

HUME PLANNING SCHEME

AMENDMENT C154

EXPLANATORY REPORT

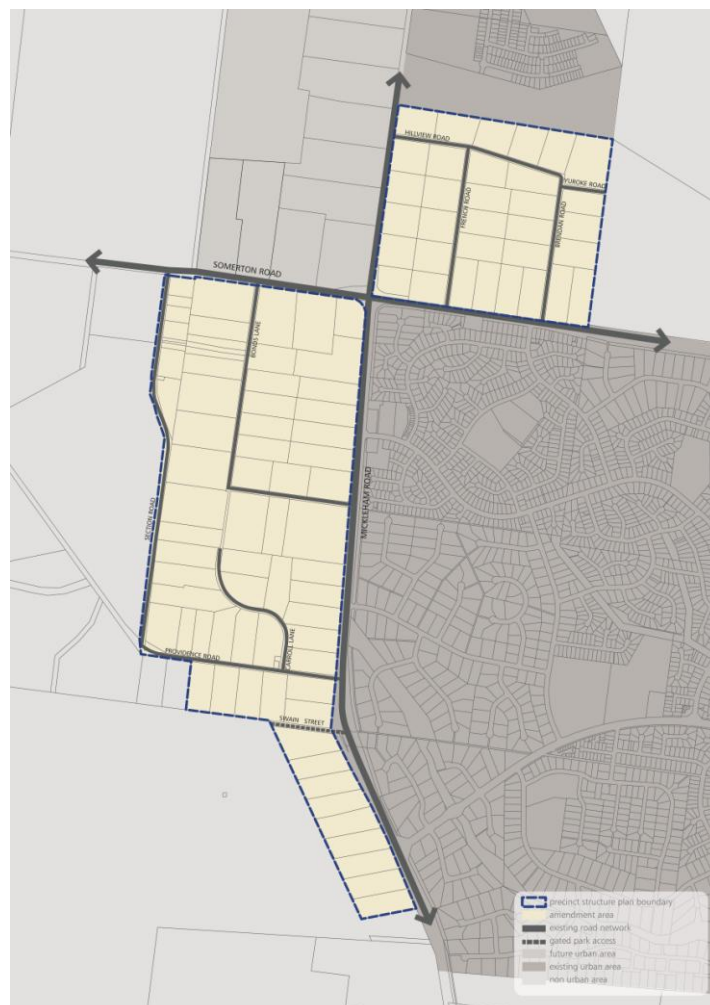
Who is the planning authority?

This amendment has been prepared by the Growth Areas Authority. The Growth Areas Authority requests the Minister for Planning to become the planning authority for this amendment. The amendment has been made at the request ~~of the developers and land owners and of the~~ Growth Areas Authority in consultation with Hume City Council.

Land affected by the amendment

The amendment applies to land included in the Greenvale Central Precinct Structure Plan (PSP) area. The land affected by the amendment is 236 hectares of land that is situated on two land areas centred on Mickleham Road and Somerton Road. The northern area is bound~~ed~~ by Aitken College to the north, Greenvale Reservoir Park to the east, Somerton Road to the south and Mickleham Road to the west; the southern area is bordered by Mickleham Road to the east, Somerton Road to the north and the Urban Growth Boundary to the west and south. The area of the amendment is shown on Map 1:

Map 1: Greenvale Central PSP area



What the amendment does

The amendment proposes a number of changes to the Hume Planning Scheme to facilitate the development and use of land within Greenvale Central Precinct Structure Plan area.

Specifically the amendment proposes to do the following:

- Incorporate the following three documents into the Hume Planning Scheme:
 - *Greenvale Central Precinct Structure Plan* (Greenvale Central PSP);
 - *Greenvale Central Development Contributions Plan* (Greenvale Central DCP); and
 - *Greenvale Central Native Vegetation Precinct Plan* (Greenvale Central NVPP).
- Introduce and apply Schedule 6 to the Urban Growth Zone (UGZ6) to land in the amendment area. This zone sets out the land use and development controls for the precinct and requires land use and development to be generally in accordance with the incorporated *Greenvale Central Precinct Structure Plan*.
- Rezone land from Rural Living Zone (RLZ) to Rural Conservation Zone Schedule 3 (RCZ3) to part of the land at properties 65 Hillview Road, Greenvale (Lot 31 LP53814), 85 Hillview Road, Greenvale (Lot 32 LP53814), 80 Brendan Road, Greenvale (Lot 1 TP868662), 70 Brendan Road, Greenvale (Lot 16 LP53814) and 50 Brendan Road, Greenvale (Lot 15 LP53814).
- Rezone land from Rural Living Zone to Urban Growth Zone Schedule 6 (UGZ6).
- Introduce and apply Schedule 6 to the Development Contributions Plan Overlay (DCPO6) to the land in the amendment area. The overlay requires that development within the amendment area is subject to the provisions of the incorporated Greenvale Central Development Contributions Plan.
- ~~Introduce and apply Schedule 2 to the Incorporated Plan Overlay to part of the land in the amendment area.~~
- ~~Introduce and apply~~ Apply the Environmental Audit Overlay (EAO) on property 85 Hillview Road Greenvale (Lot 32 LP53814) within the PSP area.
- Delete HO242 from 45 Carroll Lane, Greenvale and apply the HO242 to 70 Providence Road, Greenvale.
- Amend the Schedule to Clause 34.01 Business 1 Zone (B1Z) to include a maximum floor space cap for shop uses in the Local Convenience Centre above which a planning permit is required.
- Provides for public open space contributions for land in the Greenvale Central Precinct Structure Plan area when land is subdivided by amending the Schedule to Clause 52.01.
- Update the Schedule to Clause 52.02 to remove a ~~Restrictive~~ ~~c~~Covenant contained in the following ~~Instrument of Transfer No:~~
 - Instrument of Transfer No F880158 from property 75 Carroll Lane, Greenvale being Lot 1 on LP115075;
 - Instrument of Transfer No. F842764 from property 65 Carroll Lane, Greenvale being Lot 2 LP115075;
 - Instrument of Transfer No. F855999 from property 55 Carroll Lane, Greenvale being Lot 3 LP115075;
 - Instrument of Transfer No. F842767 from property 45 Carroll Lane, Greenvale being Lot 4 LP115075;
 - Instrument of Transfer No. F842761 from property 35 Carroll Lane, Greenvale being Lot 5 LP115075;

