

Toolern Precinct Structure Plan

(Including Toolern Native Vegetation Precinct Plan)

July 2011
(Amended December 2015)
(Amended February 2019)

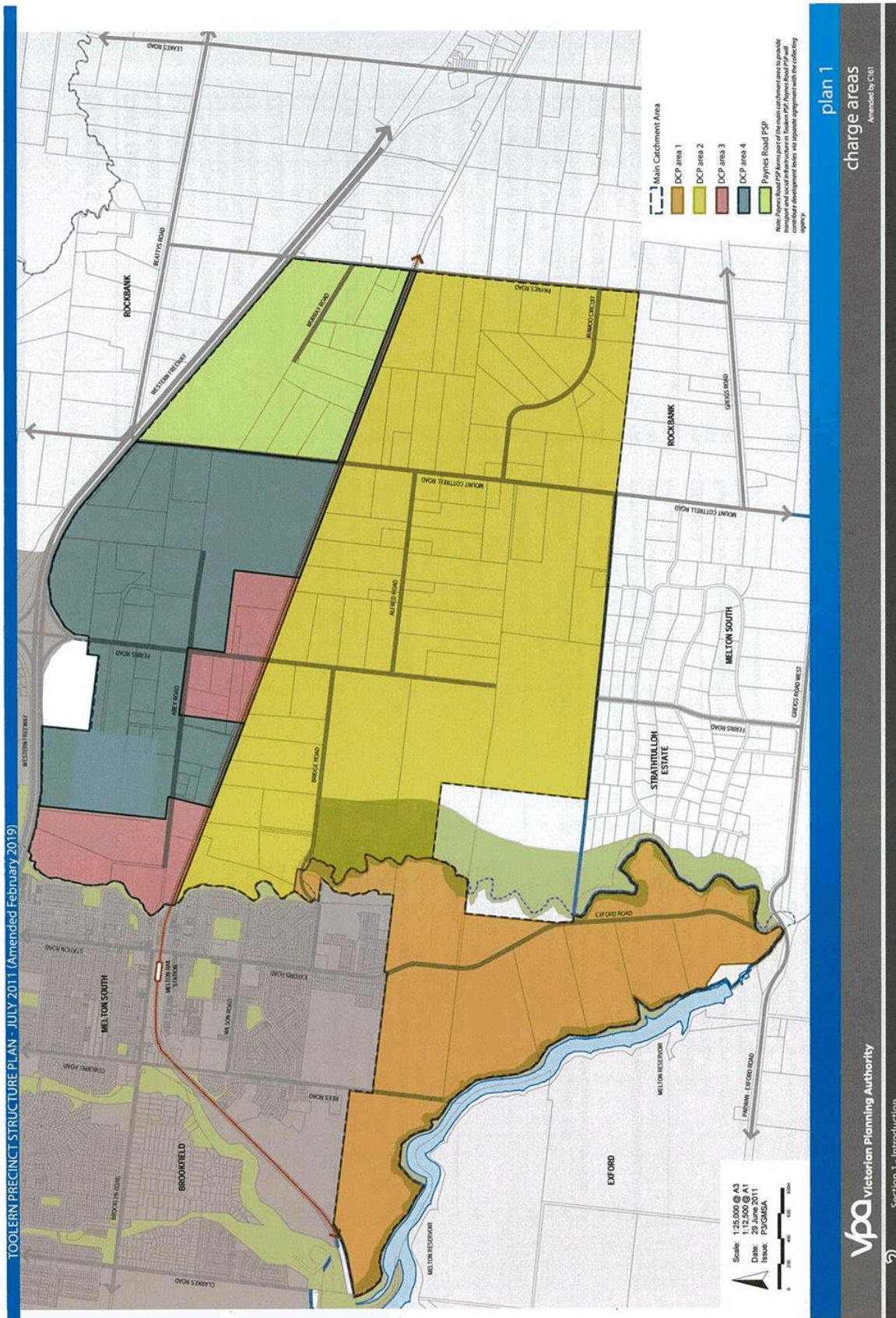


Version	Date	Incorporated into the planning scheme by amendment	Description of changes
1	October 2010	Melton C84 (Part 1)	N/A
2	July 2011	Melton C84 (Part 2)	Refer to C84 (Part 2) explanatory report
3	December 2015	Melton C161	Removal of Paynes Road PSP land from Toolern PSP
4	February 2019	Melton C172	Includes Paynes Road Railway Station



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plan 1
charge areas
Amended by C161

vpa Victorian Planning Authority
2 Section 1 - Introduction



1.0 INTRODUCTION

1.1 ROLE OF THE PRECINCT STRUCTURE PLAN

Amended by C172

The Toolern Precinct Structure Plan (Precinct Structure Plan) has been prepared by the Melton City Council in conjunction with the Victorian Planning Authority (VPA), government agencies, service authorities and major stakeholders.

The Precinct Structure Plan is a long-term plan for urban development. It describes how the land is expected to be developed, the services planned to support development and how they will be delivered.

The Precinct Structure Plan:

- Enables the transition of non-urban land to urban land.
- Sets the vision for how land should be developed and the desired outcomes to be achieved.
- Outlines 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, affordable lifestyle.
- Details the form and conditions that must be met by future land use and development.
- Determines the use and development controls that apply in the schedule to the Urban Growth Zone and what permits may be granted under the Schedule to the zone.
- Provides developers, investors and local communities with certainty about future development.
- Enables the assessment, protection and enhancement of biodiversity values in the context of the surrounding and long term urban development.

The Precinct Structure Plan is informed by:

- The State Planning Policy Framework set out in the Melton Planning Scheme, including the Growth Area Framework Plans and the Precinct Structure Planning Guidelines; and
- The Local Planning Policy Framework of the Melton Planning Scheme and other local policies and strategies.

1.2 LAND TO WHICH THE PRECINCT STRUCTURE PLAN APPLIES

Amended by C161

The Precinct Structure Plan applies to approximately 2,200 hectares of land within the Urban Growth Boundary (UGB) as illustrated in Plan 1. This land is predominantly zoned Urban Growth Zone (UGZ), Industrial 1 Zone (INTZ), Mixed Use Zone (MUZ). A relatively small amount of land adjacent to the Melton Reservoir is zoned Rural Conservation Zone (RCZ). Amendment C84 will rezone all land to UGZ – Schedule 3 (UGZ3) to allow the implementation of this Precinct Structure Plan. For the purpose of the Precinct Structure Plan this land is referred to as the Toolern Precinct Structure Plan Area.

The Toolern Precinct Structure Plan has been divided into four areas (Areas 1, 2, 3, and 4 – refer to Plan 1 and the Toolern DCP).

Inserted by C161

Note: Toolern Precinct Structure Plan, Part C (Paynes Road PSP) illustrated on Plan 1 is no longer included in the updated Toolern Precinct Structure Plan (December 2015).

1.3 ROLE OF THE NATIVE VEGETATION PRECINCT PLAN

The Toolern Native Vegetation Precinct Plan (NVPP) has been prepared for the purpose of managing native vegetation through clause 52.16 of the Melton Planning Scheme. It identifies:

- Native vegetation which may be removed without a planning permit;
- The offsets that must be provided to remove the native vegetation which can be removed; and
- Native vegetation which cannot be removed without a permit.

The Toolern NVPP is one of the planning tools used to facilitate development in accordance with the Toolern Precinct Structure Plan. The NVPP is a separate incorporated document despite being found as a chapter within the Toolern Precinct Structure Plan.

Inserted by C161

Note: Toolern NVPP applies to land within the updated Toolern PSP and Paynes Road PSP (December 2015).

The statutory basis for the NVPP is clause 52.16 of the Melton Planning Scheme and not Schedule 3 to the Urban Growth Zone.

1.4 IMPLEMENTATION

The Precinct Structure Plan is implemented by:

- Development proponents who develop land generally in accordance with this Precinct Structure Plan.
- The Victorian Government and the Melton Shire by funding, delivering and managing a range of infrastructure and services to support the development of the precinct.
- Non-government service providers and individuals such as volunteers who manage and deliver services.
- The Melton Planning Scheme including:
 - the Toolern Development Contributions Plan incorporated in the Scheme at Clause 45.06;
 - the Toolern Native Vegetation Precinct Plan incorporated in the Scheme at Clause 52.16;
 - open space requirement under Clause 52.01 of the Scheme; and
 - other requirements of the scheme.

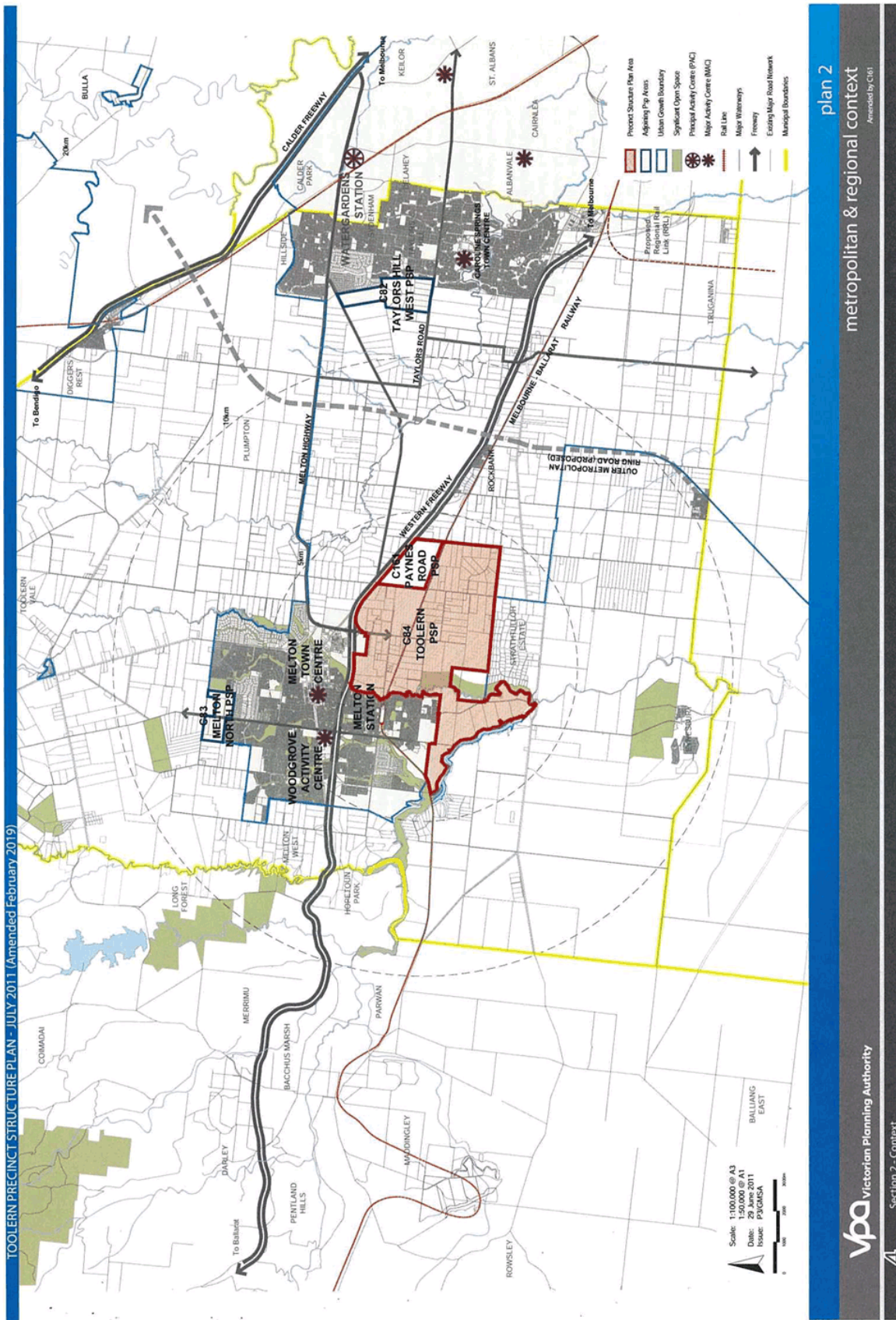
1.5 FURTHER REFERENCE MATERIAL

A Glossary and other information such as technical studies supporting the preparation of this Precinct Structure Plan are listed in Section 6.0 – Supporting information.

1.6 MONITORING AND REVIEW

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The VPA and Melton City Council will jointly monitor the implementation of the Toolern Precinct Structure Plan and the Toolern Native Vegetation Precinct Plan. Their effectiveness will be evaluated regularly, at least every five years and their content may be revised and updated following review.



2.0 LOCAL CONTEXT AND SITE DESCRIPTION

2.1 METROPOLITAN AND REGIONAL CONTEXT

The Melton Township is a satellite city with a population of approximately 40,000 people. The township is separated from the main metropolitan area by 9 kilometres of Green Wedge Zone, interrupted only briefly by Rockbank, a small rural settlement between the rail corridor and the Western Freeway (Plan 2).

Despite the geographical separation, Melton Township has a strong relationship with the Eastern Corridor (also known as Melton East) and Metropolitan Melbourne where many of the Township's residents commute for work. While the Eastern Corridor has accommodated the vast majority of the Shire's residential growth over the last 15 years, two Major Activity Centres and the Shire's civic headquarters help the Melton Township retain its role as the primary centre within the Shire.

Toolern is located south-east of the Melton Township and approximately 33 kilometres from the Melbourne CBD via direct access to the Western Freeway. The growth of Toolern will reduce the spatial separation of Melton Township from the Eastern Corridor.

2.1.1 MAJOR TRANSPORT LINKS

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The Melton Township is linked to the suburban electrified rail network by V/line inter-urban services on the Melbourne-Ballarat line. Future electrification of the line to Melton Township is identified in the Victorian Transport Plan, but the timing of this is uncertain due to capacity constraints on both the western line and through inner Melbourne. The closest station on the electrified rail network is at Sunshine, and a new station is proposed at Caroline Springs with construction to commence in 2010.

The Melbourne/Ballarat rail service provides a high standard but infrequent rail service. The Victorian Transport Plan proposes a progressive upgrade to the line ahead of electrification, including line duplication, increased service frequency, and the construction of new stations as development occurs in the area including Toolern station by 2019 and proposed Paynes Road station. Region wide, public transport patronage is at a relatively low level and is served by regional bus routes. Gaps exist in local services and there is a strong desire for service levels to be increased.

A widely spaced but almost fully connected freeway network provides high standard connections for radial and orbital travel between Melton and the Region, including inner metropolitan-areas. The principal links are the Western Freeway and Melton Highway, which then connect to other important regional links such as the Western Ring Road and the Calder Freeway.

The Deer Park By-Pass is a four lane freeway extending 9.3 kilometres from the Western Freeway (Caroline Springs) to the Western Ring Road in Sunshine West, completed in April 2009. It has eased traffic flow through the Deer Park region and provides direct links to the developing industrial precincts of Pavenhall, Derrimut and Truganina.

2.1.2 ACTIVITY CENTRES

Principal Activity Centres are located in Sydenham, Werribee and Sunshine, which are 15, 21 and 22 kilometres from Toolern respectively. The Melton Township and Eastern Corridor are served by multiple Major Activity Centres which perform different roles and functions. These include, Woodgrove Shopping Centre, High Street in the Melton Township, and Caroline Springs in the Eastern Corridor.

2.1.3 INDUSTRIAL LAND AND EMPLOYMENT

A state significant industrial node is located to the southeast of the Melton Township where the Western Ring Road meets the Princes Freeway. This includes approximately 2,164 hectares of industrial land in the Western Region (UDP, 2008). Growth of this industrial node is expected to continue, particularly in Ravenhall, Truganina and Derrimut with the recent completion of the Deer Park By-Pass where there is nearly 1,000 hectares of industrial land supply.

The Urban Development Program (UDP) 2008 suggests that this node will satisfy the majority of demand for industrial land in the West Region for the next 13 years. The Melton Industrial Node which includes the existing Toolern Business Park, currently has nearly 300 hectares supply of industrial land.

Based on the current take up rates, this would provide more than 25 years supply. However, increased demand is expected as the Toolern Precinct Structure Plan Area develops and as a result of future growth (as earmarked in Melbourne @ 5 million) and completion of significant infrastructure projects, such as the Outer Metropolitan Ring transport corridor identified in the Victorian Transport Plan.

2.1.4 RESIDENTIAL LAND

Melton Township includes the developing residential areas of Botanica Springs, Arnolds Creek and Melton Township North, which together will see the population of Melton Township grow to approximately 55,000 residents. Eynesbury Township is a new mixed use residential community located approximately 10km south of the Melton Township. It is anticipated this land will provide for 2,900 new dwellings in a mix of detached, semi-detached and townhouse developments. The Eastern Corridor is a conventional residential area that has accommodated population growth in the Shire over the past decade in suburbs including Caroline Springs, Burnside, Burnside Heights, Taylors Hill and Hillside; however, these suburbs have limited capacity to expand. The 2008 UDP estimates supply of approximately 4,300 lots up to 2012.

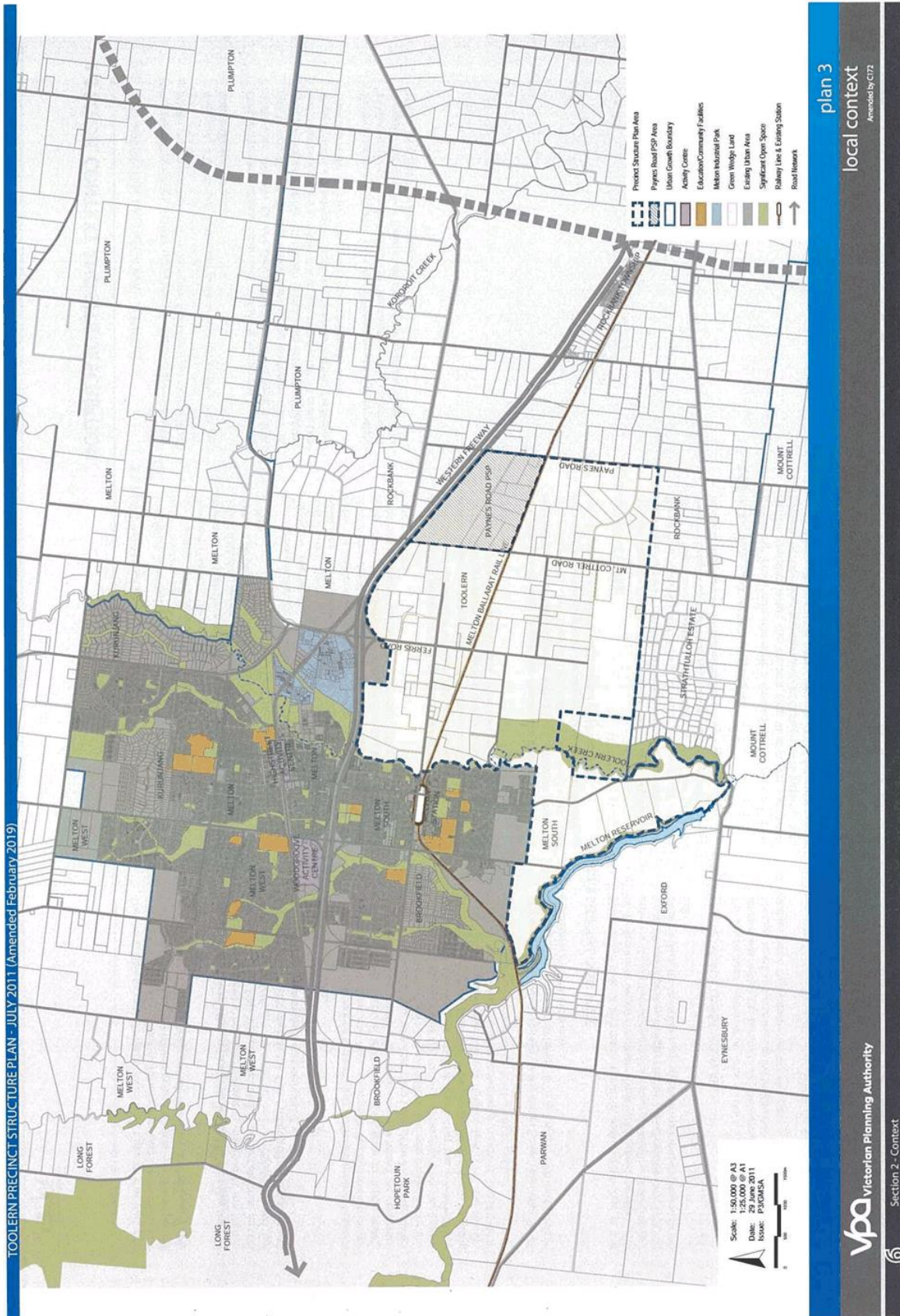
The recently approved extension of the Urban Growth Boundary (UGB) has created a single conurbation linking Melton with metropolitan Melbourne at Caroline Springs.

2.1.5 REGIONAL OPEN SPACE

MacPherson Park, 2 kilometres north of Melton Township, is one of Melbourne's largest regional active open space reserves and accommodates a diverse range of sporting activities. The park comprises 3 ovals, 2 soccer pitches, 2 rugby pitches, 1 baseball diamond, 1 cycling criterion track, tennis facilities, an equestrian park and greyhound racing club.

2.1.6 EXFORD ROAD CONSERVATION AREA

The Exford Road Conservation Area, shown on Plan 7 of the PSP, is a unique area within the precinct. Features include native vegetation, heritage assets and view lines to the Melton Weir. The Exford Estate and Stables are on the Victorian Heritage Register.





2.2 LOCAL CONTEXT

2.2.1 HISTORY

The Wurundjeri people of the Kulin alliance have inhabited the Western Plains of Melbourne for 40,000 years. The Kurung-jangballuk, a clan of the Wurundjeri, hunted and roamed the plains near Toolern Creek and Werribee River at the time of the first European settlement. The last known Corroboree in the area took place in 1863 near the site of Hannah Watts Park.

Melton Township established along the Melbourne to Ballarat route during the Victorian goldrush in the mid 1800's. During this time, the Staughton family established Exford Estate, south of Melton Township. The estate was broken up in the early 1900's. In 1884, the rail line came through Melton, and facilitated early growth in Melton South around the station. The township remained a primarily rural settlement until the mid-1900's.

In 1974, the State identified Melton, then a community of 4,000 residents, as one of two satellite cities in the west of Melbourne which would accommodate some of Melbourne's growth, with the balance encouraged in the southeast. Since then, growth has been concentrated to the north of the Western Freeway, with slightly lower rates of development to the south.

2.2.2 WATERWAYS

TOOLERN CREEK

Toolern Creek starts just north of Toolern Vale and flows south through the Melton Township and Toolern to form a confluence with the Werribee River at Exford. Shared trails run alongside the creek and its tributary Little Blind Creek in Melton and Melton South residential areas. Toolern Creek plays an important role in the conservation of environmental and cultural heritage values and is an important habitat corridor.

MELTON RESERVOIR

The Melton Reservoir is one of the main water storages of the Werribee River catchment. The reservoir maintains a constant supply of water to the market gardens of the Werribee Irrigation District and is used for aquatic recreation activities. The current quality and quantity of runoff to Melton Reservoir needs to be protected and maintained.

KOROROIT CREEK

Kororoit Creek is a major waterway that runs from the north of Sunbury through several suburbs east of Melton Township through to Altona where it disperses at Port Phillip Bay. It has cultural and environmental significance and provides opportunities for the local community. The Kororoit Creek Regional Strategy 2005-2030 promotes improved access and protection for Kororoit Creek with a goal of ensuring it becomes one of Melbourne's most popular open spaces by the year 2030.

2.2.3 SURROUNDING NEIGHBOURHOODS

MELTON SOUTH

The developed portion of Melton South is well-served by infrastructure and services. Melton Station provides a direct connection to Metropolitan Melbourne and includes a bus interchange. Local retailing is concentrated around the station and includes Melton Station Square. The area has a wide range of education and sport and recreation facilities, and passive open space areas. Toolern Creek provides additional natural amenity for residents.

STRATHULLOH ESTATE

Strathulloh is a 400 plus hectare rural-residential development located directly south of Toolern within the Green Wedge Zone. Strathulloh consists of approximately 115 lots ranging from 1.5 to 15 hectares. It is accessed from its southern boundary on Greigs Road, but offers opportunity for road connections with Toolern. Strathulloh is also the site of a heritage listed homestead located towards Toolern Creek, thought to have been built in the 1840's.

ROCKBANK

Rockbank is a residential settlement located between the Melton Township and Metropolitan Melbourne. It sits just north of the Melbourne-Ballarat rail line, south of the Western Freeway and east of the Leakes Road interchange. Its population has remained relatively stable over the last few years, at around 1,300 residents, due to a lack of zoned land and limited infrastructure. Recently included within the Urban Growth Boundary, Rockbank has recently been subject to increased development interest.

2.2.4 SPATIAL ISSUES

Despite Toolern's proximity to the Melton Township, several barriers exist between the two areas. The Western Freeway along Toolern's northern boundary separates the Precinct Structure Plan area from the Melton Township. This is particularly important given most infrastructure and services are located north of the freeway. Toolern Creek, which runs north-south along the western portion of Area 2 and 3, separates Melton South and Area 1 from the remainder of the Precinct Structure Plan area.

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2.2.5 TRANSPORT AND MOVEMENT

ROAD INFRASTRUCTURE

The Western Region has high car dependency due to current public transport service levels and a high proportion of the population travelling outside the area to work. Although Melton Township is well connected to other areas via the Western Freeway and Melton Highway, these routes experience high levels of congestion during peak times. The Western Freeway, the principal road link between Melbourne and Adelaide, carries over 70,000 vehicles per day, of which 10 percent are heavy vehicles. The intersection of Leakes Road and Western Freeway at Rockbank is currently a grade separated full diamond interchange, which was constructed as part of the Deer Park Bypass Project.

PUBLIC TRANSPORT

Melton has a low level of public transport connectivity. The township is linked to the suburban electrified rail network by V/line inter-urban services on the Melbourne-Ballarat line. Melton Station is at capacity with most patrons using the 'park and ride' facilities. The Melbourne-Ballarat line passes directly through the Toolern area and is a key opportunity to provide local amenity within a transport orientated development. The area is serviced by a single regional bus route to Sunshine and a number of limited local routes. Bus routes do not provide good internal connections and coverage to the outer areas of the municipality is poor. The lack of transit reach, frequency and circuitous nature of many of the routes might explain the low levels of public transport patronage in the area.

OUTER METROPOLITAN RING (OMR) TRANSPORT CORRIDOR

In 2006, the Department of Infrastructure released Meeting Our Transport Challenges (MOTC), which sets out an action blueprint for shaping Victoria's Transport Infrastructure into the future. MOTC includes the 'Secure Reservations for Major Transport Corridors' project which proposes an Outer Metropolitan Ring from Werribee to Craigieburn. The Victorian Transport Plan confirmed the importance of the Outer Metropolitan Ring, and the recently advertised alignment specified that it will be located between Toolern and the Eastern Corridor, although the timing of its development is beyond the year 2020. The Outer Metropolitan Ring is expected to provide a major opportunity for additional industrial zoned land. Employment opportunities in the region and increased access from the north and south will accelerate development in Toolern, particularly demand for a broader range of housing to accommodate a more diverse demographic.

2.2.6 EMPLOYMENT AND ACTIVITY CENTRES

ACTIVITY CENTRES

The High Street Major Activity Centre (Melton Townships' town centre) accommodates a broad range of uses in approximately 44,000m² of floorspace and is the principal concentration of civic, commercial and entertainment facilities in the Shire. The retail mix includes two independent supermarkets, several banks, real estate agents, boutique shops and a broad range of other commercial facilities. High Street also features a public transport interchange.

Woodgrove Major Activity Centre, 2 kilometres west of High Street, comprises approximately 32,000m² of retail floor space including major retailers such as Kmart, Coles, Safeway and a five screen cinema complex. Woodgrove Activity Centre consists of a series of large format retail buildings surrounded by substantial car parking. It is the most popular destination for grocery shopping within the Melton township.

