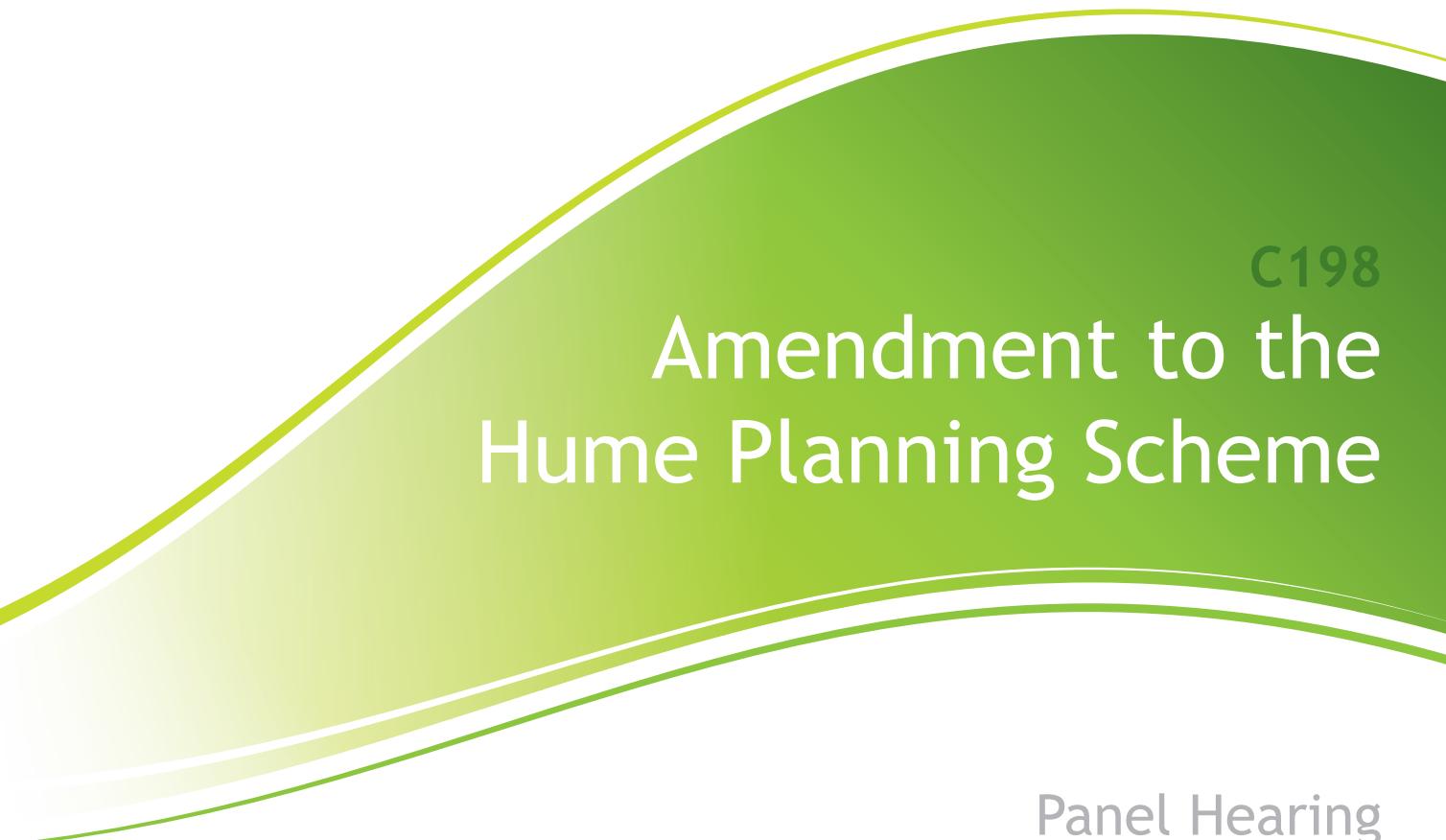


PSP 25.1

Craigieburn North Employment Area



C198

Amendment to the Hume Planning Scheme

Panel Hearing

Commencing 16 November 2015

Heard at Melbourne

November 2015

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- 1.** Formal Response to Submitters to Date (4 November 2015)
- 2.** List of Unresolved Submissions and MPA Position (4 November 2015) since Exhibition
- 3.** List of Changes to the PSP and DCP (4 November 2015) since Exhibition
- 4.** Tracked Changes to Ordinance since Exhibition
- 5.** Amendment C183- English Street PSP Hearing Consent Order July 2015
- 6.** Merri Creek Road Bridge Engineering Conclave Results Table
- 7.** Commonwealth Approval Notice September 2013
- 8.** Amended Explanatory Report
- 9.** DELWP Boundary Amendment Approval Letter November 2014

PART A

Introduction & amendment overview

1. Introduction

This submission is made on behalf of the Growth Areas Authority (GAA) now known as the Metropolitan Planning Authority (MPA). This submission is provided to the Panel on Thursday 5 November 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 C198 to the *Hume Planning Scheme* (the Amendment).

