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Council has worked closely with the VPA on developing an urban structure that responds to the unique context of the Craigieburn West precinct with significant remnant trees, important biodiversity and developed urban areas on three sides. The PSP provides an urban structure that builds on this context with a commitment to a network of open spaces, green links for pedestrians and cyclists and the services necessary for over 8,000 new homes.

Council has been involved in the PSP since 2018 and a close working relationship with the VPA has confirmed a PSP that is welcomed by Council. The documentation reflects much of the work that has been undertaken in the planning of the site and responds to several of the objectives and outcomes sought in Hume Corridor HIGAP (adopted by Council in December 2015).

Consistent with HIGAP's vision for Craigieburn West, the following elements of the PSP have a high level of support:

- The urban structure notably the provision of an open space network that achieves a high level of retention of native vegetation across the site and provides connectivity to the ecological and landscape values of the wider area.
- Pedestrian and cycle connectivity throughout the precinct and connectively to the wider open space network through Mickleham and Craigieburn.
- The provision of a north-south boulevard connector which connects Merrifield West PSP to the future Craigieburn West PSP area.
- The provision of a network of school and community facilities for the future Craigieburn West and Lindum Vale communities.

Given the collaborative working arrangement with the VPA, Council's response is now focussed on new information that has been released for public engagement as well as matters that have been discussed and are nearing resolution. Council's submission clearly articulates changes sought to resolve issues in the PSP and other documents.

We are committed to seek workable solutions with parties where possible and would encourage the VPA to ensure adequate time is made available to resolve outstanding matters prior to referring the PSP to an Advisory Committee.

Town Centre

The town centre is well located proximate to open space links, schools and at the junction of connector roads. The absence of a Town Centre Concept Plan is a notable departure from previous PSPs that included a Concept Plan as a standard to give structure to a town centre's land use and movement network. Council appreciates that the role and form of town centres have been evolving such that revisions to a concept plan closer to development stage is often negotiated by developers and the Concept Plans within the PSP then become redundant.

Council's experience in the planning and development of greenfield town centres underlines the value of a concept plan or masterplan to guide coordinated development outcomes. Where this important middle step is skipped and development undertaken site by site opportunities are missed to create both efficient outcomes (i.e. coordinated site access, consolidated car parking and loading

areas) and good urban design outcomes (i.e. integrated and sharded public realm outcomes: continuous building edge; pedestrian linkages; consolidated signage and landscaping).

Instead of including a Concept Plan within the PSP Council supports this step being undertaken at a later stage closer to development of the town centre (which is often 10+ years after the PSP is approved). It is requested that the UGZ require a Concept Plan before any permits can be granted in either the local town centre or mixed use areas. As the Concept Plan is essential to coordinate land use; a multi modal movement network for pedestrians, cyclists, cars and delivery vehicles and an integrated public realm this requirement is not appropriate in the PSP and must instead be a mandatory requirement in the UGZ.

This approach is consistent with changes made to the Beveridge North West PSP where after a Concept Plan was included in the exhibited PSP it was later removed prior to Planning Panel in August 2020 and replaced by changes. In that case the Panel supported the deletion of the Concept Plan subject to additional PSP and UGZ requirements.

Changes requested to the PSP and planning provisions

Include the following provision requiring a Concept Plan before subdivision or development in UGZ Schedule.

A permit must not be granted to use or subdivide land, or to construct a building or construct and carry out works until a Concept Plan for the whole of the land subject shown as Town Centre and Mixed Use on Plan 4- Place Based Plan of the Craigieburn West PSP has been prepared to the satisfaction of the responsible authority.

A permit must be generally in accordance with the approved Concept Plan.

The Concept Plan must not be prepared in stages.

The Concept Plan may be amended with the approval of the responsible authority.

The responsible authority may grant a permit to use, subdivide land, or to construct a building or construct or carry out works prior to the approval of an Concept Plan if it is satisfied that the proposal will not affect the outcomes for the land sought by the Craigieburn West PSP.

The Concept Plan must provide for the following information, as appropriate:

- an active, built edge treatment with passive surveillance to sites adjoining northsouth and east-west connector street frontages.
- the prioritisation of pedestrian movement on key desire lines, and a continuous, separated path of travel within the centre to key destinations, including the location and form of pedestrian crossing of streets and paths across car parks that reflect desire lines.
- separated access routes from adjoining linear park and waterway reserves to the town square and north-south and east-west connector street.
- mixed use development on the south side of the east-west connector with capacity for ground floor specialist suites (office, medical services, etc) and independent retail and hospitality tenancies.
- a town square adjacent to the north-south connector activated by active frontages of retail tenancies.

- A layout that demonstrates visual and physical relationships and connections to adjacent schools, open space so that entrances, driveways etc. align and connect across the street and opportunities for shared or out of core hours usage of car parking is maximized.
- car parking areas concealed from public connector street by built form.
- Locations and arrangements for the provision of service areas for delivery and waste disposal, including access for larger vehicles and measures to minimise the impact on adjoining neighbourhoods and safe use of car park areas by vehicles and pedestrians.
- an overall landscape concept which includes provision for mitigation of the urban heat island effect through use of tall, dense canopy shade trees.
- a public space which acts as the central meeting place within the Town Centre. This
 public space may take the form of a civic square, town park, foreshore park, public
 plaza space, public marketplace or a similar locally responsive option and
 - be located in a position where the key uses of the Village Centre are directly focused on this public space to ensure that it is a dynamic and activated space.
 - be designed to function as the identifiable 'centre' or 'heart' with a distinctive local character for both the Village Centre and the broader residential catchment.
 - be designed as a flexible and adaptable space so that a range of uses can occur within this space at an y one time. Such uses may include people accessing their daily shopping and business needs as well as providing a space where social interaction, relaxation, celebrations and temporary uses (such as stalls, exhibitions and markets) can occur.
 - o be well integrated with pedestrian and cycle links around and through the Village Centre.
 - Maximise solar passive orientation and provide suitable protection from high winds through suitable siting and design techniques.
 - o Ensure that this public space remains publicly accessible outside regular business hours.
 - Establish viewlines into the centre from the north-south connector street, the parklands and the school.
- for views to Crows Hill (volcanic cone on the west side of Mickleham Road) and ensure landmark buildings and public spaces present well to key view lines within the centre.

Make the following changes in the PSP:

- 1. New requirement: Applications involving the development of all Local Town Centres and Local Convenience Centres must demonstrate how the proposed design has appropriately considered and responded to the Design Guidelines in Appendix 4.3 and 4.4, having regard to local context and the functional requirements of the proposed activity.
- 2. Changes to Table 7 and Place Based Plan (PBP) to refer to Mixed use areas and include mixed use frontage on south side of east west connector adjacent to town centre.

Kangaroo Management

Council applauds the VPA on the preparation of a precinct wide Kangaroo Management Plan and appreciates that this strategic approach allows a more strategic response to kangaroo management rather than the site by site preparation of KMPs that have been required in the past. A precinct wide approach is critical for the Craigieburn West precinct that creates a boundary between urban and green wedge land and is the final prospect to provide opportunities for kangaroos to safely exit from the existing and planned urban open space areas into adjoining rural land.