- Instrument of Transfer No. F880155 from property 40 Providence Road, Greenvale being Lot 6 LP115075;
- Instrument of Transfer No. F862814 from property 695 Mickleham Road, Greenvale being Lot 7 LP115075;
- Instrument of Transfer No. F842758 from property 715 Mickleham Road, Greenvale being Lot 8 LP115075;
- Instrument of Transfer No. F856002 from property 725 Mickleham Road, Greenvale being Lot 9 LP115075;
- Instrument of Transfer No. F956940 from property 735 Mickleham Road, Greenvale being Lot 10 LP115075;
- Instrument of Transfer No. F994157 from property 745 Mickleham Road, Greenvale being Lot 11 LP115075;
- Instrument of Transfer No. F948413 from property 30 Carroll Lane, Greenvale being Lot 12 LP115075;
- Instrument of Transfer No. F963607 from property 50 Carroll Lane, Greenvale being Lot 13 LP115075; and
- Instrument of Transfer No. F946707 from property 80 Carroll Lane, Greenvale being Lot 14 LP115075.
- ~~Update the Schedule to Clause 52.02 to remove a restrictive covenant contained in Instrument of Transfer No. F862814 from the following properties; 120 Section Road, Greenvale (Lot 1 LP115075), 110 Section Road, Greenvale (Lot 2 LP115075), 75 Carroll Lane, Greenvale (Lot 3 LP115075), 45 Carroll Lane, Greenvale (Lot 4 LP115075), 35 Carroll Lane, Greenvale (Lot 5 LP115075), 40 Providence Road, Greenvale (Lot 6 LP115075), 695 Mickleham Road, Greenvale (Lot 7 LP115075), 715 Mickleham Road, Greenvale (Lot 8 LP115075), 725 Mickleham Road, Greenvale (Lot 9 LP115075), 735 Mickleham Road, Greenvale (Lot 10 LP115075), 745 Mickleham Road, Greenvale (Lot 11 LP115075), 30 Carroll Lane, Greenvale (Lot 12 LP115075), 50 Carroll Lane, Greenvale (Lot 13 LP115075) and 80 Carroll Lane, Greenvale (Lot 14 LP115075).~~
- List the Greenvale Central Native Vegetation Precinct Plan (NVPP) in the Schedule to Clause 52.16 to provide for the protection, management and removal of native vegetation in accordance with the NVPP within the amendment area.
- Update the Schedule to Clause 61.03 to reflect the planning scheme map changes.
- Update the Schedule to Clause 81.01 to include the Greenvale Central PSP, Greenvale Central DCP and Greenvale Central NVPP in the list of incorporated documents.

Strategic assessment of the amendment

● Why is the amendment required?

Melbourne is experiencing significant population growth throughout the metropolitan area, outpacing all other major Australian cities. This has generated high demand for housing as well as employment. Predictions of Melbourne's population reaching 5 million people had the State Government review the growth boundary in 2008 as part of its *Melbourne @ Five Million* strategy and later in July 2010, the Legislative Council of the Victorian Parliament passed amendment VC68 to expand Melbourne's Urban Growth Boundary. To accommodate this increase, 600,000 additional households will be required in Melbourne over the next 20 years in new housing developments on Melbourne's urban fringe and major inner-suburban urban renewal developments.

Fast population growth is projected to continue in Melbourne's growth areas – Wyndham, Melton, Hume, Mitchell, Whittlesea and Casey-Cardinia. State planning policy anticipates that most of Melbourne's greenfield development will occur at the northern and western edges of the existing urban area. The *North Growth Corridor Plan* identifies land for future urban development and the Urban Growth Zone (UGZ) has been applied to Greenvale Central as it is considered to be suitable for residential conversion.

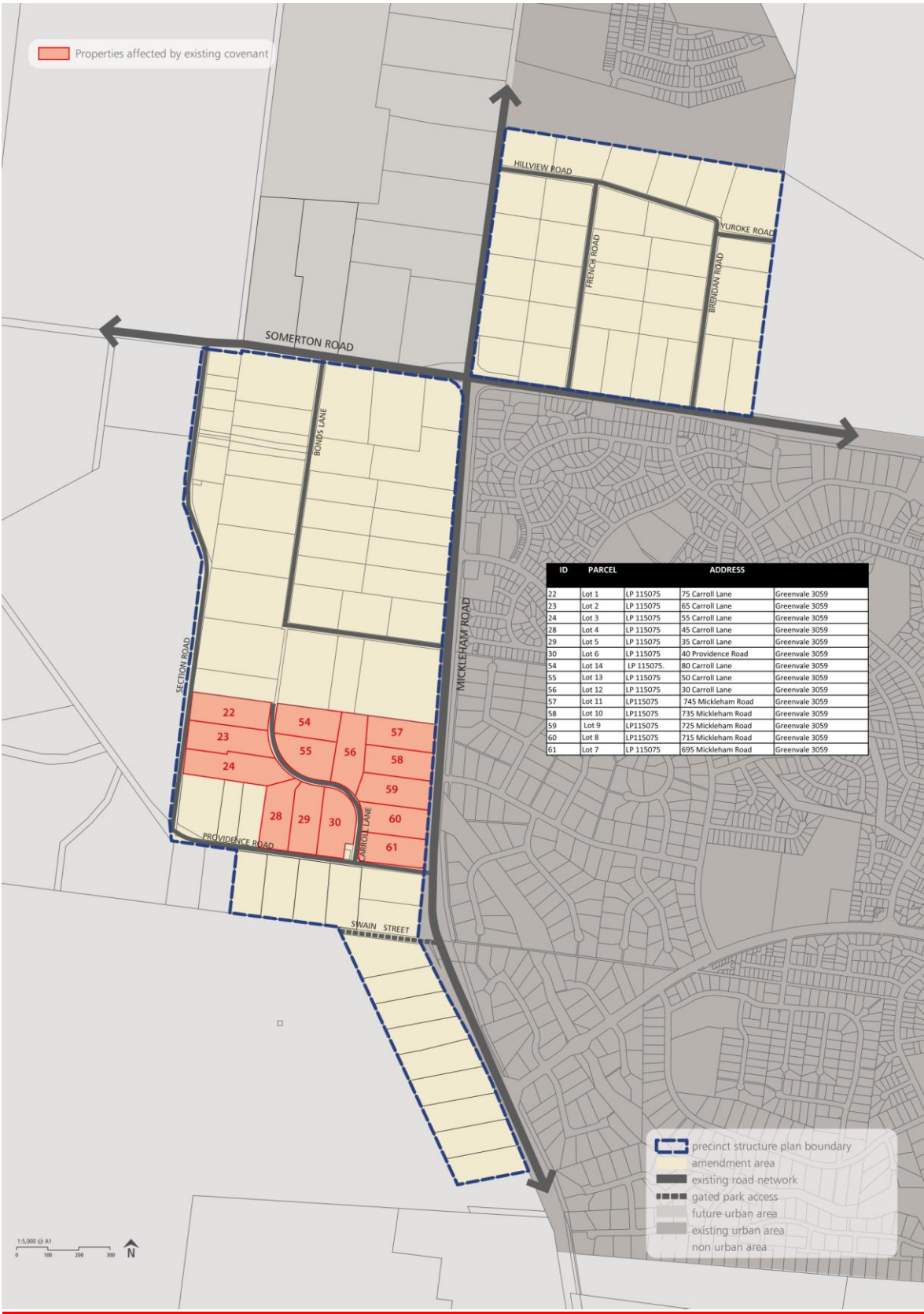
The amendment intends to change the Hume Planning Scheme to implement the Greenvale Central PSP, Greenvale Central DCP and Greenvale Central NVPP, ~~documents~~ that will in turn assist with the development of homes and services for approximately 8,000 new residents.