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

2. Preliminary matters and Background to the Amendment

2.1. Formal response to all submissions

The MPA provided a response to all outstanding submissions on the 16th October. 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.

An updated table responding to matters raised by submission can be found at Appendix 1. This table outlines in broad terms the changes to the Amendment documentation that the MPA considers appropriate following receipt of submissions and further responses provided up to 26 October 2015.

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.

A list of unresolved issues is provided at Appendix 2.

2.2. Proposed changes to documents table

The table of proposed changes to documents is provided at Appendix 3 which sets out all changes to the PSP and DCP since formal exhibition. The planning scheme provisions that have been changed since exhibition are provided as tracked change documents as part of Appendix 4.

2.3. Whittlesea C183 Panel report and Merri Creek road bridge

2.3.1. Post directions hearing consent order

The MPA recently, exhibited and received a panel report for Amendment Whittlesea C183. Following discussions between the City of Whittlesea, Hume City Council and the MPA at the Whittlesea C183 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;
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 5.

2.3.2. 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 provided by Cardno commissioned by the MPA. The bridge design used was designed by SMEC.

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 resulting from 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 6.

3. Strategic Context and Assessment

Located in Craigieburn, the Craigieburn North Employment Area (CNEA) comprises just over 488 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 and the Merri Creek to the east, the Hume Freeway to the west and industrial land to the south.

3.1. Surrounding land use and development

This precinct forms the northernmost extent of a large stretch of industrial land use extending north from the Metropolitan Ring Road between the east side of the Sydney Road & the Hume Highway/Freeway and the west bank of the Merri Creek. It is some 10 kilometres from Melbourne’s northern state significant industrial precinct surrounding the intersection of Somerton and Sydney Roads.

Land immediately west of the Hume Freeway is also identified for industrial development including the under-construction Australian Quarantine Inspection Service post-entry facility and recently approved Dulux Paints factory. The proposed north-south E14 arterial road forms the western boundary of this area with the Mount Ridley conservation area beyond that.

The future Mickleham town centre is further west again with a residential precinct wrapping around it to form the western extent of the growth area. The northern parts of Craigieburn residential neighbourhoods lie directly southwest of CNEA across the Hume Freeway.

East of the Merri Creek and Melbourne-Sydney Railway Line are quarries, conservation areas and a planned sewerage treatment plant, while a small residential and commercial area known as the English Street PSP is planned between Merri Creek and the Sydney Rail Line (refer to Whittlesea Planning Scheme Amendment C183).

3.2. Freeway and arterial road network

This and other PSPs located within the North Growth Corridor plan for significant road works needed in the region. This includes upgrades to Donnybrook Road, Summerhill Road and English Street with a new connection to the Hume Freeway.

Donnybrook Road is a declared arterial road managed by VicRoads and intersects with Brookville Drive and the English Street which will be redirected to provide access to the north of the CNEA precinct. Between Epping Road and the Hume Freeway Donnybrook Road will be widened to become a 6-lane arterial with an overpass constructed over the Melbourne-Sydney Railway.

English Street is planned to provide major connections to surrounding precincts in the north at Lockerbie and will connect to the Hume Freeway via a southern half-diamond interchange. It is planned to extend into the western employment area via connections to Polaris Drive and to the E14 Arterial Road (Aitken Boulevard). Summerhill Road which currently connects the precinct with Epping Road in the east will link the future Wollert PSP and will ultimately connect up to Mt Ridley Road via a freeway overpass providing a significant through connection for the precinct that extends to Mickleham Road in the west.

Brookville Drive becomes Amaroo Road south of Mount Ridley Road and connects straight into the Craigieburn Bypass at Grand Boulevard, Craigieburn.

3.3. Rail services and bus network

The Sydney-Melbourne railway line, which forms the eastern boundary of CNEA provides passenger connection to the Melbourne city centre. The existing Donnybrook train station is accessible from the precinct, located only 1km (approximately) east of the precinct on Donnybrook road.

Currently, no bus routes service operate in the area. However the provision of a future bus network across wider area is proposed as part of the urban development of the area.