A Kangaroo Management Plan (KMP) was released with the PSP background documents and outlines that over 250 kangaroos currently live in the area. In planning for urban development, the KMP proposes that no kangaroo population will be retained across the precinct (although the KMP is unclear on how this population will be removed from the PSP). It anticipates kangaroos have no desire or ability and could not move back in through the street network via Green Wedge linkages or creeks system – recolonising the retained landscapes.

Kangaroo habitat will be maintained in the Craigieburn West precinct, within the BCS land, waterway corridors and other open space areas. The precinct also adjoins and is proximate to permanent sources of kangaroo habitat such as Greenvale reservoir, Mt Ridley conservation area, Aitken Creek and its tributaries and green wedge land running along the precincts 5.4km long western boundary. Given this, the KMP's solution to permanently exclude kangaroos from the precinct is unrealistic. Despite regular culling of kangaroo populations in urban areas, kangaroos continue to be observed in highly urbanised landscapes of Hume. Kangaroos are large mobile animals and will move through the open spaces, street networks and fine habitat of the precinct and adjoining areas.

The KMP proposes removing kangaroos by displacement from the precinct into green wedge areas. Displacement is not proven to be effective as kangaroos will attempt to return to their territory. The only way to eradicate the kangaroo population will be culling across the entire precinct and wider area. This may work temporarily but given the surrounding habitat, it will not permanently eradicate populations from moving into the precinct. Instead, kangaroo management must include a response in the land use framework that enables habitat connectivity from large parcels of conservation and creek reserves as well as maintaining kangaroo numbers through periodic culling.

The delayed delivery of the KMP has meant that it has not been an influence on the Place Based Plan being consulted on. The need for a precinct wide solution for a Kangaroo Management Plan (KMP) was discussed at the CW PSP inception meeting over two years ago. It is disappointing that the first time that Hume City Council has had the chance to review the KMP was via the public consultation process. In the absence of a KMP Council has offered suggestions in the design of the PBP to enable kangaroo movement. As the KMP has not offered a realistic option for kangaroo management the final PBP for Craigieburn West must allow for movement and maintenance of kangaroos through the landscape including:

- Providing continuous open space linkages connecting waterways from the urban areas to the
 east to green wedge areas immediately to the west of the precinct (including through changes to
 the configuration of the BCS area see further discussion below).
- Managing development sequencing that recognises kangaroo habitat and connectivity.

Council supports the following recommendations of the KMP:

• the recommendation to control development direction at a precinct wide scale to avoid landlocking of Kangaroo populations.

- speed limits reduction and virtual fencing recommendations. As the majority of the surrounding roads are managed by the Department of Transport (VicRoads), DOT should be co-listed as the responsible authority for this action. Written commitment is required by the Department of Transport to ensure this recommendation will be implemented once development commences in the Precinct.
- the use of other Fauna Sensitive Urban design measures including, culverts, overpasses, road signage, virtual fencing at waterway road crossings in the precinct and in strategic locations on Mickleham Road. These measures should also be clearly mandated in the design of creek crossings and locations clearly identified in the PSP including where these should link across Mickleham Road. The VPA should gain commitment from the Department of Transport that these crossings will be installed in the future design of Mickleham Road.

Changes requested to the PSP and Kangaroo Management Plan

- 1. Include provisions in Planning controls to:
 - Manage development direction, staging and sequencing to prevent land locking kangaroo populations and provide continued kangaroo habitat and movement within the precinct and wider area.
 - Require design and construction of culverts and bridges in properties 9 and 10 to support fauna (including kangaroo) movement along waterway corridors.
 - Require planning approval for the removal of all dams, reservoirs and bodies of water that provides for:
 - Assessment of the impact of removal of water points on kangaroo populations to
 ensure kangaroo populations are not at immediate risk of becoming land locked.
 This could cause significant animal welfare issues. In addition, dam removal must
 not occur in summer, when this could cause animals to become at risk of
 dehydration and cause them to move erratically through the landscape
 - fill and compaction in accordance with relevant Australian Standards Dam filling and under level 1 supervision.
 - The land must be filled in a manner that does not:
 - o Cause a nuisance on nearby land through the emission of dust.
 - Adversely affect the drainage of adjacent land including through sediment and altered run off.
 - o alter overland flow paths.
 - Following completion of fill and compaction, compaction test results and a report prepared by a suitably qualified geotechnical engineer, must be prepared to the satisfaction of the responsible authority, certifying that the filling has been properly carried out.
- 1. Amend the KMP to respond to Attachment 1: Hume City Council comments on Kangaroo Management Plan, December 2020

Improvements to the configuration of the Biodiversity Conservation Area

A realignment of the boundaries of the Biodiversity Conservation Area 29 has been under consideration in recent months involving discussions with Stockland, DELWP and VPA. The revised boundaries better respond to current on site biodiversity values as assessed by Council and DELWP officers in April and June 2020.

The realignment will require approval from the Federal Department of Agriculture, Water and the Environment (DAWE). DAWE has provided in principle support for the changes and a formal request is due to be submitted imminently. The revised BCS area is generally supported by all parties on the basis that the process to gain Federal approval for the changes does not stall the progress of the PSP amendment.

The reconfiguration of the BCS area also offers opportunities to relocate the sports reserve SR-01 to collocate it with the BCS. Council supports the location of SR-01 adjacent to Mount Ridley Road as shown in the November 2020 PSP.

Alternative locations to the north of the BCS can also be explored prior to Advisory Committee hearing subject to:

- suitable siting and layout to allow for sports fields, district level playgrounds, pavilions, as well as appropriate access points and carparking.
- co-location with community facility CI-01, while providing CI-01 with frontage to the north-south connector street.
- minimising removal of trees.
- liaison with other affected parties.

Transport

Council has worked extensively with the VPA over the past eighteen months to create a road network for Craigieburn West that:

- provides safe and efficient movement to key destinations within the PSP.
- provides key connections from surrounding precincts to Mickleham Road.
- promotes active transport, working and cycling movement; and
- future proofs potential public transport routes.

Given the linear nature of the Craigieburn West PSP, its relatively large size and the fragmented land ownership across much of the PSP, designing a responsive road network faces considerable challenges.

Council's general support for the proposed road network has been contingent on the traffic modelling and testing of the network that was being conducted by onemilegrid in their Transport Impact Assessment. Council has consistently requested details on the findings of the Transport Impact Assessment over the past year to inform a position on key elements of the urban structure, however Council has not been able to review the report until the November 2020 during the community consultation process.

Council's review of the onemilegrid report has identified significant issues with the assessment that was conducted, which in turn has given rise to significant concerns regarding the adequacy of the proposed road network.

Concerns with the Transport Impact Assessment

Council's review of the Transport Impact Assessment identified a number of significant concerns in the data and assumptions used by onemilegrid in their modelling, or in many cases a lack of detail to allow for a comprehensive assessment and provide confidence in the proposed road network.

