

7 November 2019

Mr Paul Cassidy
Director – Outer Melbourne
Victorian Planning Authority
35 Collins Street
Melbourne VIC 3000

By email: Paul.Cassidy@vpa.vic.gov.au

Dear Paul

RE: SUBMISSION TO PLANNING SCHEME AMENDMENT C241wsea- SHENSTONE PARK PSP

1.0 Introduction and Background

Mirvac owns and controls approximately 465 hectares of land in the approved Donnybrook Woodstock Precinct Structure Plan which fronts Donnybrook Road. Mirvac's Masterplan for the site, known as 'Olivine' herein, will deliver in excess of 4000 homes of varying densities, two schools, a Local Town Centre as well as recreation and community spaces.

Mirvac is an interested party to the Shenstone PSP noting that Olivine sits directly north of it on Donnybrook Road. We outline in this submission a number of matters to which we seek clarification, or which may form part of our submission at the upcoming Panel Hearing.

2.0 Key Matters of Submission

The key items of submission relate to:

- Traffic Modelling and Assumptions
- Intersection Treatments
- Quarry Buffers and its Future Use
- Proposed Waterways
- Infrastructure Contributions Plans
- APA Pipeline

Each of these will be addressed in turn.

2.1 Traffic Modelling and Assumptions

We have reviewed the GTA report and the PSP in relation to the street network and provide the following comments:

- **Patterson Drive** - Patterson Drive south of Donnybrook Road was modelled as having two lanes in each direction in the original Transport Modelling for the Donnybrook PSP (figure 4.1 of GTA report). Given Patterson Drive south of Donnybrook Road does not connect to another arterial road, the proposed classification as a connector street is considered appropriate. However, it is important to ensure the southern leg of the Donnybrook Road/Patterson Drive intersection is adequately flared to provide for capacity at the intersection.

The proposed cross sections for Patterson Drive north and south of Donnybrook Road differs based on each of the respective PSPs. Particularly, on-road bicycle lanes (with buffers) were proposed to be implemented on Patterson Drive north of Donnybrook Road. DoT has advised us that they prefer cyclists to be accommodated by off-road shared paths and as such Mirvac is proceeding on this basis. Given this, it is imperative that the transition of arterial road cross section to a connector street cross section is considered.

- **Intersection IN04** - There are inconsistencies between the Plans and Project Descriptions for IN04 within the PSP (Plan 10 – Street Network and Plan 14 PIP) show IN04 as a T intersection. However, the description in Table 9 states that IN04 would be a 4 way intersection in its ultimate form. We assume that this description is an error.

Mirvac does not oppose the location of the T intersection as Cardno (the Olivine traffic engineers) have advised that the spacing between IN04 with the Left in/Left out on our site is suitable. However, if the intersection were to be a 4 way intersection then we would strongly object to this as its location does not marry in with the permitted subdivision at Olivine nor is there provision within the Donnybrook/Woodstock PSP and ICP for a northern 4th leg into the Olivine development. This seems to be an administrative error in Table 9 of the exhibited PSP more so than explicitly intended.

- **PAO** – The PAO along Donnybrook Road is still incorrectly shown in the amendment document and should be rectified as part of the Shenstone PSP planning scheme amendment. This is a matter which we have previously raised with the VPA and have been advised that it would correct the PAO in concert with this planning scheme amendment so that it properly applies to the land required to deliver the road widening and intersections.
- **Strategic Modelling** - It is understood the purpose of GTA modelling for the PSP is to:
 - Inform the extent of road infrastructure required to be constructed to support the Shenstone PSP at full development (which is assumed to be 2046);
 - Assess the function of Koukoura Drive as a 4-lane two-way road at full development.

From our review of the report, it appears that the 2026 (interim development scenario) is either not modelled or reported as part of the Shenstone Park PSP modelling report. We request that the data for 2026 be provided for our review.

Strategic traffic modelling was previously prepared by GTA to provide advice on the transport infrastructure requirements to service the land use development envisaged in the Donnybrook-Woodstock PSP area (*Traffic Modelling for PSP 1067 Donnybrook and PSP 1096 Woodstock* report dated November 2014).

At a high level, it appears that the street network configuration in the VITM model is consistent with the approved road network of the Donnybrook & Woodstock PSP and the proposed urban structure plan of the Shenstone PSP. Particularly, it is noted that the Gunns Gully Road and Cameron Street railway crossings and the Outer Metropolitan Ring (OMR) Road are assumed to be in place in the ultimate scenario (2046), consistent with option 2A of the Donnybrook-Woodstock transport model.