The Greenvale Central PSP presents a future urban structure for the amendment area, allowing for greater certainty in planning decisions and an understanding of the cost of infrastructure within the precinct. Schedule 6 to the UGZ details the uses permitted within the precinct, along with the statutory requirements for planning permits and permit applications in accordance with the PSP. The Greenvale Central DCP will assist in the levying of monetary contributions towards development and community infrastructure within the precinct whilst the DCPO6 provides a summary of costs for development and community infrastructure within the precinct, along with a summary of the required contributions for these items, per Net Developable Hectare. The Greenvale Central NVPP will assist in the protection, management and removal of native vegetation within the precinct.

~~A Restrictive~~The eCovenant covers 14 lots (refer to Map 2) to which the amendment applies ~~which requires that ensures~~ that no more than one detached private dwelling house may be constructed on a lot and that a dwelling cannot ~~exceed~~ be less than 30 ~~meters~~ square metres in size.

~~To allow for the efficient and orderly development of the precinct in accordance with the objectives of the Greenvale Central PSP and the Growth Corridor Plans, the Restrictive Covenants are required to be removed via a planning scheme amendment. The removal of the covenant will enable the subject properties to be developed in according with the Amendment and fulfill its objectives.~~

Map 2: Properties affected by existing covenant



How does the amendment implement the objectives of planning in Victoria?

The amendment will facilitate the development of land within the Urban Growth Boundary of metropolitan Melbourne and will provide for the efficient and sustainable servicing of the land. The amendment implements a number of the objectives of planning in Victoria under Section 4 of the *Planning and Environment Act 1987* (Act). In particular:

To provide for the fair, orderly, economic and sustainable use and development of land.

The amendment will facilitate the delivery of housing, effectively making use of the available land within the area with a required average density of at least 14 dwellings per net developable hectare.

The amendment applies consistent controls across the precinct for residential development and proportionally levies development for key infrastructure items to ensure the fair and equitable provision of works, ~~and to~~ services and facilities provided, ~~in bordering PSPs and regional infrastructure needed by the new community to secure a good quality of life, items~~ such as the Greenvale West Community Centre, Greenvale Reserve and Barrymore Road Reserve.

To provide for the protection of natural and man-made resources and the maintenance of ecological processes and genetic diversity.

The amendment incorporates the Greenvale Central NVPP into the Planning Scheme which provides for offsets in relation to the removal of native vegetation. ~~and v~~Vegetation to be retained has been co-located with passive open space adding to its visual amenity and allow for improved maintenance and protection of trees and patches.

To secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria.

The amendment contributes to the neighbourhood and overall community's sense of place, pride and connection by designing open space areas that define the community's character and reflect the area's history and heritage. Significant investment into new and existing sporting facilities will allow new residents to participate in new sporting clubs and community life whilst contributing to the community's level of health and sense of well being.

To protect public utilities and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community.

The amendment ensures that servicing of the future urban development will be of a sufficient capacity to ensure all households are connected to sewer, water and gas.

The amendment seeks to increase transport options and reduce private car use by providing a well planned inter-connected road network that allows for looped bus routes. The amendment also comprises well linked roads and paths that provide good and direct connections for pedestrians and cyclists to adjacent communities, services and retail.

The amendment strives to create safe and convenient pedestrian and cycling movement whilst ensuring the quality of pedestrian realm is not compromised by providing continuous footpaths on both sides of all streets and roads, regular crossing points, ~~b~~icycling priority treatments and on-road bicycle lanes on all connector streets and arterial roads.

The amendment encourages public transport usage by planning for bus routes on relevant connectors and arterial roads.

To balance the present and future interests of all Victorians

The amendment identifies land within the precinct for arterial road upgrades, local parks and the provision of utilities. The new community contributes to the cost of this new infrastructure in line with the new community's use of them. By doing so the benefits of the infrastructure can be up front alleviating the need for costly public spending in the future to 'reclaim' privately developed land for public purposes.

- **How does the amendment address the environmental effects and any relevant social and economic effects?**

Environmental effects

Genetic diversity and ecological processes will be supported by the retention of significant vegetation through the incorporated Greenvale Central NVPP whilst providing strategic protection and a clear framework management of native vegetation through the provision of appropriate offsets. Where native vegetation is being removed, offsets are required in accordance with the *Strategic Impact Assessment Report* and *Native Vegetation Management Framework*. Where possible, the PSP incorporates areas of environmental significance into the open space network.