In preparing a response to the PSP released in November 2020, Council has sought advice from GTA Consultants regarding onemilegrid's Transport Impact Assessment. GTA's advice is attached as part of Council's submission (refer Attachment 2). Several key areas of concern are summarised are discussed below followed by a set of principles that has informed a preferred road network.

1. Traffic modelling

There is a lack of detail regarding the traffic model that was used by onemilegrid. GTA's advice to Council indicates that a bespoke transport model was likely used, which would have been generated as an excel spreadsheet.

While this type of traffic modelling might be appropriate for site specific assessments, Council has significant concerns regarding its appropriateness for assessing the road network for a PSP. These concerns stem from a spreadsheet based model being:

- unable to assess the impacts on the road network if key sections of the network are not delivered due to the challenges of staging across areas of fragmented land ownership.
- unable to test the impact of upgrading or downgrading the road hierarchy in different sections of the network.
- more prone to errors when inputting and updating data.

Council therefore does not have confidence that the traffic modelling undertaken has been able to adequately test the proposed road network and ensure it has the capacity to support the future Craigieburn West community and residents in the surrounding precincts. Council's concerns regarding the traffic model are further compounded by the errors in the assumptions used in onemilegrid's assessment outlined below.

2. Assumed lot yield

In their calculations of the number of trips generated across the PSP, onemilegrid assumed an average lot density of 600 square metres for dwelling across the PSP. This estimates the number of dwellings in Craigieburn West will be approximately 6,150. This dwelling yield contradicts the density targets specified in the Table 2 (p 17) of the PSP.

Using an average lot density of 20 dwellings per hectare to accommodate the PSP's targets of 18.5 dwellings per hectare and 26.5 dwellings per hectare within the walkable catchment of the town centre, Council's anticipates a more realistic dwelling yield to be approximately 8,200 dwelling across the PSP.

Given that the Transport Impact Assessment already identifies Vantage Boulevard as exceeding its capacity and that several roads approach their upper volume limits, Council has significant concerns regarding the adequacy of the road network to accommodate an approximately 33% increase of dwellings across the entirety of the PSP.

Seeing as Vantage Boulevard is already exceeding its capacity utilising a low estimate of dwellings in the PSP, GTA's advice to Council recommended that an additional north-south connector running parallel to Vantage Boulevard should be considered to accommodate these traffic volumes. Council therefore recommends that the north-south boulevard connector street should continue south of Elevation Boulevard to Dunhelen Lane, rather than reverting to the access street level 2 as proposed.

3. Land use assumptions and trip generation rates

Onemilegrid's traffic generation assessments also do not appear to take into consideration the impacts of non-residential land uses within the PSP, particularly the presence of five schools, two community facilities, two sports reserves and a local town centre with 6000m2 of retail floorspace.

The report justifies not specifically considering the potential trips generated for these non-urban uses by adopting a relatively high trip generation rate for the residential components of their modelling. To this end, onemilegrid assumes a residential trip generation rate of nine trips per dwelling per day.

Council's concern is that while onemilegrid adopted a higher traffic generation rate of nine trips per dwelling that might justify the exclusion of non-residential trip generation modelling, the report states that a trip generation rate of 10 trips per dwelling per day is generally accepted for single dwellings in outer suburban areas. The report notes that lower traffic rates are often recorded in areas with good public transport and higher densities as justification for their use of the reduced rate of nine trips per dwelling.

GTA's advice to Council states that the nine trips per dwelling rate adopted by onemilegrid may be acceptable, however they note that this rate is also on the basis of the PSP having lot sizes of 600 square metres and dwellings having good access to the bus network. While most dwellings within the PSP might fall within a 400 metre walkable catchment radius of a

potential public transport route, Council questions the extent to which dwellings in several areas of the PSP will have meaningful access to the public transport network.

Additionally, given the assumptions influencing the traffic volumes modelled, Council has concerns regarding the safety and accessibility of the intersections within the PSP for pedestrians and cyclists. This is of particular concern around areas with schools and the activity centre, which was not specifically modelled and the potential need for signalised intersections in these locations does not appear to have been considered.

Council's concerns are that these assumptions have a potentially compounding influence which culminates in a lack of confidence that the adequacy of the road network has been appropriately tested or that the network will be safe and efficient.

The issues summarised above and outlined further in the advice received from GTA have resulted in Council's view that:

- The proposed road network will not support the dwelling yield anticipated and land uses proposed within the PSP.
- The impacts of land fragmentation and sequencing cannot be appropriately understood through the traffic modelling that was conducted and consequently are not appropriately addressed or managed through the PSP.
- The need for potential signalised intersections on connector streets were not appropriately considered, particularly around schools, community centres and the town centre.

In order to begin to address these issues, Council has worked with mesh planning to explore solutions based on the following principles:

- 1. Creating movement choices and connecting neighbourhoods
- 2. Managing sequencing
- 3. Creating a safe and equitable movement network for all
- 4. Responding to features in the urban structure

Figure 1 (also included in Attachment 3) and Table 1 of this submission provide changes to the PSP that incorporate these principles throughout the PSP.

Creating movement choices and connecting neighbourhoods

As it is anticipated that the connector road network will exceed capacity Council has developed a local road network that allows additional access to arterial roads and movement between neighbourhoods. Council acknowledges that south of Craigieburn Road the PSP has identified a number of local access streets connecting onto Mickleham Road via left-in/left-out intersections (refer Plan 5, p 18 of PSP).

Figure 1 of this submission includes a well distributed network of local access streets which incorporate left-in/left-out intersections onto the arterial road network north of Craigieburn Road. These local streets will provide some local movement opportunities for local residents away from the connector road network and encourage movement along the arterial road network. A resolved network at PSP stage also allows these outcomes to be resolved early enabling efficient permit approval processes and minimising speculative proposals for arterial road access.

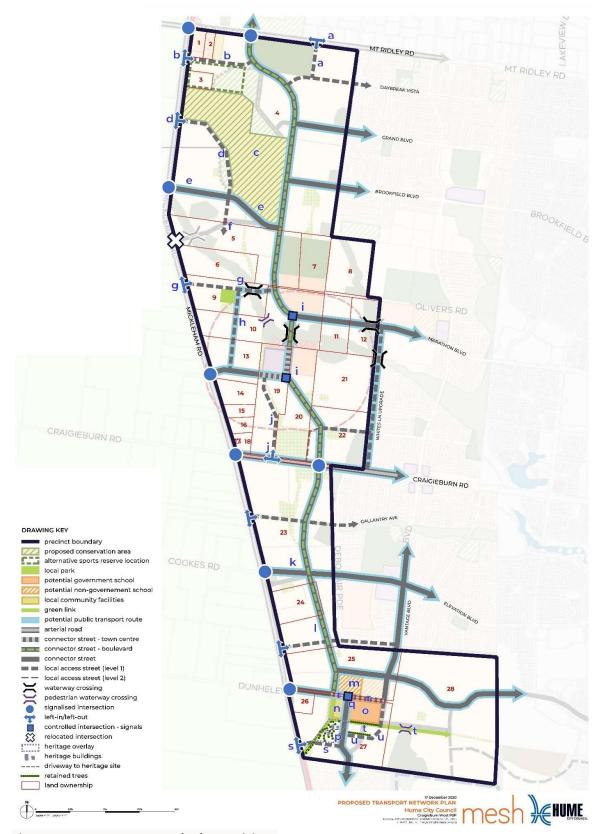


Figure 1: Transport Network Plan revisions

The structure of at least part of the local street network is also important to ensure development is coordinated across parcels in separate ownership and create efficient and convenient access between local neighbourhoods. The ownership pattern in the walkable catchment has narrow lots fronting onto Mickleham Road and by indicating a local road network an efficient and convenient access between local neighbourhoods can be ensured regardless of the timing of individual development parcels.