Both Major Activity Centres in Melton Township have structure plans that envisage significant expansion. Woodgrove Activity Centre is expected to reach 57,000m² and High Street is expected to reach 64,000m².

The only other significant activity centre within Melton Township is a Neighbourhood Activity Centre at the Melton South Railway Station. This centre comprises:

- An older shopping strip is along Exford Road, south of the railway line.
- Melton Station Square Shopping Centre north of the railway line, which accommodates approximately 4,000m² of retail floorspace and community infrastructure. The Coles supermarket (2,500m²) is the major retailer, with the other uses including the Melton South Post Office, 25-30 speciality retail stores, a Community Centre and Kindergarten.
- The network of Activity Centres for the Melton-Caroline Springs Growth Area is detailed in the Growth Area Framework Plan (DSE, 2006). The Plan proposes four additional Neighbourhood Activity Centres in Melton, and a Major Activity Centre and Neighbourhood Activity Centre for Toolern.

EMPLOYMENT

Approximately 80% of Melton's population is employed outside the township. Employment uses in the area include:

- Toolern Business Park, located between the Western Freeway and the Railway line in Area 3. The Park is a large parcel of land zoned Mixed Use (MUZ) and Industrial 1 (IN1Z). Development has occurred in a fragmented manner and is characterised by low intensity businesses on large underutilised lots.
- Melton Industrial Park north-west of the Toolern Precinct Structure Plan Area adjacent to the Western Freeway, which accommodates mostly small warehouses and factories for light industry.

COMMUNITY FACILITIES

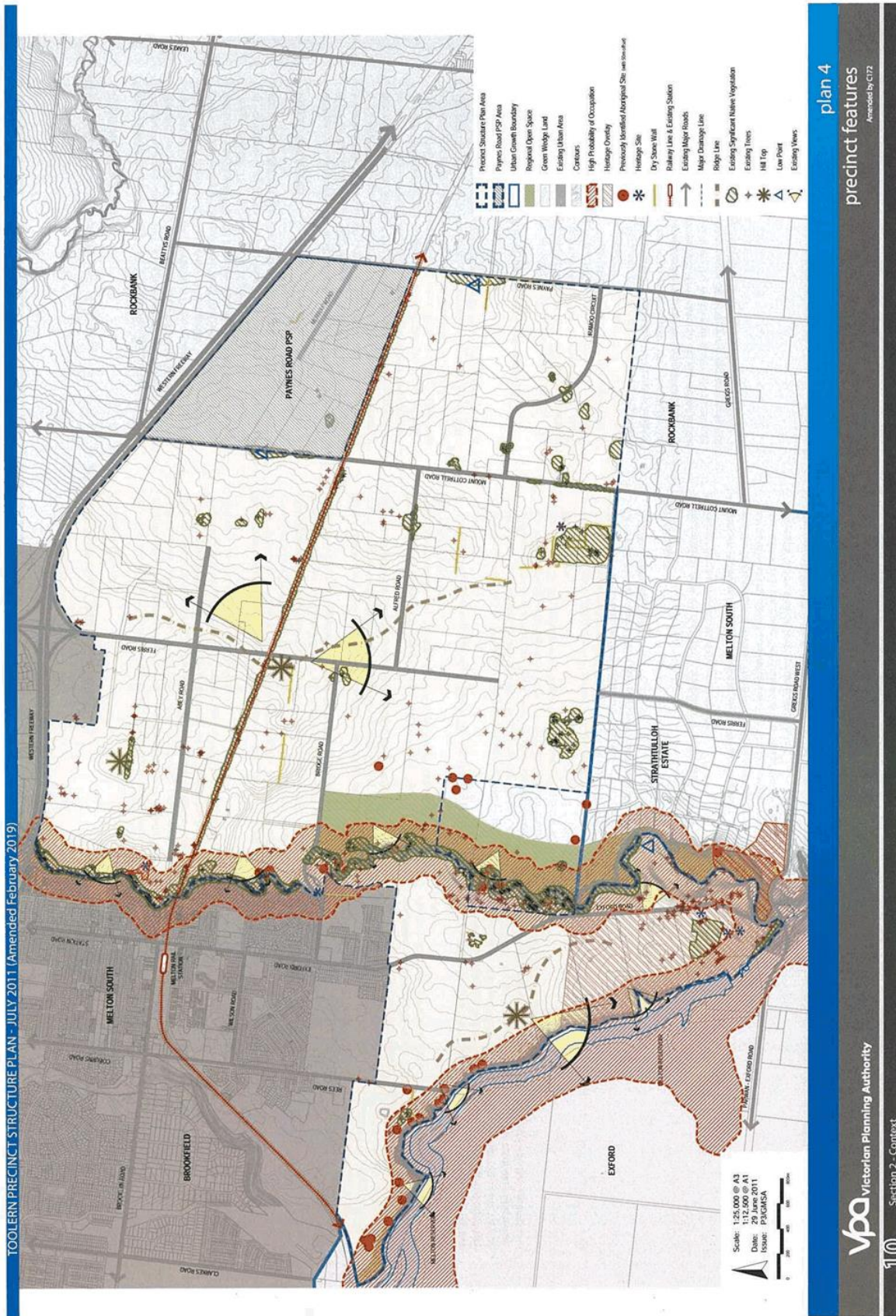
The Melton Township is well serviced by a range of community facilities including education, open space, active recreation areas, entertainment facilities, and health care facilities. The local area contains:

- Civic and education facilities including Melton Civic Centre, private and public primary and secondary schools and Victoria University's Melton Campus.
- Sports and recreation facilities including Melton Recreation Reserve, Melton Waves Aquatic Centre, Melton Valley Golf Course, Melton Golf Range, Melton Indoor Recreation Centre and Melton Entertainment Complex (Harness Racing).

2.2.7 MELTON RECYCLED WATER PLANT (SURBITON PARK)

The Melton Recycled Water Plant (Surbiton Park) has recently been upgraded to produce and supply Class A recycled water for the residents of Eynesbury. This initiative will reduce drinking water use in households by about 50%, or 15 ML per day. It is anticipated that Class A recycled water will be supplied to the Melton South growth corridor and Toolern Precinct Structure Plan Area as they are developed. Preliminary investigations by Western Water indicate that a majority of the Toolern Precinct Structure Plan Area could be supplied with Class A recycled water.

Western Water has indicated that it would be efficient and cost effective to initially service Area 1 and the western half of Area 2, given proximity to the plant. Western Water has also indicated that the plant may be expanded to extend recycled water infrastructure as demand increases. Elevated storages for potable and recycled water will be required and the location of these is being investigated.





2.3 PRECINCT FEATURES

2.3.1 HERITAGE

There are 56 sites within or in close proximity to the study area of Aboriginal significance listed on the Aboriginal Affairs Victoria (AAV) Heritage Register. Of these 56 sites, 49 are stone artefact scatters and 7 are scarred trees. Sites are generally located on waterways, although stone artefact scatters can be found throughout the open plains.

Identified post-contact heritage places of greatest importance to the Toolern Precinct Structure Plan are associated with the themes of first settlement and late 19th century rural development, Closer Settlement, and the break-up of the great pastoral estates. Exford Estate and Stables are listed in the Schedule to the Heritage Overlay (HO2) and on the Victorian Heritage Register (H316). The property is a prime example of first settlement and presents one of the principal heritage opportunities in the precinct. Consideration should be given to the viable, commercial use of these assets, provided that such use adequately protects the heritage values. Three other sites are listed in the Schedule to the Heritage Overlay; Parklea (HO74), the Bridge over Toolern Creek (HO66) and a house on Mount Cottrell Road (HO106).

A number of dry stone walls and underground wells exist throughout the 'plains' of the Toolern landscape. The majority of the stone walls are located in Area 2 and have been assessed as having low to moderate levels of significance in terms of 19th and early 20th century settlement.

2.3.2 BIODIVERSITY

FAUNA VALUES

The precinct supports several broad habitat types including remnant woodland, Toolern Creek, Lignum wetlands, scattered remnant trees, planted trees and shrubs, artificial waterbodies (farm dams), native grassland and introduced grassland, which can accommodate a range of fauna species.

The precinct may provide (albeit sub-optimal) habitat for Striped Legless Lizard (Threatened FFG and Vulnerable EPBC) and Golden Sun Moth (Threatened FFG, Critically Endangered EPBC), predominantly in the areas designated as biosites. The precinct may also provide potential habitat for a number of nationally listed species such as Growing Grass Frog (Threatened FFG, Vulnerable EPBC) along Toolern Creek, Eastern Grey Kangaroo (*Macropus giganteus*) and a range of other fauna species of local significance were recorded in the precinct.

The precinct also contains a number of listed species including Buloke (listed on the FFG) as well as state conservation significance species (Arching Flax-lily, Fragrant Saltbush and Austral Tobacco).

FLORA VALUES

Remnants of six Ecological Vegetation Classes (EVCs) are still present:

- Creeklime Grassy Woodland (EVC 68) is located along Toolern Creek and Werribee River and generally in poor condition.
- Plains Woodland (EVC 803), generally occurs in small patches within the western portion of the study area, to the east of Toolern Creek and along the railway reserve. Two smaller patches exist along Bridge Road and Mt. Cottrell Road and three larger patches exist along the southern boundary of Area 2. They range from poor to relative good quality. This EVC also occurs in cluster patches south west of the precinct and is also referred to as Riverina Plains Grassy Woodland, which is synonymous with the Plains Woodland EVC. These patches are characterized by an intact indigenous tree canopy, with a highly modified understory. This EVC is classified as endangered in the bioregion.

- Plains Grassy Woodland (EVC 55) occurs as small patches in the eastern portion of Toolern with scattered remnants in the northwest. They range from relatively poor to moderate quality.
- Low Rainfall Plains Grassland (EVC 132_63) exists within the railway reserve and is of good quality. There are large areas of Plains Grassland in the East of Toolern which are degraded, treeless vegetation but contain a high density of indigenous grass species which are significant for the region.
- Lignum Swamp (EVC 104) occurs along Paynes Road, within the western portion of the rail reserve, to the north of the patch in the railway reserve and at the intersection of the Western Freeway and Ferris Road. These patches range from poor to good quality.

- Plains Swampy Woodland/Lignum Swamp Complex (EVC 784) exist in two areas along the southern boundary of Toolern on either side of Mt. Cottrell Road, in one area along Mt. Cottrell Road and one area along Alfred Road. They range from poor to moderate quality and considered extremely rare.

- In addition three vegetation communities currently listed as threatened under the FFG Act are present:

- Grey Box – Buloke Grassy Woodland Community;
 - Western (Basalt) Plains Grassland Community; and
 - Western Basalt Plains (River Red Gum) Grassy Woodland Floristic Community 55-04
- The precinct also includes the Flora and Fauna Guarantee listed species Buloke (*Allocasuarina leucommili*), and three state significant flora species were recorded during the current assessment – the vulnerable Arching Flax lily (*Dianella* sp. aff. *longifolia* (Benambra), the rare Fragrant Saltbush (*Rhagodia parabolica*) and the rare Austral Tobacco (*Nicotina suaveolens*).

BIODIVERSITY SIGNIFICANCE

Despite the impacts of agriculture on the biodiversity values of the area, it is envisioned that remaining native vegetation will be protected and managed through the implementation of the Native Vegetation Precinct Plan.

All the EVCs described above are significant as they are classified as 'endangered' in the Victorian Volcanic Plains.

Scattered trees throughout the site present few development constraints and offer some scope to contribute to the landscape qualities of the new community subject to appropriate placement within the urban environment. Some of the scattered trees and other introduced planted species may be suitable for inclusion in public open space network whether it is creditable or not. Complementary planting is encouraged using the EVC vegetation type.

2.3.3 TOPOGRAPHY AND LANDFORM

The Toolern Precinct Structure Plan Area is located within the expansive Western Basalt Plains. Extending from Melbourne's inner west towards Ballarat and Geelong, the Plains are a flat, dry, windy, peripheral landscape. A series of subtle terrain variations and sunken incisions (typically creeks, rivers or other water bodies) relieve the starkness of the wider landscape.

The landscape is either Central Flat Plain or Western Ridge Plain. Central Flat Plain features numerous swamps, soaks, and exotic and native grasslands. The Western Ridge Plain area is broad, low ridge, incised by Toolern Creek, draining down to the Werribee River. A few areas offer attractive scenic qualities. Most notably the views to and along Melton Weir, which consists of a dramatic escarpment down to a large water body. These views are accentuated around the outcropping at its southern edge.

Toolern Creek is a winding corridor of native vegetation which cuts deeply into the landscape. Views from the top of the ridge offer an attractive aspect into its ravine. From within the ravine, particularly on its eastern side, there are several pockets of low-lying land which provide attractive views within the creek setting while being isolated from its surrounds.

High points exist to the west of Paynes Road, near the Railway Line, and to the north of Abey Road. Beyond the Toolern Precinct Structure Plan Area, Mt Cottrell is the highest point in the local area.

2.3.4 CATCHMENTS AND DRAINAGE

There is very little existing drainage infrastructure throughout the study area beyond the existing Toolern Business Park. Outline drainage schemes highlight the need for a number of land intensive retarding basins. The retarding basins are located abutting the rail corridor, Western Freeway and Precinct Structure Plan area boundaries in the south and east, where there are natural low points in the topography or where physical barriers impact the flow of surface water.

2.3.5 PHYSICAL SERVICES

The existing Toolern Business Park has limited access to service infrastructure. This will facilitate limited development until such time as existing infrastructure is upgraded or extended. The northern and southern portions of Area 1 and the north-east portion of Area 2 and Area 3 connect to existing infrastructure while the southeast corner of Toolern is generally unserviced. The Melton Outfall Sewer is on the east side of Toolern Creek, near Bridge Road, 150-400m from the bank. The sewer has capacity to service the Toolern Precinct Structure Plan Area.

2.3.6 GAS EASEMENT

A gas pipeline and easement runs along the Melton Reservoir, at the western edge of Area 1. Consideration should be given to the relocation of the pipeline and easement to ensure the efficient use of urban land.

2.3.7 ROADS AND ACCESS

Toolern has a road network that provides good connectivity in a north-south direction. Ferris Road crosses the centre of the study area and has direct access to the Western Freeway. Exford Road provides for north-south movement in Area 1 and Mt Cottrell Road provides linkages to the road network south of the study area. Very limited, indirect access is provided to the south-western portion of Toolern, east of Toolern Creek. Toolern Creek restricts connectivity in this direction. Bridge Road is currently the major link over Toolern Creek. East of Toolern Creek, Toolern connects with the traditional mile grid road network through Ferris Road, Mt Cottrell Road and Paynes Road. Although somewhat dissected by the Western Freeway and the rail corridor, these are crucial links to the surrounding area and regional transport network.

Crossings over the railway and Toolern Creek will need to be managed carefully to ensure safe, efficient, and environmentally sensitive movement through the Precinct Structure Plan area. An opportunity exists to connect the designated activity centres via improved road connections.

The local bicycle network is largely underdeveloped and no connectivity exists between this network and Toolern.

2.3.8 BRIDGE ROAD BRIDGE

The Bridge Road bridge is an early 1900's two span, single lane, concrete Girder Bridge built by Sir John Monash and has local heritage significance. It is located in a highly constrained area of Toolern Creek amongst sloping land, a winding creek and native vegetation. The bridge has capacity to carry vehicles up to 5 tons.

The Melton Heritage Study – Stage 2 recommends that if the bridge can no longer be trafficable, options to retain the bridge should be explored, including use for pedestrians and cyclists. Any new bridge should be located south of the existing bridge, and be complementary to the heritage significance of the place. A detailed design process undertaken by the Shire of Melton will be required to determine the location of a new bridge.

The Bridge Road connection is important to provide convenient vehicle access between Melton South and Toolern and the new major activity centre. The existing bridge is in the best location for a bridge crossing in this area and is situated within a highly constrained area along the creek.

2.3.9 LAND USE AND LAND OWNERSHIP

Areas are shown in Plan 1 - Precinct Area.

AREA 1

Area 1 is currently used for general farming purposes, including grazing and crop raising. There are a few dwellings located in the southern portion of the area.

The majority of the area is consolidated in single ownership. Several large parcels in the northern and north-western portion of the precinct are in separate ownership. There is also a sloping land parcel in the south, east of Exford Road which is also in separate ownership.

AREA 2

The western side of Area 2 is used for general farming purposes. Further to the east, the land is used mostly for a mix of hobby farms and rural residential living, including small horse training facilities. The Mt Cottrell Bows Club is located in the south-west corner of the precinct in proximity to a small low density residential community.

The land between Toolern Creek and Ferris Road is primarily in Council ownership. This excludes a number of small lots of privately owned land south of the rail corridor. To the east of Ferris Road, there is a highly fragmented land ownership pattern of small to medium sized rural properties.

AREA 3

Area 3 has a largely fragmented land ownership pattern with Council owning a number of dispersed lots in the west. Harness Racing Victoria has a number of land parcels beyond its new racing facility, making it the largest land owner west of Ferris Road with 93 hectares. East of Ferris Road, land is in mixed ownership but has several larger land parcels.

AREA 4

Area 4 has a large number of land parcels in fragmented ownership. The area includes existing businesses along Ferris Road, and mostly rural land south of the Western Highway, north of the Ballarat Railway Line and west of Mount Cottrell Road. Part of the Toolern Business Park is located within Area 4. The business park is home to a range of food processing, manufacturing, engineering and distribution uses. The Salzeriya food processing factory is one of the largest land holdings in this area. Technochem Australia Pty Ltd operates an industrial gas refrigerant production and storage facility at 41-53 Abey Road, Melton South. The site is highlighted as Property 109 on the plan below.

Due to the nature of the operations on the land, any planning application for a sensitive use north of the railway line and within 440m of the land (measured from the boundary of 41-53 Abey Road, Melton) must be referred in accordance with section 55 of the Planning and Environment Act 1987 to the EPA and WorkSafe Victoria.

Figure 1: Location of Technochem Australia Pty Ltd

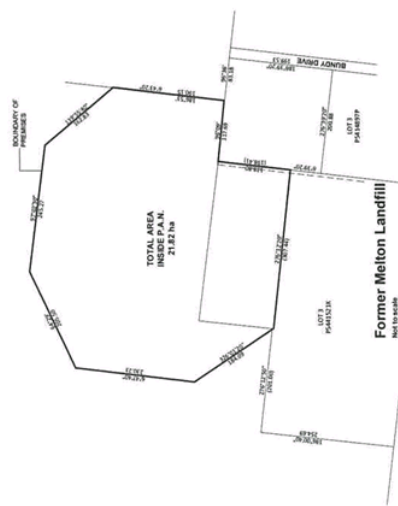




2.3.10 FORMER MELTON LANDFILL

The site of the former Melton Shire Landfill is located west of Ferris Road in Area 4. A plan of the site is shown as follows:

Figure 2: Former Melton Landfill



Council must have access to the site at all times in order to monitor the landfill cells. Further rehabilitation of the site and infrastructure works may be required by the Environment Protection Authority Victoria (EPA).

An Environment Audit Overlay (EAO) currently exists over the former Melton landfill and immediate surrounds. The EPA Publication 788 – Siting, Design, Operation and Rehabilitation of Landfills (October, 2001) recommends a buffer of 500 metres from a landfill to a dwelling. The Urban Growth Schedule 3 requires that an application for residential subdivision and development of land within 500m of the former 21.82 hectare, Melton Land Fill site on Ferris Road, must be referred in accordance with section 55 of the Planning and Environment Act 1987 to the Environment Protection Authority.

Note – Upon acceptance of a satisfactory environmental audit report by the responsible authority and Environmental Protection Authority this distance may be reduced.

2.3.11 BUILT FORM

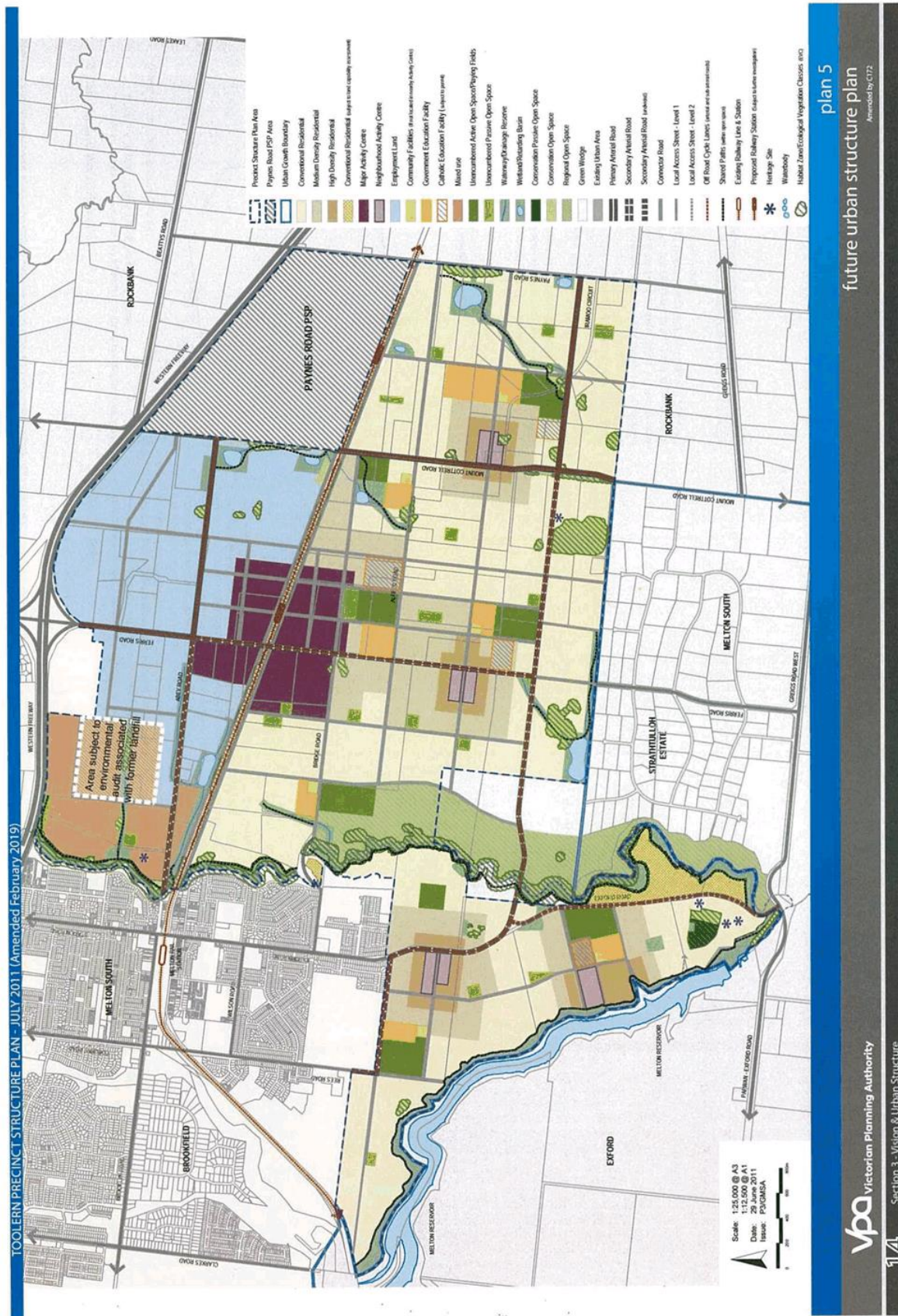
Besides the Exford Homestead and the occasional farm house, Area 1 is vacant of any built form. Area 2 is characterised by vacant landscape with scattered developments in a predominantly rural setting. There is a small rural residential subdivision along the winding Iramoo Circuit in the south-east corner of the Precinct Structure Plan area, which is occupied by a number of dwellings. Several industrial buildings and their accompanying car-parks are scattered through Area 3, mainly along Ferris Road and Abbey Road. To some extent, these uses are preventing the efficient use of land and failing to deliver the expected concentration of jobs in the area. Area 4 has a large, food processing plant located on Shogaki Drive.

2.3.12 URBAN GROWTH BOUNDARY

During preparation of the PSP, the Urban Growth Boundary alignment at the time created an irregular pocket of Green Wedge Zone (GWZ) between Toolern and the Strathulloch Estate. This pocket of Green Wedge Zoned land is now located within the Urban Growth Boundary (2010). This will allow the Regional Park to be delivered in this area, along with some additional urban development. The delivery of the Regional Park is reliant on Council transferring this land to Parks Victoria.

The provision of passive and active recreation in this area has been considered as part of this Precinct Structure Plan.

Note: The area described above relates to Toolern Park Precinct Structure Plan (August, 2014).



plan 5
future urban structure plan

Approved by C172

vpa victorian Planning Authority

Section 3 - Vision & Urban Structure

14

3.0 VISION AND URBAN STRUCTURE

3.1 VISION

Toolern will encompass a variety of urban and natural landscapes, topography and ecosystems, and historic and contemporary settlement patterns. It will build upon and complement the strengths and assets of the Melton Township, while offering new opportunities for employment, investment and lifestyle.

Neighbourhood activity centres, offering direct access to transit, shopping, community services, schools, parks and other facilities, will form the heart of neighbourhoods. To cater to the daily needs of residents, small local convenience centres will be located throughout the community. Local streets will be designed as social places, be safe for all users, and support alternative and energy efficient modes of transport.

A mixed-use major activity centre will form the social, economic and civic heart of Toolern. At its core will be a multi-modal transport hub providing rapid connections to Melbourne and the wider region. Employment rich areas to the north of the activity centre will present households with a wealth of opportunities for work and investment.

Toolern will be distinguished by a Regional Park that will showcase the dramatic and contrasting landscapes that frame Toolern Creek and Melton Weir. The Park's long, linear shape will invite movement through a sequence of passive and active recreation and conservation landscapes, and connect directly to urban areas to the east and west.

Toolern will offer the kind of physical, social and economic infrastructure that will attract and promote talent, creativity and investment, and support the needs of a young and growing community.

3.2 URBAN STRUCTURE

The Vision will be realised through the development of the future urban structure into an integrated neighbourhood design.

The Future Urban Structure (Plan 5) shows how the Precinct will be developed over time to achieve the Victorian Government's and Melton Shire Council's objectives for sustainable growth.

Sections 3.2.1 to 3.2.8 describe how the Precinct Structure Plan delivers the Vision.

3.2.1 ESTABLISH A SENSE OF PLACE AND COMMUNITY

Toolern will generate a population that will require a diverse range of social infrastructure. Within Melbourne's growth areas, social infrastructure is organised into a hierarchy of units relative to population catchment. The projected population of Toolern, estimated at approximately 25,000 people, yields units that span the spectrum of the growth areas social infrastructure hierarchy. The structure plan also takes into account current population and social infrastructure provision surrounding the subject area, and opportunities to accommodate higher order social infrastructure units within the Toolern area where existing gaps exist. This means that Toolern will need to provide higher order social infrastructure units as the community grows. Generally, social infrastructure has been distributed such that the higher order units are located in the Major Activity Centre and local level units within the Neighbourhood Activity Centres and Community Hubs to create local amenity and support walkable neighbourhoods.

3.2.2 GREATER HOUSING CHOICE, DIVERSITY AND AFFORDABILITY

Toolern will provide a range of housing that is unprecendented in Melbourne's growth areas. An average density of at least 15 dwellings per hectare (net developable area) will be achieved across the precinct. This will include medium and higher density housing in a variety of styles, promoted near services and amenities including the activity centres and community facilities, in close proximity to the public transport services and open space.

High density housing (more than 30 dwellings per net developable hectare) will generally be located in Activity Centres, and within 200 metres of Neighbourhood Activity Centres. Medium density housing (above 15 to 30 dwellings per net developable hectare) provides a transition from high density to conventional density housing (10 to 15 dwellings per net developable hectare), and is generally located within 400 metres of Neighbourhood Activity Centres and 800 metres of the preferred location of the future Toolern Railway station, framing the Major Activity Centre. This structure of densities will give more people better access to local employment, shopping and civic and community facilities, and lifestyle options not typically available in Melbourne's outer suburbs. A broad range of housing types will also be encouraged, including multi-story apartments, terrace housing, apartments and studios above garages, semi-detached housing, detached housing and mixed-use buildings (shop-top apartment and live/work units).

