
PSP 2.0

Craigieburn West

Precinct Structure Plan

September 2021
(Amended August 2022)

ABORIGINAL ACKNOWLEDGMENT

The Victorian Planning Authority acknowledges Victorian Aboriginal people as the First Peoples and Traditional Owners and Custodians of the land and water on which we rely.

We proudly acknowledge Victoria's Aboriginal communities and their rich culture and pay our respects to their Elders past and present. The VPA also recognises the intrinsic connection of Traditional Owners to Country and acknowledges their contribution in the management of land, water and resources.

We recognise and value the ongoing contribution of Aboriginal people and communities to Victorian life and how this enriches us. We embrace the spirit of Reconciliation, working towards the equality of outcomes and ensuring an equal voice.

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Amendment	Date	Description of changes
Amendment C246hume	September 2021	N/A
C264hume	August 2022	Amendment to rectify typographical errors and incorrect inputting.

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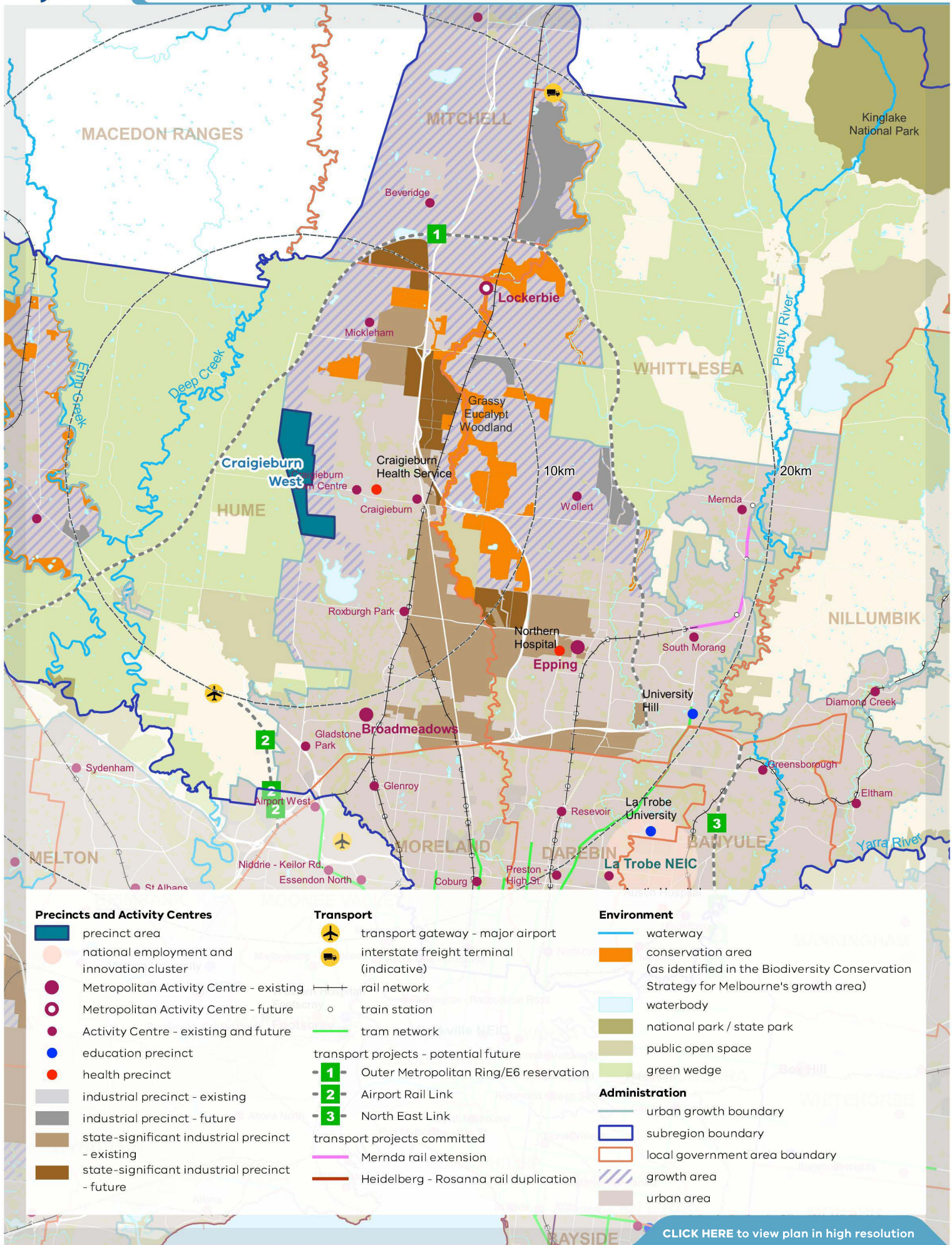
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1.0 INTRODUCTION

The Craigieburn West Precinct Structure Plan (the PSP) has been prepared by the Victorian Planning Authority (VPA) with the assistance of Hume City Council, Government agencies, service authorities and major stakeholders.

The PSP is a long-term plan for urban development. It describes how the land is expected to be developed, and how and where services are planned to support the development of new communities. The PSP is a set of decisions about how the land is to be developed, and it:

- Sets out plans to guide the delivery of quality urban environments in accordance with Victorian Government guidelines and policies.
- Enables the transition of non-urban land to urban land.
- Sets the vision for how the land should be developed and the outcomes to be achieved.
- Outlines the projects required to ensure that future residents, visitors and workers within the area can be provided with timely access to services and transport necessary to support a quality and affordable lifestyle.
- Sets out objectives, requirements and guidelines for land use, development and subdivision.
- Provides Government agencies, the Council, developers, investors and local communities with certainty about future development.
- Addresses the requirements of the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act 1999) through Federal approval of the Biodiversity Conservation Strategy and Sub Regional Species Strategies for Melbourne's Growth Areas (September 2013).

The PSP is informed by:

- Plan Melbourne – Metropolitan Planning Strategy, May 2017
- The Growth Corridor Plans: Managing Melbourne's Growth (Growth Areas Authority, June 2012)
- The Planning Policy Framework as set out in the Hume Planning Scheme
- The Local Planning Policy Framework as set out in the Hume Planning Scheme
- The Biodiversity Conservation Strategy and Sub Regional Species Strategies for Melbourne's Growth Areas (Department of Environment and Primary Industries, June 2013)
- The Precinct Structure Planning Guidelines.

The following documents have been developed in parallel with the PSP to inform and direct the future planning and development of the Precinct:

- The Craigieburn West Infrastructure Contributions Plan (ICP) requires development proponents to contribute toward infrastructure required to support the development of the Precinct.
- The Background Technical Studies undertaken to inform the preparation of the Craigieburn West PSP.

In preparing this PSP, the VPA has worked closely with Hume City Council, Melbourne Water, Department of Transport, DELWP and land owners.

1.1 How to read this document

This PSP guides land use and development where a planning permit is required under Schedule 12 to the Urban Growth Zone (Clause 37.07 of the Hume Planning Scheme), or any other provision of the Hume Planning Scheme that references this PSP.

A planning application and subsequent planning permit must implement the outcomes of the PSP. The outcomes are expressed as the VISION AND OBJECTIVES.

Each element of the PSP contains requirements and guidelines as relevant.

Requirements must be adhered to in developing the land. Where they are not demonstrated in a permit application, requirements will usually be included as a condition on a planning permit whether or not they take the same wording as in the structure plan. A requirement may reference a plan, table or figure in the structure plan.

Guidelines express how discretion will be exercised by the responsible authority in certain matters that require a planning permit. If the responsible authority is satisfied that an application for an alternative to a guideline, implements the outcomes, the responsible authority may consider the alternative. A guideline may include or reference a plan, table or figure in the PSP.

Meeting these Requirements and Guidelines will implement the vision of the PSP.

Conditions that must be included in a planning permit are outlined in Schedule 12 to the Urban Growth Zone (UGZ) in the Hume Planning Scheme.

Development must also comply with other Acts and approvals where relevant e.g. the Environment Protection and Biodiversity Conservation Act 1999 in the case of biodiversity or the Aboriginal Heritage Act 2006 in the case of cultural heritage, amongst others.

Not every aspect of the land's use, development or subdivision is addressed in this structure plan. A responsible authority may manage development and issue permits as relevant under its general discretion.

1.2 Infrastructure contributions plan

Development proponents within Craigieburn West Precinct will be bound by the Craigieburn West Infrastructure Contribution Plan (the ICP).

The ICP sets out requirements for infrastructure funding across the Craigieburn West Precinct.

The ICP will be incorporated in the Hume Planning Scheme.

Development proponents wishing to commence works prior to incorporation of this ICP may enter into agreements with Hume Council under Section 173 of the Planning and Environment Act 1987 to expedite contributions.

1.3 Background information

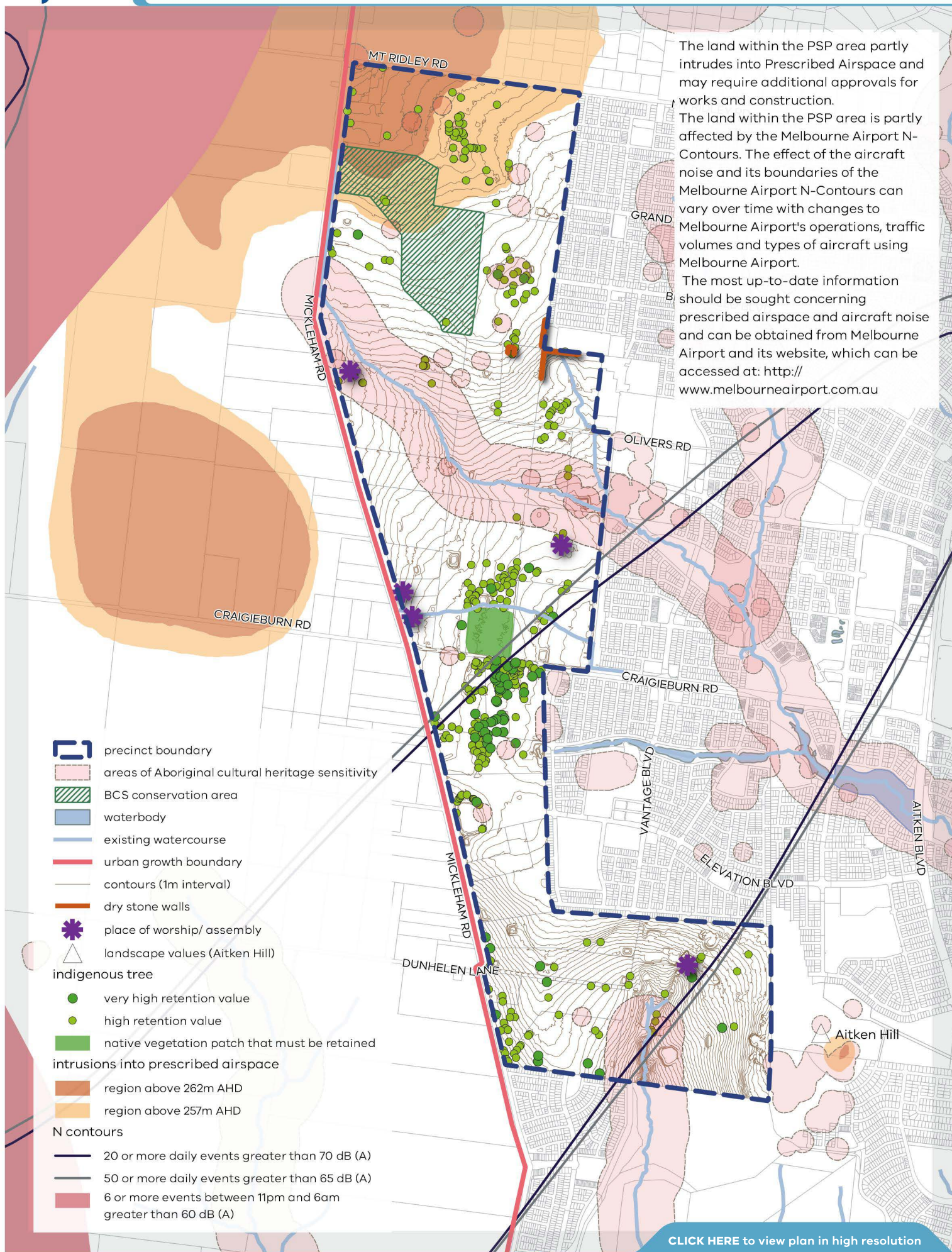
The Craigieburn West PSP Background Report provides detailed background information relating to the precinct, including its local and metropolitan context, history, landform and topography, biodiversity, drainage, open space, transport infrastructure, employment and community facilities. The report also summarises various background technical studies that have informed the preparation of the PSP Land to which this PSP applies.

1.4 Land to which this PSP applies

The land to which this PSP applies is shown on Plan 2 and on the Hume Planning Scheme Maps as Schedule 12 to the Urban Growth Zone.

The PSP applies to approximately 562 hectares of land generally bound by Mt Ridley Road to the north, the Craigieburn R2 PSP area to the east, the Greenvale North R1 PSP area to the south and Mickleham Road and the Urban Growth Boundary to the west. The precinct benefits from the strategic planning work undertaken by surrounding PSP areas which will allow for a seamless integration of the future communities.

The precinct is bisected by Craigieburn Road running east/west and the Aitken Creek running north-west/south-east. Notable features of the precinct in addition to Aitken Creek include established tracts of native vegetation, including Biodiversity Conservation Area 29, existing places of worship. Dunhelen House heritage site and views to external landscape features including remnant volcanic cones and hilltops, and Green Wedge zoned land to the west.



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2.0 OUTCOMES

2.1 Vision

Craigieburn West will develop as a series of predominantly residential neighbourhoods supported by a local Town Centre and adjoining residential areas.

The precinct will leverage its unusual linear form by creating a series of walkable neighbourhoods arranged along a north–south spine comprising open space links and key road connections. The precinct will also seek to embed heritage and landscape features within and around it by capitalising on opportunities to maximise views to nearby volcanic cones and integration with established native vegetation.

The central spine will support the primary place-making focus - creating energy and activation. The PSP features schools, community hubs, and diverse housing typologies linked with a range of open spaces, including conservation reserves, active open space and a network of local parks.

The PSP will complete the structure planning process for the area, completing the delivery of green links within and beyond the PSP boundaries and provision of a sensitive built form interface to rural land west of Mickleham Road/Urban Growth Boundary.

The PSP will complete the catchment to surrounding activity centres external to the PSP, including Craigieburn Central, Aston Village and Highlands Village, while also providing for local facilities, including a centralised activity centre co-located with open space and community facilities, and a series of proposed government and potential non-government schools.

2.2 Purpose

The purpose of the PSP is to embed the vision for the Craigieburn West precinct through the preparation of an orderly and integrated place based spatial plan. To this end, the PSP will:

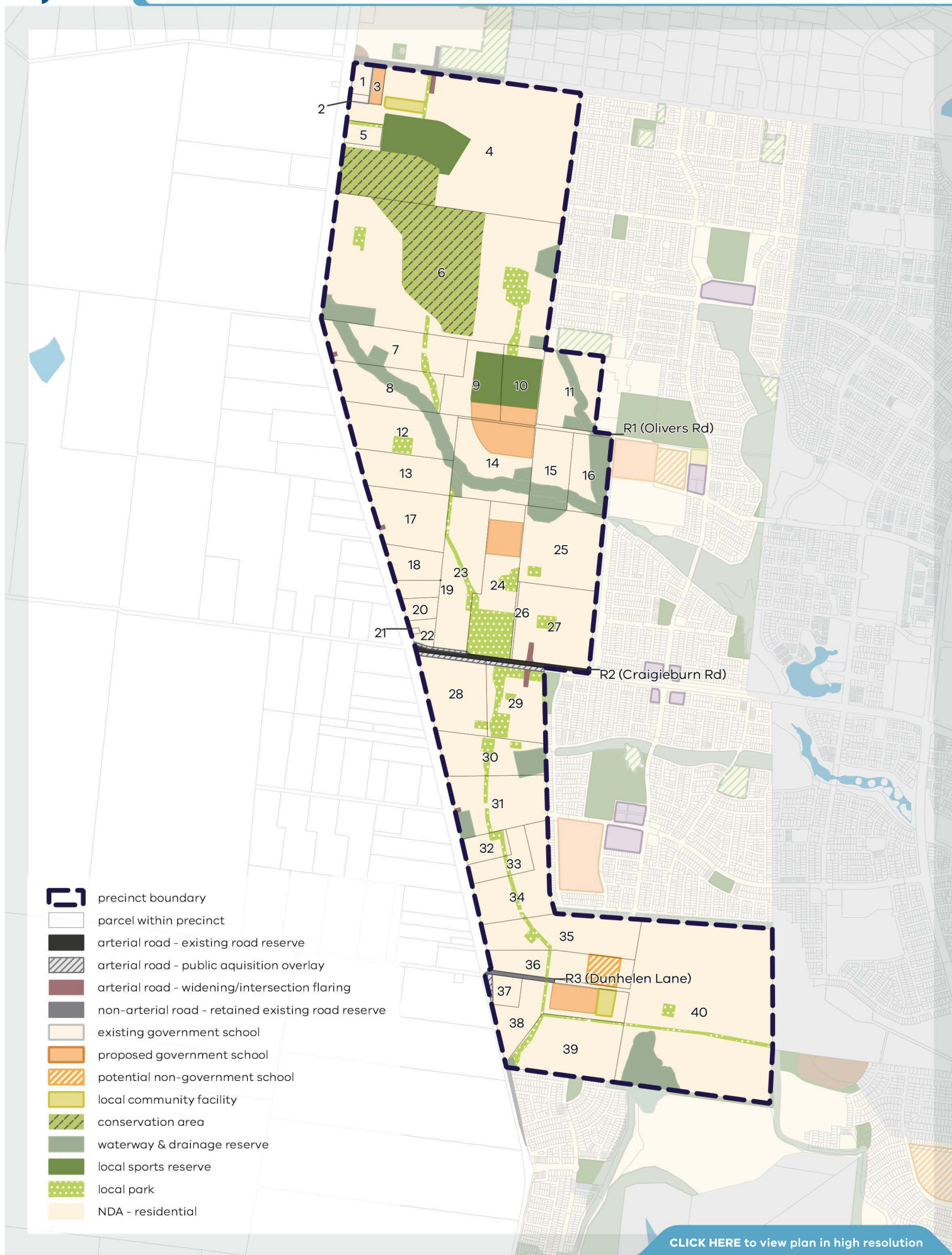
- Support the timely delivery of integrated transport options, including public and active transport. Active transport is facilitated via a north south green ‘spine’ linear reserve.
- Support the retail and services catchment of the proposed Local Town Centre, Craigieburn Central and town centres proposed in Aston Village and Highlands Village.
- Facilitate the final drainage outcomes associated with the Aitken Creek, Yuroke Creek and Upper Brodies Creek Development Services Schemes, including outcomes associated with the protection of the Greenvale Reservoir and the final drainage outcomes for the Council “DSS Gap” catchment.
- Integrate the significant areas of vegetation and biodiversity into the future urban landscape and open space network and promotes connections to greenspace.
- Integrate with and deliver community facilities and open spaces to complement the adjoining precincts of Lindum Vale PSP, Craigieburn R2 PSP and the Greenvale North PSP.