The distribution of open space within the precinct ensures that a majority of residential properties have access to open space within a walkable 400 metres.

Stormwater flows will be managed through an integrated system that aims to manage flows beyond the precinct to be generally kept to pre-development levels.

A poultry/ egg farm is located at 30 French Road, within the precinct boundary that has been in operation since 1980 and potentially longer. The farm has approximately 5000 laying birds and operates 7 days a week. A small scale delicatessen also operates on the site for the sale of eggs and other produce.

The PSP has considered the potential odour and noise impacts of the farm on adjoining residential land through the application of a 100m buffer from the poultry sheds. This buffer is currently under review by GHD consultants.

The Melbourne Airport Environs Overlay (MEAO) Schedule 2 abuts the precinct to the south. The area is subject to moderate levels of aircraft noise based on the 20-25 ANEF contours. Properties located south of Providence Road have been zoned low density residential as opposed to a conventional density of 15 dwellings per hectare. This will prohibit the subdivision of lots smaller than 0.4ha (4,000 square metres). PropertiesThe property at 565 Mickleham Road Greenvale 3059 (Lot 9 on LP40477)-in close proximity to the ANEF contours will be required to have a notification on the title to inform of future landowners of potential aircraft noise. This will be enforced via a Section 173 Agreement outlined in Schedule 6 to Clause 37.07.

Social effects

The amendment will establish a framework for the development of a new urban community which will have its own focus whilst seamlessly integrating with the adjacent existing township. The structural elements of the PSP are interlinked to facilitate an attractive built environment, a strong community and a sense of place for the precinct.

Planning for the development of community infrastructure such as sporting fields and other community facilities, which will have a close spatial relationship with residential neighbourhoods, will assist in the creation of a 'sense of place' by fostering social interaction within the immediate and wider community.

The amendment enables the delivery of a range of lifestyle opportunities to meet the needs of a variety of household sizes and budgets. It encourages the development of a range of densities from the conventional to medium and high density residential development. Medium to high density housing in a variety of styles is promoted nearby services, community facilities and open space. This will also support and enhance the viability of the Greenvale Shopping Centre serving the precinct.

The location of passive and active open spaces will promote walking and cycling as safe and convenient modes of transport to these local amenities. This is achieved through their distribution and the street types that connect them which have dedicated space to pedestrians and cyclists.

- The inclusion of the Greenvale Central DCP will assist the delivery of this infrastructure in a timely and efficient manner, fundamental to the sustainable outcomes in urban growth areas.
- The precinct will be provided with a transport network that will provide access to employment areas across the broader Hume corridor.

Economic effects

The amendment sets out monetary charges for new development that will provide for new infrastructure including contributions to nearby sports and community facilities, road and intersection upgrades and neighbourhood parks. This infrastructure will ensure that new residents do not place an unfair burden on existing community assets in the area. The infrastructure maximises opportunities for new residents to safely and efficiently access employment and everyday services including shopping and engage in locally based social activities.

Providing for a higher permanent residential population in the area will contribute to the economic viability of the wider Greenvale area by adding to the local workforce, creating demand for local services and ensuring more efficient use of public investments in infrastructure.

• Does the amendment address relevant bushfire risk?

The Greenvale Central PSP area lies within a bushfire prone area. The amendment documentation was referred to the Country Fire Authority (CFA) for comment. The Greenvale Central PSP gives consideration to potential bushfire risk within the precinct through the application of [road-defendable space](#) buffers of appropriate widths surrounding the Woodlands Historic Park. [Parks Victoria, the managers of the park and the Department of Sustainability and Environment, the owners of the park have also been included in the preparation of the Bushfire Management Plan.](#) It is noted that once the precinct is fully developed the potential bushfire risk will be of a low hazard rating given the urban nature of the area. In the interim, however, a Construction Management Plan that addresses the interim management of bushfire risk will be required as part of planning permits issued within the precinct.

• Does the amendment comply with the requirements of any Minister's Direction applicable to the amendment?

The amendment complies with the Ministerial Direction on the Form and Content of Planning Schemes under section 7(5) of the Act. The amendment complies also with the following Ministerial Directions:

Direction No. 1 - Potentially Contaminated Land

The land has historically been used for farming purposes. Through the preparation of the amendment, potential contamination matters were considered.

A Phase 1 Environmental Site Assessment was undertaken by Lane Piper in June 2011. The Assessment identified two properties with potential high risk and 14 properties were considered to be of medium risk. 33 properties were unable to be assessed due to denied access from land owners.

A Phase 2 Environmental Site Assessment was carried out in December 2011 by Golder Associates. It was a site specific assessment to investigate the potential high risk contamination identified in the Phase 1 Report. The Assessment has ensured that the conditions of the land are known and any identified contamination can be addressed, if required, prior to the development occurring. Only one out of the two properties which were labelled as high risk in the Lane Piper Assessment was tested. 85 Hillview Road Greenvale will have an Environmental Audit Overlay placed over the identified land. 615 Mickleham Road was considered after shallow soiling testing to be of low risk and therefore an EAO is unlikely to be required. It was recommended by Golder Associates that it be confirmed with Council that the potential Environmental Assessment requirements of this portion of land with Council.

The Urban Growth Zone Schedule 6 includes requirements for all subdivisions and associated work permits on land assessed by the two reports. The properties identified in the Schedule will require further testing in accordance with the recommendations in the report and must comply with the Ministerial Direction concerning potentially contaminated land.

Direction No. 9 - Metropolitan Strategy

Direction No. 9 has been considered in drafting the amendment. The amendment complies with this direction.

Direction No. 11 - Strategic Assessment of Amendments

This direction seeks to ensure a comprehensive strategic evaluation of a planning scheme amendment. This Explanatory Report addresses the requirements outlined in this direction.

Direction No. 12 - Urban Growth Areas

The amendment area is predominately zoned UGZ and is therefore appropriate for conversion to urban use. The amendment ensures the provision of land and supporting infrastructure to support sustainable urban development and to ensure that it can assist in accommodating Melbourne's housing demand. The amendment provides clear direction of locations where residential growth should occur and identifies opportunities for consolidation.