Lower densities may be achieved in locations which require the protection of significant vegetation or the land has topography constraints.

3.2.3 CREATE HIGHLY ACCESSIBLE AND VIBRANT ACTIVITY CENTRES

Retail, services and social infrastructure are located in a hierarchy of mixed use activity centres along public transport routes. Smaller convenience centres providing daily shopping needs are located within walking distance of most residents. The Neighbourhood and Major Activity Centres will provide higher order retail, services and civic uses, and an accessible focus for public transport services. A concentration of higher densities around activity centres will contribute to their character and feasibility.

3.2.4 PROVIDE FOR LOCAL EMPLOYMENT AND BUSINESS ACTIVITY

The ratio of jobs to households in the outer west is currently one of the lowest in Melbourne's growth areas. The Toolern Precinct Structure Plan proposes radical improvements to the quantum and quality of local employment opportunities for Melton by providing a flexible, favourable and attractive business environment. A target of one job for every new home built at Toolern has been set by the Shire and the VPA. That's a minimum of 22,000 jobs for local residents. In addition to the number of jobs provided, the Shire wants to make certain that a full range of employing sectors is located within Toolern.

Employment and business opportunities will be facilitated by:

- Supporting entrepreneurs by promoting the establishment of home-based and micro businesses throughout Toolern whilst preserving residential amenity.
- Providing the right kind of buildings, facilities and infrastructure that will sustain enterprises through the business lifecycle.
- Ensuring place qualities are conducive to attracting an educated and skilled labour force that will provide the human capital resources for business.
- Promoting mixed use development to activate cross-supporting uses and concentrations of interconnected companies.
- Establishing a diverse and sustainable local economy that will support all business types and scale.
- Distributing employment opportunities throughout the Precinct Structure Plan area by encouraging a range of building types and uses in Neighbourhood Activity Centres and Convenience Centres.
- Making room for and encouraging institutions of higher learning into Toolern to maintain a constant supply of educated workers.

The total estimated jobs for Toolern is 25,000, more than one for every household, which exceeds the target set by the Shire of Melton by 3,000 jobs. These job numbers will arise from the combined efforts of the Shire of Melton, private developers and investors to enable long-term sustainable economic growth. Creating the right kind of urban environment will facilitate inward investment and endogenous growth, creates opportunities for labour and skills development and cultivates economic connectivity.

3.2.5 PROVIDE BETTER TRANSPORT OPTIONS

Toolern's urban structure is transport-oriented. The road network will support local bus routes within 400 metres of most homes, and direct connections to key destinations in the Melton Township and to higher order public transport connections at Melton Station, and proposed Paynes Road Railway Station, the proposed Toolern Railway Station and Bus Interchange. The proposed Railway Station and Bus Interchange will be integrated with retailing, social infrastructure and residential development.

The arterial road network is based on a one mile grid structure, which is inclusive of secondary arterials. These roads are complemented by a lower order network of sub-arterial, collector and local roads which deliver pedestrian and cyclist amenity, permeability and convenience within neighbourhood areas. Streets will be designed to restrict traffic speeds, facilitate sustainable transport use, and be amenable to social interactions. Residential areas have also been designed with consideration for enhanced transit. This includes locating neighbourhood centres within walking distance of most houses, and placing an emphasis on walking, cycling and other sustainable transport modes.

3.2.6 CLIMATE CHANGE AND ENVIRONMENTAL SUSTAINABILITY

The urban structure responds to climate change and environmental sustainability by:

- Encouraging train and bus use by placing higher density housing, retail, offices, schools, community services and leisure and recreation facilities within close proximity of the preferred site for the proposed Toolern Railway Station and Bus Interchange, and along the proposed Principal Public Transport Network.
- Encouraging the efficient use of land within the urban growth boundary, whilst ensuring the appropriate management of key environmental and heritage assets.
- Encouraging alternative modes of transport by providing walking, cycling, bus links to between new residential neighbourhoods.
- Facilitating efficient transport movement between key destinations by establishing an evenly spaced and permeable network of arterial, connector and local roads and bicycle trails.
- Integrating the road network with the linear open space network to facilitate walking and cycling access to key destinations inside and outside the precinct.
- Providing a grid structure of roads that allows subdivision and building layouts to incorporate passive solar orientation, and reduce reliance on fossil fuels for heating, cooling and lighting.
- Encouraging urban design and architecture which demonstrates energy and water efficiency at the permit stage.
- Encouraging the retention of individual trees where possible within the open space network.
- The preparation of a Native Vegetation Precinct Plan to protect vegetation within the precinct.

Areas of environmental significance and heritage have been treated as opportunities and incorporated into development to maximise the benefit to the community through the enhancement of these high amenity environments. Where possible, areas of environmental and cultural significance are incorporated into the open space network.

In order to protect a substantial amount of high quality native vegetation, Council is negotiating with Parks Victoria to provide approximately 130ha of Council land for a Regional Park along the eastern side of Toolern Creek.

Water Sensitive Urban Design ("WSUD") features for the open space network should provide for water quality treatment, retardation and high quality self-sustaining landscapes. Further opportunities for on-street and onsite WSUD should be explored during the detailed subdivision design phase of development. Surbiton Park Waste Water Treatment Plant is proximate to the Toolern Precinct Structure Plan Area and provides opportunities for recycled water use.

3.3 LAND USE BUDGET

A summary land use budget is outlined in Table 1. A more detailed property specific budget is outlined in Table 2, which corresponds with Plan 6.

3.4 DEMOGRAPHIC PROJECTIONS

The Shire of Melton has experienced rapid growth over the past decade, however much of this growth has been concentrated in the Eastern Corridor. Melton Township, on the other hand, has experienced substantially lower, though stable, growth. As a consequence, land supply in the Eastern Corridor is quickly diminishing. The recently extended Urban Growth Boundary provides for a single growth corridor extending from Caroline Springs to Melton Township. This area will be a focus for urban growth of metropolitan significance over the next 20 years.

3.4.1 DEMOGRAPHIC CHARACTERISTICS OF THE SHIRE OF MELTON AND THE EASTERN CORRIDOR

The Eastern Corridor reflects the demographic characteristics of an establishing community, particularly with regard to household size, age, and couple and children numbers. Over the last two decades residential lots in Melton East have been heavily marketed as first and second homes for young families. The area provided relatively affordable housing options for younger families within moderate proximity to Melbourne's Western industrial employment nodes and CBD.

Melton Township's demographic characteristics are indicative of a more established community. Compared to the Eastern Corridor, the population has stabilised since the growth surge of the 1970s and 1980s. Migration in and out of the Melton Township and the Shire generally, has been relatively low.

The key demographic and socio-economic differences between the Melton Township and the Eastern Corridor in 2006 include:

- The average household size is considerably higher in the Eastern Corridor compared to Melton Township.
- Median household incomes are 1.2 times higher in the Eastern Corridor than in the rest of the Shire.
- The Eastern Corridor is characterised by a significantly higher proportion of families with children.
- The Eastern Corridor has a significantly higher proportion of home purchasers (71%) than the Melton Balance (50%).
- The proportion of residents born overseas is 1.5 times higher in the Eastern Corridor than in the rest of the Shire.

If Toolern captures demand from the Eastern Corridor as expected, it is likely that demographic characteristics will be similar to those of the Eastern Corridor.

3.5 POPULATION PROJECTIONS

Residential development in the Toolern Precinct Structure Plan Area will achieve an estimated population of 55,000 people. Population estimates have been derived from dwelling number estimates based on density provisions within the structure plan, and assumed household sizes within density areas. Population numbers for each density have then been aggregated to produce a total population estimate for Toolern.

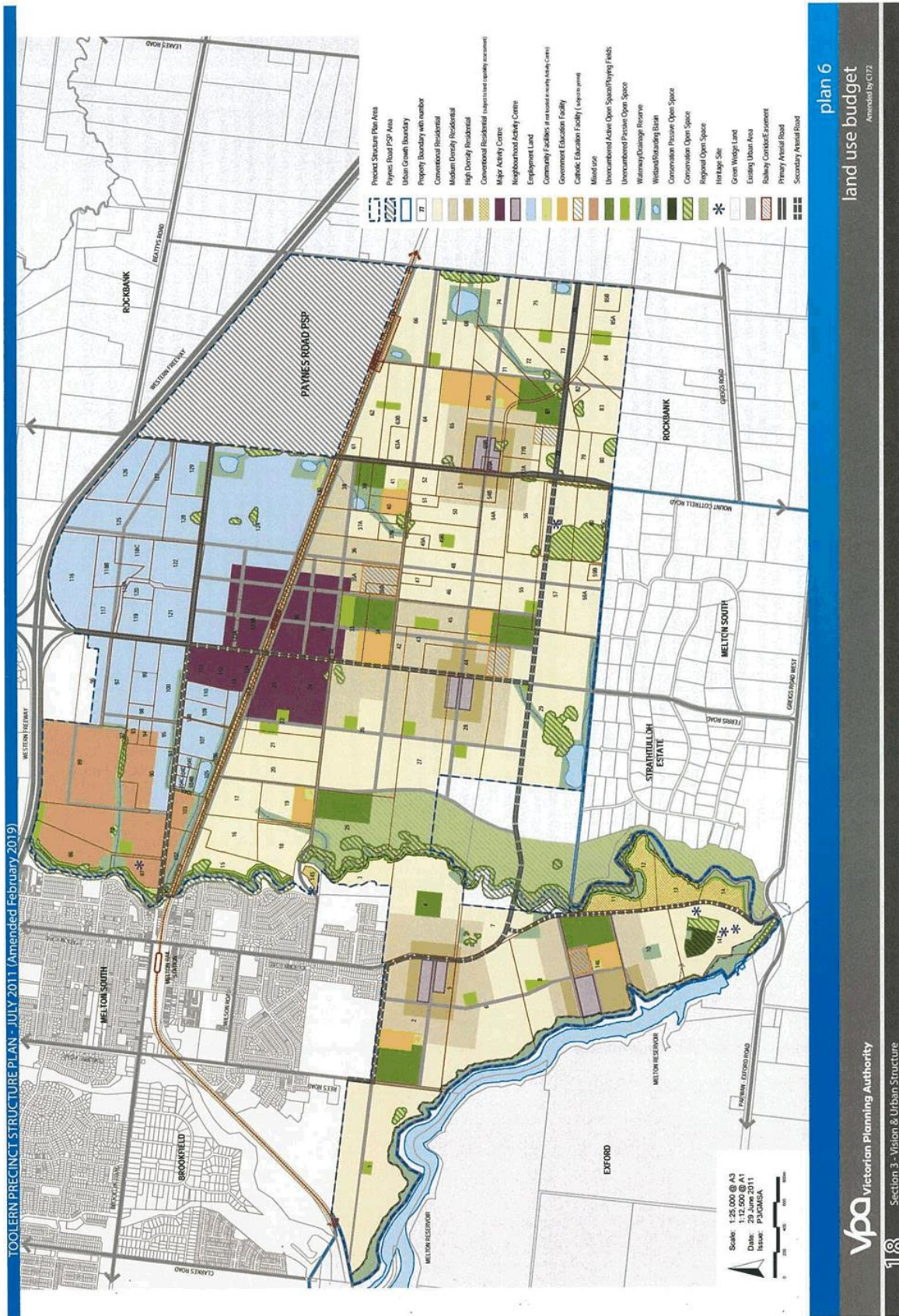
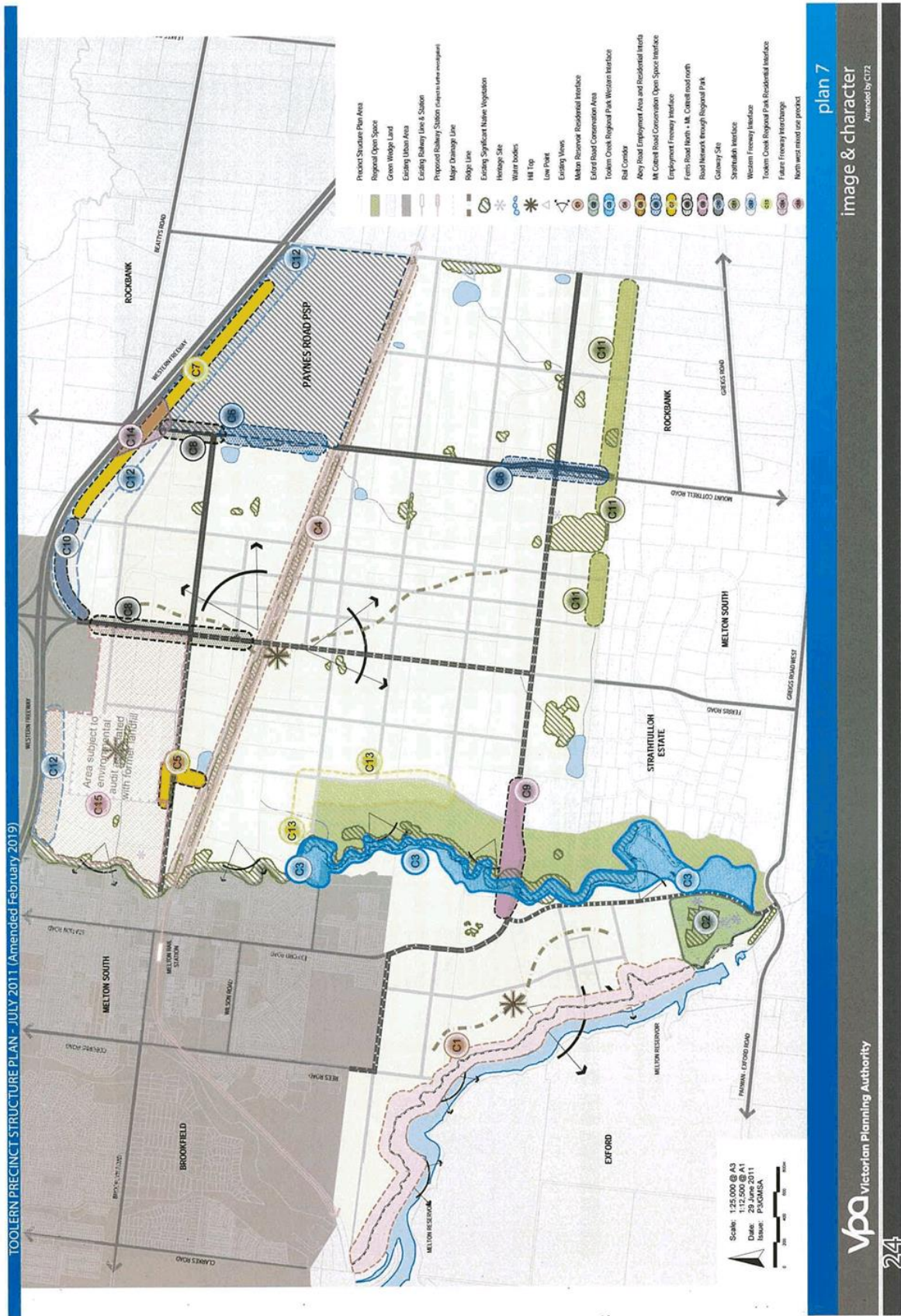




Table 1: Summary land use budget

DESCRIPTION	RESIDENTIAL AREA 1		RESIDENTIAL AREA 2		RESIDENTIAL AREA 3		TOTAL RESIDENTIAL PRECINCT		EMPLOYMENT AREA		TOTAL PRECINCT	
	Hectares	% of Total Precinct	Hectares	% of NDA	Hectares	% of NDA	Hectares	% of Total Precinct	Hectares	% of Total Precinct	Hectares	% of NDA
TOTAL PRECINCT AREA (including existing road reserves)	454.55	21.7%	1,082.60	51.8%	131.47	5.7%	1,668.62	79.8%	422.07	20.2%	2,090.69	100.0%
TRANSPORT												
6 Lane Arterial Roads	0.00	0.00%	13.43	1.24%	0.00	0.00%	13.43	0.80%	5.94	1.41%	19.37	0.93%
4 Lane Arterial Roads	9.43	2.07%	13.44	1.24%	0.90	0.68%	23.77	1.42%	0.04	0.01%	23.81	1.14%
Local Bus Interchange	0.00	0.00%	0.00	0.00%	1.00	0.76%	1.00	0.06%	0.00	0.00%	1.00	0.05%
Railway Corridors / Easements	0.00	0.00%	2.35	0.22%	8.05	6.12%	10.40	0.62%	13.09	3.10%	23.49	1.12%
SUB-TOTAL	9.43	2.07%	29.22	2.70%	9.95	7.57%	48.59	2.91%	19.07	4.52%	67.66	3.24%
COMMUNITY FACILITIES												
Community Services/Facilities	1.60	0.35%	5.70	0.53%	0.00	0.00%	7.30	0.44%	0.00	0.00%	7.30	0.35%
Civic	0.00	0.00%	4.00	0.37%	0.00	0.00%	4.00	0.24%	0.00	0.00%	4.00	0.19%
Justice	0.00	0.00%	0.00	0.00%	2.00	1.52%	2.00	0.12%	0.00	0.00%	2.00	0.10%
Major Activity Centre Public Space	0.00	0.00%	0.40	0.04%	0.00	0.00%	0.40	0.00%	0.00	0.00%	0.40	0.02%
Emergency	0.00	0.00%	0.00	0.00%	1.00	0.76%	1.00	0.06%	0.00	0.00%	1.00	0.05%
SUB-TOTAL	1.60	0.35%	10.10	0.93%	3.00	2.28%	14.70	0.88%	0.00	0.00%	14.70	0.70%
GOVERNMENT EDUCATION												
Government Schools	7.00	1.54%	31.08	2.87%	0.00	0.00%	38.08	2.28%	0.00	0.00%	38.08	1.82%
SUB-TOTAL	7.00	1.54%	31.08	2.87%	0.00	0.00%	38.08	2.28%	0.00	0.00%	38.08	1.82%
OPEN SPACE												
ENCUMBERED LAND AVAILABLE FOR RECREATION												
Power easements	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%
Gas Easements	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%
Water / Sewer Pipe Easement	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%
Waterway / Drainage Line / Wetland / Retarding	49.12	10.81%	51.33	4.74%	13.29	10.11%	113.74	6.82%	22.97	5.44%	136.71	6.54%
Heritage	0.00	0.00%	0.00	0.00%	1.06	0.81%	1.06	0.06%	0.00	0.00%	1.06	0.05%
Conservation	3.41	0.75%	29.16	2.69%	1.25	0.95%	33.82	2.03%	4.90	1.16%	38.72	1.85%
Landfill	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	21.82	5.17%	21.82	1.04%
SUB-TOTAL	52.53	11.56%	80.49	7.43%	15.60	11.87%	148.62	8.91%	49.69	11.77%	198.31	9.49%
UNENCUMBERED LAND AVAILABLE FOR RECREATION												
Active Open Space	22.99	5.1%	29.77	2.7%	0.00	0.00%	52.76	0.03	0.00	0.00%	52.76	2.52%
Passive Open Space	25.07	5.5%	18.89	1.7%	4.33	3.29%	48.29	0.03	0.00	0.00%	48.29	2.31%
SUB-TOTAL OPEN SPACE	48.06	10.6%	48.66	4.5%	4.33	3.29%	101.05	0.06	0.00	0.00%	101.05	4.83%
Other - Regional Park	0.00	0.0%	46.94	4.3%	0.00	0.00%	46.94	2.8%	0.00	0.00%	46.94	2.2%
SUB-TOTAL REGIONAL OPEN SPACE	0.00	0.0%	46.94	4.3%	0.00	0.00%	46.94	2.8%	0.00	0.00%	46.94	2.25%
OTHER												
Existing Road Reserves	11.03	2.43%	19.25	1.78%	10.04	7.64%	40.32	2.42%	12.29	2.91%	52.61	2.52%
Balance of Land subject to Land Capability Assessment	10.46	2.30%	0.00	0.00%	0.00	0.00%	10.46	0.06%	0.00	0.00%	10.46	0.50%
Identified Non-Government Schools ¹	2.55	0.56%	12.00	1.11%	0.00	0.00%	14.55	0.87%	0.00	0.00%	14.55	0.70%
SUB-TOTAL	24.04	5.29%	31.25	2.89%	10.04	7.64%	65.33	3.92%	12.29	2.91%	77.62	3.71%
NET DEVELOPABLE AREA (NDA) ha	311.89	68.62%	804.87	74.35%	88.55	67.35%	1,205.31	72.23%	341.02	80.80%	1,546.33	73.96%





4.0 ELEMENTS

This chapter sets out objectives and planning and design guidelines for the following elements:

1. Image and Character
2. Housing
3. Employment and Activity Centres
4. Community Facilities
5. Open Space and Natural Systems
6. Transport and Movement
7. Utilities and Energy

Each element includes:

Objectives:

The Objectives must be met.

An objective describes the desired outcome to be achieved in the completed development.

Plans:

The Plans are a spatial expression of objectives.

Planning and Design Guidelines:

Planning and design guidelines including figures and tables that:

- must be met or
- should be met.

If the responsible authority is satisfied that an application for an alternative to a planning and design guideline that should be met, meets the relevant objectives, the alternative may be considered to the satisfaction of the responsible authority.

4.1 IMAGE AND CHARACTER

4.1.1 IMAGE AND CHARACTER OBJECTIVES

The image and character objectives are:

- Create neighbourhoods and vibrant streets and spaces with their own distinct character that deliver environmental, aesthetic and functional benefits to the entire community.
- Support the identity, diversity and full potential of the community and sustain a sense of collective ownership, belonging and civic pride.
- Deliver robust, distinctive and attractive physical environments that establish a high quality of living, nurture a healthy and creative way of life, and support economic, social and cultural activity.
- Establish a coherent interconnected network of places that support social interaction and display a clear hierarchy of private, commercial and civic functions.
- Deliver a well planned development that respects the major elements of Toolern's environmental and cultural heritage and establishes a mechanism for the ongoing management of those assets
- Provide a high-quality interface to Toolern Regional Park and riparian areas.

4.1.2 IMPLEMENTATION

The objectives for image and character are met by implementation of all the following:

- » Plan 5 - Future Urban Structure
- » Plan 7 - Image and Character Plan
- » Planning and Design Guidelines set out in 4.1.3
- » Toolern Regional Park Western Interface - Urban Design Framework
- » Exford Road Conservation Area - Urban Design Framework
- » North West Mixed Use Precinct - Urban Design Framework

4.1.3 PLANNING AND DESIGN GUIDELINES

The following planning and design guidelines must be met:

- Subdivision design to incorporate natural and built design elements which assist in place making and the achievement of a "sense of place".
- Requirements outlined within Table 3 - Planning & Design Guidelines.

4.1.4 TOOLERN CREEK REGIONAL PARK WESTERN INTERFACE - URBAN DESIGN FRAMEWORK

An Urban Design Framework Plan is required for each of the areas adjacent to the western interface of the Toolern Creek, namely the areas being:

- North of the east-west secondary arterial; and
- South of the east-west secondary arterial.

The Urban Design Framework Plan(s) must:

- Address the western interface with Toolern Creek Regional Park, generally including the land between Toolern Creek and Exford Road to the satisfaction of the responsible authority.
- Address any relevant design guidelines prepared by the Victorian Government or Shire of Melton.
- Respond to feedback received following consultation with Parks Victoria, Shire of Melton and landowners adjacent to Toolern Creek Regional Park.
- Set out guidelines that positively address the built form interface to Toolern Creek Regional Park.
- Be informed by a Land Capability Assessment prepared by a suitably qualified person(s) to the satisfaction of the responsible authority in relation to properties 11, 12, 13 & 14 within the Toolern Precinct Structure Plan area.
- Based upon an opportunities and constraints analysis, establish appropriate setbacks from the Toolern Creek environs for development ensuring the provision of a passive open space corridor containing a shared path along the creek.
- Provide an indicative road layout plan.
- Demonstrate how development will contribute to the passive surveillance of the creek environs through the road layout plan, the siting of the shared path and the orientation of development to front roads and open space.
- Locate pockets of lower density housing along the western interface where land is visually prominent when viewed from the Regional Park.
- Show how the design and landscaping of frontage streets will be visually compatible with character of the Park.
- Show how building height, massing, architecture and materials will be visually compatible with character of the Park.
- Show how the landscaping of private land will be visually compatible with the Park, and how the usage of plant material reflects local indigenous plant communities and assists in enhancing biodiversity values.
- Identify any land which is not suitable for development, but which may be suitable for inclusion in the regional park or left undeveloped and used as an adjunct to the public open space network.

4.1.5 EXFORD ROAD CONSERVATION AREA URBAN DESIGN FRAMEWORK

The Exford Road Conservation Area is located at Lot 48 Exford Rd (Property 147) and is shown on Plan 7 'Image & Character' of the PSP.