2.3 Objectives

The following objectives describe the desired outcomes of the precinct's development and guide the implementation of the vision:

PSP OBJECTIVES

- | | |
|-----------|---|
| O1 | Housing, subdivision & built form
To facilitate housing diversity and choice within Craigieburn West, including densities that support access to local services, jobs and sustainable transport options. |
| O2 | Transport & movement
To facilitate 20-minute neighbourhoods by providing a transport network that integrates with the adjoining established areas and supports active and public transport options, movement of goods and connections to jobs within Craigieburn West and the surrounding areas. |
| O3 | Public realm, open space & heritage
To provide a framework for a high amenity and integrated urban environment within Craigieburn West that encourages a sense of place and community, as well as responds to the existing natural, cultural, and built form features including the retention of vegetation for its character and amenity benefits. |
| O4 | Water, utilities & safety
To facilitate safe, resilient and water sensitive urban environments in Craigieburn West that respond to climate change, bushfire management, drainage outcomes and the specific protection requirements relevant to the Greenvale Reservoir Drinking Water Catchment. |
| O5 | Biodiversity & ecosystems
To facilitate the long-term conservation of significant flora and fauna species through the retention and protection of Conservation Area 29 and landscape features within Craigieburn West including scattered trees and waterways as key community assets that are integrated with the urban landscape. |
| O6 | Education & community infrastructure
To identify and facilitate the delivery of adaptable and multi-purpose open spaces, community facilities, schools, and other essential community infrastructure to support development. |
| O7 | Centres, employment & economic activity
To facilitate investment in an innovative and vibrant local and regional economy within a network of highly accessible activity and employment centres that support jobs and business activity for residents in Craigieburn West and surrounding areas. |
| O8 | Precinct infrastructure delivery
To identify and guide the timely delivery and staging of key essential infrastructure required for Craigieburn West. |



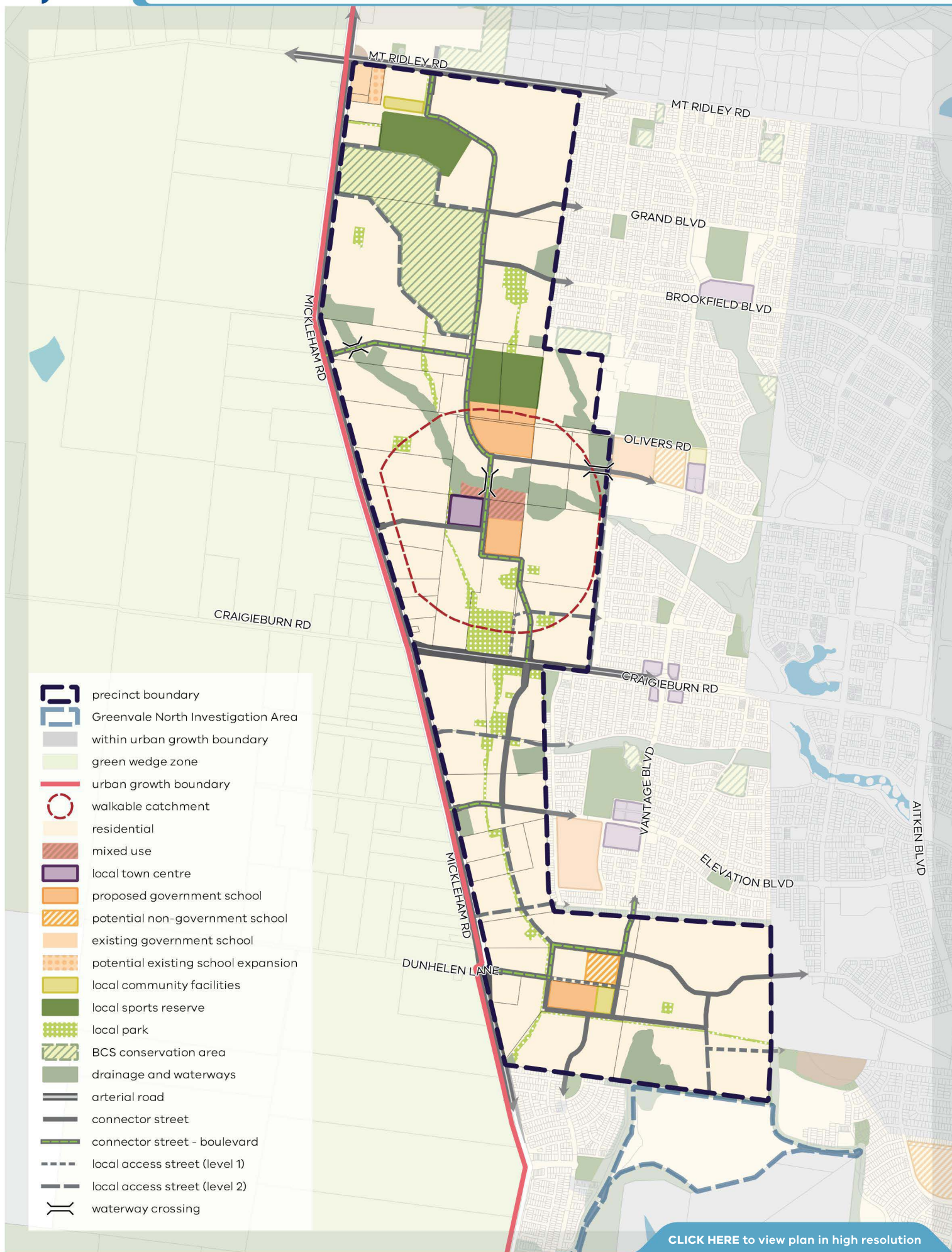
- precinct boundary
- parcel within precinct
- arterial road - existing road reserve
- arterial road - public aquisition overlay
- arterial road - widening/intersection flaring
- non-arterial road - retained existing road reserve
- existing government school
- proposed government school
- potential non-government school
- local community facility
- conservation area
- waterway & drainage reserve
- local sports reserve
- local park
- NDA - residential

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2.4 Precinct land use budget

Table 1 Precinct land use budget

DESCRIPTION	PSP CRAIGIEBURN WEST		
	HECTARES	% OF TOTAL	% OF NDA
TOTAL PRECINCT AREA (HA)	562.33		
TRANSPORT			
Arterial Road - Existing Road Reserve	1.87	0.33%	0.45%
Arterial Road - Public Acquisition Overlay	2.16	0.38%	0.52%
Arterial Road - New / Widening / Intersection Flaring (ICP land)	1.51	0.27%	0.36%
Non-Arterial Road - Retained Existing Road Reserve	0.72	0.13%	0.17%
Sub-total Transport	6.26	1.1%	1.50%
COMMUNITY & EDUCATION			
Existing Government School	2.04	0.36%	0.49%
Government School	16.85	3.00%	4.04%
Potential Non-Government School	2.50	0.44%	0.60%
Local Community Facility (ICP land)	2.40	0.43%	0.57%
Sub-total Education	23.80	4.2%	5.7%
OPEN SPACE			
SERVICE OPEN SPACE			
Conservation Reserve	37.70	6.70%	9.03%
Waterway and Drainage Reserve	34.84	6.20%	8.35%
Sub-total Service Open Space	72.54	12.90%	17.38%
CREDITED OPEN SPACE			
Local Sports Reserve (ICP land)	19.00	3.4%	4.55%
Local Network Park (ICP land)	23.28	4.1%	5.58%
Sub-total Credited Open Space	42.28	7.5%	10.13%
Total All Open Space	114.82	20.4%	27.50%
TOTAL NET DEVELOPABLE AREA - (NDA) HA	417.46	74.24%	
NET DEVELOPABLE AREA - RESIDENTIAL (NDAR) HA	417.46	74.24%	
NET DEVELOPABLE AREA - EMPLOYMENT (NDAE) HA	0.00	0.00%	



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3.0 IMPLEMENTATION & DELIVERY

3.1 Housing, subdivision & built form

REQUIREMENTS

R1

Subdivision layouts, lot diversity and housing typologies must respond to the natural and existing built features of the surrounding developed area, including (but not limited to):

- Topographical features;
- Aitken Creek and Yuroke Creek tributaries; and
- Rural landscape interface west of Mickleham Road.

R2

Subdivision must provide a diverse neighbourhood character by providing a range of lot sizes and dwelling types in appropriate locations throughout the Precinct, including achieving minimum average densities and planned neighbourhood character as specified in Plan 4 and Table 2.

R3

In order to reorient school buildings and access away from Mickleham Road and Mt Ridley Road, subdivision adjacent to the existing Mickleham Primary (and the proposed expansion) as indicated on Place Based Plan (Plan 4) must provide an internal subdivision layout which facilitates access to the School from the internal road network.

Local streets adjacent to the school must provide a road easement wide enough to allow for school bus movement while accommodating on-street parking and two way traffic movement in accordance with the the Department of Transport's guidance for public transport and land use development.

R4

Development along Mickleham Road and Mt Ridley Road must provide a sensitive rural interface through design treatments, which include a landscaped nature strip between the row of housing and the arterial road reservation as indicated by Figure 1.

GUIDELINES

G1

Subdivisions that retain lots around existing dwellings should be designed to ensure that the future subdivision of retained lots will appropriately integrate with the surrounding subdivision layout.

G2

Subdivision layouts and development should respond to and address the relevant elements of the Urban Design Guidelines for Victoria.

G3

Lots should front (in order of priority where a lot fronts multiple elements):

- Public open space.
- Local access streets.
- Connector roads.
- Arterial roads.

G4

An application for subdivision of land into residential lots or development of land for residential or mixed-use purposes should provide affordable housing as defined by the Planning and Environment Act 1987. The affordable housing should be located within walkable catchments and provide for a range of housing typologies to meet demonstrated local need.

G5

Subdivision should deliver a broad mix of lots that are an appropriate size and shape to support the planned neighbourhood character of the precinct, as specified in Table 2, by:

- Providing a range of lot sizes, widths, depths and densities
- Providing higher residential densities and more intensive building typologies in locations where they will:
 - ☐ Support the viability and vibrancy of activity centres, access to community infrastructure and amenities.
 - ☐ Have good access to public transport and support walking and cycling.
 - ☐ Make a positive impact to planned neighbourhood character and identity through the incorporation of remnant vegetation (where indicated in Plan 10).

GUIDELINES

Subdivision should provide for a street separating development from waterways, sporting reserves and local parks and the linear reserve.

Where subdivision does not propose a local street separating development, design and layout options should demonstrate:

G6

- Lots directly fronting open space and landscape value areas should be set back at least 4.0 metres from the waterway corridor and open space.
- Lots directly fronting open space should allow for vehicular access via a rear laneway.
- A 4.0m wide "paper road" should be provided as the primary point of access from a footpath or shared path with a minimum width of 1.5 metres along the lot frontage.
- Subdivision design should avoid side or rear fence treatments fronting open space.
- Subdivision design should maximise opportunities for informal passive surveillance.
- Subdivision design should not limit the use of adjacent open space.

All to the satisfaction of the responsible authority and where adjacent to a waterway to the satisfaction of the responsible authority and Melbourne Water.

Subdivision applications for super-lots identified for future medium density, high density, or integrated housing should demonstrate:

G7

- Expected dwelling density in line with Table 2.
- Connections and active interfaces with adjacent streets, open space and waterways.
- Safe and effective internal vehicle and pedestrian circulation.
- Indicative treatments for interfaces with non-residential land uses.

Specialised housing forms, such as retirement living, or aged care should:

G8

- Respond to and integrate with adjoining development, avoiding inactive interfaces and blank facades to the public street network.
- Be located within the walkable catchment shown on Plan 4.
- Be accessible by public transport.
- Not present a barrier to movement through the surrounding road and pedestrian movement network.

Any retaining structures within public and private spaces (except for those which are part of a building) should be:

G9

- No more than 1.0 metres in height between a dwelling and a street or public space, or where visible from a street or public space.
- Set back at least 1.0 metres from any building envelope.
- Staggered, with a minimum 0.75 metre distance between each stagger to allow for the inclusion of landscaping where cutting and filling is deeper than 1.0 metres.
- Positioned so that associated drainage infrastructure and structural foundation are fully located within the same lot.

Please note: Melbourne Water will not accept ownership or maintenance responsibilities associated with retaining structures in land to be vested to them.

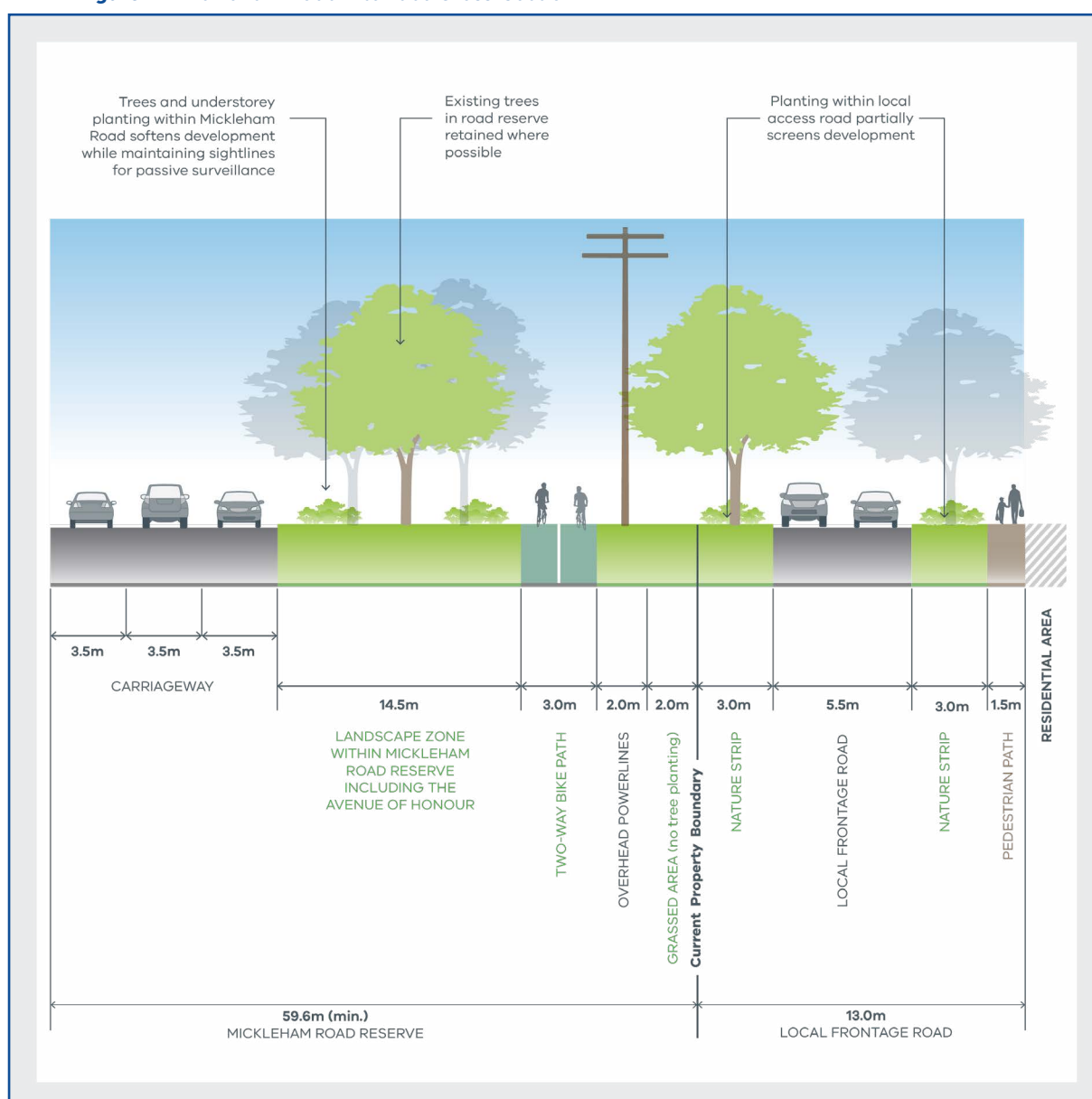
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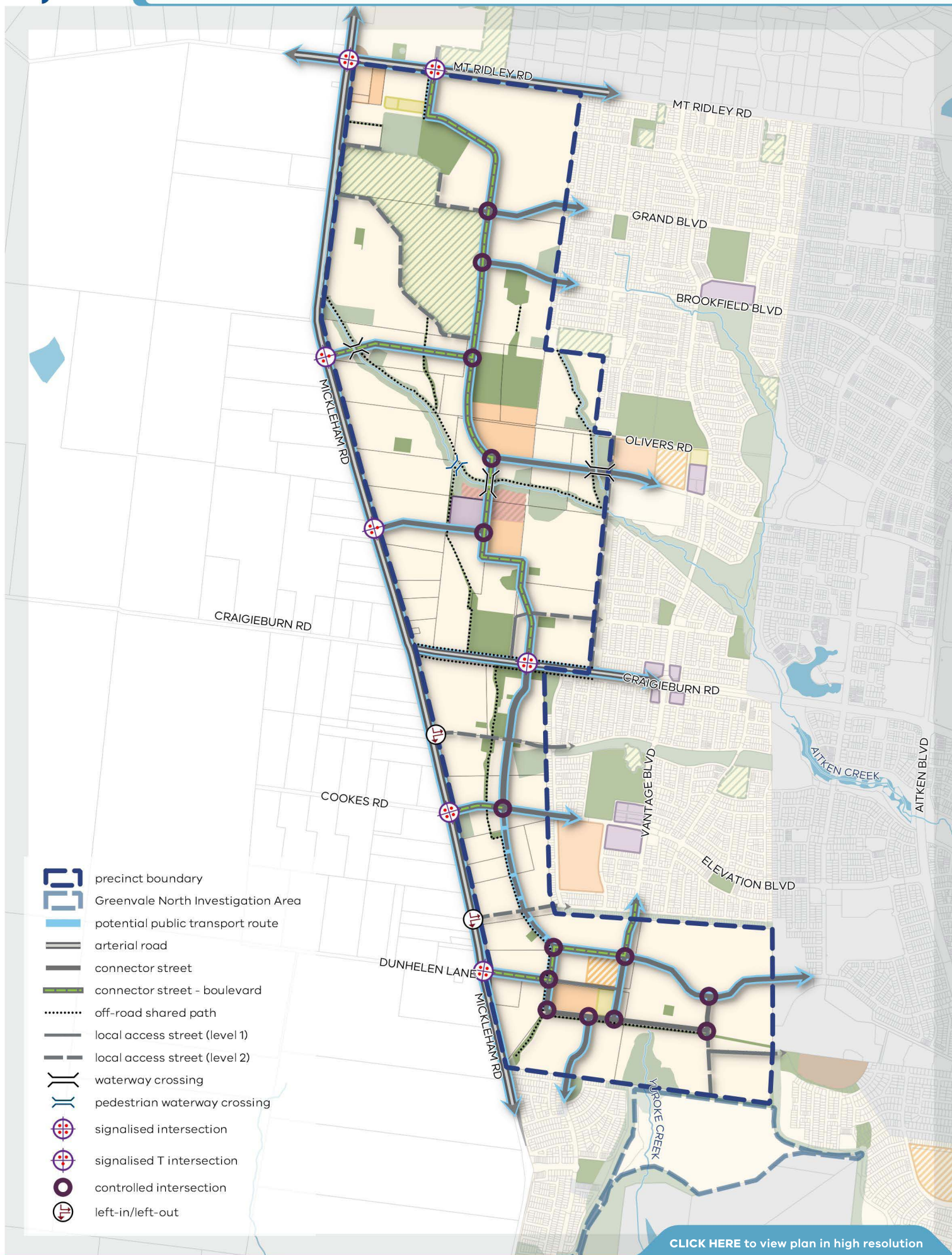
Table 2 Housing density guide and planned neighbourhood character

DEVELOPMENT AREA	PLANNED NEIGHBOURHOOD CHARACTER	MINIMUM AVERAGE DENSITY (DW/NDHA)
<p>AMENDED BY C264hume</p> <p>Standard residential outside walkable catchment</p>	<p>Development will have a traditional suburban neighbourhood character, characterised by buildings up to three storeys in height. Housing will generally comprise detached and semi-detached typologies. However, more intensive forms of development such as terraced homes and townhouses should be provided in proximity to areas of high amenity, or where it can be demonstrated that a positive contribution will be made to neighbourhood character and identity.</p>	19
<p>AMENDED BY C264hume</p> <p>Residential within walkable catchment</p>	<p>Development will have an urban neighbourhood character, characterised by buildings up to four storeys in height. Housing will comprise a variety of typologies, including low-rise apartment buildings, terraced homes and townhouses (including rear-loaded product), and detached dwellings.</p>	25

Note: The minimum average density provides guidance regarding the expected quantum of housing to be delivered within a development area. Applications for subdivisions that do not meet the minimum average density can demonstrate how the requirement will be achieved over time may be considered.

Figure 1 Mickleham Road Interface Cross-Section





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3.2 Transport & movement

3.2.1 Public transport

REQUIREMENTS

R5

Any road nominated in Plan 5 as a potential public transport route must be constructed (including partial construction where relevant) in accordance with the corresponding cross section in the PSP and the Department of Transport's guidance for public transport and land use development.

GUIDELINES

G10

Bus stop facilities should be designed as integral parts of roadways adjoining the town centre and activity generating land uses such as schools, sports fields and employment areas.

G11

The street network should be designed to ensure all households have direct and convenient walking access to public transport services.

3.2.2 Walking & cycling

REQUIREMENTS

R6

Development of the linear park as shown on Plan 5 and Plan 8 must:

- Provide for a shared path (pedestrian and cycling) which is interconnected with the surrounding footpath and cycle network.
- Be designed and located to provide efficient movement of pedestrians and cyclists.
- Provide for pedestrian and cyclist priority over vehicular traffic.
- Where a local access street crosses the linear park, measures to facilitate active transport priority (such as a raised pavement treatment) must be implemented to the satisfaction of the responsible authority.
- Utilise the cross section designs in Appendix 4.5 where appropriate.
- Have a standard minimum width of 15m or 10m where adjacent to a connector road, unless otherwise agreed to by responsible authority.

GUIDELINES

G12

Location of walkways or pedestrian and cycle paths in addition to those described through the standard cross sections should consider the need for appropriate lighting and passive surveillance.

G13

The alignment of dedicated off-road bicycle paths should be designed for cyclists travelling up to 30km/hr.

G14

In addition to waterway crossings shown on Plan 5, development proponents should provide waterway crossings at intervals no greater than 400m or corresponding with all perpendicular through roads or pedestrian and cycle paths.

G15

High quality walking and cycling links are encouraged to connect destinations within and adjoining the PSP that are not directly serviced by the linear park.

3.2.3 Street network

REQUIREMENTS

R7

Design of all subdivisions and streets must provide:

- A permeable, direct and safe street network prioritising walking and cycling.
- Safe and convenient crossing points of connector roads and local streets at all intersections and on key desire lines as well as crossing waterways.
- Safe pedestrian crossings of arterial roads at all intersections, at key desire lines, and on regular intervals appropriate to the function of the road and public transport provision.
- Safe and convenient transition between on- and off-road bicycle networks.
- Convenient access to regional and local points of interest and destinations for effective integration with neighbouring properties, parkland and sports reserves.
- Direct and convenient walking access to public transport services.