Part 6 of Ministerial Direction 12 requires that when preparing an amendment to introduce or change provisions in a schedule to the UGZ, a planning authority must evaluate and include in the explanatory report a discussion about how the amendment accords with the PSP Guidelines. This is set out below.

• How does the amendment accord with the Precinct Structure Planning Guidelines (October 2009)

The Greenvale Central PSP has been prepared in accordance with the *Precinct Structure Plan Guidelines* approved by the Minister for Planning. The following section provides an evaluation of the amendment against the *Precinct Structure Planning Guidelines*.

Objective 1: To establish a sense of place and community

The amendment establishes a framework for the development of a new ~~a new~~ community which will have its own neighbourhood focus with the aim of being integrated with the existing and the future community of Greenvale. The structural elements of the amendment are interlinked to facilitate an attractive built environment, a strong community and sense of place for Greenvale Central.

Planning for the development of community infrastructure will assist in the creation of a 'sense of place' by fostering social interaction within the immediate and wider community.

The Greenvale Shopping Centre, directly adjacent to the amendment area in the east, will become a prominent location along Mickleham Road providing a more localised 'sense of place' for the eastern and central neighbourhoods within the precinct. The playing fields located outside the precinct are central to the catchment areas and are co-located with passive open space to provide a community hub for the future residential community.

Objective 2: To create greater housing choice, diversity and affordable places to live

The future urban structure enables the delivery of a range of lifestyle opportunities to suit the needs of a variety of household sizes and budgets. The amendment encourages the development of a range of residential densities from the conventional to medium density residential development. Medium density housing in a variety of styles will be promoted near open space and the Greenvale Shopping Centre.

Objective 4: To provide for local employment and business activity

The precinct is located between major employment areas of the Melbourne Airport Node and the Mickleham employment areas. Although not currently serviced by public transport, the precinct's proximity to these employment areas will provide access to a diverse range of local job opportunities for the incoming population. The precinct is well-located in relation to existing high-order activity centres that have been established along the Craigieburn Line, including Broadmeadows Principal Town Centre and Roxburgh Park. The Craigieburn Town Centre is a designated Major Town Centre located on Craigieburn Road to the north of the precinct.

A range of existing employment and activity centres exist within the vicinity of the Precinct include Greenvale Shopping Centre, Roxburgh Homestead Shopping Centre and Roxburgh Park Shopping Centre (Major Town Centre).

The PSP nominates a future local convenience site on the corner of Brendan Drive and Somerton Road to allow for potential commercial uses. The precinct ~~The precinct~~ is proximate to ~~these~~ existing and proposed facilities and consequently there is no significant retail or commercial floor space anticipated within the PSP. The new residents situated within the precinct will form part of the catchment of these existing and proposed activity centres. The continued growth at both the Hume Highway and Melbourne Airport Employment areas create significant employment opportunities both east and west of the precinct.

Hume maintains a strong base of employment for its residents, with a large proportion of residents being employed within Hume. This trend is expected to continue to 2031. There is a greater proportion of manufacturing, transport and storage sector employment in Hume. It is anticipated that this will continue into the future with continual growth and development of nearby industrial land and transport infrastructure.

The employment generating land uses within the PSP will minimise average travel times and distances for residents. The urban structure encourages the establishment of localised employment by making room for employment generating land uses within the precinct and on adjoining land. These employment areas are well located on major transit routes and have direct access to cycling and walking trails for alternative modes of transport.

Hume's employment precincts are expected to further develop over the next few decades and further reduce reliance on centralised employment within the inner and central Melbourne areas. This is expected to have positive flow-on effects such as reduced congestion on the metropolitan road and rail network, improved travel time and reduction in greenhouse gas emissions. Social benefits will include more leisure time for families as well as reduced travel costs for household budgets.

The PSP does not include an activity centre given the proximity to existing and proposed activity centres within the Greenvale local area, including Greenvale Shopping Centre (6,500m² retail floor space) to the south and the potential activity centre within the Providence Estate to the east of Mickleham Road.

Objective 5: To provide better transport choices

The precinct is surrounded by existing and proposed transport infrastructure providing access to regional and metropolitan destinations. Roxburgh Park Station is located approximately 5.5 km to the east of the Precinct which offers a train service to the Melbourne CBD. In addition, existing local bus services provide access from the nearby Greenvale Shopping Centre to Broadmeadows. The arterial road network provides regional road access via the Western Ring Road and Hume Freeway.

The precinct adjoins Somerton Road and Mickleham Road which provide convenient access to growing local employment nodes and existing activity centres. It is anticipated that both Mickleham Road and Somerton Road will experience future duplication as part of the broader arterial road network. Upgrades to Mickleham Road, in the form of signalised access, will be required as a result of the long term development of the precinct and adjoining residential developments. Public transport is likely to be provided by local bus routes that currently run through existing Greenvale urban areas. Existing walking and cycling opportunities are provided within the adjoining regional parks, with connections into the precinct to be provided where practical.

A connector street network will be provided through the precinct to allow for looped bus routes and connections back to arterial roads. The bus route will also travel to key destinations within the precinct as well as the existing Greenvale Shopping Centre located outside of the PSP area.

Objective 6: To respond to climate change and increased environmental sustainability

The amendment establishes a framework for the development of an environmentally sustainable urban structure. The design of the precinct encourages travel means other than private car in order to reduce vehicle emissions. On-road and off-road walking and bicycle network have been design to connect to the new residential area with key destinations and existing residential areas. There is the provision for bus routes that ensure the majority of residents will be in convenient walking distance of a bus stop and provides for bus services to key destinations in the precinct, and to the nearby Greenvale Shopping Centre as a result reducing the reliance of private vehicles.

The existing flora and fauna values and water quality protection requirements have formed the basis by which to organise the parks within the precinct. Two habitat zones will be set aside for protection within the precinct and the water quality of the headwaters of the Moonee Ponds and Yuroke-Brodies Creek will be protected through development of ponds and associated drainage works and wetlands. The Woodlands Historic Park environment will continue to be protected through any development in this precinct.