The Urban Design Framework must address:

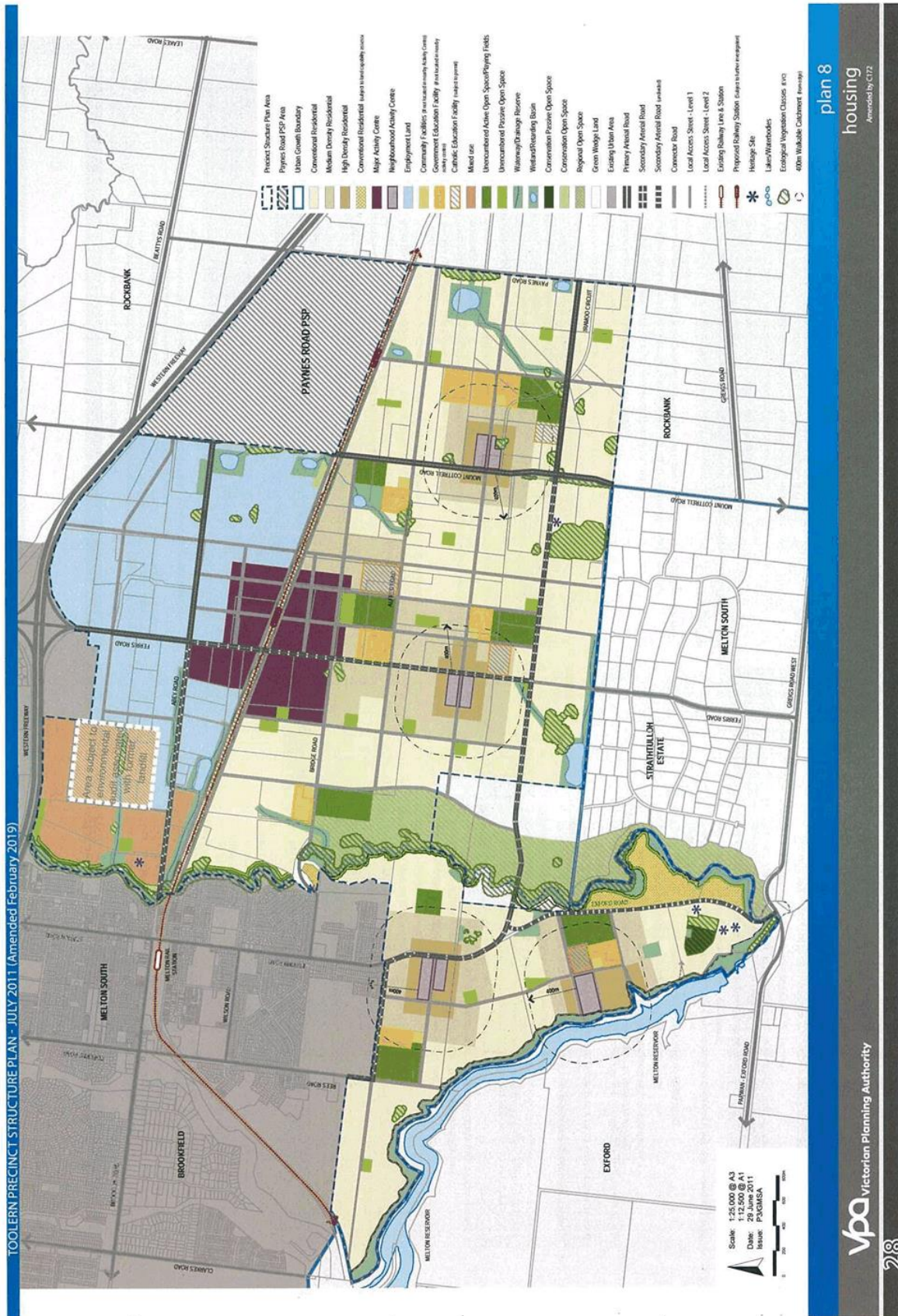
- The retention and protection of trees in accordance with the Native Vegetation Precinct Plan.
- Safe access to Exford Road, including the potential for new east-west connector roads intersecting with Exford Road.
- Areas of heritage significance within the precinct, and advice from Heritage Victoria on those areas:
- Flood risk and other reservoir safety issues;
- Slope;
- Open space linkages;
- Walking trails;
- The future widening and re-alignment of Exford road;
- Ongoing management requirements of Southern Rural Water;
- The location of easements; and
- The potential for land within the area to be transferred to a public authority; and
- The location of a 6 hectare Exford Rd public open space reserve (passive/conservation parkland), to be provided in accordance with Plan 5 – Future Urban Structure Plan

Table 3: Planning and Design Guidelines

Character Area	Planning and design guidelines
General	<p>The following planning and design guidelines must be met:</p> <ul style="list-style-type: none"> • Create a series of contiguous neighbourhoods arranged around a hierarchy of appropriately scaled activity centres. • Create compact, pedestrian friendly neighbourhoods with many of the activities of daily living occurring in activity centres located within walking distance of most houses. • Focus concentrations of commercial, civic and institutional activity into mixed-use activity centres. • Provide a generous mix of housing types and price levels within neighbourhoods and activity centres. • Create a permeable street network with pedestrian priority that allows maximum freedom of movement and multiple transport options. • Locate land uses and higher than conventional housing within walking distance of public transport stops. • Respect, enhance and respond to local topography, geology and climate and connect to the natural environment. • Create a range of accessible urban parks and landscapes that provide recreation, encourage biodiversity and help support a balanced environment. • Development oriented to front roads and open space, where appropriate. <p>The following planning and design guidelines should be met:</p> <ul style="list-style-type: none"> • Design streets and roadways to support the safe and efficient conveyance of vehicles as well as the civic and commercial activities that front them. • Ensure the pedestrian environment is characterised by active frontages at street level. • Establish buildings and urban forms capable of adaptation over time to meet changing needs and to promote the continued use of existing resources.
C1 – Melton Reservoir Residential Interface	<p>The following planning and design guidelines must be met:</p> <ul style="list-style-type: none"> • The minimum setbacks illustrated in the Melton Reservoir Open Space/Residential Interface Plan 13. • Place a road reservation between residential development and the riparian buffer/passive open space. • Ensure active frontages address the Reservoir. <p>The following planning and design guidelines should be met:</p> <ul style="list-style-type: none"> • Provide for a future road connection to Clarkes Road Reserve.
C2 Exford Road Conservation Area	<p>The following planning and design guidelines must be met:</p> <ul style="list-style-type: none"> • Commence development in accordance with an approved conservation management plan. • Development in or adjacent to the significant Box Gum Woodland must ensure that: <ul style="list-style-type: none"> • The ecological value of the woodland is not significantly reduced. • The heritage character of the area is not significantly diminished. • The allotment design and layout results in a high retention of trees on the site. • Except with the consent of the Responsible Authority, a permit must not be granted to use or subdivide land, or construct a building and carry out works within the Exford Road Conservation Area until an Urban Design Framework has been approved by the Responsible Authority. (refer Section 4.1.5) <p>The following planning and design guidelines should be met:</p> <ul style="list-style-type: none"> • Maintain a clear visual link between the Exford Homestead and the coach house. • Ensure development adjacent to the Exford Homestead enhances the heritage qualities of the site and creates a focal point for the community. • Ensure the open space network and trail network provides connections to the Exford Homestead. • Large clusters of trees are to be protected and enhanced within a 6ha public open space reserve. • Ensure that development appropriately integrates with the precinct to the north.



Character Area	Planning and design guidelines
C3 - Toolern Creek Regional Park - Western Interface	<p>The following planning and design guidelines must be met:</p> <ul style="list-style-type: none"> Except with the consent of the Responsible Authority, a permit must not be granted to use or subdivide land, or construct a building and carry out works within land located adjacent to the west of Toolern Creek Regional Park (refer to Plan 7) until an Urban Design Framework has been approved by the Responsible Authority. (Refer Section 4.1.4) The minimum setbacks illustrated in the Toolern Creek Open Space/Residential Interface - Plan 12.
C4 - Rail Corridor	<p>The following planning and design guidelines must be met:</p> <ul style="list-style-type: none"> Front development or provide an appropriate frontage to the rail corridor. <p>The following planning and design guidelines should be met:</p> <ul style="list-style-type: none"> Provide a road reservation and shared pathway adjacent and parallel to the rail corridor. Provide low or transparent front fences to buildings to allow passive surveillance of the railway corridor. Ensure buildings, particularly residential buildings, incorporate measures to attenuate the noise impacts associated with train movements (e.g. acoustic insulation, double glazing on windows etc). Provide pedestrian and cycle crossings adjacent to open space areas, that connect to the wider path network within precinct.
C5 - Residential Employment Interface	<p>The following planning and design guidelines should be met:</p> <ul style="list-style-type: none"> Design commercial buildings to a high quality, incorporating façade articulation and glazing. Build to a maximum height of no more than 9m within 30m of the front boundary of the lot. Hours of operation for employment uses should be limited so as not to unreasonably compromise residential amenity. Provide for loading and deliveries away from the street. Integrate advertising signage into the building so as not to dominate the façade, and do not internally illuminate. Incorporate broad canopies, evergreen street trees into street and/or site landscaping.
C6 - Mount Cottrell Road Linear Open Space Interface	<p>The following planning and design guidelines must be met:</p> <ul style="list-style-type: none"> Align Mt Cottrell Road to the east to protect the native vegetation along the western side of the road reservation. Provide landscaping in residential areas that are local indigenous species and sympathetic to the native vegetation character of the conservation area.
C7 - Employment Freeway Interface	<p>The following planning and design guidelines must be met:</p> <ul style="list-style-type: none"> Provide a road reservation adjacent and parallel to the Western Freeway. Address development to the Western Freeway. <p>The following planning and design guidelines should be met:</p> <ul style="list-style-type: none"> Locate office components to the front of the building to face the Western Freeway. Landscaping the Western Freeway with low vegetation so as not to obscure visibility from the Western Freeway.
C8 - Ferris Road North and Shogaki Drive	<p>The following planning and design guidelines must be met:</p> <ul style="list-style-type: none"> Ensure an attractive streetscape is achieved through well-designed and high-quality buildings and landscaping along Ferris Road and Shogaki Drive. Provide a well-designed and high quality rail underpass. <p>The following planning and design guidelines should be met:</p> <ul style="list-style-type: none"> Avoid the use of frontage areas for storage of goods and materials. Avoid ad hoc chain mesh fencing along the frontage areas. Activate the street with appropriate ground floor uses. Minimise building setbacks to strengthen built form presence. Locate office components to the front of the building to face the Ferris Road or Shogaki Drive.
C9 - Road Network Through Regional Park	<p>The following planning and design guidelines must be met:</p> <ul style="list-style-type: none"> Provide north-south pedestrian connections under the bridge on both sides of Toolern Creek Locate the bridge to avoid native vegetation in and adjacent to the Toolern Creek. Design the bridge and specify materials that are sympathetic to adjacent open space areas. <p>The following planning and design guidelines should be met:</p> <ul style="list-style-type: none"> Promote reduced vehicle speeds through road design that considers the local creek character. Ensure that the design of the bridge does not create a barrier between the northern and southern sections of the Toolern Creek Regional Park. Minimise noise impacts through bridge design or acoustic attenuation measures. Ensure that views to and from areas of high aesthetic value are not significantly reduced as a result of the new bridge.
C10 - Toolern Gateway site	<p>The following planning and design guidelines must be met:</p> <ul style="list-style-type: none"> Create landmark feature buildings of high quality at the Ferris Road and Western Freeway interchange. Ensure buildings front the Western Freeway and Ferris Road. <p>The following planning and design guidelines should be met:</p> <ul style="list-style-type: none"> Situate larger buildings in this location. Provide access to and from Ferris Road where possible.
C11 - Strathullooh Interface	<p>The following planning and design guidelines must be met:</p> <ul style="list-style-type: none"> Provide a landscape buffer adjacent to Strathullooh Estate. <p>The following planning and design guidelines should be met:</p> <ul style="list-style-type: none"> Provide larger allotments adjacent to the Strathullooh Estate, south of Toolern. Provide low and/or transparent fencing adjacent to Strathullooh Estate (e.g. post and wire).
C12 - Western Freeway Interface	<p>The following planning and design guidelines must be met:</p> <ul style="list-style-type: none"> Ensure that development of land within 200m of the Western Freeway is undertaken with appropriate noise attenuation measures to minimise the impact of traffic noise on sensitive uses.
C13 - Toolern Creek Regional Park Residential Interface	<p>The following planning and design guidelines must be met:</p> <ul style="list-style-type: none"> Minimise the visual impact of any new development on the landscape qualities of Toolern Regional Park. Design buildings and streets that are respectful of and complementary to the character and landscape attributes of the location. Provide a road reservation and shared pathway adjacent and parallel to Toolern Park, unless this cannot be achieved as a result of the topography or land constraints. Link pedestrian and cycle routes to the Toolern Regional Park trail network. <p>The following planning and design guidelines should be met:</p> <ul style="list-style-type: none"> Configure allotments to respond to topography and/or vegetation. Take advantage of views and vistas. Development in and adjacent to existing canopy trees should not exceed the canopy height. Incorporate new canopy trees into development.
C14 - Proposed Western Fwy /Mt Cottrell Rd interchange interface	<p>The following planning and design guidelines must be met:</p> <ul style="list-style-type: none"> Any application to use or subdivide land, or construct a building and carry out works within the area shown as Character Area 14, must be referred to VicRoads for comment.
C15 - North West Mixed Use Precinct <small>(land shown east of the Toolern property), north of Alby Rd, south of the Western Fwy and west of the proposed new road (existing facility and Ferris Road)</small>	<p>The following planning and design guidelines must be met:</p> <ul style="list-style-type: none"> Except with the consent of the Responsible Authority, a permit must not be granted to use or subdivide land, or construct a building and carry out works until an Urban Design Framework has been approved by the Responsible Authority. (Refer Section 4.3.6)



4.2 HOUSING

4.2.1 HOUSING OBJECTIVES

The objectives for housing are:

- Make best use of land and essential infrastructure.
- Concentrate housing proximate to employment opportunities, services and amenities, and transport networks. Provide a mix of housing types and densities.
- Provide site responsive housing and subdivision design in areas with existing environmental significance, landscape character and or heritage features
- Allocate housing as part of the mix of uses in activity centres.
- Respond to the context and character of the natural and built environment.
- Ensure housing contributes to creating functional and attractive streets and neighbourhoods.

4.2.2 IMPLEMENTATION

The objectives for housing are met by implementation of all the following:

- » Plan 5 – Future Urban Structure
- » Plan 8 – Housing Plan
- » An approved Urban Design Framework for the Major Activity Centre and Neighbourhood Activity Centres.
- » Planning and Design Guidelines set out in 4.2.3
- » Toolern Creek Regional Park – Western Interface Urban Design Framework
- » Exford Road Conservation Area Urban Design Framework
- » North West Mixed Use Urban Design Framework

4.2.3 PLANNING AND DESIGN GUIDELINES

GENERAL

The following planning and design guidelines must be met:

- Provide an average density of no less than 15 dwellings per net developable hectares across the precinct.
- Locate high density housing as defined in the glossary, within and proximate to activity centres and to generally conform to the areas shown on Plan 8.
- Locate conventional density and medium density housing as defined in the glossary, to generally conform to the areas shown on Plan 8.
- Provide larger lots in areas where natural features or landscape character are to be preserved.
- Development to front streets and/or public spaces to provide passive surveillance.
- Ensure that building proportion, scale and character are appropriate to their urban context.
- If land identified in Plan 5 for a non-government education facility is not purchased for that use at the time of subdivision, that land may be used for the underlying housing density as shown in Plan 8.

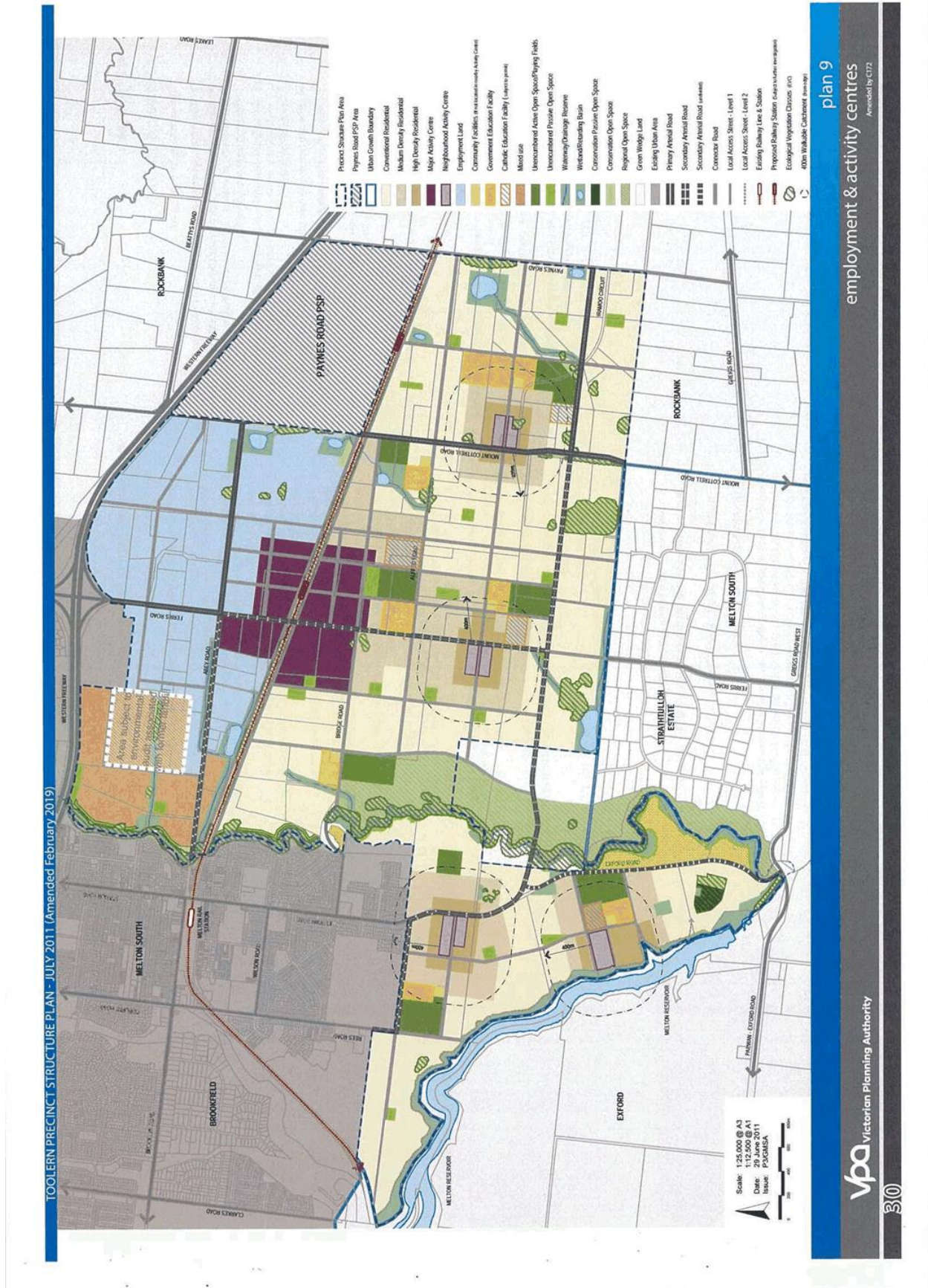
If in the opinion of the responsible authority a planning and design guideline is not relevant to the assessment of an application, the responsible authority may waive or reduce the requirement.

The following planning and design guidelines should be met:

- Provide a broad mix of dwelling types including, but not limited to:
 - Multi-storey apartments
 - Terrace housing
 - Apartments/studios above garages
 - Semi-detached housing
 - Detached housing
 - Shop-top apartments (in activity centres)
 - Live/work units (in and/or around activity centres)
- Ensure streetscapes are not dominated by garages or parking courts.
- Ensure front fences do not exceed 1.2 metres in height.

ALTERNATIVE DENSITY PATTERNS

Alternative density patterns to those illustrated in Plan 8 that result in housing diversity throughout the Precinct Structure Plan area will be supported where it can be demonstrated to the satisfaction of the responsible authority that the density targets and housing objectives will be achieved.





4.3 EMPLOYMENT AND ACTIVITY CENTRES

4.3.1 EMPLOYMENT AND ACTIVITY CENTRES OBJECTIVES

- The objectives for Employment land and Activity Centres are:
- Provide opportunities for a broad range of business sizes and types that will enable the creation of one job for every new household.
 - Establish a hierarchy of high-quality, mixed-use, urban activity centres that are functional, attractive, and meet the needs of business and the community, where:
 - A Major Activity Centre serves as the primary activity centre and retailing node for the Toolern Precinct Structure Plan area.
 - A series of Neighbourhood Activity Centres provide neighbourhood retailing and services, including community uses.
 - Provide Neighbourhood Activity Centres which are integrated with the adjacent residential neighbourhoods.
 - Local Convenience Centres outside designated centres provide local retailing and services.
 - Facilitate walking, cycling and public transport usage within and to activity centres and employment areas.
 - Make public transport integral to the function of activity centres and employment areas.
 - Ensure that building proportion, scale and character are appropriate to their urban context.
 - Accommodate a range of entertainment, leisure and tourism related uses that complement Melton Entertainment Complex.
 - To boost local employment opportunities through the development and promotion of employment land in Toolern.

4.3.2 IMPLEMENTATION

- The objectives for employment and activity centres are met by implementation of the following:
- » Plan 5 – Future Urban Structure
 - » Plan 9 – Employment Areas and Activity Centres Plan
 - » Planning and Design Guidelines set out in 4.3.3.
 - » Hierarchy, role and function of proposed Activity Centres set out in Table 5.
 - » Table 6 – Major Activity Centre Land Use Components
 - » Table 7 – Neighbourhood Activity Centre Land Use Components
 - » North West Mixed Use Precinct – Urban Design Framework
 - » Toolern Employment Area – Urban Design Framework
 - » Toolern - Major & Neighbourhood Activity Centres – Urban Design Frameworks

Table 4: Employment Area Guidelines
The following planning and design guidelines must be met:

Theme	Planning and design guidelines
Building types, lot size and land use	<p>The following planning and design guidelines must be met:</p> <ul style="list-style-type: none"> • Provide a range of lot sizes that will accommodate a variety of floor plates and building types. • Locate new uses which may impinge on amenity to the east of Ferris Road. • Position office components of industrial buildings to the street front. <p>The following planning and design guidelines should be met:</p> <ul style="list-style-type: none"> • Locate new large floor plate and industrial uses to the east of Ferris Road with good access to the arterial network. • Locate small-scale buildings to the west of Ferris Road. • Locate taller buildings or those of more notable design on prominent sites and at major intersections.
Frontages	<p>The following planning and design guidelines should be met:</p> <ul style="list-style-type: none"> • Minimise front building setbacks with clearly defined principal entrances addressing streets or public spaces. • 'Activate' ground-level frontages on commercial sections of streets and ensure the design of upper levels is compatible with overall facade character. • Contain signage within built form or in an integrated/shared structure.
Height and massing	<p>The following planning and design guidelines must be met:</p> <ul style="list-style-type: none"> • Ensure height, massing and disposition of buildings on the opposite side of roads surrounding the Major Activity Centre are generally consistent with the height, massing and disposition of buildings within the Major Activity Centre. • Reduce the visual bulk of large buildings through building and landscape design.
Parking and service areas	<p>The following planning and design guidelines should be met:</p> <ul style="list-style-type: none"> • Locate off-street parking behind buildings fronting commercial streets, or in basements or parking structures. • Provide access to off-street parking and service areas from side-streets or rear laneways. • Screen off-street parking and service areas from the public realm. • Provide direct pedestrian access to public streets from parking areas.
Pedestrian and cyclist movement	<p>The following planning and design guidelines must be met:</p> <ul style="list-style-type: none"> • Plan for accessible and safe pedestrian and cycling links to, from and within the employment area, and linked to the broader walking and cycling network. • Provide a continuous pedestrian connection between the Major Activity Centre and Employment Area.
Landscaping	<p>The following planning and design guidelines must be met:</p> <ul style="list-style-type: none"> • Provide only low landscaping along the Western Freeway frontage. <p>The following planning and design guidelines should be met:</p> <ul style="list-style-type: none"> • Provide appropriately designed landscaping treatments, setbacks and buffers to minimise the impacts of blank sections of facade fronting principal streets.

4.3.3 PLANNING AND DESIGN GUIDELINES

ACTIVITY CENTRE GUIDELINES

The following planning and design guidelines must be met:

- Encourage high employment densities, including the redevelopment of Toolem Business Park.
- Locate activity centres to generally conform to the areas shown on Plan 9.
- Create a limited network of predominantly commercial streets edged by mixed-use buildings accommodating retail, office, community, residential, and other uses.
- Establish a continuous built edge to streets.
- Integrate the planning and design of neighbourhood activity centres with the planning and development of community infrastructure and services.
- Use building forms and commercial formats that support the function and character of a mixed-use, street-based activity centre.
- Integrate public transport with activity centres, and ensure public transport infrastructure and facilities are located in commuter-friendly and convenient locations.

The following planning and design guidelines should be met:

- Place large retail formats (such as supermarkets or bulky retail units) behind or above street-front retail tenancies.

- Build retail and commercial frontages to the edge of footways with clearly defined principal entrances addressing streets or public spaces.
- 'Activate' ground-level frontages on commercial sections of streets and ensure the design of upper levels is compatible with overall façade character.
- Provide a 'fine-grained' scale of predominantly retail shop-fronts with frequent tenancies along the street.
- Design streets to a building height to street width ratio as close to 1:2 as possible, with a minimum of 1:3.
- Provide as much on-street parking as possible.
- Locate off-street parking behind buildings fronting commercial streets, or in basements or parking structures, and provide access from side-streets or rear laneways.
- Screen off-street parking and service areas from the public realm.
- Provide direct pedestrian access to public streets from parking areas.
- Locate taller buildings or those of more notable design on prominent sites and at major intersections.

4.3.4 ACTIVITY CENTRE URBAN DESIGN FRAMEWORK

The Urban Design Framework must:

- Be generally consistent with the role and function for the activity centre set out in Table 5.
- Determine the boundaries of the activity centre.
- Address the location and integration of community facilities and services. (Note: The Urban Design Framework Plans should seek to provide community facilities within or directly abutting the centres).
- Address the whole of the activity centre site.
- Address any relevant design guidelines prepared by the Victorian Government or Shire of Melton.
- Demonstrate an appropriate design response that addresses the Activity Centre objectives and planning and design Guidelines.
- Explain how the Framework responds to feedback received following consultation with infrastructure agencies including VicRoads and the Department of Transport or landowners within the activity centre.
- Show how the activity centre relates to existing or approved development in the area.
- Show the location of public spaces, including parks, conservation reserves and squares.
- Include an overall landscape concept for the activity centre.
- Set out guidelines to positively address environmental sustainability including integrated water management, energy conservation and where appropriate, the vegetation protection objectives in the Toolem Native Vegetation Precinct Plan.
- Demonstrate how public transport will be integrated within the Activity Centre, developed in consultation with the Department of Transport.
- Set out provisions for car parking including the location and design of car parking areas and car parking rates for proposed uses within the activity centre.
- Set out design guidelines for the provision of advertising signs.
- Set out arrangements for the provision of service areas for deliveries and waste disposal including access for larger vehicles and measures to minimise the impact on the amenity of the activity centre and adjoining neighbourhoods.
- Show how opportunities for medium and higher density housing and future commercial expansion can be incorporated into the activity centre.

Table 5: Hierarchy, role and function of Activity Centres

Type	Function
Major Activity Centre (site area approximately 100 hectares)	<ul style="list-style-type: none"> • The Major Activity Centre serves as the primary Activity Centre and transport hub for the Toolem Precinct Structure Plan area. The Centre will provide higher order retailing, services, civic, leisure and social infrastructure. • The Centre will develop in accordance with the Toolem Precinct Structure Plan towards a total of approximately 3,000 dwellings and 70,000 sqm of retail floor space which will be delivered in stages in response to demand. • Anchored by a main street and shopping side streets, the Centre's retail offer is specialised to include three or four large supermarkets, discount department stores, a small department store, a wide range of specialty and comparison retail shops, restaurants and cafes, and a variety leisure and entertainment activities. • The Centre will provide business, civic and government services serving Toolem and the wider Melton catchment, including health services and suites, a library, a municipal service centre, police services, law courts, emergency services, consulting suites and home offices. • It will have an adjacent Government and Secondary College and tertiary education facility. • Passive and active open spaces will comprise an active recreation reserve, a 'town square', a 'town green', a 'town square' and a mix of ancillary civic spaces.
Neighbourhood Activity Centres (site area approximately 4 hectares)	<ul style="list-style-type: none"> • Neighbourhood Activity Centres provide retailing and services, civic, recreation and social infrastructure for the catchment area within 800-1000 metres of the Centre. • Neighbourhood Activity Centres will support a permanent residential population by accommodating approximately 120 dwellings. • Neighbourhood Activity Centres generally comprise 1-2 supermarkets, 20 to 30 specialty shops and food and beverage retail and community facilities. They are anchored by a traditional main street and serviced by an abutting / co-located or proximate community hub (e.g. multipurpose community centre, government and/or non-government primary school, and active recreation reserves and facilities). • Centres should provide mixed-use live/work buildings to accommodate businesses providing goods and services within the neighbourhood catchment.
Local Convenience Centres	<ul style="list-style-type: none"> • Local Convenience Centres provide limited retailing and services to meet the daily needs of residents within the immediate area. • Local Convenience Centres are encouraged outside designated Activity Centres and may occur anywhere within residential areas to a maximum of 2,500sqm of retail and commercial floor space combined. • Uses should be accommodated in mixed-use live/work buildings configured in a small main street environment. Home-based businesses are encouraged in and around Local Convenience Centres.



4.3.5 TOOLERN EMPLOYMENT LAND - URBAN DESIGN FRAMEWORK

The Toolern Employment UDF applies to the land located south of the Western Highway, east of Ferris Road, west of Mount Cottrell Road and north of the Melbourne-Ballarat Railway line.

The Urban Design Framework must:

- Demonstrate a diversity of lot sizes throughout the site to the satisfaction of the responsible authority.
- Address key view lines and sight lines into and out of the area and incorporate within the overall design.
- Locate manufacturing and industrial uses with adverse amenity potential at suitable distances from residential interfaces and incorporate management measures where required.
- Show how the interface with the arterial road network will be managed:
 - to assist the creation of a high amenity, visually attractive environment conducive to the development of land uses with higher density employment (such as office & manufacturing employment);
 - to create gateways at appropriate locations;
 - to provide a high amenity and visually attractive environment on roads leading to residential areas.
- Set out design guidelines for development on arterial roads and other roads which ensure high quality built form through architectural detailing including measures to avoid long blank walls and minimal visual interest, siting and orientation, provision of active frontages, internalised service areas, and landscaping treatments.
- Identify sites in prominent locations particularly on corner intersections with arterial or connector roads for significant high amenity building or landmark structures.
- Set out design guidelines which positively address environmentally sustainability including integrated water management and energy conservation.
- Set out guidelines for the provision of advertising signs which are integrated within the built form.
- Set out guidelines for the achievement of an overall landscape concept for the land.
- Indicate how public transport will be integrated within the employment land, which is developed in accordance with the requirements of the Department of Transport.
- Show how the employment land relates to and responds positively to the adjacent activity centre and residential land through high quality urban design treatments. Set out measures to avoid long blank walls with minimal visual interest.
- Consider the views of and include any requirements of Vic Roads in relation to the future freeway interchange at Mt. Cottrell Road.