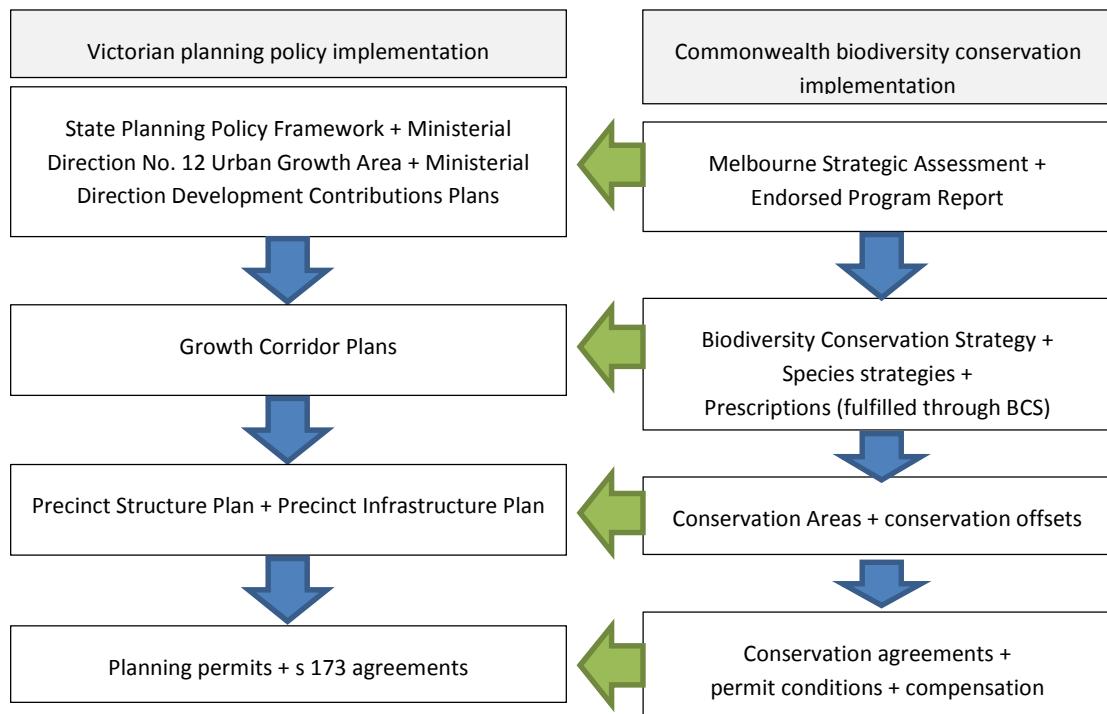
3.4. Open space

The Craigieburn North Employment Area adjoins the Merri Creek to the east. In addition to this, the existing Laffan Reserve, a 6.7ha reserve is located within the north eastern corner of the 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. Planning interventions to facilitate the precinct as a growth area

The Urban Growth Boundary (UGB) designates the long-term limits of urban development for metropolitan Melbourne; beyond which non-urban land use and development should prevail. The Craigieburn North Employment Area is within Melbourne's UGB.

Timeline of Hume Planning Scheme amendments in the Craigieburn North Employment Area

Date	Am no.	Outcome
14 November 2003	C48	UGB introduced and includes land south of Summerhill Road.
28 November 2005	C66	UGB reviewed and includes land north of Summerhill Road.
1 September 2006	VC41	<i>Growth Area Framework Plans 2006</i> incorporated into the Hume Planning Scheme.
10 June 2008	VC48	Urban Growth Zone applied to the land.
6 August 2010	VC68	Land fronting Donnybrook Road (east of Brookville Drive) brought into the precinct. Rural Conservation Zone applied to Merri/Kalkallo Creek corridor.
June 2012	--	<i>Growth Corridor Plans: Managing Melbourne's Growth</i> released.

Land within the precinct south of Summerhill Road was brought within the UGB on 14 November 2003 by Amendment C48 to the Hume Planning Scheme at which time it was in the Rural Zone.

Land within the precinct north of Summerhill Road, excepting properties with a frontage to Donnybrook Road between Brookville Drive and Merri Creek, were brought within the UGB on 28 November 2005 by Amendment C66 to the Hume Planning Scheme at which time it was in the Farming Zone Schedule 1 (FZ-1).

The *Growth Area Framework Plans 2006* (the State of Victoria) (2006 GAfp), designated the area as 'employment - proposed' with Merri Creek as a 'significant waterway' and the Hume Freeway and Donnybrook Road respectively as 'freeway' and 'arterial road'. The southeast corner of the plan area was marked "Potential Environmental Sensitivity (subject to further investigation)".

With regard to land use, the (GAfp) plans note:

"A strong focus is placed on potential major employment and industrial growth close to the rail corridor and between the Hume Highway/Freeway and the railway..." (p11); and

"Preserving land along the Hume Highway/Freeway and railway corridor for further industrial and freight uses" (p12).

With regard to open space, the (GAfp) plans notes:

"The plan provides for regional open space by:

- supporting the development the development of Merri Creek as a 'bio-link' and open space corridor and protecting all water courses draining through the area
- protecting woodlands and grasslands along the Merri Creek corridor...

- providing for the establishment of neighbourhood parks and waterway corridors with natural assets such as remnant native vegetation...
- extending the principal bicycle network and the metropolitan trail network to key locations such as the upper Merri Creek valley
- identifying a number of other areas for further investigation on the basis of their potential significance for flora and fauna conservation”.

