

## AMENDMENT C198 - Craigieburn North Employment Area Precinct Structure Plan

Document changes matrix with reference to relevant submissions

Version: 0.1 - Prepared for initial distribution October 2015

**Note: where a change has been made to Plan 3 - Future Urban Structure, it is assumed that the plan change will affect all corresponding plans.**

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2						1					Remove floodplain in legend	7.1 Melbourne Water
2						1				Legend: "rivers and creeks"	Remove 'rivers and creeks' from legend and replace with "waterways"	7.2 Melbourne Water
Introduction										Exhibited wording	Proposed changes	
How to read this document: Document changes										Exhibited wording	Proposed changes	
Land to which this PSP applies: Document changes										Exhibited wording	Proposed changes	
6						2				Legend: "waterway corridor/floodplain"	remove "waterway corridor/floodplain" and replace with "waterway"	7.4 Melbourne Water
6						2					change the pattern of "power transition easement" to clearly distinguish it from "conservation area"	7.3 Melbourne Water
						2						
Background information: Document changes										Exhibited wording	Proposed changes	
Contents Document changes										Exhibited wording	Proposed changes	
8						ALL MAPS					Laffan Reserve should be clearly shown as being part of the conservation area. This will be achieved by hatching the Laffan Reserve with conservation area in line with the rest of the area.	22.24 DELWP
8						ALL MAPS					Legend to be moved to the right side of page on all maps.	
8						ALL MAPS					amend plan to provide greater differentiation between road reserves and key access streets.	11.16 Hume
8						ALL MAPS				Laffan Reserve Marked in Legend as: "drainage open space (encumbered)"	Laffan Reserve should be marked in legend as: "active recreation location"	11.17 Hume 22.25 DELWP
						ALL MAPS				LP1	Remove LP1 at its location and relocate it adjacent to intersection next to Conservation area 27. Area becomes waterway asset.	11.18 Hume, 6.4 Bosco Johnson
8						ALL MAPS					Addition of local access streets along the perimeter of conservation area.	14.6 CFA, 7.5, 7.19, 7.20 Melbourne Water, 11.7 Hume
8						ALL MAPS					Relocate the roundabout between English Street and the connector street so that it is located closer to the boundary with the conservation area.	11.8 Hume
Outcomes										Exhibited wording	Proposed changes	
						3				pedestrian bridge	Pedestrian bridge to be marked red	8.5 ESDP
Vision: Document changes										Exhibited wording	Proposed changes	

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9	2.1									<p>The Craigieburn North Employment Area will be a well-presented, high-quality, mixed employment area. Development of the precinct will accommodate a range of businesses and jobs and foster diverse employment opportunities for workers. This will promote local employment opportunities to draw workers from the surrounding suburban and peri-urban areas, and contribute to the MPA's broad goal of creating one job per new household in the Northern Growth Corridor.</p> <p>The area will be well-connected and accessible to surrounding communities. Strong arterial road links will be developed to promote accessibility to the wider Northern corridor road network, including the Hume Freeway and, Hume Highway, Melbourne-Sydney rail line, Melbourne Airport, and planned OMR/E6 road.</p> <p>Brookville Drive/Amaroo Road will be upgraded, with a new link to be constructed across Merri Creek in order to connect to English Street in the City of Whittlesea. These projects will provide a strong north-south connection through the precinct, connecting the Amaroo Business Park in the south to the Lockerbie Precinct to the north. Construction of a new half-diamond freeway interchange and bridge will provide strengthened connections with Melbourne via the Hume Freeway as well as to new industrial areas and residential communities to the west. These links will also promote integration with the Principal Public Transport Network (PPTN), including improved accessibility to the existing Donnybrook train station.</p> <p>The precinct will develop as an attractive and integrated commercial and industrial area that establishes a cohesive built form and places strong emphasis on consistent and high quality landscaping, particularly along the Hume Freeway interface. Linear trails, passive parks and a convenience centre will provide interesting recreation places for future employees. Development in the area will respect the sensitive environs of the Merri and Kalkallo Creeks.</p> <p>Merri Creek provides a key conservation and landscape asset for the precinct. The Creek corridor will be retained and revegetated for the Growing Grass Frog (GGF) in accordance with the BCS and the Sub-Regional Strategy for the GGF. As well as providing improved habitat for the GGF, the corridor will bestow local amenity through native plantings and provide informal recreation opportunities through the provision of linear trails and passive park areas.