4.3.6 NORTH WEST MIXED USE PRECINCT - URBAN DESIGN FRAMEWORK

The North West Mixed Use Precinct comprises the land shown on Plan 7 'Image and Character' of the PSP (Land shown east of the Toolern Creek (known as the ECNAM site), north of Abey Rd, south of the Western Fwy and west of the Harness Facing Victoria existing facility and Ferris Rd)

The Urban Design Framework plan must:

- Encourage a mix of uses which may include residential, office, business park, industrial and specialized employment uses.
- Ensure the proposed uses and developments are compatible with the existing Harness Facing Victoria facility, which is a significant recreational asset.
- Ensure that the proposed uses and development respond appropriately to any environmental constraints posed by the former Melton landfill.
- Create a range of lot sizes, catering to diverse industry needs to the satisfaction of the responsible authority.
- Address the sensitivities between residential and employment land uses by developing appropriate interface treatments which address visual, acoustic and other amenity requirements.
- Ensure that development interfacing with the existing Harness Racing Facility has a strong emphasis on high quality building and landscape design.
- Ensure that development presents buildings with a high quality frontage to the Ferris Rd, Western Fwy and Abey Road, avoiding blank walls and exposed storage areas.
- Achieve a uniformity of landscaping through the preparation of specific landscape design guidelines.
- Provide service road frontage to the Western Hwy (without providing direct access) if smaller industrial lots are envisaged along this main gateway. If larger industrial lots are envisaged provide a landscape buffer between the rear of larger industrial lots and the Western Freeway.
- Encourage a mixture of housing densities with residential development integrated within the wider precinct.
- Design a road network design to enable planting and ensure the safe movement of heavy vehicles where the network services the employment areas.
- Ensure the road network servicing the residential areas does not encourage truck and heavy vehicle traffic in these locations.
- Ensure the development makes provision for cycling and pedestrian movements.
- Provide linkages within the mixed use employment area to the proposed residential development located to the west, to facilitate pedestrian and cycling access to the Toolern Creek linear open space corridor.

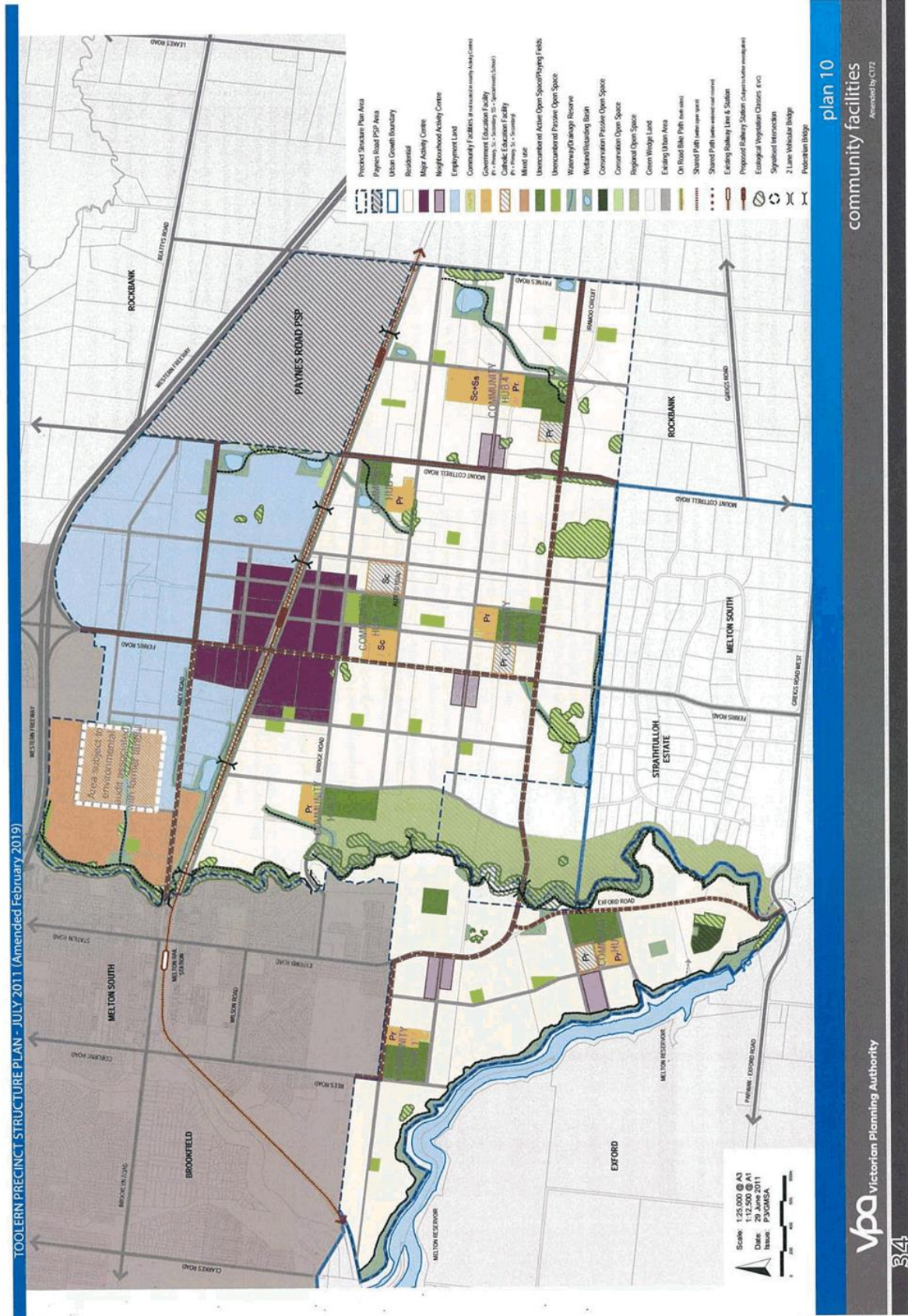
- Ensure residential development adjacent the Toolern Creek is orientated facing the Toolern Creek through frontage roads.
- Show how the building height, massing, architecture and materials of residential development near the Toolern Creek will be visually compatible with the character of the creek.
- Demonstrate how the development will contribute to the passive surveillance of the creek environs through road layout design, the siting of shared paths and the orientation of development to front roads and open space.

Table 6: Major Activity Centre Land Use Components

ANTICIPATED LAND USE	INDICATIVE FLOOR AREA (SQM)
4 x supermarkets	10,000
Department store	10,000
Discount department store	5,000
Specialty retail	30,000
Bulky goods retail	10,000
Cafes, bars and restaurants	5,000
Office	25,000
Health centre and consulting suites	5,000
Library and Council service centre	2,500
Multi-storey aquatic and leisure centre	2,500
Police station and law court	3,000
Fire and State Emergency Service	3,000
Tertiary institution	30,000
Approximately 3,000 dwellings	450,000
Total estimate floor area	591,000

Table 7: Neighbourhood Activity Centre Land Use Components

ANTICIPATED LAND USE	INDICATIVE FLOOR AREA (SQM)
Supermarket	2,000
Specialty retail	1,500
Cafes, bars and restaurants	500
Office	1,000
Approximately 120 dwellings	18,000
Total estimate floor area	23,000





- State Grant programs. The State Government provides grant programs with funding potential across a broad range of community facilities and services.
- Growth Area Development Fund. Council may make application to the Growth Areas Authority to apply for funds from the fund to support the provision of community facilities in the precinct.
- Non-government Organisations. Some community facilities may be able to be delivered by the Council working in partnership with non-government organisations.

COMMUNITY HUB CONCEPT PLANNING

- Governance arrangements and engagement is an important part of identifying, discussing and resolving issues around facility design, ownership, leasing, capital works funding, service delivery funding, management and maintenance and upgrade over time.
- Coordination will be greatly assisted by the establishment of:
 - A governance model for the concept and master planning. One approach is for this to be facilitated by Melton Shire Council through a community hub steering committee.
 - The development of community hub concept plans and major and neighbourhood activity centre plans.
 - Master plans that provide detail for the delivery of the concept plans.
- Community facilities that have traditionally had single purpose functions (schools, sporting facilities, pre-schools) should be planned to respond to a wider range of community needs.
- Community facilities should include appropriate and flexible spaces which match the needs of the community in which it is located, and the services and programs identified to operate from it and can respond to changing needs of the community.
- Community hubs should be designed to maximise sharing opportunities and integrated community facilities, and provide opportunities for services and clubs to co-locate.
- Integrated community facilities should be designed to maximise opportunities for sharing of common spaces (reception, meeting rooms, toilets, storage, consulting rooms) between some or all providers/users where synergies exist.
- Design of community hubs, which include activity centres should be undertaken in consultation with the local community in which it is to be located, and the service providers likely to operate from it.

These statements apply to community hubs, (which include major and neighbourhood activity centres) identified on Plan 10 - Community Facilities.

- Locate secondary schools on connector streets with direct access to the Principal Public Transport Network (PPTN).
- Locate health services in community hubs or activity centres.
- Locate emergency services with easy access to the arterial road network.
- Locate justice services with easy access to the Principal Public Transport Network (PPTN) and as part of a community hub or activity centre.
- Co-locate community facilities with each other, within or close to an activity centre or with good visual and physical links to an activity centre.
- Co-locate community facilities with active and passive open space where possible.
- Locate long day care adjacent to schools or multi-purpose community centres where possible.
- Address safe and convenient access to community facilities by walking, cycling through strategic placement of pedestrian crossings and provision of facilities to lock/store bicycles.
- Ensure that community facilities contribute to the community's safety, sense of security and passive surveillance.
- Ensure that the amenity and aesthetic character of community facilities is of a high quality and are configured to maximise urban design and public art outcomes.
- Build on any heritage assets and / or natural features that currently exist, and emphasise any unique characteristics that may be present.

4.4.4 COMMUNITY FACILITIES DELIVERY STATEMENT

Community facilities should be delivered in an integrated and coordinated manner to enable both early and cost effective provision.

The following statements should guide these outcomes:

INTEGRATED, EFFICIENT AND TIMELY PROVISION

- Funding opportunities and partnerships will be sought to support the early provision of community facilities.
- The Growth Areas Authority will work closely with the Shire of Melton through the infrastructure working group to explore and pursue opportunities for partnership approaches to support integrated and timely provision of key community facilities.
- Potential funding sources to be considered include:
 - Toolern Development Contribution Plan.
 - The Shire of Melton Capital Works Program.
 - Development Proponent Funding. This may include an injection of additional funding, or the potential for a development proponent to deliver an item in the Development Contribution Plan through in-kind works. Provision of in-kind works requires approval by the Shire of Melton as the Collecting Agency.

4.4 COMMUNITY FACILITIES

4.4.1 COMMUNITY FACILITIES OBJECTIVES

The objectives for community facilities are:

- Enhance equity, social well-being and the quality of life for existing and future communities wanting to live, work, recreate or access services within the area.
- Ensure the delivery of a well-connected network of accessible, multifunctional facilities in locations that form vibrant community focal points (i.e. community hubs (which include activity centres) and open spaces).
- Ensure safe and convenient access to community facilities by walking, cycling, public transport and car.
- Provide opportunities for adaptable shared, co-located and/or integrated community facilities (land and buildings).
- Provide a range of adaptable community facilities to meet the needs of the existing and future communities.
- Support the early provision of foundation facilities and the provision of established facilities as the demand thresholds are reached and funding becomes available.

4.4.2 IMPLEMENTATION

The objectives for community facilities are met by implementation of all the following:

- » Plan 5 - Future Urban Structure
- » Plan 10 - Community Facilities
- » An approved Urban Design Framework for the Major Activity Centre and Neighbourhood Activity Centres
- » Planning and Design Guidelines set out in 4.4.3

4.4.3 PLANNING AND DESIGN GUIDELINES

The following planning and design guidelines must be met:

- Locate community facilities so they are easily accessible by walking, cycling or public transport.
- Allocate community facilities as part of the mix of uses in activity centres.
- Ensure that the building proportion, scale and character are appropriate to their urban context.
- Front principal entrances of buildings to streets and/or public spaces.
- Locate community buildings and facilities associated with active recreation in unencumbered open spaces only.

The following planning and design guidelines should be met:

- Locate primary schools on a connector street carrying a local bus service.

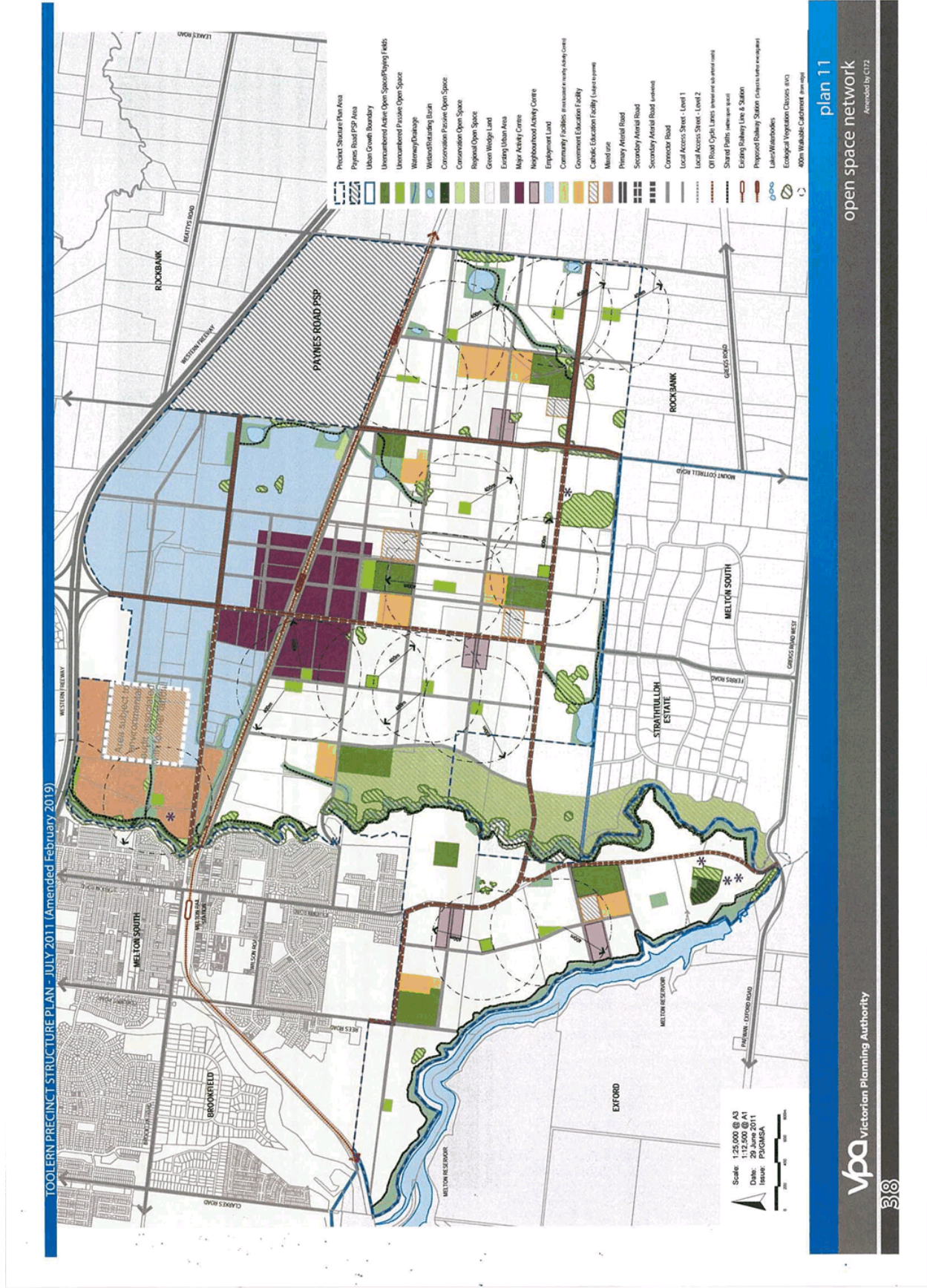
TOOLERN PRECINCT STRUCTURE PLAN - JULY 2011 (Amended February 2019)

Table 8: Community Facilities Table

Area 1			
Facilities and services	Location	Area (ha)	Responsibility
Government primary school	Community Hub 1	4.5	DEECD
Multipurpose community centre	Community Hub 1	0.8	Melton Shire Council
Active open space reserve comprising 2 football/cricket ovals, 4 tennis courts and a pavilion	Community Hub 1	8	Melton Shire Council
Long day child care centre (private provider)	Community Hub 1	0.25	Private Sector
Active Open Space reserve comprising 2 soccer pitches and a pavilion	Located to the east of Community Hub 1	4	Melton Shire Council
Government primary school	Community Hub 2	4.5	DEECD
Catholic primary school	Community Hub 2	2.8	Catholic Education Department
Multipurpose community centre	Community Hub 2	0.85	Melton Shire Council
Active open space reserve comprising 2 football/cricket ovals and a pavilion along with an adventure playground and youth activity node	Community Hub 2	8	Melton Shire Council
Long day child care centre (private provider)	Community Hub 2	0.25	Private Sector
Passive Open Space parks including but not limited to local playgrounds, BBQs, BBQ shelters, walking paths, landscaping	Distributed throughout the area and generally within 400m of most residents		Melton Shire Council constructed by development proponents
Area 2			
Facilities and services	Location	Area (ha)	Responsibility
Miscellaneous education precinct	Major Activity Centre	8.5	Unknown
Level 3 - Health precinct	Major Activity Centre	1	Unknown
Emergency services precinct (fire, ambulance and SES)	Major Activity Centre	1	Dept of Human Services
Council civic centre/library	Major Activity Centre	4	Melton Shire Council
Level 3 - Aquatic and/or leisure centre	Major Activity Centre	2.5	Melton Shire Council
Justice precinct (law court and police)	Major Activity Centre	2	DHS
Public art installation (within retail component of MAC)	Major Activity Centre		Melton Shire Council
Government primary school	Community Hub 3	3.8	DEECD
Multipurpose community centre	Community Hub 3	0.8	Melton Shire Council
Active open space reserve comprising 4 soccer pitches and a pavilion	Community Hub 3	8	Melton Shire Council
Long day child care centre (private provider)	Community Hub 3	0.25	Private Sector
Government primary school	Community Hub 4	4.5	DEECD
Government secondary school	Community Hub 4		DEECD
Government special needs school	Community Hub 4		DEECD
Multipurpose community centre	Community Hub 4	0.8	Melton Shire Council
Active open space reserve comprising 2 football/cricket ovals and 4 tennis courts and a pavilion along with a community youth activity node and level 2 adventure playground	Community Hub 4	9.5	Melton Shire Council
Catholic primary school	Community Hub 4	2.8	Catholic Education Department
Long day child care centre (private provider)	Community Hub 4	0.25	Private Sector
Public art installation (within retail component)	Community Hub 4	0	Melton Shire Council
Government primary school	Community Hub 5	3.8	DEECD
Multipurpose community centre	Community Hub 5	0.8	Melton Shire Council
Active open space area comprising 2 football/cricket ovals and a pavilion	Community Hub 5	12.2	Melton Shire Council



Area 2	Facilities and services	Location	Area (ha)	Responsibility
Area 2	Government primary school	Community Hub 6	3.8	DEECD
	Multipurpose community centre	Community Hub 6	0.8	Melton Shire Council
	Active open space area comprising 2 football/cricket ovals, 1 lawn bowls green, 4 tennis courts and a pavilion	Community Hub 6 - located in the northern section of the Toolern Regional Park	11	Melton Shire Council
	Government secondary college (assumes a multi-storey complex)	Community Hub 7	6.2	DEECD
	Passive Open Space park which includes a community youth activity node and level 2 adventure playground	Community Hub 7	2.9	Melton Shire Council
	Active recreation reserve comprising 2 football/cricket ovals and a pavilion	Community Hub 7	8	Melton Shire Council
	Catholic secondary college	Community Hub 7	5	Catholic Education Department
	Passive Open Space parks including but not limited to local playgrounds, BBQs, BBQ shelters, walking paths, landscaping	Distributed throughout the area and generally within 400m of most residents		Melton Shire Council constructed by development proponents
	Catholic primary school	Community Hub 9 - located outside UGB	2.8	Catholic Education Department
	Multipurpose community centre	Community Hub 9 - located outside UGB	0.8	Melton Shire Council
Area 3	Active open space reserve comprising 2 football/cricket ovals and a pavilion	Community Hub 9 - located in the southern section of the Toolern Regional Park	10	Melton Shire Council
	Long day child care centre (private provider)	Community Hub 9 - located outside UGB	0.25	Private Sector
	Passive Open Space parks including but not limited to local playgrounds, BBQs, BBQ shelters, walking paths, landscaping	Distributed throughout the area and generally within 400m of most residents		Melton Shire Council constructed by development proponents
	Facilities and services	Location	Area (ha)	Responsibility
Area 3	Passive Open Space parks including but not limited to local playgrounds, BBQs, BBQ shelters, walking paths, landscaping	Distributed throughout the area and generally within 400m of most residents		Melton Shire Council constructed by development proponents





4.5 OPEN SPACE AND NATURAL SYSTEMS

4.5.1 OPEN SPACE AND NATURAL SYSTEMS OBJECTIVES

The objectives for open space and natural systems are:

- Provide an accessible and connected network of open spaces suitable for a broad range of civic, passive and active recreation uses.
- Maintain and enhance environmental, landscape and heritage features where possible.
- Conserve and manage areas of significant native vegetation and fauna habitat in accordance with the Toolern Native Vegetation Precinct Plan and Biodiversity Plan; and
- Maximise the community value of drainage and conservation reserve areas.

4.5.2 IMPLEMENTATION

The objectives for open space and natural systems are met by implementation of all the following:

- » Plan 5 – Future Urban Structure
- » Plan 11 – Open Space Plan
- » Toolern Native Vegetation Precinct Plan
- » Planning and Design Guidelines set out in 4.5.3
- » Alternative provision models for passive open space to that shown in Plan 11 may be considered, subject to the following requirements which must be met:
 - » The minimum size of passive open space park which is a neighbourhood level park is 0.7ha, unless collocated with other encumbered or unencumbered open space.
 - » The total provision of open space for each land parcel must be consistent with the open space areas set out in Table 2 – Toolern Property Specific Land Budget.
 - » Additional open space to that identified in Table 2 – Toolern Property Specific Land Budget may be provided but is not to receive an open space credit. This can include smaller local parks which serve to protect vegetation rather than having a functional open space purpose or public spaces within activity centers. These open space reserves are not credited toward the passive open space contribution required by clause 52.01 of the Melton Planning Scheme.
 - » An area of dedicated passive open space should be:
 - » able to support any particular planned use of the reserve and;
 - » As far as practical, be regular in form and be able to contain a rectangle with a minimum width of approximately 80metres

HOW TO MAKE A PUBLIC OPEN SPACE CONTRIBUTION IN THIS PRECINCT

Further to the public open space contribution required at Clause 52.01 of the Melton Planning Scheme, this provision sets out the amount of land to be contributed by each property (refer to Plan 6 for property numbers) in the precinct and consequently where a cash contribution is required in lieu of land. Where Table 2: Distribution of passive open space in this precinct structure plan specifies:

- 0% of the land as Passive Open Space (POS), the contribution is a cash contribution of 3.97% of the site value.
- more than 0% and less than 3.97% of the land as POS, the contribution is a land contribution equal to the percentage specified in Table 2 of this PSP as POS and a further cash contribution that is equal to the difference in value between the land contribution and 3.97% of the site value.
- more than 3.97% of the land as POS, the contribution is a land contribution equal to the percentage specified in Table 2 of this PSP as POS.

In the latter instance, the subdivider may request that the responsible authority reimburse the subdivider for the difference in site value between 3.97% and the amount of POS specified for that land in Table 2 of this PSP, to the satisfaction of the responsible authority.

4.5.3 PLANNING AND DESIGN GUIDELINES

GENERAL

The following planning and design guidelines must be met:

- Ensure subdivision design provides for active frontage to open space.
- Ensure open space is fit for the designated purpose.
- Design and locate car park areas to maximise safety and security.
- Integrate pedestrian and cycle paths with open spaces and ensure open spaces are connected via pedestrian cycle paths.
- Address open spaces with buildings with clearly defined principal entrances addressing the space.

The following planning and design guidelines should be met:

- Select plant species that are of local provenance, listed in the relevant EVC benchmark, where practicable or Australian native species.

PASSIVE OPEN SPACE

The following planning and design guidelines must be met:

- Provide passive open spaces (except those within Activity Centres) as park settings which include trees, walking and cycling paths, seating, playgrounds, BBQ areas, shelter, lighting and other furniture.
- Ensure access to passive open space is provided within all areas.

- Investigate the opportunity to provide passive open space within the former quarry and landfill site.

The following planning and design guidelines should be met:

- Locate passive open spaces within 400 metres of all dwellings.
- Provide increased open space commensurate with increased housing densities.
- Plant local indigenous flora species (preferred) or Australian native species.
- Provide formally configured and centrally located civic spaces (suitable for public gatherings, community events, markets etc) within activity centres.
- Provide 10 metre passive open space corridor along the Melton Reservoir and 20 m passive open space corridor along the Toolern Creek (measured from the break of slope) incorporating shared paths and existing scattered trees where possible. For the Toolern Creek Regional Park western interface, the siting of the 20m passive open space corridor will be in accordance with the approved Urban Design Framework(s).

ACTIVE OPEN SPACE

The following planning and design guidelines must be met:

- Provide active open spaces to incorporate sporting fields, courts, clubhouses, pavilions and other facilities which meet the active recreation needs of the community.
- Locate active open space areas adjacent or near to government schools.
- Locate active open spaces within 400 metres of a public transport stop.

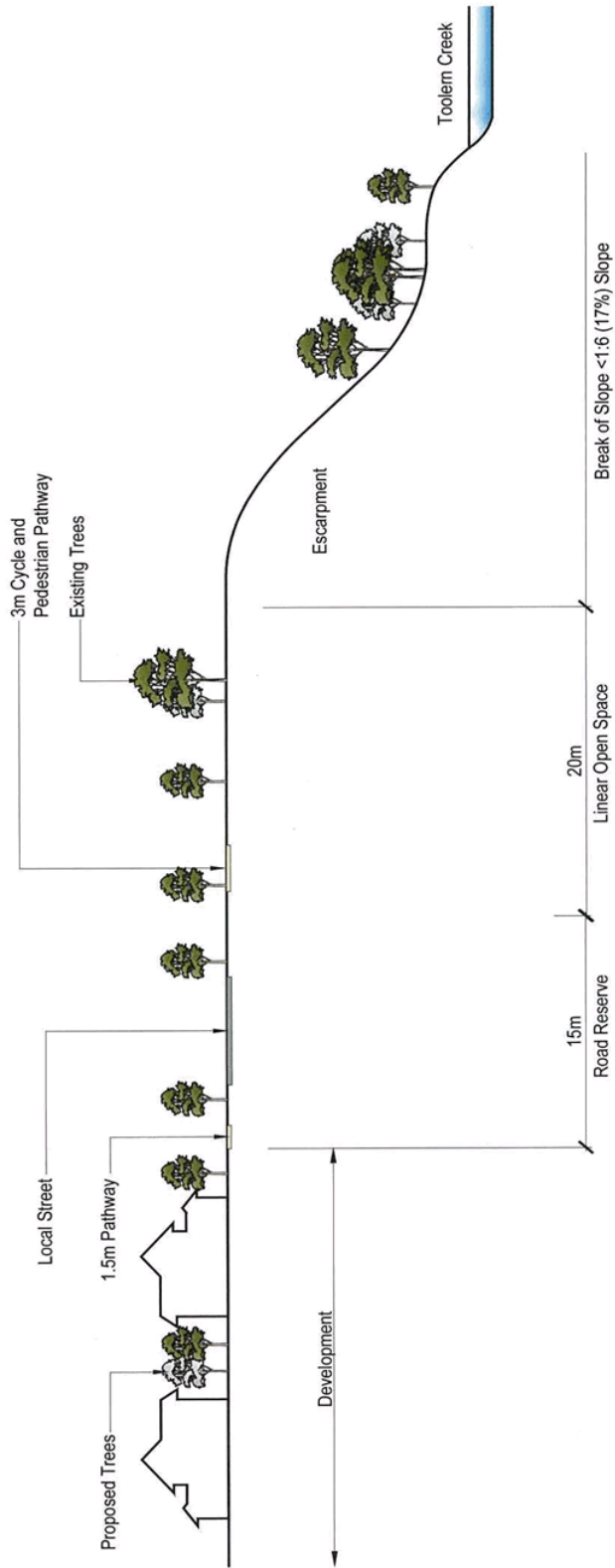
The following planning and design guidelines should be met:

- Avoid roads between active open spaces and government schools.
- Provide a minimum of 8 hectares of active open space adjacent to each Activity Centre or Community Hub. Where 8 hectares of unencumbered active open space is not achievable due to site constraints, encumbered open space may be utilised for active open space provided the functional use of the site is not compromised. The encumbered land must not be credited towards the passive open space contribution required by clause 52.01 of the scheme or counted as a credit towards satisfaction of development contribution obligations.