Amendment VC48 on 10 June 2008 zoned land in the precinct and already within the UGB to Urban Growth Zone (UGZ). No structure plan applied to the land and so the UGZ regulated land use and development in a similar manner to the Farming Zone.

On 6 August 2010, Amendment VC68 saw the land with a frontage to Donnybrook Road between Brookville Drive and Merri Creek brought within the UGB. Land brought within the UGB was variously zoned: Rural Conservation Zone at widths between 30 and 80 metres west from the centre of Merri Creek; Urban Growth Zone to the majority of 310 Brookville Drive, Farming Zone to part of 700 Donnybrook Road.

Land in the precinct further south along the Merri Creek corridor was zoned to Rural Conservation Zone.

Amendment VC68 enacted the largest ever expansion of metropolitan Melbourne’s urban area. To provide guidance for structure planning in this new urban area the GAA prepared, and the Victorian Government endorsed, *Growth Corridor Plans: Managing Melbourne’s Growth* (GAA, 2012) (‘the GCP’).

The GCP identifies the broad land use types, transport routes and major social and environment infrastructure needed to facilitate future urban development of Melbourne’s growth areas.

In Craigieburn North Employment Area the GCP identifies:

- The precinct primarily as ‘industrial’ (p58 & p70) with a small portion of as ‘Urban – Land Use to be determined’ in the south east corner (p58);
- Land in the precinct along Merri Creek and Kalkallo Creek as ‘biodiversity values’, ‘Waterway Corridor’, ‘Rivers & Creeks’ (p58), ‘Regional Open Space (not all publicly accessible)’, ‘Metropolitan Trail Network’ (p65) and ‘Constrained land’ (p66 & p70);
- Brookville Drive, Mount Ridley Road and a section of road between Brookville Drive and Hume Freeway as ‘Arterial Road’ with the unnamed section of arterial road is shown as connecting to the Hume Freeway via an off-ramp from, and on-ramp to, the south towards Melbourne (p58);
- The unnamed arterial road as aligned with an electricity transmission easement with the alignment east of Brookville Drive shown as ‘non-urban-utilities’ (p58); and
- The Hume Freeway/Craigieburn Bypass and Donnybrook Road as ‘Principal Freight Network’ (p58) and ‘freight demand’ routes (p73).

Corridor planning for the precinct has been considered in the development of the PSP. The PSP is consistent with the GCP with the following exceptions:

- The English Street precinct, adjacent to the northeast across Merri Creek, was identified as ‘urban – land use to be determined’ in the GCP. Further to structure planning in that area, it is now to be developed for residential and commercial uses. As such a decision has been taken to provide an arterial road connection via English Street to Donnybrook Road. This arterial road will cross Merri Creek into the CNEA and connect to the east-west arterial shown between Brookville Drive and the Hume Freeway. This route will replace the arterial connection of Brookville Drive to Donnybrook Road. This route allows for more orderly cross

intersection between English Street, Donnybrook Road and the planned arterial road continuation of English Street to the north toward the Lockerbie town centre.

To allow for this route to cross Merri Creek at the most appropriate location with regard to cultural heritage and drainage needs, the proposed interchange with the Hume Freeway is to be moved north about 500 metres from the location shown in the GCP.

This route and its intersection with the Hume Freeway is supported by VicRoads who have requested that land be set aside for the proposed freeway ramps as part of Hume C198.

Brookville Drive will be mainly an arterial road, but will revert to a connector level road where it crosses over the Growling Grass Frog Corridor Conservation Area 34.

- The area of land shown on the corridor plans as 'urban – land use to be determined' was preserved further to the 'Potential Environmental Sensitivity (subject to further investigation)' identification in the 2006 GAFP. Consistent with the approval of the *Biodiversity Conservation Strategy* this area is considered suitable for urban development. As such Hume C198 proposes the area to be industrial in line with its surrounding context in this part of the precinct.
- The more specific identification of a mixed industrial/commercial/large-format-retailing area in the northern quarter of the CNEA is shown as industrial in the GCP. It is considered that this designation is not inconsistent with the GCP as it anticipates the likely demand for complementary, higher amenity industrial/employment uses in the area. The PSP takes into consideration the need to provide a sensitive interface with areas of environmental significance and adjacent residential precinct and aims to provide a buffer of lighter employment uses, to the more conventional industrial uses anticipated in the southern portions of the precinct.

4.2. Melbourne Strategic Assessment under EPBC Act (Cth)

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.

4.2.1. The Strategic Assessment, the Program Report and controlled action approvals

In June 2009, the Victorian and Commonwealth governments agreed to undertake a 'strategic assessment' of the impacts of expanding Melbourne's urban footprint on Matters of National Environmental Significance (MNES) pursuant to Part 10 of the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). The Assessment also described conservation outcomes to mitigate the impacts of urban development.

