

PSP 25.2

English Street

Precinct Structure Plan



C183

Amendment to the
Whittlesea Planning Scheme

Panel Hearing

Commencing 31 August 2015

Heard at Melbourne

August 2015

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PART A

Introduction & amendment overview

1. Introduction

This submission is made on behalf of the Metropolitan Planning Authority (MPA), formerly the Growth Areas Authority (GAA). This submission is provided to the Panel on Monday 24 August 2015, one week in advance of the commencement of the hearing, at the request of the Panel.

The MPA is the Planning Authority for Amendment C183 to the *Whittlesea Planning Scheme* (the Amendment).

The Amendment has been prepared by the MPA with the support of Whittlesea City Council (Council), stakeholders, landowners, and government agencies.

2. Preliminary matters – Panel directions

2.1. Formal response to all submissions

The MPA provided a response to all outstanding submissions on the 17th and 18th August. The correspondence set out the MPA's position in response to the matters raised by submission and indicated what changes, if any, would be made to the documents to address these issues.

A copy of the table responding to matters raised by submission can be found at Appendix 1. This table also outlines in broad terms the changes to the Amendment documentation that the MPA considers appropriate following receipt of submissions.

Any subsequent communications between the MPA and stakeholders since circulation of this Part A statement will be addressed on day 1 of the Panel hearing.

2.2. Proposed changes to documents table

The table of proposed changes to documents will be tabled on day 1 of the Panel Hearing together with a list of unresolved submissions.

2.3. Post directions hearing consent order

Following discussions between the City of Whittlesea, Hume City Council and the MPA at the Directions Hearing it was agreed that a consent order be drafted to address a number of issues raised by Hume City Council. The purpose of the consent order was to resolve issues relating specifically to the Merri Creek road bridge costings and any required notice to affected parties.

A meeting was held between the MPA, City of Whittlesea, City of Hume and English Street Development Partners at the offices of Maddocks Solicitors (representing the City of Whittlesea) on Monday 03 August 2015. At the meeting a consent order was drafted that addressed the following:

1. Details of written notice forwarded to 18 affected land owners within the municipality of Hume City Council advising of the English Street Panel and its consideration of and recommendations regarding matters concerning the conservation land around the Merri Creek relevant to the Craigieburn North Employment Area Precinct; and
2. Details and purpose of a conclave of experts to address the overall cost of the Merri Creek Road Bridge (BR-25.2-2) be held prior to the Panel Hearing.
3. Acknowledgement by all parties that a further hearing day may be necessary shortly after the current Amendment hearing days in the event that further notice concerning the Bridge is required.

The consent order initially prepared by Harwood Andrews and was signed by all parties on 3 August 2015 after extensive negotiation and revision.

A copy of the signed consent order can be found at Appendix 2.

2.4. Merri Creek road bridge engineering conclave

In accordance with the Consent Order, the engineering conclave was held on Monday, 10 August 2015 at the MPA offices. The purpose of the conclave was to find agreement on the costings of the Merri Creek road bridge (DCP item BR-25.1-1).

Representatives from the City of Whittlesea, Hume City Council and English Street Development Partners were in attendance to review the costings set out in a peer review report of costings provided by SMEC by Cardno commissioned by the MPA.

Cardno was requested to appear initially to explain the methodology adopted for the Peer review before leaving the representatives of the engineering conclave to determine the unit costing of each line item. Decisions on the cost of each line item were required to be:

- Agreed Unanimously; or
- Through a majority; or
- If parties could not agree, an explanation for the areas of disagreement was required and the different costings noted for presentation at the Panel Hearing.

The outcome of the engineering conclave was unanimous agreement by all parties' representatives as to all the line costings of the road bridge.

The agreed cost estimate of the engineering conclave for the bridge was \$ 4,367,000.

The following table is a summary of the costing differences between the SMEC, Cardno and the Engineering Conclave in relation to the road bridge:

	SMEC	Cardno	Engineering Conclave
Overall Cost Estimate of Bridge	\$4,596,565.57	\$4,104,697	\$4,367,000

A copy of the engineering conclave results table can be found at Appendix 3.

3. Local Context

Located in Donnybrook, the English Street precinct covers an area of 143 hectares of land as illustrated on Plan 1 – *Regional Context* of the draft Precinct Structure Plan (PSP).

The precinct is bound by Donnybrook Road to the north, Melbourne-Sydney Rail line to the east and the Merri Creek to the west.

3.1. Surrounding land use and development

The English Street precinct is within close proximity to several other developing precincts including the Lockerbie PSP, the Donnybrook and Woodstock PSPs to the north and the Craigieburn North Employment Area PSP to the west. The Northern Quarries investigation area exists to the east while Wollert is located further to the south east.

3.2. Freeway and arterial road network

Donnybrook Road is a declared arterial road providing direct access from the English Street Precinct to the Hume Highway to the west. VicRoads is the coordinating road authority responsible for further upgrades of Donnybrook Road for its entire length, including future road duplication and intersection delivery.

3.3. Rail services and bus network

The Sydney-Melbourne rail line, providing connection to the Melbourne city centre, bounds the precinct to the east. The existing Donnybrook train station is accessible from the precinct, located only 100m (approximately) north of the precinct to the north of Donnybrook road.

Currently, no bus routes service the area in which the precinct is located. However the provision of a future bus network across wider area is proposed as part of the development of PSPs in the general vicinity of English Street.

3.4. Open space

The English Street precinct adjoins the Merri Creek to the west. In addition to this, the existing Laffan Reserve, a 6.7ha reserve is located within the north eastern corner of the Craigieburn North Employment Area Precinct.

