



# Greenvale West

**A Logical Inclusion to Melbourne's  
Urban Growth Boundary**

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for

Affected Land Owners

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## 1.1 Summary



Figure 1 : Regional Location



Figure 2 : Subject Site - NearMap 18 April 2011 (Source TGM)

The proposal to amend the Hume Planning Scheme to relocate the Urban Growth Boundary (UGB) in Greenvale responds to the recommendations of the Logical Inclusions Advisory Committee recommendations having regard to Plan Melbourne and the Hume HIGAP.

This report presents a background to the request for an amendment, summarizing past planning and background reports and presents a concept for a potential outcome subject to a future Precinct Structure Planning (PSP) process.

This report also includes a response to more recent planning for the Melbourne Airport and recognizes the Hume HIGAP.

As a result of this more recent policy and framework, the recommendations of the Logical Inclusions Advisory Committee can now be implemented.

Greenvale West is located in the City of Hume, which is a growth area municipality. The City of Hume has consistently supported the inclusion of this area within the UGB in responses to proposed metropolitan policy including "Melbourne at 5 Million", "Logical inclusions process" and more recently the Hume HIGAP.

Greenvale West is adjacent to the existing Urban Growth Boundary – and in particular the Hume R3 PSP area which has made provision for road connections into Greenvale West recognising the future need to expand the UGB westwards to make a more sustainable community

There are substantial community and economic benefits associated with the inclusion of Greenvale West into the UGB:

- Greenvale West is exceptionally well located as a growth area relative to the existing metropolitan area, and to key jobs nodes and existing Activity Centers.
- Greenvale West adjoins the current UGB and can be easily and cost effectively serviced. Yarra Valley Water advises Greenvale West can be provided with reticulated sewerage facilities. All of the Greenvale West area falls within the catchment area to Moonee Ponds Creek. A new Waste Water Treatment Plant will be required, providing Yarra Valley Water with the only opportunity to provide a third pipe recycled water supply for Greenvale West and existing areas in the UGB, as production of recycled water from the Aurora WWTP is fully accounted .

## 2.1 Strategic Planning Context

### 2.1.1 Melbourne @ 5 Million

In response to the unprecedented population growth rate in Victoria, the State Government announced a review of Melbourne's growth area's in 2009. That process involved identifying specific areas for investigation and an extensive public consultation process. Despite the Greenvale West area being outside the identified investigation area current land owners and the City of Hume, informed by preliminary land capability investigations concluded that the Greenvale West area was better located with regard to access to urban services than many of the nominated investigation areas.

As a result further investigative work into biodiversity, urban services, transport, drainage and social infrastructure were undertaken by land owners. This then informed an initial concept plan to create a community of approximately 30,000 population incorporating land within the existing urban growth boundary west of Greenvale Reservoir. This was formally lodged as a submission to Melbourne @ 5 Million.(2nd February 2009, GAA 3091)

### 2.1.2 Urban Growth Boundary Public Exhibition

Following the initial review process a revised Urban Growth Boundary was placed on public exhibition and further submissions called an updated submission was lodged for Greenvale West presenting a refined plan for an expanded community that incorporated a more limited area to the western end of the Hume R1 Structure Plan and the R3 Structure Plan as part of the Greenvale West entity. This submission updated previous report and emphasized the advantages of creating a specific new community of Greenvale West but proposed only the minimum area necessary to assist the R3 area achieve a higher degree of social sustainability based on the concept of February 2009. The revised concept proposes a population of approximately 25,000 population including land within the existing UGB.

### 2.1.3 Logical Inclusions 2011

The logical Inclusions process investigated the potential for inclusion of a larger Greenvale west area extending to the future outer metropolitan ring road. Strongly supported by Hume City Council, the investigation area included the amendment area.

The Ministerial Advisory committee recommended that only the amendment area be included, with deferment of the wider area to resolve noise modelling for Melbourne Airport and the then incomplete Melbourne Airport Master Plan.

### 2.1.4 Melbourne Airport Masterplan 2013

The Melbourne Airport Masterplan 2013 models noise impact from runway approaches.

The most conservative modelling and that which impacts on the largest land area is the N60 at night contour (6 movements at 60 Dba). The amendment area is outside all modelled noise contours.



### 2.1.5 Plan Melbourne 2014

Plan Melbourne proposes a mechanism to implement a permanent metropolitan boundary by implementing a review which has regard to the position of Council and the recommendations of the Logical Inclusions Advisory committee.

Specifically it states:

- Establish a permanent metropolitan urban boundary to replace the Urban Growth Boundary, having regard to:
  - input from local governments
  - the report of the Logical Inclusions Advisory Committee of November 2011
  - Melbourne's natural values and topographical features
  - boundaries formed by major infrastructure.

### 2.1.6 Hume HIGAP

The Hume integrated growth area Plan (HIGAP)

Section 4.5 of the HIGAP, "Mickleham Road North"; addresses the area including Greenvale West and identifies the potential for a change to the UGB subject to specific criteria.

The criteria of 4.5 restates the information that informed the LIAC and information now available through the Airport masterplan.

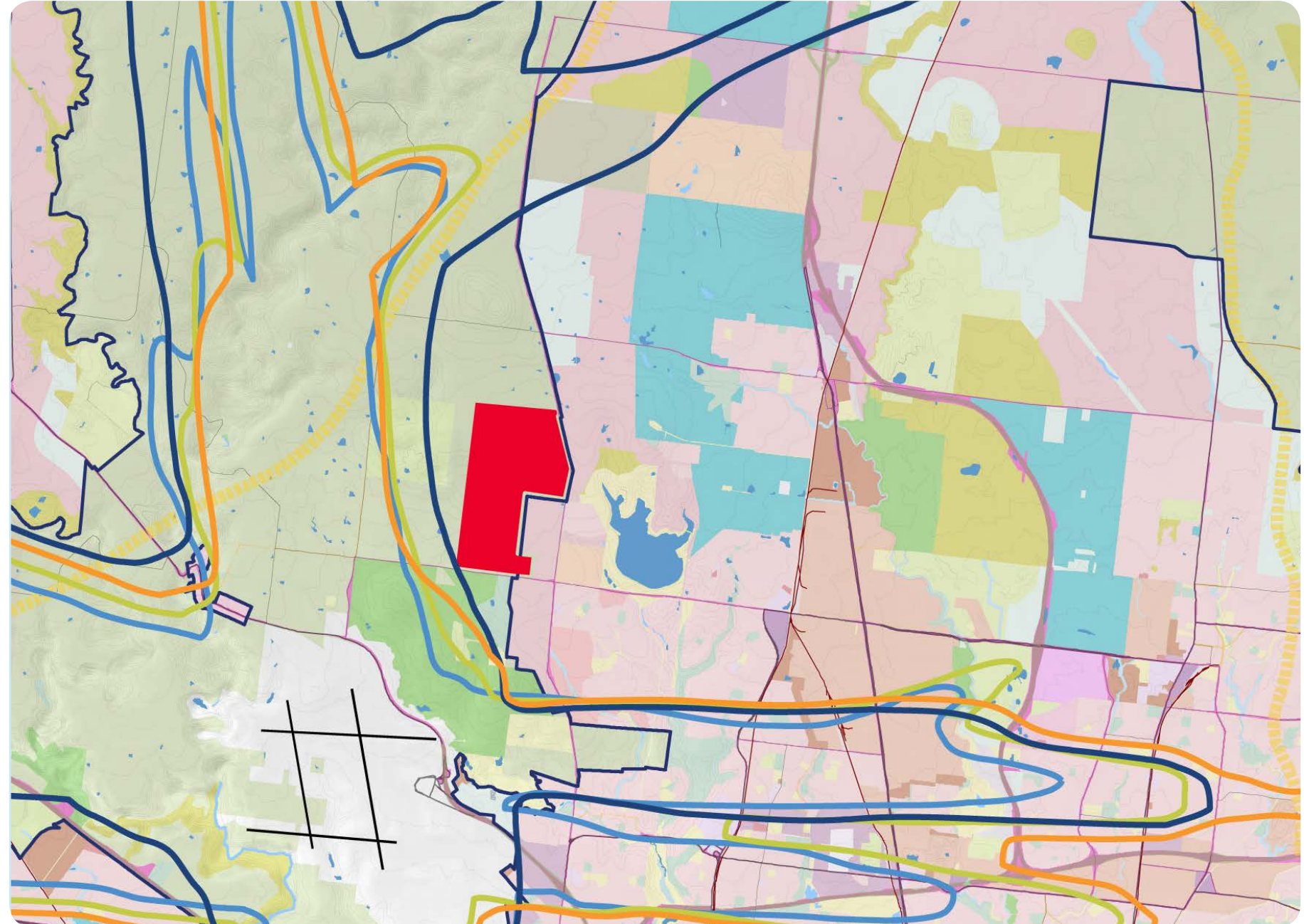


Figure 3 : Regional Context



## 2.2 Local Context

### 2.2.1 Location

Greenvale West effectively forms an extension of the planned urban community of Greenvale north of Somerton Road. As a location it is closer to existing employment, including Melbourne airport, major town centers and urban services than much of the Hume growth corridor, particularly those nominated growth areas north of the OMR. In distance from Melbourne's CBD Greenvale West is equidistant to existing developing localities including: Aurora, South Morang, and Caroline Springs. By comparison Beveridge in the north of the Hume corridor is in part more than 40 kilometres from Melbourne's CBD

### 2.2.2 Greenvale West

The existing planned urban communities of Greenvale West, are defined by low density residential development joining Somerton Road in the south and the Greenvale Reservoir, Reservoir Reserve and Aitkin Hill to the east and rural land to the north and west. This area has a planned urban community that is physically separated by the identified constraints that even when fully developed will be a relatively isolated and poorly serviced urban community.