This strategic assessment then informed the Victorian government's Program Report which described the actions necessary to achieve the conservation outcomes described in the strategic assessment.

The assessment and program addressed impacts on MNES from urban development of the following areas:

- The existing 28 growth area precincts within the 2005 UGB ('2005 land'); and
- Land brought within Melbourne's UGB by planning scheme amendment VC68 ('2010 land'); and
- The Outer Metropolitan Ring/E6 Transport Corridor and the Regional Rail Link corridor.

Following a public consultation period and a review of the Strategic Assessment and Program Report, the Commonwealth endorsed the Program Report under Part 10 of the *EPBC Act*. The Program Report remains the overarching description of the conservation obligations resulting from urban development of Melbourne's growth areas. The Victorian government also determined to allow these obligations to be deemed to meet Victoria's vegetation clearing and habitat protection policies and legislation.

The Program Report's endorsement allowed the Commonwealth to then permit the 'controlled action' of urban development conditional on implementing the Program Report as follows:

EPBC Act approvals – Melbourne's Growth Areas

Date	Land affected	Controlled action permitted	Conditions summary
11 June 2010	Regional Rail Link	Development and operation of the regional Rail Link.	Compliance with endorsed Program Report; Compliance with prescriptions; Preparation of EIMP.
8 July 2010	2005 land		Compliance with endorsed Program Report; Compliance with prescriptions; Program evaluation and monitoring.
5 September 2013	2010 land: Northern and Western growth corridors, and Any 2005 land not already subject to a Precinct Structure Plan before March 2012.	All actions associated with urban development.	Compliance with approved BCS and species strategies; Limited discretion to amend conservation area boundaries and take action in a conservation area; Compliance with habitat compensation arrangements.
11 September 2014	2010 land: south-east corridor		

Urban development of the Craigieburn North Employment Area is covered by the 5 September 2013 approval and must comply with the biodiversity conservation and species strategies and habitat compensation arrangements. This is provided at Appendix 7.

4.2.2. Biodiversity Conservation Strategy for Melbourne's Growth Corridors and species strategies

A primary commitment of the Program Report was the preparation of a Biodiversity Conservation Strategy (BCS) to guide on the ground mitigation of biodiversity impacts within Melbourne's growth corridors. In addition a strategy was to be prepared for the Golden Sun Moth, Growling Grass Frog and Southern Brown Bandicoot.

These strategies describe the on-the-ground outcomes that result after applying the prescriptions formulated as part of the 8 July 2010 approval. The strategies have been approved by the Commonwealth. As a result, while both the 8 July 2010 and the 5 September 2013 approvals apply to the 2005 land, compliance with the BCS

under the 2013 approval equates to compliance with the prescriptions under the 2010 approval. The Commonwealth requires compliance with the strategies through conditions in the 2013 and 2014 approvals.

In CNEA the BCS, the *Sub-Regional Species Strategy for the Growling Grass Frog* and habitat compensation arrangements require:

- Land along and adjacent to Merri and Kalkallo Creeks to be zoned for the use and development of a conservation area to protect and establish habitat suitable for the threatened Growling Grass Frog;
- Surveys, salvage and translocation of animals discovered during development;
- Compensation for destruction of habitat to be provided by those developing land for urban purposes.

The boundary of the conservation area shown in the BCS was amended with the approval of the Department of Environment Land Water and Planning (DELWP) so as to be more conducive to orderly urban development without any net change in the overall area of land to be used and developed for conservation. The amended boundary is that shown in the exhibited PSP.

The *Sub-Regional Species Strategy for Growling Grass Frog* (DEPI, May 2013) is expressed through the BCS.

4.2.3. 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 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.

4.2.4. 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. Compliance with this document is a condition of the 5 September 2013 approval.

4.3. State and local planning policy

The Explanatory Report accompanying the amendment outlines in detail how the amendment considers the relevant, State planning policies, Local planning policies and Ministerial Directions relevant to the amendment. This has been provided at Appendix 8.

5. Background Documents

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

- *PSP 25.1 Craigieburn North Employment Area, PSP25.2 English Street Precinct Structure Plan Background Report*, MPA (April 2015)
- *Growling Grass Frog Habitat Assessment and Mapping: PSP 25.1 and PSP 25.2, Craigieburn*, Ecology Australia (9 August 2013)
- *PSP 25.1 Craigieburn North and PSP 25.2 English Street: Infrastructure Costing Study - Report*, Jacobs SKM (22 August 2014)
- *Targeted Cultural Values Inspection of PSP25.1 Craigieburn Employment Area North and PSP 25.2 English Street*, Wurundjeri Tribe Land & Compensation Cultural Heritage Council Inc. (August 2013)
- *Precinct Structure Plan Area 25 Growth Areas Authority: Desktop Environmental, Hydrological and Geotechnical Study*, Aurecon (September 2012)
- *Drainage Strategy*, Alluvium Consulting Pty Ltd (October 2012)
- *Intersection Analyses*, SKM (February 2014)
- *Strategic Traffic Modelling: Craigieburn PSP 25*, SKM (March 2014)
- *Valuation Report: Craigieburn North Precinct Development Contributions Plan (DCP) Land Assessments*, Charter Keck Cramer (October 2014)
- *Craigieburn Restricted Retail / Showroom Precinct Demand Analysis*, SGS Economics & Planning (draft report, December 2010)
- *Restricted Retail Study: Craigieburn North*, SGS Planning and Economics (Final Report, 14 April 2015)

All of the above background studies were considered in the planning of the precinct.