REQUIREMENTS

AMENDED BY
C264hume

- R8** Vehicle access to lots fronting arterial roads must be provided from the local internal loop road or rear lane, to the satisfaction of the Road Authority. Direct access may be considered on an individual basis considering the relevant land use and to the satisfaction of the Department of Transport.

GUIDELINES

- G16** Slip lanes should be avoided in areas of high pedestrian activity (including schools and the Local Town Centre) and only provided at intersections between connector streets and arterial roads where they are necessitated by high traffic volumes but with pedestrian priority crossings.

- G17** Cul-de-sacs should not detract from convenient pedestrian and vehicular connections.

- The frequency and impact of vehicular crossovers on verges of connector roads should be minimised by applying a combination of:

- G18**
- Rear loaded lots with laneway access.
 - Vehicular access from the side streets.
 - Combined or grouped crossovers.
 - Increased lot widths.

- G19** All signalised intersections should be designed having regard to the Department of Transport (DOT) working document *Guidance for Planning Road Networks in Growth Areas* November 2015 (as updated), to the satisfaction of The Head, Transport for Victoria and the responsible authority.

Street trees should be provided on both sides of all roads and streets (excluding laneways) at regular intervals appropriate to tree size at maturity, unless otherwise agreed by the responsible authority.

G20	Average interval	Tree size
	8–10 metres	Small (less than 10 metre canopy)
	10–12 metres	Medium (10–15 metre canopy)
	12–15 metres	Large (canopy larger than 15 metres)

The design and siting of street trees should address relevant council policies & guidelines.

A variety of road cross sections should be utilised in a subdivision layout to create differentiation and neighbourhood character.

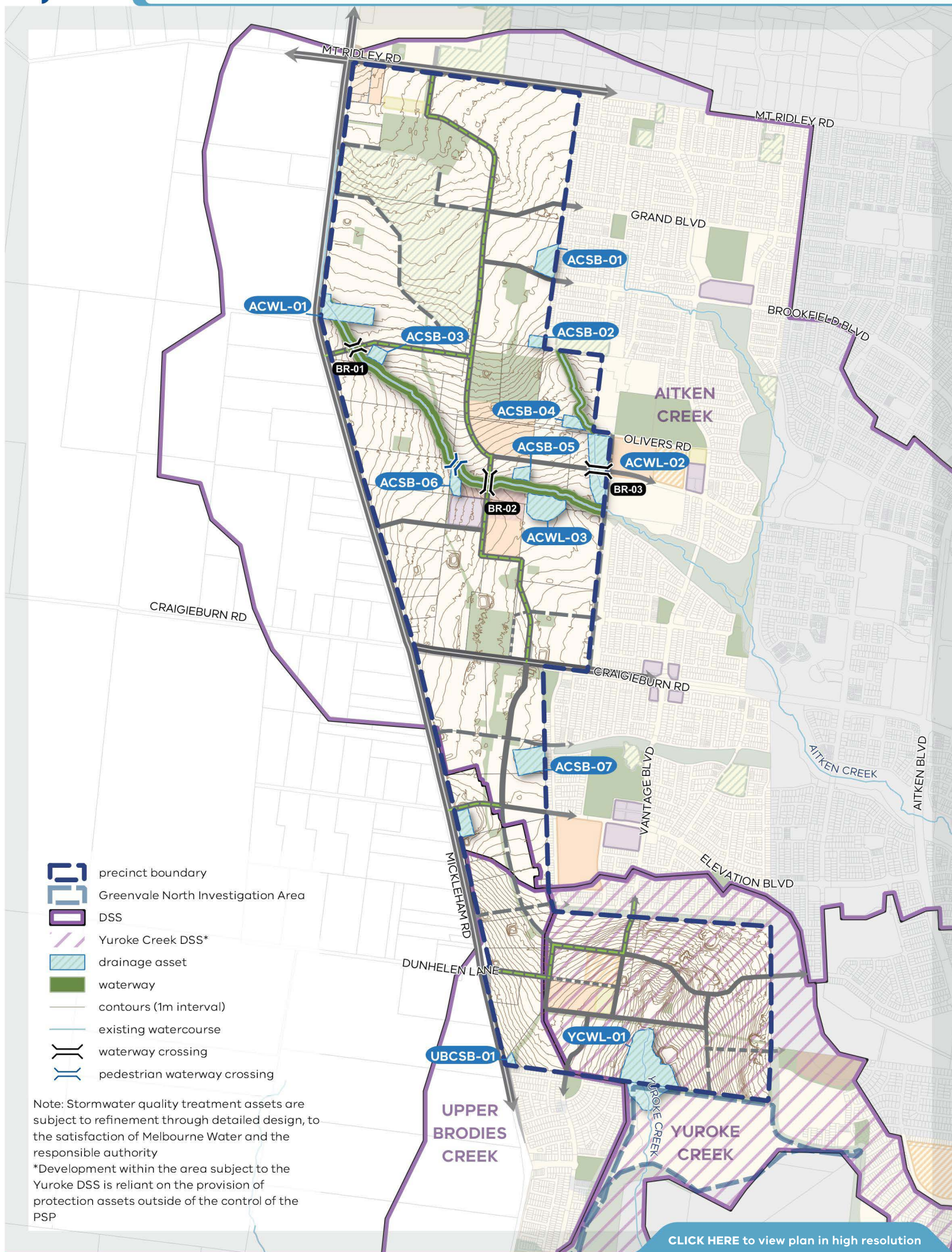
Alternative cross sections should ensure that:

- G21**
- Minimum required carriageway dimensions are maintained to ensure safe and efficient operation of emergency vehicles on all streets as well as buses on connector streets.
 - The performance characteristics of standard cross sections as they relate to pedestrian and cycle use are maintained.
 - Relevant minimum road reserve widths for the type of street are maintained, unless otherwise approved by the responsible authority.

AMENDED BY
C264hume

- G22** Additional left-in, left-out intersections are likely to be required on Mickleham Road, Mt Ridley Road and Craigieburn Road. These are to be provided to the satisfaction of the relevant road authority.

AMENDED BY
C264hume



- precinct boundary
- Greenvale North Investigation Area
- DSS
- Yuroke Creek DSS*
- drainage asset
- waterway
- contours (1m interval)
- existing watercourse
- waterway crossing
- pedestrian waterway crossing

Note: Stormwater quality treatment assets are subject to refinement through detailed design, to the satisfaction of Melbourne Water and the responsible authority

*Development within the area subject to the Yuroke DSS is reliant on the provision of protection assets outside of the control of the PSP

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3.3 Water, utilities & bushfire safety

3.3.1 Integrated water management

REQUIREMENTS

- R9** Development must give effect to relevant policies and strategies being implemented by the responsible authority, Melbourne Water and Yarra Valley Water, including the Healthy Waterways Strategy and any approved Integrated Water Management (IWM) plan.
- R10** Stormwater conveyance and treatment (including interim solutions) must be designed generally in accordance with the relevant Development Services Scheme and Plan 6 to the satisfaction of Melbourne Water and the responsible authority, and to avoid or mitigate the risk of erosion from sodic and dispersive soils .
Note: this may result in variation to the Melbourne Water DSS as shown on Plan 6.
- R11** The final layout and design of constructed wetlands, retarding basins, stormwater quality treatment infrastructure, and associated paths, boardwalks, bridges, and planting, must be designed to the satisfaction of Melbourne Water and the responsible authority, and include appropriate considerations to mitigate the risk of erosion from sodic and dispersive soils.
- R12** Development staging must provide for the delivery of ultimate waterway and drainage infrastructure, including stormwater quality treatment. Where this is not possible, development proposals must demonstrate how any interim solution adequately manages and treats stormwater generated from the development and how this will enable delivery of an ultimate drainage solution, to the satisfaction of Melbourne Water and the responsible authority.
- R13** Stormwater runoff from the development must meet the performance objectives of the CSIRO Best Practice Environmental Management Guidelines for Urban Stormwater prior to discharge to receiving waterways and as outlined on Plan 6, unless otherwise approved by Melbourne Water and the responsible authority.
Proposals that exceed the performance objectives are highly encouraged and can be considered, to the satisfaction of the relevant authorities.
- R14** The design and layout of connector street network and open spaces (including linear links) must ensure the long-term viability of vegetation (especially existing mature River Red Gums) and optimise water use efficiency through the use of overland flow paths, stormwater harvesting and/or passive irrigation, and Water Sensitive Urban Design initiatives.
- R15** Applications must demonstrate, through the preparation of IWM Plans:
- Waterways and integrated water management design enables land to be used for multiple recreation and environmental purposes.
 - Overland flow paths and piping within road reserves will be connected and integrated across property/parcel boundaries.
 - Melbourne Water and the responsible authority freeboard requirements for overland flow paths will be adequately contained within the road reserves.
 - Relevant IWM requirements of this PSP will be achieved to the satisfaction of the retail water authority, including the supply of recycled water where required by the relevant water authority.

GUIDELINES

- AMENDED BY C264hume
- G23** Where practical, development should include IWM initiatives to reduce reliance on potable water and increase the utilisation of stormwater and wastewater contributing to a sustainable urban environment.
- AMENDED BY C264hume
- G24** Where practical, IWM systems should be designed to:
- Maximise habitat values for local flora and fauna species.
 - Enable future harvesting and/or treatment and re-use of stormwater.
 - Protect and manage Matters of National Environmental Significance (MNES) values, particularly within conservation areas, in relation to water quality and suitable hydrological regimes (both surface and groundwater).
 - Recognise and respond to Aboriginal cultural heritage significance.
- AMENDED BY C264hume
- G25** The design and layout of roads, road reserves, and public open space should optimise water use efficiency and long-term viability of vegetation and public uses through the use of overland flow paths, Water Sensitive Urban Design initiatives such as street swales, rain gardens and/or locally treated storm water for irrigation to contribute to a sustainable and green urban environment.
- AMENDED BY C264hume
- G26** Where practical, and where primary waterway or conservation functions are not adversely affected, land required for IWM initiatives should be integrated with the precinct open space and recreation system and as depicted on Plan 8 and Table 5.

GUIDELINES

AMENDED BY
C264hume

G27 Site specific IWM initiatives are encouraged in medium density, commercial and public use developments.

AMENDED BY
C264hume

G28 Drainage infrastructure should be designed to avoid and mitigate the impact of earthworks on the health and viability of retained river red gums.

AMENDED BY
C264hume

G29 Subdivision and development in areas identified as being affected by sodic and dispersive soils should be managed to avoid or mitigate the potential risk of erosion, both in the master planned design response to the subdivision, during construction phase, and on an ongoing basis.

Stormwater runoff in areas identified as being affected by sodic and dispersive soils should be designed to manage the potential risk of erosion.

Potential management methods may include but are not limited to:

- Widening the buffer distances between the core riparian zone and the outside vegetated buffers that allows sufficient tolerances for channel migration.
- Diversion of water away from sodic and dispersive materials.
- Minimising potential convergence and/or ponding of surface flows.
- Compacting to reduce pore spaces and minimise water movement through material.
- Physical and chemical soil ameliorants.
- Maintenance of topsoil across undisturbed land, preferably with grasses to provide surface soil stability and root anchorage.
- Minimise the amount of time land is exposed (e.g. by staging development).
- Ensure that culverts and drains excavated into sodic and dispersive subsoils are capped with non-dispersive topsoil, gypsum stabilised and vegetated.
- Minor instream stabilisation to support pool and riffle structure and reduce risk of disturbance of reconstruction or erosion.

AMENDED BY
C264hume

G30

AMENDED BY
C264hume

G31 Within the area not covered or able to be serviced by a Melbourne Water Drainage Services Scheme, only one stormwater retention asset is to be provided generally in accordance with Plan 6 and Table 4.2.

AMENDED BY
C264hume

G32 The stormwater retention asset in the area not covered by a Melbourne Water Drainage Services Scheme should be provided at the same time as the subdivision of properties 31,32, 33 or 34.

3.3.2 Utilities

REQUIREMENTS

R16 All existing above ground electricity cables (excluding substations and cables with voltage 66kv or greater) must be placed underground as part of the upgrade of existing roads or subdivision works.

R17 All new electricity supply infrastructure (excluding substations and cables with voltage 66kv or greater) must be provided underground.

R18 Above ground utilities must be identified at the subdivision design stage to ensure effective integration with the surrounding neighbourhood, to minimise amenity impacts and be designed to the satisfaction of the Relevant Authority. Where that infrastructure is intended to be located in public open space, the land required to accommodate that infrastructure will not be counted as contributing to public open space requirements specified and will be additional to the areas designated in Table 5.

R19 Utilities must be placed outside of Conservation Area 29.

GUIDELINES

AMENDED BY
C264hume

G33 The delivery of underground services should be coordinated, located and bundled (utilising common trenching) to maintain the cross section widths of pedestrian paths and nature strips as shown in the PSP and to facilitate trees and other planting within road reserve.

AMENDED BY
C264hume

G34 Utilities should be placed outside of conservation areas, natural waterway corridors or on the outer edges of these corridors in the first instance. Where services cannot avoid crossing or being located within a conservation area or natural waterway corridor, they must be located to avoid disturbance to existing waterway values, native vegetation, significant landform features and heritage sites, to the satisfaction of Melbourne Water and the responsible authority.

AMENDED BY
C264hume

G35 All new above-ground utilities, including temporary utilities, should be located outside of key view lines and screened with vegetation, as appropriate.

AMENDED BY
C264hume

G36 Trunk services should be placed along general alignments as advised by the relevant servicing authorities.

AMENDED BY
C264hume

G37 Design and location of underground services should be guided by Appendix 4.7.

AMENDED BY
C264hume

G38 Utility easement to the rear of lots should only be provided where there is no practical alternative.

AMENDED BY
C264hume

Table 3 Water infrastructure

Drainage Scheme	Asset ID	Asset Type	Responsibility	Area (ha)
Aitken Creek	ACSB-01	Sediment Basin	TBC – CoH/MWC	1.50
Aitken Creek	ACSB-02	Sediment Basin	TBC – CoH /MWC	0.50
Aitken Creek	ACSB-03	Sediment Basin	TBC – CoH /MWC	0.60
Aitken Creek	ACSB-04	Sediment Basin	TBC – CoH /MWC	0.59
Aitken Creek	ACSB-05	Sediment Basin	TBC – CoH/MWC	0.56
Aitken Creek	ACSB-06	Sediment Basin	TBC – CoH/MWC	0.59
Aitken Creek	ACSB-07	Sediment Basin	TBC – CoH/MWC	2.01
Aitken Creek	ACWL-01	Wetland	TBC – CoH/MWC	2.60
Aitken Creek	ACWL-02	Wetland	TBC – CoH/MWC	3.26*
Aitken Creek	ACWL-03	Wetland	TBC – CoH/MWC	2.22
SUB TOTAL				14.43*
Upper Brodies Creek	UBCSB-01	Sediment Basin	CoH	0.22
SUB TOTAL				0.22
Yuroke Creek	YCWL-01	Wetland/Retarding Basin	MWC	5.26
SUB TOTAL				5.26
Gap Catchment (Non-DSS)	N/A	Retarding & Sediment Basin	CoH	1.00
SUB TOTAL				1.00
TOTAL				20.91**

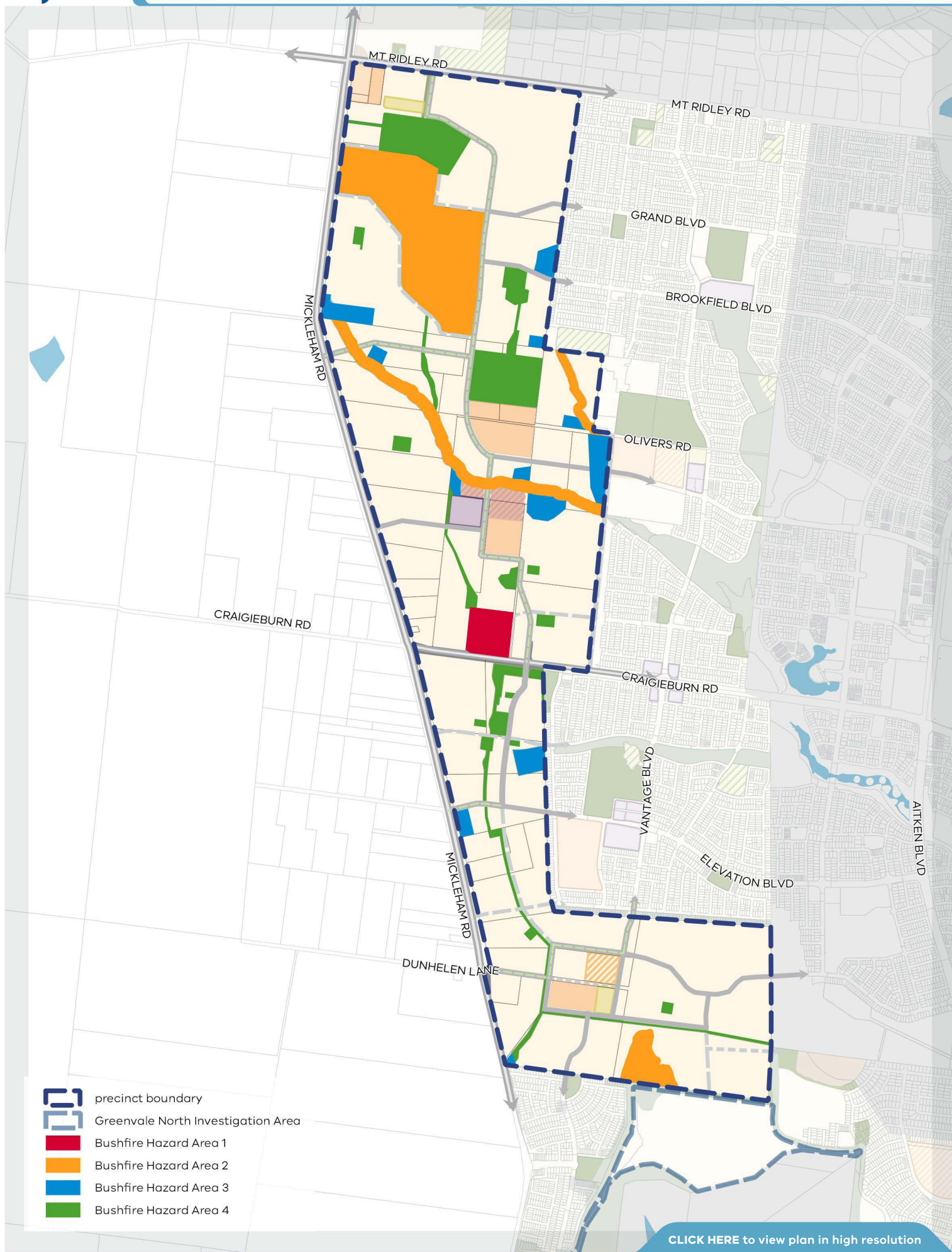
Note: The areas identified in this table are subject to change/confirmation during the functional and detailed design stage to the satisfaction of Melbourne Water and the responsible authority.

* 3.26 total, 1.8ha included waterway corridor.

Discrepancy due to rounding errors

MWC= Melbourne Water Corporation

CoH = City of Hume



3.3.3 Bushfire management & safety

REQUIREMENTS

R20 Vegetation within bushfire hazard areas shown on Plan 7 must be managed in accordance with Table 4 during development.

Habitable buildings adjoining bushfire hazards shown on Plan 7 must be setback in accordance with Table 4.

R21 However, a lesser setback may be considered subject to a site-specific assessment of bushfire risk, vegetation classifications and setbacks to the satisfaction of the Responsible Authority and relevant fire authority.

GUIDELINES

AMENDED BY
C264hume

G39 Subdivision adjoining bushfire hazard areas 1 & 2 should include a publicly accessible perimeter road.

AMENDED BY
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G40 Subdivision should include a network of streets that provide multiple evacuation routes away from bushfire risks and areas of bushfire hazard.

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C264hume

G41 Where a setback is required from a bushfire hazard, the setback should, as far as practicable, not be wholly reliant on building setbacks within the boundaries of privately owned residential lots.

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C264hume

G42 All fencing adjoining bushfire hazard areas 1 and 2 shown on Plan 7 should be made from non-combustible materials.

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G43 Landscape design and plant selection in open spaces, including waterways and drainage corridors, should not increase bushfire risk.

