

# AMENDMENT C162 TO THE MELTON PLANNING SCHEME

EXPERT WITNESS STATEMENT

MARK WOODLAND

2ND SEPTEMBER 2015



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# 1.0 Introduction

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I have been instructed in this matter by Rigby Cooke Lawyers who acts for Mount Atkinson Holdings Pty Ltd who are the owners and developers of land holdings within the Mount Atkinson and Tarneit Plains Precinct Structure Plan area.

I have been requested to prepare and present planning evidence regarding the exhibited Mount Atkinson and Tarneit Plains Precinct Structure Plan (Amendment C162 to the Melton Planning Scheme). Specifically I have been asked to consider whether the exhibited Precinct Plan and associated statutory documents is a reasonable response to the metropolitan Growth Corridor Plans (June 2012).

I have previously provided 'peer review' comments to Mount Atkinson Holdings Pty Ltd in relation to a number of early development concepts for their site on three occasions in the past. However, I have not acted for or represented them in relation to their land or the Precinct Plan at any stage.

I was also employed at the Metropolitan Planning Authority (then Growth Areas Authority) between July 2010 and June 2012. My role included the preparation of the Growth Corridor Plans. However, I was not involved in preparing any precinct plans in this area during that time.

In preparing this statement I have:

- Reviewed the exhibited Mount Atkinson and Tarneit Plains Precinct Structure Plan and the associated document of Amendment C162.
- Reviewed the Growth Corridor Plans and other relevant strategic planning documents leading up to the finalisation of this Plan.
- Reviewed the relevant Background Reports commissioned by the Metropolitan Planning Authority for the PSP.
- Reviewed submissions lodged with the Metropolitan Planning Authority by Mount Atkinson Holdings Pty Ltd and others regarding Amendment C162.

# 2.0 Expert Witness Statement

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**The name and address of the expert.**

Mark Woodland of 420 Victoria Street, Brunswick 3044.

**The expert qualification and experience.**

Mark Woodland holds a Bachelor of Planning and Design from the University of Melbourne. He is a member of the Victorian Planning and Environment Law Association and the Property Council of Australia.

A Curriculum Vitae is included attachment 1.

**The expert's area of expertise to make this report.**

Mark has a broad range of experience in planning and development matters with a sound understanding of statutory planning provisions and significant experience in strategic planning and policy development enabling him to comment on a wide range of planning and development issues.

**Other significant contributors to the report.**

Not applicable.

**Instructions that define the scope of the report**

Mark Woodland has been instructed by Rigby Cooke Lawyers who acts for Mount Atkinson Holdings Pty Ltd in regard to this proceeding.

**The identity of any person who carried out tests or experiments upon which the expert has relied on and the qualifications of that report.**

Not applicable.

**The facts and matters and all assumptions upon which the report proceeds.**

Mark Woodland relies upon the reports and documents listed in section 1.0 of this report.

**Documents and other materials the expert has been instructed to consider or take into account in preparing his report, and the literature of other material used in making the report.**

Mark Woodlands has reviewed and taken into account the following reports and materials listed in section 1 of this report.

**A summary of the opinion or opinions of the expert witness**

A summary of Mark Woodlands opinions are provided for within section 3 of this report.

**Any opinions that are not fully researched for any reason**

Not applicable.

**Questions falling out of the expert's expertise and completeness of the report.**

Mark Woodland has not been asked to make comment on any matters outside of his area of expertise. This report is a complete statement of evidence.

**Expert Declaration**

I have made all the inquiries that I believe are necessary and desirable to prepare and present expert evidence in this matter and no matters of significance which I regard as relevant have to my knowledge been withheld from the Panel.



Mark Woodland  
September 2016

## 3.0 Summary of Evidence

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1. I have been asked to provide my opinion on whether the exhibited Precinct Plan and associated statutory documents is a reasonable response to the metropolitan Growth Corridor Plans (June 2012).
2. The following is a summary of my opinions in relation to this question.

### ***The Strategic Role of land within the Precinct Plan***

The Precinct Plan comprehensively responds to the strategic role identified for this Precinct in the West Growth Corridor Plan

### ***Landscape, Environment and Open Space***

The Precinct Plan appropriately responds to the wider landscape, environment and open space principles set out in the Growth Corridor Plan, as well as the specific features identified for this precinct in the West Growth Corridor Plan.

### ***Creating Communities***

- i. *Size and density of development sufficient to support the infrastructure and services.*  
The Precinct Plan comfortably satisfies the characteristics for a 'self-sustaining community' set out in Chapter 3 of the Growth Corridor Plan.

- ii. *Character and identity.*  
The Precinct Plan provides for the protection and reinforcement of those landscape and heritage features identified in the West Growth Corridor Plan as warranting protection and reinforcement.

The Precinct Plan provides sufficient guidance in relation to the future design of built form to address the objectives of the Growth Corridor Plan.

- iii. *Regional Community, Health and Education services.*  
The Precinct Plan does not propose the delivery of any specific regional scale health and education facilities<sup>1</sup>. However, the Specialised Town Centre concept plan provides adequate land for such uses – realisation of some regional health and/or education facilities in this location would complement the employment focus of the precinct, but it would also require the delivery of a train station and bus interchanges to enable such facilities to be accessible for the wider growth corridor.

### ***Employment***

- i. *Town Centres.*  
The town centre hierarchy set out in the Precinct Plan satisfies the objectives for a network of vibrant and attractive town centres described in the Growth Corridor Plan.

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<sup>1</sup> I note that a large private school is proposed by the landowner within the precinct, with accommodation for circa 200 students. This facility will invariably serve a regional catchment, but the Corridor Plans refer to 'regional scale' education facilities in terms of them having a post compulsory educational focus.

ii. Employment Precincts.

The Precinct Plan clearly demonstrates that the overall objective for the land to deliver significant employment generating outcomes for the local area and the wider corridor can be achieved. Achievement of these outcomes will not be prejudiced by introducing a variety of non-residential uses into the precinct, and the Precinct Plan has the potential to *exceed* the employment outcomes that were assumed for the precinct by the Corridor Plan.

iii. Industrial land supply.

Altering the northern boundary of the Western Industrial Node (and thereby reducing the amount of land within this node by some circa 138 ha) will have a negligible impact on Melbourne's overall stock of industrial land, particularly in the context of this land stock having been increased by circa 1300 ha in 2012.

The benefits of utilising this part of the precinct as part of a mixed use residential and employment precinct that will generate substantial employment outcomes for the wider western region substantially outweigh any small dis-benefits associated with the loss of this land from the overall metropolitan industrial land supply.

**Transport**

The Precinct Plan appropriately responds to the integrated transport and land use principles, and to the specific transport initiatives contained within the West Corridor Plan. Delivery of a train station in the precinct will be critical to realising the higher density employment vision for the Business Precinct and Specialised town centre and so securing commitment to this should be a high priority.

**Other infrastructure**

i. Maintaining local quarrying potential.

The Precinct Plan appropriately responds to the Growth Corridor plan insofar as it applies a combination of buffer controls, land use zones and statutory referral mechanisms to ensure that both sensitive uses and risks associated with rock blasting at the adjoining quarry site can be appropriately managed in future.

I would however note that the requirement to refer all permit applications on land within the Quarry Sensitive Use Buffer' appears excessive, and will most likely result in unnecessary administrative burdens and red tape. I consider that the range of permit applications that to be subject to such referral should be narrowly defined to only specific uses or developments that raise some genuine issues relating the sensitive uses and/or safety.

ii. Planning for landfills

The Corridor Plan seeks to ensure that approved and operational landfills are protected from encroachment by sensitive uses.

The Corridor Plan establishes a land use framework for that support urban development within 500m of the Boral quarry site. This framework was established having regard to the relationship of such development to the adjoining quarry operations, as well as existing landfill buffers, and the potential for that landfill be expanded in some form in the future (as suggested by MWRRSP and MLS).

The landfill operator at the Boral quarry site is currently seeking a new approval for a significant landfill that will have the effect of requiring the buffer to the existing landfill being substantially increased. In my opinion, the obligation is on the landfill operator as the agent of change to address the buffer separation distances required under the BPEM guidelines.

The Precinct Plan proposed under Amendment C162 is giving effect to the land use framework established by the Corridor Plan in 2012. . It has taken account of the potential for further landfill

approvals within the Boral quarry site. It reasonably concludes that the potential approval of a significantly larger landfill at the quarry site is not anticipated to impact on the development of land within the Precinct Plan.

The Precinct Plan also properly recognises the requirements of the EPA Landfill BPEM must be taken into consideration in any works approvals or licensing of existing and new landfill sites, as well as in the design and construction of landfill cells, and that the buffer requirements of the BPEM should be internalised within the landfill site itself.

Given that the BPEM guidelines identifies the need for an internal 500m buffer distances required for landfill gas migration, safety and amenity impacts, the Precinct Plan is arguably overly cautious in referencing the need for a further 500m separation distance to address potential for adverse amenity from odour from any expanded landfill site (i.e. in addition to the 500m internal buffer than would be required within the landfill site itself).