This is a concern recognised by Hume City Council, not only through its submissions seeking an expansion of the urban growth boundary in Greenvale West, but also continually in its submissions to the precinct structure plan process for R1 and R3.

The combined urban community north of the low density lots along Somerton Road and west of the Greenvale Reservoir will total a population of approximately 8,500.

This is the lower end of a primary school catchment, it is the lower end of a Council community centre facility and is a small catchment for a supermarket. It is unlikely to support higher order retail facilities. As a rural community this might be an acceptable and even desirable outcome, however for an integrated part of metropolitan Melbourne that will relate to and seek employment locally; the expectation is likely to be for a better delivery of services which has specifically been identified by Hume City Council through the earlier Greenvale R3 process.

Put simply, Council is concerned that the existing planned community will not justify the expenditure on services and infrastructure delivery and will not reach the critical mass to support efficient public transport to the community without this additional area. The planned urban community is likely to see delayed service delivery and is likely to have a sub standard level of provision by comparison to the rest of Hume.

The Amendment is required to complete and finalise the recommendations of the logical inclusions advisory committee and will in accordance with those recommendations; facilitate further detailed planning to inform the areas ultimate land use zone and future urban structure.

The site is proximate to major employment areas including the Melbourne Airport and the Broadmeadows Activity Centre and it is well serviced by existing, planned and proposed infrastructure services.

Indeed, the land is located immediately adjacent to existing urban areas that have been planned and designed having regard to the future integration and development of this Amendment area as part of the broader Hume corridor.

Inclusion of the land within the Urban Growth Boundary will enable the holistic and comprehensive strategic planning for the area to be undertaken in accordance with the logical inclusions committee recommendations and the more recent Hume HIGAP Policy.

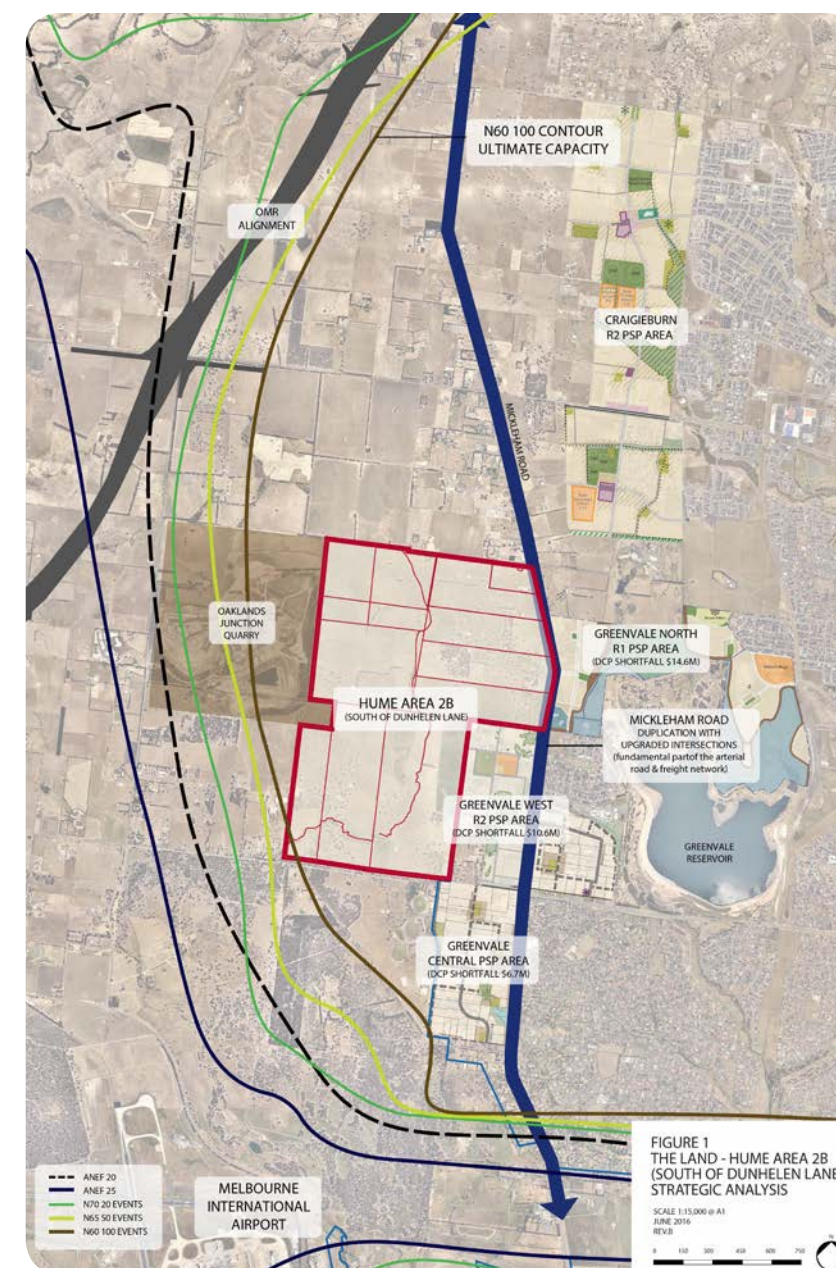


Figure 4 : Local Context

## 2.3 Key Drivers

### 2.3.1 Building a Viable Community

Growing Greenvale West to the size anticipated by this plan (approximately a total of 25,000 population) will enable more delivery of the public transport system to Greenvale and will reach the critical mass to provide a wide range of urban services.

The anticipated population size is likely to also support the provision of a secondary school and as a result of its size, higher order retail facilities which will reduce the need for residents to travel outside the plan area. Importantly it places a residential population close to existing employment nodes and provides a critical mass the population to support the nominated employment precinct at the intersection of Somerton and Mickleham Roads.

### 2.3.2 Diversity in Housing

Greenvale has been identified as one of Melbourne's highest value residential areas. Greenvale has for a long time provided for the "premium" end of the residential market in Melbourne's north. The current land supply within Greenvale is limited and with the development of R1 and R3 it is likely that land supply will be exhausted in the near future. While the balance of the Hume corridor has potential to provide for a diversity in housing product; the existing Greenvale address is an attractor and is a "known" to the market. Importantly it has particular attributes that are limited elsewhere in the Hume corridor, specifically, an undulating treed environment.

Rather than attempt to recreate addresses for the higher end of the housing market, the continuation of Greenvale West to provide this product close to existing services, close to Melbourne airport and Hume employment area and with direct access to Melbourne's CBD is a particular advantage Greenvale West has over other areas within the corridor.

### 2.3.3 Access to existing urban services

Greenvale West has immediate access to existing hydraulic infrastructure. Drainage can be managed effectively within the site and indeed the upper reaches of the Moonee Ponds Creek which discharge from Greenvale West into the Woodlands Park. This system can be substantially improved from its current degraded and often heavily polluted (from agricultural run off) water through water polishing as a result of an improved scheme servicing an urban development area.

Greenvale West is well located with regard to proximity to existing employment areas and is well located with regard to existing and planned activity centres and associated employment i.e Roxburgh Park, Craigieburn Town Centre and Broadmeadows. Importantly growing the population to the size proposed provides the critical mass of population to extend regular bus services linking Broadmeadows Town Centre and the Craigieburn and Roxburgh Park rail stations.

### 2.3.4 Limits in Growth

There are four key limits restricting residential growth around the Greenvale West site, these include:

- Small fragmented land holdings - north
- The Outer Metropolitan Ring road (OMR) - north
- Greenvale Reservoir - east
- The existing quarry and associated buffer - west
- Significant regional open space - south

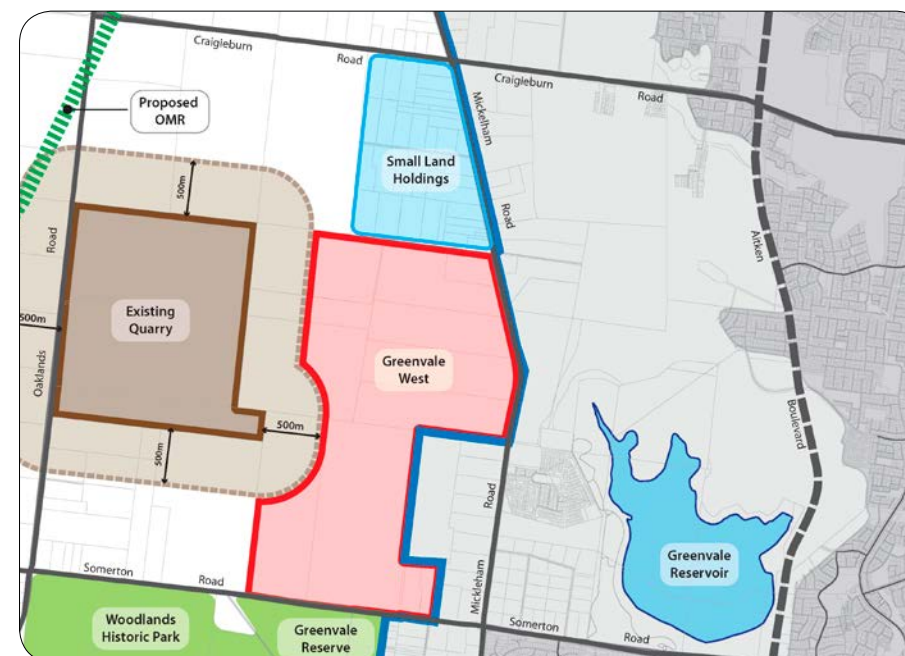


Figure 5 : Limits to Growth





Greenvale West is typified by an undulating landscape.



View north along creek valley.