</p> <p>Plan 3 demonstrates the future urban structure for the precinct.</p>	<p>The Craigieburn North Employment Area (CNEA) is planned as an integrated commercial and industrial business park. It establishes a precinct which combines a high amenity setting characterised by the landscape and biodiversity values associated with the Merri Creek environs and adjacent residential areas with a conventional industrial area suited to the development of local industry and business needs. Development of the precinct will form part of a future regional economic cluster. It will add to the supply of industrial and commercial land needed in the North Growth Corridor to meet demand for a variety of businesses and employment opportunities as the region develops from non-urban to urban.</p> <p>The northern part of the CNEA responds to the environmental significance of the Merri Creek and anticipates the need to develop a sensitive interface with the creek environs and the adjacent residential precinct. This will be achieved by encouraging the development of a contemporary business park that includes adaptable commercial floorspace suitable for modern manufacturing and technology based industries with high quality landscaping and built form standards. This area has been marked as Precinct A and B on the plans. The location of the Precinct A abutting the Hume Freeway provides an opportunity to establish some higher order large floor plate restricted retail development which can take advantage of the high exposure to passing traffic along the Hume Freeway and Donnybrook Road with direct connections to Melbourne. Precinct B provides an opportunity to establish the location for a commercial environment suitable for higher amenity office and 21st century manufacturing. Linear trails, passive parks and a convenience centre will provide interesting recreation places for future employees as well as protecting existing significant trees. The remainder of CNEA located south of Precincts A and B, the Industrial Precinct, with less sensitive interfaces is intended to develop as an industrial area to meet local demand for the development of manufacturing, storage and distribution of goods services.</p> <p>Merri Creek provides a key conservation and landscape asset for the precinct, and draws its significance from its role as a continuous corridor supporting environmental, heritage and recreation values. The Creek corridor supports populations of critically endangered Growing Grass Frog (GGF) and habitat links will be preserved and enhanced in accordance with the BCS and the Sub-Regional Strategy for the GGF. As well as providing improved habitat for the GGF, the Merri Creek corridor supports a range of other biodiversity values that will be protected and enhanced, and will bestow local amenity through native plantings and provide informal recreation opportunities through the provision of linear trails and passive park areas.</p>	7.7 Melbourne Water, 6.2 Bosco Johnson, 9.4 Merrifield Corporation, 11.14 Hume
Objectives: Document changes										Exhibited wording	Proposed changes	
10	2.2	13								"Retain, protect and enhance the environs of the Merri Creek."	"Retain, protect and enhance the environs of the Merri and Kalkallo Creeks."	7.8 Melbourne Water, 11.19 Hume
10	2.2	14								"Provide an integrated and accessible public open space network for local workers that offer recreation opportunities, linked via pedestrian and cycling trail networks."	"Provide an integrated and accessible public open space network that offers recreation opportunities, linked via pedestrian and cycling trail networks."	18.1 Friends of Merri Creek
Summary Land Budget: Document changes										Exhibited wording	Proposed changes	
Implementation										Exhibited wording	Proposed changes	
Image, character: Document changes										Exhibited wording	Proposed changes	
12						4					Add section conservation area interface around Conservation Area 27.	18.7 Friends of Merri Creek 7.9 Melbourne Water
12						4					More clearly distinguish "power transition easement" from "conservation area"	7.11 Melbourne Water

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Centres and Employment: Document changes										Exhibited wording	Proposed changes	
13	3.2.1				1					Restricted Retail @ 60 jobs per sqm retail	Restricted Retail @ 60 jobs per ha retail	
13	3.2.1				1					Measure - 2500m2	Measure - 2.5 ha	
13	3.2.1				1					3.2.1 Convenience Centre	Delete 3.2.1 Convenience Centre and relocate table 1 to 3.2.3 Employment	
14	3.2.3									Employment Requirements Subheading: "The following requirements apply to areas shown as industry, restricted retail or commercial on Plans 3 & 4."	"The following requirements apply to areas shown as Commercial Precinct A and Commercial Precinct B on Plan 3."	