Managing sequencing

Council welcomes the recommendation of the draft Guidelines for Precinct Structure Planning in Melbourne's Greenfields which supports a high-level strategic plan that can be used to guide staging of development. It is noted that the Craigieburn West PSP has not included a sequencing plan to manage coordination of road and community infrastructure.

This is a matter that has been raised by growth area Councils for a decade and we believe many of the issues of isolation, high cost of living, lack of access to jobs and services (and the social issues that arise from this) experienced by new communities stems from the ad hoc sequencing of development requiring Councils, road and public transport authorities and other servicing agencies to respond to multiple development fronts without any means to forecast development rollout and consequent servicing needs of population growth.

This is especially critical for a large, linear precinct like Craigieburn West where ad-hoc sequencing of development has a high chance of isolating communities from one another, as well as from community and retail services for many years. With multiple landowners responsible for development within the precinct delivery of key land uses or public transport routes could be held up for years pending a central section of the north-south connector road (for example the section in property 14).

The proposed local road network goes some way to manage connectivity once the precinct has been fully development, a sequencing plan is considered essential to maximise the opportunities for new residents to be able to efficiently move around in private vehicles, by foot or bicycle or on a public transport system as early as possible.

Creating a safe and equitable movement network for all

Safe and equitable movement opportunities for residents and visitors of the precinct is fundamental to 20 minute neighbourhood outcomes. At a minimum, access to the five schools within the precinct should prioritise safe movement of pedestrians and cyclists. The retention and extension of the Mickleham Primary School will allow the ongoing protection of heritage buildings and serve a school population that has grown with enrolments from new urban areas to the north and west. However, the siting of the existing school on two arterial roads requires access to the school to be reoriented to ensure safe pedestrian and cyclist access and vehicle drop-off/pick up. Council recommends the PSP require a loop road system to manage safe vehicle movements. Figure 1 designates a local access street with a left-in/left-out intersection onto Mickleham Road to provide a range movement options and access points for school road traffic.

The PSP shows controlled intersections where two connector roads connect and generally these would be developed with roundabouts to manage traffic movements unless a signalised intersection is explicitly nominated. (In Council's experience unless a signalised is explicitly required there is an implied perception that a roundabout is a suitable intersection and a strong reluctance to provide signals at planning application stage). However, where controlled intersections adjoin a school priority for the safe crossing for pedestrian and cyclists is a reasonable priority and best provided by

traffic signals. This is particularly important adjacent to the Year 7 to 12 Secondary School where students are more likely to walk and cycle independently. Signals will also be needed at the connector road intersection to serve the Prep to Year 6 Primary School and the pedestrian movement to the adjacent town centre. A signalised intersection is also important in the southern hub to provide safe crossing to the two schools and community facilities. In this case, if this intersection is at the junction of lower order roads or the road network is designed to slow traffic either full signals or pedestrian signals could be appropriate at this junction.

A strength of the PSP is the inclusion of off-road shared paths including a linear park running north-south through the precinct and east-west linear parks to key destinations such as Mickleham Primary School and Mount Aitken hilltop park. Guideline 15 is a valuable inclusion that supports further pedestrian and cyclist connections at planning permit stage. A variety of local transport modes supports a safe and equitable movement network for all.

Responding to features in the urban structure

Council appreciates the resolution of an effective transport network in Craigieburn West has been heavily influenced by existing development to the east, particularly the continuation of east-west roads, the established arterial road network and growing traffic congestion in the wider area. The PSP itself also presents opportunities for a movement network that embraces PSP features, links to key land uses and recognises opportunities for distinctive views, vistas and gateways. A number of revisions in the reworked transport network of Figure 1 have been designed with these outcomes in mind. Table 1 identifies where changes are proposed to respond to features in the urban structure.

Table 1: Connectivity and access changes to Transport Plan

Key	Proposed change	Basis for change
Α	Left in/left out at Mount Ridley Rd	Provides access to arterial road network for the immediate neighbourhood and reduce pressure on north-south connector
В	Access street and left-in in/left-out at Mickleham Road	Provides options for school traffic to access precinct from arterial road network and allow for traffic flow
С	Preferred boundaries for Biodiversity Conservation Area 29	refer discussion at page 7
D	Local road along BCS boundary and left-in in/left-out at Mickleham Road	Provides neighbourhood access to arterial road network to reduce reliance on east-west connector
E	Connector road moved north and adjacent to southern boundary of BCS	Provide arterial road access without creating an awkward land parcel, provide access for the neighbourhood north of waterway and designed to provide viewline and act as buffer to bcs
F	Access from east west connector to the south	Enables efficient access to arterial road network for neighbourhood as well as efficient connections to neighbourhood to the north
G	left-in in/left-out at Mickleham Road with link across waterway to north-south connector	Distributes movement network for large neighbourhood north of east-west connection to activity centre; convenient connection Marathon Blvd and secondary school and centrally located waterway crossing
Н	North-south local road	Creates north-south connectivity across fragmented land ownership and provides movement options for immediate neighbourhood onto arterial and connector road network bypassing the town centre
I	Signalised intersection	Refer to discussion on page 12

Key	Proposed change	Basis for change	
J	North south local road to left-in in/left-out at Craigieburn Road	Provides neighbourhood access to arterial road network and reduce pressure on connector road network	
К	Realign extension of Elevation Boulevard to align with Cookes Road to the east	Create a four way intersection to Cookes Road, avoid road construction on site of existing dam and better road alignment for passive solar lot design	
L	Continuation of connector street – boulevard south of Elevation Blvd	Distributes north-south traffic in response to high traffic volumes on Vantage Boulevard	
M	Relocate non-government school to the east	The rearrangement of land use within the southern area provides a stronger gateway element from the west and south and creates a stagger in connector road network to encourage driver choices in favour of arterial road network	
N	Relocate CI-02 to the west	Refer to 12, and provides opportunity for integration with uses of heritage buildings	
0	Relocate P-6 school	Refer to 12, and incorporates road of trees	
P	Recognise heritage precinct on PBP	Allows consideration of heritage precinct in the location of road and linear park links and complementing community service land uses	
Q	Signalised intersection	Refer to discussion on page 12	
R	Tailored local access street	cross section design to be tailored to respond to land use and manage low speeds and include landscaping and generous pedestrian and cyclist shared paths	
S	Access street and left-in in/left-out at Mickleham Road	provides arterial road access for local community and designed to frames heritage precinct	
т	East-west pedestrian-cycle link or option for local access street	Replaced road link with pedestrian link (and potential road subject to bridging creek); creates safe active transport options to schools and captures viewlines to Mt Aitken	
U	Continue Vantage Boulevard as key local road	Encourage Vantage Boulevard traffic to connect to the west towards Mickleham Road and retain options to the south along lower order road, avoiding the schools/community facility precinct	
V	Include a bus capable road cross section for Whites Lane	Refer to discussion on page 12	