A number of local parks, sporting reserves and conservation areas are proposed for inclusion in the PSPs which surround the precinct.

4. Framework for Growth Area Development

Growth area planning is guided by a hierarchy of plans prepared by state and local governments at a municipal or precinct level. The hierarchy of plans provide the framework for growth area planning and development and seek to achieve the objectives of the *State Planning Policy Framework*.

4.1. Background

The Urban Growth Boundary (UGB) designates the long-term limits of urban development and where non-urban values and land uses should prevail in metropolitan Melbourne.

The UGB first came into effect in 2002 in conjunction with the release of *Melbourne 2030*. This plan set out the long term plan for the UGB, including the intention to review its location at an appropriate time in the future when relevant.

The initiative of *Melbourne at 5 Million* in 2008 and the subsequent *Delivering Melbourne's Newest Sustainable Communities Program Report 2009* facilitated the expansion of the UGB in 2010. It was at this time that the land which forms the English Street precinct was brought into the UGB.

Following this, work on Melbourne's Growth Corridor Plans began in 2011, with consultation at the end of the same year. These plans were formally approved by the Minister of Planning in mid 2012. These are discussed in more detail below.

4.2. North Growth Corridor Plan

The Growth Corridor Plans are high level integrated land use and transport plans that provide a strategy for the development of Melbourne's growth corridors over the coming decades.

These plans will guide the delivery of key housing, employment and transport infrastructure and open space in Melbourne's newest metropolitan suburbs over the coming decades.

The plan:

- Identifies the long term pattern of land use and development
- Identifies committed transport networks as well as network options for investigation
- Identifies committed regional open space networks as well as investigation sites
- Identifies opportunities for creating green corridors.

The plans inform the development and review of local planning schemes and the preparation of future strategies, structure plans and other planning tools. They also provide a strategic basis for infrastructure and service planning as well as sequencing of land release.

The preparation of PSPs is the primary vehicle for the implementation of the Growth Corridor Plans.

The North Growth Corridor Plan covers Melbourne's northern corridor and includes large areas of the City of Whittlesea, Hume City Council and Mitchell Shire Council.

The North Growth Corridor Plan outlines key existing and future infrastructure items in direct proximity to the precinct that will provide direct or flow-on benefits to future residents in the area, including:

- Roads and public transport
 - The Melbourne-Sydney rail line will act as an integral part of the Northern Growth Corridor with development opportunities focused around this asset;
 - The existing Donnybrook Station will be upgraded to accommodate increased park and ride opportunities;
 - Outer Metropolitan Ring road; and
 - The Hume Freeway.
- Community, health and education facilities
 - La Trobe University and RMIT at Bundoora, Kagan Institute at Broadmeadows and Craigieburn and NMIT at Epping and Greensborough will provide the northern corridor with post compulsory education opportunities;
 - Health Services – The Northern Hospital, Bundoora Extended Care Centre, Broadmeadows Health Service, Craigieburn Health Service and PANCH Community Health Service;
 - The Austin Hospital;
 - Northern Hospital at Epping and Kilmore and District Hospital currently being expanded;
 - Primary, secondary and tertiary health services provided by the Northern Hospital, Epping and development of super clinics at Wallan and South Morang; and
 - Donnybrook and Mickleham town centres will provide comprehensive and specialist education health and community facilities.
- Employment
 - Broadmeadows Central Activities Area is expected to be the primary regional centre of the North Corridor, complemented by Epping primary town centre and a new principal town centre at Donnybrook as well as a network of existing and planning major town centres across the corridor;
 - New major town centres are identified at Mickleham, West Beveridge, Wollert and Mernda; and
 - Industrial precincts at Mickleham and Donnybrook Road.
- Open space and biodiversity
 - Protection of the Merri Creek via the Biodiversity Conservation Strategy; and
 - Metropolitan Trail Network.

The current corridor plans identify the English Street Precinct as ‘Urban – Land Use to be determined’. This is due to the fact that at the time the land was brought into the UGB, more work was needed to confidently determine the appropriate land use for this precinct and as such, no clear commitment was made at that time.

4.3. Melbourne Strategic Assessment and Biodiversity Conservation Strategy

4.3.1 Melbourne's Strategic Assessment (MSA)

In June 2009, the Victorian and Commonwealth governments agreed to undertake a strategic assessment of the Victorian Government's urban development program *Delivering Melbourne's Newest Sustainable Communities*

The program involves urban development in four growth corridors and in 28 existing urban precincts, as well as the development of a Regional Rail Link Corridor between Werribee and Deer Park and the Outer Metropolitan Ring/E6 Transport Corridor.

The areas included in the program and covered by the MSA are:

- Areas added to the Urban Growth Boundary by planning scheme amendment VC68 (the 2010 Urban Growth Boundary) – this includes the English Street precinct;
- Areas in the Outer Metropolitan Ring/E6 Transport Corridor and the Regional Rail Link corridor; and
- Areas in the existing 28 urban precincts within the 2005 Urban Growth Boundary.

The Melbourne Strategic Assessment (MSA) evaluates the impacts of the Victorian Government's urban development program for Melbourne on matters of national environmental significance (MNES) protected under the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act). It also establishes conservation measures to mitigate these impacts. The MSA required the Victorian Government to make commitments to the Commonwealth Government in relation to conservation outcomes and measures to protect these matters of national environmental significance, which are outlined in *Delivering Melbourne's Newest Sustainable Communities Program Report1* (the Program Report).