Table 4 Bushfire hazard vegetation management & setback requirements in accordance with AS3959 – 2018 (as amended)

	BUSHFIRE HAZARD AREA 1	BUSHFIRE HAZARD AREA 2	BUSHFIRE HAZARD AREA 3	BUSHFIRE HAZARD AREA 4
Vegetation management class	Woodland	Grassland	Low threat	Low threat
Setback distance from bushfire hazard area	33m	19m	0m	0m



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3.4 Public realm, open space and heritage

3.4.1 Open space and natural systems

REQUIREMENTS

- Trees in streets, civic places and the open space network must be provided in accordance with Council's policies and guidelines, and:
- Complement the existing native indigenous and exotic species.
 - Be larger species to facilitate continuous canopy cover.
 - Be planted in modified and improved soil to support tree establishment.
 - Be appropriately sized to nature strips, nearby utilities and buildings.
 - Suited to local conditions.
- R22**
- The first development proponent to lodge a permit application for land which contains a section of the linear park, as outlined on Plan 8 and Table 5, must undertake a master plan for that section of the linear park, unless otherwise agreed by the responsible authority. The masterplan must outline how the 'sections' provide for consistent continuity of the linear park with the adjoining sections (whether developed or undeveloped).
- R23**
- Subsequent development of adjoining sections of the linear park must be generally in accordance with the approved master plan for that section to the satisfaction of the responsible authority.
- Note: section refers to the distinct 'sections' as outlined by Table 5 and Plan 8 (ie. GL-05, GL-06 etc).
- Development of the linear park as shown on Plan 8 must, unless otherwise agreed by the Responsible Authority:
- Accommodate the full Tree Protection Zone of all River Red Gums shown as must be retained on Plan 10 within the linear park.
 - Ensure pedestrian access is provided to all residential lot frontages via a road or paper road.
- R24**

GUIDELINES

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- G44** Local Parks and linear parks should be provided generally in accordance with Plan 8 and as outlined in Table 5.

Alternative locations and configurations for local parks, including the linear park, may be considered, subject to:

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- Addressing the required locational attributes as outlined in Table 5.
 - Not diminishing the quality or usability of the space.
 - Not adversely impacting on the overall diversity of the precinct open space network.
 - Being equal to or more than the passive open space provision shown in Table 5.
 - Still being supported by the preferred path network outlined in Plan 5.
 - Maintaining the connectivity of the linear park.
- G45**

AMENDED BY
C264hume

- G46** Existing high-quality vegetation should be retained within public space, including road reserves and open spaces, where safe and practicable.

The open space network should:

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- Maximise the amenity and value of service open space through the provision of shared paths, trails and other recreational elements.
 - Respond to the values of adjoining open space, waterways, and Aboriginal and post-contact heritage.
 - Provide flexible recreational opportunities that allow for the anticipated range of sporting reserves, and local parks and recreational uses required by the community.
- G47**

AMENDED BY
C264hume

- G48** Where a local park illustrated on Plan 8 spans multiple parcels, the first development proponent to lodge a permit application for land containing the park should prepare a master plan for the entire park. Consultation with all relevant landowners should be undertaken as part of the master plan preparation.

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- G49** Any fencing of open space should be low scale and visually permeable to facilitate public safety and surveillance.

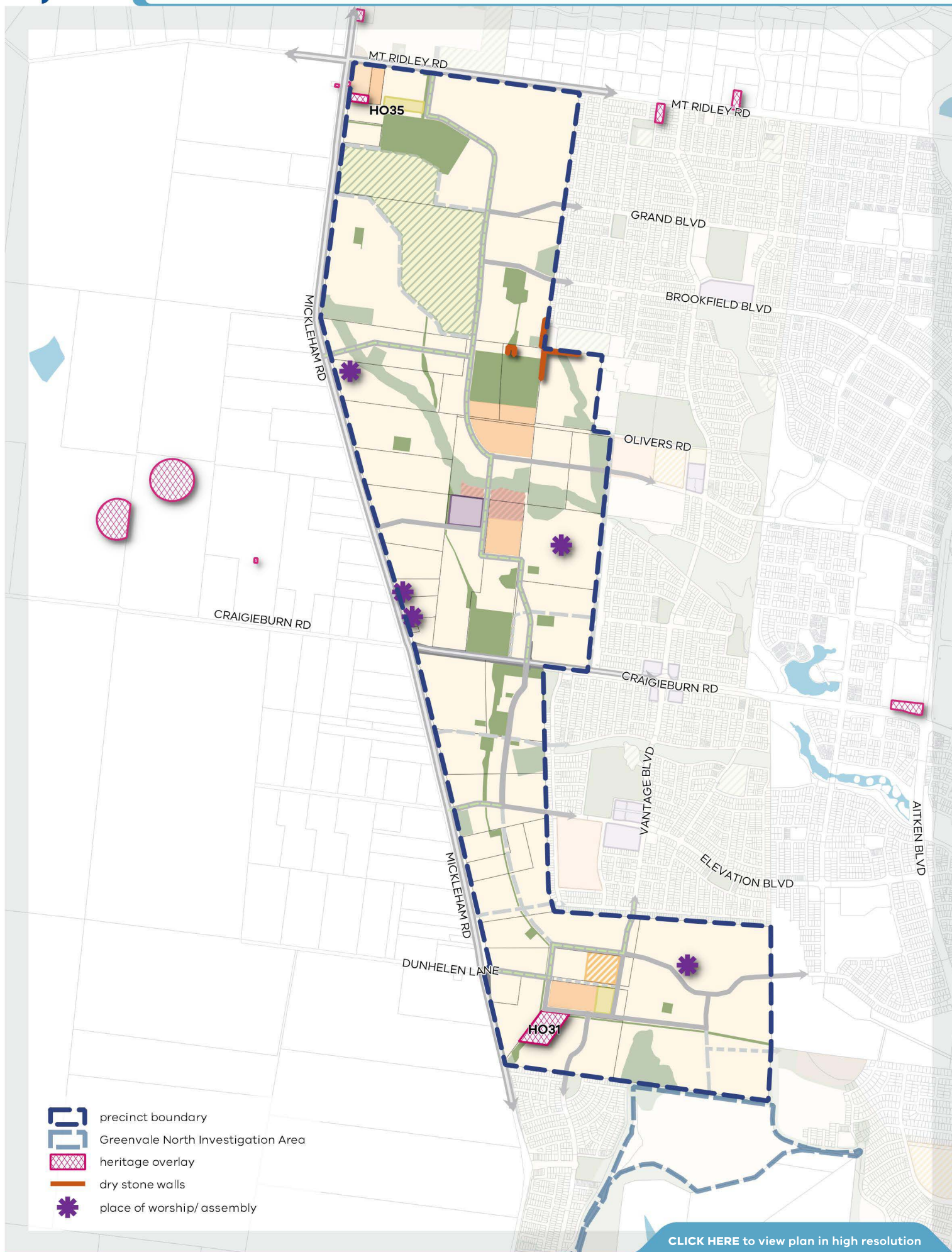
AMENDED BY
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- G50** Where possible, salvaged rocks should be incorporated into the design of waterways, retaining structures, fences and other landscape features.

Table 5 Credited Open Space Delivery Guide

PARK ID	AREA	TYPE	LOCATIONAL ATTRIBUTES	RESPONSIBILITY
ACTIVE OPEN SPACE				
SR-01	9.5	Local Sports Reserve	Located in the north of the precinct adjacent to the BCS and collocated with the CI-01 to serve the Lindum Vale catchment and accessible via the connector street and linear park network.	Hume City Council
SR-02	9.5	Local Sports Reserve	Located mid-section, north of the town centre and co-located with the proposed government secondary school, to serve the immediate catchment, and accessible via the connector street network.	Hume City Council
LOCAL PARKS				
LP-01	0.53	Local Park	Located to retain existing vegetation (refer Plan 10) within a passive open space.	Hume City Council
LP-02	2.93	Local Park	Located to retain existing vegetation (refer Plan 10) within a passive open space adjacent to the Conservation Area	Hume City Council
LP-03	0.75	Local Park	Located to retain existing vegetation (refer Plan 10) within a passive open space adjacent to the east/west connector street.	Hume City Council
LP-04	0.80	Local Park	Located to retain existing vegetation (refer Plan 10) within a passive open space adjacent to the east/west connector street.	Hume City Council
LP-05	0.30	Local Park	Located to provide passive open space central the surrounding residential community.	Hume City Council
LP-06	5.49	Local Park	Located to retain existing vegetation (refer Plan 10) within a passive open space adjacent to the north/south boulevard connector street.	Hume City Council
LP-07	0.60	Local Park	Located to retain existing vegetation (refer Plan 10) within a passive open space.	Hume City Council
LP-08	2.53	Local Park	Located to retain existing vegetation (refer Plan 10) within a passive open space adjacent to the north/south boulevard connector street.	Hume City Council
LP-09	0.54	Local Park	Located to retain existing vegetation (refer Plan 10) within a passive open space north of Craigieburn Road.	Hume City Council
LP-10	0.13	Local Park	Located to retain existing vegetation (refer Plan 10) within a passive open space.	Hume City Council
LP-11	0.24	Local Park	Located to retain existing vegetation (refer Plan 10) within a passive open space adjacent to Craigieburn Road and the north south boulevard connector road intersection.	Hume City Council
LP-12	0.42	Local Park	Located to retain existing vegetation (refer Plan 10) within a passive open space adjacent to Craigieburn Road and the north south boulevard connector road intersection.	Hume City Council
LP-13	0.15	Local Park	Located to retain existing vegetation (refer Plan 10) within a passive open space.	Hume City Council
LP-14	0.29	Local Park	Located to retain existing vegetation (refer Plan 10) within a passive open space.	Hume City Council
LP-15	0.24	Local Park	Located to provide passive open space central the surrounding residential community.	Hume City Council
LP-16	0.35	Local Park	Located to provide passive open space central the surrounding residential community.	Hume City Council

PARK ID	AREA	TYPE	LOCATIONAL ATTRIBUTES	RESPONSIBILITY
GREEN LINK (LINEAR PARK)				
GL-01	0.31	Linear Park	Located to provide a linear park link between Lindum Vale (north of Mt Ridley Road) and SR-01	Hume City Council
GL-02	0.29	Linear Park	Located to provide a linear park link between Mickleham Road and SR-01	Hume City Council
GL-03	0.28	Linear Park	Located to retain existing vegetation (refer Plan 10) and link the linear park network from the BCS shared path to the Aitken Creek shared path network.	Hume City Council
GL-04	0.83	Linear Park	Located to retain existing vegetation (refer Plan 10) in a passive open space and link the linear park network from the Aitken Creek shared path network to Local Town Centre and LP-09.	Hume City Council
GL-05	0.29	Linear Park	Located adjacent to the LTC as a passive open space to link the linear park network from the Aitken Creek shared path network to Local Town Centre and east-west connector	Hume City Council
GL-06	1.11	Linear Park	Located to retain existing vegetation (refer Plan 10) and link the linear park network from the LTC to LP-06	Hume City Council
GL-07	0.46	Linear Park	Located to retain existing vegetation (refer Plan 10) and link the linear park network from LP-12 to the east-west connector (Elevation Boulevard extension)	Hume City Council
GL-08	0.19	Linear Park	Located to provide a linear park link between the east-west connector (Elevation Boulevard extension) and LP-14	Hume City Council
GL-09	0.59	Linear Park	Located to provide a linear park link between LP-14 and the Boulevard Connector (Dunhelen Lane extension)	Hume City Council
GL-10	0.52	Linear Park	Located to provide a linear park link along the Boulevard Connector between GL-09 & GL-11	Hume City Council
GL-11	0.77	Linear Park	Located to retain existing vegetation (refer Plan 10) and link the linear park network from GL-10 towards Mickleham Road	Hume City Council
GL-12	0.22	Linear Park	Located to retain existing vegetation (refer Plan 10) and provide an east-west linear park link adjacent the connector street network between GL-11 & GL-13	Hume City Council
GL-13	1.11	Linear Park	Located to provide an east-west linear park link between GL-11 and Mount Aitken to the east	Hume City Council



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3.4.2 Heritage & public realm

REQUIREMENTS

R25

A sensitive interface to the Dunhelen House & Barn (HO31) must be provided to enhance the heritage significance of the site as identified in the Heritage Overlay in the Hume Planning Scheme. In particular, the road layout, subdivision design and development must:

- Ensure the heritage site becomes a feature of the precinct.
- Provide a buffer between the heritage buildings and new dwellings.
- Ensure the building is contained on a parcel that provides an appropriate curtilage to the building.
- Maintain convenient access to the site.
- Ensure the parcel containing heritage building has access to the internal subdivision street network.

All to the satisfaction of the responsible authority.

R26

Where a Place of Worship/assembly is proposed to be retained, subdivision and development adjacent to existing and future Places of Worship and Places of Assembly as indicated on Plan 9 must:

- Ensure the site becomes a feature of the precinct.
- Provide a buffer between the Places of Worship & Assembly and new dwellings.
- Ensure the building is contained on a parcel that provides an appropriate curtilage to the building.
- Maintain convenient access to the site.
- Ensure the parcel containing the Places of Worship & Assembly has access to the internal subdivision street network.

All to the satisfaction of the responsible authority.

GUIDELINES

AMENDED BY
C264hume

G51

Dunhelen House & Barn (HO31) should be considered for adaptive reuse for public or commercial uses.

AMENDED BY
C264hume

G52

Significant landscape features, such as high points, vegetation, open space and waterways, should be used as focal points for view lines along streets.

AMENDED BY
C264hume

G53

Subdivision design should incorporate natural and constructed design elements which respond to local heritage, neighbouring land uses and topography to assist in place making and the achievement of a "sense of place".

AMENDED BY
C264hume

G54

Aboriginal and historic cultural heritage should be recognised through the design of public places, infrastructure and interpretive installations. Opportunity should be explored through cultural heritage interpretation trails along public path networks in areas of known historic cultural history or areas of Aboriginal cultural heritage sensitivity, in consultation with relevant stakeholders.

AMENDED BY
C264hume

G55

Signage or interpretive opportunities should be integrated into the public realm to contribute to the knowledge and understanding of the local area's Aboriginal cultural and historic cultural history. Integration opportunities should be provided in consultation with the Wurundjeri Aboriginal Corporation, aligning with any Aboriginal Cultural Values Assessment undertaken for the Craigieburn West PSP.

AMENDED BY
C264hume

G56

Subdivision design should respond sensitively to the visual setting and character of heritage places.

AMENDED BY
C264hume

G57

Dry stone walls, where assessed to be of high value, should be retained, and:

- Be situated within public open space or a street reserve, to the satisfaction of the responsible authority
- Be incorporated into subdivision design to minimise disturbance to the walls (e.g. utilisation of existing openings for vehicle and pedestrian access)
- Have a suitable landscape interface to minimise maintenance requirements (e.g. mulch, garden bed or gravel), which does not encourage public access immediately adjacent to the retained walls
- Be checked by a suitably qualified professional for works required to preserve the structural integrity of the wall in a manner suitable for the future context.
- A list of suitably qualified professionals can be obtained from the responsible authority and the Dry Stone Walls Association of Australia

GUIDELINES

AMENDED BY
C264hume

G58

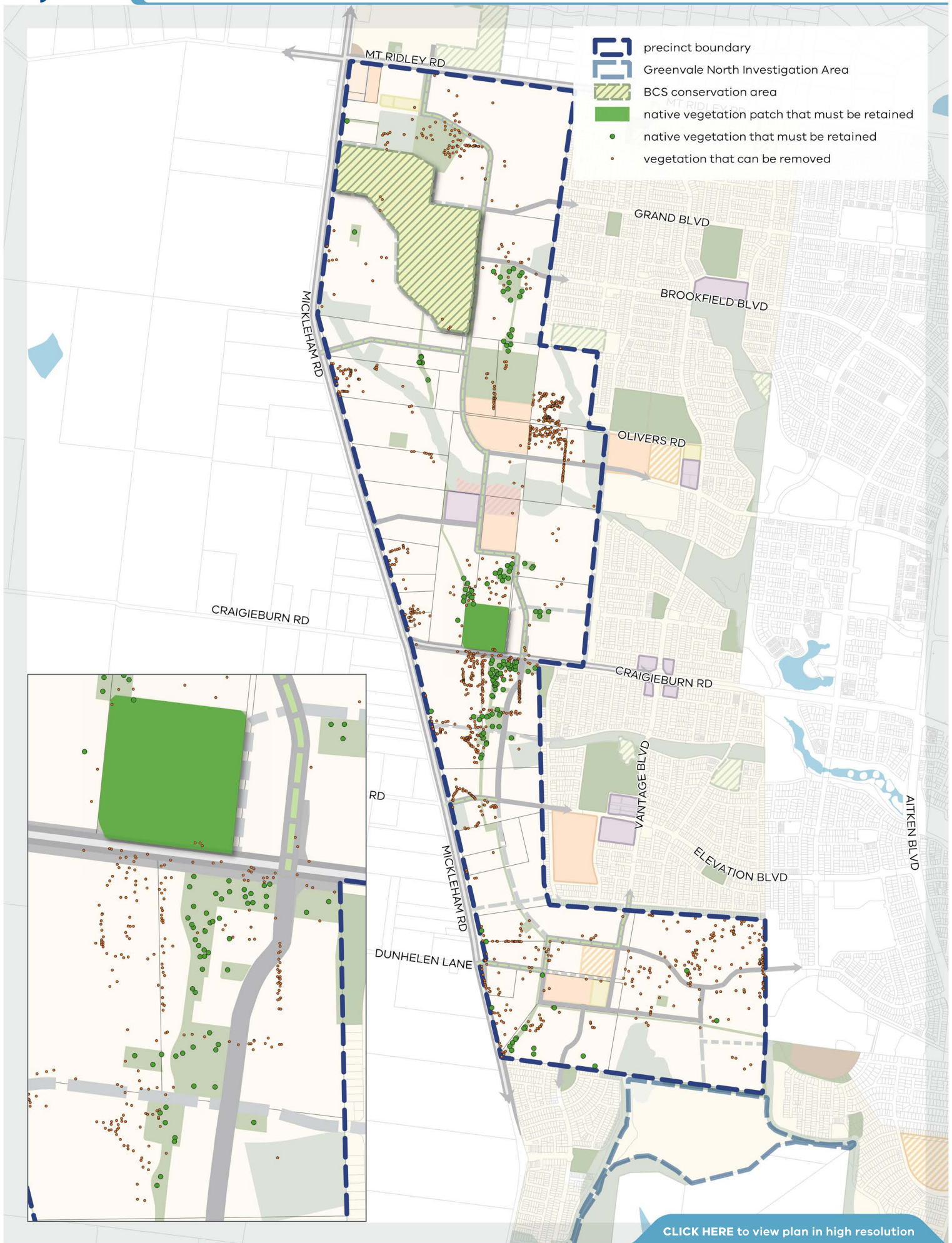
Any reinstatement or repair of dry-stone walls should be undertaken by a suitably qualified professional and is to be consistent with the construction style of the original wall, with edges around wall openings made secure (cemented) to the satisfaction of the responsible authority. Reinstatement is to use stone from (in order of priority):

- The original wall in that location (including fallen stone adjacent to the wall).
- A nearby section of the wall approved to be removed.
- Any adjacent land containing wall parts which can be recovered.
- Any walls approved for removal in the nearby area (including any stone which has been stockpiled by the responsible authority).

AMENDED BY
C264hume

G59

A consistent suite of lighting and furniture should be used across neighbourhoods, appropriate to the type and role of street or public space.



3.5 Biodiversity, vegetation & landscape character

REQUIREMENTS

- R27** Any proposed development or works within BCS Conservation Area 29 must obtain the approval of the Department of Environment, Land, Water and Planning.
- R28** All proposed development adjacent to BCS Conservation Area 29 must provide a minimum 20m public edge road along all boundaries to the satisfaction of the Department of Environment, Land, Water and Planning.
- R29** Where local parks and recreation areas occur adjacent to BCS Conservation Area 29, they must be designed and managed to complement the outcomes required in Section 5 of the BCS relating to Conservation Area No. 29.
- R30** Paths located within the BCS Conservation Area 29 must be designed to avoid and minimise disturbance to native vegetation and habitat for matters of national environmental significance to the satisfaction of the Department of Environment, Land, Water and Planning.
- R31** Development abutting the BCS Conservation Area 29 must be in accordance with the Conservation Interface Plan to the satisfaction of the Department of Environment, Land, Water and Planning.
- R32** Vegetation shown on Plan 10 as Vegetation for Retention must be retained and incorporated into either the open space network or the public realm, unless otherwise agreed by the Responsible Authority having regard to:
- the contribution the vegetation makes to character and amenity contribution as well as its biodiversity value
 - whether the vegetation presents an unreasonable risk to property or health and safety
 - whether reasonable and practical adjustments could be made to a subdivisional layout to enable retention of the vegetation.
- Retained vegetation must be incorporated into either the open space network or the public realm.

GUIDELINES

AMENDED BY
C264hume

- G60** Existing vegetation should be retained, protected and enhanced to provide habitat and movement corridors for local fauna and contribute to the character and amenity of the precinct.

AMENDED BY
C264hume

- G61** Appropriately managed and sensitively designed community access to conservation and landscape values areas should be provided where practicable, and where protection of the primary conservation and landscape values can be maintained

AMENDED BY
C264hume

- G62** The layout and design of waterways, wetlands and retarding basins (including the design of paths, bridges and boardwalks, and the stormwater drainage system) should integrate with biodiversity and natural systems to the satisfaction of Melbourne Water and other relevant responsible authorities.

3.6 Education & community infrastructure

3.6.1 Community facilities & education

REQUIREMENTS

- R33** Education facilities must have a minimum of two road frontages (three preferred). These roads must have sufficient width to provide on street indented parking (that can incorporate a student drop-off zone), in addition to other street functions. At least one of these must be a connector road with a road easement wide enough to allow for school bus movement/parking, while simultaneously accommodating on-street parking and two-way traffic movement.
- R34** Any connector road or access street abutting a community or education facility must be designed to achieve slow vehicle speeds and provide designated pedestrian crossing points in the vicinity of the school site.