6. The precinct structure plan

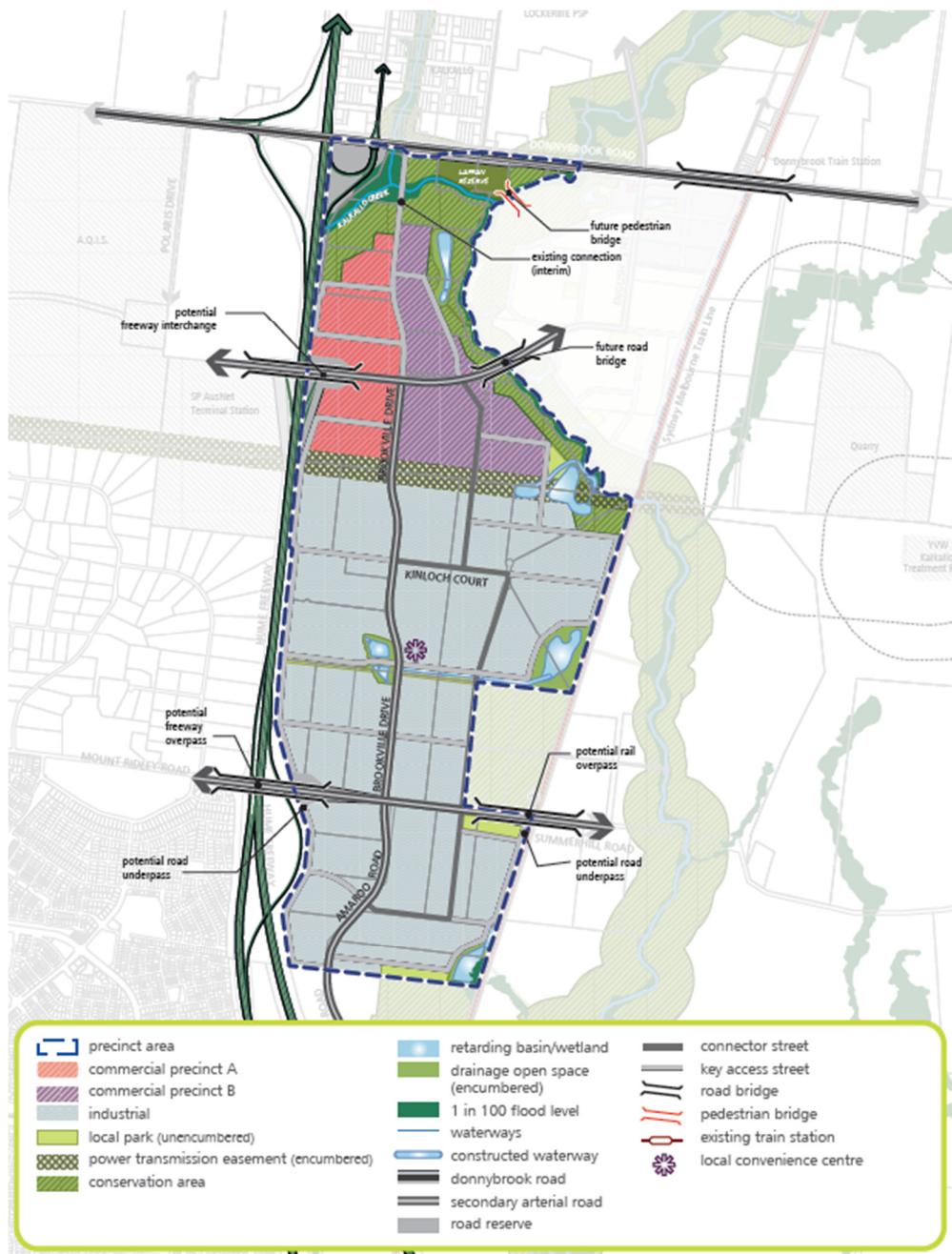
6.1. Role and function of the Plan

The Craigieburn North Employment Area (CNEA) is planned as an integrated commercial and industrial business park. It establishes a precinct which combines a high amenity setting characterised by the landscape and biodiversity values associated with the Merri Creek environs and adjacent residential areas with a conventional industrial area suited to the development of local industry and business needs. Development of the precinct will form part of a future regional economic cluster. It will add to the supply of industrial and commercial land needed in the North Growth Corridor to meet demand for a variety of businesses and employment opportunities as the region develops from non-urban to urban.