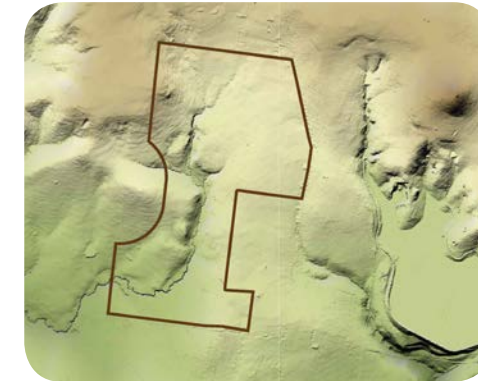
## 3.1 Topography & Hydrology

### 3.1.1 Analysis

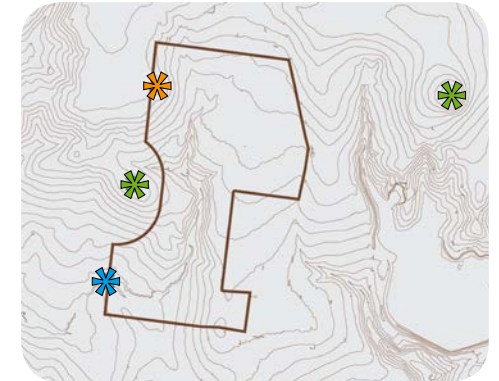
- The site is defined both by the height of the surrounding topography and by the Moonee Ponds Creek which forms a valley that traverses the centre of the site.
- Heights across the site range from a low point of 140m adjacent to the south western flow exit point of Moonee Ponds Creek to a high point of 225m located on the north eastern boundary of the site.
- The site is typified by higher ground in the north that slopes down towards the south west corner of the site following the path of the Moonee Ponds Creek.
- Flatter land is found in the north eastern precinct of the site, where the terrain rises away from the creek valley along a weak elevated ridge line.
- The site has some significant views from two key locations towards the east and to the south.
- Drainage patterns generally drain towards the Moonee Ponds Creek, with the exception of the land on the western side of the west ridge line which tends to drain towards Mickelham Road.

### 3.1.2 Issues & Opportunities

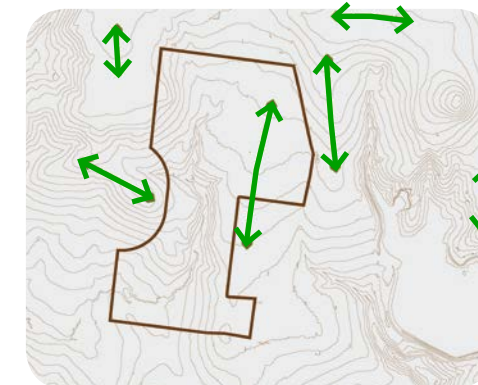
- Opportunity to design street layout that responds both to the Moonee Ponds Creek and significant view lines across the site.
- Recognise that the Moonee Ponds Creek is the sites key landscape element and provides the opportunity to create an significant recreational and visual asset that would allow future urban development to develop along a 'Green Spine' across the site.
- Opportunity to use WSUD techniques to help rehabilitate the water quality of the Moonee Pond Creek.
- Opportunity on areas with higher slope to employ site specific architectural outcomes that will provide the site with a point of difference to surrounding areas.
- Site topography may necessitate some cut and fill techniques around the river valley and along the sites north western precinct.



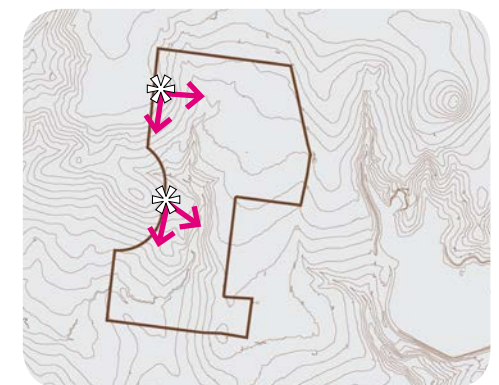
Slope Analysis



High Points & Low Points



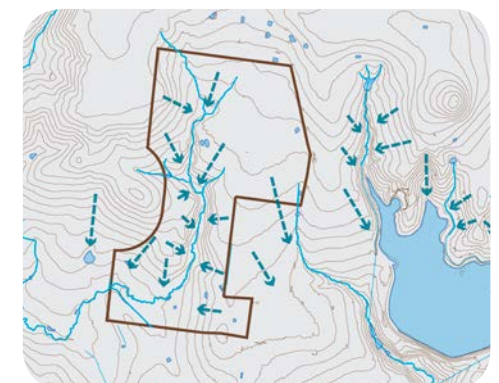
Ridge Lines



Views & Vistas



Waterbodies & Watercourses



Drainage



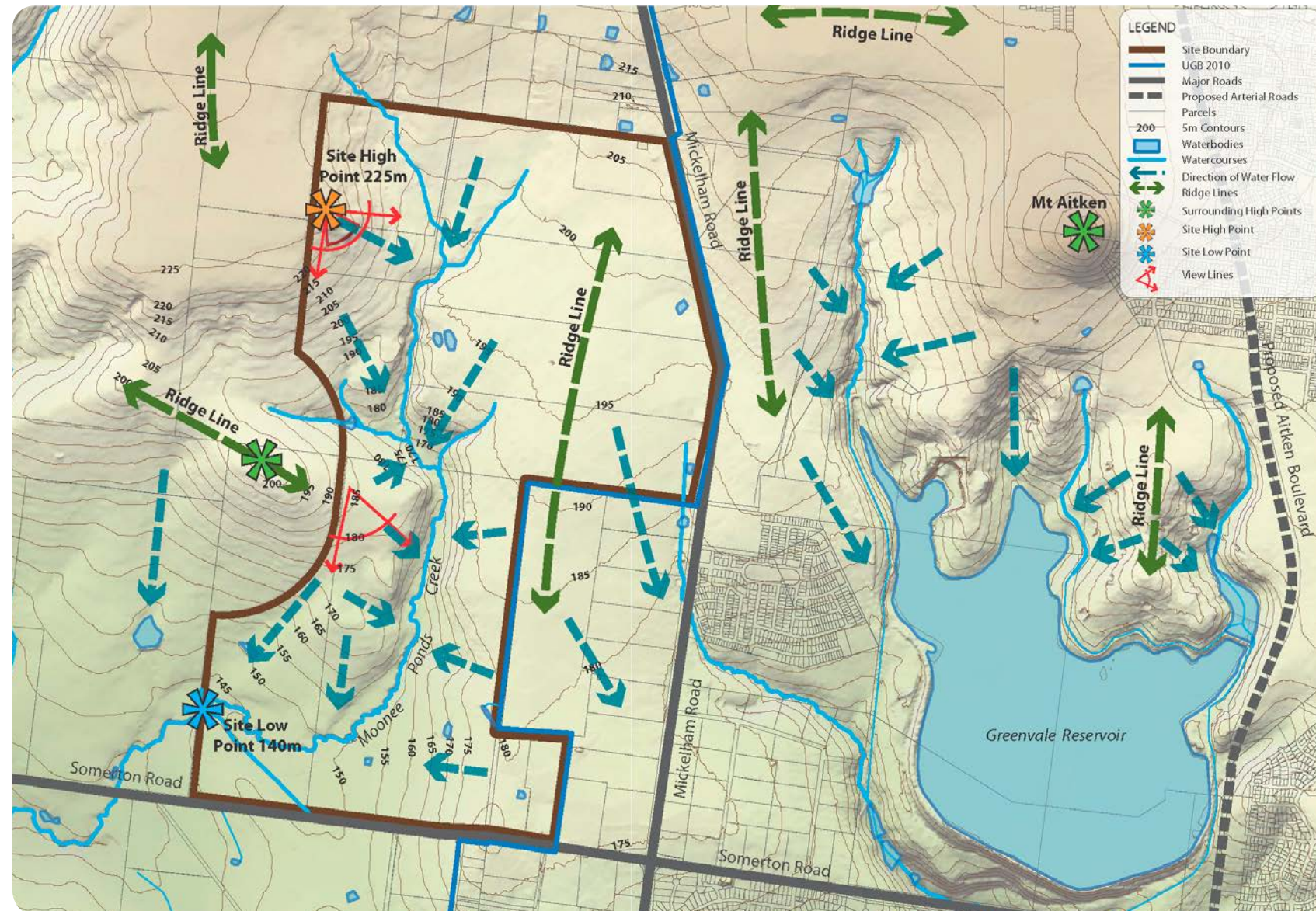


Figure 6 : Topology & Hydrology



Higher terrain on the western side of the site provide expansive views to the surrounds.



Views from elevated ridge located on eastern side of site.



Centre of the site is defined by a valley formed by the Moonee Ponds Creek.



Views towards higher terrain at the north of the site.



Undulating landscape sloping towards Moonee Ponds Creek.



Scattered rocky outcrops dot the site.



## 3.2 Biodiversity

The logical inclusion area has been traditionally and continues to be used for dry land grazing and cropping. Most of the flatter areas of Greenvale west have been cropped in recent years. Other than remnant red gums little remnant flora exists other than in association with the major water courses.

Practical Ecology have undertaken 2 seasonal flora and fauna assessments in 2009/10 and 2010/11, the summarised findings including

- very little and degraded grassland s an understory vegetation
- red gums existing as the only significant flora
- no significant areas of terrestrial fauna habitat

Golden sun moth only in occurrence in the main central creek valley in low sheltered areas.

The outcome is that other than the lower creek valley containing some occurrences of golden sun moth, stands of red gums and individual trees form the only significant biodiversity value.

The findings present an outcome that parallels the Mernda growth area in Whittlesea.



Farming practices have removed much of the sites native vegetation.