Priority delivery of Mickleham Road duplication

The draft PSP Guidelines have articulated the opportunity and challenge around infrastructure coordination and acknowledge that "a PSP can prevent development taking pace until infrastructure is guaranteed to be provided" (p 71). The upgrading of Mickleham Road has reached capacity and it is appropriate to enact a precautionary approach that prevents development in the Craigieburn West precinct until funding is committed for the design and delivery of the for the duplication of Mickleham Road from Donnybrook Road to Somerton Road.

Mickleham Road is a state managed, arterial road and runs along the western boundary of the Craigieburn West PSP. It is the primary north-south arterial for the northern growth region of Hume connecting communities in southern Hume and Melbourne Airport with the suburbs of Greenvale, Mickleham and Craigieburn – two of Australia's fastest growing communities. As an arterial road, any new and upgraded intersections to Mickleham Road must be planned for at PSP stage however other improvements, such as duplication, are reliant on State and Federal government funding and are not compelled through the PSP process.

In the six years between 2013 and 2019 traffic volumes on Mickleham Road have more than doubled with an increase of 54% from 15,313 vehicles per day (vpd) to 28,590 vpd in 2019. This level of traffic exceeds the capacity on Mickleham Road as a single lane rural road. The trigger for duplication of arterial roads of 20,000 vpd has been exceeded by almost 50%. Liveability in the Hume corridor is significantly compromised with the community regularly experiencing congestion on Mickleham Road and lengthy delays in their commute to work, school and in accessing essential services. Urban traffic also spills onto other rural roads in the area west of Mickleham Road, including Craigieburn Road, Bardwell Drive, Oaklands Road, and Somerton Road, as motorists seek alternative routes to bypass the congestion on Mickleham Road.

Residential development in the Hume corridor has progressed much more rapidly than State Government had anticipated. In less than 8 years the Merrifield West PSP area is over two thirds developed despite having an estimated residential capacity in excess of 15 years. The PSP areas of Craigieburn and Greenvale were anticipated to provide residential development out to 2030 yet very little undeveloped capacity remains. Overall, the State Government has approved six PSPs (refer Figure 2) in the last ten years allowing for 19,000 dwellings. As a result of this very rapid development traffic volumes have increased exponentially in the Hume corridor and the road network is failing to meet the safe and convenient travel needs of the community who struggle with long commutes.

As shown in Figure 2, the majority of these depend upon and/or are highly proximate (within 2km) to Mickleham Road.

Despite the State Government expanding the UGB and fast tracking residential development in the Hume corridor over the last 10 years there has been no State or Federal investment in any arterial roads north of Somerton Road. At the same time Council along with local developers have delivered Aitken Boulevard (a new north-south arterial connection between Donnybrook and Somerton Roads) and connector roads. This infrastructure has provided great additional benefit.

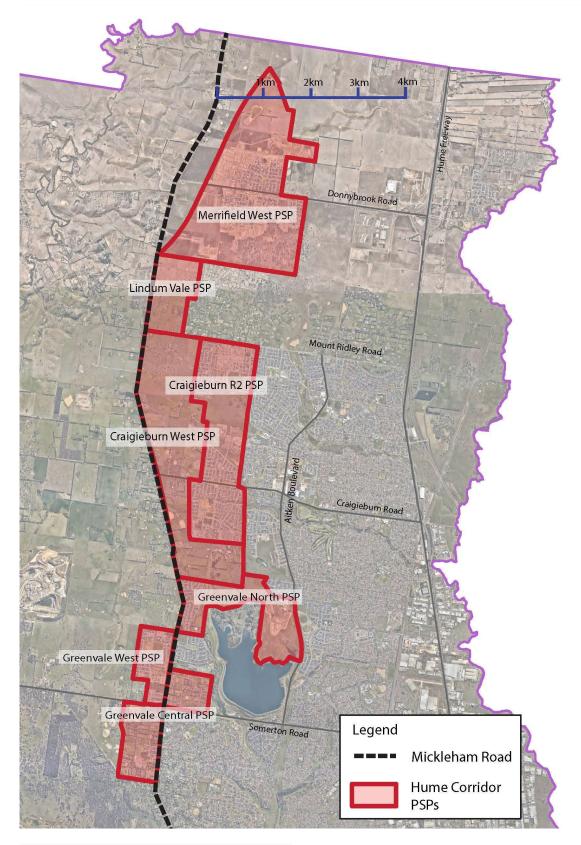


Figure 2: PSP Precincts North of Somerton Road

Council has been advocating to the State Government to fund and prioritise the much needed duplication of Mickleham Road for more than ten years. Despite Council's frequent efforts to highlight road traffic and safety issues in the Hume corridor, the State Government has still not provided a compelling commitment to duplicate Mickleham Road and provide a road network that reflects the resident population that has moved into Melbourne's northern growth area.

The Craigieburn West PSP will allow more than 8,000 additional dwellings and will further exacerbate the congestion on Mickleham Road resulting in development exceeding the projected limit of development by more than 30%. Craigieburn West precinct will also require the construction of six signalised intersections to access Mickleham. There are a number of benefits to undertake these works at the same time as the future road duplication.

Commitment sought by Council prior to approval of PSP

Given the unsustainable impacts on traffic movement in the wider corridor, Council does not support approval of the Craigieburn West PSP until the State Government makes a budgeted commitment for the design and delivery for the duplication of Mickleham Road from Donnybrook Road to Somerton Road.

Whites Lane

Whites Lane forms the boundary between the Craigieburn R2 precinct and the Craigieburn West precinct with the boundary effectively running down the centre of the existing road reserve. The Craigieburn R2 was silent on the role and cross section design of Whites Lane and a recent planning permit application has allowed Council and Stockland to work on the design of Whites Lane.

At the same time Council has worked with the VPA to resolve the status of Whites Lane that straddles the Craigieburn West and Craigieburn R2 PSPs. Council welcomes the inclusion of a cross section for Whites Lane in the Craigieburn West PSP and the amended Craigieburn R2 PSP. The inclusion of these cross sections will provide consistent guidance to enable the appropriate development of Whites Lane, which will be a key road connection for the Craigieburn West and Craigieburn R2 communities.

However, given Council's concerns regarding the capacity of the road network as outlined above, it is imperative that opportunities to relieve the network pressure across the PSP are maximised including by utilising Whites Lane that contributes a valuable north-south link to the network. This can begin to be done by ensuring the potential for public transport and active transport across the road network of the entire PSP.