Notwithstanding, clarifications are required on the following matters:

- Whether In-04 (proposed T-intersection at the eastern boundary of Olivine) has been modelled as a T-intersection in the analysis as it is unclear and ambiguous on the network input diagrams in Appendix A
- Whether Donnybrook Road is modelled as a 6 lanes or 4 lanes arterial road. Table 4-9 of the report refers Donnybrook Road as a 4 lanes arterial road, while Donnybrook Road is referred as a 6 lanes arterial road throughout the report.

In summary, clarification is sought on the following transport matters:

- Clarification on whether intersection In-04 (proposed T-intersection at the eastern boundary of Olivine) has been modelled as a T-intersection in the analysis.
- Whether Donnybrook Road was modelled as a 4 lanes or 6 lanes arterial road.
- Whether the PSP can provide any certainty or intended timing on duplication of Donnybrook Road to its ultimate cross section.
- Clarification on whether the base case model has been adequately validated against existing conditions, noting the modelled trips generation is consideration lower than the trips generation derived from first principles. This is particularly important in light of the relatively high existing traffic volume on Donnybrook Road.
- Clarification on why the Degree of Saturation (volume/capacity ratio) is predicted to be over 1.0 on Hayes Hill Boulevard based on the Shenstone Park transport model.
- Details on what impact the development of Shenstone Park PSP will have on the intersection of Donnybrook Road and Patterson Drive in light of the predicted higher volumes on Donnybrook Road and Patterson Drive.

In summary, our submission requests the following:

- That the PAO be correctly applied to the land required for the ultimate Donnybrook Road cross section and associated intersections.
- That the 2026 model information be included in the GTA report and provided to us for our review.

Following receipt of further information and clarification we will be able to finalise our submission in relation to these matters.

2.3 Future Use of the Quarry

The PSP Background Report and the GHD Report both address the buffers required to enable the existing and expanded Quarry Functions. Mirvac does not wish to make comment on the appropriateness of these buffers from a technical point of view but would like further information in relation to likely rehabilitation of the land once the quarry operations have ceased.

There is a common occurrence that former quarries are transitioned to be used as landfill operations – as was the case in Ravenhall. We wish to understand now whether there is the intention for this Quarry to be converted to a landfill once quarry operations cease. This would obviously create amenity impacts to the residents at Olivine and the surrounding estates which have been planned.

We are aware that the Woody Hill Quarry is not a listed Metropolitan Hub of state significance in the Metropolitan Waste and Resource Recovery Implementation Plan 2016. We are also aware that the original Works Approval for the Woody Hill Quarry did not intend to quarry materials to a significant depth that would lend itself to be used for a landfill in the future.

Notwithstanding the above we would like some assurance that the intention is not to transition the quarry to a landfill operation as was the case in Ravenhall, despite there being approved PSPs and permits for residential estates nearby. In planning for the area, we believe it is reasonable for the PSP and supporting documents to outline the intention for the rehabilitation of the land following the closure of the quarry. The PSP ought to outline what the possible uses of the land would be – i.e. active open space, public open space or other.

Further information is sought on this matter.

2.4 Proposed Waterways

Melbourne Water's drainage scheme has piped outlets for these wetlands running south from Donnybrook Road either side of the gas easement, see extract below.



Extract Melbourne Water's Lockerbie East Drainage Scheme – August 2018 downloaded Oct 2019

Mirvac has submitted an alternate strategy to Melbourne Water, which places both drains on the east side of the gas transmission main for the following reasons:

- The gas city gate, not recognised in the scheme, forces the drainage alignment west potentially impacting developable land.
- We expect significant construction conditions for working around the city gate.
- It is possible APA (Gas authority) may require further setbacks from the city gate.

The reserve proposed on the eastern side of the gas easement in the Shenstone Park PSP would provide a logical space for both drainage scheme drains and possibly the potential for these drains to be open waterways in preference to pipe drains.

On this basis, we support the reserve shown on the east side of the gas easement in the PSP and we submit that Melbourne Water's scheme be modified to reflect the exhibited PSP.

We ask that VPA clarify what level of discussion has been held with Melbourne Water on the drainage strategy proposed in the Shenstone PSP and whether Melbourne Water have committed to updating their Lockerbie East DSS to reflect the approach shown in the Shenstone PSP.

Clarification sought

Shenstone Park Infrastructure Contributions Plan

Mirvac seeks confirmation on the following in relation to the Shenstone ICP:

- Is a supplementary levy proposed or will the Standard levy apply.
- Will the ICP be gazetted at the same time as the PSP.

Clarification sought

2.5 APA Pipeline

Plan 15 identifies a 590m measurement length from the APA easement which differs from the measurement length applied in the Donnybrook/Woodstock PSP (341metres).

Clarification sought

Thankyou for the opportunity to submit on the Shenstone PSP and associated material. We would be pleased to meet with you to discuss should clarification on any of the matters raised be required.

Yours sincerely



Charbel Youssef
Senior Development Manager
Mirvac Victoria Pty Ltd