Objective 7: To deliver accessible, integrated adaptable community infrastructure

The amendment seeks to minimise private vehicle use for local trips through direct connections to local facilities and increasing the density of housing, particularly in and

around town centres and key amenity areas. There will be an on road bicycle and off road shared-trail network to promote convenient access to precinct facilities and minimise the need for car use.

Two regional open space facilities are adjacent to the precinct - Greenvale Reservoir Park and Woodlands Historic Park. These facilities will provide local recreational opportunities and significant landscape amenity for the existing and growing community. Extensions to the metropolitan trail network and principal bicycle network would link the regional parks to the Merri Creek and provide for additional recreational opportunities within the broader precinct.

The established urban areas of Greenvale and Roxburgh Park contain a broad range of community facilities including schools, churches, retailing and commercial centres. The precinct is proximate to, and serviced by, a range of education and community facilities including Aitken College, Greenvale Primary School, Roxburgh Park College and Primary School and Greenvale Seventh-day Adventist Church.

Greenvale Reserve is located to the east of Woodlands Historic Park on the south side of Somerton Road. Greenvale Reserve, managed by the Hume City Council, provides district and regional level recreation facilities and is home to the Greenvale Football Club and Greenvale Cricket Club.

The location of the precinct between two regional parks provides a key opportunity to link these facilities for the benefit of the broader community. This is proposed in the form of providing a shared path along Somerton Road abutting the precinct and establishing the potential for future connections internal to the precinct. In addition, the shared path along Mickleham Road will provide the opportunity to connect the adjacent development into Greenvale Reservoir Park.

The distribution of the open space ensures that a majority of residential properties have access to open space within a walkable 400 metres and enables the staged provision of open space within the precinct.

Direction on Development Contributions Plans under Section S46m(1) of the Act

The amendment complies with this direction. Projects types funded by the development levy include construction and land acquisition for roads and intersection, active recreation projects and an integrated multi-purpose community centre.

The Greenvale Central DCP sets out ~~\$38,603,171~~ ~~\$47,741,115~~ of local infrastructure works for the precinct. The DCP levies ~~\$36,903,171~~ ~~\$46,309,465~~ of this amount from developers in the precinct via the development infrastructure levy. The balance of funding that is not provided via the community infrastructure levy is the responsibility of Hume City Council.

[Those properties with the applied zoned Low Density Residential are exempt from both the Greenvale Central DCP as well as the Community infrastructure levy.](#)

[Proposed development contribution rates as at March 2012 are:](#)

Community infrastructure levy

This is for a limited range of community facilities. The Actual cost of proposed community infrastructure is ~~\$450-622~~ per dwelling of the maximum \$900 per dwelling allowable charge under the Act.

The amendment is consistent with the Ministerial Direction on the Form and Content of Planning Schemes under section 7(5) of the Act.

- **How do the provisions give effect to the intended outcomes of the precinct structure plan**

The Precinct Structure Plan is effectively implemented using standard VPP tools. Land for development is zoned Urban Growth Zone. The UGZ schedule applies standard VPP zones across the precinct supplemented by specific provisions aimed at managing the transition from rural to urban development and to provide for the offsetting of habitat that contributes to the protection of threatened species and communities.

The use of a Native Vegetation Precinct Plan (NVPP) under Clause 52.16 replaces the need to seek permits for native vegetation removal across the precinct where removal is undertaken in accordance with the NVPP. A Development Contributions Plan under Clause 45.06 provides for the collection of levies to fund local infrastructure including active open space (local sports facilities) while the Clause 52.01 is used to require a land contribution towards passive open space (local parks).

The amendment will provide vital population growth to support existing and new commercial and retail services and public facilities within the Hume Corridor.

Bus services running throughout the precinct will directly link residents to all commercial, community and transport destinations within their township, Greenvale and beyond. An extensive internal network of off-road and dedicated on-road trails will safely link cyclists and pedestrians to all parts of the town.

The precinct will offer diverse housing product to support a range of households and lifestyles. Medium density and small-lot housing will be strategically located to maximise access to areas of activity and amenity. The highest densities in the precinct will occur adjacent to the new local town centre, with additional medium density housing encouraged around open space. Smaller and traditional homes will be developed throughout the precinct, particularly south of Swain Street, Greenvale.

The PSP, NVPP, DCP, Small Lot Housing Code, Clause 32.01, 32.03, 34.01 and Clause 56 along with the revisions to Schedules 37.07, ~~43.03~~, 45.06, 52.01, 52.02, 52.16, 61.03 and 81.01 will effectively implement the PSP.

- **How a translation of the provisions can be achieved, once development anticipated by the precinct structure plan is substantially complete.**

Schedule 6 to the UGZ has been structured in a way to allow for the simple translation of the PSP into ~~two~~ three standard zones once development of the area is substantially complete. The R1Z will apply to all areas identified for residential use and the majority of open space. The Low Density Residential Zone will apply to land south of Providence Road to retain the low density and landscaped character of the area and the Business 1 Zone will apply to the local convenience centre. Land in the far north-east corner will be applied RGZ with the public land manager to be Hume City Council. The translation from a UGZ to these standard zones will be a procedural task.

- **How does the amendment support or implement the State Planning Policy Framework?**

The amendment implements an integrated development framework for the precinct that balances the conflicting objectives of the relevant State planning policies as follows:

Clauses 11: Settlement (Urban Growth, Open Space and Metropolitan Melbourne)

- Plans for the needs of the existing and future Greenvale communities through the provision of zoned and serviced land for housing, recreational and open space facilities and infrastructure;

- Restricts low-density rural residential development that could compromise future development at higher densities;
- Encourages an average overall residential density of a minimum of 14 dwellings per net developable hectare;
- Meets housing needs by providing a variety of housing type and distribution;
- Provides public transport network that will build upon the established transport routes;
- Provides for a well integrated open space network, linked by cycling and walking trails that connect with surrounding neighbourhoods;
- Retains its unique characteristics of established areas incorporated into new communities to protect and manage natural resources and areas of heritage and environmental significance;
- Provides a framework for urban development that responds to the physical constraints of the subject land, including environmental quality and conservation needs, as well as the cost of infrastructure delivery;
- Creates a diverse and integrated network of public open space commensurate with the needs of the community; and
- Ensures that water supply, sewerage and drainage works receive high priority in early planning for new developments.

