

BEVERIDGE TOWNSHIP

Kelly Street

State
Primary
School
P-6

State
Secondary
School
7-12

Stewart Street

Rankin Street

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Plans

Plan 1: Regional Context

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Background Reports:

Report 1: Beveridge Cultural Heritage Assessment - Ochre Imprints (Light, Anna) November 2011

Report 2: Lockerbie North Transport Assessment & Traffic Modelling - GTA Consultants (Moresi, Ravji) March 2012

Report 3: Beveridge Activity Centre Market Analysis - Urban Enterprise (Ruzzene, Ship) - November 2011

Report 3A: Peer Review of the Beveridge Activity Centre Market Analysis - Charter Keck Cramer (Warman) - February 2012

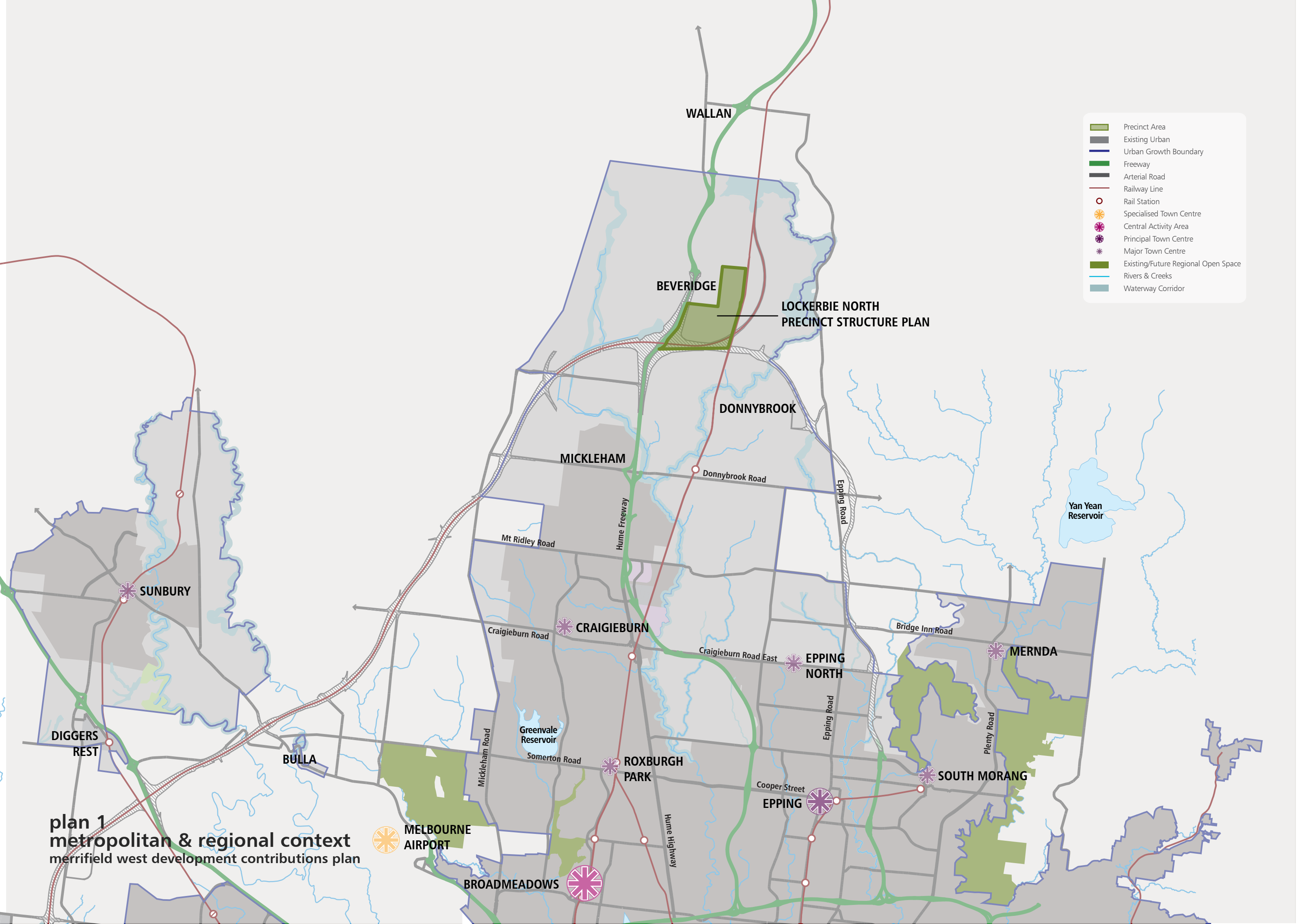
Report 4: Greater Beveridge Community Infrastructure Scoping Assessment & Review of Lockerbie North Precinct Structure Plan Requirements - ASR Research (Panozzo) November 2011

Report 5: Preliminary Biodiversity Assessment for the Beveridge PSP Areas 1062 & 1098 - Ecology & Heritage Partners (O'Brien) March 2012