The northern part of the CNEA responds to the environmental significance of the Merri Creek and anticipates the need to develop a sensitive interface with the creek environs and the adjacent residential precinct. This will be achieved by encouraging the development of a contemporary business park that includes adaptable commercial floorspace suitable for modern manufacturing and technology based industries with high quality landscaping and built form standards. This area has been marked as Precinct A and B on the plans. The location of the Precinct A abutting the Hume Freeway provides an opportunity to establish some higher order large floor plate restricted retail development which can take advantage of the high exposure to passing traffic along the Hume Freeway and Donnybrook Road with direct connections to Melbourne. Precinct B provides an opportunity to establish the location for a commercial environment suitable for higher amenity office and 21st century manufacturing. Linear trails, passive parks and a convenience centre will provide interesting recreation places for future employees as well as protecting existing significant trees. The remainder of CNEA located south of Precincts A and B, the Industrial Precinct, with less sensitive interfaces is intended to develop as an industrial area to meet local demand for the development of manufacturing, storage and distribution of goods services.

Merri Creek provides a key conservation and landscape asset for the precinct, and draws its significance from its role as a continuous corridor supporting environmental, heritage and recreation values. The Creek corridor supports populations of critically endangered Growling Grass Frog (GGF) and habitat links will be preserved and enhanced in accordance with the BCS and the Sub-Regional Strategy for the GGF. As well as providing improved habitat for the GGF, the Merri Creek corridor supports a range of other biodiversity values that will be protected and enhanced, and will bestow local amenity through native plantings and provide informal recreation opportunities through the provision of linear trails and passive park areas.

Figure 2: Craigieburn North Employment Area Future Urban Structure



6.2. Description of the Plan

6.2.1. Transport Network

The precinct abuts the Hume Freeway for a distance of approximately 4 kilometres affording the site substantial exposure to passing traffic heading north and south along the national freight route. The PSP aims to take advantage of access to the existing road network, being located adjacent to the Donnybrook Road interchange and less than 1km from the Hume Freeway interchange at Amaroo Road. The precinct also benefits from direct proximity to the Donnybrook Train Station meaning that future workers located in the precinct can access employment via public transport as services utilising Donnybrook Station improve in the future.

The CNEA PSP makes long term provision for the development of strong arterial road links needed to augment access to the wider northern metropolitan transport network, including the Hume Freeway and Hume Highway, Melbourne-Sydney rail line, Melbourne Airport, and planned OMR/E6 road. The precinct will also establish localised connections to the surrounding emerging communities of English Street, Lockerbie, Donnybrook / Woodstock, Mt Ridley, Craigieburn and Merrifield.

Connection to the immediate locality will be achieved via an upgrade to Brookville Drive/Amaroo Road with a new road link to be constructed across Merri Creek to enable a connection to Donnybrook Road in the east and Hume Freeway in the west. These projects will provide a strong north-south connection through the precinct, connecting the Amaroo Business Park in the south to the Lockerbie Precinct to the north. Construction of a new half-diamond freeway interchange and bridge will provide improved connection with Melbourne via the Hume Freeway as well as to the new commercial, industrial areas and residential communities to the west of the Hume Freeway via Polaris Drive and Mt Ridley Road. These links will also promote integration with the Principal Public Transport Network (PPTN), including improved accessibility to the existing Donnybrook train station. A 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 Growling Grass Frog (GGF) corridor along the Merri Creek and Kalkallo Creek acts as the eastern and northern boundary of the PSP. The BCS specifies that the final boundaries of the GGF corridor may change slightly to deal with local site conditions during the precinct structure planning 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. 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 9). The BCS established 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 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 488 ha with 261 ha being (54%) proposed predominantly for Industrial purposes, with 83.79 ha (17%) of commercial land proposed in the north east section of the precinct to be used for a mix of employment uses such as larger floorplate commercial, including warehouse and restricted retail uses. The area includes a location for a local convenience centre to meet the needs of local workers, of approximately 1,500 sqm. The aim is to develop this precinct to meet needs of the nearby future residential precincts such as Lockerbie, English Street and Donnybrook Woodstock and provide the wider area with jobs. Additionally, the Precinct has been designed to capitalise on its prime location along the Hume Freeway and Donnybrook Road, as well as being located around a large mix of other services provided in the retail and activity centres in the adjacent Lockerbie and Donnybrook and Woodstock PSP, which link directly to the finer grain commercial area in English Street. The commercial area of the precinct should provide for higher amenity employment uses, to act as an appropriate buffer to the residential land use on the other side of the Merri Creek.