Scattered remnant vegetation.



Weed infested creek.



Example of exotic species located across the site.

## 3.3 Servicing

### 3.3.1 Sewerage Strategy

- Yarra Valley Water (YVW) advises that the area now under consideration can be provided with reticulated sewerage facilities.
- The catchment area to Moonee Ponds Creek comprises approximately 1050 hectares. All of the investigation area falls within this one catchment.
- This area equates to a development yield of around 15,000 lots and a potential population of around 33,000 people.
- This is a large enough catchment and population to warrant the construction of a waste water treatment plant.
- Recycled water would be utilized for:-
  - Toilet flushing and garden irrigation within the residential development precincts
  - Irrigation of remnant stands of river red gums
  - Irrigation of council playing fields in the Greenvale Reserve to the south of Somerton Road
- It is important from a planning and engineering perspective to ensure that topographical boundaries in the form of ridgelines and natural watersheds are adopted as development / growth boundaries in order to maximize catchment areas and hence the efficiency of the treatment plan to generate recycled water. Setting a growth boundary along the Moonee Ponds Creek, for example, would significantly reduce the potential for a WWTP to operate efficiently and would diminish its ability to generate recycled water.
- YVW has decided that, as an "in-principle" requirement, it wants the area to be provided with a third pipe recycled water supply.
- A new WWTP as proposed would provide a source of Class A recycled water for use for toilet flushing, garden watering, car washing and irrigation of public open space. In addition to this, the developers are keen to provide recycled water for irrigation of the remnant stands of river red gums as part of an overall strategy for the retention of these trees, and to provide a supply to the council's Greenvale Reserve to the south.

### 3.3.2 Recycled Water Supply

- Yarra Valley Water advises that recycled water is currently not available to the area.

- The entire summer time production of recycled water from the Aurora WWTP is accounted for and there is currently no capacity to produce additional treated water.
- The wider Greenvale West area therefore cannot be supplied unless a WWTP is constructed in the area.

### 3.3.3 Stormwater Drainage Strategy

- The Greenvale West area lies within one drainage catchment area. This provides significant benefits because it means that more efficient and larger Water Sensitive Urban Design protocols and water quantity management initiatives can be justified, and they will be more sustainable than if the area comprised a series of smaller catchments.
- As such, development of the area will be able to sustain a complete suite of state –of-the-art WSUD protocols which will:
  - Improve the water quality in Moonee Ponds Creek and ensure that stormwater discharged from the development meets Melbourne Water Corporation's Best Practice Guidelines
  - Retard storm flows from the development back to equivalent rural (pre-development) runoff.
- The key features of the 'Stormwater Management Plan' will include:
  - A large off-line wetlands system and flood retention basin on the east side of Moonee Ponds Creek and the north of Somerton Road
  - A series of cascading on-line bio-retention basins combined with permanent and ephemeral wetlands constructed along the creek. These will also provide fauna and flora habitats and fauna linkages along the watercourse for species such as the Golden Sun moth.

### 3.3.4 Potable Water Supply

Yarra Valley Water advises that the area can be provided with potable water supply either from the Mount Aitken high level supply zone or from the Mt Ridley reservoir, both of which are located nearby to the north in Craigieburn.

Either supply option will require the construction of feeder mains extensions to provide supply to the site. Funding of these supply mains will be subject to 'bring forward costs' in the event that the development is deemed to be out of sequence; otherwise the water authority will fund the works. The amendment area will provide a development area of a significant enough size to bring forward contributions towards upgrading the water supply not only to the development area but to the wider Greenvale development area.



## 3.4 Access

### 3.4.1 Analysis

- Strong reliance upon primary access from Somerton Road and Mickelham Road.
- Secondary Access via Connector Road linkages into Future R3 PSP and along Dunhelen Lane.

### 3.4.2 Issues & Opportunities

- Utilise existing external arterial road network to provide access to the surrounding major infrastructure transport networks.
- Opportunity to link into proposed R3 PSP road network.
- Upgrading may be required to Somerton Road, Mickelham Road and Dunhelen Lane to accommodate additional traffic generated from Greenvale West.
- Signalised intersection treatments will be required at key access points.

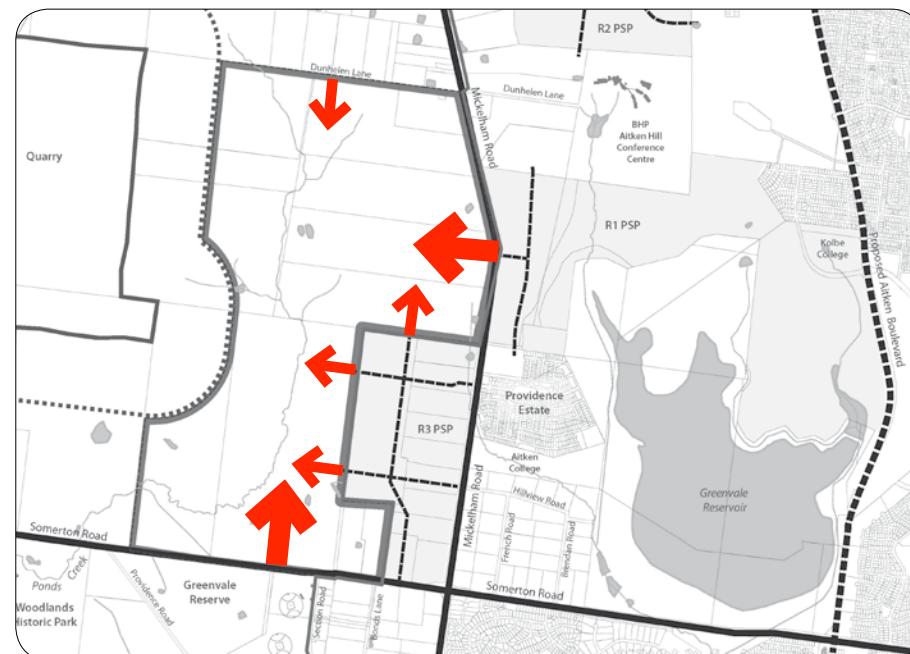


Figure 7 : Access

## 3.5 Site Edges and Interfaces

Greenvale West is surrounded by eight distinct edges and interfaces which include:

### 1. Somerton Road & Woodlands Historic Park Interface

- Existing significant regional recreation reserves..
- Future urban development along this interface and the potential upgrading of Somerton Road will necessitate that all future development utilises sound urban design techniques along this edge ensuring compatibility between these distinct land uses.

### 2. Moonee Ponds Creek & Western Rural Interface

- Existing interface overlooks existing rural land uses.
- There is an opportunity to utilise this edge as a landscape reserve to buffer rural uses from future residential.

### 3. Western Rise Rural Interface

- Existing rural, extractive industries and creek interface.
- Ensure that development along this edge maintains a low density character to provide a transition between existing rural land uses and future development.

### 4. Northern Rural Interface

- Existing rural interface.
- Development along this edge should maintain a lower density character that responds both the up grading of Dunhelens Road and provides a transition between rural land uses to the north and future residential development within the site.

### 5. Mickelham Road & Future Urban Interface

- Existing Interface currently rural, though area west has been nominated for future urban development.
- The interface along this edge must respond to the arterial nature of Mickelham Road while blending seamlessly into future development to the west creating an integrated residential front.

### 6. Conservation Site Interface

- Existing rural interface with nominated significant remnant vegetation.

- Ensure development along this edge addresses the sensitive nature of the significant remnant vegetation on the adjoining boundary by utilising sound urban design techniques.

### 7. R3 PSP Future Urban Interface

- Existing Interface currently rural, though area north has been nominated for future urban development.
- The interface along this edge must blend seamlessly into future development to the east.

### 8. Somerton Road & Future Urban Interface

- Existing Interface currently small lot rural residential, though area been nominated for future urban development within future stage of R3 PSP.
- Ensure that future urban development and the potential upgrading of Somerton Road allows for integration between the two future residential fronts.