## 4.0 Amendment C162 to the Melton Planning Scheme.

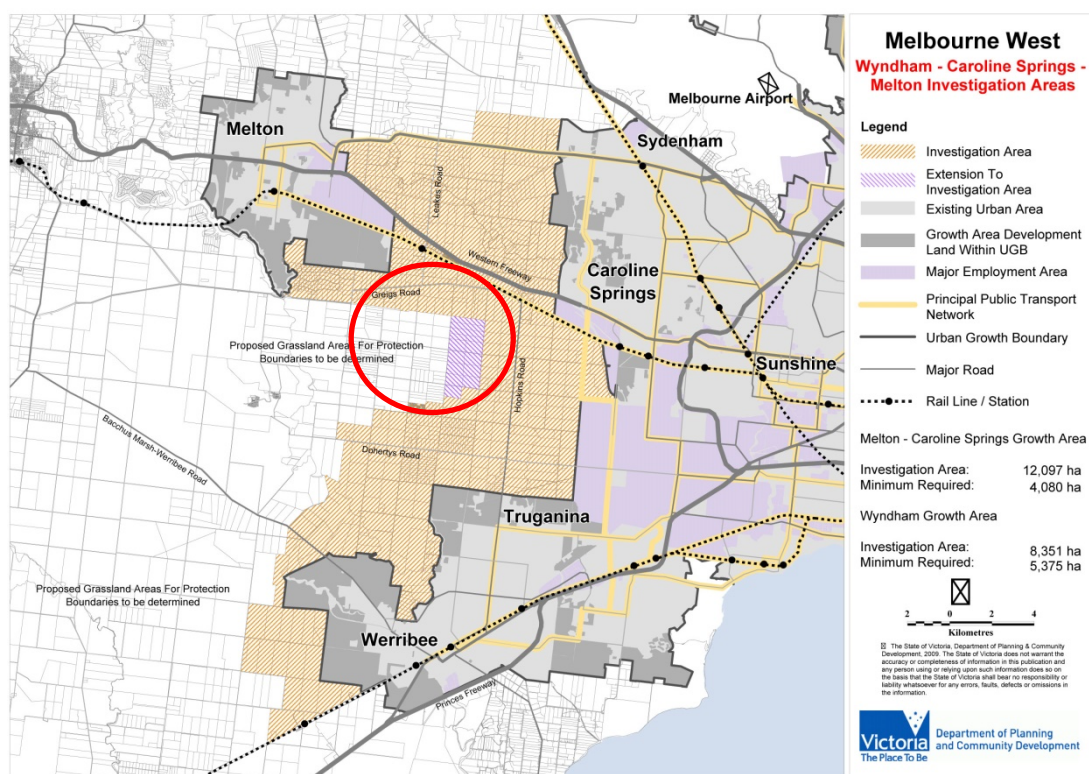
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3. Amendment C162 to the Melton Planning Scheme ('the amendment') applies to land included in the Mt Atkinson and Tarneit Plains Precinct Structure Plan ('the Precinct Plan'). The PSP area ('the Precinct') comprises approximately 1,531 hectares of land and is generally bound by the Western Freeway to the north, Hopkins Road to the east, Middle Road to the south and the Outer Metropolitan Ring transport corridor reservation to the west.
4. The Amendment seeks to insert the Precinct Plan as an incorporated document under the Melton Planning Scheme. It also seeks to rezone the majority of the land to Urban Growth Zone (Schedule 9) to facilitate the urban development of land. The UGZ (Schedule 9) will enable 'residential', 'industrial', and 'commercial' uses in areas identified in the future urban structure and in accordance with the vision of urban growth outlined in the Precinct Plan and the West Growth Corridor Plan ('the Corridor Plan').
5. Specifically the Amendment will:
  - Insert Schedule 9 to Clause 37.07 Urban Growth Zone (UGZ) into the Melton Planning Scheme and rezone the majority of the precinct to UGZ9. The Schedule sets out the land use and development controls for the Precinct. The Schedule requires land use and development to be generally in accordance with the Mt Atkinson and Tarneit Plains PSP;
  - Insert Schedule 11 to Clause 37.01 Special Use Zone (SUZ) into the Melton Planning Scheme and rezone part of the Precinct to SUZ11 to provide for a range of uses and the development of land generally in accordance with the Mt Atkinson & Tarneit Plains PSP;
  - Apply Clause 35.06 Rural Conservation Zone (RCZ) to parts of land within the Precinct that are identified as having conservation values;
  - Insert Schedule 5 to the Incorporated Plan Overlay (IPO5) into the Melton Planning Scheme and apply it to land in the Precinct zoned RCZ to give effect to the Mt Atkinson & Tarneit Plains PSP;
  - Delete the Environmental Significance Overlay Schedule 2 and Schedule 5 (ESO2, ESO5) from land within the Precinct;
  - Delete the Public Acquisition Overlay Schedule 6 (PAO6) from land within the Precinct;
  - Insert a new Schedule 6 to Clause 42.01 Environmental Significant Overlay (ESO6) and apply it to all land zoned RCZ, to remove the exemption from requiring a planning permit for the removal of non-native vegetation from land within the Precinct;
  - Apply Clause 45.03 Environmental Audit Overlay (EAO) to two properties that currently operate as service stations to identify the potential for further investigative and land remediation requirements;
  - Insert Schedule 9 to the Development Contributions Plan Overlay (DCPO9) and apply the overlay to all land within the Precinct;
  - Amend the schedule to Clause 52.01 to include a public open space contribution for subdivision of land within the precinct;
  - Amend the Schedule to Clause 52.17 to include the Precinct as a scheduled area;
  - Amend the schedule to Clause 66.04 to require
    - a referral to the Growth Areas Authority (now known as the Metropolitan Planning Authority) for an application for subdivision; and construction of a building or carrying out works in the town centre and commercial areas where the value of the building or works is in excess of \$500,000
    - a referral to the Secretary to the Department administering the Mineral Resources for an application for subdivision; and construction of a building or carrying out works within the 'Quarry Sensitive Use Buffer' shown in the PSP;

- Amend the schedule to Clause 66.06 to require notice to the gas transmission pipeline owner and operator for an application to use land for sensitive uses (listed in the UGZ9) within the 'gas pipeline measurement length' shown in the PSP; and
- Amend the Schedule to Clause 81.01 to include one new incorporated document titled Mt Atkinson and Tarneit Plains Precinct Structure Plan, March 2016.

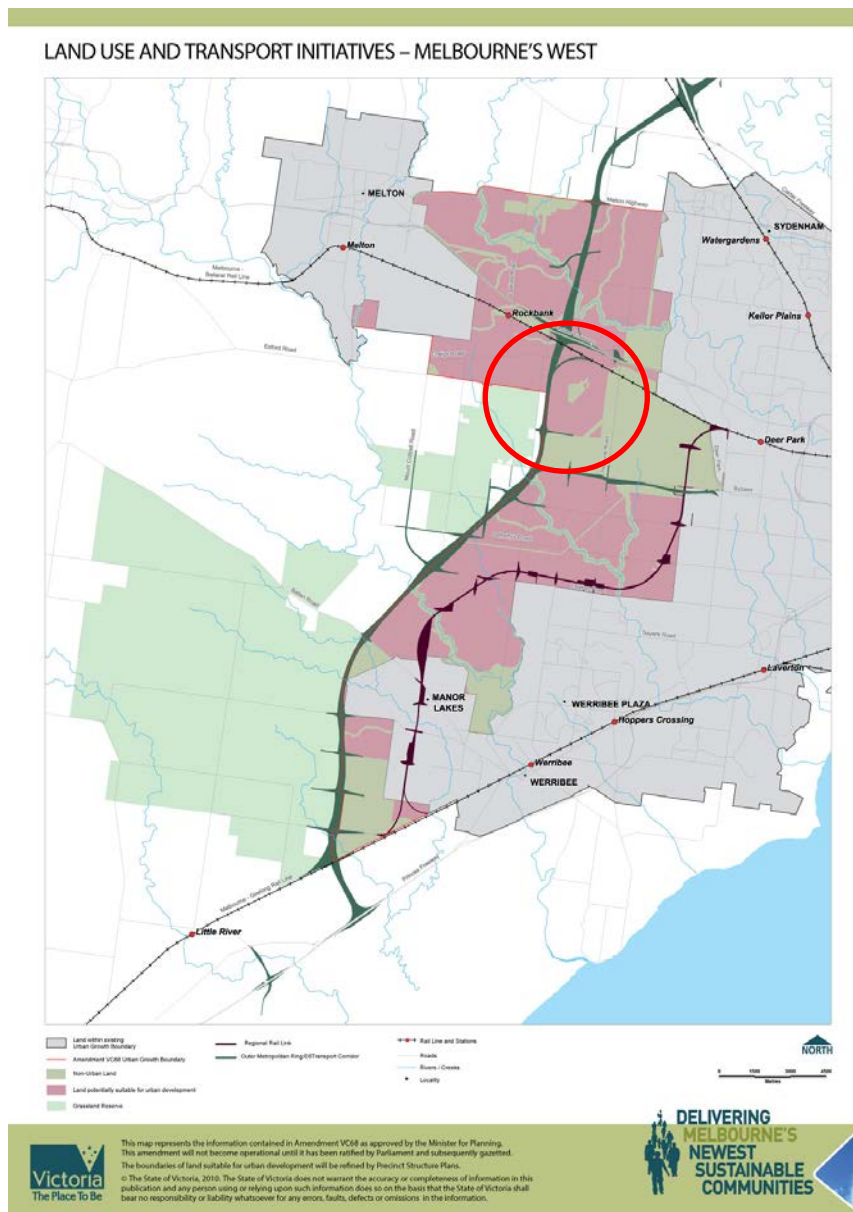
# 5.0 Planning history of land within the Precinct.

6. Prior to August 2010, land within the Precinct was located outside of the Urban Growth Boundary, and was included within a Green Wedge zone.
7. In December 2008, the Premier of Victoria announced a major review of Melbourne’s Urban Growth Boundary. The Victorian Governments ‘Melbourne @5 million’ policy document identified specific investigation areas in Melbourne’s north, west and south-east as potential areas for inclusion within the Urban Growth Boundary. Figure 1 shows the location of the precinct relative to the investigation area.



**Figure 1** Location of the precinct relative to the investigation area.

- Following community consultation, the Victorian Government released the 'Delivering Melbourne's Newest Sustainable Communities' report (DMNSC report) for public comment in June 2009. This document identified a proposed new Urban Growth Boundary and it provided the rationale for the proposed UGB and associated land use and transport proposals in each growth corridor.



**Figure 2** – Location of the precinct relative to the draft UGB location.

- Figure 2 shows the location of the precinct relative to the draft UGB location. This Plan identified the majority of land within the precinct as being suitable for urban development. It identified the hilltop of Mt Atkinson, a powerline easement and a strip of land circa 500m west of Hopkins Road as being 'significantly constrained land'.

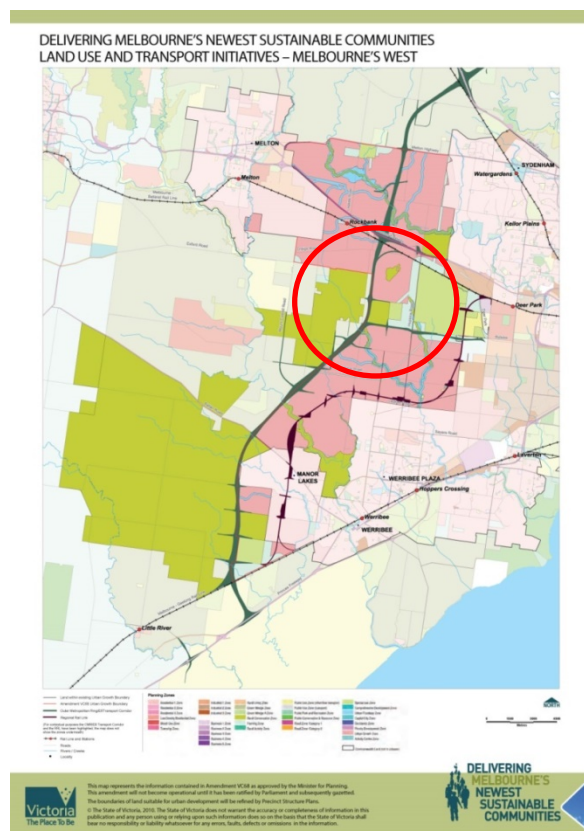


10. The DMNSC report noted the following in relation to land within the Precinct, and its relationship to the adjoining quarry:

*'Realising the opportunities to develop transit-oriented development along the Melton rail corridor and create new employment areas east of the alignment of the Outer Metropolitan Ring / E6 Transport Corridor will have the effect of encircling the mix of land uses in the vicinity of the quarry with urban uses in time...*

*....The preferred outcome is to ensure that urban land uses likely to be incompatible with current and future operations are not developed within the 500 metre buffer to the quarry tenements<sup>2</sup>.*

11. Following further community consultation on the draft UGB set out in DMNSC (June 2009), the Minister for Planning approved Amendment VC55 to the Victorian Planning Provisions in November 2009, which sought to introduce a revised urban growth boundary. This Amendment did not receive parliamentary ratification, and Amendment VC68 (for essentially the same changes) was approved by the Minister for Planning in July 2010, and was subsequently ratified by parliament.
12. Amendment VC68 included the majority of the land within the Precinct in the Urban Growth Zone. It included the hilltop of Mt Atkinson, and a small tributary in a Rural Conservation Zone, whereas land within the powerline easement and land within circa 500m west of Hopkins Road was included within the Farming Zone.



**Figure 3 – Location of the precinct relative to the final UGB location and the UGZ.**

<sup>2</sup> DMNSC Report for Public Consultation (June 2009), page 47.