The MSA delivers a single environmental approval for both Victorian and Commonwealth environmental regulation for the first time. The program represents a significant cost saving to landowners wishing to develop their land. Cost savings are estimated to be in the order of \$500 million over the expected 30-year period of development, primarily arising from the reduction in holding costs, avoiding opportunity cost associated with land take in the growth corridors and a reduction in information costs and administrative burden.

The MSA commitments included the preparation of the Biodiversity Conservation Strategy (BCS) which describes the overarching strategy for the protection of biodiversity within Melbourne's growth corridors. The BCS sets out the detailed conservation measures required for Victoria to satisfy the commitments made to the Commonwealth Government under the MSA and meet State requirements for biodiversity under Victorian planning schemes. These conservation measures will be funded using a cost recovery model.

A copy of the Commonwealth notice to endorse the program to revise the Melbourne Urban Growth Boundary as signed in February 2010 can be found at Appendix 4.

4.3.2 Biodiversity Conservation Strategy

The approved Biodiversity Conservation Strategy (BCS) is the overarching strategy for the protection of biodiversity in the growth corridors and finalises the planning for biodiversity under the Melbourne Strategic Assessment.

The BCS sets out all the conservation measures required to satisfy the commitments to the Commonwealth Government and to meet state biodiversity requirements. The purpose of the BCS is to:

- Inform and Guide the preparation of the Growth Corridor Plans
- Outline how the conservation outcomes for matters of national environmental significance in the Program Report will be achieved spatially within the growth corridors and how impact on the matters will be mitigated
- Identify land within the growth corridors that is required to be protected due to the sub-regional species strategies and the prescriptions for matters of national environmental significance
- Identify how areas set aside for conservation purposes will be managed; and
- Identify how mitigation measures will be implemented.

In simple terms the BCS identifies those MNES that must be protected and conserved and those areas that can be removed to enable the urban expansion of Melbourne. With regard to the English Street precinct all areas can be developed for urban purposes with the exception of Conservation Area 34.

4.3.3 Time Stamping Native Vegetation

The time-stamping project captured and “time-stamped” native vegetation information to establish a native vegetation dataset and maps showing the type, extent and condition of all native vegetation in the growth corridors. This information has been used, along with information on threatened species habitat from the conservation strategies, to calculate habitat compensation obligations and native vegetation offsets for urban development.

The time-stamping data applies to the four growth corridors in the expanded 2010 Urban Growth Boundary and 16 of the existing 28 urban precincts in the 2005 Urban Growth Boundary covered by the BCS.

The Victorian Government has undertaken extensive consultation for the time-stamping project, including providing opportunities for landowners to review the Department of Environment Land Water and Planning’s (DELWP) understanding of the native vegetation on their property and submit changes for consideration.

The report *Time-stamping native vegetation data – Public Consultation 2010 – 12 Final Report* (May 2013) outlines the growth corridor native vegetation survey, the public consultation process and explains how the data set was finalised.

4.3.4 Habitat Compensation

For landowners undertaking urban development within Melbourne's growth corridors, the habitat compensation scheme provides the method for obtaining offsets for the removal of native vegetation and loss of habitat for threatened species protected under the EPBC Act.

The introduction of a flat fee for native vegetation removal and loss of habitat for threatened species affected by urban development in Melbourne's growth corridors provides a streamlined, predictable and stable offset framework for landowners to make informed decisions about overall costs. It also means that landowners can meet their offset obligations with an in-lieu payment and will not be required to undertake assessments or enter into negotiations. The availability of staged fee payments acknowledges the scale and sequencing of development in the growth corridors and responds to the request from industry for this flexible payment option to be made available.

The document named *Habitat Compensation under the Biodiversity Conservation Strategy August 2011* provides further details of the cost recovery model, the required fees and the obligations and means by which the habitat compensation system operates.

4.3.5 Sub Regional Species Strategy

Sub Regional Species Strategies have been prepared for specific matters of national environmental significance - the Growling Grass Frog (GGF), Golden Sun Moth and Southern Brown Bandicoot. These strategies informed the preparation of the BCS by identifying important populations, areas to be retained and habitat links.

These three Sub Regional Species Strategies have been approved by the Federal Government.

The Sub-Regional Species Strategy for GGF (DEPI, May 2013) identified the Merri Creek as one of the six major streams that contained the most important sites for GGF conservation (see page 13). This analysis was based on metapopulation nodes that included obvious clusters of GGF records and the full extent of associated habitat along and adjacent to streams to a distance of 200m (more in rare instances). This envelope was intended to encompass the majority of known GGF populations along these streams together with important off stream water bodies and an associated terrestrial habitat buffer (generally 100m). The conservation area was also designed to provide adequate physical space and topographic variation to enable the construction of compensatory habitat (breeding wetlands) within the node. For intervening corridors between metapopulation nodes, a minimum width of 100m each side of the stream was included in the conservation area to provide sufficient habitat to facilitate movement between metapopulation nodes and space for "stepping stone" breeding wetlands to aid migration.

4.3.6 Commonwealth Approval for Urban Development for North Corridor under the MSA

On the 5th September 2013 the Commonwealth Minister approved all actions associated with urban development in the northern growth corridor as described in the BCS. Importantly this approval was issued subject to conditions. Conditions 3 and 4 of the approval are pertinent to Conservation Area 34. The effect of the conditions allow for the boundary of the conservation area to be refined and altered, but does not allow a reduction in the area of land associated with the reserve without further Commonwealth approval.

The Approval for urban development can be found at Appendix 5

4.3.7 Biodiversity Conservation Strategy Matters Specific to the English Street Precinct

The precinct contains a portion of the Merri Creek and Conservation Area 34 as per the BCS which seeks to protect the habitat of the nationally listed GGF.