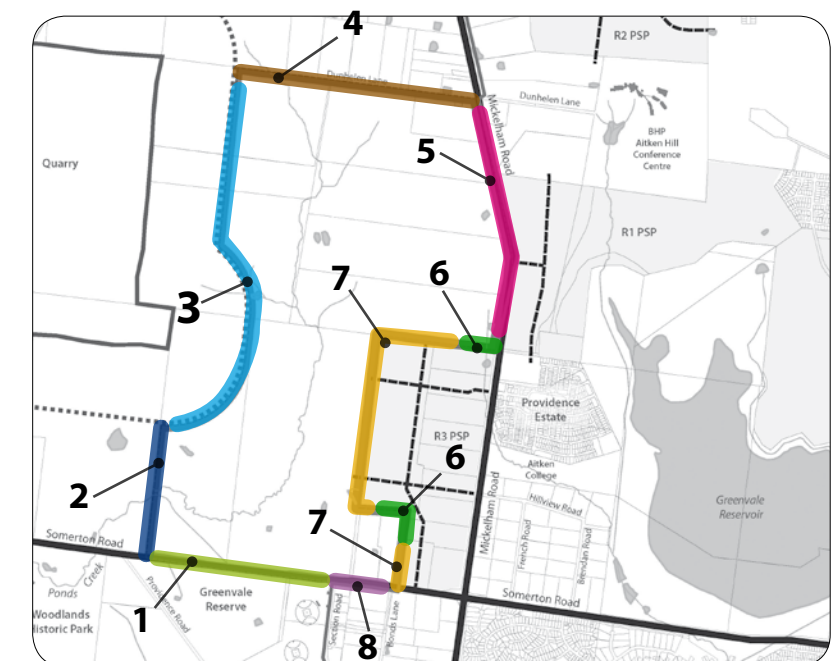
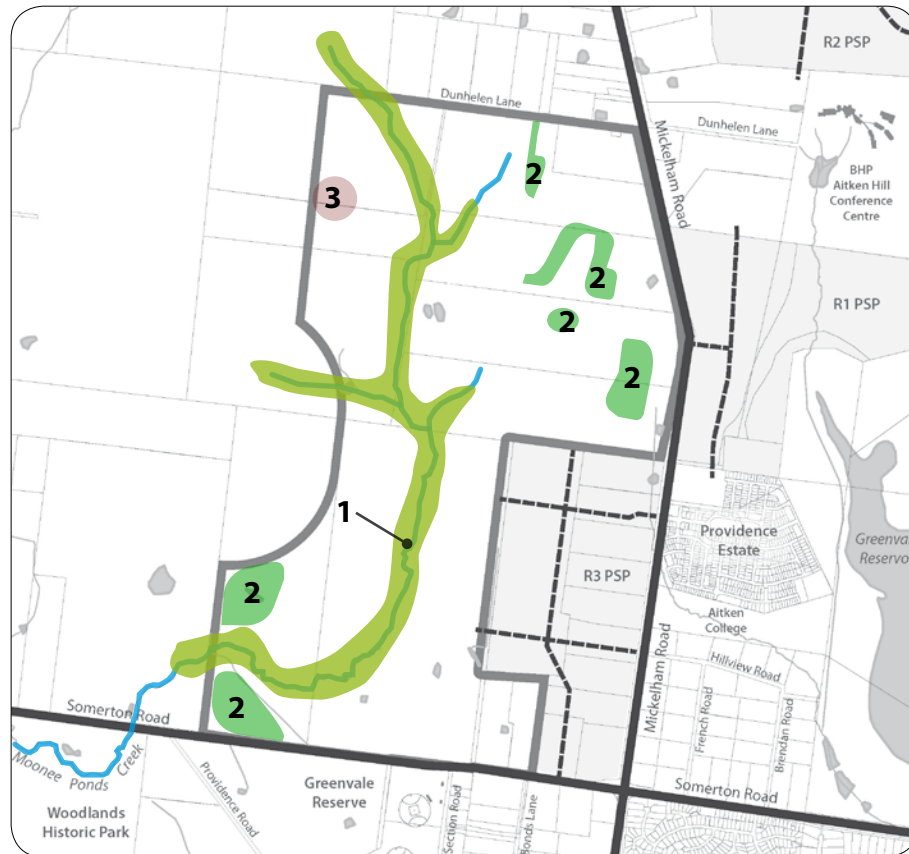


Figure 8 : Site Edges and Interfaces

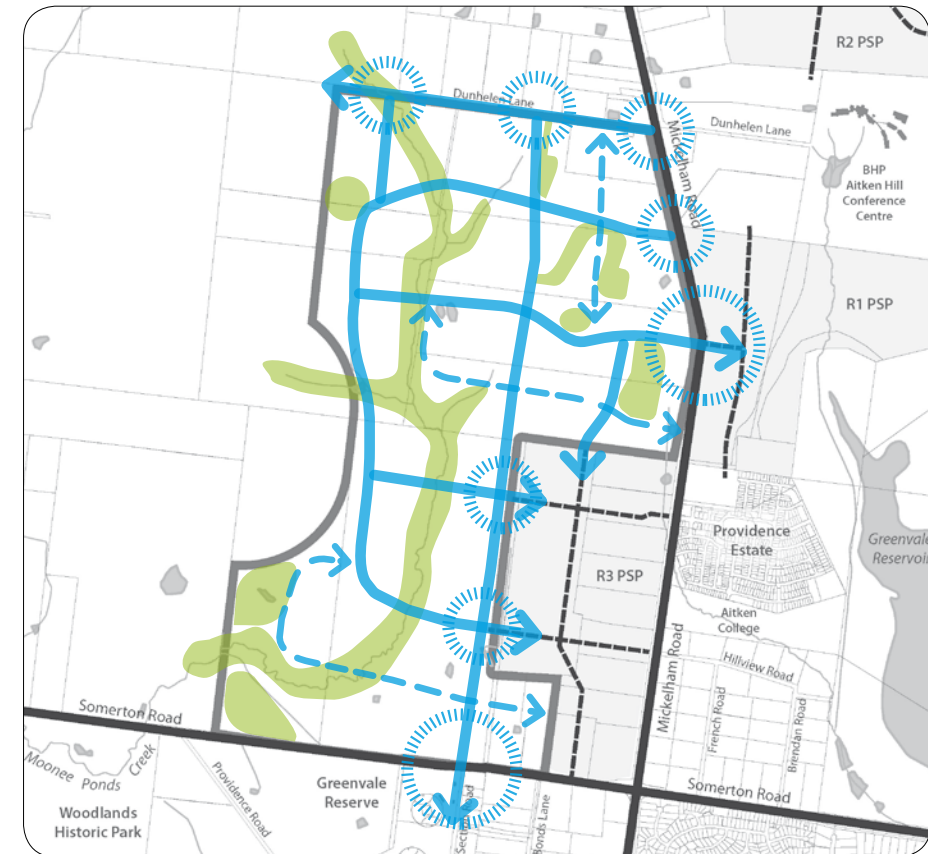
## 4.1 Key Landscape Features



Key Landscape Elements:

1. Ensure that the main water course of Moonee Pond Creeks is reinforced as the sites key visual asset and is incorporated into the future open space network.
2. Retain significant remnant vegetation and incorporate into future open space network.
3. Utilise sites high point as a key visual asset and investigate incorporating into the future open space network as a 'Hill Top Park'

## 4.2 Vehicle Movement

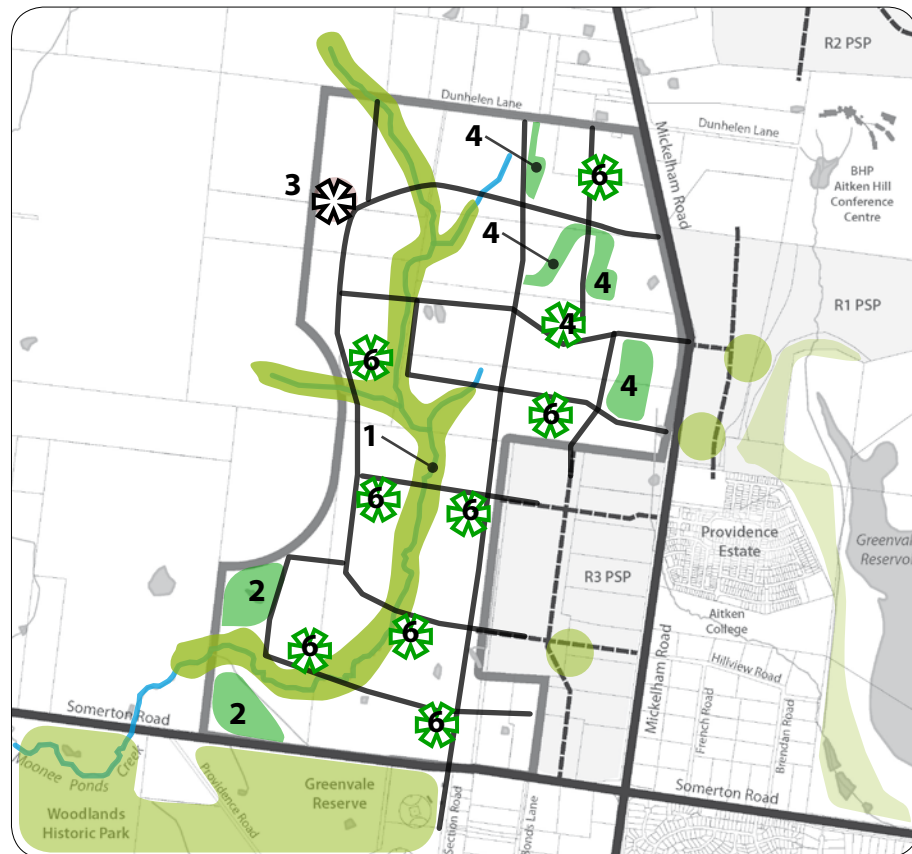


Key Vehicle Movement Elements:

- Provide primary access off Somerton Road and Mickelham Road, through 2 access points.
  - Ensure primary access off Somerton Road links directly to Section Road and Greenvale Reserve to the south, providing site with direct link to significant regional community facilities.
  - Align primary access off Mickelham Road with proposed signalised intersection adjacent as defined by the R1 PSP.
- Provide secondary access from Dunhelen Lane and at points that link into the R3 PSP's higher order road network.
- Provide for a loop road structure for higher order roads across the site that provides for both an efficient internal road network and connects key landscape and social infrastructure.
- Use secondary roads to link key landscape and social infrastructure allowing future residential development to better address these key features.