Report 6: Lockerbie North PSP Drainage Strategy - Parsons Brinckerhoff (D'Aspromonte) February 2012

Report 7: Phase 1 Environmental Site Assessment (for Balcon Holdings) - Lane Piper (Masur) September 2011 & Phase 1 Environmental Site Assessment (for Stockland Development) - Lane Piper (Inkster) November 2011

Report 8: Lockerbie North PSP Infrastructure Report - St. Quentin - October 2011 & Electrical Servicing Report, Lockerbie North PSP - Plan B Services (Edwards) October 2011



- Precinct Area
- Existing Urban
- Urban Growth Boundary
- Freeway
- Arterial Road
- Railway Line
- Rail Station
- Specialised Town Centre
- Central Activity Area
- Principal Town Centre
- Major Town Centre
- Existing/Future Regional Open Space
- Rivers & Creeks
- Waterway Corridor

**LOCKERBIE NORTH
PRECINCT STRUCTURE PLAN**

**plan 1
metropolitan & regional context**
merrifield west development contributions plan

Yan Yean Reservoir

Greenvale Reservoir

MELBOURNE AIRPORT

WALLAN

BEVERIDGE

DONNYBROOK

MICKLEHAM

CRAIGIEBURN

EPPING NORTH

MERENDA

ROXBURGH PARK

SOUTH MORANG

EPPING

BROADMEADOWS

BULLA

DIGGERS REST

SUNBURY

Mt Ridley Road

Craigieburn Road

Craigieburn Road East

Bridge Inn Road

Mickleham Road

Somerton Road

Hume Highway

Hume Freeway

Donnybrook Road

Epping Road

Epping Road

Cooper Street

Plenty Road

1 LOCAL CONTEXT AND SITE DESCRIPTION

1.1 Metropolitan and Regional Context

The Lockerbie North PSP area is located adjacent to the existing township of Beveridge which is situated on the Hume Freeway 42 kilometres north of the Melbourne CBD.

Beveridge is located at the outer end of Melbourne's Northern Growth Corridor which includes established and undeveloped urban land located within the municipalities of Hume, Whittlesea and Mitchell Shire Council.

The Lockerbie North PSP area is located within Mitchell Shire Council noting that a small strip of land within the PSP area along the railway reserve lies within the City of Whittlesea.

The Urban Growth Boundary (UGB) defines the extent of urban Melbourne and is positioned in between Beveridge and Wallan. Hence, land in Mitchell Shire Council is divided into urban and rural areas with the majority of land being rural and used for agriculture and pasture.

Mitchell Shire Council includes the townships of Broadford, Heathcote Junction, Kilmore, Puckapunyal, Pyalong, Seymour, Tallarook, Tooborac, Wallan and Wandong. Seymour is the main focus for business and industry within the region.

Beveridge's existing rural interface with urban Melbourne will change over the next decade as the urban development front continues moving north along the Hume Freeway spine past Craigieburn to new suburbs such as Mickleham and Donnybrook.

Land within Mitchell Shire Council designated for urban use and development will support a variety of future public and private sector urban uses including residential, retail, commercial, industrial, recreational, educational and institutional.

Major public investment in the Melbourne North Growth Corridor includes the Outer Metropolitan Ring /E6 road reservation (OMR/E6) to the south of Beveridge. The OMR/E6 will strengthen the northern growth corridor's connections to the local and interstate transport and freight networks by making it more accessible to Melbourne Airport and the shipping Ports of Melbourne and Geelong. A rail connection to Melbourne Airport is currently under investigation.

The Melbourne North Growth Corridor:

- Is projected to accommodate between 82,000-133,000 dwellings and 68,000-120,000 jobs over the next twenty-to-thirty years.
- Is a major entrance to metropolitan Melbourne linking both regional Victoria and New South Wales to the city by the interstate road and rail networks.