Specifically, Whites Lane can help to relieve the network pressure by modifying the cross section and transport plan in both PSPs, see attached updated cross section (Attachment 4), summarised below changes:

- Update the western pedestrian path to be a 2.5 m shared path
- Rather than allowing the verge widths to vary where road abuts open space, set nature strip width at 3.2m and allow for variance to instead be the removal of indented parking where road abuts open space.
- Update Transport Plan to show Whites Lane as an access street level 2 that is bus capable and include a creek crossing where road reserve crosses Aitken Creek.

Geotech and hydrology

Since May 2018 Council has discussed with the VPA the importance for robust geotech and hydrological assessments to be undertaken across the PSP. Council's concerns have arisen from the challenges that officers have experienced implementing PSPs when soil and hydrological issues are not comprehensively investigated and understood which can lead to challenges to development viability and poor drainage management outcomes.

Following the drafting of the *Hydrogeological, Salinity, Acid Sulphate Soil and Geotechnical Assessment February 2019* prepared by Beveridge Williams, Council has consistently raised concerns relating to the potential presence of sodic and dispersive soils within the Craigieburn West PSP area.

Council has also raised concerns regarding the recommendation from the Beveridge William's report for further assessments to be undertaken for the central portion of the PSP that is impacted by shallow groundwater, refer figure 3. The report states:

Prior to detailed design (drainage, subdivision or underground infrastructure alignments) a precinct wide OR development specific physical groundwater investigation through the areas identified with shallow (<5 m) and potential saline waters (TDS concentrations indicated between 7,000 - 13,000 mg/L), as shown on Figures 4 and 5 respectively, including a gauging/sampling round to confirm the groundwater flow direction and hydrogeological conditions to confirm risk of groundwater intrusion during excavation or bulk earthworks within the precinct area and the management measures required for any water intrusion which may be encountered.



Figure 3: Extract from the Beveridge Williams Report areas in red

Council has maintained since the Co-Design Workshop in August 2019 that these matters should be resolved prior to the exhibition of the draft PSP. This position was reiterated through our submission during Agency Consultation in June 2020.

To address the potential presence of sodic and dispersive soils, Council supports the proposed UGZ schedule 12 requiring the preparation of a sodic and dispersive soils management plan for any subdivision or bulk earthworks application, in keeping with the recommendations of the Beveridge North West PSP Panel Report.

In regard to the requirement for further groundwater investigations, Council maintains that these additional investigations should not be left to the permit stage where they will be undertaken on a site-by-site basis. Due to the fragmented landownership across the affected areas, a site-by-site approach will not result in the coordinated or cohesive response that is necessary. Such an approach would confine the assessments and any subsequent recommendations to a single property. The recommended site-specific actions, however, would likely have implications for the other affected properties. Additionally, the results of these investigations could necessitate alterations to the urban structure in this area and should therefore be considered before the PSP is finalised.

Undertaking these investigations prior to the finalisation of the PSP will allow for a holistic assessment and recommendations that can be incorporated into the PSP and UGZ schedule to ensure this area can be safely developed. This further investigation should include an assessment of the dam to the north of LP-09 and the impact of its backfilling and development on the shallow groundwater in this area and the potential impact on the river red gums within LP-09.

Changes requested to the PSP

The VPA conduct additional investigations into the central area of the PSP affected by shallow groundwater and incorporate any recommendations into the PSP and UGZ schedule.

Bushfire setbacks

LP-09 buffer setbacks

Council acknowledges the requirements of State Policy at Clause 13.02-1S of the Hume Planning Scheme and the necessity to prioritise the protection of human life in all planning decisions.

Council acknowledges that to reduce the risks posed by bushfire, that setback buffers will be required from identified hazard areas such as densely vegetated open space. Council has maintained for the past year that there is the potential to reduce the 33 metre setback buffer required for LP-09 and that this warrants further investigation by the VPA. This position was also formalised in our submission during Agency Consultation.

The Australian Standards for construction of buildings in bushfire prone areas (AS 3959-2018) consider appropriate setbacks from woodlands to be between 19 metres to 33 metres. Factors that can affect the required setback include the size of the vegetated area, the extent of the understory fuel load and their anticipated effect on fire behaviour.

The 33 metre setback originates from the Bushfire Development Report February 2020 prepared by Terramatrix. There are a number of assumptions in the Terramatrix report that should be reexamined. Key among these assumptions are the assessment of LP-09 as an unmanaged patch of

vegetation, rather than a Council managed park as identified in the concept plan in the PSP and they also assessed LP-09 at a size double that which is shown in the Place Based Plan.

Council believes that the Craigieburn West PBP has now been sufficiently resolved to warrant the buffer to LP-09 to be re-examined by Terramatrix, with the potential to reduce the buffer distance to 19 metres based on the intended use and management of this reserve.

Council anticipates that a re-examination of LP-09 will result in the capacity to reduce the setback buffer required for LP-09. This will ensure that the development potential of a high amenity area of the PSP is not unduly limited, while also maintaining the necessary requirements to protect human life.

The VPA has stated that following the consultation period of the PSP, that they will likely update the bushfire report or upon receipt of comments from the CFA. It is Council's expectation that the setback requirements for LP-09 are re-examined post-consultation and the PSP and bushfire report are updated accordingly.

Alternatively, if the VPA is unable to undertake this assessment, the PSP should allow for this additional work to be undertaken at the permit application stage by landowners with the potential to amend setback buffer distances subject to the approval of the responsibility authority.

Changes requested to the PSP and the Terramatrix Report

The assumptions that informed the recommendation of a 33 metre setback for LP-09 should be reexamined in the Terramatrix Report to include an assessment of the following:

- The size of LP-04 as per the proposed PBP.
- The future state of LP-04 as a local park, rather than in its current state as an unmanaged patch of vegetation. This would include an understanding of Council's future use and management regime for the park and its understory fuel load, as per the concept plan in the PSP.
- The implications of the above on LP-04's classification as a Woodland and/or the potential setback buffers required.

Alternatively, the PSP should be updated to allow for the buffer setbacks to be varied subject to approval by Council, using the following wording or similar:

Buffers identified on Table 4 may be reduced where it can be demonstrated that the fire threat has been reduced or mitigated and may be amended to the satisfaction of the responsible authority and the CFA.

BCS buffer setbacks

Council also raised concern during Agency Consultation regarding the reliance of a 19-meter buffer to the large BCS Area 29 buffer if it the Area is not secured through the PSP. Currently the vesting of the BCS Area to a public authority is not a fate accompli in the design of the planning tools for urban BCS Areas as the MSA allows conservation reserves to remain in private ownership subject to a Section 69 agreement for ongoing management under the *Conservation Forests and Land Act 1987*.

Council is concerned about DELWP's ability to suitably enforce Section 69 agreements to ensure that the bushfire risk level within the reserve remains within the designated bushfire category into the future. Additional measures need to be deployed to ensure that the conservation area will be

managed, and this management is able to be enforced to keep the bushfire risk level at the rate shown in the Terramatrix report.