13. Figure 3 shows the location of the precinct relative to the final UGB location and the UGZ.
14. The 'Final Report on Submissions' report (November 2009) released alongside Amendment VC55 noted the following in respect to the mapping of constrained land:

*"The assessment of submissions was also influenced by a precautionary approach to constraints assessments. In particular:*

- *A conservative approach was taken to identifying land as available for urban development within the Urban Growth Boundary. This approach has been followed to allow the future protection of areas that may require it and to respond to the implications of the Growth Area Infrastructure Contribution. Further refinement of the areas that have been assumed as not available for urban development will take place when more detailed work has taken place during the Growth Area Framework Plan or subsequent Precinct Structure Plan processes*
- *For matters of environmental significance such as areas with known or potential biodiversity values, landscape values, creeks, wetlands, flood ways, drainage areas and for areas requiring buffers the precautionary approach has been taken. This approach means that buffer sizes and areas of constrained land maybe larger than might be necessary in the longer term, however they leave the ability to protect the land (or release it for development if appropriate) as a result of further studies and more detailed planning.<sup>3</sup>*

15. The 'Final Report on Submissions' document also noted that:

*"It is intended that more detailed planning will occur through the preparation of Growth Area Framework Plans and Precinct Structure Plans to determine what activities can occur within the buffers. Appropriate zones will be put into place (if they are not already) to reflect the quarry operations and buffers."<sup>4</sup>*

16. The Victorian Government brochure that accompanied Amendment VC68 confirmed this approach, noting that the role of the Growth Area Framework Plans is to (inter-alia):

*"Identify appropriate uses for areas described as constrained in Delivering Melbourne's Newest Sustainable Communities, including quarry buffers, and potentially rezone some of this land to urban growth zone"<sup>5</sup>.*

17. Land within the Precinct remains in the zones established by Amendment VC68, pending the finalisation of the Mount Atkinson & Tarneit Plains Precinct Structure Plan (Amendment C162).

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<sup>3</sup> 'Final Report on Submissions' (DPCD, November 2009)

<sup>4</sup> Ibid

<sup>5</sup> DMNSC Brochure, July 2010

## 6.0 The Draft Growth Corridor Plan (November 2011).

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18. Draft Growth Corridor Plans were released for public comment in November 2011. These Plans outlined a common set of principles which were used to guide the preparation of spatial frameworks for each growth corridor<sup>6</sup>, alongside spatial frameworks for each of the four metropolitan growth corridors.
19. These principles related to the following matters:
- Creating communities;
  - Integrating transport and land use;
  - Planning for employment;
  - Creating amenity and character;
  - Protecting biodiversity, waterways and cultural heritage values;
  - Creating integrated open space networks;
  - Planning for environmental sustainability;
  - Staging development.
20. The draft Growth Corridor Plan adopted the following employment related land use categories:

Town Centres	Employment Precincts
Central Activity Areas	Industrial
Principal Town Centre	Specialised town centre
Major Town Centre	Commercial
Local Town Centre	Mixed use/Employment

**Table 1** – town centre and employment land use categories from the draft Growth Corridor plan.

21. These employment categories had their genesis in the employment land use categories identified in an employment discussion paper released as part of the original UGB Review in 2009<sup>7</sup>. That paper identified the need for the establishment of large employment precincts in Melbourne’s growth areas:

*“Facilitating the location of a range of related business development activities around a highly accessible precinct can produce much higher employment densities than currently exist in outer suburban Melbourne. Future detailed planning for growth areas will need to respond to these drivers.”<sup>8</sup>*

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<sup>6</sup> The draft Corridor Plan notes that these planning principles are intended to apply to the preparation of future precinct Structure Plans.

<sup>7</sup> DMNSC Discussion Paper: Employment (DPCD, June 2009), page 21

<sup>8</sup> Ibid, page 18

22. The paper differentiated ‘employment precincts’ from activity centres or industrial/logistics precincts and it set out the following definition of such precincts:

**“Employment precincts:**

*Employment precincts are large flexible multi-use areas, within growth areas, that provide for a large number of employment opportunities as part of an urban fabric that incorporates residential, cultural, recreational and civic uses and are located adjacent to high capacity public transport corridors.”<sup>9</sup>*

23. The draft Corridor Plans identified two different types of employment precincts (i.e. ‘commercial’ and ‘mixed use/employment’ precincts) and it noted the following in relation to planning for such precincts:

*“Not all commercial and office related employment is suitable for location within town centres. For instance, offices linked to research and development activities or that are part of a larger business that requires lower density development on a substantial site may be better located in mixed use or commercial precincts. Such areas are likely to have employment densities that are significantly higher than those of conventional industrial areas.*

*The Corridor Plans generally locate such uses adjacent to town centres or along PPTN routes to facilitate the provision of public transport access as employment levels build up”<sup>10</sup>.*

24. The draft Western Growth Corridor Plan identified the following strategic role for the Precinct:

*“Provision is made for development of a 600 (gross) hectares higher density employment area (a potential office park, research and development and mixed use precinct) to the west of Hopkins Road. The Hopkins Road commercial precinct is strategically located to contribute to the achievement of a greater diversity of employment opportunities in the western growth corridor.”<sup>11</sup>*

25. Figure 4 shows the layout of the precinct from the draft Corridor Plan (November 2011).



**Figure 4 –Layout of the precinct from the draft Corridor Plan (November 2011).**

<sup>9</sup> Ibid, page 21

<sup>10</sup> Draft GCP, page 20

<sup>11</sup> Draft Western Growth Corridor Plan, page 47.



26. Land within the Precinct was identified in the draft Plan for commercial, industrial, utilities, and landscape and biodiversity purposes. The draft Plan also identified the following in relation to land within the Precinct:

- A large east-west parcel of land was identified as a 'biodiversity conservation investigation area';
- A creekline was shown in the south-east portion of the precinct, and;
- A proposed rail spur line connecting the Outer Metropolitan Ring transport Corridor to the Melton rail line was shown on the northwest portion of the precinct.

## 7.0 The Final Growth Corridor Plan (June 2012).

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27. Following a period of public consultation, a final Corridor Plan was released by the Victorian Government in June 2012. The final Plan contained a number of changes, many of which were in response to submissions made during the consultation period. The key changes relevant to Amendment C162 are summarised below:

### 7.1 Defining specialised town centres.

28. Whilst the draft Corridor Plan identified the location of larger specialised town centres such as Melbourne Airport, it did not define or describe their functions. The Corridor Plan contained the following description of such centres:

***“Specialised Town Centres:***

*Specialised Town Centres may be appropriate in a number of ‘Business’ precincts. These Centres will have a relatively small retail function but will provide locations for specialist business services, conferencing, accommodation, recreation (e.g. gym), entertainment etc. Co-location of these activities within a Specialised Town Centre will help to ensure the most efficient provision of infrastructure and allow for multi-purpose trips. They should be highly accessible by public transport.”<sup>12</sup>*

### 7.2 Defining the retail framework for town centres.

29. The Corridor Plan includes a statement clarifying how retail floor space within town centres will be addressed. It notes that the Corridor Plan does not seek to apply retail floor space caps for any centre, and that each centre is expected to retain capacity to grow over time. Further, it notes that:

*“the ultimate size and nature of retail and other uses within each Town Centre will be further informed by more detailed catchment analysis as each Precinct Structure Plan is prepared. This analysis will have regard to the potential impact on existing, developing and planned town centres across each Growth Corridor.”<sup>13</sup>*

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<sup>12</sup> Final Plan page 16

<sup>13</sup> ibid

### 7.3 Defining Business Precincts.

30. The nomenclature and definition of ‘employment precincts’ (described in the draft Corridor Plan as ‘Commercial’ and ‘Mixed Use/Employment’ precincts) was the subject of a number of submissions and review.
31. The Corridor Plan adopted alternative land use terms to describe ‘employment precincts’, in response to the queries raised during the submissions period, as summarised below:

Draft Corridor Plan categories	Final Corridor Plan categories
Commercial	Business
Mixed Use/Employment	Business with residential

**Table 2** – Land use classifications – Draft vs final Corridor Plan

32. The content of Section 3.3.3 of the Corridor Plan (retitled ‘*Employment in business precincts*’) was significantly expanded to describe in greater detail the type of outcomes sought in business precincts, and also to provide greater clarity on the relationship between business and housing in areas delineated for ‘*business with residential*’, as set out below:

*“Business precincts are expected to deliver more intensive forms of employment generating uses in comparison to industrial areas. They will accommodate a wide range of employment generating uses including service industry, office and commercial activity, and research and development and some bulky goods (restricted retail).*

*A range of supporting ancillary uses will be expected to co-locate in local scale ‘Specialised Town Centres’. These centres will have a relatively small retail function, but will provide locations for specialist business services, conferencing, accommodation, recreation, entertainment etc. Co-location of these types of activities within a Specialised Town Centre will help to ensure the most efficient provision of infrastructure and allow for multi-purpose trips. Specialised Town Centres should be highly accessible by public transport.*

*Business precincts are expected to deliver minimum job densities in the range of 30-40 jobs per gross hectare, and this employment range will be used as a minimum guide for the preparation of PSPs in these locations and should be exceeded where possible, particularly on sites of high strategic importance.*

*In some locations (as identified on the plan), these precincts may also include residential, cultural, recreational and civic uses as part of a broader mix of activities which support the overall employment activities. In such circumstances these business precincts are expected to deliver minimum job densities in the range of 15-20 jobs per gross ha, and this employment range will be used as a minimum guide for the preparation of PSPs in these locations.*

*Business related activities are typically expected to be the predominant land use in these locations. Preserving the potential for these precincts to deliver employment outcomes is the most important planning and development outcome. This should be the principal measure guiding planning and development decisions in these locations.*

*Future detailed planning for these precincts will therefore need to demonstrate that employment provision is based on realistic demand over the medium to long term.*

*Whilst it might be expected that residential and non-core employment uses could be delivered within some of these precincts (as shown on the Growth Corridor Plans) in the shorter term (and in advance of the higher order employment activities), sufficient land must be protected to ensure an*

appropriate supply of strategically located land is preserved over the entire duration of the plan (e.g. 30-40 years).

Any proposals for land uses other than employment related uses will need to demonstrate that the overall objective for the land to deliver significant employment generating outcomes for the local area and the wider corridor would not be prejudiced.

Residential areas should be designed to complement and enhance the area for employment activity.”<sup>14</sup>

## 7.4 Planning for Landfills.

33. The draft Corridor Plan contained discussion in relation to the need for future planning taking account of approved and operational landfills in specific locations (including the landfill on the Boral land holding). An additional statement was included within section 3.7.5 of the Corridor Plan, as follows:

### ***“Planning for Landfills***

*The Growth Corridor Plan also ensures that approved and operational landfills referred to in the Metropolitan Waste and Resource Recovery Strategic Plan and potential organic waste treatment/recovery are protected from encroachment by sensitive uses.*

*Any development within 500m of putrescible landfill sites will be subject to an environmental audit to ensure that any potential landfill gas migration is mitigated.*

*Some existing quarries may also have the potential to be utilized for landfill purposes in the future upon completion of extraction of the resource at the site. In this case buffer requirements will also need to be taken into account when planning these PSP s to ensure appropriate land uses and separation distances are maintained.”<sup>15</sup>*

## 7.5 Specific changes to the Western Growth Corridor Plan relating to land within the Precinct.

34. The following specific changes were made to the final Plan in relation to land within the Precinct:

### 7.5.1 Vision.

35. The vision for the West Growth Corridor was amended as follows:

*“The West Growth Corridor will play a significant role in the diversification of the broader western region over time. The Hopkins Road ~~Business Commercial~~-Precinct, and ~~potentially~~ the Werribee Employment Precinct, together with existing and planned Principal and Major Town Centres, will provide significant new opportunities for living, jobs, investment and services within the region.*

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<sup>14</sup> Corridor Plan, pp22-23

<sup>15</sup> Ibid, page 34



The region will also continue to play a vital role in meeting Victoria’s industrial, freight and logistics needs over the long term, whilst diversifying the employment offer of the region. Planned upgrades to the freeway and freight facilities in Melbourne’s west will reinforce its importance to the industrial sectors.

Each local neighbourhood will have its own character, defined by its natural setting, and opportunities to integrate locally distinctive features into the development of the Growth Corridor will be maximised. These include waterways, hills, regional parks and open space, and biodiversity reserves, as well as more distant views to the hills to the West and North, and to the CBD.”

### 7.5.2 Biodiversity.

36. The eastern portion of the area originally identified as having ‘biodiversity values’ was removed from the growth corridor plan. Further investigation of the biodiversity values on this land confirmed that they were not of such significance to warrant retention.