- Generally extends in a northerly direction from the developing suburbs of Craigieburn, Epping, Mernda and South Morang to the foot of the local hills at the rural edge of Wallan.
- Has a hierarchy of established and proposed town centres which include the Central Activities District at Broadmeadows, Principal Town Centres at Epping and Donnybrook and Major Town Centres at Roxburgh Park, Craigieburn, South Morang, Mernda, Wollert, Mickleham and Beveridge South-West.
- Will become a major destination for freight with an area totalling 1,100 hectares of land in Beveridge to the east of the Melbourne-Sydney Railway line designated as the future location for an Intermodal Freight Terminal. This land is positioned at the junction of the OMR and interstate railway line.
- Is the home to a number of quarries to the east of the Hume Freeway which supply materials to the construction industry.
- Accommodates a number of existing tertiary education facilities, including LaTrobe University and RMIT in Bundoora, Kangan Institute at Broadmeadows and Craigieburn and NMIT at Epping and Greensborough. Goulbourn Ovens TAFE is located to the north of the UGB.
- Has an established network of both hospital and community-based primary, secondary and tertiary health services.
- Is located within a natural environment with numerous topographical features including the foothills of the Great Dividing Range, Mount Fraser, Bald Hill, Darebin Creek and Merri Creek. Other significant landscape features include floodplains associated with Merri Creek, local wetlands, and the Melbourne Water Greenvale Reservoir and Kalkallo Retarding Basin.
- Has a rich cultural heritage with many known areas of Aboriginal and European sensitivity integrated into the urban landscape and requirements for new discoveries in developing areas to be rigorously assessed for preservation.
- Support significant biodiversity values, with substantial areas of River Red Gums and the threatened communities of the Natural Temperate Grasslands of the Victorian Volcanic Plain and Grassy Eucalypt Woodland of the Victorian Volcanic Plain. Matted flax-lily, Curly sedge and other threatened flora species are also present in the corridor.
- Supports national and state significant ecological communities, including the Growling Grass Frog, Latham's Snipe and Golden Sun Moth.

The Melbourne North Corridor Plan introduces a new strategic plan to guide the growth of the corridor. The Corridor Plan:-

- Is an integrated masterplan which provides the framework to connect existing and future suburbs and townships via a convenient and accessible road, rail, trail and open space network.
- Sets out a land use pattern which promotes the highest and best use of land based upon local topography, landscape qualities, opportunities and constraints

generated by the existing and future road, rail, trail and open space network and existing major land uses which will continue to operate into the future.

- Identifies residential districts which are of a sufficient size to accommodate a Major or Principal Town Centre and can accommodate a range of housing densities and jobs.
- Nominates industrial and employment precincts on land which has suitable topography, convenient access to the OMR and main roads and is separated from residential areas. The Corridor Plan protects approved and operational quarries from the encroachment of sensitive uses by siting industrial and commercial uses within or next to quarry buffers.
- Protects the local hills and prominent landscape features from development to maintain the natural backdrop of the corridor.
- Adds to and diversifies the town centre hierarchy through the identification of future Town Centres at Donnybrook (Principal), Mickleham, Wollert and Beveridge South-West (Major). The positioning of a number of these new Town Centres will capitalise on natural features, including hills and waterways, to create an authentic sense of place for the enjoyment of residents, workers and visitors.
- Leverages off the existing north-south rail spine through the provision of new railway stations at Donnybrook and Beveridge which connect the corridor to the Central Business District, the Broadmeadows Central Activities District, regional Victoria and the northern states. Park and ride facilities will be provided at strategically located stations.
- Proposes a north-south bus rapid transit system as the Principal Public Transport Network to the west of the Hume Freeway linking Broadmeadows, Roxburgh Park, Craigieburn, Mickleham and ultimately and Beveridge. This system will be complemented by a potential arterial-based SmartBus network and local bus network.
- Proposes new interchanges with the Hume Freeway for strategically positioned east-west main roads to promote lateral movements to provide convenient access to the local and interstate rail service for all residents and workers and the network of town centres. Regular grade separations between main roads and the railway line are also proposed to ensure efficient movement networks.
- Provides land for industry and commerce, including the Intermodal Freight Terminal, in accessible locations to generate local and regional employment opportunities.
- Includes the Kalkallo Retarding Basin, a major drainage reserve which will also accommodate a range of secondary uses, including a regional open space reserve, and will be a primary active and passive recreation destination within the corridor.
- Designates land in Donnybrook to support a new sewerage treatment plant to service future development and recognises the potential for a new gas fired power station at Wollert.
- Provides for regional active open space for in strategic locations to service clusters of residential neighbourhoods.

- Provides for the protection and enhancement of the Merri Creek corridor and its adjacent habitat environments as a regionally significant recreational and biodiversity asset for the corridor.
- Proposes a road network which has the primary function of carrying freight and includes the Hume Freeway, the OMR/E6, Donnybrook Road, Somerton Road and the Metropolitan Ring Road.

1.2 Lockerbie North PSP area

The Lockerbie North PSP area comprises approximately 515 ha of land bounded by Minton Street to the north, the Melbourne-Sydney-Brisbane railway line to the east, Stewart Street, Rankin Street and the Hume Freeway to the west and the OMRR/E6 reservation to the south.

The PSP applies to two major parcels of land, noting that a handful of smaller parcels are also located within the PSP area:

75 Stewart Street:

This parcel has an area of 132 ha (gross) and is located at the northern end of the PSP area abutting Minton Street. The land steps down gradually from north to south being at the foot of Mt Fraser. The land contains a farmhouse and outbuildings and is currently used for grazing. The land is predominantly grassed with limited canopy trees and is characterised by rocky outcrops. A depression occurs in the land in the south-eastern corner and represents a natural drainage point.