- Locate buildings and facilities associated with active open space within encumbered land only if it can be demonstrated that the functional use of the site buildings and facilities will not be compromised.

TOOLERN PRECINCT STRUCTURE PLAN - JULY 2011 (Amended February 2019)

Cross-section 1: Toolern creek open space/residential interface



Scale: 1:250 @ A3
Date: 13 April 2019
Issue: PE, v2

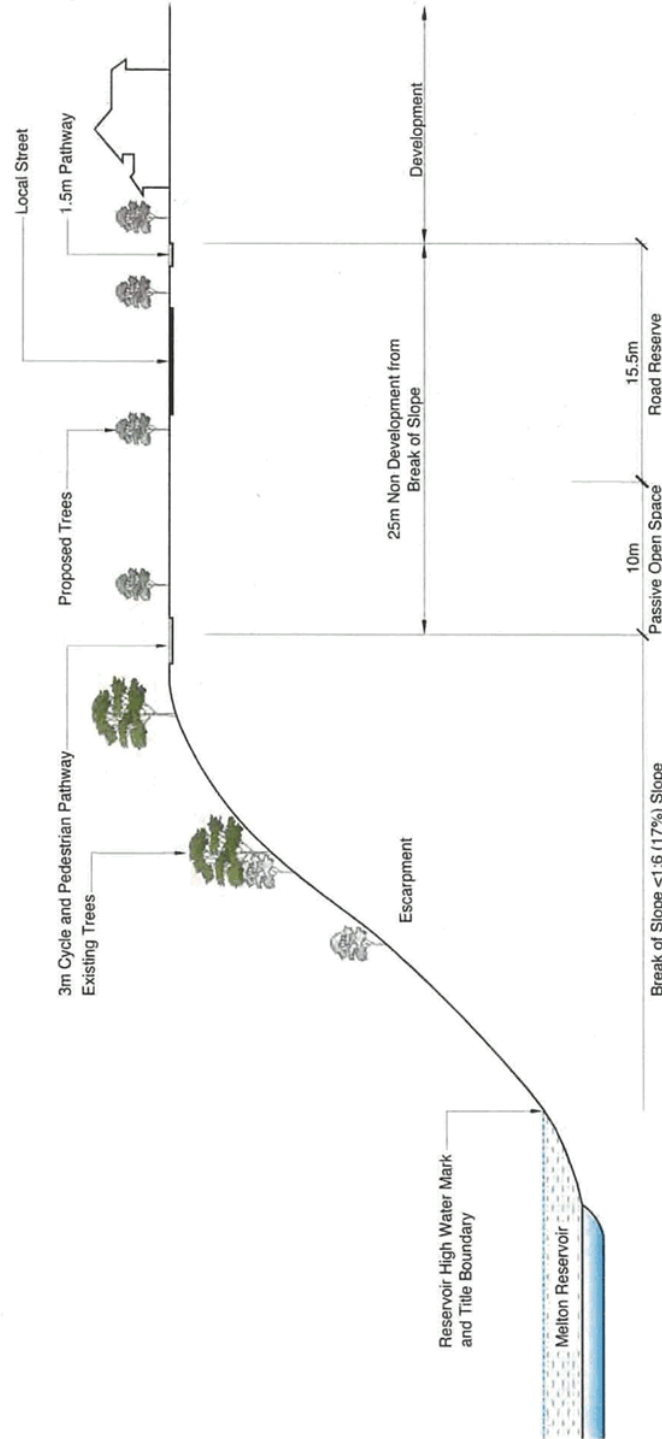


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TOOLERN PRECINCT STRUCTURE PLAN - JULY 2011 (Amended February 2019)



Cross-Section 2: Melton reservoir open space/residential interface



Scale: 1:250 @ A3
 Date: 10 March 2019
 Issue: PEX, v 1





CONSERVATION AND HERITAGE

The following planning and design guidelines must be met:

- Protect and maintain significant vegetation within open space areas.
- Erect protective fencing around native vegetation to be protected prior to commencement and during the construction phase, in accordance with the Toolern Native Vegetation Precinct Plan.
- Position pedestrian and cycle routes so as not to interfere with the preservation and management of native vegetation.
- Frame heritage sites with passive open space or landscaping.
- Provide a 6 hectare public open space reserve (for the protection of native vegetation), as shown on Plan 5 – Future Urban Structure and transfer to the Shire of Melton.
- Ensure that development is appropriately setback from native vegetation identified for protection in the Toolern Native Vegetation Precinct Plan, where precincts using roads to separate development from areas to be protected.

CONSTRUCTED WATERWAYS

The following planning and design guidelines must be met:

- Locate constructed waterways in an open space environment.
- The following planning and design guidelines should be met:
- Utilise constructed waterways and associated reserves as passive or active open spaces if the functional use of the site is not compromised.
 - Locate buildings, facilities and furniture in constructed waterways and associated reserves if the functional use of the site is not compromised.

TOOLERN CREEK REGIONAL PARK & TOOLERN CREEK

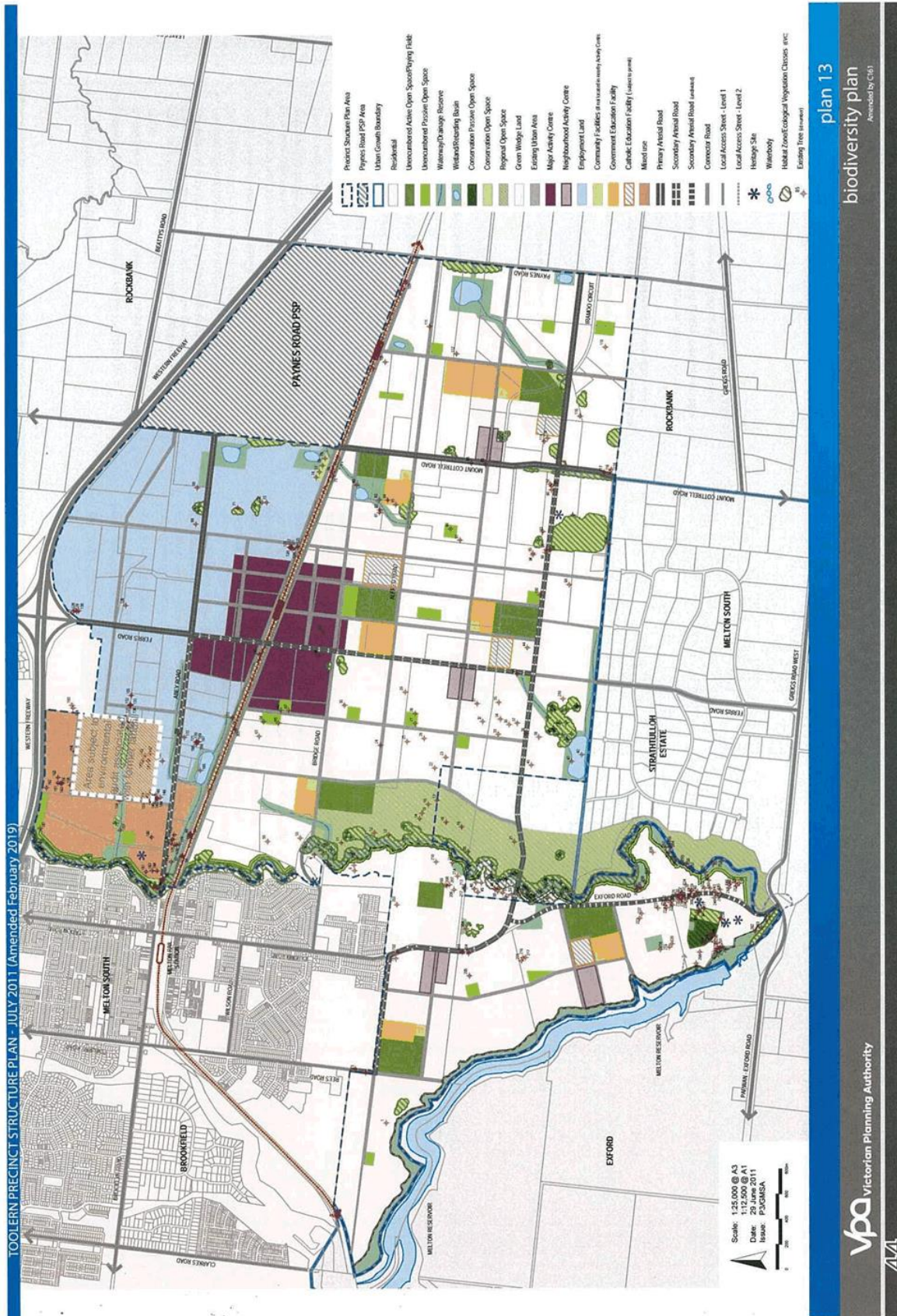
The following planning and design guidelines must be met:

- Within the proposed regional park combine active and passive recreation, native vegetation and habitat conservation, and pedestrian and cycle paths.
- Provide an active recreation area of approximately 18 hectares within the Regional Park, potentially through multiple nodes.
- Provide a shared pathway, viewing places, seating and tree planting along the passive open space corridors on either side of Toolern Creek.

4.5.4 OPEN SPACE AND NATURAL SYSTEMS DELIVERY STATEMENT

Open Space and Natural Systems should be delivered in an integrated and coordinated manner to enable both early and cost effective provision. The following statements should guide these outcomes:

- Individual development proponents are required to provide basic improvements to local parks and passive open space including earthworks, grassing and tree planting, local playgrounds and shared paths and footpaths, furniture and paving.
- Specific facilities (e.g. BMX tracks, skate parks or local playgrounds) within passive open space will be distributed according to the requirements of the responsible authority. Not all passive open space will include all of the facilities listed. Provision will be resolved during the implementation of the Precinct Structure Plan.
- Active open space areas will benefit from the preparation of master plans by Shire of Melton to guide their staged delivery over time. Master plans for active open space areas will be prepared by Shire of Melton.





4.5.5 BIODIVERSITY

OBJECTIVES

- To plan for the long term conservation management of areas of significant native vegetation and fauna habitat in accordance with the Toolern Precinct Structure Plan;
- To plan for biodiversity values to be retained within the precinct as they function in part to link habitats across the landscape and provide a focus for revegetation activities; and
- To enhance the biodiversity of the area to provide habitat and ecological connectivity throughout the precinct as the area develops in accordance with the Toolern Precinct Structure Plan.

Inserted by C161

Note: Toolern NVPP applies to land within the Paynes Road PSP as illustrated on Plan 13.

IMPLEMENTATION

The objectives for biodiversity are met by implementation of all the following:

- Plan 13: Biodiversity Plan
- Biodiversity Conservation Planning and Design Guidelines
- The Toolern Native Vegetation Precinct Plan
- Urban Growth Zone – Schedule 3

Amended by C161

BIODIVERSITY CONSERVATION PLANNING AND DESIGN GUIDELINES

The following planning and design guidelines must be met on land identified in Plan 13 – Native Vegetation Plan of the PSP as remnant patches or trees to be protected:

- Any construction stockpiles and machinery must be placed away from areas supporting native vegetation, fill and drainage lines to the satisfaction of the responsible authority.
- All earthworks must be undertaken in a manner that will minimise soil erosion and adhere to Construction Techniques for Sediment Pollution Control (EPA 1991).
- Only indigenous plants of local provenance may be used in revegetation works of designated biodiversity reserves.
- Prior to commencement of any works during the construction phase, a highly visible vegetation protection fence must be erected around twice the canopy distance of each scattered tree and more than 2 metres from areas of all other native vegetated areas which have been identified to be protected in the NVPP referred to in the Schedule to Clause 52.16, unless otherwise agreed to in writing by the Secretary of the Department of Sustainability and Environment and to the satisfaction of the responsible authority.
- Water run-off must be designed to ensure that native vegetation to be protected is not compromised.

The following planning and design guidelines should be met:

- Where possible, all scattered trees be protected to twice the canopy and plant indigenous ground storey.
- The root zone of all scattered trees which are to be protected should be avoided by ensuring that no development occurs within an area equivalent to twice the canopy of the tree. Indigenous ground storey vegetation should be planted in the root zone of the protected scattered tree, unless otherwise agreed to in writing by the Secretary of the Department of Sustainability and Environment and to the satisfaction of the responsible authority.
- Street trees and public open space landscaping will contribute to habitat for indigenous fauna species in particular arboreal animals and avifauna (birds). Where practicable the use of indigenous trees is encouraged along streets and in parks. Lower level indigenous planting is encouraged where it can be demonstrated it is compatible with the planning and design guidelines for street tree planting and delivery of public open space.
- Planting of drainage areas should promote the establishment of habitat suitable for local species.
- Linear parks, water ways and widened road reserves should support the connection of areas capable of supporting flora and fauna habitat through appropriate design and planting.

STRIPED LEGLESS LIZARD

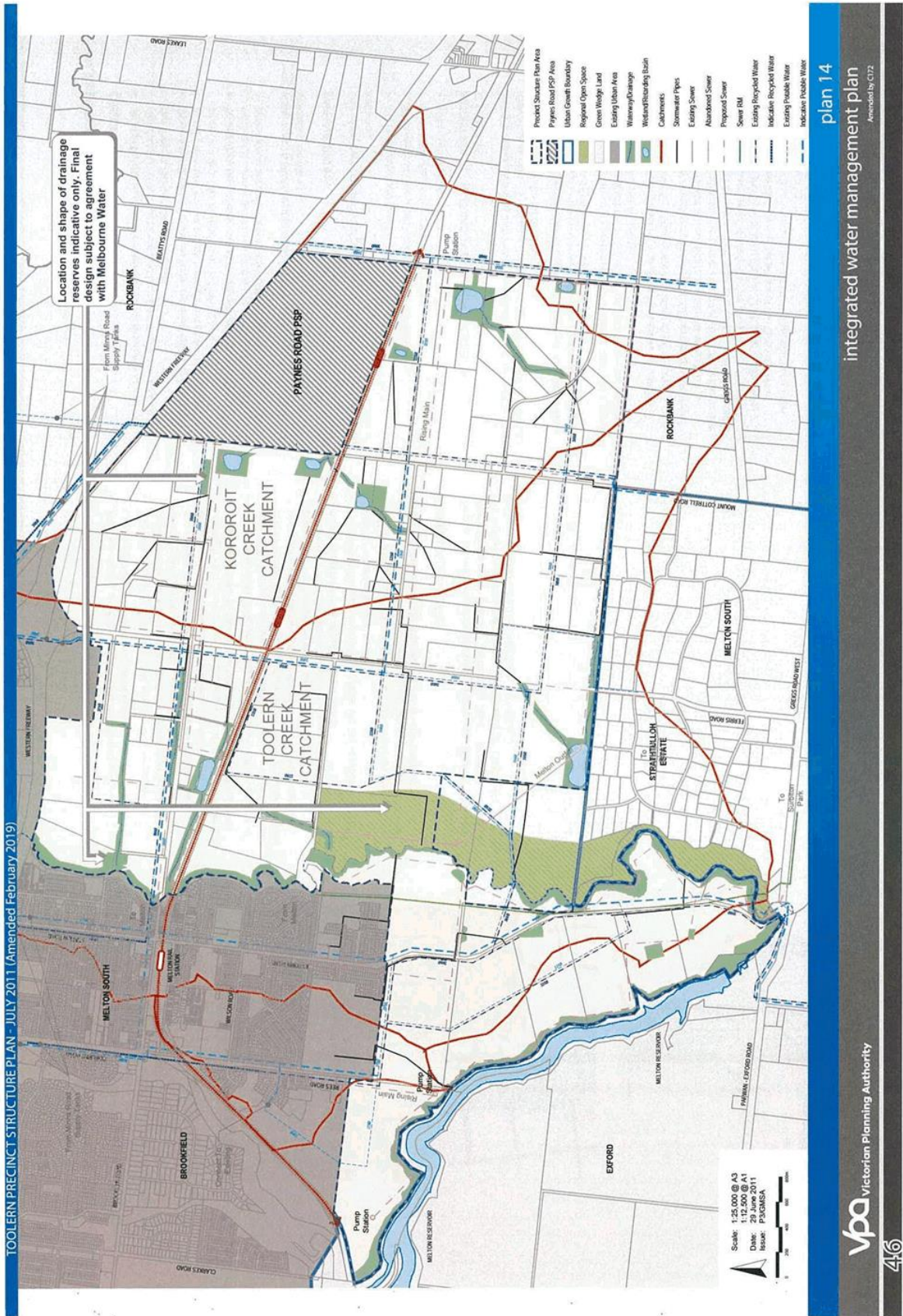
The precinct may provide (albeit sub-optimal) habitat for Striped Legless Lizard (Threatened FFG and Vulnerable EPBC). Permit requirements relating to the relocation/salvage of Striped Legless Lizards are detailed at Clause 4 of the Urban Growth Zone – Schedule 3.

GROWLING GRASS FROG CONSERVATION MANAGEMENT PLAN

Figure 3 – Growing Grass Frog Conservation Management Plan Area - illustrates the land which is subject to the preparation of a Growing Grass Frog conservation management plan as detailed at Clause 4 of the Urban Growth Zone – Schedule 3.

Figure 3: Growing Grass Frog Conservation Management Plan Area





4.5.6 INTEGRATED WATER MANAGEMENT

OBJECTIVES

- Minimise potable water consumption generated by development.
- Promote the conservation, reuse and recycling of water through innovative solutions involving alternative water supplies, as well as water use and its management.
- Utilise all water resources including rainwater, recycled water, greywater and stormwater.
- Manage the quality of stormwater run-off to protect and enhance the quality of receiving waterways.

IMPLEMENTATION

The objectives for integrated water management are met by implementation of all the following:

- » Planning and Design Guidelines set out in 4.5.6
- » Plan 1.4 – Water Management Plan
- » Any approved integrated water management strategy for the precinct.

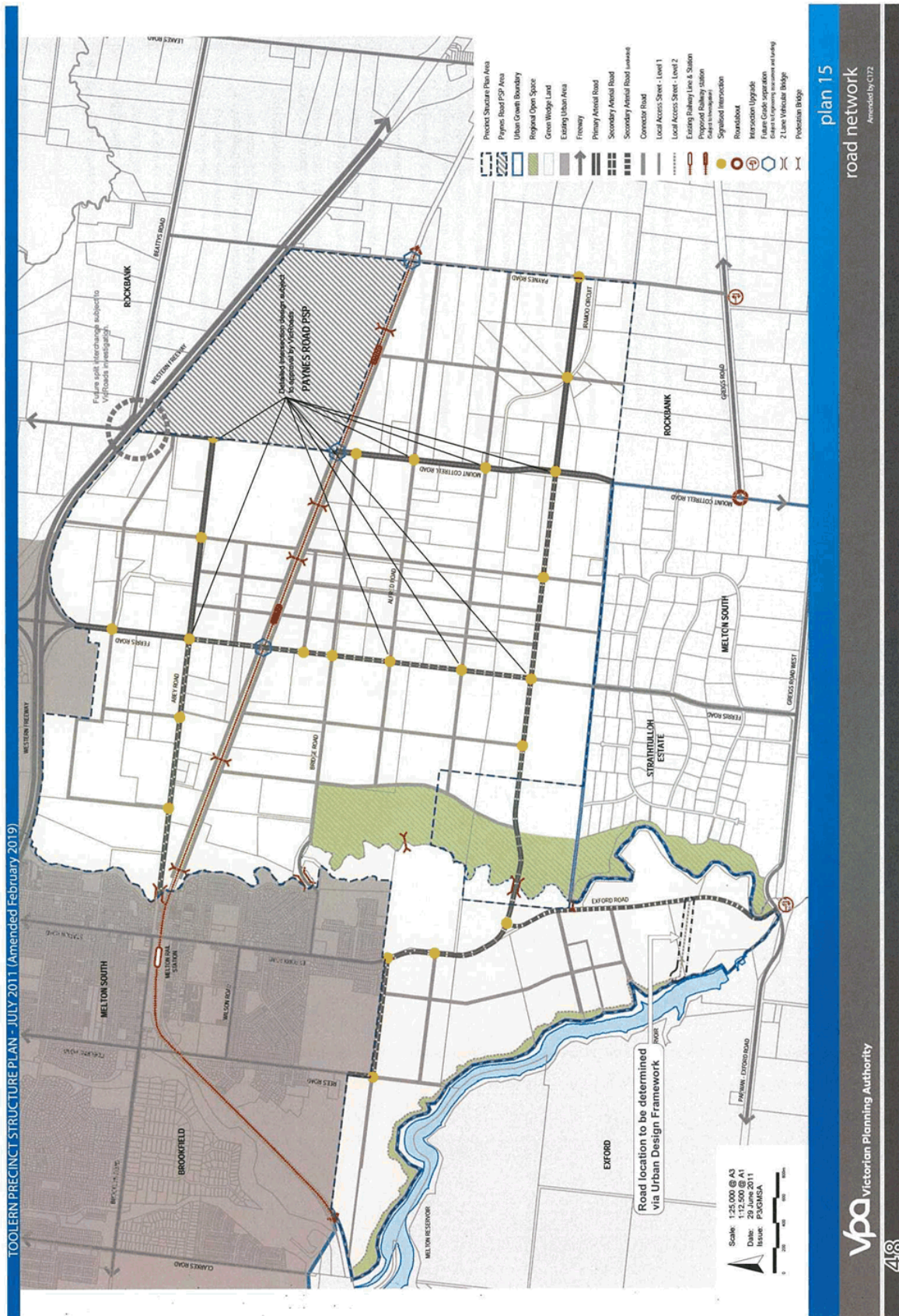
PLANNING AND DESIGN GUIDELINES

The following planning and design guidelines must be met:

- Conform to relevant policies and strategies being implemented by the Shire of Melton, Melbourne Water and Western Water.
- Design stormwater conveyance in accordance with the Developer Services Schemes established by Shire of Melton, Melbourne Water and the Growth Areas Authority.
- Exceed best practice environmental standards for stormwater treatment prior to discharge into receiving waterways.
- Maintain existing flow regimes (flow intensity, duration etc) at pre-development levels.
- Consider fauna habitat in the design of wetlands and retarding basins.
- Reduce potable water consumption to no less than 50% of personal consumption use as defined in the Central Region Sustainable Water Strategy or to a level nominated in any approved integrated water management strategy, whichever is greater.

The following planning and design guidelines should be met:

- Manage corridors and buffers along Melton Reservoir, creeks and streams to protect water quality and public health and safety.





4.6 TRANSPORT AND MOVEMENT

4.6.1 OBJECTIVES

- Establish a fully integrated transit oriented development that enables a shift to public and active transport modes.
- Locate uses and activities that will benefit from and generate demand for transit infrastructure and services within transit oriented precincts.
- Provide spatial patterns of development that make it easier to plan and efficiently operate public transport services.
- Provide a road network that is permeable and facilitates efficient and direct pedestrian, cyclist and vehicle movement.
- Consider equally the safety, convenience, and comfort of cyclists, pedestrians, public transport users, motorists, and the surrounding community when planning and designing streets.
- Provide the necessary infrastructure to ensure Toolern develops as a transit oriented community.
- Meet DDA requirements so as to deliver suitable access to those with limited mobility.

4.6.2 IMPLEMENTATION

The objectives for transport and movement are met by implementation of the following:

- » Plan 5 – Future Urban Structure
- » Plan 15 – Road Network Plan
- » Plan 17 – Walking and Trails
- » Plan 16 – Public Transport
- » Planning and Design Guidelines set out in 4.6.3 including:
 - Table 9 – Road Hierarchy
 - Road Cross-sections

4.6.3 PLANNING AND DESIGN GUIDELINES

GENERAL

- The following planning and design guidelines must be met:
- Orient roads in a north-south and east-west grid, except in areas where natural or physical constraints do not permit.
 - Provide pedestrian and cycle through-routes to maintain access and permeability where vehicle through routes are not possible.
- The following planning and design guidelines should be met:
- Arrange arterial and sub-arterial roads to achieve a grid network of one mile (1600m).
 - Avoid the use of culs-de-sac, except in areas where natural or physical constraints require them.
 - Provide pedestrian and cyclist through-routes where culs-de-sac are required.
 - Create small breaks in medians to serve as pedestrian and cyclist refuges where pedestrian and cyclist routes cross divided roads.

Inherited by C161

- ARTERIAL ROADS**
- The following planning and design guidelines must be met:
- Realign Mt Cottrell Road – north of the rail corridor – to the east to protect native vegetation and avoid low lying land.
 - Realign Mt Cottrell Road – south of the rail corridor – to the west to create a corridor to protect native vegetation.
 - Allocate the outer lane of PPTN routes for priority bus services.
 - Construct wire rail safety barriers where trees are to be planted in central medians.
 - Provide access to buildings fronting arterial roads from service roads, local roads or lanes only.

CONNECTOR AND LOCAL ROADS

The following planning and design guidelines must be met:

- Create a road network which reinforces the grid of arterial roads.
- Create a road environment conducive to low vehicle speeds and pedestrian and cyclist priority.
- Place controlled intersections where connector roads and local roads intersect with collector roads.
- Provide vehicle lanes of 3.5 metres on connector roads designated as proposed bus routes.

ROAD AND RAIL GRADE SEPARATION

The following planning and design guidelines must be met:

- Provide or make provision for grade separation (underpass) at the Melbourne-Ballarat railway line at Mt Cottrell Road (overpass) and Ferris Road crossing points (underpass).
- Maintain connections to open space, pedestrian and cyclist networks and key land uses surrounding grade separated crossing points.
- Physically separate pedestrian and cyclist connections associated with road underpasses from traffic.
- Ensure the Mt Cottrell Road underpass accommodates heavy trucks, buses and freight movement.
- Achieve a high-degree of surveillance at below grade pedestrian and cycle routes.
- Maximise capacity on Ferris Road and Mt Cottrell Road before construction of underpass.

TOOLERN CREEK CROSSINGS

The following planning and design guidelines must be met:

- Provide three vehicular crossing points over Toolern Creek at Bridge Road, Abey Road and the east-west arterial.
- Locate the Bridge Road creek crossing proximate to the heritage listed Bridge Road Bridge and provide 4 vehicle lanes.
- Retain the existing Bridge Road Bridge for pedestrians and cyclists.
- Provide 4 vehicle lanes for the Abey Road creek crossing.
- Allow north-south pedestrian and cyclist movement under bridge crossings.