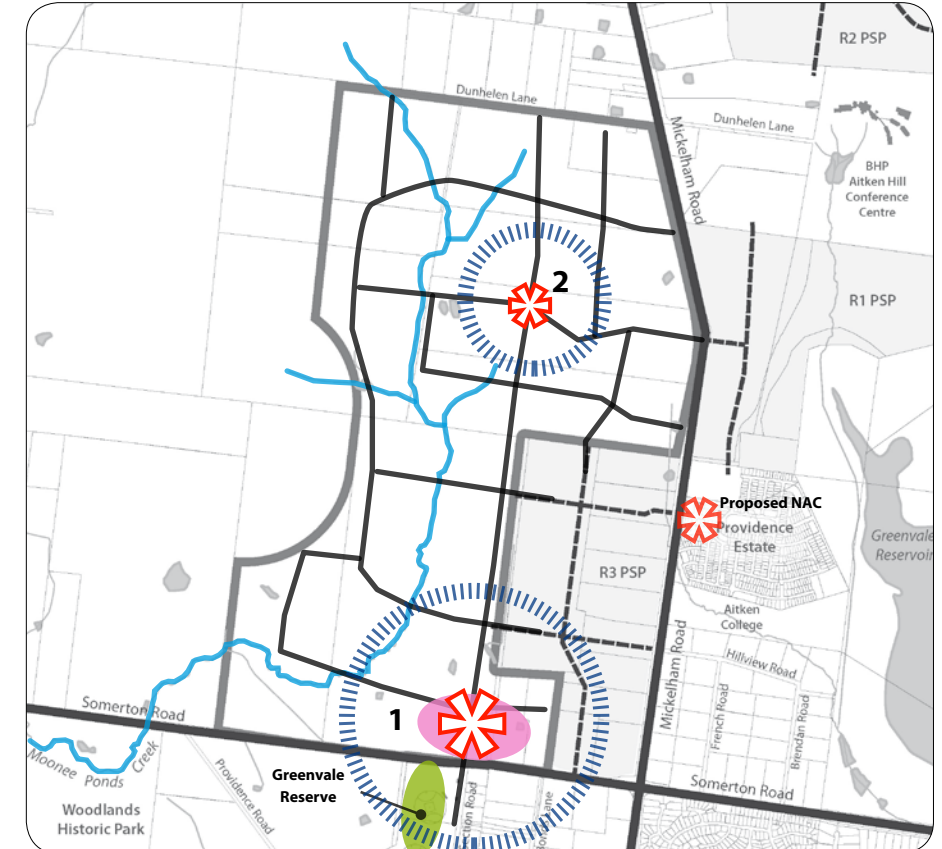
## 4.3 Open Space



Key Open Space Elements:

1. Create a landscape buffer adjacent to Moonee Ponds Creek that allows for significant landscaping. This will provide the site with both an interesting visual back drop and a 'Green Spine', providing an anchor for future recreational uses and shared paths for pedestrian and cycling movement.
2. Incorporate the existing remnant vegetation on south western side of site within the open space network, providing areas for recreational activities and creating a transitional buffer between future urban uses and existing rural land to the west.
3. Create a 'Hill Top Park' at sites highest point that takes advantage of the significant view lines to the south and east.
4. Incorporate other areas of existing remnant vegetation within the open space network, providing areas for localised recreational activities.
5. Ensure Passive Open Space areas link into the surrounding open space network and, ensure that they are located at the termination of key view lines and within walkable catchments.

## 4.4 Retail and Commercial

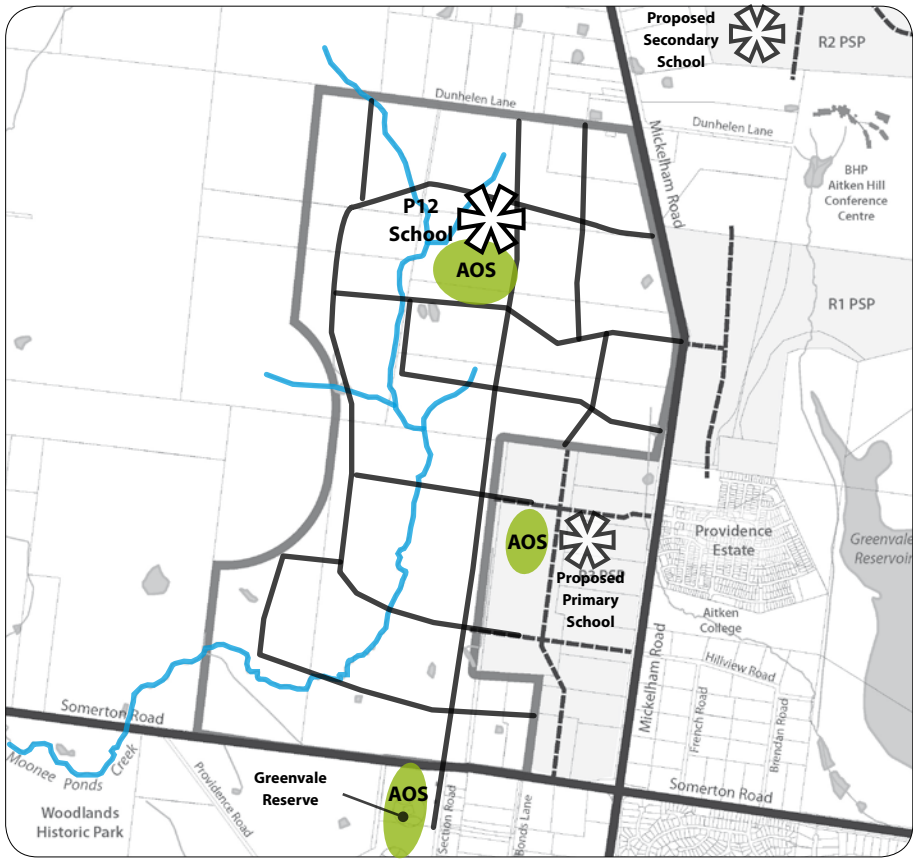


Key Retail and Commercial Elements:

The Greenvale West Development will require Neighbourhood Activity Centre (NAC) with an associated employment precinct and a smaller Local Centre. It is envisaged that the NAC will form the basis of the 'Greenvale Town Centre'

1. Locate Greenvale West NAC and employment precinct at location opposite the corner of Somerton Road and Section Road.
  - The NAC and employment precinct is located on the sites main north south connector road and will be accessible both internally within the site and from external catchments via the existing road network..
  - The location also takes advantage of its proximity to important community infrastructure such as Greenvale Reserve, which will reinforce the site as a 'Community Hub' and 'Town Centre'.
2. Locate a smaller Local Centre in the northern section of the site adjacent to key movement connections and future community infrastructure to create the basis of a secondary smaller localised 'Community Hub'.

## 4.5 Education and Community Uses

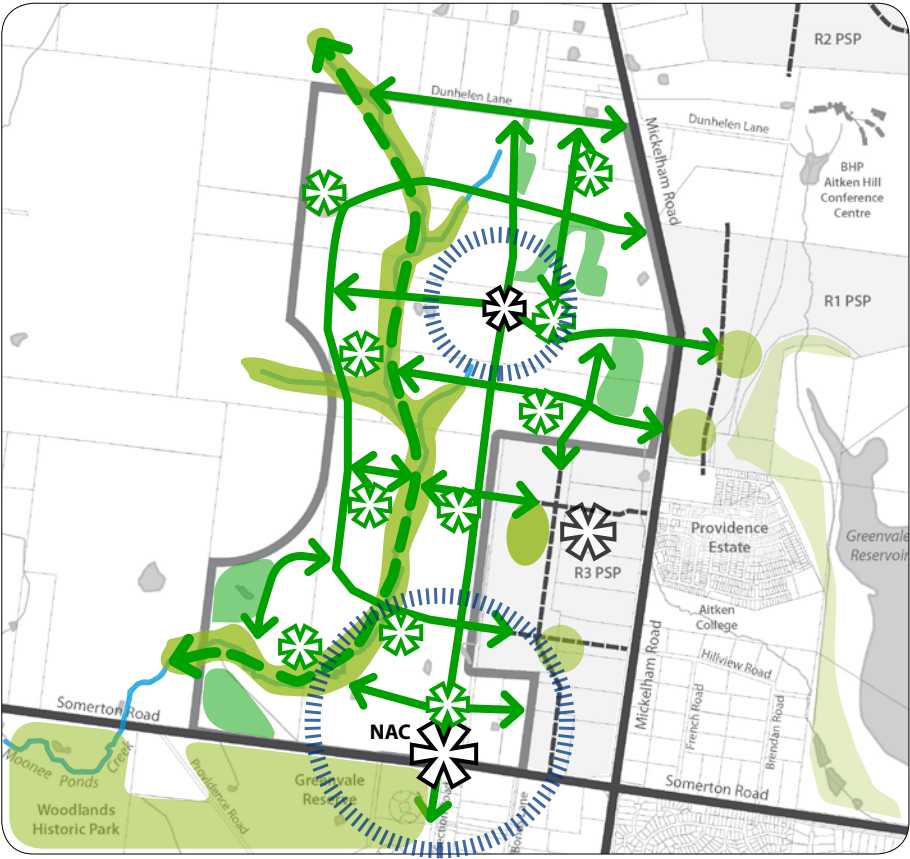


Key Education & Community Elements

The Greenvale West Development will require both a site of approximately 12ha for Active Open Space uses and 11ha for a P12 Government School. It has been determined based upon existing and future population catchments and the presence of existing and proposed infrastructure that the location of these facilities should be in the northern section of the site.

- Colocate School and Active Open Space.
- Locate both facilities on adjacent to key transport links and adjacent to proposed local centre, ensuring direct access and reinforcing secondary 'Community Hub' for site.
- Location of Active Open Space on generally flatter land, ensuring suitability to uses, with Moonee Ponds Creeks providing a visually interesting back drop.
- Ensure Oval structure is in east west arrangement to maximise use.