Lockerbie:

Lockerbie is a large landholding which extends along the eastern side of Hume Freeway to the north of Bald Hill. The section of the Lockerbie property to the north of the OMR forms part of the Lockerbie North PSP and has an area totalling 361 ha spread across two titles. The balance of the property south of the OMRR/E6 is being masterplanned as part of the Lockerbie PSP.

The land is generally flat with a gentle slope from north to south. The land is characterised by windrows of pine trees. The land is used for grazing and contains a farmhouse and outbuildings.

1.2.1 History

The activity area is located within the traditional language boundary of the Woi wurrung (Wurundjeri) people who occupied the watershed bounded on the north by the Great Dividing range from Baw Baw west to Mt Macedon and by the Werribee River.

Numerous Woi wurrung (Wurundjeri) clans existed, the most relevant for the activity area being the Wurundjeri willam clan.

The Wurundjeri willam (meaning ‘white gum tree dwellers’) were associated with the Yarra River, Plenty River, Merri Creek and their catchments.

The Kurnsje-berreing, of the Wurundjeri willam, were likely the primary land owning group in the Beveridge region.

The Wurundjeri Tribe Land Compensation and Cultural Heritage Council Incorporated is a Registered Aboriginal Party (RAP) under the Aboriginal Heritage Act 2006 (Vic), with responsibilities in relation to the management and administration of Aboriginal Cultural Heritage matters in the Activity Area.

Source: Beveridge Precinct Structure Plan Cultural Heritage Assessment, Ochre Imprints (Light, Anna), November, 2011.

Post-contact:

Beveridge sits at the base of Mt Fraser, an extinct volcano cone, which explorers Hume and Hovell traversed in 1824.

Beveridge was named after Scottish sheep farmer Andrew Beveridge who constructed the Hunters’ Tryste Inn in 1845. The Inn currently operates as a hotel, post office and general store.

Beveridge is infamous as the home of the Kelly family, of which Ned was a notorious bushranger linked to numerous armed robberies in the late 1800’s. The Kelly family home still stands on the corner of Kelly and Stewart Streets having been built in c.1859.

Another prominent building within the township is the former Roman Catholic Church which is perched on a hillside overlooking the township. The bluestone gothic church was constructed between 1857 and 1862, with the sacristy and chancel an addition in 1877.

Beveridge Railway Station opened in 1872 and was extended in 1883 with the duplication of the line from Donnybrook and construction of the Melbourne-bound platform.

Beveridge has grown gradually from a small township to an area characterised by low density housing and hobby farms, with greater Beveridge comprising paddocks used for pasture and grazing.

In 2006, Beveridge supported a population of 1,192 people. The population will continue to increase in the short term as the Mandalay golf course estate develops on the western side of the Hume Freeway. This estate is proposed to include a primary school and small retail centre.

Existing services and facilities in Beveridge include the primary school, pony club, recreation reserve, post-office, hotel and general store.

Beveridge Railway Station, located to the north of Beveridge Road, was decommissioned in 1990.

1.2.2 Surrounding Neighbourhoods

Beveridge is situated between Wallan and Craigieburn both of which have established retail centres and other services and facilities which at present are mostly absent in Beveridge.

Major Town Centres are proposed at nearby Lockerbie and Merrifield and these new suburbs will grow alongside Beveridge.

Kalkallo is a small township located on the Hume Freeway to the south and a rural residential area is located in Mickleham to the south-west of the Lockerbie PSP area.

A major employment precinct is focussed around the intersection of the Hume Freeway and Donnybrook Road, several kilometres south of the PSP area.

1.2.3 Transport and movement

1.2.3.1 Road Infrastructure

The Northern Growth Corridor is well serviced by road infrastructure primarily through the Hume Freeway which is a national highway. The Hume Freeway connects metropolitan Melbourne to regional Victoria and the northern states. Upon construction of the OMR/E6, the Hume Freeway will be connected to the Calder, Tullamarine, Western and Princes Freeways which opens up major road and rail links to Melbourne and Avalon Airports and the shipping ports at Melbourne and Geelong.

The northern corridor has a strong network of existing and future main roads which run east-west and feed off the Hume Freeway and the in the future the E14. The future road structure within the Lockerbie North PSP integrates with and supports the existing road hierarchy.

The Lockerbie North PSP area is immediately accessible via Stewart and Lithgow Streets. Additional access points will be created from the south and west, the latter being in the form of an interchange with the Hume Freeway at Rankin Street. Rankin Street will become an important east-west connection between Lockerbie North and Beveridge South-West and from a broader perspective will form part of the road network connecting to the Merrifield Major Town Centre further south.

The existing Hume Freeway interchange at Lithgow Street will require upgrading in the future to accommodate a growing population in Beveridge.

An at-grade crossing exists at the intersection of the railway line and Beveridge Road and this will require grade separation in the future as usage increases.