### 7.5.3 Town Centres and Employment.

37. The Corridor Plan was amended to show a Specialised Town Centre on Hopkins Road.
38. The Plan was also amended to show the following employment-related land uses:
  - ‘Industrial’ land use in the southern part of the precinct, up to the proposed east-west road through the precinct;
  - ‘Industrial’ land use in the northern part of the precinct, north of the Melton rail line and the proposed rail spur;
  - ‘Business’ land use along the Hopkins road frontage (with a depth of circa 500m from the road edge)
  - ‘Business with residential’ land use across the central part of the Precinct, surrounding the Mt Atkinson landscape feature
39. Figure 5 shows Layout of the precinct from the Corridor Plan (June 2012).

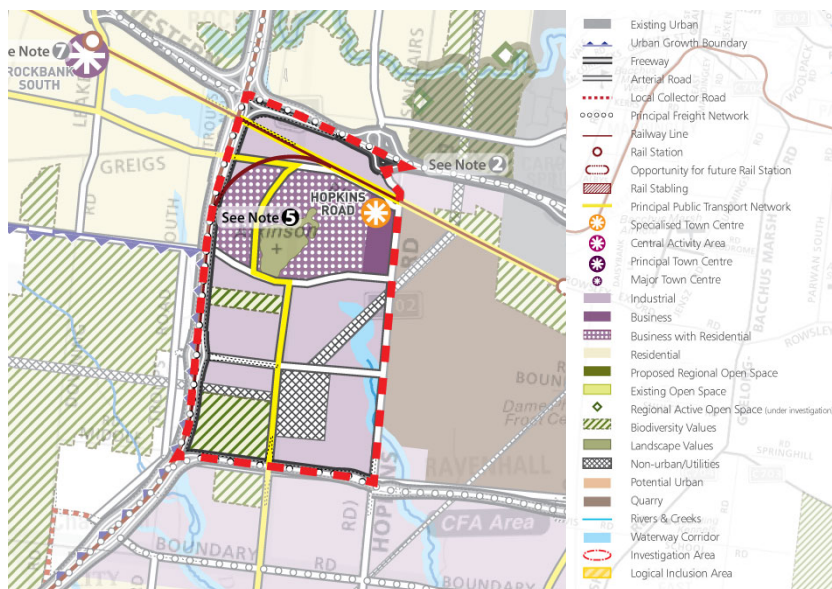


Figure 5 –Layout of the precinct from the Corridor Plan (June 2012).

40. The description of the land use and development outcomes sought for the Hopkins Road Business Precinct was significantly expanded in the Corridor Plan, as follows:

*“The Precinct is 590ha in total area (from the Melton highway to the conservation reserve south of Mt Atkinson) and it provides opportunities to integrate a mix of higher density residential and employment uses which have potential to directly connect to the arterial road system, the future OMR/Western Highway interchange and the designated PPTN . The Precinct will also benefit from the local amenity provided by Mt Atkinson and the local conservation reserve. The Hopkins Road Precinct will accommodate a 400 (gross) hectare business precinct comprising a mix of business uses (such as office parks, research and development) together with conventional, medium and higher density residential uses. It will also comprise a 120 (gross) hectare industrial precinct between the Western highway and the Melton rail line and a 65 (gross) hectare commercial precinct along Hopkins road.*

*The layout of these uses will need to respond to the interface with the existing Quarry, the railway line, OMR, freight spur line and the Western Highway, to ensure non-sensitive uses are located away from these facilities. In particular, the planned rail freight spur line between the OMR corridor and Melton rail line will be protected from sensitive uses by including a buffer of non-residential uses.*

*A small Specialised Town Centre will be located in the Precinct to support the business activities and provide amenity for residents and workers. The ability for this precinct to succeed as a higher order employment location will depend on, amongst other factors, its accessibility which will require careful planning at the PSP stage. A future PSP will also need to ensure that any residential community within this location is of sufficient size to operate as a self-contained neighbourhood, supported by transport, open space and community infrastructure Careful planning and analysis of catchments for services will, therefore, be required.*

*Although there are no plans to provide a station in this location during the timeframe of the Corridor Plan, there is potential for a Hopkins Road rail station in the longer term which could be explored, and opportunities for its potential future provision preserved.”<sup>16</sup>*

#### 7.5.4 Transport.

41. A note was added to the Corridor Plan to ‘Protect the planned rail freight spur line between the OMR corridor and the Melton rail line from sensitive uses by including a buffer of non-residential’<sup>17</sup>. The alignment of the proposed Principal public Transport Network was also amended slightly to reflect minor changes in the alignment of the arterial road network through the precinct.

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<sup>16</sup> Corridor Plan , page 51

<sup>17</sup> Refer ‘note 5’ on the final Corridor Plan

# 8.0 The Mt Atkinson and Tarneit Plains Precinct Structure Plan.

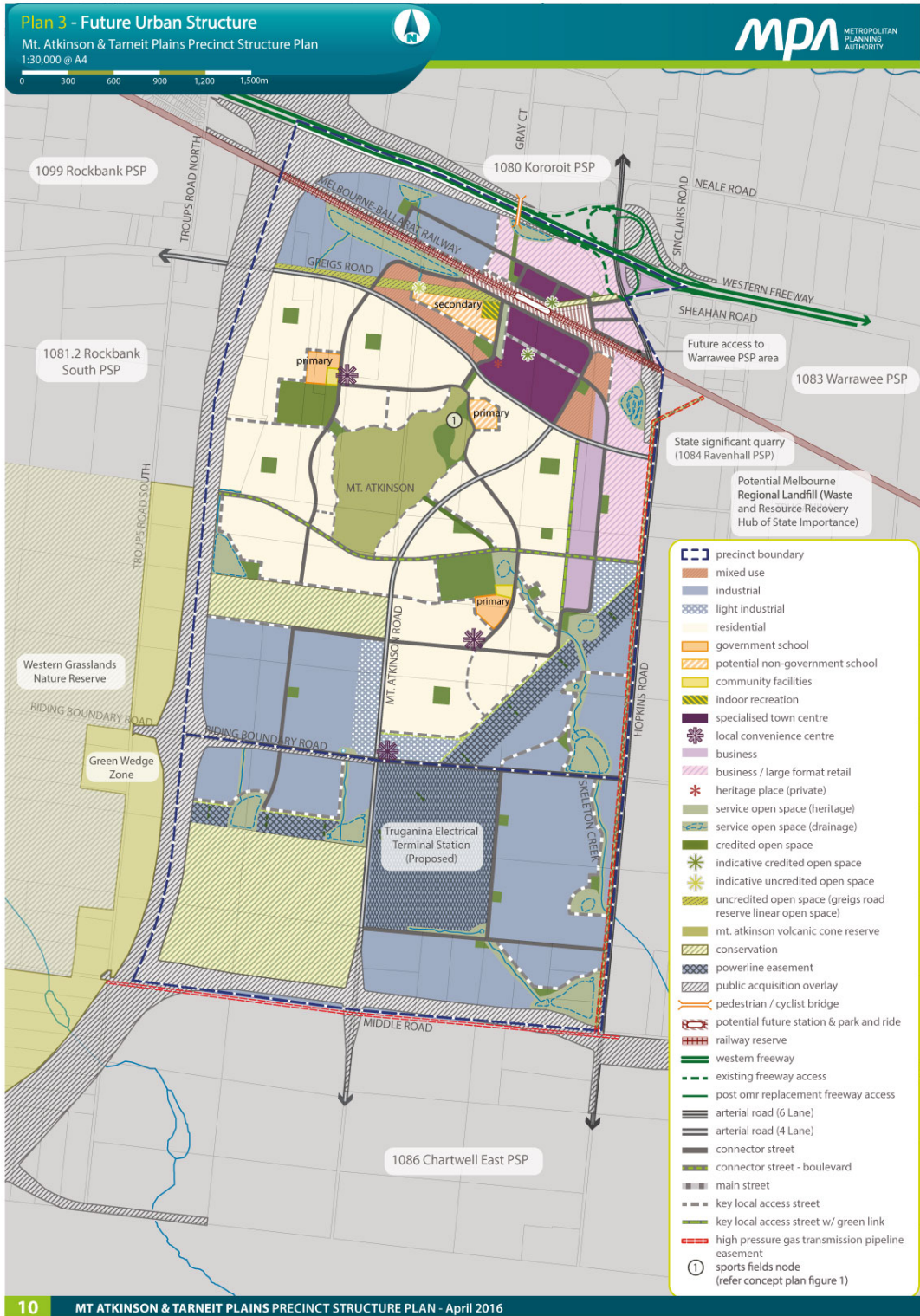
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## 8.1 Precinct Outcomes.

42. The Precinct Plan seeks to achieve a variety of housing and employment opportunities and community facilities in the heart of the West Growth Corridor. The Vision contained within the PSP identifies the following outcomes for the precinct:
- Making the Mt Atkinson volcanic cone a central feature of the area, and protecting its natural, landscape and cultural values;
  - Creating industry and employment that generates wider regional economic benefits for business and the community;
  - Creating an employment hub which is conveniently served by a potential future train station and feeder bus routes, as well as major arterial roads and freeways;
  - Creating a specialised town centre that forms the heart of the Mt Atkinson business precinct;
  - Contribute towards the achievement of a greater diversity of employment opportunities in the west;
  - Achieving an attractive interface between residential and employment areas within the precinct;
  - Creating community hubs featuring schools, playing facilities, and community services on three sides of the Mt Atkinson volcanic cone;
  - Protecting existing grasslands as well as the Mt Atkinson homestead and other cultural heritage values in the Precinct, and;
  - Ensuring that the industrial land within the Precinct can attract a variety of industrial, manufacturing, wholesale and transport businesses, and providing good freight connectivity of the future Outer Metropolitan Ring corridor, the Western Intermodal Freight Terminal and the Western Highway.

## 8.2 Urban Structure.

43. The urban structure contained within the Precinct Plan provides for the following transport infrastructure and land uses across the precinct:
- A specialised town centre, with mixed use areas to its east and west;
  - Business and large format retail uses along the Western Freeway and Hopkins road frontages;
  - Industrial land in the north-west corner and southern parts of the PSP area (generally south of the conservation reserve and transmission line easements);
  - Setting aside land for various conservation or recreation purposes, including the Mt Atkinson volcanic cone, Skeleton Creek, Grasslands reserves and a series of passive and active open space reserves, generally connected by a network of green links
  - Three local town centres, distributed west, south-east and south of the Mt Atkinson volcanic cone
  - A potential future train station adjacent to the proposed specialised town centre
  - A road network comprising:
    - A central (north south) arterial road,
    - East-west arterial roads connecting to Greigs Road, and Riding Boundary Road, and;
    - A series of connector streets.



**Figure 6 – Future Urban Structure (as exhibited)**



### 8.3 Land Use Budget.

44. The table below summarises the land uses proposed within the precinct:

Description	Ha
<b>Total Precinct</b>	<b>1531.68</b>
Transport	199.36
Community & Education	19.81
Open Space	333.48
Utilities	82.15
<b>Total net developable area</b>	<b>896.89</b>
<b><i>NDA (Residential)</i></b>	<b><i>408.18</i></b>
<b><i>NDA (Employment)</i></b>	<b><i>488.71</i></b>

**Table 3** – Summary of land budget from Precinct Plan

### 8.4 Dwelling and employment outcomes.

45. The Precinct Plan anticipates that there will be approximately 6,700 dwellings in the precinct, accommodating approximately 19,000 new local residential. Table 3 of the Precinct Plan suggest that a further 1,127 people could be delivered within the precinct if higher densities on land designated within the Precinct Plan for medium density residential development are realised.
46. The Precinct Plan anticipates that over 18,700 new jobs will be delivered on employment land within the precinct.

# 9. Assessment of the Precinct Plan against the West Growth Corridor Plan.

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## 9.1 The Strategic role of land within the Precinct Plan.