REQUIREMENTS

R35 Subdivision must provide for a street separating government schools from all surrounding land uses other than sporting reserves, local parks, linear reserves and community facilities.

GUIDELINES

AMENDED BY
C264hume

G63 Education, community facilities and sports reserves should be accessible by active and public transport routes and provide active street frontages.

AMENDED BY
C264hume

Subdivision and development should facilitate integration of schools, sports reserves and community facilities where they are co-located and promote:

- Integration with neighbouring facilities to maximise efficiencies through the sharing of car parking and other complementary infrastructure.
- Out-of-hours use, street activation and permeability.
- Safe and convenient pedestrian and cyclist shared path access.

AMENDED BY
C264hume

G65 Educational, community or civic infrastructure not shown on Plan 11 should be located within or proximate to a town centre, local convenience centre, community hub or council community building, or within an existing place of worship as appropriate.

AMENDED BY
C264hume

G66 Emergency service facilities should have access to the arterial road network to maximise coverage and reduce response times.

AMENDED BY
C264hume

G67 Public health and justice services should be located within or adjacent to a community hub or town centre and with access to public transport.

AMENDED BY
C264hume

G68 Where the responsible authority is satisfied that land shown as a non-government school site is unlikely to be used for a school at ultimate development of the PSP, that land must be used for an alternative purpose that is compatible with the surrounding land uses and the provisions of the applied zone.

Justification should be provided in accordance with the VPA's guidance note titled *Development of Non-Government School Sites for an Alternative Purpose*.

AMENDED BY
C264hume

G69 The indicative layout of community facilities and open space as illustrated in Plan 11 may be altered to the satisfaction of the relevant responsible authorities.

3.7 Town centres, employment & economic activity

3.7.1 Town centres

Table 6 Craigieburn West town centre hierarchy – internal to precinct

INTERNAL TOWN CENTRE	RETAIL FLOOR SPACE	COMMERCIAL FLOOR SPACE	LOCATION AND USES
Craigieburn West Town Centre – LTC 1	6,000m ²	1000m ²	Located centrally in the Craigieburn West PSP, accessible from Mickleham Road and located north of Craigieburn Road with frontage to the connector road network Provides a full line supermarket and specialty shops, with the ability to support non-retail local services.

REQUIREMENTS

R36 Development of the Local Town Centre (LTC 1) shown on Plan 4 (Place Based Plan) must provide the floor space outlined in Table 6, an appropriate design response to the Performance Requirements and Guidelines of Table 7, and the Local Town Centre Design Principles in Appendix 4.3.

Development of a Local Convenience Centre (not specified in Table 6) must provide an appropriate design response to the Design Principles in Appendix 4.4.

GUIDELINES

AMENDED BY
C264hume

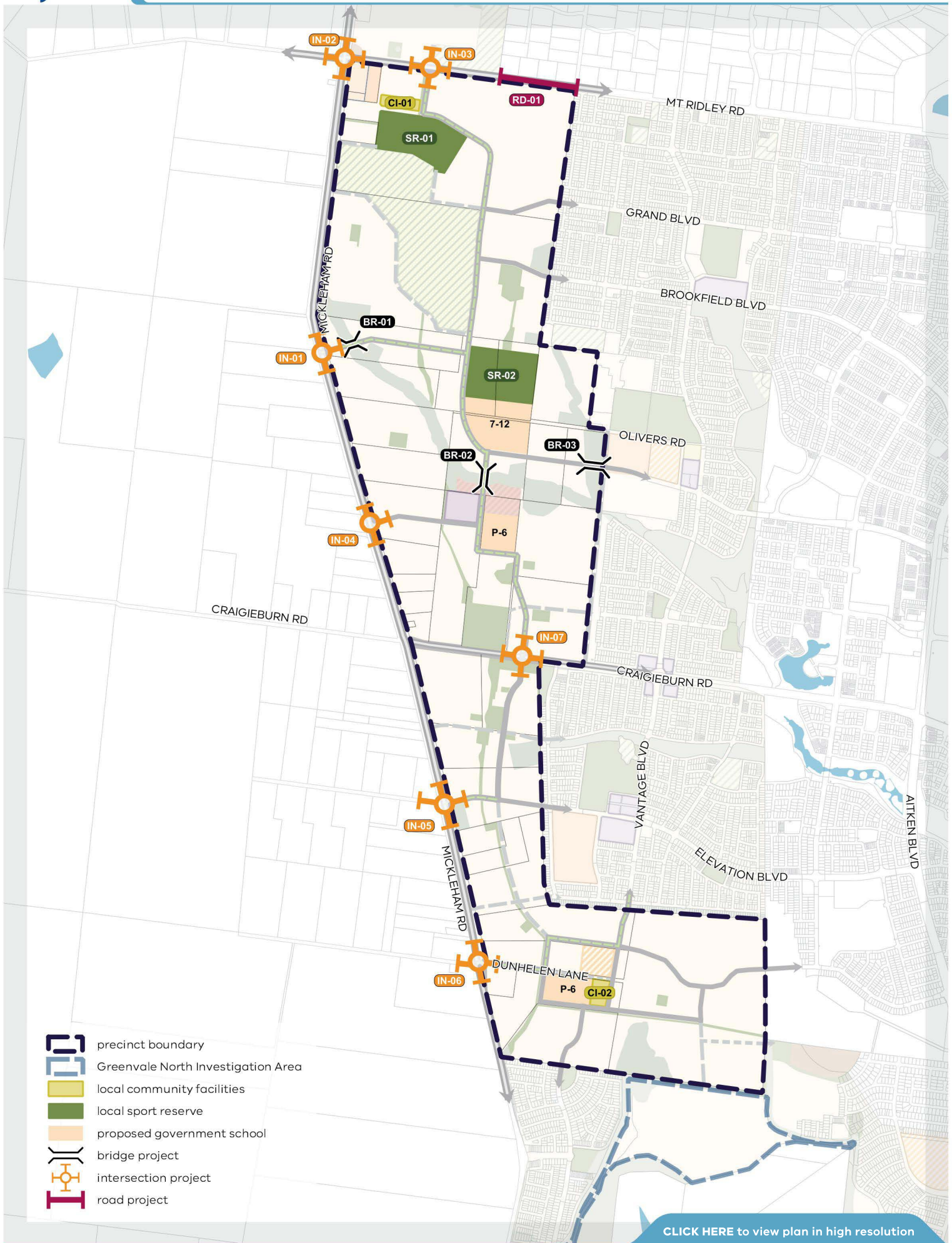
G70 Subdivision layouts should provide for a range of lot configurations to cater for various uses, including small local enterprises.

AMENDED BY
C264hume

G71 Additional local convenience centres may be considered subject to demonstrating that they do not compromise the role and function of the nearby Local Town Centres, to the satisfaction of the responsible authority.

Table 7 Craigieburn West Local Town Centre – performance requirements & guidelines

TOWN CENTRE ELEMENT	PERFORMANCE REQUIREMENTS	PERFORMANCE GUIDELINES
Key design elements	<ul style="list-style-type: none"> • Must address all relevant elements of the Urban Design Guidelines of Victoria. • Must integrate the town centre core with the surrounding neighbourhoods, public transport and community facilities. • A centralised town square to be provided that will act as forecourt to the community facility and focal point for surrounding retail uses. • The main streets to be designed to include dense canopy shade tree provision, outdoor dining and pedestrian activity and on-street parking. 	<ul style="list-style-type: none"> • Should respond to the surrounding site features, including the wetlands, waterways, open space areas, surrounding hilltops, and other points of interest to create views and connections and the stories of the place. • Should provide a neighbourhood with a pedestrian and active transport priority, with a focus on creating a resilient and accessible 20-minute neighbourhood. • Mixed-use precincts should provide retail and/or office at ground level, and office, commercial and residential above ground level. • Minimise barriers to pedestrian and bicycle access to the centre, notably across the north south connector road and loading and car parking areas. • Development blocks should be based on a permeable layout to enable flexibility to suit a variety of land uses and allow viable short-term development as well as efficient long-term evolution. • Potential Regional Skate/Play space to be located in or adjacent to the linear reserve.
Retail core (Local Town Centre)	<ul style="list-style-type: none"> • Must provide a net developable area of 2.6ha for the provision of the Local Town Centre. • Must provide active frontages that address connector streets and boulevard connectors as a main street frontage. • Must be accessible via a connector street from Mickleham Road. • Must provide for the strong integration of the centre with the surrounding residential and education facilities, with a high level of surveillance along the primary streets for pedestrian access to the centre. 	<ul style="list-style-type: none"> • Should be located adjacent to and integrate with the linear park and utilise the active transport network. • Pedestrian and cyclist focused shared zone to be delivered on north–south connector street and the linear park, to integrate the town centre core with the surrounding neighbourhoods, public transport and community facilities. • Specialty retail and mixed use to sleeve the supermarket and other anchor retail. • Locate buildings which achieve high levels of articulation along the connector streets, including (as appropriate) clear glazing and regular entrances, an appropriate range of building material/colour palette themes and architectural design treatments (including opportunities for signage integration into building design). • Development on the south side of the east–west connector should provide capacity for ground floor specialist suites (office, medical services, etc) and independent retail and hospitality tenancies. Floor to ceiling heights should allow for adaptive use with a minimum of 3.6m on ground floor.



- precinct boundary
- Greenville North Investigation Area
- local community facilities
- local sport reserve
- proposed government school
- bridge project
- intersection project
- road project

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3.8 Precinct infrastructure delivery

3.8.1 Development staging

REQUIREMENTS

Development staging must provide for the timely provision and delivery of:

- Boulevard connector streets, connector streets, connector street waterway crossings and connector street intersections with arterial roads.
- Street links between properties, constructed to the property boundary.
- On- and off-road pedestrian and bicycle network paths, including the linear park.
- Essential infrastructure.
- Land for community infrastructure, sports fields and local open space.

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C264hume

R37

GUIDELINES

The staging of development should provide for the early delivery of sports fields, community facilities, local parks and playgrounds within each neighbourhood and may be delivered in stages in consultation with the responsible authority.

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C264hume

G72

Staging of development should be determined largely by the development proposals on land within the precinct and the availability of infrastructure services. Development applications should demonstrate how the development will:

- Integrate with adjoining developments, including the timely provision of roads and path connections, to a practical extent.
- Provide open space and amenity to new residents in the early stages of the development, where relevant.
- Provide for continuous sealed road access to each new allotment constructed to an urban standard.
- Deliver any necessary trunk service extensions, including confirmation of the agreed approach and timing by the relevant service provider.
- Avoid and minimise impacts to BCS conservation areas with regard to the location of essential and other services.

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G73

Infrastructure projects identified in the Plan 11 should be delivered as per the timing priority identified in the timing column of Appendix 4.1.

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G74

Where infrastructure is proposed to be delivered outside or ahead of the sequence identified in Appendix 4.1, the onus is on the developer to fund the infrastructure works as 'Works In Kind'.

Note: Project delivery timing outlined in Appendix 4.1 is indicative and subject to periodic review by the relevant responsible authority.

Development staging should have regard to:

- Proximity to existing or proposed development fronts or serviced land.
- Proximity to significant existing public transport infrastructure or public transport service.
- Proximity to existing or committed or proposed community infrastructure, such as schools.
- Proximity to new or existing arterial or connector road infrastructure.
- Its role in facilitating delivery of the above infrastructure.

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G75

Staging that meets alternative criteria to the above may be considered by the responsible authority where an applicant satisfactorily demonstrates that development will not be isolated from basic and essential infrastructure and services.

Note: Project delivery timing outlined in Appendix 4.1 is indicative and subject to periodic review and the availability of funds in the infrastructure contribution plan account.

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G76

Development staging should be coordinated with the delivery of key local and state infrastructure.

3.8.2 Subdivision works

REQUIREMENTS

Subdivision of land within the PSP must provide and meet the cost for all local infrastructure, other than that provided for within the Craigieburn West ICP. This includes (but is not limited to):

- Boulevard connector streets, connector streets and local streets.
- Local bus stop infrastructure (where locations have been agreed in writing by Head, Department of Transport).
- Landscaping, including canopy tree planting, of all existing and future roads and local streets.
- Intersection works and traffic management measures along arterial roads, connector streets, and local streets.
- Council approved fencing and landscaping (where required) along arterial roads and reserves.
- Shared pedestrian and bicycle paths along local arterial roads, connector roads, utilities easements, local streets, waterways and within local parks including bridges, intersections, and barrier crossing points.

R38

- Bicycle parking.
- Appropriately scaled lighting along all roads, major shared and pedestrian paths, and traversing public open space.
- Basic improvements to local parks and open space (refer to open space delivery below).
- Local drainage system, including land and works for water services (i.e. pressure reducing stations)
- Construction of culverts for waterway crossings of boulevard connector streets, connector streets and local streets.
- Local street or pedestrian path crossings of waterways unless outlined as the responsibility of another agency in the Precinct Infrastructure Plan.
- Infrastructure as required by utility service providers including water, sewerage, drainage (except where the item is funded through a Development Services Scheme), electricity, gas, and telecommunications.
- Remediation and / or reconstruction of dry-stone walls, where required.

All public open space including the linear park/green link (where not otherwise provided via the Craigieburn West ICP) must be finished to a standard that satisfies the requirements of the responsible authority prior to the transfer of the public open space, including but not limited to:

- Removal of all existing and disused structures, foundations, pipelines, stockpiles, and any soil contamination.
- Basic levelling including the supply and spread of minimum 75mm topsoil and subsoil if required on the proposed areas of open space to provide a stable free draining surface.
- Clearing of rubbish, weeds and rocks, 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, gas and electricity connection points must also be provided to land identified as sports reserve.

R39

- Planting of trees and shrubs (with drought tolerant species).
- Adequate protection of existing trees that are to be retained including exclusion zones as appropriate.
- Vehicular exclusion devices (fence, bollards, or other suitable method).
- Maintenance access points.
- Construction of minimum 1.5 metre wide pedestrian paths around the perimeter of the reserve, connecting and linking into any other surrounding paths or points of interest, except where shown as a shared path on Plan 9.
- Installation of park furniture including seating, drinking fountains, shelters, tables, local scale playgrounds and other local scale play elements such as half basketball courts and hit-up walls, soccer goals, rubbish bins and appropriate paving to support these facilities, consistent with the type of public open space listed in the open space delivery guide at Table 5.

REQUIREMENTS

Sports reserves must be vested in the relevant authority in the following condition:

- Free from surface and protruding rocks and structures
- Reasonably graded and/or top soiled to create a safe and regular surface, with a maximum 1:6 gradient

R40

- Bare, patchy and newly graded areas seeded, top-dressed with drought resistant grass.

Consistent with the Craigieburn West ICP, where these works are not considered to be temporary, works are eligible for a works-in-kind credit against an ICP obligation. Works associated with adjacent road construction, such as earthworks for a road embankment, are not eligible for works-in-kind credit.

R41

- Where an inter-parcel connection is intended or indicated in the PSP, streets must be constructed to property boundaries at the relevant stage of development required or approved by the responsible authority. Provision should be made for temporary vehicle turning until the inter-parcel connection is delivered.

4.0 APPENDICES

4.1 Precinct infrastructure table

CATEGORY	ICP REF. NO.	TITLE	DESCRIPTION	LEAD AGENCY	COMPONENT INCLUDED IN ICP			TIMING	APPORTIONMENT
					ULTIMATE LAND	INTERIM CONSTRUCTION	ULTIMATE CONSTRUCTION		
ROAD PROJECTS									
Road	RD-01	Mt Ridley Road	Construction of 6 lane arterial from Lindum Vale PSP Boundary to Eastern PSP Boundary	Hume City Council	Yes	Yes	No	L	100%
INTERSECTION PROJECTS									
Intersection	IN-01	Mickleham Road and east-west Connector Street	Construction of signalised T intersection.	Hume City Council	Yes	Yes	No	S-M	100%
Intersection	IN-02	Mickleham Road and Mount Ridley Road	Construction of signalised 4-way intersection.	Hume City Council	Yes	Yes	No	M-L	50%
Intersection	IN-03a	Mount Ridley and north-south Boulevard Connector	Construction of signalised T intersection.	Hume City Council	Yes	Yes	No	S	25%
Intersection	IN-03b	Mount Ridley and north-south Boulevard Connector (southern leg)	Construction of signalised leg (southern leg of IN-03a)	Hume City Council	Yes	Yes	No	S	100%
Intersection	IN-04	Mickleham Road and east-west Connector Street	Construction of a signalised T intersection.	Hume City Council	Yes	Yes	No	S-M	100%
Intersection	IN-05	Mickleham Road and Cookes Road east-west Connector Street (extension of Elevation Blvd).	Construction of a signalised 4-way intersection. (Cokes Road leg constructed to a rural standard with no land component)	Hume City Council	Yes	Yes	No	S-M	100%
Intersection	IN-06	Mickleham Road and east-west Boulevard Connector Street (extension of Dunhelen Lane)	Construction of signalised 4-way intersection. (Dunhelen lane leg constructed to a rural standard with no land component)	Hume City Council	Yes	Yes	No	S-M	100%
Intersection	IN-07	Craigieburn Road and north-south Boulevard Connector.	Construction of signalised 4-way intersection	Hume City Council	Yes	Yes	No	S-M	100%

CATEGORY	ICP REF. NO.	TITLE	DESCRIPTION	LEAD AGENCY	COMPONENT INCLUDED IN ICP			TIMING	APPOR-TIONMENT
					ULTIMATE LAND	INTERIM CONSTRUCTION	ULTIMATE CONSTRUCTION		
BRIDGE PROJECTS									
Bridge	BR-01	Connector Street road waterway crossing Aitken Creek waterway.	Construction of a single carriageway crossing of Aitken Creek	Melbourne Water	No	No	No	S	n/a
Bridge	BR-02	Connector Street road waterway crossing Aitken Creek waterway.	Construction of a single carriageway crossing of Aitken Creek	Melbourne Water	No	No	No	M	n/a
Bridge	BR-03	Connector Street road Bridge/culvert across Aitken Creek waterway.	Construction of a single carriageway crossing of Aitken Creek	Melbourne Water	No	No	No	S-M	n/a
COMMUNITY BUILDING & EDUCATION PROJECTS									
Community Infrastructure	CI-01	Northern Level 2 Community Facility	Purchase of land and construction of a functional community centre that responds to community need and expectations collocated with the Mickleham Primary School expansion.	Hume City Council	Yes	N/A	Yes	M-L	50%
Community Infrastructure	CI-02	Southern Level 2 Community Facility	Purchase of land and construction of a functional community centre that responds to community need and expectations, collocated with the southern government primary school.	Hume City Council	Yes	N/A	Yes	M	100%
School	N/A	Existing government primary school	Purchase of additional land and construction of government year P-6 school (Mickleham Primary School)	Dept. of Education and Training	No	No	No	S-M	n/a
School	N/A	Proposed government primary school	Purchase of land and construction of government year P-6 school collocated local town centre.	Dept. of Education and Training	No	No	No	M-L	n/a
School	N/A	Proposed government secondary school	Purchase of land and construction of government year 7-12 school collocated with SR-02.	Dept. of Education and Training	No	No	No	M-L	n/a
School	N/A	Government year P-6 school Proposed government primary school	Purchase of land and construction of government year P-6 school collocated with community facilities.	Dept. of Education and Training	No	No	No	M-L	n/a
School	N/A	Non-Government year P-6 school	Purchase of land and construction of non-government year P-6 school collocated with government school and community facilities.	Private Education Provider	No	No	No	M-L	n/a

CATEGORY	ICP REF. NO.	TITLE	DESCRIPTION	LEAD AGENCY	COMPONENT INCLUDED IN ICP			TIMING	APPORTIONMENT
					ULTIMATE LAND	INTERIM CONSTRUCTION	ULTIMATE CONSTRUCTION		
OPEN SPACE & CONSERVATION AREAS									
Sporting Reserve	SR-01	Sports fields	Purchase of land and construction of sports fields and multipurpose pavilion.	Hume City Council	Yes	N/A	Yes	M-L	50%
	SR-02	Sports fields	Purchase of land and construction of sports fields and multipurpose pavilion	Hume City Council	Yes	N/A	Yes	M-L	100%
Sporting Reserve	N/A	Sports fields	Craigieburn R2 PSP Active Playing Field 1 – Northern area. Construction of 16 tennis courts, 3 netball courts and parking	Hume City Council	Yes	Yes	Yes	S-M	58%
Local Park	LP-01	Passive Open Space	Provision of land for a local park	Hume City Council	Yes	No	No	S-M	100%
Local Park	LP-02	Passive Open Space	Provision of land for a local park	Hume City Council	Yes	No	No	S-M	100%
Local Park	LP-03	Passive Open Space	Provision of land for a local park	Hume City Council	Yes	No	No	S-M	100%
Local Park	LP-04	Passive Open Space	Provision of land for a local park	Hume City Council	Yes	No	No	S-M	100%
Local Park	LP-05	Passive Open Space	Provision of land for a local park	Hume City Council	Yes	No	No	S-M	100%
Local Park	LP-06	Passive Open Space	Provision of land for a local park	Hume City Council	Yes	No	No	S-M	100%
Local Park	LP-07	Passive Open Space	Provision of land for a local park	Hume City Council	Yes	No	No	S-M	100%
Local Park	LP-08	Passive Open Space	Provision of land for a local park	Hume City Council	Yes	No	No	S-M	100%
Local Park	LP-09	Passive Linear Open Space	Provision of land for a local park	Hume City Council	Yes	No	No	S-M	100%
Local Park	LP-10	Passive Open Space	Provision of land for a local park	Hume City Council	Yes	No	No	S-M	100%
Local Park	LP-11	Passive Open Space	Provision of land for a local park	Hume City Council	Yes	No	No	S-M	100%
Local Park	LP-12	Passive Linear Open Space	Provision of land for a local park	Hume City Council	Yes	No	No	S-M	100%
Local Park	LP-13	Passive Open Space	Provision of land for a local park	Hume City Council	Yes	No	No	S-M	100%