## 4.6 Pedestrian and Cycle Movement

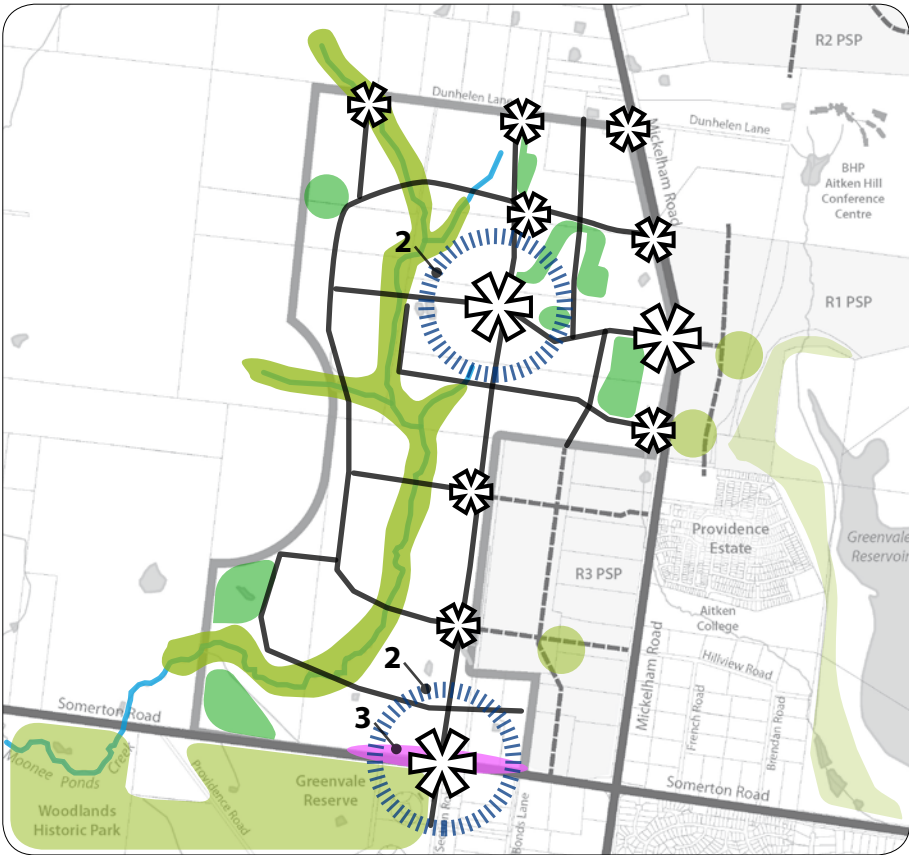


Key Pedestrian & Cycle Elements:

- Ensure Moonee Ponds Creek forms the sites main north south pedestrian and cycling spine.
- Pedestrian and cycle movement to utilise proposed areas of open space and key road structure, providing legible and accessible movement across site and into surrounding shared path networks.



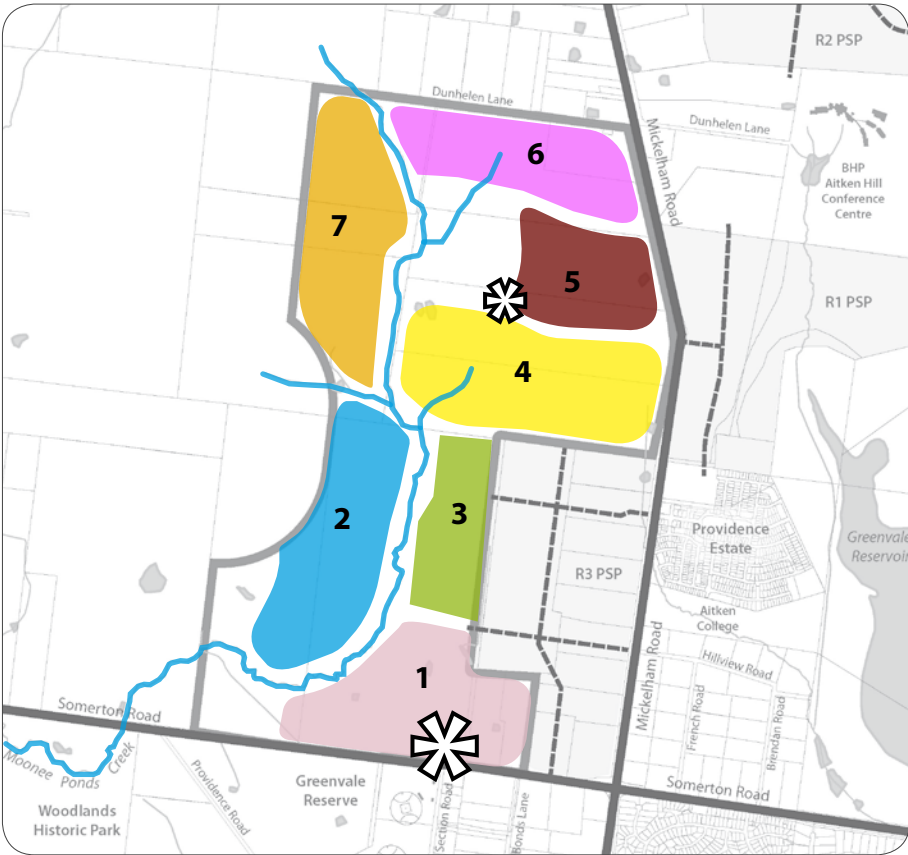
## 4.7 Built Form and Character



Key Elements of Built Form & Character:

1. Locate high quality built form at key entries to the site and at the termination of key views and vistas.
2. Locate higher density nodes adjacent to 'Community Hub's' to reinforce these sites significant community role.
3. Ensure quality architecture is employed along employment precinct section of Somerton Road that responds and complements adjoining Town Centre, future and existing residential and open space.

## 4.8 Residential Precincts



The surrounding interfaces and key internal landscape elements will result in seven distinct residential precincts across the site. These include:

1. **Greenvale West Town Centre** - Mix of conventional and medium density with character defined by the location of the 'Town Centre', landscape treatments along Moonee Pond Creek, the arterial nature of Somerton Road and the future residential development of R3 PSP.
2. **Western Creek Rural Precinct** - Generally conventional density with larger lots along western boundary providing a transition from rural land uses to the west. Character defined by the Moonee Ponds Creek and existing remnant vegetation to the west.
3. **Eastern Creek Precinct** - Primarily conventional density with smaller areas of medium density adjacent to open space. Character defined by the Moonee Ponds Creek and adjoining future residential development
4. **Village Precinct** - Mixture of conventional density with smaller areas of medium density adjacent to open space and Community Hub. Character defined by the Community Hub, Moonee Ponds Creek and future residential development to the west.

5. **Redgum Precinct** - Mix of conventional and medium density. Medium density concentrated adjacent to Community Hub and around areas of open space. Character defined by the Community Hub, the arterial nature of Mickelham Road, Moonee Ponds Creek, the scattered remnant vegetation and future residential development to the west.
6. **Dunhelen Rural Precinct** - Mixed precinct with larger lots along northern boundary providing a transition from rural land uses, blending into more conventional and medium densities around the 'Community Hub' and pockets of open space. Character defined by the 'Community Hub', the existing remnant vegetation and the arterial nature of Mickelham Road.
7. **Ridley Rise Precinct** - Generally conventional density with larger lots along western and northern boundaries providing a transition from rural land uses to the west. Character defined by the Moonee Ponds Creek, the 'Hill Top' Park and the general steepness of the terrain.

## 5.1 Greenvale West Concept Plan

The existing Urban Growth Area at Greenvale West accommodates planned development for approximately 2,750 residential lots and 8,500 population. This concept proposes an additional area of approximately 500 hectares capable of accommodating 5500 lots and an additional population of 16,000. This effectively creates a community west of Greenvale Reservoir of approximately 25,000 population.

### 5.1.1 Land Area

Concept plan has gross land area of approximately 500 hectares presenting a net developable area of approximately 380 hectares.

### 5.1.2 Lot Yield

A total lot yield of 5,500 can be added to the existing lot yield 2,750.

Based on an average lot density across the precinct structure plan area the total lot yield of 8,250 is provided capable of accommodating an additional 5,500 lots to existing planned urban development.

### 5.1.3 Services

The combined population generates support for;

- 2 Primary Schools,
- A Secondary School
- 2 Community Centres
- 2-3 Supermarkets provided within 3 potential activity centres
- Higher order active open space including the investment in existing land owned by Council south of Somerton Road immediately adjoining the plan
- Integrated transport network based on connector roads placed approximately 600m north-south and 800m east-west all capable of functioning as bus routes.
- A pedestrian cycle network integrating with existing links south of Greenvale Reservoir and in the future planned suburbs for Craigieburn.
- Improve water quality management and "water polishing" prior to discharging into Moonee Ponds Creek catchment

### 5.1.4 Hydraulic Infrastructure

Greenvale West is currently serviced by water mains on Mickleham Road with the capacity to be upgraded.



Figure 10 : Greenvale West Concept Plan





Figure 12 : Greenvale West Concept Plan Looking North East  
(Source Google Earth)

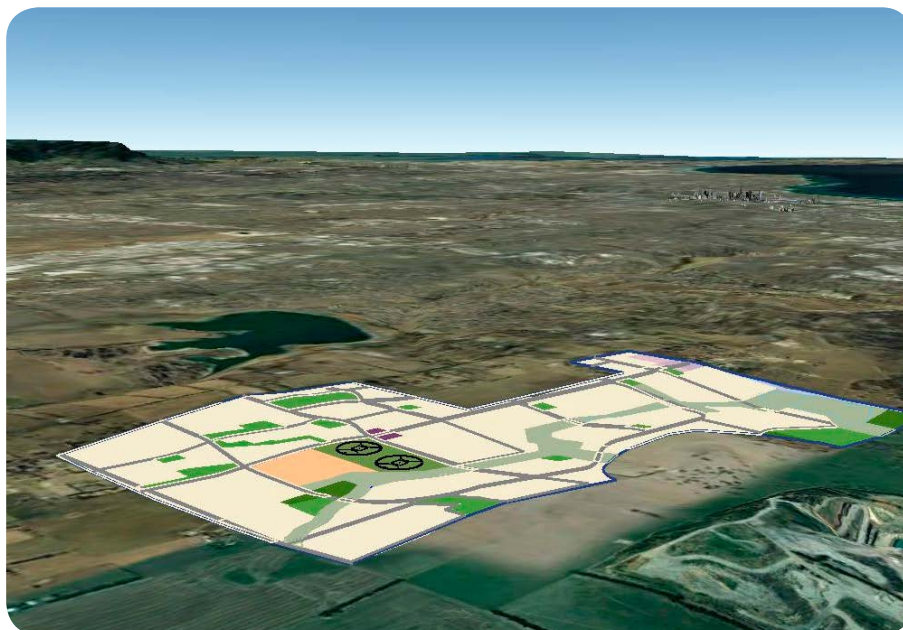


Figure 13 : Greenvale West Concept Plan Looking South East  
(Source Google Earth)

## 5.1.5 Drainage

Existing water quality within the upper reaches of the catchment for Moonee Ponds Creek is of relatively poor quality. Ephemeral creeks form the catchment consisting of intensively grazed dry land farmland. Runoff at peak flow periods results in accumulated nutrient and eroded soils discharging into the creeks and waterways further downstream.