47. The West Growth Corridor Plan identifies in its vision that the ‘Hopkins Road Business Precinct’ (i.e. the Precinct Plan) will provide *‘significant new opportunities for living, jobs investment and services within the region’*.
48. Chapter 4 of the Corridor Plan identifies that this precinct ‘provides opportunities to integrate a mix of higher density residential and employment uses which have the potential to connect to the arterial road system, the future OMR/Western Highway interchange on the designated PPTN.’<sup>18</sup>
49. The Precinct Plan responds to this Vision by catering for a variety of housing and employment opportunities, and community facilities within the precinct. Specifically, the Precinct Plan seeks to deliver the following:
- In the order of 6,700 dwellings which can accommodate 19,000 new local residents<sup>19</sup>.
  - A diversity of housing types and densities, with higher density dwellings being located within and adjacent to town centres, amenities and public transport<sup>20</sup>.
  - A variety of services to meet the needs of both local residents and the wider community across the western metropolitan region. The specialised town centre caters for circa 105,000 square metres of community services including health, education and non-government organisations<sup>21</sup>;
  - An urban structure that has the potential to deliver 18,700 new jobs over the longer term<sup>22</sup>., and which makes provision for the following:
    - 400 ha of Industrial areas, suitable for manufacturing, freight and logistics;
    - Business areas large enough to accommodate circa 425,000 sqm of commercial floor space, and 40,000 sqm of restricted retail floor space<sup>23</sup>;
    - A specialised town centre providing opportunities for business and employment in retail, commercial, community, health ,education and other facilities;
    - Three local convenience centres providing employment opportunities in local shops, schools and community facilities;
    - Opportunities for home based businesses within residential neighbourhoods.
50. It is my opinion that the Precinct Plan comprehensively responds to the strategic role identified for this Precinct in the West Growth Corridor Plan.
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<sup>18</sup> Refer page 51 of the Corridor Plan

<sup>19</sup> Refer page 17 of the Precinct Plan

<sup>20</sup> Refer Requirements 15-21 of the Precinct Plan

<sup>21</sup> Refer Table 4 on page 34 of the Precinct Plan

<sup>22</sup> ibid

<sup>23</sup> Refer Table 5 of the Precinct Plan

## 9.2 Landscape, Environment and Open Space.

51. The Corridor Plan establishes the following planning principles in relation to landscape, environment and open space in Melbourne's growth areas:
- Protect biodiversity, waterways and cultural heritage values (Principle 5)
  - Create integrated open space networks (Principle 6)
52. The West Corridor Plan identifies the following specific landscape, environmental and open space features to be protected and/or enhanced in the Precinct:
- Mount Atkinson – an important cultural heritage feature to be preserved;
  - Retention of finer grained elements such as historic dry stone walls;
  - Creation of biodiversity conservation reserves (as originally identified in the Melbourne Strategic Impact Assessment under the EPBC Act 1999);
  - Retention of the Skeleton Creek waterway corridor.
53. The Precinct Plan identifies all of the above features, and provides for their protection and management, as follows:
- The Mt Atkinson hilltop has been identified as a public reserve and a detailed concept plan has been prepared for the future use and management of this space as a mix of conservation areas (to protect areas of aboriginal cultural heritage sensitivity), passive parkland and sporting facilities<sup>24</sup>.
  - Drystone walls within the Precinct are identified in the Precinct Plan, and Requirement 9 of the Precinct Plan specifies that these must be retained unless otherwise agreed by the Responsible Authority.
  - The Precinct Plan also provides for the retention of heritage features (such as the Mt Atkinson homestead and cobbled roadways within the Greigs Road reserve) in public spaces.
  - The two Conservation reserves shown in the West Growth Corridor Plan are shown to be retained in the Precinct Plan, and Concept Plan have been prepared for these reserves. The Precinct Plan contains requirements for any development within these reserves to be in accordance with these concept plans, and a number of other design requirements relating to the interface with these reserves are also specified.<sup>25</sup>
  - The Precinct Plan identifies the Skeleton Creek alignment and it contains an integrated water management plan that provides for the retention of a waterway corridor and creation of retarding basins and water quality treatment facilities along its length. The Precinct Plan contains requirements for the design and development of works along this waterway<sup>26</sup>.
54. The Precinct Plan provides a network of active and passive open spaces that will provide a diversity of the recreation opportunities for residents – open spaces within the precinct range from the striking hilltop park, nature conservation reserves, sporting fields, heritage parks, urban squares, passive parkland and as series of walking and cycling trails.

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<sup>24</sup> Refer figure 1 in the Precinct Plan

<sup>25</sup> Refer Requirements 50-54 of the Precinct Plan

<sup>26</sup> Refer Requirements 85-89 of the Precinct Plan

55. The Precinct Plan identifies a network of off road bicycle paths, off road shared paths and on road bicycle lanes, each of which connects onto the existing/planned wider path network.
56. For these reasons, it is my opinion that the Precinct Plan appropriately responds to the wider landscape, environment and open space principles set out in the Corridor Plan, as well as the specific features identified for this precinct in the West Corridor Plan.

### 9.3 Creating Communities.

57. The West Corridor Plan establishes the following planning principles in relation to creating communities in Melbourne’s growth areas:
- Create diverse and vibrant new urban communities (Principle 1) –which addresses the following:
    - Creating communities of sufficient size and density to support the provision of regional and local infrastructure and services;
    - Creating vibrant and attractive town centres, and;
    - Providing regional community, health and education facilities.
  - Create new suburbs with high amenity and character (Principle 4) – which addresses the following:
    - Protecting and reinforcing features that distinguish each growth corridor, and;
    - Designing built form to enhance the local character.

The extent to which the Precinct Plan addressed each of these is addressed below.

#### 9.3.1 Creating communities of sufficient size and density to support the provision of regional and local infrastructure and services.

58. The Corridor Plan notes that new communities need to be planned to be of a sufficient population size to support the levels of infrastructure, services and jobs that resident’s need, with an aim to be as self-sustaining as possible<sup>27</sup>.
59. Table 4 assesses the Precinct Plan against the elements described in Chapter 3 of the Corridor Plan as constituting a self-sustaining community.

Element	Assessment of the Precinct Plan
Typically, a neighbourhood of approximately 8,000 to 10,000 people is sufficient to support a good range of local service provision, including local shopping, primary health and education, community and recreation services.	<b>Satisfied.</b> The Precinct Plan provides for at least 19,000 new residents to live within the precinct. The urban structure provides for the creation of two neighbourhoods (north-west and south-east of the Mt Atkinson hilltop)
Each neighbourhood is expected to have a Local Town Centre (LTC), accessible to as many residents as possible within easy walking distance. Supporting facilities are expected to include a local primary school and kindergarten, local health services, aged care accommodation, a community centre and sporting ovals and a good level of shops and services.	<b>Satisfied.</b> The Precinct Plan provides for the creation of two neighbourhoods, each anchored by a local convenience centre, primary school, sporting ovals and community facilities.

<sup>27</sup> Refer section 3.1.1. of the Corridor Plan

Community facilities that require larger catchments (such as secondary schools, regional health facilities and sporting fields) should be located to be easily accessed between neighbourhoods by public transport and cycling as well as by car.	<b>Satisfied.</b> Each neighbourhood will also have access to potential non-government primary and secondary schools as well as a range of regional health, recreation, retail and community services within the Specialised town centres, which will be readily accessible by public transport, cycling and walking from within the precinct.
Local neighbourhoods should provide a diversity of housing choices to meet a wide range of needs and lifestyles. The average residential density within local neighbourhoods is preferred to be at least 15 dwellings per hectare. Higher residential densities (i.e. 20 or more dwellings per hectare) should be prioritised in areas of higher accessibility and amenity such as Local Town Centres and close to public transport and parks.	<b>Satisfied.</b> The Precinct Plan provides for a diversity of housing choices (refer Table 2 and Requirement 18 of the Precinct Plan). It provides for the delivery of a minimum average residential density of 16.5 dwellings per net developable hectare, and for higher densities (i.e. 25 dwellings per ha) in areas of higher amenity such as local town centres and close to public transport and parks (refer Table 3 and Requirement 17 of the Precinct Plan)

**Table 4** – Assessment of the Precinct Plan against the elements described in Chapter 3 of the Corridor Plan

60. The Corridor Plan also notes the following in relation to the application of these principles to the Mt Atkinson Precinct:

*“A future PSP will also need to ensure that any residential community within this location is of sufficient size to operate as a self-contained neighbourhood, supported by transport, open space and community infrastructure. Careful planning and analysis of catchments for services will, therefore, be required.”<sup>28</sup>*

61. The Precinct Plan is supported by background studies in relation to community and open space infrastructure needs, as well as transport modelling, retail, commercial and industrial land assessments. These assessments have informed the quantum and location of transport, open space and community infrastructure in the precinct.
62. For the above reasons, it is my opinion that the Precinct Plan comfortably satisfies the characteristics for a ‘self-sustaining community’ set out in Chapter 3 of the Growth Corridor Plan.

### 9.3.2 Creating vibrant and attractive town centres.

63. The Corridor Plan establishes a hierarchy of town centres which range from Local Town Centres (with localised catchments) through to Major Town Centres (with sub-regional with district catchments) and Principal Town Centres (with regional, with a whole-of-corridor catchment).
64. The Corridor Plan also identifies Specialised Town Centres as being appropriate in business precincts, where they offer a mix of traditional town centre activities (such as retail) and specialised business service functions such as conferencing, accommodation, recreation, etc.
65. The Corridor Plan describes Local Town Centres as having the following characteristics:
- Serve a catchment of approximately 8,000-10,000 people;

<sup>28</sup> Corridor Plan, page 51



- Be a community focal point;
  - Contain a diversity of accommodation types (e.g. medium density housing, possibly aged care)
  - Anchored by a supermarket and a range of specialty shops and supported by a range of non-retail activities such as child care, health services, community meeting spaces, recreational and entertainment facilities;
  - Served by at least a local bus route and be accessible by means of walking and cycling, and;
  - Located on a connector street, with access to an arterial road.
66. The West Growth Corridor Plan identifies the location of Major, Principal and Specialised town centres, but it does not identify the specific location and/or number of Local Town Centres across the growth areas. This is because the size, characteristics and location of such centres needs to be resolved at the precinct planning stage, having regard to local precinct characteristics and the principles set out above.
67. The West Growth Corridor Plan identifies a Specialised Town Centre in the north-west quadrant of the Precinct Plan. The nearest (planned) Major Town Centres to the Precinct include Rockbank, Rockbank North and Plumpton.
68. The Precinct Plan responds to the town centre hierarchy set out in the Corridor Plan in the following way:
- A Specialised Town Centre is proposed adjacent to the Melton rail line, with access off Hopkins road. The proposed location of the Specialised Town Centre generally accords with location shown in the West Growth Corridor Plan.
  - Two Local Convenience Centres are proposed west, and east of the Mt Atkinson hilltop. These are located so as to be co-located with open space, schools and community facilities, and to also be relatively central to each of the two neighbourhoods in each of these locations
  - Locating a third, smaller Local Convenience Centre south-west of the Mt Atkinson hilltop – this centre is located so as to provide services to the industrial areas further south within the Precinct Plan.

Town Centre	Shop floor space	Commercial floor space	Other community service floor space
Specialised town centre	26,000 sqm	35,000 sqm	105,000 sqm
Western Local Convenience Centre	1,500 sqm	-	-
Eastern Local Convenience Centre	1,500 sqm	-	-
Southern Local Convenience Centre	1,000 sqm	-	-

**Table 5** of the Precinct Plan identifies the following floor space characteristics for each of these centres:

69. The presence of a Specialised Town Centre within this Precinct Plan means that the approach to delivering 'Local Town Centre' scale facilities to a resident population of circa 19,000 people warrants adaptation from the theoretical model of 'one Local Town Centre per 8-10,000 people' described in the Corridor Plans.
70. The approach taken in the Precinct Plan is to provide a Specialised Town Centre that contains somewhat larger retail and non-retail services, and two Local Convenience Centres that are co-located with schools, community centres, and sporting fields, that are have smaller amount of retail services that the theoretical Local Town Centre. The Specialised Town Centre is in a very accessible location for residents, by car, public transport and walking/cycling and it is also located on what is expected to become a new train station in future.