In the Biodiversity Conservation Strategy for Melbourne's Growth Corridors (DEPI, May 2013), the table on page 129 describes Conservation Area 34 (which includes Merri Creek and Darebin Creek). The key rationale is to protect important populations of the GGF and ensure connectivity between populations within the northern growth corridor. The area supports the GGF and high quality habitat. The conservation area contributes to ensuring functioning sustainable populations of GGF with connectivity between populations. The BCS established the strategy of compensating for the loss of category 2 GGF habitat in the developable areas by enhancing and creating many breeding wetlands within the GGF conservation areas.

The Review of habitat corridors for Growling Grass Frog *Litoria raniformis* within Melbourne's Urban Growth Areas (Biosis, June 2012) identified several metapopulation nodes along the Merri Creek and emphasised the importance of the Merri Creek and its adjacent habitat to conservation of the GGF in Melbourne (see page 16).

Metapopulation is defined as multiple populations in different waterbodies, connected by migration. GGF display "classical metapopulation dynamics" in which individuals migrate between populations (essential for long term genetic health) and the system relies on recolonisation of wetlands that may become unsuitable from time to time (for example because of drought, predators or inappropriate vegetation).

The section of the Merri Creek that falls within the English Street precinct includes the southern part of a major metapopulation node extending from the area around the confluence of Kalkallo Creek upstream for several kilometres (Biosis, MC08 on Figure 3c) and the northern part of another metapopulation that straddles the railway line (Biosis, MC13 on Figure 3c). Of the existing metapopulation node MC08, Biosis (2012, page 25) stated: "This section of Merri Creek provides high quality instream breeding habitat for Growling Grass Frog (pools) and there are numerous records of the species from this area. ... Offstream waterbodies in the node are known or likely to support breeding populations..." [For example one known population in an offstream waterbody occurs close

to Donnybrook Rd within English Street precinct.] Of the existing metapopulation node MC13, Biosis (2012, page 26) stated: "This section of Merri Creek provides high quality instream breeding habitat for Growling Grass Frog (pools) and there are numerous records of the species from this stretch of stream."

A copy of the BCS Conservation Area 34 Table can be found at Appendix 6.

A copy of Figures 49a and 49b – *Growling Grass Frog Corridors, Northern Growth Corridor* of the BCS can be found at Appendix 7.

4.4. Plan Melbourne

Plan Melbourne, an adopted government policy document released by the Victorian Government in May 2014, outlines the provision of necessary infrastructure and support for development proposed by the North Growth Corridor Plan as part of its discussion regarding Melbourne's Northern Subregion.

4.5. Ministerial Directions

The Amendment complies with the Ministerial Directions applicable to the Amendment including:

4.6. Ministerial Direction 11, Strategic Assessment of Amendments

The Amendment has been strategically assessed in accordance with the assessment criteria set out in *Ministerial Direction 11*.

The Amendment will implement the objectives of planning in Victoria by providing for the fair, orderly, economic and sustainable use of land identified for urban purposes.

The Amendment has addressed environmental effects, as the pattern of land use and development was guided by studies of the area relating to flora and fauna, flooding and drainage.

The Amendment has addressed social and economic effects. It is expected to have a positive social and economic effect through the provision of additional housing and community facilities, as well as the creation of local employment opportunities.

4.7. Ministerial Direction 12, Urban Growth Areas

This Direction applies to the preparation of any planning scheme amendment that provides for the incorporation of a PSP in the scheme or the introduction of, or changes to, provisions in a schedule to the Urban Growth Zone (UGZ). Therefore, the Direction applies to the Amendment.

The Direction provides that the Amendment must implement the *Growth Area Corridor Plan* relevant to the land and must be in accordance with applicable *Precinct Structure Plan Guidelines*.

4.8. Precinct Structure Plan Guidelines and the Urban Growth Zone

On 7 October 2009, the former Minister for Planning launched the *Precinct Structure Planning Guidelines*. These Guidelines replace the draft 2006 version and provide a tool for designing and delivering better quality communities in growth areas. They set out the key objectives of growth area planning and include a step by step guide on how to achieve the identified objectives.

The overarching objectives for PSPs are set out in the guidelines.

They are to:

- Establish a sense of place and community
- Create greater housing choice diversity and affordable places to live
- Create highly accessible and vibrant activity centres
- Provide local employment and business activity
- Provide better transport choices
- Respond to climate change and increase environmental sustainability
- Deliver accessible, integrated and adaptable community infrastructure.

The UGZ applies to land that has been identified for future urban development within the UGB. The UGZ sits within the suite of zones within the *Victorian Planning Provisions*. It has been specifically designed to implement an incorporated PSP and ensure that future development accords with the approved PSP.