Council's experience implementing the Merrifield West PSP has shown that when a landowner is not managing the vegetation and fuel loads within a BCS area the bushfire risk level of the reserve can significantly increase. Similar to the Craigieburn West BCS, the Mount Ridley Grasslands Nature Conservation Area in the BCS was designated as a grassland requiring a setback distance of 19 metres under the Merrifield West PSP. However, this Area has remained in private ownership yet has not been managed to comply with a Section 69 Agreement. Despite Council making DELWP aware of these breaches no enforcement action has been undertaken. The result has been a proliferation of understory fuel load to such a degree that it would likely be classified as Woodland rather than grassland and would therefore require a setback greater than the 19 metres designated in the Merrifield West PSP.

Council notes that requirement R20 of the Craigieburn West PSP does seek to maintain reserves in accordance with their vegetation classification as identified in Table 4 of the PSP, however it is unclear how this requirement could be fulfilled. Council has noted queries around implementation of bushfire requirements and guidelines in Attachment 4- HCC Track changes version to November 2020 exhibited PSP and UGZ Schedule. Ultimately, there appear to be gaps in the effective mitigation of bushfire risk management in the design the PSP and associated controls.

In Council's view, the option to retain BCS Area 29 in private ownership should be removed from the PSP, and instead the compensation measures outlined within the Melbourne Strategic Assessment Levy for this land be deployed to ensure that the developers vest this land and are appropriately compensated prior to or at the same time adjoining development occurs.

Changes requested to the PSP and planning provisions

The ongoing management of the BCS must be secured through the PSP or UGZ schedule to ensure the current vegetation classification, and subsequent setback buffers requirement, are not compromised.

The final PSP amendment must address the matters raised in Attachment 4 - HCC Track changes version to November 2020 exhibited PSP and UGZ Schedule.

Open space network and tree retention

Open space network

Council has collaborated extensively with the VPA in the development of the open space network for Craigieburn West and welcomes the integrated and diverse network proposed in the draft PSP.

Council strongly supports the green link running along the spine of the PSP that links key destinations, such as the proposed schools, town centre and sports reserves to the wider walking and cycling networks outside the PSP. Council also welcomes the opportunities presented by LP-09 to provide the future Craigieburn West community with a unique local wooded park within an urban context unlike any found in suburbs across Hume.

Council requests the following changes to the Plan 8: Open Space Plan (page 28) in response to the draft November 2020 urban structure:

SR-02	SR-02 should be shifted to the northern boundary of Properties 9 and 10. The current location of SR-02 creates an awkward sliver of development at the north of these properties, shifting SR-02 will allow the 7-12 Government School and the north-south connector road to be adjusted to allow for a more practical sized shape and extent of developable land to be created.¹ Importantly, shifting SR-02 north will allow for an open space connection from the existing Aitken Creek reserve in Craigieburn R2 through the creek corridors and drainage reserves in Craigieburn West to facilitate the movement of kangaroos into and out of the BCS and throughout habitat in the precinct and wider area.
<u>LP-14</u>	LP-04 should be shifted to adjoin the green link. Currently LP-04 unnecessarily straddles two properties in separate ownership. It could be more centrally located within the PSP along the green link to maximise its catchment.
LP-15	The agency consultation PSP showed the green link running along the eastern boundary of the local access street level 2 running north-south through Properties 33, 34, 35 and 36, with LP-15 integrated into GL-08. As the green link in this section of the PSP has been shifted to the west of the north-south road, LP-15 should be shifted to the west of the road also, to once more be integrated with the green link.
<u>LP-16</u>	LP-16 was previously co-located with proposed drainage in the agency consultation version of the PSP. With the consolidation of the drainage assets into YCWL01, LP-16 should be shifted south of the east-west connector street to be once more integrated with this drainage asset.

^{1 -} Council understands that due to the land equalisation methodology in the ICP that land that is emcumbered with open space without any NDA is costed signififantly less than land that is similarly encumbered however still feature a limited amount of NDA. Conucil questions the equity of this and highlights that the ICP system should be designed to ensure planning and development outcomes for new communities are prioritised instead of arbitrary quirks of the ICP land equalisation methodology necessitating poor development outcomes.

Changes requested to the PSP

Council request the open space network is updated and the land equalisation methodology is remedied in keeping with the comments above.

Tree retention

Council welcomes the extent of trees that are shown to be retained in Plan 10 across the PSP.

Council officers have conducted a review of all the trees within the PSP and are seeking the inclusion of 14 additional trees that are currently shown as *vegetation that can be removed* on Plan 10, to be reclassified as *native vegetation that must be retained (see further detail in Table 2 below)*.

Council's review utilised the tree assessments in the Treetec's *Craigieburn West Arboriculture Assessment Report* February 2020, Council's in-house ecological expertise and experience of how trees can be practically retained within a residential subdivision. Where possible the trees were physically inspected in a site visit. When this was not possible, officers reviewed the photos taken by Treetec.

The table below outlines Council's justification for retaining each of these 14 additional trees, alongside Treetec's assessment.

Table 2: Additional Trees to be Protected under Craigieburn West PSP

Tree No.	HCC Rationale	Treetec Arborist Report Comments
614	These Trees are in the ground of the established Orthodox Church. They are mature specimens that have been incorporated into the gardens and outbuildings of the facility. There is no reason that the PSP should authorise their removal. The removal should be decided via planning permit if one eventually lodged.	These trees are shown as a high retention value trees with a Useful life expectancy of over 50 years
616	These Trees are in the ground of the established Orthodox Church. They are mature specimens that have been incorporated into the gardens and outbuildings of the facility. There is no reason that the PSP should authorise their removal. The removal should be decided via planning permit if one eventually lodged.	This tree is shown as a high retention value tree with a Useful life expectancy of over 50 years
617	These Trees are in the ground of the established Orthodox Church. They are mature specimens that have been incorporated into the gardens and outbuildings of the facility. There is no reason that the PSP should authorise their removal. The removal should be decided via planning permit if one eventually lodged.	This tree is shown as a high retention value tree with a Useful life expectancy of over 50 years.
763	This tree is located directly adjacent to the large public opens space (LP09) and it would be able to be retained via the buffer/road reserve along the edge.	The tree is a very large specimen with an interesting and stately form that could provide neighbourhood character.