71. In my opinion, this approach of providing a Specialised Town Centre that is larger than the theoretical Local Town Centre model described in the Corridor Plan, but caters for the needs of 19,000 residents and an equivalent number of workers is sensible. It recognises the dual role that the Specialised Town Centre will play in meeting the retail and other needs of both residents and workers, whilst still providing a level of convenience retail facilities within each of the two residential neighbourhoods, in very accessible small centres adjacent to schools, community facilities and sporting ovals.
72. For the above reasons, it is my opinion that the town centre hierarchy set out in the Precinct Plan satisfies the objectives for a network of vibrant and attractive town centres described in the Growth Corridor Plan.

### **9.3.3 Providing regional community, health and education facilities**

73. The Corridor Plan provides a general framework for the future delivery of regional-scale or specialised health and education facilities, and it notes that higher order facilities are generally expected to locate in 'higher order' town centres. Limited further guidance is provided on such facilities in the Corridor Plans.
74. The Precinct Plan does not propose the delivery of any specific regional scale health and education facilities. However, the Specialised Town Centre concept plan does make provision for circa 100,000 sqm of unspecified community health and education uses. It is difficult to make specific comment in relation to this, except to say that such uses would be expected to complement the employment focus of the precinct and that the delivery of a train station and bus interchanges to the town would substantially enhance the accessibility of such activities to the wider western region.

### **9.3.4 Protecting and reinforcing features that distinguish each growth corridor.**

75. It is my opinion that the Precinct Plan provides for the protection and reinforcement of those landscape and heritage features identified in the West Corridor Plan as warranting protection and reinforcement.
76. As noted previously, the West Corridor Plan seeks to preserve the Mt Atkinson hilltop as an important distinguishing landscape feature. Local cultural heritage values associated with the hilltop, drystone walls, cobbled lanes and homestead are also recognised in the Precinct Plan.

### **9.3.5 Designing built form to enhance the local character.**

77. It is my opinion that the Precinct Plan provides sufficient guidance in relation to the future design of built form to address the objectives of the Corridor Plan.
78. The Precinct Plan provides a framework for guiding the future design of specific places within the Precinct, such as town centres, industrial land and key open spaces. The Precinct Plan contains concept plans for Specialised Town Centre, conservation reserves and the Mt Atkinson hilltop park, as well as guidelines for local parks and convenience centres.

## 9.4 Employment.

79. The Corridor Plan (Principle 3) seeks to plan for local employment creation by promoting employment in a variety of forms, as follows:

- Neighbourhood level employment;
- Employment in Principal and Major Town Centres;
- Employment in Business Precincts;
- Industrial land supply.

80. The Corridor Plan identifies the following employment-related land use designations in the Precinct:

- A Specialised Activity Centre;
- Industrial land;
- Land designated for Business purposes;
- Land designated for 'Business with Residential' purposes.

### 9.4.1 Employment in Business Precincts.

81. Chapter 3 of the Corridor Plan describes the approach to planning for employment outcomes in business precincts. Chapter 4 of the Corridor Plan (page 51) describes in greater detail the various site-specific matters that need to be addressed in preparing a precinct plan for a business precinct at Mt Atkinson.

82. The desired employment outcomes for business precincts are described on pp22-23 of the Corridor Plan. Specific density targets are identified for Industrial, Business and 'Business with residential' precincts as a guide for the preparation of Precinct Plans.

83. The Plan notes that in 'Business with residential' precincts:

*"Any proposals for land uses other than employment related uses will need to demonstrate that the overall objective for the land to deliver significant employment generating outcomes for the local area and the wider corridor would not be prejudiced."<sup>29</sup>*

84. Table 6 below compares the range of employment outcomes assumed for the Mt Atkinson precinct under the Corridor Plans against the employment outcomes provided for in the Precinct Plan (using the same job density targets referred to in the Corridor Plan). This table sets out the following:

- The job densities described in the Corridor applied to the land use categories as they were represented in the Growth Corridor Plan for the Precinct Plan land area.
- The job densities described in the Corridor Plan applied to the comparable land use categories as they are shown in the Precinct Plan itself.

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<sup>29</sup> Final Corridor Plan page 23

Precinct/area	Growth Corridor Plans					Precinct Structure Plan				
	Land area (estimate from Corridor Plan) Ha	Job density assumption (jobs/ha) LOW	Total jobs	Job density assumption (jobs/ha) HIGH	Total jobs	Land Area (from Precinct Plan land budget)	Job density assumption (jobs/ha) LOW	Total jobs	Job density assumption (jobs/ha) HIGH	Total jobs
Industrial only	519	15	7,785	20	10380	366	15	5490	20	7320
Business only	46	30	1,380	40	1840	92	30	2760	40	3680
Business with Residential	287	15	4,305	20	5740	479	15	7185	20	9580
<b>Total</b>			<b>13,470</b>		<b>17,960</b>			<b>15,435</b>		<b>20,580</b>

**Table 6 – Comparison of employment outcomes - Precinct Plan vs Corridor Plans**



**Figure 7 – Growth Corridor Plan and PSP (as exhibited) land use comparison**

85. The above analysis confirms that if the Corridor Plan job densities are applied to the land use structure shown in the Precinct Plan, it has the potential to create a greater number of jobs than was assumed under the land use structure shown in the Corridor Plan.
86. Table 5 of the Precinct Plan suggests that the land uses within the precinct have the capacity to generate in the order of 18,745 jobs. This figure is within the mid-point between the 'upper' and

'lower' employment densities calculated by applying the Corridor Plan job densities to the land use framework shown in the Precinct Plan (as shown in table 6 above).

87. Table 7 assesses the Precinct Plan against other employment-related policy statements set out in Chapter 3 of the Corridor Plan.

Element	Assessment of the Precinct Plan
Business precincts are expected to deliver more intensive forms of employment generating uses in comparison to industrial areas. They will accommodate a wide range of employment generating uses including service industry, office and commercial activity, and research and development and some bulky goods (restricted retail).	<b>Satisfied.</b> The Precinct Plan proposes a framework that can potentially deliver circa 18,000 jobs across the precinct. This equates to a job density well above the employment densities of circa 10-15 jobs/ha typically realised in industrial areas outer urban employment areas <sup>30</sup> . The Precinct plans provides for a wide range of employment generating uses including service industry, office and commercial activity, and research and development and some bulky goods (restricted retail).
A range of supporting ancillary uses will be expected to co-locate in local scale 'Specialised Town Centres'. These centres will have a relatively small retail function, but will provide locations for specialist business services, conferencing, accommodation, recreation, entertainment etc.	<b>Satisfied.</b> The town centre concept plan provides for a wide range of uses to locate in the proposed town centre. Table 4 of the Precinct Plan illustrates that a it will accommodate substantial commercial and community floor space
Co-location of these types of activities within a Specialised Town Centre will help to ensure the most efficient provision of infrastructure and allow for multi-purpose trips. Specialised Town Centres should be highly accessible by public transport.	<b>Satisfied.</b> The proposed town centre is located on the PPTN and is adjacent to the Melton rail line, where a train station is proposed in future.
Business precincts are expected to deliver minimum job densities in the range of 30-40 jobs per gross hectare, and this employment range will be used as a minimum guide for the preparation of PSPs in these locations and should be exceeded where possible, particularly on sites of high strategic importance.	<b>Exceeded.</b> The 'business precinct' part of the PSP area is expected to deliver in excess <sup>31</sup> of the circa 2700-3700 jobs assumed for such areas by the Corridor Plans (i.e. 92 ha yielding circa 30-40 jobs per ha)
In some locations (as identified on the plan), these precincts may also include residential, cultural, recreational and civic uses as part of a broader mix of activities which support the overall employment activities. In such circumstances these business precincts are expected to deliver minimum job densities in the range of 15-20 jobs per gross ha, and this employment range will be used as a minimum guide for the preparation of PSP s in these locations.	<b>Not satisfied.</b> The part of the PSP land area defined as being 'business with residential' (incorporating residential areas, the Specialised Town Centre and mixed use areas) is circa 479 ha. The Corridor Plans would assume that this area could generate circa 7,200 to 9,600 jobs. The precinct is expected to deliver 5,800 jobs, which equates to 12 jobs her ha. However, as demonstrated in table X above, the overall job creation potential of the precinct exceeds the employment outcomes that could have been reasonably assumed for the precinct by the Corridor Plan.

**Table 7** – Assessment of the Precinct Plan against employment principles from the Corridor Plan.

<sup>30</sup> Refer to the Activity Centre and Employment report (November 2011) prepared by Essential Economics on behalf of the MPA for further details.

<sup>31</sup> I have assumed that the 'business' precinct incorporates land identified for 'business' and 'business/large format retail' on Plans 3 and 6 of the Precinct Plan, and that all of the 'Restricted retail' and a significant percentage of the 'Other jobs in commercial/mixed use' identified in Table 5 are located within the business precinct..



88. It is my opinion that the Precinct Plan clearly demonstrate that the overall objective for the land to deliver significant employment generating outcomes for the local area and the wider corridor can be achieved. Achievement of these outcomes will not be prejudiced by introducing a variety of non-residential uses into the precinct, and the Precinct Plan has the potential to *exceed* the employment outcomes that were assumed for the precinct by the Corridor Plan.

### 9.4.2 Industrial Land Supply.

89. Chapter 3 of the Corridor Plan describes the approach to planning for industrial land in Melbourne’s growth corridors. The Corridor Plan has set aside a very long term supply of industrial land in Melbourne’s growth. It notes the following in relation to planning for industrial land:

*“The availability of stocks of competitively priced land for manufacturing and logistics use has been a significant source of competitive advantage for Melbourne in the past. Ensuring that this competitive advantage is protected in the future is an important planning outcome to achieve in Melbourne’s Growth Corridors. The Growth Corridor Plans provide sufficient industrial land for up to the next 40 years.”<sup>32</sup>*

90. The circa 40 year supply of industrial land was supplemented by a further 1,300 ha of flat, strategically located land in Wyndham Vale and Wallan in June 2012 (as an outcome of the Logical Inclusions review). Both of these additional precincts enjoy excellent access to freeways, rail freight lines and the OMR reservation and are likely to be developed for industrial purposes in the medium-long term.
91. The southern part of the Mt Atkinson Precinct Plan forms part of the Western Industrial Node. This node is identified as being of State significance, and it will ultimately have access to an intermodal freight terminal and the Outer Metropolitan Ring transport corridor. It is schematically identified in the Employment Concept Plan, and it is described as being circa 1,500 ha in total area.