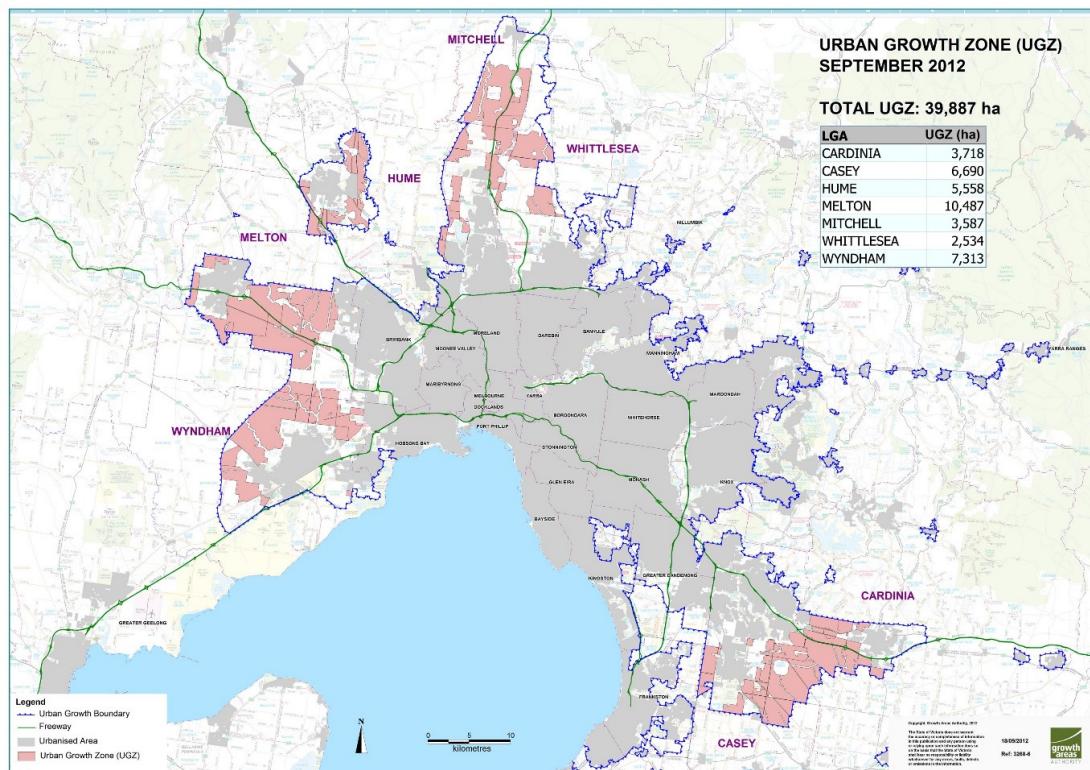
The UGZ includes two parts:

Part A - Applies to land when no PSP applies; and

Part B – Applies to land when a PSP applies.

The land subject to this amendment is included within a PSP and as such Part B of the UGZ will be applicable once the amendment is completed. The UGZ includes zone provisions which seek to provide certainty about the nature of future development, streamline the approval process and ensure that permits for development accord with the incorporated PSP.

Figure 1: Urban Growth Zone Areas, MPA (formerly Growth Areas Authority)



A schedule to the Urban Growth Zone is drafted for each PSP area and can include requirements for land use, buildings and works, application/advertising requirements, decision guidelines and any other conditions/requirements.

The UGZ Schedule for Amendment C183 to the *Whittlesea Planning Scheme* has been designed to ascribe a suite of Victoria Planning Provision zones to guide future use and development of the site through the specification of conditions and requirements for permits. The design of the zone promotes consistency in the manner in which planning authorities deal with land use issues and ensures that the zone implements the State Planning Policy Framework.

The UGZ Schedule 4 for English Street and the Development Contribution Plan Overlay (DCPO) Schedule 15 have been prepared for these amendments. They have been structured in such a way that the ultimate translation to conventional Victorian Planning Provision zones can occur in a timely and efficient manner once the land has been developed.

The DCPO implements the relevant Development Contributions Plan (DCP) related to the development of a precinct, a document that sets out the requirements for infrastructure funding across the precinct.

A copy of the latest version of the UGZ schedule can be found with other amended Ordinances at Appendix 8.

4.9. State Planning Policy Framework

The *State Planning Policy Framework* (SPPF) ensures that the objectives of section 4 of the Act are implemented through appropriate land use development by addressing environmental, social and economic factors to achieve sustainable development.

The relevant clauses and provisions of the SPPF are:

State Planning Policy Framework	
11	Settlement
12	Environment and Landscape Values
15	Built Environment and Heritage
16	Housing
18	Transport
19	Infrastructure

The Amendment achieves the objectives of the above clauses by:

- Providing a plan for the zoned land suitable for housing, commercial, recreation, open space and council infrastructure opportunities;
- Planning for accessibility via a range of transport nodes to key destinations in the surrounding neighbourhoods such as the existing Donnybrook train station;
- Facilitating development of a range of housing densities that will cater to a range of household types and income levels; and
- Responding to the environmental qualities of the site through the retention and enhancement of the Merri Creek with surrounding pedestrian and bike path linkages.

5. Background Documents

The Amendment is supported by a number of background and environmental reports.

The following reports were commissioned throughout the stages of the PSP. These included:

- **Land Assembly Study** – a report by Gerard Coutts Pty Ltd dated 20 September 2010;
- **Environmental, Hydrological and Geotechnical Study** – a desktop report by Aurecon dated 13 September 2012;
- **Drainage** – a report by Alluvium Consulting, dated October 2012;
- **Growling Grass Frog Habitat Assessment & Mapping** – a report by Ecology Australia dated August 2013;
- **Targets Cultural Values Inspection** – a report by the Wurundjeri Tribe dated August 2013.
- **Traffic Movement Report** – a report by SKM, dated March 2014;
- **Intersection Analysis** – a report by SKM dated February 2015;

- **Regional Town Centre and Employment Land Assessment** – a report by Essential Economics dated 18 June 2014;
- **Infrastructure Costings Report** – a report by Jacobs SKM Dated 22 August 2014;
- **Land Assessments Report** – A report by Charter Keck Cramer dated October 2014;
- **Community Infrastructure, Social Services and Open Space Needs Assessment** – a report by Capire currently under final preparation.

These background studies informed the pre-planning of the PSP.

Copies of these reports have been previously provided to PPV on 17 July 2015 and have been available to all parties and the public on the MPA website as they have become available, prior to the formal exhibition process.