14	3.2.3		4							"Building design, and interface treatment in industrial and commercial areas shown on Plan 3 must minimise negative impacts on the amenity of adjacent residential areas."	"Allocation of land uses, building design, and interface treatment in the commercial areas shown on Plan 3 must create a positive address to streets and avoid negative impacts on the significance of the Merri Creek environs and the amenity of adjacent residential precincts."	
14	3.2.3		5							"Water tanks, service infrastructure and other structures (including plant and equipment) that are not part of the building must be located behind the building line or where this is still visible, behind constructed screening using durable and attractive materials."	"Water tanks, loading service infrastructure refuse storage areas and other structures (including plant and equipment) that are not part of a building must be located behind the building line. Where this is visible, they must be located behind constructed screening using durable and attractive materials to the satisfaction of the responsible authority."	
14	3.2.3		NEW								"Office development associated with warehousing or manufacturing must be located at the front of buildings and must include a façade addressing the street frontage of the lot and provide for safe pedestrian access and engagement with the public domain."	
14	3.2.3		NEW								"Vehicular access to properties fronting primary arterial roads (i.e. the east-west arterial and Hume Freeway) must be from service roads or internal loop roads. Lots fronting primary arterial roads must provide indented parking lanes to cater for on street parking."	
14	3.2.3		NEW								Key locations within the commercial areas must incorporate features of interest into the built form and surrounding landscape, including: • Variations in built form elements (such as building heights, use of parapets, awnings, shade structures, balconies, and roof elements). • Articulation of building facades. • Feature colours and materials.	
14	3.2.3			6						"Buildings within commercial or industrial areas shown on Plan 3 should be oriented (in order of priority where a lot fronts multiple elements): • Hume Freeway interface (as identified in Plan 4) • Arterial Roads • Waterways and public open space. • Connector roads • Local access roads"	"Buildings within commercial or industrial areas shown on Plan 3 should be oriented (in order of priority where a lot fronts multiple elements): • Hume Freeway interface (as identified in Plan 4) • Arterial Roads • Conservation Areas • Waterways and public open space. • Connector roads • Local access roads"	11.20 Hume
14	3.2.3				7						delete	
14	3.2.3									Employment Guidelines Subheading: "The following requirements apply to areas shown as industry, restricted retail or commercial on Plans 3 & 4."	"The following requirements apply to areas shown as Commercial Precinct A and Commercial Precinct B on Plan 3"	
14	3.2.3			8						"Ancillary offices should be located at the front of any industrial or warehouse building and should include a façade addressing the street frontage of the lot and provide for pedestrian access."	"Ancillary offices should be located at the front of buildings and should include a façade addressing the street frontage of the lot and provide for safe pedestrian access and engagement with the public domain."	
15	3.2.3			NEW							Subdivision should provide for the creation of a range of regular shaped lots to cater for various uses.	

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15	3.2.3			9						"Visitor car parking and access areas in the front setback area should be setback a minimum of 3 metres from the street frontage to enable provision of sufficient landscaping elements at the street frontage, including tree and shrub planting, and bunding."	"Car parking and loading facilities should be located to the side or rear of buildings. Any visitor car parking and access areas in the front setback area should be setback a minimum of 3 metres from the street frontage to enable provision of sufficient landscape strips at the street."	
15	3.2.3			13						"Business identification and/or advertising signage should be integrated with the overall design of the associated building and not protrude above the height of the building."	"Buildings and signage should be designed to have an integrated appearance so as to avoid the appearance of clutter."	
15	3.2.3			NEW							"Streets should be aligned to create views and direct connections to the open space areas and wetlands and encumbered open space within the conservation area, as appropriate."	
15	3.2.3			NEW							"Environmentally sustainable principles and initiatives should be considered in the design of buildings, such as solar aspect, cross-flow ventilation, materials and finishes, embodied energy, use of solar hot water and on-site collection and reuse of stormwater."	