1.2.3.2 Public Transport

Public transport is lacking in Beveridge, however, population growth will drive demand for services. With the Melbourne-Sydney railway line running through Beveridge, the PSP area is well positioned to leverage off this infrastructure through the provision of a new railway station, which is proposed. Beveridge will become a key part of the Principal Public Transport Network in the future, with potential SmartBus services linking Beveridge Railway Station to town centres and employment precincts within the region.

In the interim, the closest railway stations are located at Wallan and Donnybrook with a V-line service operating along this route.

The Mandalay estate is required to provide a local bus service in the medium term to provide a connection between east and west Beveridge. Additional local bus services will operate within the PSP area in response to population growth.

1.2.4 Employment and Activity centres

1.2.4.1 Activity Centres

The Lockerbie North PSP will accommodate two town centres which will support a cluster of uses including retail, commercial, office, community and recreation. The centres are strategically located to promote accessibility and will be a community focus with a strong sense of place.

A large local town centre is located along the extension of Lithgow Street, adjacent to the potential future Beveridge station and will ultimately support approximately 9,000 square metres of retail floorspace comprising one full-line supermarket, and specialty retail.

A smaller local town centre is located to the south of Rankin Street and will ultimately accommodate 4,000 square metres of retail floorspace including a full-line supermarket and specialty shops.

Any expansion of these centres will be subject to further review and will require a separate planning permit.

The Lockerbie North neighbourhood centres will complement the hierarchy of established and future town centres in the region, which include the Central Activities District at Broadmeadows, Principal Town Centres at Epping and Donnybrook (Lockerbie) and Major Town Centres at Roxburgh Park, Craigieburn, South Morang, Beveridge South-West, Wollert, Mernda and Mickleham.

Lockerbie North is positioned in close proximity to the planned employment precincts at Merrifield and Folkestone, the Principal Town Centre at Donnybrook (Lockerbie) and the Major Town Centre at Merrifield. In addition, the Intermodal Freight Terminal site is close by which will be a major employment precinct within the corridor and broader region.

Public transport services will link Lockerbie North to the town centres and employment precincts.

1.2.4.2 Industrial and Employment land

From an accessibility perspective, the northern corridor will be a strategic location for industry and commerce to establish upon the construction of the OMRR/E6 which opens up substantial connections to the local and interstate freight networks. This is potential is recognised in the Melbourne North Growth Corridor Plan with future industrial and commercial areas proposed in the following locations:

- The industrial precinct located along the eastern side of the Hume Freeway around Mt Ridley Road through to Donnybrook Road;
- The Donnybrook Road Industrial Precinct located to the east of the railway line along the southern side of Donnybrook Road;
- The Wollert Industrial Precinct located along Epping Road/E6 road reservation; and
- The Mickleham Industrial Precinct to the north-east of the Kalkallo Retarding Basin at Merrifield West.

A total of 1,700 gross hectares of industrial land, 40 gross hectares of mixed use employment land and 70 gross hectares of commercial land is located in the Melbourne North Growth Corridor. In addition, 120 hectares of additional land could be provided for a range of local industrial and commercial activities across residential Precinct Structure Plans.

The 1,100 ha Intermodal Freight Terminal site will add to the supply of long term industrial land in the corridor.

An existing supply of employment land is located at the Merrifield and Folkestone precincts which are positioned near the intersection of the Hume Freeway and Donnybrook Roads.

1.2.5 Community Facilities

At present, the township of Beveridge does not have sufficient population to sustain or demand a basic level of community facilities. Existing residents currently travel to

surrounding towns to access services and facilities and the PSP seeks to reverse this pattern by providing a framework to deliver local services and facilities.

The existing primary school at Beveridge will benefit from population growth through stronger enrolment numbers and this in turn will assist in attracting an additional primary school and a secondary school to the area, which the PSP provides for.