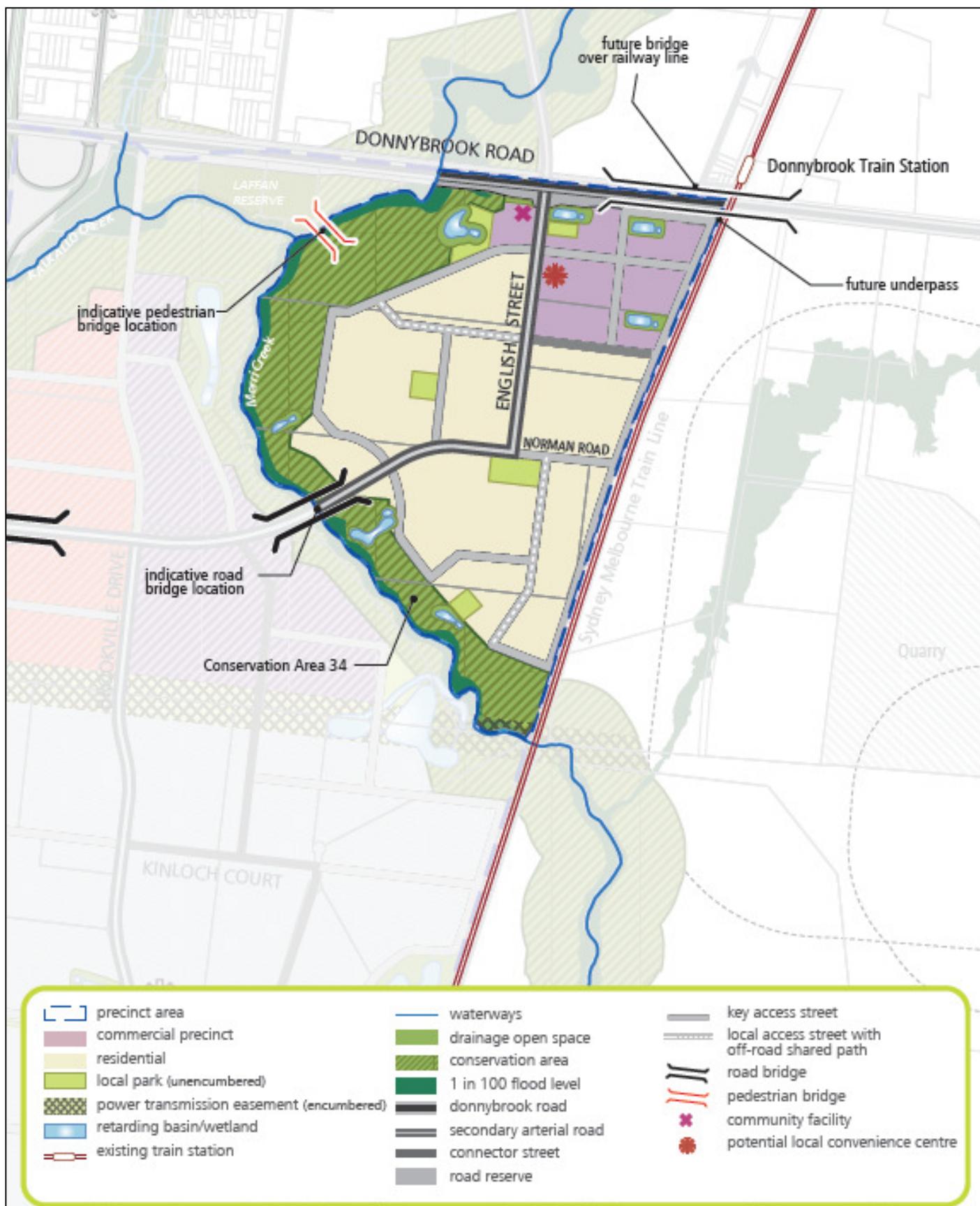
6. English Street Vision and Plan

6.1. Vision

The English Street precinct will be a well-presented, high quality residential and business area. There will be a diverse mix of commercial offices and residential dwellings with potential for an ancillary local convenience centre and community assets. The area will capitalise on the proximity to Donnybrook Train Station, the Hume Freeway and the proposed future adjacent employment area, the Craigieburn North Employment Area PSP.

The Future Urban Structure is shown on the following page with a commentary on its key elements.

Figure 2: English Street Future Urban Structure



6.2. Description of the Plan

6.2.1 Transport Network

The precinct takes advantage of excellent access to the existing road network, being located adjacent to Donnybrook Road and less than 1km from the Hume Freeway. The precinct also benefits from direct proximity to the Donnybrook Train Station.

The proposed road network will enhance connections between the precinct and surrounding communities. English Street will be upgraded and a new signalised intersection with Donnybrook Road will connect with Lockerbie to the north. English Street will also be extended and will lead to a new bridge connection to the south-west across Merri Creek, providing access to a potential half-diamond freeway interchange and bridge to the Hume Freeway. The extension will also provide direct access to the Craigieburn North Employment Area (PSP) and Brookville Drive. This will form a key part of the north-south links in the north growth corridor and will strengthen connections to Melbourne as well as to the Folkstone and Merrifield Employment Areas and residential communities to the west of the Hume Freeway. These links will promote integration with the Principal Public Transport Network, including direct links to Donnybrook Station.

A well-designed network of connector and access streets have been provided throughout the Precinct to demonstrate how the area can be built out, to identify locations for the off-road shared path and to demonstrate that a frontage street along most of the conservation area and train line will best manage interfaces. This is in line with objective 5 in the Precinct Structure Planning Guidelines, which aims to provide better transport choices.