14	3.2.3		9							"Development of lots facing the Merri Creek Conservation Area must provide for the outcomes illustrated in Figure 2."	"Development of lots facing the Conservation Area must provide for the outcomes illustrated in Figure 2."	7.10 Melbourne Water
17							2				Remove Direct Frontage diagram.	10.9 Merri Creek Management Committee, 11.11 Hume, 7.12 Melbourne Water, 14.6 CFA
17							2			"Conservation area boundary. Low fence to exclude vehicles but allow pedestrian access."	"Conservation area boundary. Low fence that is visually permeable to exclude vehicles but allow pedestrian access"	7.13 Melbourne Water
							2				New cross section: 7m carriageway, 2.6m car parking lane on one side with 2.2m nature strip adjacent to the boundary of the conservation area.	
14	3.2.1		NEW								"The design of any restricted retail centre or area must be integrated even where development is proposed on multiple adjoining properties and: ~ Provide for easy vehicular and pedestrian movement to all restricted retail tenancies within the centre or area; ~ Provide integrated car parking with dedicated pedestrian routes that enables access to all tenancies and a 'park once' approach; ~ Limit fencing and landscaping which prohibits vehicular and pedestrian movement between tenancies; and ~ Provide dedicated access arrangements for servicing and delivery vehicles from the road network or a clearly separate arrangement where access is proposed from the car park."	11.15 Hume
Open space: Document changes										Exhibited wording	Proposed changes	
22						6					Delete visual references of native vegetation patches to be retained within the conservation area.	22.26 DELWP
21	3.3.1		15							"Any fencing abutting a local park, whether encumbered or unencumbered, must be low scale and visually-permeable to facilitate public safety and surveillance."	"Any fencing abutting a local park, whether encumbered or unencumbered, must be visually-permeable to facilitate public safety and surveillance, and where practicable it should also be low scale."	7.13, 7.26 Melbourne Water
21	3.3				2					SR1 Area - 6.70	SR1 Area - 5	11.21 Hume
23							4			Growling Grass Frog Conservation Area - Concept Plan	"Growling Grass Frog Conservation Area 34 – Concept Plan"  *Update the department name in the text to Department of Environment, Land, Water and Planning	22.23 DELWP
23							4				Change boundary of passive recreation areas so it does not overlap with water management locations.	7.14 Melbourne Water
Biodiversity, Threatened Species and Bushfire Management: Document changes										Exhibited wording	Proposed changes	

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25	3.4.1		17							Development abutting any conservation area must be in accordance with the Growling Grass Frog Conservation Area - Concept Plan (Figure 4) and the Growling Grass Frog Conservation Area – Conservation Interface (Figure 2) to the satisfaction of the Secretary to the Department of Environment, Land, Water & Planning. In cases where road frontage is not able to be provided, industrial development must front onto the conservation area (ie; there should be no side or back fences abutting the conservation area).	Development abutting any conservation area must be in accordance with the Growling Grass Frog Conservation Area - Concept Plan (Figure 4) and the Growling Grass Frog Conservation Area – Conservation Interface (Figure 2) to the satisfaction of the Secretary to the Department of Environment, Land, Water & Planning and the Responsible Authority.	22.27 DELWP, 14.6 CFA, 7.5 Melbourne Water, 11.23 Hume
Transport and Movement: Document changes										Exhibited wording	Proposed changes	
26						7					Shared path to continue and connect to the central and southern shared path.	6.3 Bosco Johnson Pty Ltd, 11.24 Hume
28						8					Local access street will be shown along growling grass frog conservation area.	8.1 ESDP, 11.7, 11.8, 11.9 Hume, 7.16 Melbourne Water
28						8					Show Summerville Road as primary arterial to the west of Brookville Drive intersection.	11.25 Melbourne Water
28						8					Update the street layout for English Street in line with final layout.	8.1 ESDP
28						8					Show Hume Freeway as 'Primary Arterial' next to and along the whole length of PSP	7.15 Melbourne Water
Integrated Water Management and Utilities: Document changes										Exhibited wording	Proposed changes	