Clause 12: Environment and Landscape – Biodiversity

- Ensures the protection and conservation of biodiversity and the restoration of existing waterways;
- Provides for the provision of offsets where native vegetation is removed, lopped or destroyed;
- Retains native vegetation and provides habitat improvements;
- Provides protection for the Greenvale Reservoir and surrounding parklands through appropriate guidelines for urban interface and buffer areas;
- Protects native habitat and areas of important biodiversity through appropriate land-use planning; and
- Protects landscapes and significant open spaces that contribute to character, identity and sustainable environments.

Clause 15: Built Environment and Heritage – Urban Environment and Sustainable Development

- Offers opportunities for people to live and work locally in proximity to a range of community and commercial services and access employment by public transport will contribute to creating a more compact city;
- Provides for subdivision and land use that locates more medium density development adjacent to open space and public transport routes whilst facilitating high quality development that maximises safety of the public realm;
- Minimise detrimental impact on neighbouring properties;
- Creates a compact neighbourhood that has walkable distances between activities;
- Creates a range of open spaces to meet a variety of needs within links to open space networks and regional parks where possible;

- Provides for subdivision and land use that locates more medium density development adjacent to open space and public transport routes;
- Facilitates high quality development that maximises the density and safety of the public realm;
- Provides for the conservation and enhancement of areas of heritage significance;
- Encourages appropriate development that respects places with identified heritage values and creates a worthy legacy for future generations;
- Retains those elements that contribute to the importance of the heritage place;
- Establishes an integrated neighbourhood that responds to the site constraints and enhances biodiversity values; and
- Encourages retention of existing vegetation.

Clause 16: Housing – Residential Development and Housing Form

- Encourages a range of lot sizes for single dwellings through to medium and high density development along with a range of housing typologies within the precinct;
- Ensures the design of the subdivision promotes high quality urban design opportunities to enhance the liveability, diversity, amenity and safety of the public realm; and
- Ensures housing within the precinct is serviced. New residents will have access to existing services and employment opportunities and nearby developed neighbourhoods and through the provision of new infrastructure within the precinct.

Clause 17: Economic Development – Commercial

- Delivers residential development in close proximity to existing and planned activity centres thus supporting commercial uses and enhancing employment opportunities in nearby employment areas.

Clause 18: Transport – Integrated Transport and Movement Networks

- Integrates the existing and planned arterial road network. The mile and half mile grid provides a robust structure for traffic and transport movement;
- Considered all modes of travel, including walking, cycling, public transport and private vehicles in providing for access to new developments;
- Provides routes, bus stops and interchange arrangements for public transport services in development areas; and
- Provides safe, convenient and direct pedestrian and cycling access to the nearby neighbourhood centre.

Clause 18.04 - Airports

The amendment proposes to place a notification on the title of the abutting property to the MAEO2 to inform future residents of potential aircraft noise. This will assist in protecting the ongoing operation and curfew free status of the Airport in line with Clause 21.03-4 'Melbourne Airport'.

Clause 19: Infrastructure – Community Infrastructure and Development Infrastructure

- Presents a comprehensive development contributions plan that provides for major roads, intersections, bicycle paths, recreation facilities and open space through a levy on new subdivision and development in the precinct;
 - Enables delivery of water, sewerage and drainage infrastructure; and
 - Facilitates delivery of high capacity broadband and telecommunications infrastructure.
- **How does the amendment support or implement the Local Planning Policy Framework?**

The amendment is generally consistent with and has been prepared in accordance with the Local Planning Policy Framework as discussed below:

Municipal Strategic Statement:

This policy provides an overarching vision for the City of Hume. The policy lists the following key land use objectives:

Clause 21.02 – Community and Well-being

The amendment aims to meet the Objectives as follows:

The cost-effective and orderly management of urban growth, in a way that achieves the greatest social benefits to the community, but does not diminish the unique character and identity of the City.

- Implements the North Growth Corridor Plan, thereby providing for orderly development.
- Provides for new development to integrate well with existing and potential urban areas, particularly through the road and open space networks.
- Provides for a road network that is cost efficient and maximises developable land.
- Provides for development densities that seek to make efficient use of developable land.
- Provides for developers to make appropriate contributions towards infrastructure.
- Protects areas of natural and cultural heritage that are part of the character and identity of the precinct.
- Encourages the integration of housing with compatible activities such as open space and community facilities.
- Provides for open space networks that will cater for a variety of lifestyle needs.
- Protects environmental and landscape assets of the precinct which will benefit the current and future community.
- Ensures that any future development of land will protect and enhance areas of environmental, historical and cultural significance and sensitivity.

Access to a range and quality of housing opportunities which meet the needs of the population.

- Encourages diversity in subdivisions and housing in terms of lot size and housing form.
- Creates a sustainable and liveable community that is an attractive and desirable place to live through the provision of a residential subdivision which incorporates a good mix of lots sizes and complementary open space areas.
- Provides connector street layout and guidelines to promote a suitable subdivision layout that can create passive surveillance and interactive spaces
- Encourages the integration of housing with compatible activities such as open space, community facilities and shopping centres.
- Supports residential development of land that is proximate to planned employment areas, community services and activity centres as per the proposed urban structure.

The generation of new job opportunities to meet the needs of a growing population and that stimulate greater employment sustainability in the region and improved access of local residents to local jobs.

- Supports local job opportunities through encouraging home based businesses and providing connectivity to existing and planned activity centres.

A rational hierarchy of attractive and accessible activity centres that maximises resident spending within the City and provides for a range of retail, community and entertainment services and facilities.

- In proximity to two planned local town centres within the wider catchments of the area. The closest being the existing Greenvale Shopping Centre with the Craigieburn Town Centre accessible from the precinct.
- Provides for integration with the planned activity centre to the east through appropriate road and open space connections to maximise accessibility by public and private vehicles, pedestrians and bicycles.

Provision of a range of safe, efficient, affordable and accessible transportation infrastructure.

- Applies appropriate design standards to roads in the area to ensure road and pedestrian safety.
- Provides for a legible road network.
- Provides for the majority of residences to be within walking distance of a bus route.
- Ensures efficient and integrated transport infrastructure is provided for the new community.
- Provides for a road network that is cost efficient and has the capacity to accommodate public transport.