6.2.2 Creek Corridor

The GGF corridor along the Merri Creek acts as the west and southern boundary of the PSP. In November 2014 the DELWP approved the proposed revised boundary with no net loss as is allowed under the conditions of the approval for urban development issued by the Commonwealth on 5th September 2013 (Appendix 4). The BCS established that that this section of the Merri Creek corridor is within Category 1 - Habitat meaning that the area is excluded from urban development and must be protected and managed for GGF in perpetuity. The BCS specifies that the final boundaries of the corridor may change slightly to deal with local site conditions during the precinct structure plan process, but any variation must not reduce the total area of the GGF corridor within the precinct and must be to the satisfaction of DELWP(as is specified in the Commonwealth approval for urban development).

The MPA worked closely with DELWP to refine the boundary of the corridor in order to ensure the boundary provided a practical development outcome as the original boundary was unworkable with a bulbous boundary alignment that would have rendered many pockets undevelopable. To ensure fairness, and in response to the both the Commonwealth approval and the *Guidance Note: Implementing the BCS* the MPA refined the boundary with no net loss of the overall area of GGF, but also ensured that each individual property maintained the same overall land area dedicated to BCS conservation reserve.

A copy of the signed DELWP approval from November 2014 can be found at Appendix 9.

Merri Creek provides a key conservation and landscape asset for the precinct that acts as a continuous corridor supporting environmental, heritage and recreational value. The result of the Conservation Area Concept Plan in the PSP provides foremost for the protection and enhancement of the GGF corridor, but also supports a range of other biodiversity values that will be protected and enhanced. The creek has enabled the integration of drainage assets within the corridor and provides informal recreational areas and shared trails to enable people to access the creek environs. This is consistent with objective 6 of the PSP guidelines which addresses responding to climate change and increasing environmental sustainability and in ensuring that waterways and ecologically significant areas of native vegetation habitat areas become key community assets.

6.2.3 Land Uses

The net developable area within the Precinct is set at 90.72 ha with 73.26ha being (80.75%) proposed predominantly for residential purposes, with 17.46ha (19.24%) of commercial land in the north east section of the precinct to be used mainly for office, including the potential for a local convenience centre. The aim is to develop the area to provide for a self-sufficient precinct, with access to a local convenience centre, public transport services, jobs in the commercial precinct and in the adjacent Craigieburn North Employment Area. Additionally, the Precinct has been designed to capitalise on the local amenity provided by the Merri Creek and the retail and services provided in the retail and activity centres in the adjacent Lockerbie and Donnybrook and Woodstock PSPs.

Objective 3 of the PSP is to create a diversity in dwelling sizes and although it is not shown on the future urban structure plan, potential for medium density residential has been marked on the character plan to show the PSP's intention for a higher density residential area closer to the local convenience centre, shops and the train station. The commercial area of the precinct should provide for an outcome of high quality employment uses, to capitalise on its proximity to Donnybrook Train Station and its links to Melbourne via the Hume Freeway and act as an appropriate land use adjacent to the residential dwellings.

This will achieve objectives 1, 2, 4, 5 and 7 of the Precinct Structure Planning Guidelines by promoting a community that is accessible and with housing diversity and local employment opportunities that are well connected to transport links.

6.2.4 Local Parks and Recreation

Active recreation opportunities for workers and residents in the area will be provided by Laffan Reserve in the abutting Craigieburn North Employment Precinct. The reserve will be able to be accessed by the shared trail and pedestrian bridge over the Merri Creek, or along Donnybrook Road. There will be 5 parks located throughout the Precinct that range in size between 0.25- 1ha. These parks are intended to be distributed through the area at a catchment of approximately 400m to break up some of the residential and commercial areas by providing opportunities for open space. Three of the open spaces have been located adjacent to wetlands and the GGF corridor to capitalise on their higher value amenity areas and other recreational opportunities.

This achieves objective 1 of the Precinct Structure Planning Guidelines in responding to provision for a variety of open spaces for relaxation and recreation.

6.2.5 Community Facilities

A flexible-space community centre is to be provided proximate to the local convenience centre in the commercial precinct. The MPA has planned for a facility that can include 2 consulting rooms for Maternal and Child Health, flexible activity rooms, consulting rooms for visiting services, playgroup or occasional child care, public amenities, a central management office and ancillary car parking.

This achieves objective 7 of the Precinct Structure Planning Guidelines through the provision of co-located and integrated community use that is flexible for change over time in the precinct and the demographic profile of the area.

7 The Amendment

Amendment C183 proposes to make a number of changes to the planning scheme to facilitate the development and use of land within the English Street PSP area.

Specifically, the Amendment:

- Incorporates two new documents into the planning scheme by listing them in the Schedule to Clause 81.01:
 - English Street Precinct Structure Plan (PSP), April 2015
 - English Street Development Contributions Plan (DCP), April 2015
- Inserts Schedule 4 to the Urban Growth Zone (UGZ4) to the Whittlesea Planning Scheme and applies UGZ4 to part of the amendment area. The schedule sets out the land use and development controls for the precinct and requires land use and development within the amendment area to be generally in accordance with the English Street PSP;
- Rezones land identified as Growling Grass Frog Conservation Area 34 in the *Biodiversity Conservation Strategy* along the Merri Creek from Farming Zone (FZ) to Rural Conservation Zone (RCZ);
- Inserts Schedule 4 to the Rural Conservation Zone;
- Inserts Schedule 10 to the Incorporated Plan Overlay (IPO10) to the Whittlesea Planning Scheme and applies IPO10 to land within the Rural Conservation Zone which is identified as Conservation Area 34 in the Biodiversity Conservation Strategy along the Merri Creek
- Inserts Schedule 15 to the Development Contributions Plan Overlay (DCPO15) in the Whittlesea Planning Scheme and applies the DCPO15 to land within the amendment area, to provide for development contributions for transport and community infrastructure;
- Applies Public Acquisition Overlay (PAO2) to land south of Donnybrook Road to allow for the widening and construction of the ultimate carriageway and intersections for Donnybrook Road;