30						9					Show 1 in 100 flood level more clearly along Merri Creek	7.17 Melbourne Water
30						9				WL2	Mark the 'channel' at WL2 differently with blue arrows over 'drainage open space' and 'conservation area'	6.3 Bosco Johnson Pty Ltd, 11.24 Hume, 22.5 DELWP
30						9					Make wetlands/retarding basin 29m wide, for the channel	7.18 Melbourne Water
31	3.6.1		NEW	R							"Stormwater runoff from the development must meet or exceed the Best Practice Environmental Management Guidelines for urban stormwater performance objectives (as amended or superseded) prior to discharge to receiving waterways and as outlined on Plan 9, unless otherwise approved by Melbourne Water and the Responsible Authority."	20.1 DELWP
31	3.6.1		NEW	G							"Where practical, development should include integrated water management initiatives to reduce reliance on potable water and increase utilisation of storm and waste water, contributing to a sustainable and green urban environment."	7.21 Melbourne Water
			NEW	G							"Development should have regard to relevant policies and strategies being implemented by the Responsible Authority, Melbourne Water and Yarra Valley Water, including any approved Integrated Management Plan"	7.21 Melbourne Water
											"Where practical, integrated water management system should be designed to: ~ Maximise habitat values for local flora and fauna species. ~Enable future harvesting and/or treatment and re-use of stormwater.	7.21 Melbourne Water
31	3.6.1		33							"Development must meet at a minimum or exceed best practice stormwater quality treatment standards prior to discharge to receiving waterways and as outlined on Plan 9, unless otherwise approved by Melbourne Water and the Responsible Authority."	"Stormwater runoff from the development must be treated to meet at a minimum best practice standards prior to discharge to receiving waterways and as outlined on Plan 9, unless otherwise approved by the responsible authority and Melbourne Water."	7.23 Melbourne Water
31	3.6.1		38							"Development on those lots affected by the central linear waterway in the Brookville DSS must provide for the outcomes illustrated in Plan 9 and Figure 5.1 or Figure 5.2, as relevant."	"Development on those lots affected by the central linear waterway in the Brookville DSS must provide for the outcomes illustrated in Plan 9 and Figure 5a or Figure 5b, as relevant."	7.22 Melbourne Water
31	3.6.1				3					Table last row: Constructed Waterway - CW2 Amaroo Road - DSS - 55m - MWC	Constructed Waterway - CW2 Amaroo Road - DSS - 55m (channel 29m wide) - MWC	7.6, 7.24 Melbourne Water
31	3.6.1				3					Table second to top row: Wetland - WL2 - Donnybrook East DSS - 4.31ha - MWC	Table second to top row: Wetland - WL2 - Donnybrook East DSS - 4ha - MWC	7.24 Melbourne Water
31	3.6.1				3					Table third row: Retarding Basin/Wetland - RB/WL3 - Brookville Drive DSS - 2.93ha - MWC	Table third row: Retarding Basin/Wetland - RB/WL3 - Brookville Drive DSS - 3ha - MWC	7.24 Melbourne Water
31	3.6.1				3					Table fourth row: Retarding Basin/Wetland - RB/WL4 - Brookville Drive DSS - 6.77ha - MWC	Table fourth row: Retarding Basin/Wetland - RB/WL4 - Brookville Drive DSS - 6.8ha - MWC	7.24 Melbourne Water
31	3.6.1				3					Table sixth row: Constructed Waterway - CW1 - Brookville Drive DSS - 40m - MWC/HCC	Table sixth row: Retarding Basin/Wetland - CW1 - Brookville Drive DSS - 22m - MWC/HCC	7.24 Melbourne Water
31	3.6.1				3					Table seventh row: Constructed Waterway - CW2 - Amaroo Road DSS - 55m - MWC	Table seventh row: Constructed Waterway - CW2 - Amaroo Road DSS - 29m - MWC	7.24 Melbourne Water

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					3						Place note underneath Table 3: "The land budget has been prepared to reflect current advice from Melbourne Water regarding land required for drainage assets as part of the preparation of the draft Development Services Scheme (DSS) for the PSP. The land required for these assets may be subject to refinement or allow alternative water quality treatment solutions, to the satisfaction of Melbourne Water and the Responsible Authority."	7.31 Melbourne Water
32							5a			Title: "Figure 5a Eastern Section Central Linear Drainage Line"	"Figure 5a Eastern Section Central Linear Reserve"	7.26 Melbourne Water,
32							5a			"EXISTING BOUNDARY FENCE"	delete	
32							5a				remove low flow channel /pipe (circle on diagram)	7.27 Melbourne Water
32							5a			"BOUNDARY FENCE 1.5m high"	"VISUALLY PERMEABLE BOUNDARY FENCE 1.5m high"	7.26, 7.29 Melbourne Water