989	This tree is located directly adjacent to Debonair parade local park, and currently existing within the parkland inside a mulched bed. The tree would be able to be retained via the buffer/road reserve along the edge. This tree	The tree is currently actively managed by Council as it appears to be in a road reserve. This is a high value tree and should be shown as retained.
1205	This is a rarer tree species within this PSP and therefore its value is inherently higher. The tree is also located directly adjacent to the Mickleham Road reserve and therefore it can be incorporated into the design of the subdivision with very little effort or impact on Net Developable Area	The arborist has provided a high retention value for this tree and a relatively long Useful Life Expectancy. We believe that with suitable arboricultural interventions the tree will have a long and useful life in the future development.
1370	This is a very large mature specimen which would be hundreds of years old. Its location adjacent to Mickleham Road and Dunhelen land means that it can be easily incorporated into the subdivision design providing high value amenity without impact in Net Development Area	The arborist has classified this tree as have a high value with a 50+ Useful Life Expectancy - we see no reason why this tree should be shown as removed.
1472	This is a beautifully formed healthy tree which provide high amenity and character in this area and will do so for many years to come.	The arborist has classified this tree as high with a 50+ Useful Life expectancy
1473	Mature specimen of this species rarely found of this size in this area. This tree is located near other trees of high value and together these create a high amenity location near the heritage site and the green links.	The arborist has classified this tree has high with a long ULE.
1474	This is a very large tree which is located near other trees of high value and together these create a high amenity location near the heritage site and the green links.	The arborist has classified this tree as having high value with a long useful life expectancy
1476	This is a slightly round tree within this larger patch of trees. The retention of this tree will help ensure the patch can survive into the future	The arborist has classified this tree as having high value with a long useful life expectancy
1479	This tree is an extremely large mature tree. This tree contributes highly to the local character and amenity of the areas and contribute toward the landscape containing heritage site its interface to Mickleham Road.	The arborist has classified this tree as having high value with a long useful life expectancy

1480	This is a large tree with excellent form. It is adjacent to	The arborist has classified this
	Mickleham Road and the green link and visual appeal to	tree as having high value with a
	Mickleham Road	long useful life expectancy
1481	This tree is an extremely large mature tree. This tree	The arborist has classified this
	contributes highly to the local character and amenity of	tree as having high value with a
	the areas and contribute toward the landscape	long useful life expectancy
	containing heritage site and its interface to Mickleham	
	Road.	

Changes requested to the PSP

Council requests that Plan 10 be updated to show the trees identified above as *vegetation that must be retained*.

Community Facilities

Community facilities - role and functions

Council has worked with the VPA to ensure an appropriate provision of community infrastructure is provided across the PSP. Council's community needs assessments supports the provisions of two, level two community facilities in the PSP to meet the needs of the future Craigieburn West (and Lindum Vale) community.

Council's community needs assessments are conducted by understanding the unique role and function that each individual community facility plays within a network of facilities across the northern growth corridor. Key to this is forecasting what the needs of the future community will be beyond the immediate boundaries of a PSP that need to be provided for, as well as reassessing what needs should be catered for in a specific facility at the time of its delivery.

The principles guiding Council's delivery of community facilities are to ensure each facility is a human focused, highly flexible, accessible and resilient facility that fosters community pride by making them a destination and focal point of a precinct.

In order to assist Council achieving these principles, any descriptions in the PSP and ICP of community facilities should read "a functional community centre that responds to community need and expectations".

The PSP and ICP should not specify a role or function of any of the community facilities. As outlined above, Council will assess the specific community needs and service that a community facility will be designed to meet at the time of its delivery considering short and longer term needs of the resident community. Specifying services in the PSP and ICP at this time is not needed and can undermine Council's full and proper assessment of the service needs.

Changes requested to the PSP and ICP

Council requests that the ICP describe CI-01 or CI-02 as "a functional community centre that responds to community need and expectations" and not include descriptions of the services that they might provide.

Community facilities - Locations

Council supports the general location of community facility CI-02 and the potential synergies offered through its colocation with the P-6 primary school and non-government school, subject to the changes proposed above in Figure 1 and Table 1.

However, Council has strong concerns regarding the location of CI-01 on Property 4 as proposed in the Place Based Plan.

Since the Co-Design Workshop in August 2019, Council has consistently maintained that locating a community facility along either Mickleham Road or Mt Ridley Road would not be supported. A new community facility should not be located on a future arterial roads as planned for Mickleham and Mt Ridley Roads as this would poses an avoidable safety risk.

The proposed location of CI-01 also reduces the accessibility and walkability of the facility as it would not have direct access to the connector road network. This is of particularly concern for residents in Lindum Vale accessing the facility (given the Lindum Vale ICP contributes to half of the cost of land and construction of the facility).

In order to maximise the accessibility and walkability catchment of CI-01, it should be located more centrally within Property 4 and have a frontage with the north-south connector road. This would ensure CI-01 is safely accessible to all residents, including those in Lindum Vale.

Additionally, Council considers that greater synergies can be achieved by co-locating CI-01 with the active sports reserve SR-01. Co-location with SR-01 would allow for more integrated design opportunities with the sports fields, pavilion, car parking and potentially allow for protection of significant trees.

Council acknowledges the intention to co-locate CI-01 with Mt Ridley Primary School in order to allow for the potential sharing of facilities and services, particularly the provision of kindergarten services. Council does not consider that the co-location of CI-01 with Mickleham Primary School solely for the provision of kindergarten services necessitates the school and the community facility be directly adjoining. Should Council provide kindergarten services in this facility and it is located more centrally within Property 4, these services will still be provided within proximity of the school.

Council does not consider the benefits of co-locating CI-01 with Mickleham Primary School to be sufficient when compared with the greater synergies that can be achieved by co-locating it with SR-01 in a safer and more accessible location within the PSP.

Changes requested to the PSP

Council requests CI-01 be moved based on the following criteria:

- It must be co-located with sports reserve SR-01.
- It must have access to a connector road.
- It must not be located on an arterial road.

Drainage

Council notes that Melbourne Water has undertaken a review of the three Drainage Services Schemes (DSS) affecting the Craigieburn West PSP, and the drainage infrastructure identified in Plan 6 and Table 3 of the PSP is based on this review.

Council will engage with Melbourne Water during their consultation process for the proposed changes to the DSS to determine ownership and management responsibilities of the proposed assets.

Council also acknowledges the area of land that is not within the catchment of a Melbourne Water DSS. The drainage requirements of this land are still to be resolved to the satisfaction of Melbourne Water and Council.

Any proposed drainage review for this land should be done in consultation with all affected landowners and agencies, particularly where seeking alterations to DSS boundaries.

Infrastructure Contributions Plan

The VPA has provided Council indicative costings for the ICP items identified in the draft Craigieburn West PSP. These costings indicate that the Craigieburn West ICP will be a standard levy and not require the need for a supplementary levy.

It is noted that the items proposed to be funded under the Craigieburn West ICP are approaching the upper limit for a standard levy. Council is supportive of using a standard ICP and benchmark costings based on these ICP items however may vary this position if further items are proposed to be included in the ICP. In this case Council would seek full costings to determine the adequacy of a standard levy or whether a supplementary ICP is necessary.

Attachments:

- 1. Hume City Council comments on Kangaroo Management Plan, December 2020
- 2. Technical Note Traffic and Transport Peer Review, GTA, 18 December 2020
- 3. Proposed Transport Network Plan, mesh planning, 17 December 2020
- 4. Whites Lane proposed Cross Section for Craigieburn West and Craigieburn R2 PSP
- 5. HCC Track changes version to November 2020 exhibited PSP and UGZ Schedule
- 6. Craigieburn West Green link cross sections