SUB-ARTERIAL ROADS

The following planning and design guidelines must be met:

- Place controlled intersections where sub-arterials meet arterials and sub-arterials.
- Provide access to buildings fronting sub-arterial roads from service roads, local roads or lanes only.
- Place controlled intersections where arterials, sub-arterials and local streets intersect with sub-arterials.
- Accommodate walking and cycling in dedicated paths.
- Apply VicRoads Access Management Policy 6 to the section of Ferris Road between Shogaki Drive and Alfred Road adjacent to the Major Activity Centre.

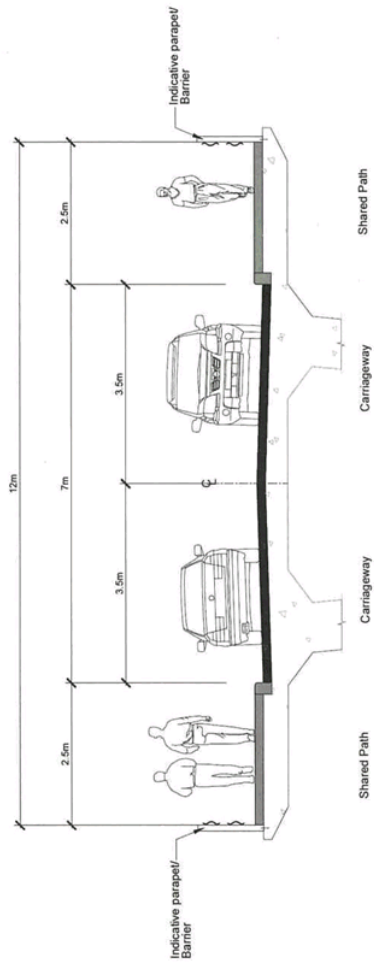
TOOLERN PRECINCT STRUCTURE PLAN - JULY 2011 (Amended February 2019)

Table 9: Road Hierarchy

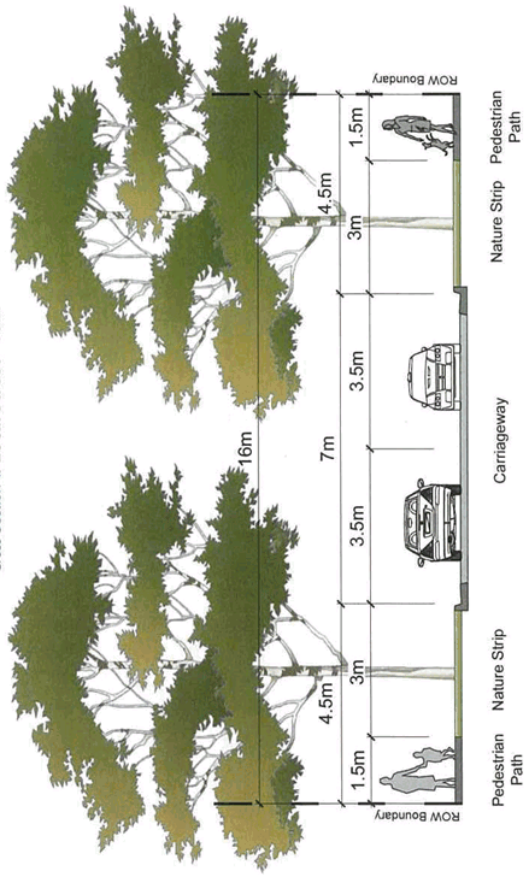
ROAD/STREET	ULTIMATE RESERVE WIDTH (METRES)	ACCESS MANAGEMENT POLICY	INDICATIVE VEHICLES PER DAY	TRAFFIC LANES	MEDIAN	POSTED SPEED (KILOMETRES PER HOUR)	BUS	PROPERTY ACCESS & PARKING	ON ROAD CYCLE LANE	SHARED PATH	RESPONSIBILITY (ULTIMATE)
Ferris Road (north of Shogaki Dve)	45	AMP 2 limited access (urban)	up to 65,000	6	Yes	80	Y	No	Yes	Yes	VicRoads
Shogaki Drive	45	AMP 2 limited access (urban)	15,000 to 30,000	6	Yes	80	Y	No	Yes	Yes	VicRoads
Mt Cottrell Road	45	AMP 2 limited access (urban)	up to 12,000	6	Yes	80	Y	No	Yes	Yes	VicRoads
East-west arterial (east of Ferris Rd)	45	AMP 2 limited access (urban)	up to 12,000	6	Yes	60	Y	No	Yes	Yes	VicRoads
Ferris Road (Shogaki to East-west arterial)	38	AMP 4 limited access (urban)	up to 12,000	4	Yes	60	Y	*	Yes	Yes	Council
East-west arterial (Ferris Rd to Exford Rd)	38	AMP 4 limited access (urban)	up to 12,000	4	Yes	60	Y	*	Yes	Yes	Council
Rees Road	38	AMP 4 limited access (urban)	up to 13,000	4	Yes	60	Y	*	Yes	Yes	Council
Sub-arterial (Rees Rd to Exford Rd)	38	AMP 4 limited access (urban)	up to 13,000	4	Yes	60	Y	*	Yes	Yes	Council
Exford Road (north of East-west arterial)	38	AMP 4 limited access (urban)	up to 12,000	4	Yes	60	Y	*	Yes	Yes	Council
Exford Road (south of East-west arterial)	31	Not applicable	up to 12,000	4	No	60	Y	*	Yes	Yes	Council
Abey Road	38	Not applicable	up to 12,000	4	Yes	60	Y	*	Yes	Yes	Council
Connector Roads	25	Not applicable	3,000 to 7,000	2	No	50	Y	Yes	Yes	No	Council
Local Roads	16	Not applicable	less than 3,000	2	No	50	N	Yes	No	No	Council

* To be determined in consultation with VicRoads and Shire of Melton

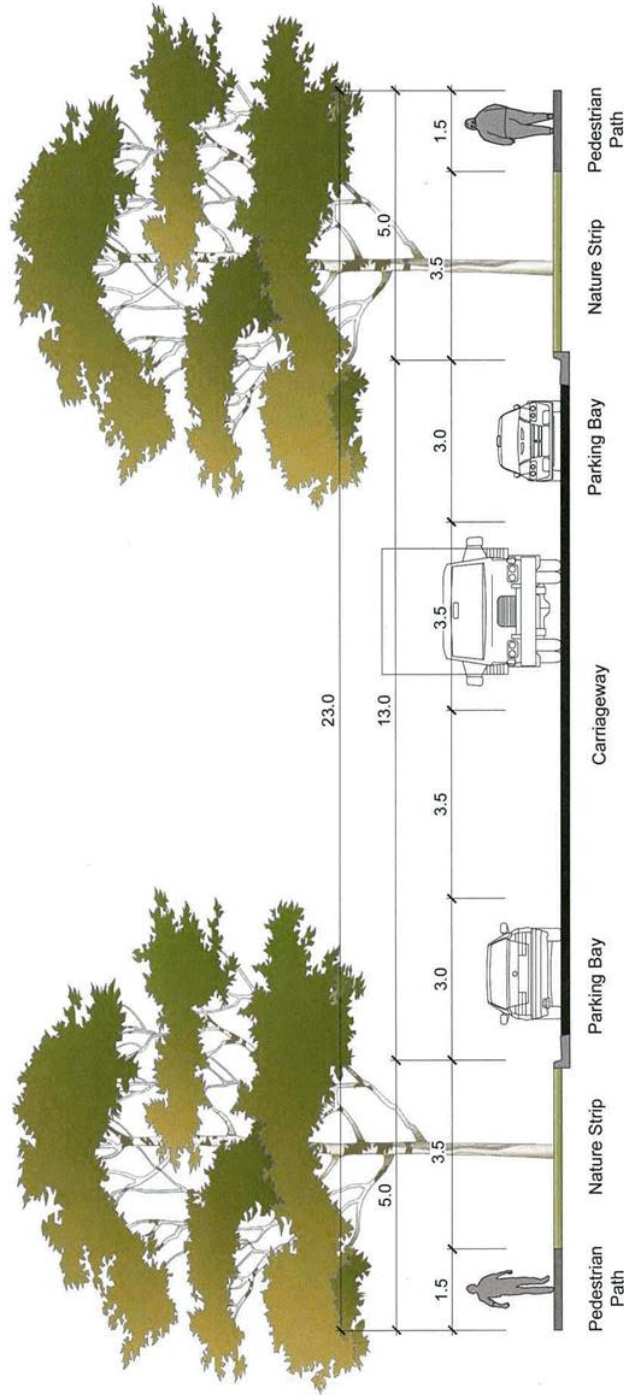
Cross-Section 3: Abey Road Bridge over Toolern Creek - 12m



Cross-Section 4: Local Street - 16m

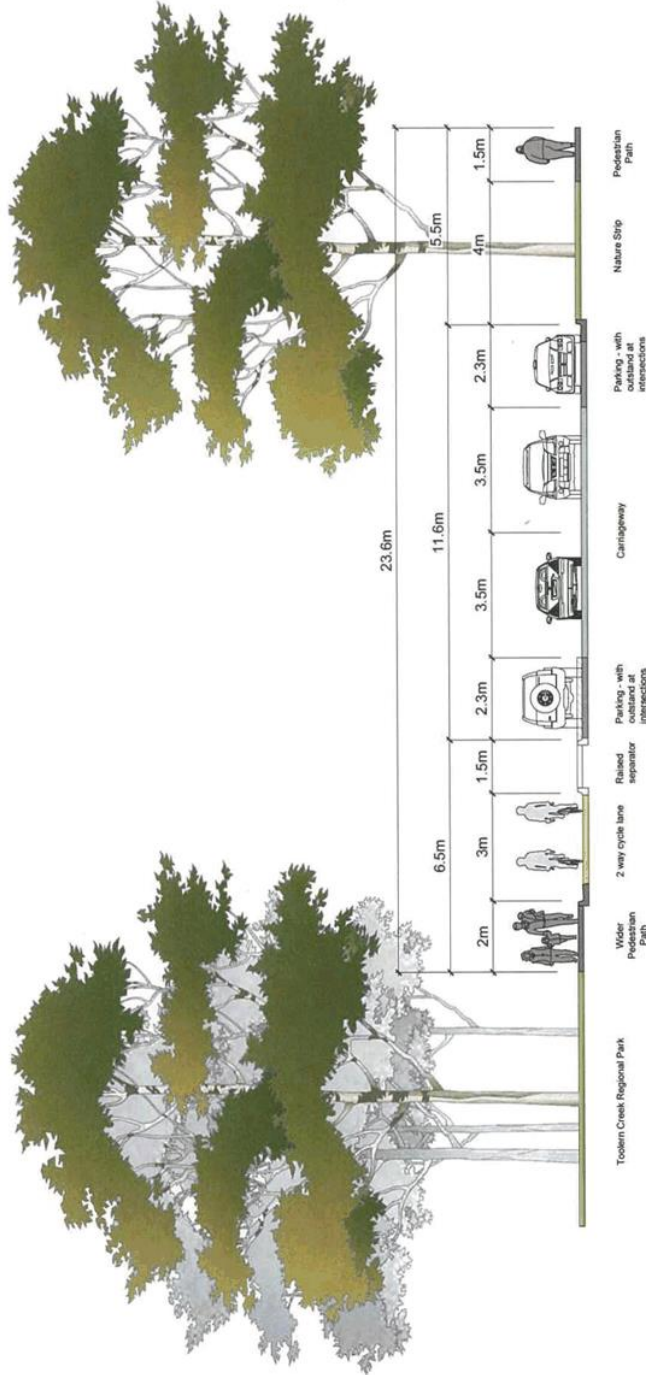


Cross-Section 5: Industrial Access Street - Employment 23m <2000VPD

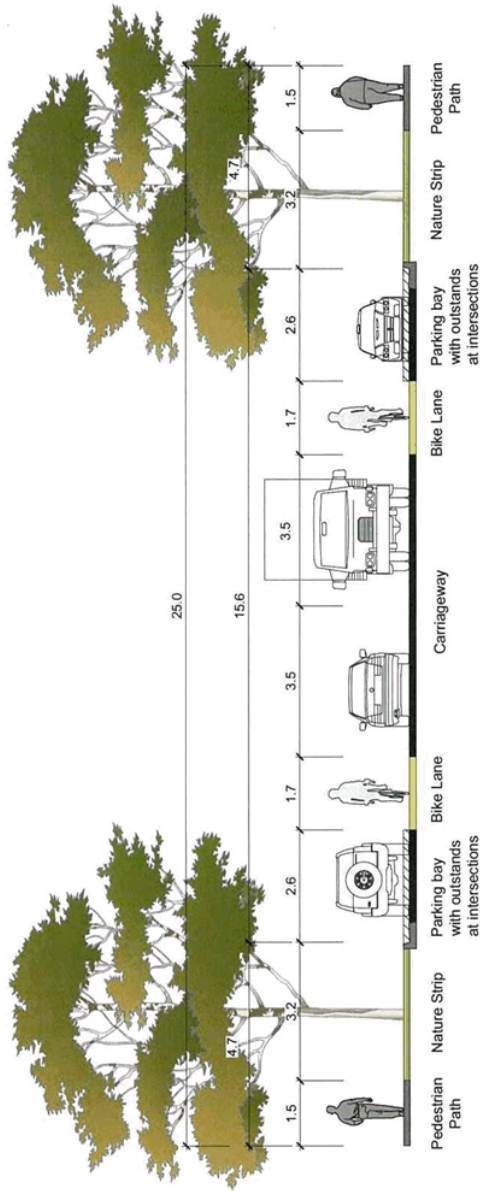




Cross-Section 6: Connector Street Levels 1 & 2 - Regional Park Interface with Copenhagen Style Bike Lane - 23.5m

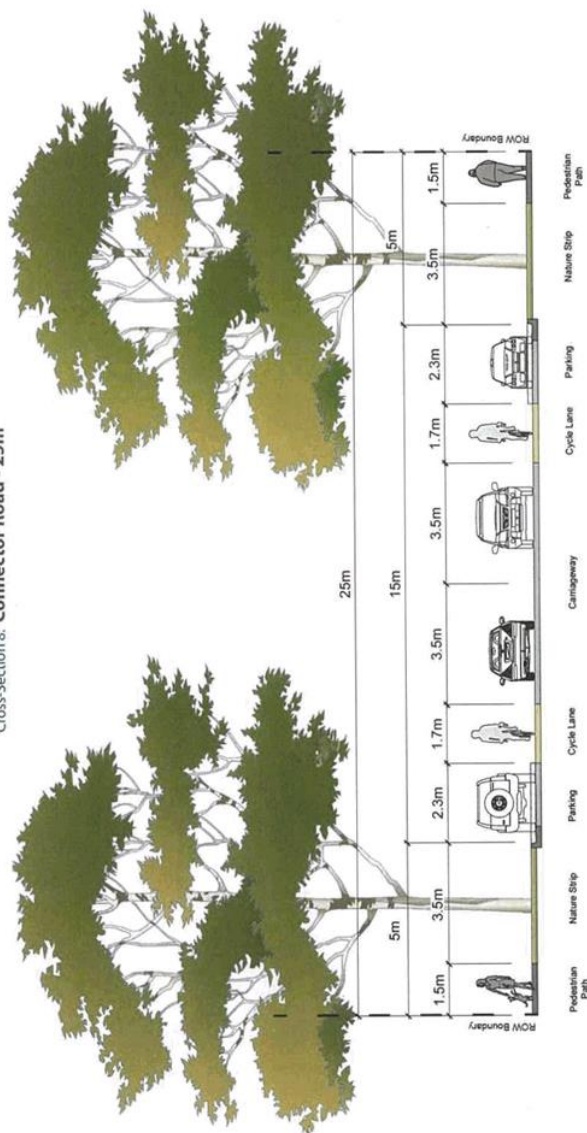


Cross-Section 7: Connector Street - Industrial 25m >2000VPD

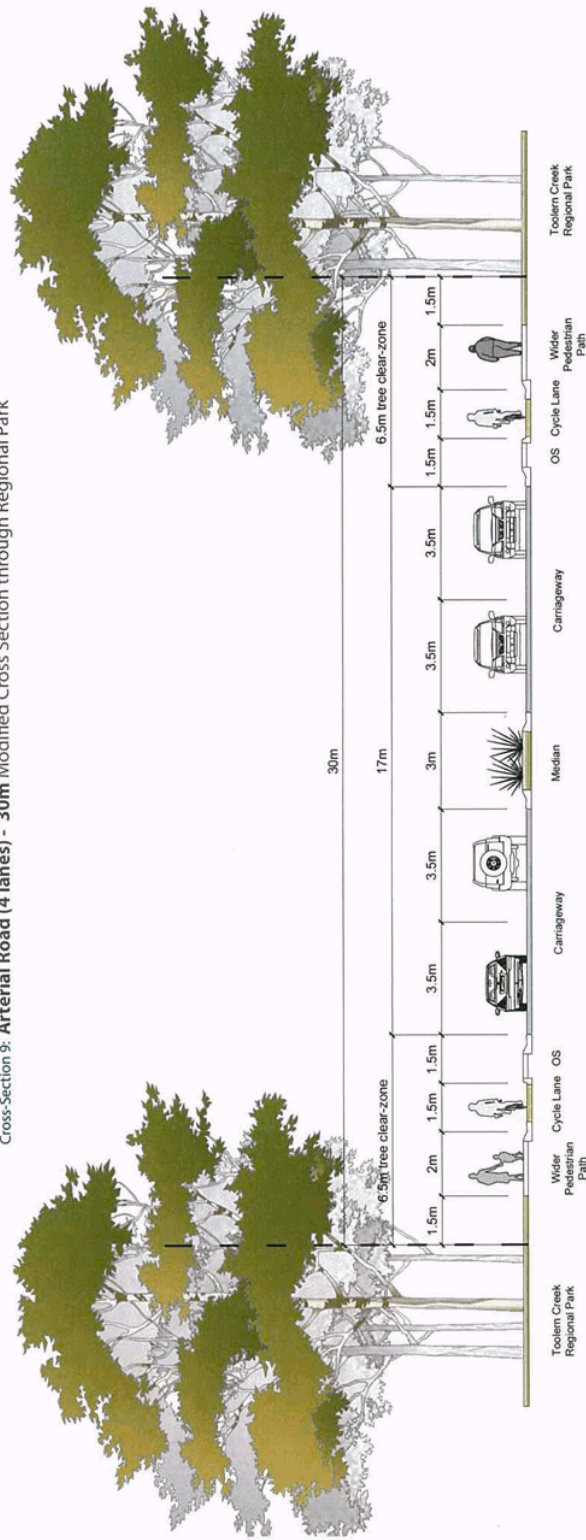




Cross-Section 8: Connector Road - 25m



Cross-Section 9: Arterial Road (4 lanes) - 30m Modified Cross Section through Regional Park

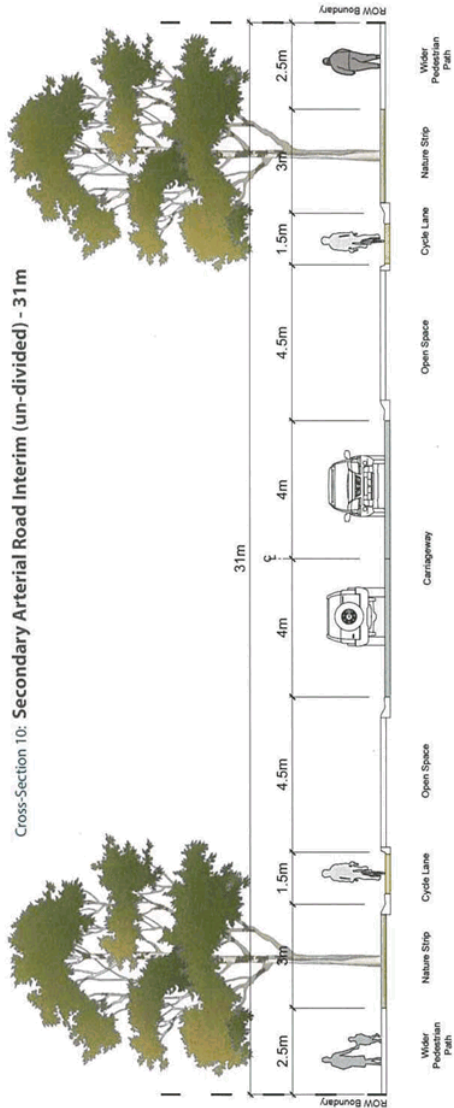


Note

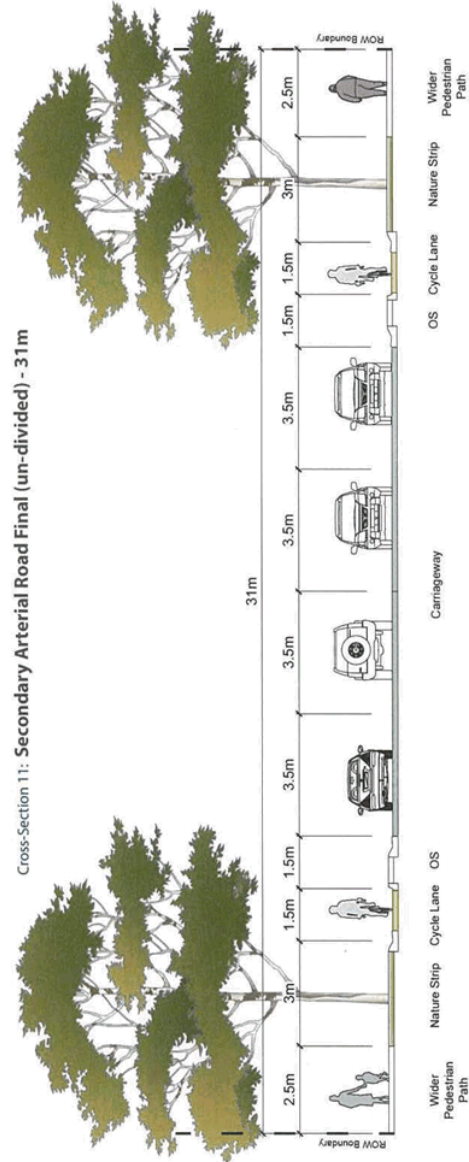
- Clearzone assumes 80km/h speed limit >5,000 VPD

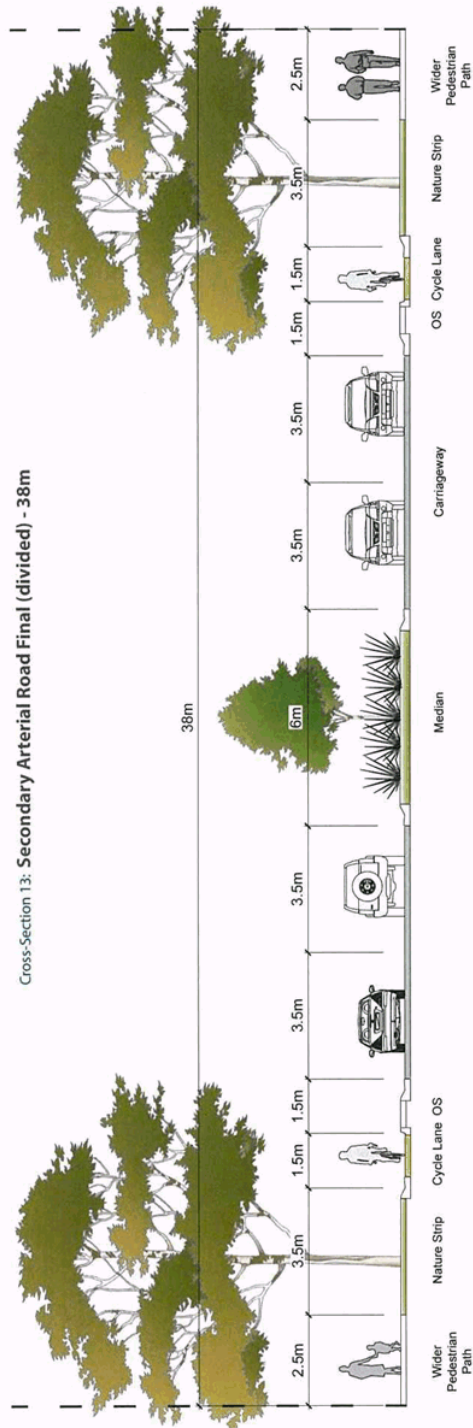
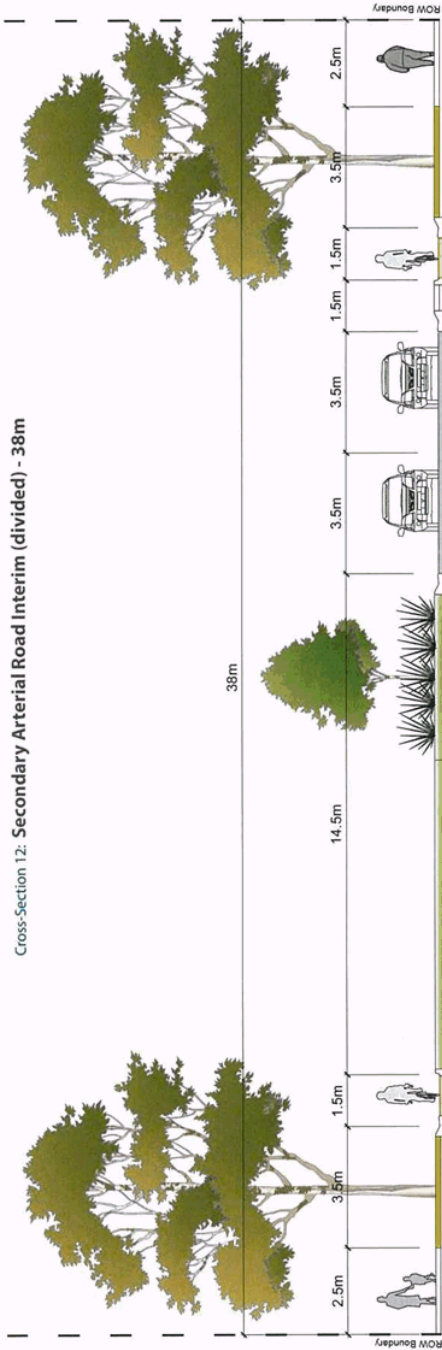


Cross-Section 10: Secondary Arterial Road Interim (un-divided) - 31m

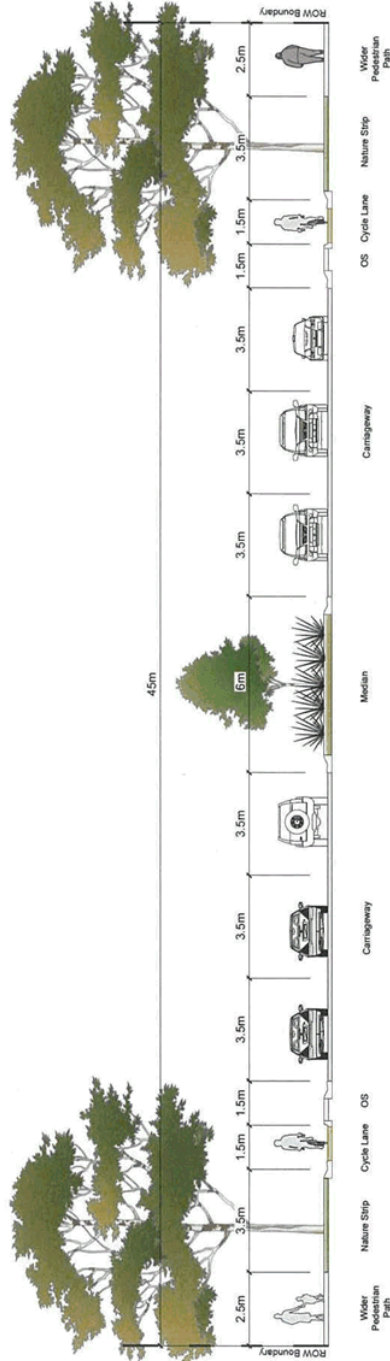


Cross-Section 11: Secondary Arterial Road Final (un-divided) - 31m





Cross-Section 14: Primary Arterial Road (6 lanes) - 45m



PRINCIPAL PUBLIC TRANSPORT NETWORK

Proposed Rail Station and associated infrastructure (subject to further investigation)