33							5b			Title: "Figure 5b Western Section Central Linear Drainage Line"	"Figure 5b Western Section Central Linear Reserve"	7.28 Melbourne Water,
33							5b			"EXISTING BOUNDARY FENCE"	delete	
33							5b			"BOUNDARY FENCE 1.5m high"	"VISUALLY PERMEABLE BOUNDARY FENCE 1.5m high"	7.26, 7.29 Melbourne Water
35	3.6.2				4					Cell Lead Agency for English Street (west) to interchange with Hume Freeway : "Hume City Council"	"VicRoads"	11.25 Hume
35	3.6.2				4					Cell Lead Agency for Summerhill Road overpass of Hume Freeway: "Hume City Council"	"VicRoads"	11.25 Hume
35	3.6.2				4					Cell Description for Hume Freeway: On-ramps from English Street (west)	On-ramps from English Street (west) - (ultimate)	11.25 Hume
35	3.6.2				4					Final column of title row: Brookville Drive/Amaroo Road / East-West connector road (South)	Make title: Amaroo Road / East-West connector road (South)	11.30 Hume
35	3.6.2				4					Cell Description for Summerhill Road: "4 lane arterial road (ultimate) –land for road widening to 34m."	"4 lane arterial road (ultimate) – land for road widening to 34m."	11.26 Hume
35	3.6.2				4						Below table add disclaimer: "the development staging is indicative only as infrastructure delivery must respond to on-ground development which is at the discretion of the collecting agency."	11.5 Hume
35	3.6.2				4					Cell Title: Timing S, M, L	change title: Priority L (low), M (medium), H (high)	11.5 Hume
35	3.6.2				4					Cell Timing for: Brookville Drive/ Amaroo Road (S-M)	change to: H (high)- M (medium)	11.5 Hume
35	3.6.2				4					Cell Timing for: Road- English Street (west) to interchange with Hume Freeway (S)	change to: H (high)	11.5 Hume
35	3.6.2				4					Cell Timing for: Road- Summerhill Road overpass of Sydney- Melbourne Railway line (S)	change to: H (high)	11.5 Hume
35	3.6.2				4					Cell Timing for: Road- Summerhill Road overpass of Hume Freeway (S)	change to: H (high)	11.5 Hume
35	3.6.2				4					Cell Timing for: Road- Brookville Drive/ English Street (West) (S-M)	change to: H (high)- M (medium)	11.5 Hume
35	3.6.2				4					Cell Timing for: Road- Summerhill Road (S-M)	change to: H (high)- M (medium)	11.5 Hume
35	3.6.2				4					Cell Timing for: Intersection- Brookville Drive/ English Street (West) (S-M)	change to: H (high)- M (medium)	11.5 Hume
35	3.6.2				4					Cell Timing for: Intersection- Brookville Drive/ East west access road (Kinloch Court) (S-M)	change to: H (high)- M (medium)	11.5 Hume
35	3.6.2				4					Cell Timing for: Intersection- Brookville Drive/East-West Access Road (S-M)	change description to add: (near proposed convenience centre) change priority to: H (high)- M (medium)	11.5 Hume
35	3.6.2				4					Cell Timing for: Intersection- Brookville Drive (Amaroo road) / Summerhill Road (S-M)	change to: H (high)- M (medium)	11.5 Hume
35	3.6.2				4					Cell Timing for: Intersection- Summerhill Road/ North-south connector road (S-M)	change to: H (high)- M (medium)	11.5 Hume
35	3.6.2				4					Cell Timing for: Intersection- Amaroo Road/ East-west connector road (south) (S-M)	change to: H (high)- M (medium)	11.5 Hume
36						11					limit the location of the buffer to the bridge and 50m north of its current location. (remove the buffer area to the south of the bridge).	11.31 Hume, 8.4 ESDP
36						11				Legend: "affected land"	"project buffer area for possible bridge realignment"	8.2 ESDP
38	3.6.4		48							"Subdivision of affected land on lots identified in Plan 11 adjacent to the future bridge crossing of the Merri Creek is not permitted until the exact location for bridge abutments has been determined, or unless otherwise agreed by the Responsible Authority and the City of Whittlesea."	"Development within the 'project buffer area for possible bridge alignment' identified in Plan 11 adjacent to the future bridge crossing of the Merri Creek is not permitted until the exact location for bridge abutments has been confirmed through a geotechnical assessment and a cultural heritage management plan (CHMP), or unless otherwise agreed by the responsible authority and City of Whittlesea."	8.3 ESDP, 11.4, 11.32, 11.48 Hume