Access to a range and quality of community services and facilities that meet the growing and changing needs of the community.

- Provides for community services to be located within walking distance of the majority of residences
- Ensures the timely provision of high quality infrastructure through adequate funding that is fairly distributed across the precinct.

To ensure consistency with the Municipal Strategic Statement, the amendment proposes to update the maps within the Municipal Strategic Statement at Clause 21.01-6 to ensure that the Hume Strategic Framework Plan includes the PSP area within the limits of urban land. The amendment also updates the Greenvale, Attwood and Westmeadows Structure Plan at Clause 21.06-5 by including the PSP area within the Structure Plan Area, nominating it for future residential land use.

Clause 21.03-4 Melbourne Airport

The amendment proposes to place a notification on the title of the abutting property to the MAEO2 title to inform future residents of potential aircraft noise. This will assist in protecting the ongoing operation and curfew free status of the Airport in line with Clause 21.03-4 'Melbourne Airport'.

Local Planning Policies

There are no local planning policies which relate to the amendment or land affected by the amendment.

- **Does the amendment make proper use of the Victoria Planning Provisions?**

The amendment meets the form and content requirements of the Victorian Planning Provisions. Importantly, the application of the Urban Growth Zone is an appropriate tool to apply to guide future use and development of the site.

- **How does the amendment address the views of any relevant agency?**

The views of relevant agencies have been sought and incorporated where practicable into the amendment. The agencies consulted in the preparation of this Amendment include:

- Hume City Council
- Public Transport Victoria
- VicRoads
- Melbourne Water
- Department of Education and Early Childhood Development
- Department of Sustainability and Environment
- Yarra Valley Water
- Country Fire Authority
- Department of Planning and Community Development
- Sport and Recreation Victoria
- Parks Victoria
- Heritage Victoria
- Aboriginal Affairs Victoria
- Environment Protection Authority
- Telstra
- Jemena
- APA Group
- [National Broadband Network Corporation](#)
- [Melbourne Airport](#)

The Bushfire management requirements relating to the Woodlands Historic Park for the Greenvale Central Precinct Structure Plan are subject to review. Further investigation of the issues informing these requirements will be conducted in consultation with the Country Fire Authority, Department of Sustainability and Environment and Parks Victoria and may result in changes to buffer requirements.

- **Does the amendment address relevant requirements of the Transport Integration Act 2010?**

The Growth Areas Authority in itself and acting as a planning authority is an 'interface body' under the Transport Integration Act 2010. Under Section 25 of that Act:

(1) An interface body must have regard to the transport system objectives when exercising powers and performing functions under any interface legislation which are likely to have a significant impact on the transport system.

(2) An interface body must have regard to the decision making principles in making decision under any interface legislation which are likely to have a significant impact on the transport system.

The amendment is likely to have a significant impact on the transport system at a local level.

It will require upgrades to the existing road network and will provide the creation of a new local road network that will set the future pattern of development in the precinct. It will also support the development of the bus network in the area.

The proposed additions and changes to the existing transport system in the precinct will meet the transport system objectives by:

- Providing for an interconnected road system that responds to the likely level of use generated by the precinct and hence facilitating investment in housing and local retail services in the area.
- Enabling efficient access to existing and planned employment and services in and around Greenvale Central.
- Ensuring the road network minimises impacts on the site's topography, native vegetation and water flow regimes.
- Providing locally based sports, recreational, community and retail facilities to reduce the need for extended travel.
- Designing roads that are of a suitable scale and compatible with the expected travel demand and that provide a suitable scale and impact in relation to likely adjoining development infrastructure provided for through the DCP will generally be provided as sufficient demand arises for the relevant infrastructure item and provides the opportunity for the efficient construction of items concurrent with subdivisional development.
- Integrating the construction of bus stop facilities with the development process to minimise construction costs and provide the opportunity to optimise the location of bus stops and design of roads in relation to bus routes and associated facilities.
- Providing for integrated government decision making in relation to the provision of transport infrastructure and services in and around the precinct.

[Melbourne Airport and its associated flight paths are key elements of Victoria's and the nation's transport network and economic infrastructure. Melbourne Airport's curfew-free status is a key advantage for Victoria. The protection of flight paths and identification of aircraft noise affected areas is consistent with the objectives of the *Transport Integration Act 2010* and with policy statements embedded in the State Planning Policy Framework since the 1990s.](#)

[In 2003, the Melbourne Airport Environs Strategy Plan was prepared under Part 3C of the *Planning and Environment Act 1987*, which requires that any amendment to a planning scheme must consider the Strategy Plan. This amendment is consistent with the Strategy Plan, particularly as it addresses land owner and community advice on aircraft noise provisions of Section 2 of the Strategy Plan, *Management of Aircraft Noise Outside ANEF contours*.](#)

- **What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?**

Schedule 6 to the UGZ has been structured in a way that the ultimate translation to Victorian Planning Provisions can occur in a timely and efficient manner, once the land has been developed.

Management of the DCP, infrastructure delivery and conservation measures will place some additional demand on the responsible authority. However, the reduced notification requirements and detailed guidance in the plan will reduce permit processing administration.

The amendment will significantly reduce development timeframes, home buyers' costs and the number of planning permits otherwise required to facilitate development by:

- Incorporating the requirements of *Commonwealth Environment Protection and Biodiversity Conservation Act 1999* under an endorsed program.
- Using a NVPP to remove the need for a permit to remove vegetation in accordance with the plan.
- Reduce the requirement for a planning permit for houses on smaller lots through the introduction of a standardise code.
- Standardising the amount of development contributions and making them transparent through use of a DCP.

Where you may inspect this Amendment

The amendment is available for public inspection, free of charge, during office hours at the following places:

Growth Areas Authority
Level 29, 35 Collins Street
Melbourne VIC 3000
www.gaa.vic.gov.au

Hume City Council
1079 Pascoe Vale Road
Broadmeadows VIC 3047
www.hume.vic.gov.au

The amendment can also be inspected free of charge at the Department of Planning and Community Development website at www.dpcd.vic.gov.au/planning/publicinspection.