A concept to treat urban stormwater as part of urban development will improve water quality overall, retaining some permanent water in the system but discharging treated stormwater into the Moonee Ponds Creek catchment at natural flow regimes. Key elements include;

- Concept to pipe through to Atkinson Creek
- 1 in 100 year overflow to Moonee Ponds Creek
- Natural rural flows to be retained to Moonee Ponds Creek
- Water treated to a high standard prior to discharge
- Network of ponds discharging to a treatment area adjoining Summerton Road.

## 5.1.6 A Socially Viable Community

A specific concern of Hume Council is that the existing community of Greenvale West will be poorly serviced and service delivery will be substandard by comparison to other parts of the urban community in Hume. In planning for an expansion of the urban community in Greenvale West, Australian Social Research (ASR) were engaged to assess social infrastructure needs required by community of approximately 25,000 population.

Schedule 1 below identifies the key items of social and recreational infrastructure required by the proposed Greenvale West community all of which are capable of being delivered through the approvals process for urban development or through a development contributions scheme.

## 5.1.7 Town Centres

Initially a concept of a single principle town centre and several smaller local centres were proposed for Greenvale West. The recent approval on rezoning to Business 1 west of Mickleham Road capable of accommodating a supermarket based centre and specialty shops has resulted in a review of delivery of town centres to the community. Unable to be expanded significantly this site will effectively remain as a single supermarket based neighbourhood centre. The anticipated 30,000sqm of local retail required for a community of this site will be provided within the Mickleham Road site and two additional centres west of Mickleham Road.

Key elements include;

- Existing centre on Mickleham Road
- Second town centre on Somerton Road
- Local centre central to the northern part of the new community

## 5.1.8 Public Transport

As an enhancement of the existing urban area Greenvale West can support the extension of services currently available or planned for the existing urban area. By growing Greenvale West from the existing restricted size to a larger community, frequency of services and destinations can be increased.

Greenvale West's close proximity to key attractors will reduce vehicular kilometres travelled to access employment and activity centres. The Greenvale West transport framework demonstrates:

- Public transport services within 400meters of residents
- direct bus routes to:
  - Craigieburn town centre
  - Craigieburn station
  - Roxburgh park station
  - Broadmeadows station





Create a 'Hill Top Park' at sites high point taking advantage of sites significant view lines and vistas.



Create larger lots near existing rural land to provide a transition between these existing land uses and future urban development.



Establish Moonee Ponds Creek as the sites 'Green Spine' and key visual asset. Use the spine as an anchor for recreational uses and utilise sound landscaping techniques to increase the overall amenity of the site.



Integrate remnant vegetation into open space network, providing for increased residential amenity and to create a buffer between existing rural uses and future urban uses.



Utilise WSUD techniques to help rehabilitate the Moonee Ponds Creek.



Integrate Moonee Ponds Creek and areas of open space into 'Green Corner' that provides a buffer to rural land to the west and visually integrates with Woodlands Historic Park.



Locate 'Greenvale West Town Centre' at the intersection of key internal and external transport routes and opposite key regional infrastructure reinforcing the 'Town Centre's' role as regional 'Community Hub'.



Utilise high quality built form and streetscape techniques within NAC and employment precinct to provide for visual interest and increased amenity for the sites key southern entry.



Increase residential density around the 'Greenvale West Town Centre' to provide for increased catchments for services and employment.



Co-locate School, Ovals and Local Centre to create a secondary 'Community Hub' servicing the northern section of the site.



Key northern entry point to link into future development of R1 PSP. Ensure road alignment maximises viewlines to significant remnant vegetation to create visual interest on approach towards secondary 'Community Hub'.



Incorporate remnant vegetation and interesting landscape elements into open space network, providing for increased residential amenity.



Connect higher order road network into adjoining R3 PSP road network.

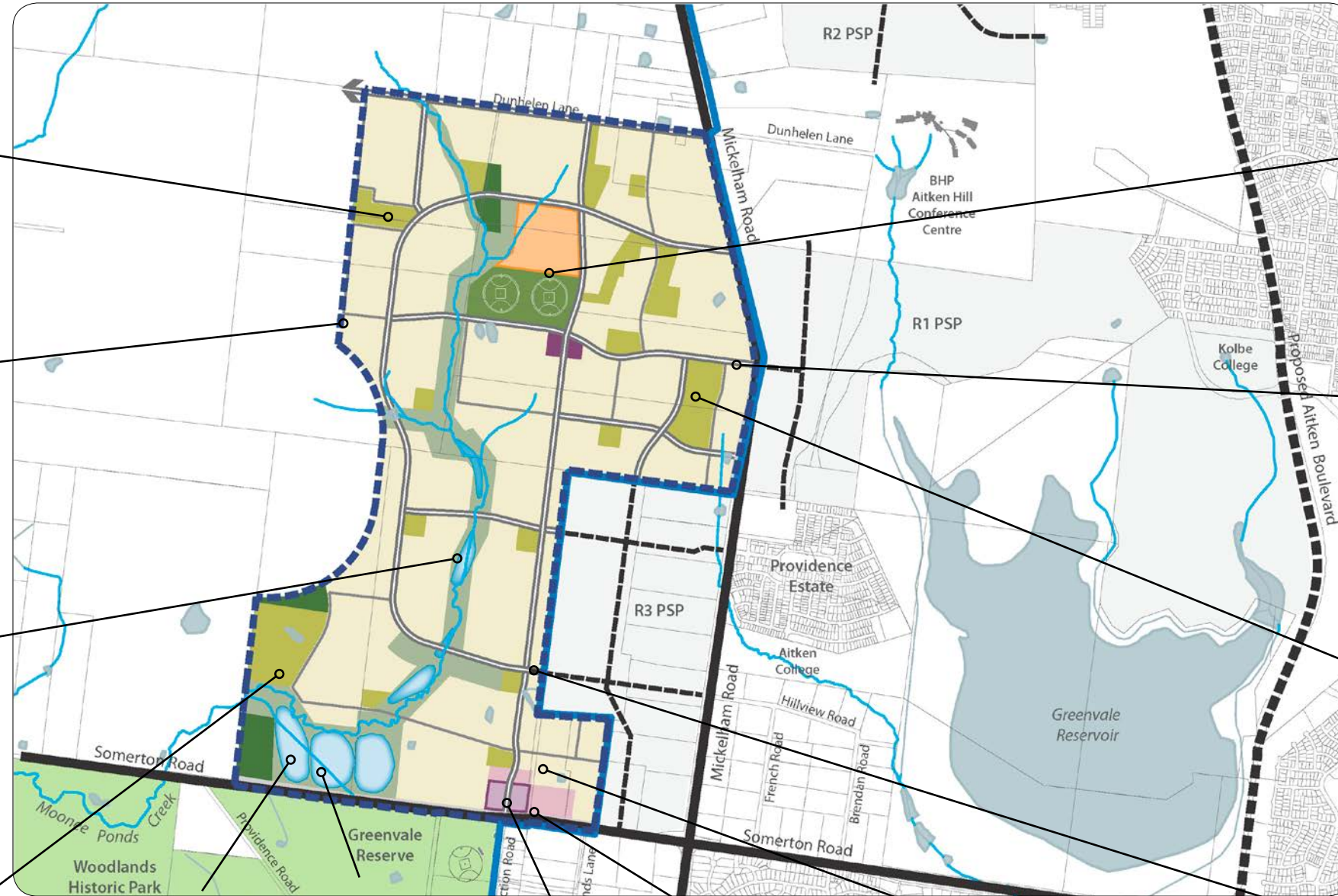


Figure 11 : Greenvale West Concept Plan - Key Design Features



# 6.1 Conclusion

The mechanism for including Greenvale West into the Urban Growth Boundary.

Plan Melbourne envisages the resolution of the current Urban Growth Boundary to create a ‘permenant metropolitan boundary’. Section 6.1.1 of Plan Melbourne Outlines a process for that review, a process that must have regard to:

- The position of Council
- The recommendations of the Logical inclusions Advisory Committee
- Topographical or infrastructure forming a robus Urban Growth Bopundary

The amendment area responds to all criteria.

While Plan Melbourne places the responsibility for the process with the Metropolitan planning Authority, there is no impediment under the planning and environment act 1987 that restricts Council from initiating an amendment.

Given the recommendations of the logical inclusions advisory committee and the resolution of noise modelling for Melbourne airport establishes that the amendment area is outside modelled noise impact areas. There is no impediment to the amendment proceeding.

The Hume City Council can initiate an amendment to complete the logical inclusions process by shifting the Urban Growth Boundary and zoning land within this area of change to the farming Zone.