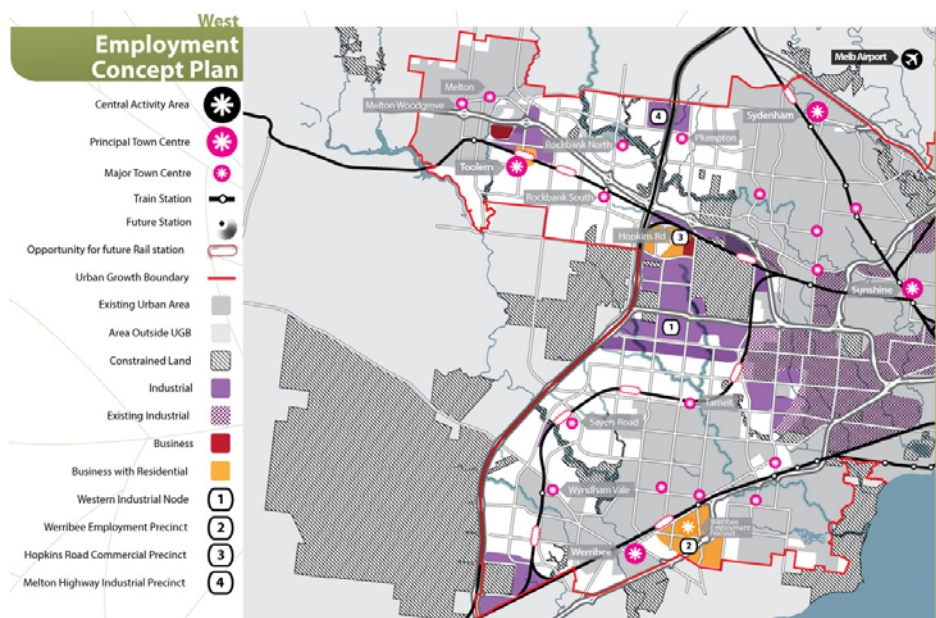
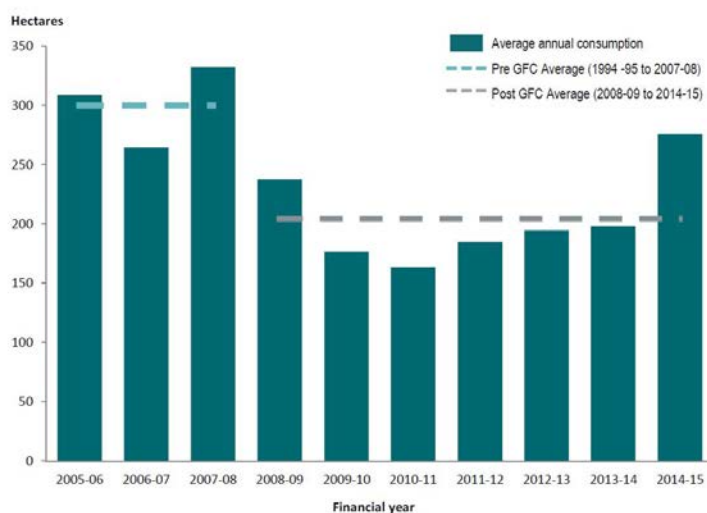


Figure 8 – Western Employment Concept Plan from Growth Corridor Plan

<sup>32</sup> Final Plan, page 23

92. The Precinct Plan proposes to alter the notional northern boundary of the Western Industrial Node, in order to facilitate the creation of the mixed use residential and employment precinct in the northern part of the Precinct. The Precinct Plan utilises the transmission easement and grasslands reserve as ‘boundaries’ between the mixed use residential and employment precinct and the industrial land.
93. The allocation of large areas of land for industrial purposes in the Growth Corridor Plans and subsequent ‘Logical Inclusions’ review means that Melbourne continues to be well positioned with a very long term supply of well-located industrial land, particularly in the northern and western metropolitan regions.
94. Facilitating business investment in business parks in outer suburban locations on the other hand is a much larger and more complex challenge. The ‘Mt Atkinson and Tarneit Plains: Commercial and Industrial Land Review’ report (JLL, April 2015) prepared in support of the Precinct Plan underscores this view, and it identifies a number of the likely challenges and pre-conditions which will need to be addressed to achieve investment in business parks in outer urban locations<sup>33</sup>.
95. In my opinion, the Mt Atkinson precinct is one of the few locations in outer urban Melbourne that has the potential to satisfy the pre-conditions identified by the JLL report for a business precinct over the longer term. The need for such a development has been identified in regional economic development strategies for the Western metropolitan region for well over a decade, and Mt Atkinson Holdings Pty Ltd has demonstrated its capacity and enthusiasm to pursue this outcome.
96. The Corridor Plan acknowledge that a much more conservative approach has been taken to allocating industrial than for other land uses such as residential land uses. The total annual consumption of industrial land in Melbourne has averaged around 200 hectares over recent years (Post-GFC)<sup>34</sup>. At this rate of consumption, the loss of industrial within the Precinct Plan area land represents less than a six month reduction in overall land supply from a base of 40+ years’ supply across metropolitan Melbourne.



Source: Department of Environment, Land, Water and Planning 2015

**Figure 9 – Industrial land consumption in Melbourne, 2005-2015 (Source: Victorian Government Urban Development Program)**

<sup>33</sup> Refer page 17 - Mt Atkinson and Tarneit Plains: Commercial and Industrial Land Review’ (JLL, April 2015)

<sup>34</sup> Refer ‘Planning For Employment and Industry in Melbourne’s Growth Areas’, GAA (2011)

97. It is my opinion that altering the notional northern boundary of the Western Industrial Node (and thereby reducing the amount of land within this node) will have a negligible impact on Melbourne's overall stock of industrial land, particularly in the context of this land stock having been increased by circa 1300 ha in 2012.
98. Given the importance of creating a high quality business park development to the future prosperity of Melbourne's west, a high priority needs to be given to facilitating the delivery of an integrated mixed use employment precinct at Mt Atkinson. Under the Precinct Plan, the land in the central southern part of the Mt Atkinson Holding land parcel will form part of a mixed use employment precinct which can meet or exceeded the employment aspirations set out in the Growth Corridor Plan. In my view this is a superior planning outcome (and therefore a higher priority) than setting this land aside for industrial purposes.
99. It is important that planning authorities determine the specific land use outcomes in individual precincts against the broader employment and economic development principles set out in State Policy and the Corridor Plans, rather than treating the broad-brush land use allocations in the corridor plans as a definitive or empirical prescription of the ultimate land use outcomes in any given location.
100. I consider that the benefits of utilising land in the central part of the Precinct as part of a mixed use residential and employment precinct that will generate substantial employment outcomes for the wider western region substantially outweigh any modest dis-benefits associated with the loss of this land from the overall metropolitan industrial land supply.

## 9.5 Transport

101. The Growth Corridor Plan seeks to integrate transport and land use planning, and it sets the following objectives planning in Melbourne’s growth areas:
- Creating an integrated multimodal network
  - Promoting opportunities or locating higher density land uses along the Principal Public Transport Network
  - Creating complementary walking and cycling networks
102. The West Growth Corridor Plan identifies the following transport infrastructure features for the precinct and its environs:
- A Central north-south Principal Public Transport spine that connects the Tarneit/Truganina area to the employment precincts and the Melton rail line
  - Recognition that there is potential to create a rail station at Hopkins road in the longer term
  - An arterial road grid incorporating Hopkins road Greigs Road, Riding Boundary Road and Middle Road.
  - East-west principal freight routes, connecting land within the western industrial node to the proposed Outer Metropolitan Ring corridor
  - Provision for delivery of the Western Intermodal freight terminal
103. The Precinct Plan responds to all of these transport infrastructure features. It adopts the arterial road structure and public transport alignment shown in the West Corridor Plan, and it aligns land uses to the transport network as follows:
- Industrial and commercial uses in locations supported by the Principal Freight Network
  - Town Centre and higher density employment and residential uses close to the potential train station and the planned PPTN
  - An arterial and collector road network that will efficiently distribute vehicle movement whilst ensuring that neighbourhoods within the precinct are not impacted by high traffic and volumes through their communities.
104. The precinct plan also proposes a walking and cycling network that will link residents to the town centres, community facilities and open spaces throughout the precinct, as well as connecting them to the wider regional walking and cycle networks.
105. It is my opinion that the Precinct Plan appropriately responds to the integrated transport and land use principles, and to the specific transport initiatives contained within the West Corridor Plan. Delivery of a train station in the precinct will be critical to realising the higher density employment vision for the Business Precinct and Specialised town centre and so securing commitment to this should be a high priority.

## 9.6 Maintaining local quarrying potential.

106. The Precinct adjoins a substantial quarry on the east side of Hopkins road. The importance of ensuring that planning for urban growth enables the continued operation of this existing quarry has been consistently recognised throughout the strategic planning of Melbourne’s western growth corridors since the UGB review was first initiated in 2008.

107. As noted in section 5 of this Statement, the initial public report on extending the UGB (DMNSC, June 2009) noted the following in relation to land within the precinct, and its relationship to the adjoining quarry:

*‘Realising the opportunities to develop transit-oriented development along the Melton rail corridor and create new employment areas east of the alignment of the Outer Metropolitan Ring / E6 Transport Corridor will have the effect of encircling the mix of land uses in the vicinity of the quarry with urban uses in time...*

*....The preferred outcome is to ensure that urban land uses likely to be incompatible with current and future operations are not developed within the 500 metre buffer to the quarry tenements<sup>35</sup>.*

108. The ‘Final Report on Submissions’ in relation to the initial UGB review in 2009 noted the following in relation to quarry buffers:

*“For ....areas requiring buffers the precautionary approach has been taken. This approach means that buffer sizes and areas of constrained land maybe larger than might be necessary in the longer term, however they leave the ability to protect the land (or release it for development if appropriate) as a result of further studies and more detailed planning.<sup>36</sup>”*

*“It is intended that more detailed planning will occur through the preparation of Growth Area Framework Plans and Precinct Structure Plans to determine what activities can occur within the buffers. Appropriate zones will be put into place (if they are not already) to reflect the quarry operations and buffers.”<sup>37</sup>*

109. Public material accompanying the final the UGB Amendment (Amendment VC68) confirmed this approach, noting that the role of the Growth Area Framework Plans is to (inter-alia):

*“Identify appropriate uses for areas described as constrained in Delivering Melbourne’s Newest Sustainable Communities, including quarry buffers, and potentially rezone some of this land to urban growth zone”<sup>38</sup>.*

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<sup>35</sup> DMNSC Report for Public Consultation (June 2009), page 47.

<sup>36</sup> ‘Final Report on Submissions’ (November 2009)

<sup>37</sup> Ibid

<sup>38</sup> DMNSC Brochure, July 2010



110. The Corridors Plan responded to these requirements by designating land within 500m of the Boral property boundary for 'Business' purposes. The Corridor Plans provide the following guidance in respect to planning land uses adjacent to quarries:

*"The Growth Corridors contain significant mineral resources and a number of operating quarries. To avoid the need to transport construction materials substantial distances it is important to enable the continued operation of these quarries and for appropriate buffers to be maintained from the working surfaces of all quarries."*<sup>39</sup>

*"The West Growth Corridor Plan recognises and protects a range of existing and prospective infrastructure facilities including a site identified for a future electricity terminal station at Mount Cottrell, between Boral's Deer Park quarry and the OMR and a number of transmission easements.*

*It ensures that approved and operational quarries are protected from encroachment by sensitive land uses and identifies industrial or commercial development activities adjacent to existing Holcim and Boral quarry sites within/adjacent to the UGB.*

*On that basis, these precincts could be rezoned from Farming Zone to Urban Growth Zone. Any buildings proposed within 200m of the title boundary of these quarries will be subject to a risk assessment to be undertaken at PSP stage, to ensure that the impact of rock blasting is acceptable."*<sup>40</sup>

111. The Land Capability report prepared in support of the Precinct Plan considered the need for sensitive use and blast buffers within the precinct plan (Jacobs November 2015). This report considered the EPA 'Recommended Separation Distances for Industrial Residual Air Emissions' Guidelines (March 2013) in relation to sensitive use buffers, as well as advice provided by DEDJTR to the MPA in relation to the Boral Quarry (prepared as part of a basic assessment to inform the corridor plans in 2012) which recommends a 200 m 'blast' buffer for commercial/industrial development. This assessment has informed the preparation of the Precinct Plan and the associated statutory provisions.