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38	3.6.4			28						"Staging will be determined largely by the development proposals on land within the precinct and the availability of infrastructure services. Within this context, the following should be achieved: • Development staging should, to the extent practicable, be integrated with adjoining developments, including the timely provision of connecting roads and walking/cycling paths. • Access to each new lot must be via a sealed road."	Change from Guideline to Requirement: "Development viability and staging in this precinct will be determined largely through the availability and provision of infrastructure in order to access and service each development site. Within this context, development must: - ensure the safe and orderly vehicular access to the existing arterial network; and - provide access to each new lot via a sealed road to service the development and constructed to an industrial standard, all to the satisfaction of the responsible authority."	11.6, 11.33, 11.34 Hume
38			50							"The recommendations of the preliminary site assessment of the properties at 185, 220, 225, 245, 275, 295 Brookville Drive, Craigieburn lodged with the application must be carried out to the satisfaction of the responsible authority."	Remove Requirement R50.	11.35 Hume
39	3.6.5		52							"OPEN SPACE DELIVERY All local parks (where not otherwise provided via the DCP) must be finished to a standard that satisfies the requirements of the Responsible Authority prior to the transfer of the public open space, including: • Removal of all existing and disused structures, foundations, pipelines, and stockpiles. • Clearing of rubbish and weeds, levelled, topsoiled and grassed with warm climate grass (unless conservation reserve requirements dictate otherwise). • Provision of water tapping, potable and recycled water connection points. Sewer and gas connection points must also be provided to land identified as an active reserve. • Implementation of Tree Protection Zones (TPZs) for existing trees to be retained, to the satisfaction of the Responsible Authority. • Planting of trees and shrubs. • Provision of vehicular exclusion devices (fence, bollards, or other suitable method) and maintenance access points. • Installation of park furniture including barbeques, shelters, furniture, rubbish bins, and appropriate paving to support these facilities, consistent with the type of public open space listed in the open space delivery guide (Table 2)."	"OPEN SPACE DELIVERY All local parks must be finished to a standard that satisfies the requirements of the Responsible Authority prior to the transfer of the public open space, including: • Removal of all existing and disused structures, foundations, pipelines, and stockpiles. • Clearing of rubbish and weeds, levelled, topsoiled and grassed with warm climate grass (unless conservation reserve requirements dictate otherwise). • Provision of water tapping, potable and recycled water connection points. • Implementation of Tree Protection Zones (TPZs) for existing trees to be retained, to the satisfaction of the Responsible Authority. • Planting of trees and shrubs. • Provision of vehicular exclusion devices (fence, bollards, or other suitable method) and maintenance access points. • Installation of park furniture which may include barbeques, shelters, furniture, rubbish bins, and appropriate paving to support these facilities, consistent with the type of public open space listed in the open space delivery guide (Table 2)."	11.36 Hume
40						12					Amend Plan 12 to include Commercial precinct A in legend and specify purple area as Commercial precinct B.	7.30 Melbourne Water
Appendices												
41	4.1				5					CHARGE AREA 1 - COMMERCIAL (NDA-C) CHARGE AREA 2 - INDUSTRIAL (NDA-I) HA	COMMERCIAL (NDA-C) INDUSTRIAL (NDA-I) HA	11.37 Hume
43					6				4.1	Hume: Table 6 (also applies to Appendix 1 of the DCP) - clarify where the 1.12 ha local park on property 25.1-33 is located - MPA: Need to show on plan where water asset begins and where open space is.	Land Budget to be revised.	11.39 Hume
					6				4.1	Land Budget	Land Budget to be revised based on all changes made to all documentation	all
					6				4.1	Land Budget	Remove land used for retarding basins as 'conservation area' and move to 'waterway/ drainage line/ wetland/ retarding'.	11.40 Hume
46									4.3	Donnybrook Road Cross Section	remove frontage street from the far right part of cross section, overall 12m	11.41 Hume
44									4.2	Title: Local Convenience Centre - Draft Concept Plan and Design Criteria Service Placement Guidelines	Title: Commercial Areas and Local Convenience Centre Urban Design Principles	