This will achieve objectives 1, 4, 5 and 7 of the Precinct Structure Planning Guidelines by promoting a high quality and attractive employment location that will assist in maximising the diversity and provision of jobs in the region that is well connected to existing 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 north of the precinct. The reserve will be linked by a shared trail and pedestrian bridge over the Merri Creek, or along Donnybrook Road. There will be another 4 local parks located throughout the Precinct that range in size between 1.2- 3.12ha. These parks are intended to be distributed throughout the area at a catchment of approximately 400m to break up some of the commercial areas by providing opportunities for open space. Where possible, open spaces have been co-located adjacent to wetlands and the GGF corridor to capitalise on their higher value amenity areas and other recreational opportunities. Further, the Conservation Area 34 will provide for an additional 61.5ha of passive open space in the area.

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

7. The Amendment

Amendment C198 proposes to make a number of changes to the planning scheme, as follows:

- Incorporates two new documents into the planning scheme by listing them in the Schedule to Clause 81.01:
 - Craigieburn North Employment Area Precinct Structure Plan, April 2015
 - Craigieburn North Employment Area Development Contributions Plan, April 2015
- Inserts Schedule 8 to the Urban Growth Zone (UGZ8) to the Hume Planning Scheme and applies UGZ8 to land in the amendment area. This zone sets out the land use and development controls for the precinct. The zone requires land use and development to be generally in accordance with the incorporated Craigieburn North Employment Area Precinct Structure Plan;
- Rezones land identified as Conservation Area 34 in the Biodiversity Conservation Strategy along the Merri Creek from Farming Zone to Rural Conservation Zone (RCZ);
- Inserts Schedule 2 to the Incorporated Plan Overlay (IPO2) to the Hume Planning Scheme and applies IPO2 to land within the Rural Conservation Zone identified as 'Growling Grass Frog' conservation value;
- Inserts the Development Contributions Plan Overlay Schedule 8 (DCPO8) into the Hume Planning Scheme and applies DCPO8 to the amendment area for the purpose of levying contributions for the provision of works, services and facilities in relation to development within the Development Contributions Plan area;
- Amends the Public Acquisition Overlay (PAO1) to extend the PAO1 to land south of Donnybrook Road to allow for the widening and construction of the intersection and carriageway of English Street and to land to the west of the Hume Freeway to allow for a future off-ramp;
- Amends the Design and Development Overlay Schedule 1 (DDO1) from the land within the amendment area. This overlay is no longer required within the precinct area as the incorporated Craigieburn North Employment Area Precinct Structure Plan addresses interface issues along the Hume Freeway;
- Amends the Land Subject to Inundation (LSIO) within the amendment area to update maps in line with Melbourne Water mapping;
- Deletes the Rural Floodway Overlay (RFO) from the land within the amendment area. This overlay is no longer required as the Land Subject to Inundation Overlay (LSIO) addresses land which is subject to 1 in 100 year flooding along the Merri Creek;
- Deletes the Environmental Significance Overlay Schedule 2 & Schedule 10 (ESO2 & ESO10) from the land within the amendment area. This overlay is no longer required as the proposed Rural Conservation Zone, Incorporated Plan Overlay Schedule 2 and the Craigieburn North Employment Area Precinct Structure Plan designate and protect areas of environmental significance in the Merri Creek;
- Amends the schedule to Clause 52.01 to require public open space contributions in the Craigieburn North PSP area when land is subdivided;
- Amends the schedule to Clause 52.17 to identify native vegetation that can be removed without the need for a planning permit; and
- Amends the schedule to Clause 94 and Clause 95 to include VicSmart provisions for buildings and works in relation to industrial areas, car parking and signage.

8. Consultation

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

8.1 Inception of the project

Land within the precinct south of Summerhill Road was brought within the UGB on 14 November 2003 by Amendment C48 to the Hume Planning Scheme at which time it was in the Rural Zone.

Land within the precinct north of Summerhill Road, excepting properties with a frontage to Donnybrook Road between Brookville Drive and Merri Creek, were brought within the UGB on 28 November 2005 by Amendment C66 to the Hume Planning Scheme at which time it was in the Farming Zone Schedule 1 (FZ-1).

In 2010, the English Street precinct joined the Craigieburn North Employment Area to form one area until November 2012 when English Street was again separated as a result of consultation with stakeholders. Planning for the Precinct begins.

8.2 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

October 2013	Circulation of Newsletter 3 – Landowner update including first version of FUS
October 2013	Landowner Information Session – Hume Global Learning Centre, Craigieburn
02 April 2015	Circulation of Newsletter 4 – Exhibition commences
07 April 2015	Newspaper advertisement appears in Hume Leader
04 April 2015	Formal Exhibition period begins
09 April 2015	Gazette Notice appears in Government Gazette
22 April 2015	Public information session - City of Whittlesea Municipal Civic Chambers, South Morang
09 May 2015	Formal Exhibition Period Concludes

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



Craigieburn North Employment Area Amendment to the Hume Planning Scheme - November 2015