- Removes the Environmental Significance Overlay Schedule 3 (ESO3) and Schedule 4 (ESO4) from the amendment area. The overlay is no longer required as the incorporated English Street PSP designates areas of environmental significance in the Merri Creek;
- Amends the Land Subject to Inundation Overlay (LSIO) to reflect updated mapping provided by Melbourne Water;
- Removes the Rural Flood Overlay (RFO) from the amendment area as this provision is no longer required and is adequately dealt with via the LSIO and PSP provisions;
- Amends the Schedule to Clause 52.01 to provide for public open space contributions for land in the English Street PSP area when land is subdivided; and
- Amends the Schedule to Clause 52.17 to identify vegetation that can be removed without the need for a planning permit.

It is noted that there are no changes proposed to the *Local Planning Policy Framework* (LPPF) and *Local Planning Policies* (LPP) of the Whittlesea Planning Scheme to facilitate this Amendment.

A copy of the latest version of the explanatory report can be found at Appendix 10.

8 Consultation

The MPA has consulted appropriately with Council, relevant stakeholders, the landowners during the preparation of the English Street PSP.

8.2 Inception of the project

The English Street Precinct is a result of the evolution of development planning for the general area in which it is located.

After the expansion of the UGB in 2010, when structure planning work initially began on the strategic development of the land, the English Street precinct formed one precinct with the land now known as the Craigieburn North Employment Area precinct. This was until November 2012 when it was decided to pursue the development of these precincts separately. This was due to a number of determining factors.

As a result of the consultation undertaken in relation to the Growth Corridor Plans in 2011, a number of submissions were made by the landowners within the English Street Precinct suggesting the proposed employment land use was not the highest and best use of the land. This was due to its close proximity to the existing Donnybrook Train Station and amenity to the Merri Creek.

Following a series of workshops with both the City of Whittlesea and Hume City Council, the City of Whittlesea requested the GAA to remove the English Street Precinct from the Craigieburn North Employment Area PSP and treat it as a separate planning area for the following reasons:

- Avoidance of a cross municipal PSP boundary – which creates administration and implementation issues regarding PSP and DCPs for the area;
- Differences in proposed land uses – with industrial uses in Hume and proposed residential development in Whittlesea; and
- Relationship to other PSPs – greater connection to other PSP areas surrounding Donnybrook station rather than to Craigieburn Employment Area North PSP.

Hume City Council also provided feedback recognising that English Street “contains certain values and characteristics that make it potential location for residential and mixed use, rather than straight employment”.

As a result, the GAA determined that the English Street Precinct should be treated as a separate PSP from the Craigieburn North Employment Area PSP given its different underlying land use designation as well as the fact that the Precincts fall within different municipal boundaries.

Since the initial release of the Future Urban Structure (FUS) to the current day, the plan has remained relatively unchanged.

The first draft of the FUS was released to landowners in November 2013. Since this time, the FUS has been amended twice following feedback from stakeholders. The final and current version of the FUS showing this change was then released to landowners during Agency consultation in November 2014.

8.3 Consultation and Exhibition

Consultation has been ongoing during the preparation of the PSP, consultation and exhibition periods.

Interaction with Government agencies such as Melbourne Water, DELWP, Yarra Valley Water and VicRoads has been ongoing throughout the PSP process.

Consultation with land owners during the preparation of the amendment documentation has also been thorough and constant.

Consultation and exhibition periods enabled Council, the landowners, developers, Government agencies, Prescribed Ministers, and other stakeholders to provide comment on the PSP and amendment documentation.

The following is a timeline of relevant dates and events undertaken over the development of the precinct in relation to consultation and exhibition of the PSP:

Date	Event
Late October 2011	Circulation of Newsletter 1 – Landowner Update
25 October 2011	Landowner Information Session – Craigieburn Leisure Centre, Craigieburn
January 2013	Circulation of Newsletter 2 – Landowner update including information on Growth Corridor Plan and discussion of background reports
Early November 2013	Circulation of Newsletter 3 – Landowner update including first version of FUS
13 November 2013	Landowner Information Session - City of Whittlesea Municipal Civic Chambers, South Morang
Late October 2014	Circulation of Newsletter 4 – Consultation details and includes amended FUS
30 October 2014	Agency Consultation Period Begins
19 November 2014	Public Information Session - City of Whittlesea Municipal Civic Chambers, South Morang
01 December 2014	Agency Consultation Period Concludes – 16 submissions received.
30 April 2015	Circulation of Newsletter 5 – Exhibition details and amended (final) version of FUS
05 May 2015	Newspaper advertisement appears in Whittlesea Leader
07 May 2015	Gazette Notice appears in Government Gazette Formal Exhibition period begins
27 May 2015	Public information session - City of Whittlesea Municipal Civic Chambers, South Morang
09 June 2015	Formal Exhibition Period Concludes – 15 submissions received.

This consultation has enabled the PSP to be a comprehensive amendment that seeks to balance the interests of all stakeholders.

Copies of all newsletters can be found at Appendix 11.



Paynes Road Precinct Structure Plan Background Report - July 2015