CATEGORY	ICP REF. NO.	TITLE	DESCRIPTION	LEAD AGENCY	COMPONENT INCLUDED IN ICP			TIMING	APPORTIONMENT
					ULTIMATE LAND	INTERIM CONSTRUCTION	ULTIMATE CONSTRUCTION		
Local Park	LP-14	Passive Open Space	Provision of land for a local park	Hume City Council	Yes	No	No	S-M	100%
Local Park	LP-15	Passive Open Space	Provision of land for a local park	Hume City Council	Yes	No	No	S-M	100%
Local Park	LP-16	Passive Open Space	Provision of land for a local park	Hume City Council	Yes	No	No	S-M	100%
Local Park (Green Link)	GL-01	Linear Open Space	Provision of land for a linear local park	Hume City Council	Yes	No	No	S-M	100%
Local Park (Green Link)	GL-02	Linear Open Space	Provision of land for a linear local park	Hume City Council	Yes	No	No	S-M	100%
Local Park (Green Link)	GL-03	Linear Open Space	Provision of land for a linear local park	Hume City Council	Yes	No	No	S-M	100%
Local Park (Green Link)	GL-04	Linear Open Space	Provision of land for a linear local park	Hume City Council	Yes	No	No	S-M	100%
Local Park (Green Link)	GL-05	Linear Open Space	Provision of land for a linear local park	Hume City Council	Yes	No	No	S-M	100%
Local Park (Green Link)	GL-06	Linear Open Space	Provision of land for a linear local park	Hume City Council	Yes	No	No	S-M	100%
Local Park (Green Link)	GL-07	Linear Open Space	Provision of land for a linear local park	Hume City Council	Yes	No	No	S-M	100%
Local Park (Green Link)	GL-08	Linear Open Space	Provision of land for a linear local park	Hume City Council	Yes	No	No	S-M	100%
Local Park (Green Link)	GL-09	Linear Open Space	Provision of land for a linear local park	Hume City Council	Yes	No	No	S-M	100%
Local Park (Green Link)	GL-10	Linear Open Space	Provision of land for a linear local park	Hume City Council	Yes	No	No	S-M	100%
Local Park (Green Link)	GL-11	Linear Open Space	Provision of land for a linear local park	Hume City Council	Yes	No	No	S-M	100%
Local Park (Green Link)	GL-12	Linear Open Space	Provision of land for a linear local park	Hume City Council	Yes	No	No	S-M	100%
Local Park (Green Link)	GL-13	Linear Open Space	Provision of land for a linear local park	Hume City Council	Yes	No	No	S-M	100%

* TIMING: S = Short (0-5 years)
M = Medium (5-10 years)
L = Long (10 years and beyond)

4.2 Parcel specific land use budget table

PSP property ID	Total area (ha)	Transport				Community & Education				Open Space			Total net developable area (hectares)	Net developable area % of property	
		Arterial road		Other transport						Service open space		Credited open space			
		Arterial road – existing road reserve	Arterial road – new / widening / intersection flaring (ICP land)	Arterial road – new / widening / intersection flaring (ICP land)	Non-arterial road – retained	Non-arterial road – new / widening / intersection flaring (ICP land)	Existing government school	Proposed government school(s) (including expansion to existing school)	Potential non-government school	ICP community facilities	Conservation reserve	Waterway & drainage reserve	Local sports reserve (ICP land)	Local network park (ICP land)	
1	1.63	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
2	0.42	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
3	1.36	-	-	-	-	-	1.36	-	-	-	-	-	-	0.00	0.00%
4	76.80	-	-	0.38	-	-	0.10	-	1.20	12.31	-	9.50	0.31	53.00	69.01%
5	2.24	-	-	-	-	-	-	-	-	-	-	-	0.29	1.96	87.29%
6	79.44	-	-	-	-	-	-	-	-	25.39	4.63	-	3.34	46.08	58.01%
7	14.80	-	-	0.12	-	-	-	-	-	-	2.35	-	0.44	11.90	80.39%
8	11.34	-	-	-	-	-	-	-	-	-	2.64	-	0.53	8.17	72.04%
9	10.28	-	-	-	-	-	1.37	-	-	-	-	4.08	-	4.83	47.03%
10	8.25	-	-	-	-	-	1.72	-	-	-	-	5.42	0.26	0.84	10.17%
11	12.30	-	-	-	-	-	-	-	-	-	2.77	-	-	9.53	77.46%
12	13.34	-	-	-	-	-	-	-	-	-	1.74	-	0.75	10.85	81.34%
13	8.85	-	-	-	-	-	-	-	-	-	0.15	-	0.00	8.70	98.35%
14	16.97	-	-	-	-	-	4.96	-	-	-	3.96	-	0.06	8.00	47.11%
15	8.23	-	-	-	-	-	-	-	-	-	2.32	-	-	5.91	71.80%
16	8.23	-	-	-	-	-	-	-	-	-	4.50	-	-	3.73	45.34%

PSP property ID	Total area (ha)	Transport				Community & Education				Open Space			Total net developable area (hectares)	Net developable area % of property	
		Arterial road		Other transport						Service open space		Credited open space			
Arterial road – existing road reserve	/ intersection flaring (ICP land)	/ intersection flaring (ICP land)	Non-arterial road – retained	Non-arterial road – new / widening / intersection flaring (ICP land)	Existing government school	Proposed government school(s) (including expansion to existing school)	Potential non-government school	ICP community facilities	Conservation reserve	Waterway & drainage reserve	Local sports reserve (ICP land)	Local network park (ICP land)			
17	11.25	-	-	0.12	-	-	-	-	-	-	-	-	-	11.13	98.95%
18	4.61	-	-	-	-	-	-	-	-	-	-	-	-	4.61	100.00%
19	2.04	-	-	-	-	-	-	-	-	-	-	-	-	2.04	100.00%
20	2.02	-	-	-	-	-	-	-	-	-	-	-	-	2.02	100.00%
21	0.14	-	-	-	-	-	-	-	-	-	-	-	-	0.14	100.00%
22	1.68	-	0.14	-	-	-	-	-	-	-	-	-	-	1.55	91.91%
23	16.40	-	0.23	-	-	-	-	-	-	-	-	-	1.07	15.10	92.08%
24	16.44	-	0.02	-	-	-	3.50	-	-	-	-	-	6.56	6.36	38.70%
25	16.73	-	-	-	-	-	-	-	-	-	1.20	-	0.30	15.23	91.01%
26	0.41	-	-	-	-	-	-	-	-	-	-	-	-	0.41	100.00%
27	16.77	-	-	0.39	-	-	-	-	-	-	-	-	0.60	15.78	94.08%
28	12.76	-	0.74	-	-	-	-	-	-	-	-	-	0.23	11.80	92.43%
29	12.19	-	0.65	0.33	-	-	-	-	-	-	-	-	3.21	8.00	65.60%
30	11.08	-	-	-	-	-	-	-	-	-	1.98	-	0.83	8.28	74.72%
31	13.98	-	-	0.11	-	-	-	-	-	-	1.03	-	0.40	12.43	88.93%
32	3.24	-	-	-	-	-	-	-	-	-	-	-	0.44	2.81	86.51%
33	4.85	-	-	-	-	-	-	-	-	-	-	-	0.16	4.69	96.69%
34	11.73	-	-	-	-	-	-	-	-	-	-	-	0.33	11.40	97.20%

PSP property ID	Total area (ha)	Transport				Community & Education				Open Space			Total net developable area (hectares)	Net developable area % of property	
		Arterial road		Other transport						Service open space		Credited open space			
		Arterial road – existing road reserve	Arterial road – new / widening / intersection flaring (ICP land)	Arterial road – new / widening / intersection flaring (ICP land)	Non-arterial road – retained	Non-arterial road – new / widening / intersection flaring (ICP land)	Existing government school	Proposed government school(s) (including expansion to existing school)	Potential non-government school	ICP community facilities	Conservation reserve	Waterway & drainage reserve			Local sports reserve (ICP land)
35	14.96	-	-	-	-	-	-	-	-	-	-	0.56	14.40	96.25%	
36	10.63	-	-	0.03	-	-	-	2.50	-	-	-	0.15	7.96	74.88%	
37	2.65	-	0.38	0.04	-	-	-	-	-	-	-	-	2.23	84.33%	
38	13.31	-	0.01	-	-	-	3.50	-	1.20	-	-	0.17	8.42	63.27%	
39	15.76	-	-	-	-	-	-	-	-	0.22	-	1.00	14.55	92.32%	
40	68.45	-	-	-	-	-	-	-	-	5.26	-	1.29	61.91	90.45%	
SUB-TOTAL		0.00	2.16	1.51	0.00	0.00	16.51	2.50	2.40	37.70	34.73	19.00	23.28	416.72	74.61%
1															
R1 (Olivers Rd)	1.20	-	-	-	-	-	0.35	-	-	-	0.11	-	0.74	61.69%	
R2 (Craigieburn Rd)	1.87	1.87	-	-	-	-	-	-	-	-	-	-	0.00	0.00%	
R3 (Dunhelen Lane)	0.72	-	-	-	0.72	-	-	-	-	-	-	-	0.00	0.00%	
SUB-TOTAL		1.87	0.00	0.00	0.72	0.00	0.35	0.00	0.00	0.00	0.11	0.00	0.74	19.60%	
TOTALS PSP Craigieburn West		562.3343	1.87	2.16	1.51	0.72	16.85	2.50	2.40	37.70	34.84	19.00	23.28	417.46	74.24%

4.3 Craigieburn West Local Town Centre – design principles

LOCAL TOWN CENTRES

Principle 1

Provide every neighbourhood with a viable Local Town Centre as a focus of the community with a fine grain, closely spaced distribution pattern.

- Deliver a fine grain distribution pattern of highly accessible Local Town Centres generally on a scale of one Local Town Centre for every neighbourhood of 8,000 to 10,000 people.
- Locate Local Town Centres with a distribution pattern of around one Local Town Centre for every square mile (approx. 2.6km²) of residential development.
- Deliver a network of economically viable Local Town Centres including a supermarket and supporting competitive local shopping business, medical, leisure, recreation and community needs while allowing opportunities for local specialisation.

Principle 2

Locate Local Town Centres on a connector street intersection with access to an arterial road and transit stop.

- Locate the Local Town Centre on an arterial/connector intersection and ensure that the Local Town Centre is central to the residential catchment that it services while optimising opportunities for passing trade.
- Locate the Local Town Centre with future railway stations or other forms of transit stops to benefit the Local Town Centre, to offer convenience for public transport passengers, and to minimise walking distance between transit stops and the town centre core.
- Other Local Town Centre locations may be considered where the location results in the Local Town Centre being central to the residential catchment that it serves and/or the location incorporates natural or cultural landscape features such as rivers and creeks, tree rows, topographic features or other heritage structures which assist in creating a sense of place.

Principle 3

Locate Local Town Centres in an attractive setting so that most people live within a walkable catchment of a Local Town Centre and relate to the centre as the focus of the neighbourhood.

- Ensure that 80-90% of households are within a 1km walkable catchment of a local or higher order Town Centre.
- Locate Local Town Centres in attractive settings and incorporate natural or cultural landscape features such as creeks and waterways, linear open space, pedestrian and cycle links and areas of high aesthetic value.
- The design of the Local Town Centre should respect existing views and vistas to and from the Local Town Centre location.

Principle 4

Provide a full range of local community and other facilities including a supermarket, shops, medical and recreation uses.

- Promote designs which offer a high degree of community interaction and provision of a vibrant and viable mix of retail, recreation and community uses.
- Encourage clustering of uses in precincts such as a 'medical precinct' where similar or synergistic uses should be sited together to promote stronger trading patterns.
- Encourage smaller grain individual tenancies and land ownership patterns to attract participation of local business investment and encourage opportunities for greater diversity.
- Incorporate flexible floor spaces (including floor to ceiling heights) into building design to enable localised commercial uses to locate amongst the activity of the local town centre.
- The local town centre should generally be anchored by one full line supermarket and supported by specialty stores unless otherwise noted on the Local Town Centre Concept Plan.
- Supermarkets and other commercial or community anchors or secondary anchors within the local town centre should generally be located diagonally opposite one another across the main street and/or town square to promote pedestrian desire lines that maximise movement within the public realm.
- A small access mall that address a supermarket/other 'large box uses' may be considered as part of the overall design. Such access malls may have a limited number of internalised shops. The primary access to the mall should be from the main street and/or the town square.
- Active building frontages should address the main- street and town square to maximise exposure to passing trade and promote pedestrian interaction.
- Provide retail and/or office at ground level, and office, commercial and residential above ground level in Mixed Use precincts

LOCAL TOWN CENTRES

Principle 4 cont.

- Locate childcare, medical centres and specialised accommodation (for example, aged care, nursing home, student accommodation, and serviced apartments) within or at the edge of the local town centre to contribute to the centre's activity and the resident's access to services.
- Locate car parking areas centrally to development sites and to the rear and or side of street-based retail frontages.
- Design car parking areas to accommodate flexible uses and allow for long term development opportunities.
- Provide public toilets in safe and accessible locations within the managed area of the property.

Principle 5

Focus on a public space as the centre of community life.

- Provide a public space which acts as the central meeting place within the local town centre. This space may take the form of a town square, town park, public plaza space, public market place or a similar locally responsive option designed to function as the identifiable 'centre' or 'heart' with a distinctive local character for both the local town centre and the broader residential catchment.
- Key uses of the LTC are to be positioned where they front public spaces to ensure it is a dynamic and activated space.
- Design flexible and adaptable public spaces so that a range of uses can occur within them at any one time. Such uses may include people accessing daily shopping and business needs as well as social interaction, relaxation, celebrations and temporary uses (such as stalls, exhibitions and markets).
- Design the public space so that it is well integrated with pedestrian and cycle links around and through the local town centre so that it acts as a 'gateway' to the activity of the centre.
- The main public space or town square should have a minimum area of 500 square metres. Smaller public spaces which are integrated within the built form design, surrounded by active frontages and facilitate high levels of pedestrian movement are also encouraged.
- Footpath widths within and around the public space as well as along the main street should be sufficient to provide for universal access as well as outdoor dining and smaller gathering spaces

Principle 6

Integrate local employment and service opportunities in a business-friendly environment.

- Provide a variety of employment and business opportunities through the provision of a broad mix of land uses and commercial activities.
- Provide a range of options and locations for office-based businesses.
- Consider appropriate locations for small office/home office housing which maximise the access and exposure to the activity of the local town centre.
- Provide services and facilities to support home based and smaller businesses within the local town centre.
- Consider using these uses to sleeve loading areas and car parks where feasible.

Principle 7

Include a range of medium and high-density housing and other forms of residential uses within and surrounding the local town centre

- Provide medium and high-density housing in and around the local town centre for passive surveillance and contributions to the centre's life and amenity.
- Provide medium and high-density housing in locations of high amenity in and around the local town centre, connected to the activity of the local town centre through strong pedestrian and cycle links.
- Provide a range of housing types for a cross section of the community (such as retirement living) in and around the local town centre.
- Design the local town centre to avoid potential land use conflicts between residential and commercial uses by focusing on retail operations on the main street and around the town square and locating residential uses predominantly at the edge and/or on upper levels.
- Refer to the Small Lot Housing Code for further information about housing requirements for small lots around local town centres.

LOCAL TOWN CENTRES

Principle 8

Design the Local Town Centre to be pedestrian friendly and accessible by all modes including public transport, while enabling private vehicle access.

- Design the local town centre to provide easy, direct and safe access for pedestrians, cyclists, public transport modes, private vehicles, service and delivery vehicles with priority given to pedestrian movement, amenity, convenience and safety.
- Provide a permeable street network, walkways and public spaces that provide linkages throughout the centre and designated pedestrian crossing points.
- Design the main and other streets to comply with the relevant cross sections found within the PSP.
- A speed environment of 40 kilometres per hour or less should be designed for the length of the main street.
- Provide public transport infrastructure facilities in convenient locations for commuters.
- Provide bus stops in accordance with the Public Transport Guidelines for Land Use and Development, to the satisfaction of the Department of Transport.
- Provide bicycle parking within the street network and public spaces in highly visible locations and close to key destinations.
- Design supermarket and other 'large format' buildings so they do not impede on the movement of people around the local town centre.
- Encourage pedestrian movement along the length of the street and through public spaces by locating key buildings at strategic points/sites.
- Design buildings so they have a positive relationship with the interface to the public street network and does not impede on the pedestrian movement.
- Design car parking areas with adequate positioning and lighting to ensure passive surveillance and public.
- Provide dedicated pedestrian routes and areas of landscaping within off street car park areas.
- Provide on-street car parking to encourage short stay/ convenience uses.
- Group and limit the number of car park access crossovers.
- Design heavy vehicle access points to limit the pedestrian and vehicle conflict. Loading and deliveries should be located to the rear and or side of street-based retail frontages.
- All streets, public spaces and car parks to be lit to Australian standards and with pedestrian (generally white) light. Lighting should be designed to avoid unnecessary spill to the side or above.
- Secondary access to the supermarket from car parking areas should only be considered where it facilitates convenient trolley access and does not diminish the role of the primary access from the main street and or town square.

LOCAL TOWN CENTRES

Principle 9

Create a sense of place with high quality engaging urban design.

- Design developments to complement and enhance the character of the surrounding area by responding to key visual cues associated with the topography and other natural features of the local town centre location and its surrounds.
- Minimise amenity and noise impacts resulting from the mix of uses by maintaining appropriate separation and transitional areas between retail and housing activities using open space, road networks and community facilities.
- Use materials and design elements that contribute to a cohesive and legible character for the local town centre as a whole.
- Designate sites in prominent locations (such as at key intersections, surrounding public spaces and terminating key view lines and vistas) for significant buildings or landmark structures.
- Ensure that the design of corner sites, where the main street meets an intersecting and/or arterial road by:
 - providing built form that anchors the main street to the intersecting road. This can be achieved through increased building height, scale and articulated frontages
 - incorporating either 2 storey buildings or 2 storey elements \ (such as awnings and roof lines)
 - providing an active ground floor frontage and active floor space components to the main street frontage
 - providing a consistent covered walkway or veranda for weather protection in the design of building frontages on main pedestrian routes.
- Align built form with the property boundary to define the street edge.
- Provide visually rich, interesting and well-articulated street interfaces and all visible side or rear facades finished in suitable materials and colours that contribute to the character of the local town centre.
- The design and siting of supermarkets and other 'large format retail uses should provide an appropriate response to the entire public domain. This includes but is not limited to car parking areas, predominant routes and street level interfaces.
- Design supermarket and secondary anchors with frontages that directly address the main street and/or town square so that the use integrates with and promotes activity within the main street and public spaces/ thoroughfares.
- Design supermarkets or large format retail uses with a direct frontage to the main street using clear glazing to allow view lines into the store from the street. (Planning permits for buildings and works should condition against the use of "white washed" or frosted glass windows, excessive window advertising and obtrusive internal shelving or 'false walls' offset from the glazing).
- Retail uses along street frontages should generally include access points at regular intervals to encourage activity along the length of the street.
- Public spaces should be oriented to capture north sun and protect from prevailing winds and weather
- Landscaping of all interface areas should be of a high standard as an important element to complement the built form design.
- Urban art should be incorporated into the design of the public realm.
- Street furniture should be located in areas that are highly visible and close to or adjoining pedestrian desire lines/gathering spaces and designed to add visual interest to the Local Town Centre.
- Wrapping or sleeving of car parking edges with built form, to improve street interface, should be maximised.
- Car parking areas should provide for appropriate landscaping with planting of canopy trees and dedicated pedestrian thoroughfares.
- Screening of centralised waste collection points should minimise amenity impacts on adjoining areas and users of the centre.

LOCAL TOWN CENTRES

Principle 9 cont.

- Where service areas are accessible from car parks, they should present a well-designed and secure facade to public areas.
- Mechanical plant and service structure roofs should be included within roof lines or otherwise hidden from view.

Principle 10

Promote localisation, sustainability and adaptability.

- The Local Town Centre should promote the localisation of services which will contribute to a reduction of travel distance to access local services and less dependence on private vehicles.
- The Local Town Centre should be designed to be sympathetic to its natural surrounds by:
 - investigating the use of energy efficient design and construction methods for all buildings
 - including Water Sensitive Urban Design principles such as integrated stormwater retention and reuse (e.g. toilet flushing and landscape irrigation)
 - promoting safe and direct accessibility and mobility within and to and from the Local Town Centre
 - including options for shade and shelter through a combination of landscape and built form treatments
 - ensuring buildings are naturally ventilated to reduce the reliance on plant equipment for heating and cooling
 - promoting passive solar orientation in the configuration and distribution of built form and public spaces
 - grouping waste collection points to maximise opportunities for recycling and reuse
 - promoting solar energy for water and space heating, electricity generation and internal and external lighting
 - investigating other opportunities for the built form to reduce greenhouse gas emissions associated with the occupation and the ongoing use of buildings.
- Ensure the local town centre and building design has an inbuilt capacity for growth.