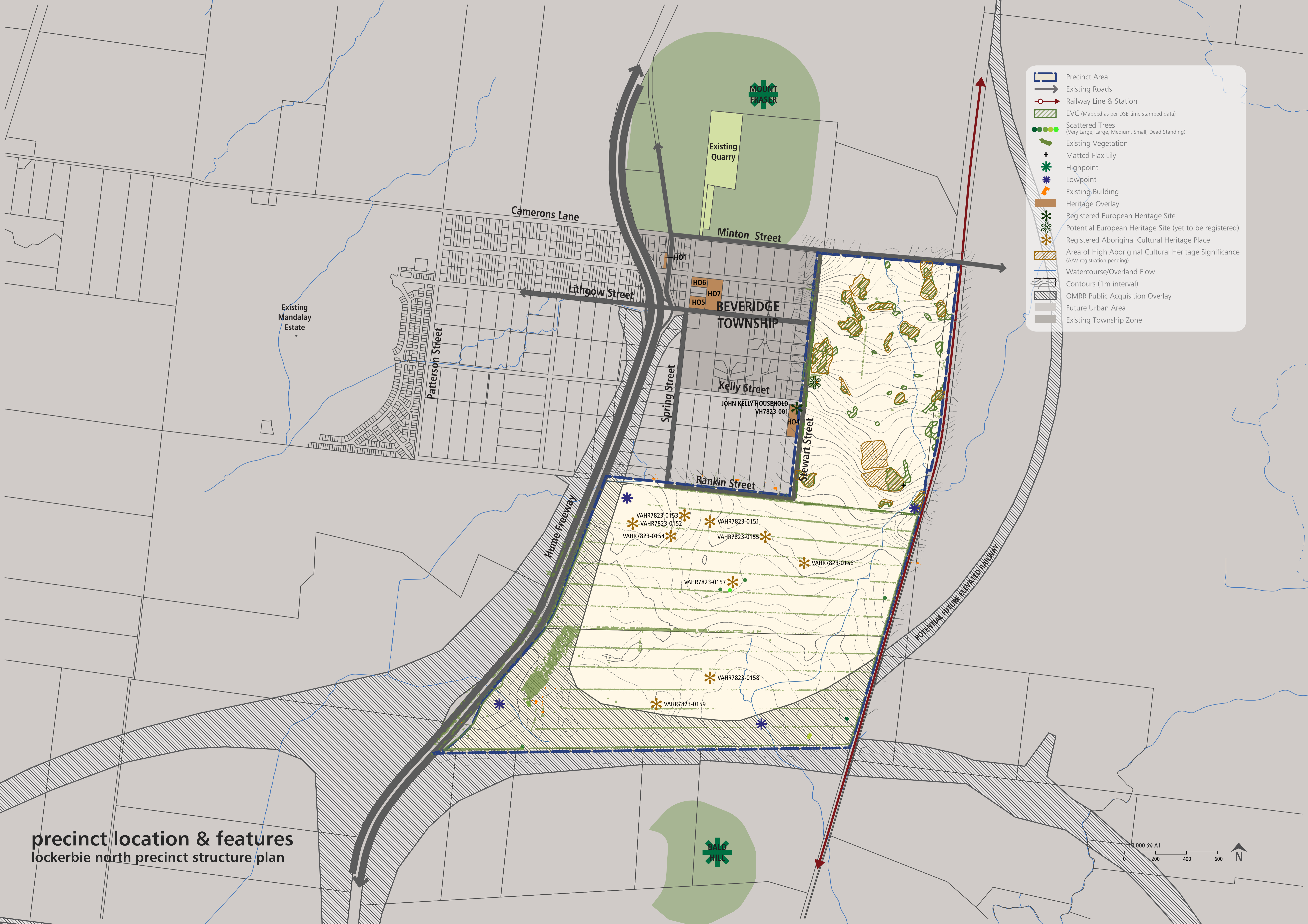
The PSP provides for two community hubs being located along the Lithgow Street extension and to the south of Rankin Street. These centres will include facilities such as kindergartens, maternal and child health care and community meeting spaces.

The PSP also recognises the demand for active recreation and proposes the provision of public reserves near each community hub. The public reserves will include a combination of AFL/cricket playing fields, tennis courts, netball courts as well as supporting infrastructure including pavilions and car parking.

In addition, a bicycle/walking trail network is proposed to connect destinations within the PSP area to promote non-motorised travel.

The PSP provides a passive open space network for the enjoyment of residents, workers and visitors in the form of local parks.

Source: Greater Beveridge Community Infrastructure Scoping Assessment and Review of Lockerbie North Precinct Structure Plan Requirements, ASR Research Community Planning, 15 November, 2011.



- Precinct Area
- Existing Roads
- Railway Line & Station
- EVC (Mapped as per DSE time stamped data)
- Scattered Trees (Very Large, Large, Medium, Small, Dead Standing)
- Existing Vegetation
- Matted Flax Lily
- Highpoint
- Lowpoint
- Existing Building
- Heritage Overlay
- Registered European Heritage Site
- Potential European Heritage Site (yet to be registered)
- Registered Aboriginal Cultural Heritage Place
- Area of High Aboriginal Cultural Heritage Significance (AAV registration pending)
- Watercourse/Overland Flow
- Contours (1m interval)
- OMRR Public Acquisition Overlay
- Future Urban Area
- Existing Township Zone

precinct location & features
lockerbie north precinct structure plan

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2 PRECINCT FEATURES

2.1 Heritage

The PSP area is located just south of a pass in the Great Dividing Range and this location, with the elevated, dry vantage points provided by the stony rises, will have made it a favourable location on an Aboriginal travel route that passed close to Beveridge.