Page (Exhibition)	Section (Exhibition)	Objective (Exhibition)	Requirement (Exhibition)	Guideline (Exhibition)	Table (Exhibition)	Plan (Exhibition)	Figure (Exhibition)	Cross Section (Exhibition)	Appendix (Exhibition)	Exhibited version text	Panel version text	Related Submission/s
44									4.2		<p><b>Insert new text:</b></p> <p><b>Principle 6: Interfaces</b></p> <p>This precinct is located in an important corridor of activity with a strong employment focus and good connections to future residential areas, town centres and regional transit opportunities. Urban design treatments must be cognisant of this important northern gateway context to maximise its locational advantage and promote this region as a high amenity employment destination. The built form, streetscapes and urban structure should take cues from the natural setting and take advantage of high exposure to major movement networks. The way in which a development Interfaces with the surrounding environment is of great importance in this precinct</p> <p>The key interfaces are:</p> <ol style="list-style-type: none"> <li>1. Hume Freeway,</li> <li>2. Growling Grass Frog Reserve to north/Craigieburn Road</li> <li>3. Merri Creek and</li> <li>4. High Voltage Powerlines</li> </ol> <p><b>Hume Freeway</b></p> <p>Frontage – this is part of the northern gateway to Melbourne – a high quality landscape and built form treatment is required</p> <p>Built form should address the freeway with service areas located to the rear of premises</p> <p>Given the high speed environment built form these elements can be “coarser” on the edge – designed to “read” from a distance</p> <p><b>Growling Grass Frog Reserve to north/Donnybrook Road –</b></p> <p>This interface provides a natural foreground to the area. The precinct will be viewed from Donnybrook Road across a large open area. The development should respond positively to this setting. Back of house elements should be screened. Connectivity to the regional walking and cycling trails should be enhanced. Opportunities to provide high amenity streetscapes and open space for employees to use in close proximity to workplaces are encouraged. Water sensitive urban design techniques which protect water quality and habitat in the creek corridor are mandatory for all sites along this edge.</p> <p><b>Merri Creek</b></p> <p>Merri Creek is a significant environmental and recreational opportunity as well as a major regional linear open space with potential for walking and cycling trails which will link the PSP areas of the northern growth corridor from the rural fringe to the north to the established areas to the south. This green break also provides an important backdrop to the precinct. Creek fronting roads should be incorporated where possible and other similar techniques to maximise surveillance. Water sensitive urban design techniques which protect water quality and habitat in the creek corridor are mandatory for all sites along this edge.</p> <p><b>High Voltage Powerlines</b></p> <p>These corridors have restrictions in terms of use and activity but also provide opportunities compatible with industrial employment areas including water sensitive urban design stormwater wetlands, storage, car parking, plant nurseries etc. Where the corridor is crossed by the Hume Freeway and other roads and the Merri Creek corridor, appropriate landscape screening (within the height limits of the power authority) are required.</p>	7.7 Melbourne Water, 6.2 Bosco Johnson, 9.4 Merrifield Corporation, 11.14 Hume
45									4.3	Title: Secondary Arterial 4 lane (34m) High Profile Kerb to Median	Make one way local frontage road 7m on carriageway with a 3m nature strip. Title this section: 'Local Access Street' with 13.3m wide area.	11.12 Hume
45									4.3	Title: Connector Street (25.5m) -pedestrian path -Two-way bike path -2.1m parking bays	Title: Connector Street (25m) Remove pedestrian path on left. Make 'two way bike path' a 'shared path' Make parking bays 2.6m wide	11.12 Hume
51									4.4	Cell: In column Kerb/Drainage = "Preferred"	"No" in drainage row	11.42 Hume
51									4.4	Cell: In column Under Road Pavement = "Preferred"	"Possible" in drainage row	11.42 Hume
51									4.4	In table add in the cell for notes in the drainage row	"Preferred behind back of kerb"	11.42 Hume
							6			Railway Interface cross-section	Add lighting to the cross section	2.4 PTV
							6			Railway Interface cross-section	Remove the 3m shared path from the cross section and make carriageway 7m wide	11.38 Hume