AMENDED BY
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4.4 Local convenience centre performance criteria

LOCAL CONVENIENCE CENTRE PERFORMANCE CRITERIA

Principle 1

Local convenience centres should facilitate access to goods, services, community facilities and opportunities for social interaction.

- Local convenience centres should make a positive contribution to the structure and planned future character of neighbourhoods
- Local convenience centres should reinforce neighbourhood legibility and sense of place
- Local convenience centres should support the delivery of more diverse and higher density forms of housing.

Principle 2

Local convenience centres should provide for the convenience needs of the local community.

- Local convenience centres should be of a form, scale and design quality that reinforces their role as focal points for the community.
- Commercial activities within local convenience centres should be limited to a range and scale that meets the convenience needs of local residents and passers-by.
- Local convenience centres should be adaptable to a range of uses and allow activities to change over time.
- Local convenience centres should make a positive contribution to the visual quality and interest of streets and other public open spaces.

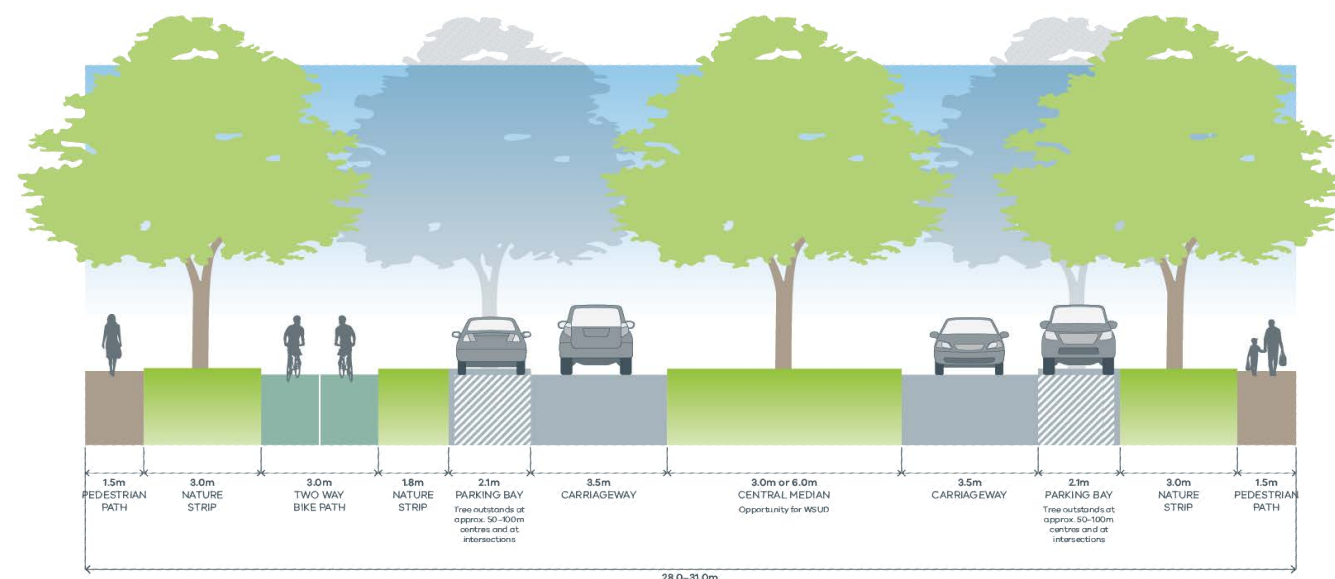
Principle 3

Local convenience centres should be safe, accessible environments that provide for a range of transportation choices.

- Local convenience centres should make a positive contribution to pedestrian amenity, movement, safety and convenience for people of all ages and abilities.
- At grade parking and vehicle access should be located and designed in such a manner as to avoid or mitigate adverse effects on pedestrian safety and amenity, and the streetscape.
- Bicycle parking should be provided within the street network and public spaces in highly visible locations and close to pedestrian desire lines and key destinations.
- Bus stops should be designed in accordance with the Public Transport Guidelines for Land Use and Development, to the satisfaction of the Department of Transport.

4.5 Street cross sections

Connector Street (28.0-31.0m) Boulevard

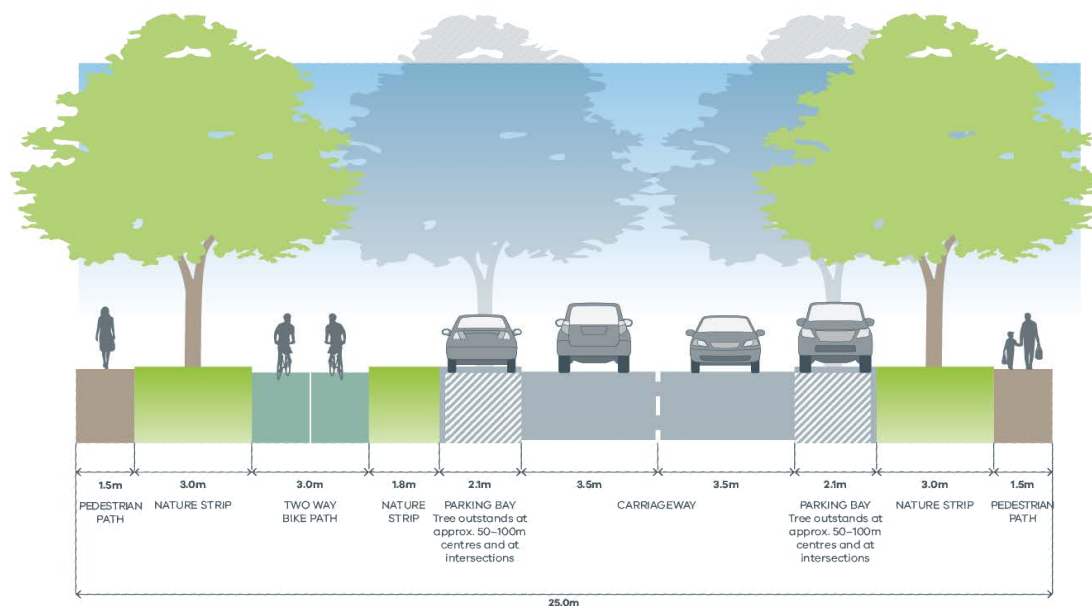


NOTES:

- Include a central median with large canopy trees to create a boulevard effect. Trees are to be centrally planted in median.
- Topsoil used in central medians is to be sandy loam, with a minimum depth of 200mm. The surface of medians is to be free-draining with a minimum cross fall of 2%, and is to be planted with warm season grasses.
- In areas where high pedestrian volumes are expected (e.g. around schools and town centres), central medians should be paved with harder wearing surfaces such as granitic sand or other pavements. Canopy tree planting must be incorporated into additional paved area.
- Any garden beds in central medians are to be offset 1.5m from back of kerb.
- Kerb to central median is to be SM2 semi-mountable kerb.
- Depending on the location of breaks in the median, provide intermediate pedestrian crossing points to accommodate mid-block crossings.
- An alternative boulevard treatment can be achieved through a wider verge on one side capable of accommodating a double row of canopy trees.
- Variations to indicative cross-section may include water sensitive urban design (WSUD) outcome. These could include but are not limited to bioretention tree planter systems and/or median bioretention swales. Such variations must be to the satisfaction of the responsible authority.

[CLICK HERE to view cross section in high resolution](#)

Connector Street (25m)

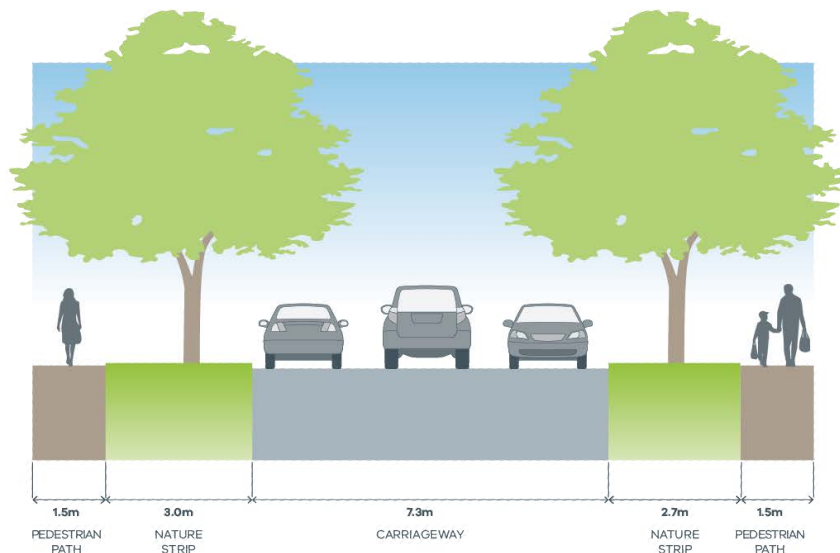


NOTES:

- Minimum street tree mature height 15 metres.
- All kerbs are to be B2 Barrier Kerb.
- Where roads abut school drop-off zones and thoroughfares, grassed nature strip should be replaced with pavement. Canopy tree planting must be incorporated into any additional pavement.
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority.
- Variations to indicative cross-section may include water sensitive urban design (WSUD) outcome. These could include but are not limited to bioretention tree planter systems and/or median bioretention swales. Such variations must be to the satisfaction of the responsible authority.

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Local Access Level 1 (16m)

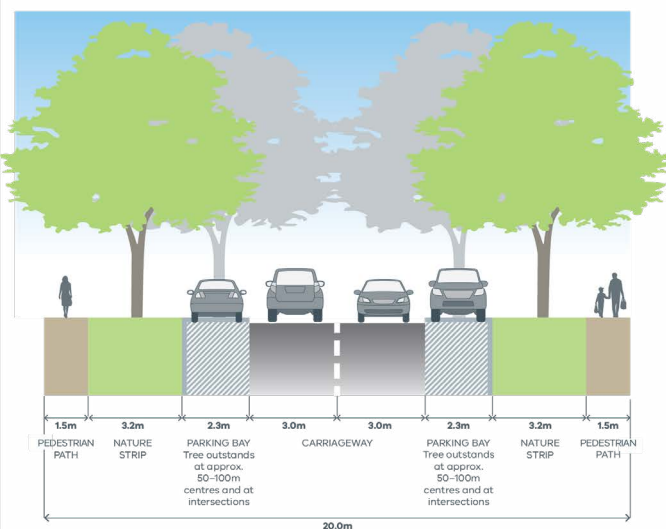


NOTES:

- Minimum street tree mature height 15 metres
- All kerbs are to be B2 Barrier Kerb

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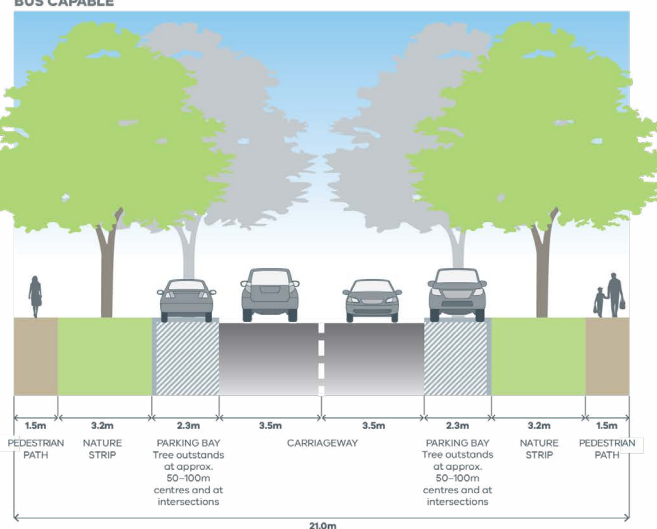
Local Access Street Level 2 (20.0-21.0m)



NOTES:

- Minimum street tree mature height 12 metres
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority.

BUS CAPABLE

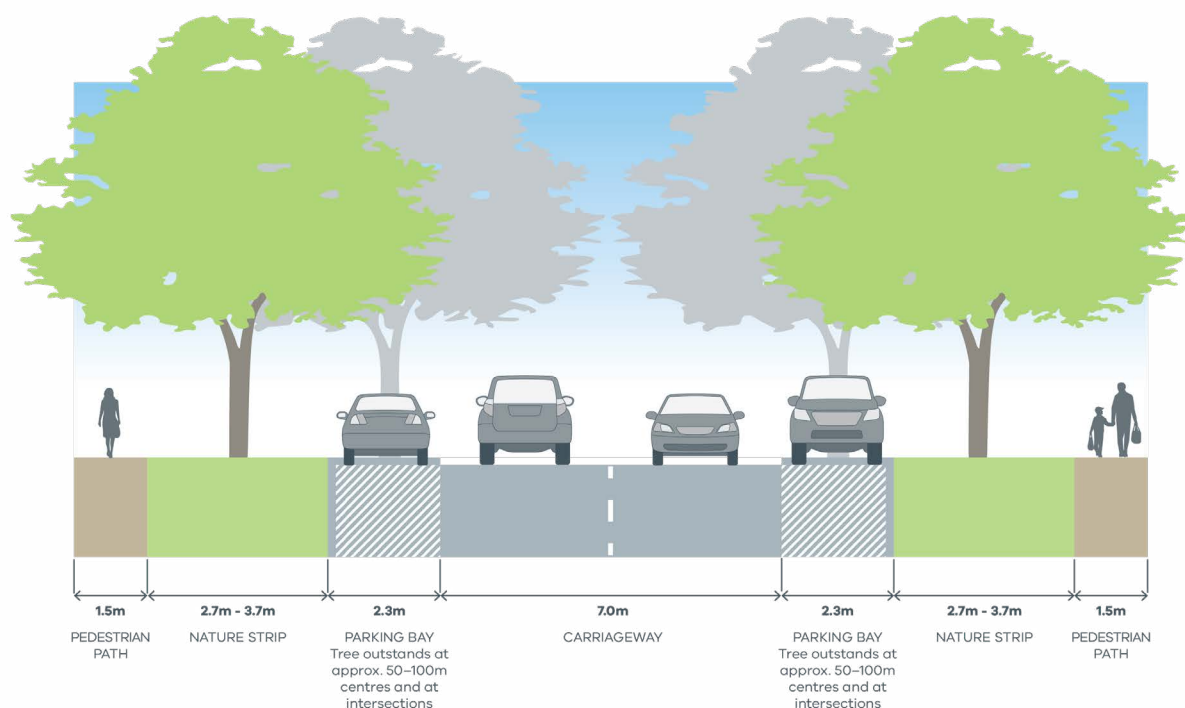


NOTE:

- The above cross section applies to Local Access Street required to accommodate future bus movements

[CLICK HERE to view cross section in high resolution](#)

Whites Lane (20.0-22.0m) - Residential

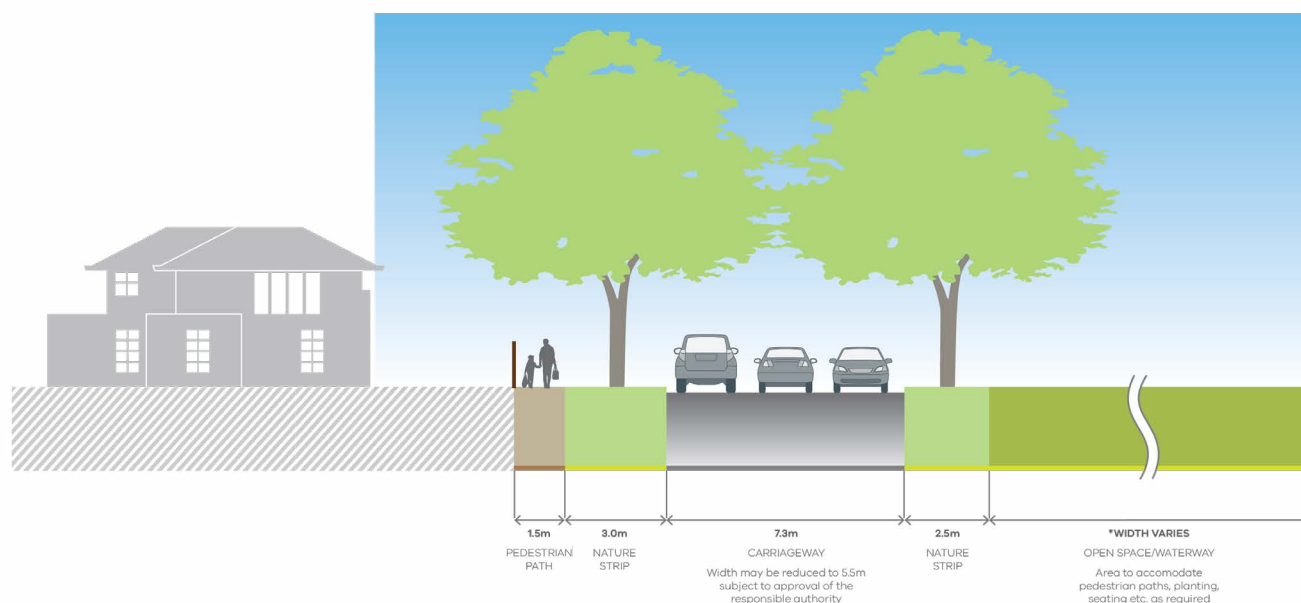


NOTES:

- Minimum street tree mature height 12 metres
- All kerbs are to be B2 Barrier Kerb
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority.

[CLICK HERE to view cross section in high resolution](#)

Waterways & Open Space Interface

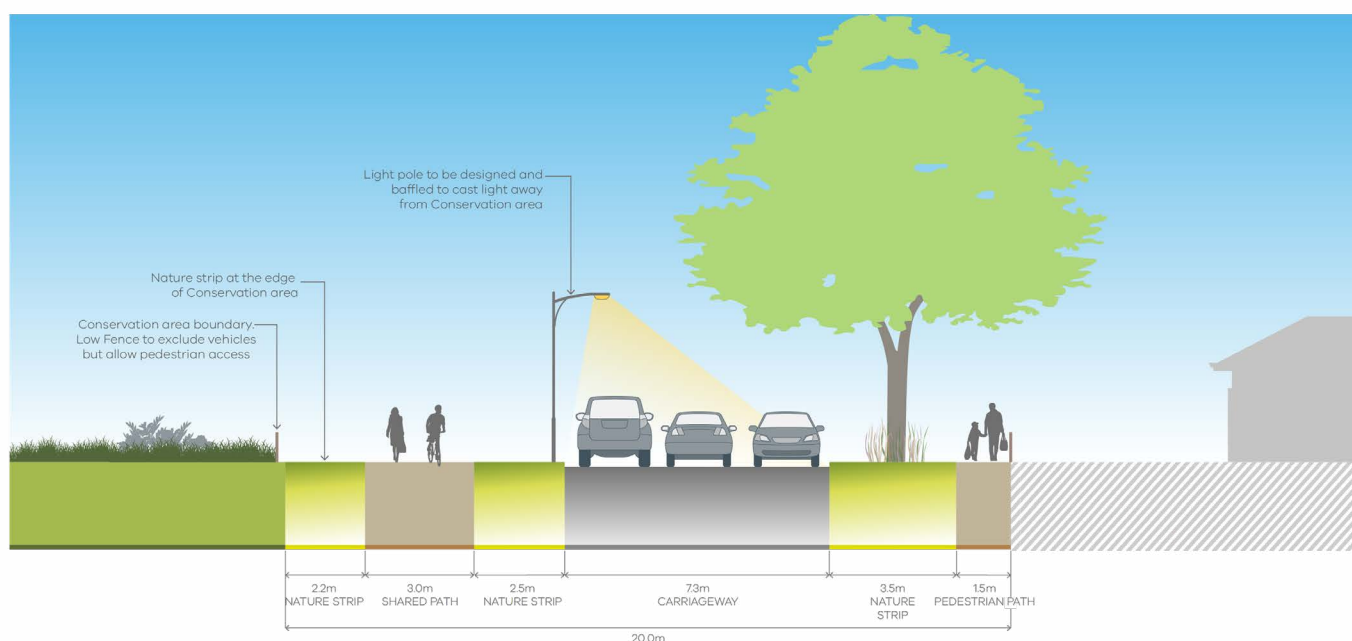


NOTES:

- Where active interfaces to waterways are not provided, waterway corridor widths will be increased in order to ensure maintenance access, to the satisfaction of Melbourne Water
- Where a 2.5m nature strip adjacent to the open space/waterway is not needed for tree planting and/or provision of services, the width may be reduced, to the satisfaction of the Responsible Authority
- 3m wide nature strip may be reduced to the satisfaction of the Responsible Authority and subject to servicing infrastructure.