A review of the Victorian Aboriginal Heritage Register (VAHR) maintained by Aboriginal Affairs Victoria revealed that ten (10) previously registered Aboriginal places have been documented within the PSP area. They are listed as follows:

VAHR No	PLACE TYPE	PLACE CONTENTS	PLACE CONTEXT
7823-0119	Artefact Scatter	One broken silcrete flake	Located on dam bank on stony rise in the PSP area
7823-0151	Artefact Scatter	Eight stone artefacts made on silcrete, quartzite, quartz and mudstone	Located on a stony rise within an agricultural property in the PSP area
7823-0152	Artefact Scatter	One silcrete scraper	Located on grassed volcanic plain in area disturbed by stock in the PSP area
7823-0153	Artefact Scatter	One multi-directional quartz core	Located on grassed volcanic plain in area disturbed by stock in the PSP area
7823-0154	Artefact Scatter	One quartz flake	Located on grassed volcanic plain in area disturbed by stock in the PSP area
7823-0155	Artefact Scatter	Two silcrete and two quartzite artefacts	Located on a stony rise in the PSP area
7823-0156	Artefact Scatter	One broken silcrete flake	Located on a stony rise in the PSP area
7823-0157	Artefact Scatter	One silcrete thumbnail scraper	Located on grassed volcanic plain in area disturbed by stock in the PSP area
7823-0158	Artefact Scatter	One silcrete broken notched flake	Located on a drainage line leading to Merri Creek in the PSP area

7823-0159	Artefact Scatter	Two silcrete flakes	Located on grassed volcanic plain in area disturbed by fieldstone raking in the PSP area
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An additional 17 discrete areas containing Aboriginal cultural heritage (all stone artefacts) have been identified during a Cultural Heritage Management Plan currently being prepared for the property at 75 Stewart Street in the PSP area. These 17 areas are in the process of being registered on the Heritage Inventory.

The majority of these 27 places comprise stone artefacts located in surface and/or subsurface contexts on stony rises.

VAHR 7823-0119 includes surface stone artefacts on a stony rise and one stone artefact immediately adjacent to the stony rise, suggested to have been displaced from the stony rise. Five Aboriginal places in the southern section of the PSP area were located on flat ground however four of these only comprised one stone artefact and the last place (VAHR 7823-0159) contained two stone artefacts for which no landform information is available as they were identified in a pile of stones collected from across the property.

Archaeological investigations conducted to-date indicate that Aboriginal places with moderate densities of stone artefacts exclusively occur within the boundaries of stony rise landforms in the Beveridge area with only occasional isolated stone artefacts identified away from stony rises.

The Desktop Assessment undertaken for the PSP defined four zones of Aboriginal archaeological sensitivity. These zones were determined according to the known presence of Aboriginal cultural heritage, the known presence of stony rises and elevated land, limited roadside observation and geomorphological mapping (DPI Geomorphological Units 250). These zones comprise:

- High: Aboriginal archaeological sensitivity: those areas which have been confirmed to contain Aboriginal cultural heritage;
- Moderate-High: Aboriginal archaeological sensitivity: those areas where stony rises and elevated land have been noted to occur via limited roadside observation, also including the spring located east of the Hume Highway and the tributaries in the south of the PSP area.;
- Moderate: Aboriginal archaeological sensitivity: those areas which were unable to be visually assessed but are located within areas mapped as 'stony rises' on the geomorphological map (DPI Geomorphological Units 250); and
- Low: Aboriginal archaeological sensitivity: those areas subject to a previous archaeological assessment and determined not to comprise landforms associated with Aboriginal cultural heritage.

Future archaeological investigation in the PSP area may result in change to these zones and is required in order to verify the actual Aboriginal archaeological sensitivity of Zones 2 and 3.

Stone artefact occurrences in the wider Beveridge region commonly occur on stony rises both on surface exposures and in shallow subsurface deposits. The strong association between Aboriginal cultural heritage and stony rises suggests that where stony rises occur in the PSP area they are likely to contain surface and/or subsurface stone artefacts.

Scarred trees are a less common occurrence in the region, possibly a result of clearing of the land during European settlement of the area but also due to the minimal tree cover that was present on the plains. Where scarred trees occur they are usually associated with creeks or swampy areas. A tributary of Merri Creek occurs in the southeast of the PSP area. If former swamp areas are located in the PSP area and mature native vegetation occur in proximity to these, Aboriginal scarring may be present.

A Cultural Heritage Management Plan will be triggered for high impact activities located within 50m of a registered Aboriginal place as these are considered areas of cultural heritage sensitivity.

Source: Beveridge Precinct Structure Plan Cultural Heritage Assessment, Ochre Imprints (Light, Anna), November, 2011.

Beveridge has five areas of European heritage significance which are subject to individual heritage overlays in the Mitchell Planning Scheme:

- Heritage Overlay 1 (H01): Beveridge Post Office.
- H04: John Kelly's Former House located at 44 Kelly Street. The home of notorious Bushranger Ned Kelly and family. Listed on the Victorian Heritage Register (H940).
- H05: Former St. John's Catholic Church located on Spring Street.
- H06: Former Church of England located on Spring Street.
- H07: State School No. 1476 located on Arrowsmith Street.

The Kelly household is partially located within the Stewart Street road reservation where an arterial road is proposed within the Northern Growth Corridor Plan.