112. The Precinct Plan and associated statutory provisions respond to the policy directions contained within the Corridor Plan in the following ways:

- A 'quarry sensitive use buffer' (offset 500m from the quarry extraction limit) and a 'quarry blast buffer' (offset 200m from the quarry extraction limit) is shown on Plan 2 (Precinct Features).
- Land within 500m of the quarry extraction limit (shown on Plan 2 of the Precinct Plan) is proposed to be included within the Urban Growth Zone and Schedule 9 to that zone proposes to apply an Industrial or Commercial 2 zone to this land
- Schedule 9 to the UGZ identifies restrictions on the use and development of land within these buffers. This includes applying zones to land within this buffer that prevent residential development, together with specific provisions which prohibit certain uses such as child care and education centres.
- Schedule 9 to the UGZ also contains a requirement for applications to subdivide land, construct a building and/or construct or carry out works on land identified within the 'Quarry Sensitive Use Buffer' shown on Plan 2 of the Mt Atkinson & Tarneit Plains Precinct Structure Plan to be referred in accordance with Section 55 of the Planning and Environment Act 1987 to the

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<sup>39</sup> Final Plan, page 34

<sup>40</sup> Final Plan, page 55

Secretary of the Department administering the Mineral Resources (Sustainable Development) Act 1990.

113. Having regard to the above, it is my opinion that the Precinct Plan appropriately responds to the Growth Corridor plan insofar as it applies a combination of buffer controls, land use zones and statutory referral mechanisms to ensure that both sensitive uses and risks associated with rock blasting at the adjoining quarry site can be appropriately managed in future.
114. I would however note that the requirement to refer all permit applications on land within the Quarry Sensitive Use Buffer' appears excessive, and will most likely result in unnecessary administrative burdens and red tape. I consider that the range of permit applications that to be subject to such referral should be narrowly defined to only specific uses or developments that raise some genuine issues relating the sensitive uses and/or safety.

## 9.7 Planning for landfills.

115. There is an existing landfill located in the south-east corner of the quarry precinct east of Hopkins road, approximately 1.6+ km from the eastern edge of the Precinct Plan boundary.

116. The Corridor Plan recognises approved and operational landfills and seeks to ensure that these are protected from encroachment by sensitive uses<sup>41</sup>. It contains the following guidance in relation to planning of land uses in proximity to existing landfills within Melbourne’s growth corridors:

*“The Growth Corridor Plan ensures that approved and operational landfills referred to in The Metropolitan Waste and Resource Recovery Strategic Plan and potential organic waste treatment/recovery are protected from encroachment by sensitive uses. Any development within 500m of putrescible landfill sites will be subject to an environmental audit to ensure that any potential landfill gas migration is mitigated.”<sup>42</sup>*

*“Any development within 500m of the putrescible landfill sites at Werribee and Deer Park will be subject to an environmental audit to ensure that any potential landfill gas migration is mitigated.”<sup>43</sup>*

117. The Corridor Plans reference the *Metropolitan Waste and Resource Recovery Strategic Plan (MWRSP)*, which in turn notes the following in relation to this topic:

*“The geology, hydrogeology and patterns of development in metropolitan Melbourne are such that there is a relative abundance of sites that could be suitable for development of landfills. Furthermore, the extraction rate from metropolitan Melbourne quarries is creating space about six times faster than it is being filled. As such, it is likely that many potentially suitable quarry sites will never be used as landfills.”<sup>44</sup>*

118. It is my opinion that the Growth Corridor Plan has a focus on protecting approved and operational landfills because:

- the *Metropolitan Waste and Resource Recovery Strategic Plan (2009)* and the associated *Metropolitan Landfill Schedule (MLS)* did not identify the need for any new landfill sites, and;
- there is no certainty that any given existing quarry will be suitable for a landfill in the future, until such time as specific proposals for such an activity and put forward and properly tested. Given the many technical, environmental, social and amenity issues that need to be addressed with any given landfill proposal, the suitability of any particular site can only be really determined via a proper planning and EPA approvals process.

119. The Corridor Plan establishes a land use framework for the western corridor that support urban development within 500m of the Boral quarry site (albeit on the condition that sensitive uses are located away from the Quarry boundary, as explained in section 9.6 of this Statement).

120. This framework was established having regard to the relationship of such development to the adjoining quarry operations, as well as existing landfill buffers, and the potential for that landfill be expanded in some form or another (as suggested by MWRSP and MLS).

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<sup>41</sup> Corridor Plan, Page 34

<sup>42</sup> Corridor Plan, Page 34

<sup>43</sup> Corridor Plan, page 55

<sup>44</sup> *Metropolitan Waste and Resource Recovery Strategic Plan (2009, page 9)*

121. The Corridor Plan states that land within 500m of the quarry boundary can be rezoned from Farming Zone to Urban Growth Zone<sup>45</sup>, and it notes that:
- Any buildings proposed within 200m of the title boundary of the quarry will be subject to a risk assessment to be undertaken at PSP stage, to ensure that the impact of rock blasting is acceptable.
  - Any development within 500m of the putrescible landfill site at Deer Park will be subject to an environmental audit to ensure that any potential landfill gas migration is mitigated.
122. In my opinion, any proposal to seek a new planning approval for a substantially larger landfill that causes the buffer requirements of that facility to increase would need to be assessed in the context of urban development being permitted by the Corridor Plans on the west side of Hopkins road.
123. This opinion is consistent with the ‘agent of change’ principle described in the EPA publication ‘*Recommended Separation Distances from Industrial Residual Air Emissions*’ which defines the agent of change as being the proponent of the proposed land use that will give rise to consideration of separation distances.
124. At the time that the Corridor Plans were being prepared, the agent of change was the Planning Authority (ie the Growth Areas Authority) who proposed urban development adjacent to the western boundary of the quarry site. Following due consideration of the potential impact of that proposal on the existing quarry and landfill (and the future directions for the landfill set out in the MWRRSP and MLS) the decision was made to support urban development in this location.
125. The Precinct Plan proposed under Amendment C162 is giving effect to the policy decision made in the Corridor Plan in 2102 to allow urban development on the Hopkins road frontage of the Precinct. The Precinct Plan it is not proposing a change in land uses along the eastern boundary of the precinct –the proposed uses in this location are consistent with the Corridor Plan insofar as they do not allow ‘sensitive uses’ to establish in this location as a result of the quarry.
126. Today, the ‘agent of change’ is the landfill operator, who is seeking a new planning approval for a substantially larger landfill that will have the effect of requiring the existing buffer to the landfill being substantially increased. In my opinion, the obligation is on the landfill operator as the agent of change to address the buffer separation distances required under the BPEM guidelines.
127. The State Waste and Resource Recovery Infrastructure Plan (2015-2044) provides some support to this view. The SWRRIP does not pre-suppose that any proposal for a larger landfill at the Boral quarry site will result in a larger buffer being required:

*‘There is potential to expand all activities onsite, including organic reprocessing, using existing buffers subject to meeting planning requirements and EPA approval.’<sup>46</sup>*

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<sup>45</sup> Corridor Plan, page 55

<sup>46</sup> SWRRIP (2015) page 36

128. The SWRRIP also notes the following in respect to ‘existing hubs of state significance’:

*“It should be noted that the hub discussion in the SWRRIP only applies to existing hubs and does not consider whether hubs or the activities therein have the ability to meet regulatory requirements and community expectations. These also need to be considered when planning for the future of these sites.”<sup>47</sup>*

129. The Land Capability report prepared in support of the Precinct Plan considered the existing Boral landfill and the need for buffers to be maintained around this existing operation (Jacobs November 2015). It noted the following:

*“While the buffer applicable to current landfilling activities at the Boral site does not present any constraints to future sensitive uses at the PSP areas, any future application to extend landfilling activities to more closely mirror the quarry extent may result in the revised landfill buffer encroaching on the PSP.”<sup>48</sup>*

130. The Precinct Plan has taken a conservative and precautionary approach to considering the potential for an expanded landfill at the Boral site, and it includes the following commentary in relation to this possibility:

*“The potential future Melbourne Regional landfill expansion is not anticipated to impact on the development of the PSP. The applied zoning and Schedule 9 to the UGZ responds to the potential for adverse amenity from odour from any expanded future landfill by establishing a distance of at least 500m from residential uses to the landfill site. This is expected to be complemented by setting back putrescible fill 500m from the landfill property boundary to ensure 1km is established between the landfill and residential uses. Further, a planning permit is required for uses pursuant to Provision 52.10 (Uses with Adverse Amenity potential) within the business, business/large format retail, industrial and light industrial land.*

*The PSP assumes all landfill gas migration will be retained within the landfill site and that any buffers to mitigate landfill gas migration required by the Best Practice Environmental Management (BPEM) for Siting, Design, Operation and Rehabilitation for Landfills are internalised on the landfill site. Therefore no additional planning controls or referrals have been included in the PSP to mitigate landfill gas migration.”<sup>49</sup>*

131. It is my opinion that:

- The Corridor Plan seeks to ensure that approved and operational landfills are protected from encroachment by sensitive uses;
- The Corridor Plan establishes a land use framework that clearly supports urban development within 500m of the Boral quarry site. This framework was established having regard to the relationship of such development to the adjoining quarry operations, as well as existing landfill buffers, and the potential for that landfill be expanded in some form in the future (as suggested by MWRRSP and MLS);
- The landfill operator is currently seeking a new planning approval for a significantly larger landfill that will have the effect of requiring the buffer to the existing landfill being substantially increased. In my opinion, the obligation is on the landfill operator as the agent of change to address the buffer separation distances required under the BPEM guidelines;

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<sup>47</sup> SWRRIP (2015) page 94

<sup>48</sup> Jacobs (November 2015, page 57

<sup>49</sup> Precinct Plan, page 12



- The Precinct Plan proposed under Amendment C162 is giving effect to the land use framework established by the Corridor Plan. It has taken account of the potential for further landfill approvals within the Boral quarry site. It reasonably concludes that the potential approval of a significantly larger landfill at the quarry site is not anticipated to impact on the development of land within the Precinct Plan.
- The Precinct Plan also properly recognises the requirements of the EPA Landfill BPEM must be taken into consideration in any works approvals or licensing of existing and new landfill sites, as well as in the design and construction of landfill cells, and that the buffer requirements of the BPEM should be internalised within the landfill site itself;
- Given that the BPEM guidelines identifies the need for an internal 500m buffer distances required for landfill gas migration, safety and amenity impacts, the Precinct Plan is arguably overly cautious in referencing the need for a further 500m separation distance to address potential for adverse amenity from odour from any expanded landfill site (i.e. in addition to the 500m internal buffer than would be required within the landfill site itself).

Mark Woodland  
2 September 2016

Appendix 1

Mark Woodland CV

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**Nationality:**

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## Mark Woodland

**Expertise:**

- Strategic planning
- Development facilitation
- Project management & feasibility
- Structure planning
- Urban policy
- Stakeholder & Government relations
- Community consultation
- Media & communications.

**Employment Overview:****Director, Echelon Planning**

(July 2012 –Present)

**Strategic Planning Director– Growth Areas Authority**

(July 2010 – June 2012)

**New Business/Strategic Planning Manager – Delfin Lend Lease**

(July 2007 – July 2010)

**Senior Planning Adviser - Minister for Planning**

(February 2005 - June 2007)

**Manager, Strategic Planning - City of Melbourne**

(September 2001 - January 2005)

**Manager, Investment Development - Hume City Council**

(Jan 2001 - Aug 2001)

**Manager, Strategic Planning – City of Kingston**

Sept 1997 - Dec 2000

**Urban & Environmental Planning Consultant - Gutteridge Haskins & Davey Pty Ltd**

(Sept 1995 - Aug 1997)

**Urban Planner – Cities of Port Phillip, Boroondara and Camberwell**

(1991 - 1995)

**Qualifications:**

- Bachelor Planning and Design 1990 - Melbourne University.
- Grad. Certificate, Business Administration. , 2000 - Monash School of Business.

**Committee Memberships:**

- Property Council of Australia – current member of the Residential Developers Committee
- Victorian Planning & Environmental Law Association