[CLICK HERE to view cross section in high resolution](#)

Local Access Street (14.5-20.0m) BCS Conservation area 29

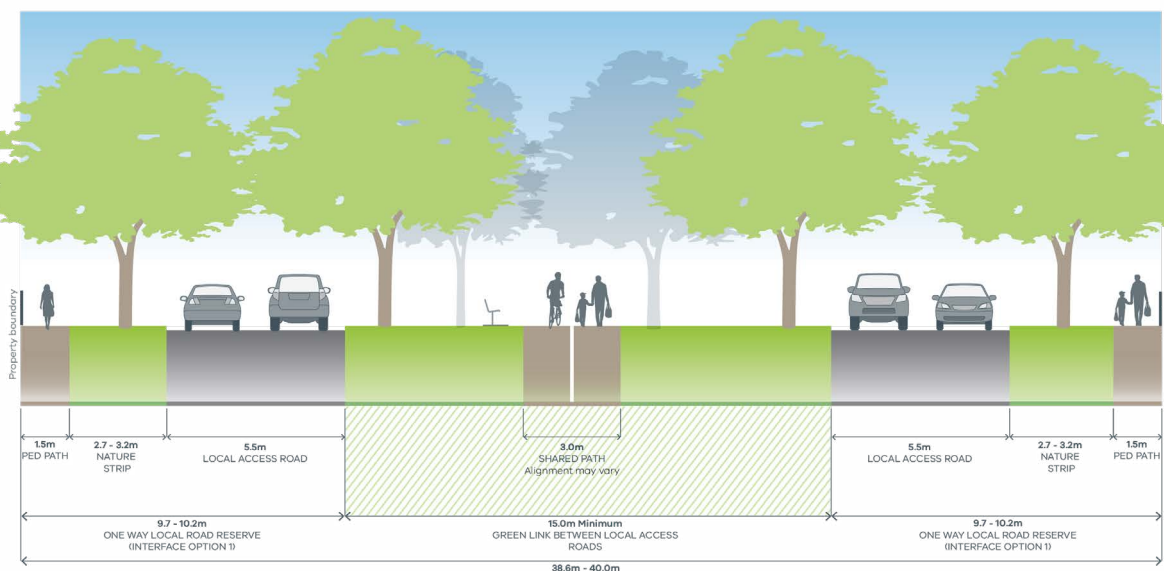


NOTES:

- no trees are to be located within 10m of the conservation area boundary.
- All properties are to be oriented the front the conservation area.
- All necessary fire breaks must be located outside of the BCS Conservation Areas.
- All private property boundaries to be setback by at least 20 metres from the BCS Conservation area boundary. it is to allow pedestrian access at specified access points.

[CLICK HERE to view cross section in high resolution](#)

GREEN LINK Local Access Street Interface (both sides)

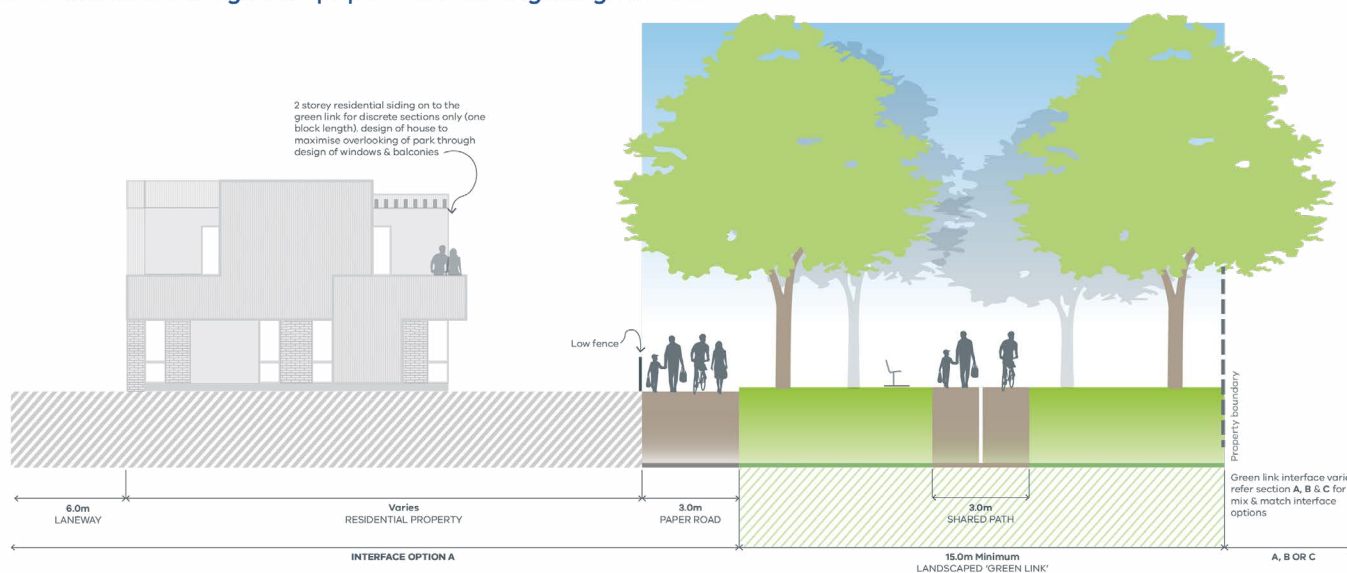


NOTES:

- Green link cross sections are conceptual and cross section width require adjustment
- Green link to span entire block length, and to span between key roads, open space or community uses
- 15m wide Green link between local access roads

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MIX & MATCH Interface Option - A Residential Interface both sides Rear loaded dwellings with paper road frontage to green link

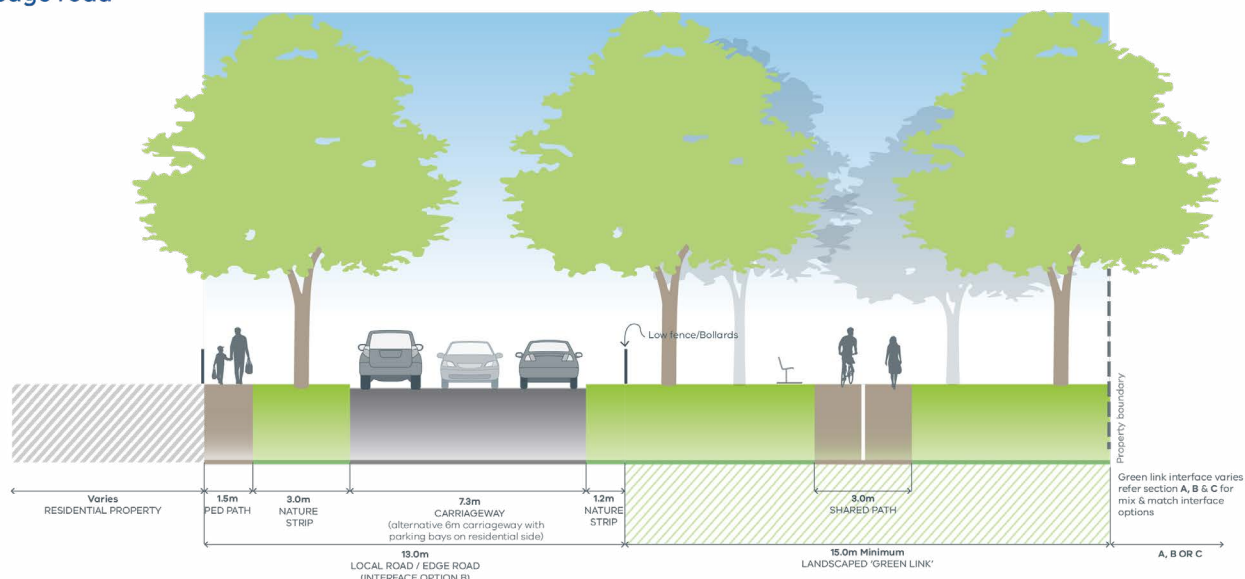


NOTES:

- Green link cross sections are conceptual and cross section width require adjustment
- Cross section can be flipped.
- Visitor parking to be provided in side street or streets intersecting with the green link. Alternatively visitor parking may be accommodated within cross section/interface on opposite side of green link

[CLICK HERE to view cross section in high resolution](#)

MIX & MATCH Interface Option B - Residential both sides Local edge road

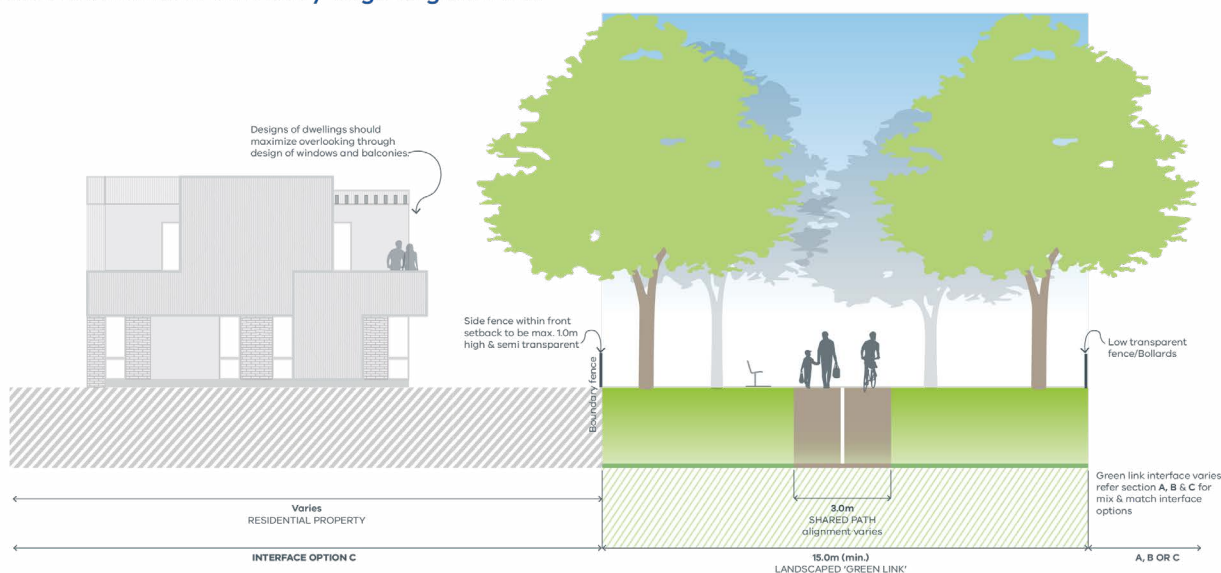


NOTE:

- Green link cross sections are conceptual and cross section width require adjustment

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MIX & MATCH Interface Option C - Residential Interface both sides Residential lot with side boundary edge to green link

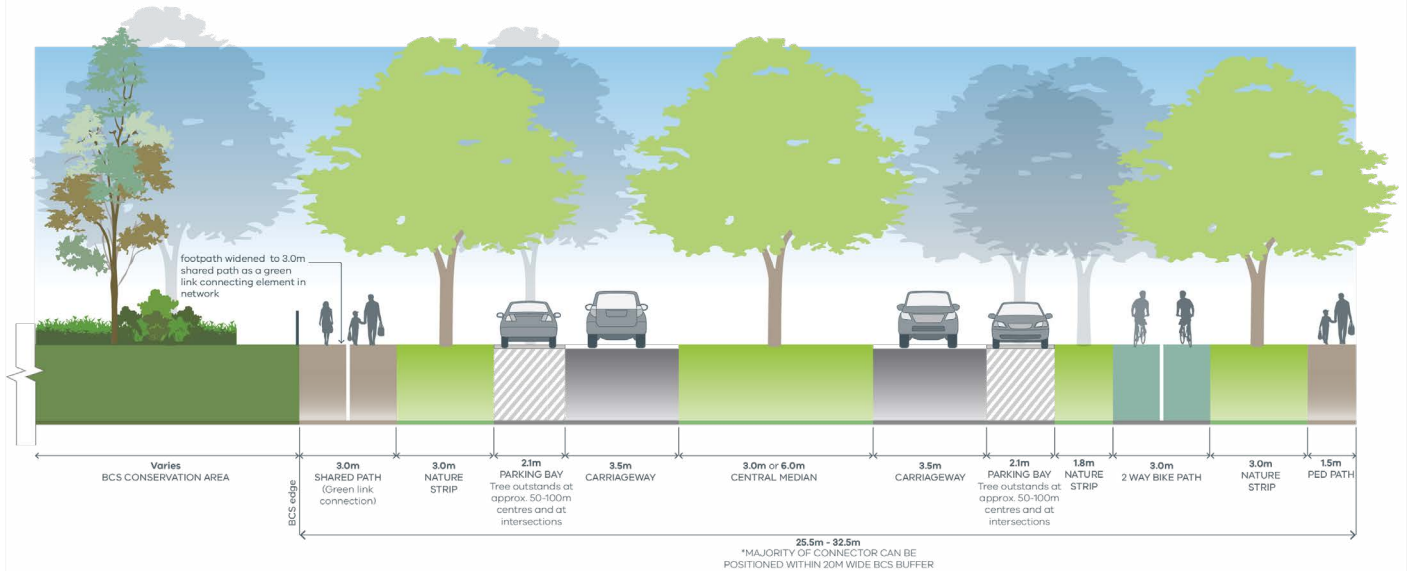


NOTE:

- Green link cross sections are conceptual and cross section width require adjustment

[CLICK HERE to view cross section in high resolution](#)

GREEN LINK key shared path connection (Blvd connector adjacent to BCS) shared path incorporated into Boulevard connector

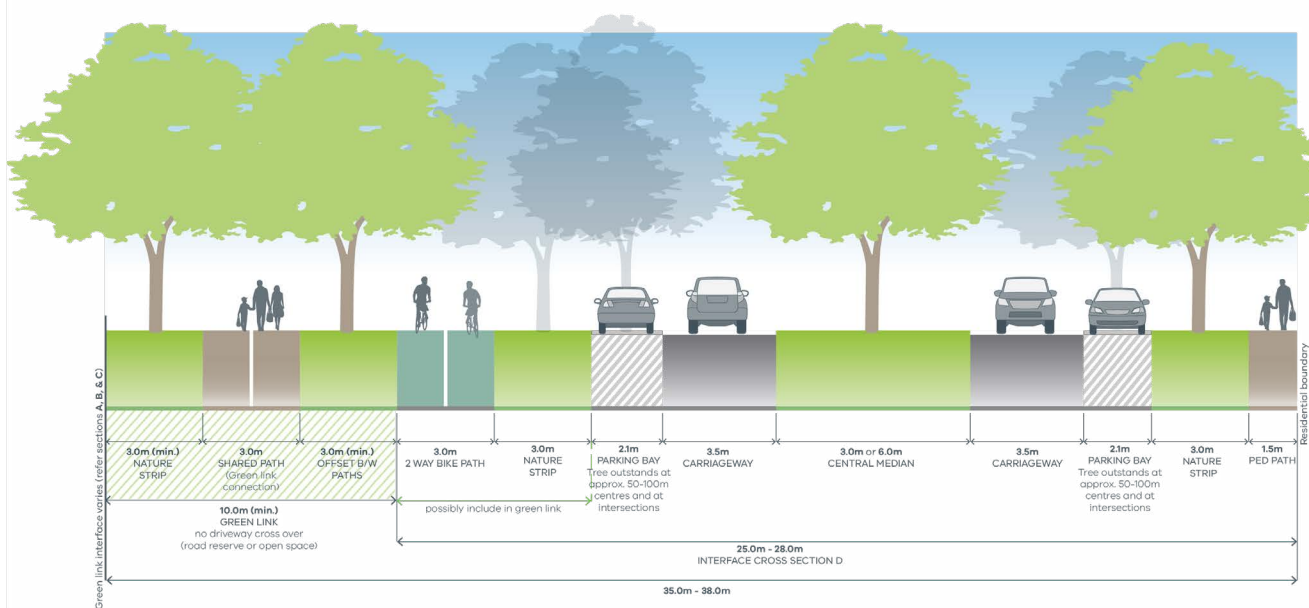


NOTE:

- Green link cross sections are conceptual and cross section width require adjustment
- The need for parking bays on BCS side may be reviewed in accordance with demands generated by the conservation area

[CLICK HERE to view cross section in high resolution](#)

GREEN LINK (35.0-38.0m) Boulevard road interface green link incorporated into Boulevard connector



NOTE:

- Green link cross sections are conceptual and cross section width may require adjustment

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4.6 Service placement guidelines

4.6.1 Standard road cross sections

Figures 003 and 004 in the Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011) outline placement of services for a typical residential street environment. This approach is appropriate for the majority of the 'standard' road cross sections outlined in Appendix C containing grassed nature strips, footpaths and road pavements.

4.6.2 Non-standard cross sections

To achieve greater diversity of streetscape outcomes in Melbourne's growth areas, which enhances character and amenity of these new urban areas, non-standard road cross sections are required. Non-standard road cross sections will also be necessary to address local needs, such as fully sealed verges for high pedestrian traffic areas in town centres and opposite schools. This PSP contains suggested non-standard 'variation' road cross sections, however other non-standard outcomes are encouraged. For non-standard road cross sections where service placement guidance outlined in Figure 003 and 004 in the Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011) is not applicable, the following service placement guidelines will apply.

	Under pedestrian pavement	Under nature strips	Directly under trees ¹	Under kerb	Under road pavement	Within allotments	Notes
SEWER	Preferred	Possible	Possible	No	Possible	Possible ³	
POTABLE WATER	Possible ⁴	Preferred	Preferred	No	No	No	Can be placed in combined trench with gas
RECYCLED WATER	Possible ⁴	Preferred	Preferred	No	No	No	
GAS	Possible ⁴	Preferred	Preferred	No	No	No	Can be placed in combined trench with potable water
ELECTRICITY	Preferred ⁴	Possible	Possible	No	No	No	Pits to be placed either fully in footpath or nature strip
FTTH/TELCO	Preferred ⁴	Possible	Possible	No	No	No	Pits to be placed either fully in footpath or nature strip
DRAINAGE	Possible	Possible	Possible	Preferred	Preferred	Possible ³	
TRUNK SERVICES	Possible	Possible	Possible	Possible	Preferred	No	

NOTES	<ol style="list-style-type: none"> 1 Trees are not to be placed directly over property service connections. 2 Placement of services under road pavement is to be considered when service cannot be accommodated elsewhere in road reserve. Placement of services beneath edge of road pavement/parking bays is preferable to within traffic lanes. 3 Where allotment size/frontage width allows adequate room to access and work on a pipe. 4 Where connections to properties are within a pit in the pedestrian pavement/footpath.
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4.6.3 General principles for service placement

General principles for service placement:

- place gas and water on one side of road, electricity on the opposite side
- place water supply on the high side of road
- place services that need connection to adjacent properties closer to these properties
- place trunk services further away from adjacent properties
- place services that relate to the road carriageway (e.g. drainage, street light electricity supply) closer to the road carriageway. Maintain appropriate services clearances and overlap these clearances wherever possible.

4.7 Centres External to the Precinct

Table 8 Town Centre hierarchy – external to Craigieburn West Precinct

EXTERNAL TOWN CENTRE	RETAIL FLOOR SPACE	LOCATION AND ANCILLARY USES
Craigieburn Central Major Activity Centre	50,000 m ²	Situated on the north-eastern corner of Craigieburn Road and the Aitken Boulevard, and services the wider Craigieburn area as the Major Activity Centre for the wider region.
Craigieburn R2 Northern 'Neighbourhood' Activity Centre	5,300m ²	Services the Craigieburn R ² PSP area north of Craigieburn Road, existing residential to the east and part of Craigieburn West PSP in the north. Integrated with a Community Centre and provides for one major, one possible minor supermarket and specialty shops and local services including offices, medical, childcare, banking etc.
Craigieburn R2 Southern 'Neighbourhood' Activity Centre	5,700m ²	Services the Craigieburn R ² PSP area south of Craigieburn Road, existing development to the east and part of Craigieburn West PSP in the south. Integrated with a Community Centre, provides a supermarket and specialty shops and local services including childcare, medical, offices, dining.
Craigieburn R2 Northern Local Activity Centre	1,000 m ²	Serves a catchment approximately half the size of a Neighbourhood Activity Centre. Provides a small 'convenience' supermarket and specialty retail shops, along with office, banking and other local services, with opportunity for a residential component.
Craigieburn R2 Southern Local Activity Centre	500m ²	Serves a catchment approximately half the size of a Neighbourhood Activity Centre. Provides small shops, local office uses and other local services, with the opportunity for a residential component.

4.8 Employment generation in precinct

Table 9 Anticipated employment creation within the precinct

LAND USE	MEASURE	TOTAL QUANTITY IN PSP	ESTIMATED JOBS
Community facility CI- ⁰¹	10 jobs/hectare	1.20	12
Community facility CI- ⁰²	10 jobs/hectare	1.20	12
All community facilities	10 jobs/hectare	2.4	24
Local Town Centre LTC ¹	40 jobs/hectare	3.00	120
All town centres	40 jobs/hectare	3.00	120
Mixed-use	40 jobs/hectare	2.16	86
All mixed-use	40 jobs/hectare	2.16	86
Proposed government primary schools (including existing Mickleham Primary)	40 jobs/campus	3	120
Proposed government secondary school	90 jobs/campus	1	90
Non- government primary school	30 jobs/campus	1	30
All education facilities	40 jobs/hectare	5	270
Home based business	0.05 jobs/dwellings	8,308	415
TOTAL ESTIMATED			885



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***PSP* 2.0**

Craigieburn West Precinct Structure Plan
September 2021 (Amended August 2022)