With the exception of John Kelly's former house, the heritage buildings are located in the heart of the township to the east of the Hume Freeway in prominent positions on elevated land.

A natural spring is located on land fronting Spring Street to the south of Lithgow Street.

In addition to the Heritage Overlay, Mitchell Shire Council undertook a heritage study in 2006 for the entire municipality. This study identified the former Stewart Residence and surrounds (located at 75 Stewart Street, Beveridge) to have local historic relevance.

2.2 Biodiversity

The PSP lies within the Victorian Volcanic Plain bioregion and falls within the Port Phillip and Western Port catchment.

Pre-European EVC mapping indicates that the PSP area and surrounds would have supported Plains Grassy Woodland (EVC 55_61) prior to European settlement based on modelling factors including rainfall, aspect, soils and remaining vegetation.

2.2.1 Flora

The PSP area comprises land which has been primarily used for grazing for over a century which has resulted in the subsequent elimination of native flora and the widespread occurrence of introduced flora species throughout the property.

The PSP area is composed of clay soils on a flat to slightly undulating landscape. A small number of dams occur at various locations within the PSP area, most of which are not permanent water bodies.

A total of 45 remnant patches of native vegetation were recorded within the PSP area. Most of these comprised Stony Knoll Shrubland (EVC 649), but also patches of Plains Grassland (132), Creekline Tussock Grassland (654) and Plains Grassy Wetland (125).

Targeted surveys of the recorded EVC patches were undertaken to confirm the presence or absence of EPBC Act and/or FFG Act communities. These surveys found one matted flax lily within the precinct (Habitat Zone 135) located on the 75 Stewart Street property.

The remainder of the PSP has been exposed to significant disturbance through farming practises. As a consequence, a large proportion of the PSP area is defined as Degraded Treeless Vegetation. These parts of the site support a high cover of introduced pasture grasses, namely Cocksfoot, Rye Grass, Soft Brome, Toowoomba Canary Grass and Sweet Vernal Grass as well as a low to moderate cover (less than 25%) of indigenous wallaby grass.

There are also a total of 14 scattered trees in the precinct which the majority are located south of Rankin Street.

Sources: Preliminary Biodiversity Assessment for the Beveridge PSP Areas 1062 & 1098 - Ecology & Heritage Partners (O'Brien) November 2011

2.2.2 Fauna

No EPBC Act or FFG Act flora communities were recorded within the PSP area. However, it is likely that three species of threatened fauna, the nationally and state significant Striped Legless Lizard, Golden Sun Moth and the Growling Grass Frog, are considered likely to occur in the PSP area due to the presence of potential suitable habitat. Targeted surveys can be undertaken to establish the presence or absence of the Striped Legless

Lizard, or appropriate salvage and translocation protocols adopted if it is assumed that the species is present.

Sources: Preliminary Biodiversity Assessment for the Beveridge PSP Areas 1062 & 1098 - Ecology & Heritage Partners (O'Brien) November 2011

2.3 Topography and Landform

The topography of the region is flat to generally undulating at around 270-300m above sea level (AHD). Kalkallo Creek and Merri Creek run c.2-2.5km to the west and east, respectively, of the PSP area and several unnamed waterways weakly dissect the surrounding area. A spring occurs to the east of the Hume Freeway.

The plains in the region are covered with sticky grey and black clays and alluvial deposits relating to the Newer Volcanics period indicating that they were subject to seasonal waterlogging and likely formed localised swamps.

Source: Beveridge Precinct Structure Plan Cultural Heritage Assessment, Ochre Imprints (Light, Anna), November, 2011.

2.4 Catchments and Drainage

The Lockerbie North PSP area sits within two main catchments: the Kalkallo Development Services Scheme catchment and the Lockerbie North Catchment.

The property at 75 Stewart Street and the eastern section of the Lockerbie property are within the Lockerbie North catchment. The western part of the Lockerbie property is located within the Kalkallo Development Services Scheme boundary.

The existing Lockerbie North catchment is a rural catchment covering an area of approximately 720 ha. The catchment drains to the south, via a tributary to the Merri Creek. The site is largely cleared, with an existing railway line running through the middle of the site in a north-south direction. The railway line has a number of existing culverts allowing stormwater runoff from the eastern sub-catchments to drain back to the tributary.

For large portions of the site there is no existing formalised waterway. The location of the proposed waterway has therefore been set based upon existing valley low points and existing formalised waterways, where suitable.

The Lockerbie North Drainage Strategy includes a number of stormwater quality systems to treat stormwater runoff prior to entering the receiving waterways. The primary objective of these systems is to meet the Best Practice Environmental Guidelines targets for stormwater treatment.

The proposed stormwater treatments are end of catchment treatments that include a combination of sedimentation basins and wetlands.

Source: Parsons Brinckerhoff, Lockerbie North PSP Drainage Strategy, (D'Aspromonte) February 2012



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