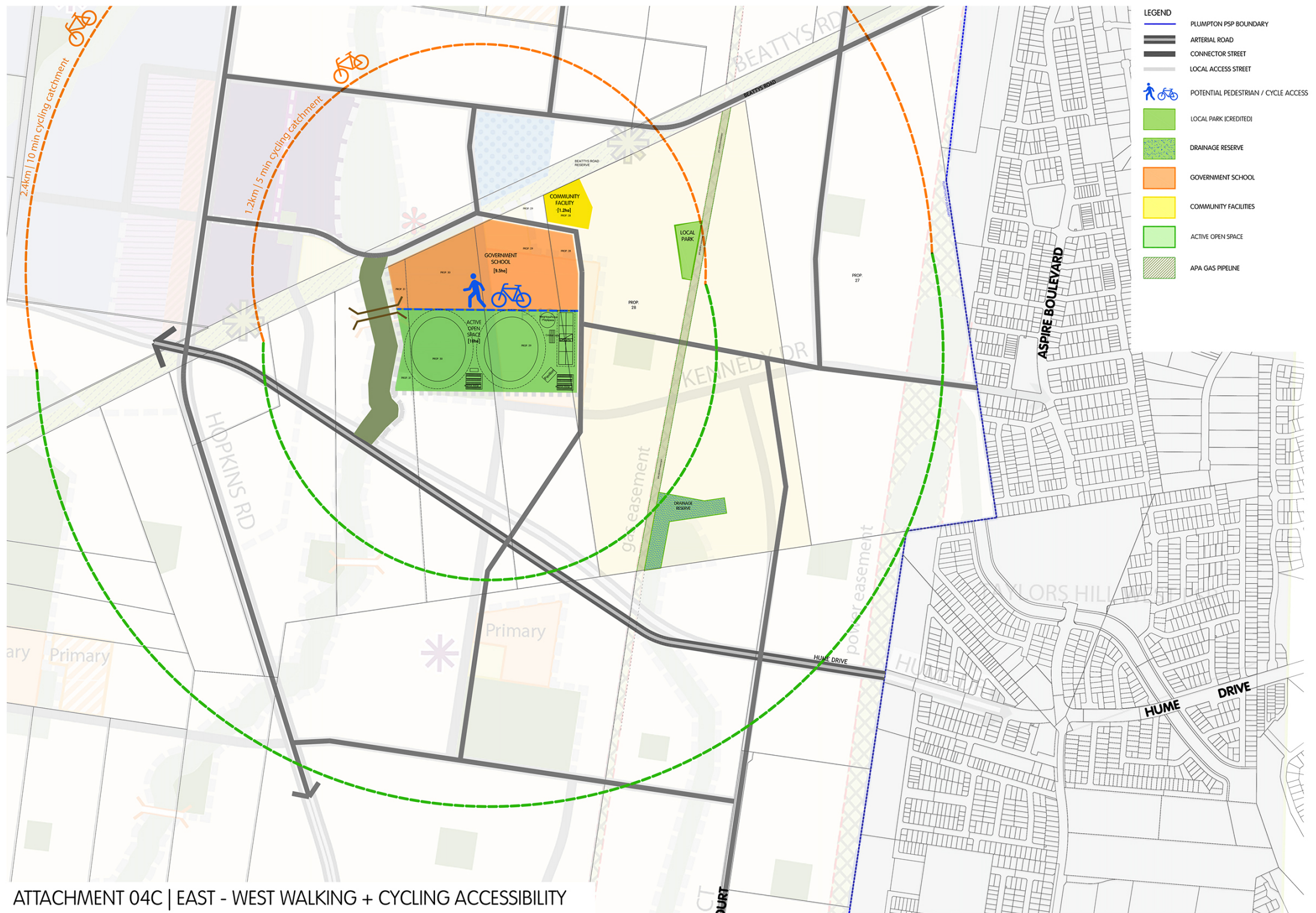
ATTACHMENT 04A | PROPOSED PPTN WALKABLE CATCHMENTS [NOTIONAL BUS STOPS]





ATTACHMENT 04B | WALKABLE CATCHMENTS TO PPTN [CURRENT PSP VS DAHUA DACLAND PROPOSAL]





ATTACHMENT 04C | EAST - WEST WALKING + CYCLING ACCESSIBILITY