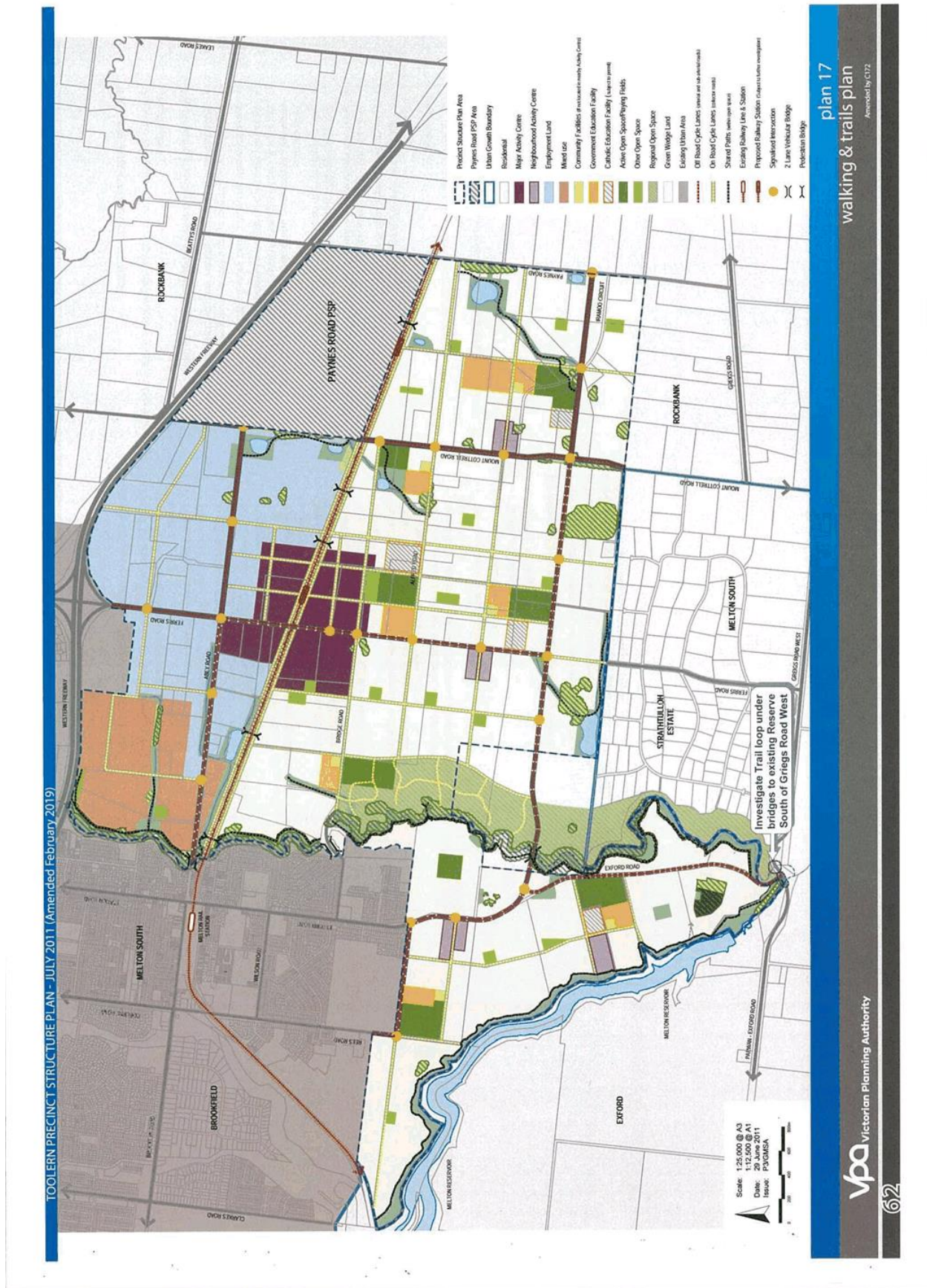
The following planning and design guidelines must be met:

- Make provision for a railway station, with four platform capacity, at the Major Activity Centre to the east of Ferris Road.
- Make provision for Paynes Road Railway Station.
- Make provision for a multimodal transport interchange adjacent the railway station with a car park that will enable efficient transfer between rail, bus, taxis, private motor vehicles, cyclists and pedestrians.
- Provide high-quality pedestrian and cyclist connections between the railway station and land uses north and south.
- Provide a safe and active environment for pedestrians and cyclists in and around the railway station.
- Plan for a bus interchange to include:
 - 'All weather', covered waiting area/s.
 - Seating.
 - Toilets.
 - All day amenities (e.g. coffee shop, newsagency etc).
 - Passenger information.
 - Secure bicycle storage facilities in a prominent and secure location
- Good lighting and surveillance.
- Bus Network.

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The following planning and design guidelines must be met:

- Provide for a bus route along Ferris Road, the east-west arterial and Abbey Road or an alternative route approved by the Department of Transport.
 - Where a requirement for a bus route or bus stop has been nominated by the Director of Public Transport:
 - Bus stop facilities must be constructed in accordance with the requirements of the Public Transport Guidelines for Land Use and Development to the satisfaction of the Director of Public Transport.
 - The facilities must be provided with DDA compliant direct and safe pedestrian access connected to an existing pedestrian / shared path.
 - The facilities must be designed as an integral part of activity centres and activity generating land uses, such as schools, sports fields and employment areas.
 - Pavements, roads and verges on collector roads to be designed to accommodate bus stops
 - Bus stops must comply with the Commonwealth Disability Discrimination Act 1992 and the Disability Standard for Accessible Public Transport (DSAPT) 2002.
 - The design of all bus stops must be in accordance with Vic Roads Bus Stop Guidelines and DOI Requirements for Bus Stop Compliance.
 - The design of bus stops must include:
 - Passenger hard stand areas
 - Tactile ground surface indicators
 - Bus stop kerbing.
- The following planning and design guidelines should be met:
- Allow for good connectivity between buses, and safety of users.
 - Provide green links where bus stops are located mid-block.
 - Provide a high-quality, safe and all-day pedestrian connection between the bus interchange and rail station.



WALKING AND CYCLING

The following planning and design guidelines must be met:

- Design all roads to consider the needs of pedestrians and cyclists
- Provide off-road cycling facilities on arterial and sub-arterial roads.
- Provide dedicated on-road cycling facilities on collector roads.
- Design intersections to accommodate pedestrian and cyclist crossings.
- Continue dedicated pedestrian routes and cycle lanes through intersections.
- Signalise pedestrian crossing points in areas where pedestrian and/or vehicle traffic is high.

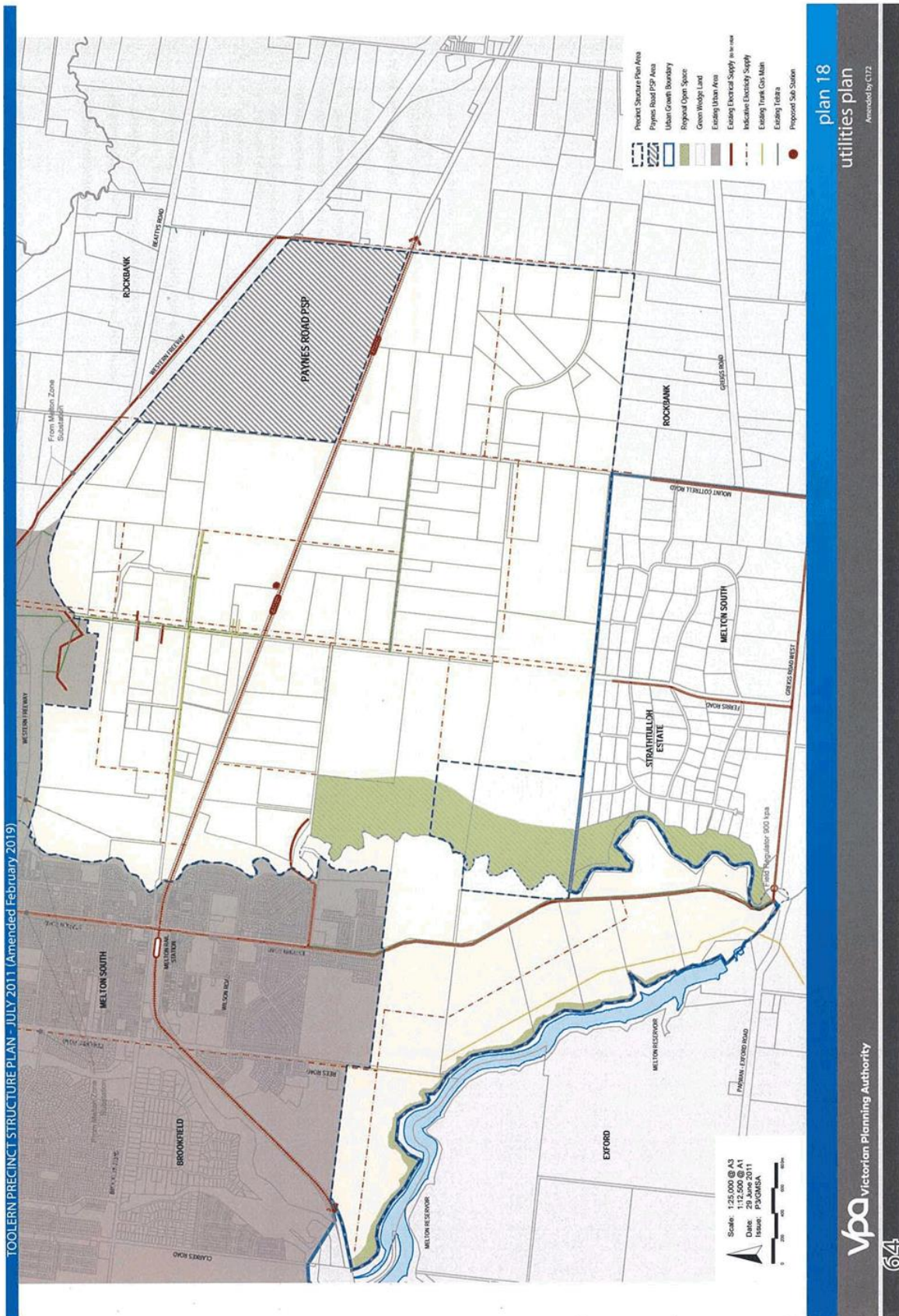
DEVELOPMENT WITHIN 200 METRES OF THE WESTERN FREEWAY

- The following planning and design guideline must be met:
- Development of land near the Western Freeway must be undertaken with appropriate noise attenuation measures to minimise the impact of traffic noise on noise sensitive uses.

4.6.4 IMPLEMENTATION

The objectives for transport and movement are met by implementation of the following:

- » Plan 19 - Walking & Trails Plan





4.7 UTILITIES AND DEVELOPMENT STAGING

4.7.1 UTILITIES OBJECTIVES

The Utilities objectives are:

- Ensure development occurs in an orderly and sustainable manner and makes best use of existing infrastructure.
- Ensure that where possible utilities are either constructed in or relocated to locations that will not result in the sterilization of otherwise developable land.
- To provide all developed lots, to the satisfaction of the relevant authority, with:
 - a potable water service;
 - electricity;
 - a reticulated sewerage service;
 - a recycled water service, where available;
 - drainage;
 - gas; and
 - telecommunications.

4.7.2 IMPLEMENTATION

The objectives for utilities are met by implementation of all the following:

- » Meeting requirements of the relevant service authority/provider.
- » Planning and design guidelines set out in Section 4.7.3.
- » Plan 18 - Utilities

4.7.3 PLANNING AND DESIGN GUIDELINES

The following planning and design guidelines must be met:

- Provide new electricity supply infrastructure (excluding infrastructure to support cables with a voltage greater than 66kv) underground (excluding substations).
- Identify new substations at the subdivision design response stage to ensure effective integration with the surrounding neighbourhood and to minimise amenity impacts, and
- Provide access to each new lot to be via a sealed road.

The following planning and design guidelines should be met:

- Ensure development staging does not create circumstances in which residents are unreasonably isolated from commercial and community facilities or public transport.
- Integrate development with adjoining developments, including the timely provision of connecting roads and walking/cycling paths.
- Remove existing above ground electricity lines along the local and arterial road network.
- Relocate the existing gas pipeline and easement to ensure the efficient use of the urban land.

4.7.4 STAGING

Generally, staging will be determined by the development program of developers within the precinct and the availability of infrastructure services. Within this context, the following planning and design guidelines should be met:

- Development staging should not create circumstances in which residents will be unreasonably isolated from commercial and community facilities or public transport.
- Development staging should, to the extent practicable, be integrated with adjoining developments, including the timely provision of connecting roads and walking / cycling paths.
- Access to each new lot to be via a sealed road.
- Development should be staged so that large fauna, if present, do not become land locked.

5.0 PRECINCT INFRASTRUCTURE PLAN

5.1 INTRODUCTION

This Precinct Infrastructure Plan sets out infrastructure and services required to meet the needs of development of the precinct. The infrastructure and services are to be provided through a number of mechanisms including:

- Subdivision construction works by developers;
- Development contributions (Community Infrastructure Levy and development infrastructure levy);
- Utility service provider requirements; and
- Capital works projects by Council, State government agencies and non-Government organisations.

5.1.1 SUBDIVISION CONSTRUCTION WORKS BY DEVELOPERS

As part of subdivision construction works, new development must meet the cost of delivering the following infrastructure:

- Connector roads and local streets, including culverts;
- Local bus stop infrastructure;
- Landscaping of all existing and future roads and local streets; and
- Intersection works and traffic management measures along arterial roads, collector streets and local streets.

Note: Subject to the approval of the collecting agency, part or all of the cost of works on intersections included in a Development Contributions Plan may be able to be provided as in-kind works in lieu of cash payment.

- Council approved fencing and landscaping (where required) along arterial roads.
- Local pedestrian and bicycle paths along local arterial roads, collector roads and local streets and within local parks.
- Basic improvements to local parks and passive open space including earthwork, grassing, tree planting, local playgrounds and shared paths and footpaths, BBQs, basic furniture and structures (ie. park shelter).
- Local drainage systems except where the item is funded through a Drainage Scheme.
- Infrastructure as required by utility services providers including water, sewerage, drainage (except where the item is funded through a Drainage Scheme), electricity, gas, and telecommunications.

5.1.2 DEVELOPMENT CONTRIBUTIONS PLAN

A development contribution plan has been prepared for the Toolern Precinct in conjunction with this Precinct Structure Plan. The Development Contribution Plan is an incorporated document of the Melton Planning Scheme. The key infrastructure and services items to be included in the development contributions plan are outlined in this section. (These items are either fully funded or partly funded by the Toolern Precinct DCP).

COMMUNITY INFRASTRUCTURE LEVY (CIL)

The Development Contribution Plan requires that new development in the Toolern Precinct meets the cost of delivering the following community infrastructure items funded through the Community Infrastructure Levy (CIL).

DEVELOPMENT INFRASTRUCTURE LEVY (DIL)

The Development Contribution Plan requires that new development in the Toolern Precinct meets the cost (in whole or part) of delivering the following development infrastructure funded through the Development Infrastructure Levy (DIL).

5.1.3 INFRASTRUCTURE AND SERVICES REQUIRED TO SUPPORT DEVELOPMENT OF THE PRECINCT

Table 10 sets out the list of infrastructure and services required within the precinct to support its development, including details of:

- Infrastructure Group and Category.
- Project Title and Description.
- Lead Agency. (The agency responsible for the coordination and approval of the project).
- Other agencies and / or developers may have an involvement in the project).
- Timing and Indicative Capital Cost (\$2010).
- Project group 4: Bus stops on PPTN, street lighting and trail network along significant roads.
- Project group 5: Community facilities (Youth), District Sport Reserve and Secondary College.

5.2 DELIVERY AND MONITORING

The Growth Areas Authority and Shire of Melton will jointly implement the Precinct Infrastructure Plan.

The Growth Areas Authority has established a Melton Infrastructure Working Group to manage the monitoring, review, prioritisation and implementation of identified projects.



Table 10: Infrastructure and Services required within the precinct

PROJECT GROUP	PROJECT CATEGORY	TITLE	PROJECT DESCRIPTION	LEAD AGENCY	TIMING: S=2019- I=2020- L=2020+	INDICATIVE COSTS (\$M 2010)
Transport	Road	Ferris Road Flyover Duplication	Ferris Road Flyover Duplication - Construction of 2 lane bridge over Western Freeway	VicRoads	M-L	\$5,500,000.0
Transport	Road	Mount Cottrell Road Flyover	Mount Cottrell Road Flyover - Construction of 2 lane bridge over Western Freeway	VicRoads	M-L	\$5,000,000.0
Transport	Road	Mount Cottrell Road / Western Freeway Interchange	Mount Cottrell Road / Western Freeway - Construction of interchange	VicRoads	M-L	TBC
Transport	Road	Rees Road - Coburns Road to East West Arterial	Rees Road-Coburns Road to East West Arterial. Re-construct existing 2-lane road to provide 2-lane carriageway of secondary arterial road (38 metre road reserve, length 180 metres). "Interim layout". Purchase of land to increase reserve width from 20m to 38m for 180 metres (ultimate).	Melton Shire Council	S-M	\$729,000.0
Transport	Road	East West Arterial - Rees Road to Eford Road, Land and Construction.	East West Arterial: Rees Road to Eford Road. Construct new 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 970 metres). "Interim layout". Purchase of land to increase reserve width from 0m to 38m for 970 metres (ultimate).	Melton Shire Council	S-M	\$4,510,500.0
Transport	Road	East West Arterial - Eford Road Section.	East West Arterial: Eford Road Section. Re-construct existing 2-lane road to provide 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 900 metres). "Interim layout". Purchase of land to increase reserve width from 20m to 38m for 900 metres (ultimate).	Melton Shire Council	S-M	\$5,220,000.0
Transport	Road	Eford Road - East West Arterial to Greigs Road.	Eford Road: East West Arterial to Greigs Road. Re-construct existing pavement to provide 2-lane carriageway of undivided secondary arterial road (31 metre road reserve, length 2,310 metres). "Interim layout". Purchase of land to increase reserve width from 20m to 31m for 2,310 metres (ultimate).	Melton Shire Council	S-M	\$8,900,100.0
Transport	Road	East West Arterial - Eford Road to Tooleem Creek.	East West Arterial: Eford Road to Tooleem Creek. Construct new 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 860 metres). "Interim layout". Purchase of land to increase reserve width from 0m to 38m for 860 metres (ultimate).	Melton Shire Council	S-M	\$1,860,000.0
Transport	Road	East West Arterial - Tooleem Creek to Ferris Road.	East West Arterial: Tooleem Creek to Ferris Road. Construct new 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 1,680 metres). "Interim layout". Purchase of land to increase reserve width from 0m to 38m for 1,680 metres (ultimate).	Melton Shire Council	S-M	\$7,812,000.0
Transport	Road	East West Arterial - Ferris Road to Shogaki Drive	East West Arterial: Ferris Road to Mount Cottrell Road. Construct new 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 600 metres). "Interim layout". Purchase of land to increase reserve width from 0m to 38m for 600 metres (ultimate).	Melton Shire Council	M-L	\$7,440,000.0
Transport	Road	East West Arterial - Mount Cottrell Road to Paynes Road.	East West Arterial: Mount Cottrell Road to Paynes Road. Construct new 2-lane carriageway of primary arterial road (45 metre road reserve, length 1,650 metres). "Interim layout". Purchase of land to increase reserve width from 0m to 45m for 1,650 metres (ultimate).	Melton Shire Council	M-L	\$8,019,000.0
Transport	Road	Paynes Road: Tooleem boundary to Greigs Road.	Paynes Road: Tooleem boundary to Greigs Road. Upgrade existing 2-lane unsealed rural road to provide 2-lane carriageway (length 725 metres).	Melton Shire Council	S-M	\$1,371,910.0
Transport	Road	Mount Cottrell Road - Tooleem Boundary to Greigs Road.	Mount Cottrell Road: Tooleem Boundary to Greigs Road. Upgrade existing 2-lane unsealed rural road to provide 2-lane carriageway (length 1,045 metres).	Melton Shire Council	M-L	\$1,977,443.0
Transport	Road	Mount Cottrell Road - Melbourne Ballarat Rail Line to East West Arterial	Mount Cottrell Road: Melbourne Ballarat Rail Line to East West Arterial to UGB southern boundary. Upgrade existing 2-lane unsealed road to provide 2-lane carriageway of primary arterial road (45 metre road reserve, length 2,190 metres). "Interim layout". Purchase of land (including native vegetation re-alignment) to increase reserve width from 20m to 45m for 2,190 metres (ultimate).	Melton Shire Council	S-M	\$9,801,150.0
Transport	Road	Mount Cottrell Road - Western Freeway to Melbourne Ballarat Rail Line.	Mount Cottrell Road: Western Freeway to Melbourne Ballarat Rail Line. Upgrade of existing 2-lane unsealed road to provide 2-lane carriageway of primary arterial road (45 metre road reserve, length 1,680 metres). "Interim layout". Purchase of land (including native vegetation re-alignment) to increase reserve width from 20m to 45m for 1,680 metres (ultimate).	Melton Shire Council	M-L	\$7,862,550.0
Transport	Road	Shogaki Drive - Ferris Road to Mount Cottrell Road.	Shogaki Drive: Ferris Road to Mount Cottrell Road (Western Half). Upgrade existing 2-lane sealed road to provide 2-lane carriageway of primary arterial road (38 metre road reserve, length 800 metres). "Interim layout only". Purchase of land to increase reserve width from 45m to 800 metres (ultimate).	Melton Shire Council	M-L	\$2,928,000.0
Transport	Road	Ferris Road - Western Freeway to Shogaki Drive.	Ferris Road: Western Freeway to Shogaki Drive. Construction of additional lane in either direction to existing 4-lane divided road to provide ultimate 6-lane divided arterial road (45 metre road reserve, length 940 metres). Purchase of land to increase reserve width from 34m to 45m for 940 metres (ultimate).	Melton Shire Council	L	\$3,243,000.0
Transport	Road	Ferris Road - Abey Road to Melbourne Ballarat Rail Line.	Ferris Road: Abey Road to Melbourne Ballarat Rail Line. Upgrade of existing 2-lane sealed/ unsealed road to provide 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 620 metres). "Interim layout". Purchase of land to increase reserve width from 34m to 38m for 620 metres (ultimate).	Melton Shire Council	S-M	\$2,250,600.0
Transport	Road	Ferris Road - Melbourne Ballarat Railway Line to East West Arterial	Ferris Road: Melbourne Ballarat Rail Line to East West Arterial. Upgrade of existing 2-lane sealed/ unsealed road to provide 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 2,160 metres). "Interim layout".	Melton Shire Council	S-M	\$7,581,600.0
Transport	Road	Abey Road - Tooleem Creek to Ferris Road.	Abey Road: Tooleem Creek to Ferris Road. Upgrade of existing 2-lane sealed/ unsealed road to provide 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 2,160 metres). "Interim layout". Purchase of land to increase reserve width from 19m to 38m for 2,160 metres (ultimate).	Melton Shire Council	S-M	\$7,735,500.0
Transport	Road	Shogaki Drive - Ferris Road to Mount Cottrell Road (Eastern Half)	Shogaki Drive: Ferris Road to Mount Cottrell Road (Eastern Half). Construct new 2-lane carriageway of primary arterial road (45 metre road reserve, length 800 metres). "Interim layout". Purchase of land to increase reserve width from 0m to 45m for 800 metres (ultimate).	Melton Shire Council	S-M	\$3,888,000.0
Transport	Road	Ferris Road - Melbourne Ballarat Rail Line to East West Arterial.	Ferris Road: Melbourne Ballarat Rail Line to East West Arterial. Purchase of land to increase reserve width from 20m to 38m, for road section on Property 30 only. Area = 0.50 hectares (ultimate).	Melton Shire Council	S-M	\$676,346.0
Transport	Road	Ferris Road - Melbourne Ballarat Rail Line to East West Arterial.	Ferris Road: Melbourne Ballarat Rail Line to East West Arterial. Purchase of land to increase reserve width from 20m to 38m, for balance of required land (excluding Property 30. Area = 3.45 hectares (ultimate).	Melton Shire Council	S-M	\$1,035,000.0
Transport	Intersection	Rees Road and East West Arterial - Intersection.	Rees Road and East West Arterial: Intersection. "Interim layout". Construction of signalised 4-way intersection and slip lanes.	Melton Shire Council	S-M	\$1,064,000.0
Transport	Intersection	East West Arterial and Eford Road - Intersection.	East West Arterial and Eford Road: Intersection. "Interim layout". Construction of signalised T-intersection and slip lanes.	Melton Shire Council	S-M	\$798,000.0
Transport	Intersection	East West Arterial and Eford Road - Intersection.	East West Arterial and Eford Road: Intersection. "Interim layout". Construction of signalised T-intersection and slip lanes. Purchase of 0.17 hectares of additional required land.	Melton Shire Council	S-M	\$798,000.0

TOOLERN PRECINCT STRUCTURE PLAN - JULY 2011 (Amended February 2019)

Table 10: Infrastructure and Services required within the precinct (continued)

Transport	Intersection	Infrastructure and Services	Melton Shire Council	S-M	\$490,000.0
Transport	Intersection	Eford Road and Greigs Road - Intersection. "Interim layout" Upgrade of protected right-turn lane and left-turn deceleration lane, including drainage and landscaping.	Melton Shire Council	S-M	\$490,000.0
Transport	Intersection	East West Arterial and Ferris Road - Intersection. "Interim layout" Construction of signalised 4-way intersection and slip lanes. Purchase of 0.304 hectares of additional required land.	Melton Shire Council	M-L	\$1,099,110.0
Transport	Intersection	East West Arterial and Mount Cottrell Road - Intersection. "Interim layout" Construction of signalised 4-way intersection and slip lanes. Purchase of 0.342 hectares of additional required land.	Melton Shire Council	M-L	\$1,110,570.0
Transport	Intersection	East West Arterial and Paynes Road - Intersection. "Interim layout" Construction of signalised 4-way intersection and slip lanes.	Melton Shire Council	M-L	\$1,008,000.0
Transport	Intersection	Paynes Road and Greigs Road - Intersection. Upgrade of protected right-turn lane and left-turn deceleration lane, including drainage and landscaping.	Melton Shire Council	M	\$385,000.0
Transport	Intersection	Mount Cottrell Road and Greigs Road - Intersection. Intersection upgrade - construction of roundabout.	Melton Shire Council	L	\$385,000.0
Transport	Intersection	Mount Cottrell Road and Shogaki Drive - Intersection. "Interim layout" Construction of signalised 4-way intersection and slip lanes. Purchase of 0.301 hectares of additional required land.	Melton Shire Council	M	\$1,098,390.0
Transport	Intersection	Shogaki Drive and Connector Road - Intersection. "Interim layout" Construction of signalised 4-way intersection and slip lanes.	Melton Shire Council	S-M	\$1,008,000.0
Transport	Intersection	Ferris Road and Shogaki Drive - Intersection. "Interim layout" Construction of signalised 4-way intersection and slip lanes. Purchase of 0.47 hectares of additional required land.	Melton Shire Council	S-M	\$1,148,460.0
Transport	Intersection	Ferris Road and MAC northern Connector Road - Intersection. "Interim layout" Construction of signalised T-intersection and slip lanes.	Melton Shire Council	S-L	\$1,008,000.0
Transport	Intersection	Ferris Road and Bridge Road - Intersection. "Interim layout" Construction of signalised 4-way intersection and slip lanes.	Melton Shire Council	S-L	\$1,008,000.0
Transport	Intersection	Abey Road and Industrial Connector Road - Intersection. "Interim layout" Construction of a signalised T-intersection and slip lanes.	Melton Shire Council	S-L	\$798,000.0
Transport	Intersection	Abey Road and Bundy Drive - Intersection. "Interim layout" Construction of a signalised T-intersection and slip lanes.	Melton Shire Council	S-L	\$798,000.0
Transport	Intersection	Ferris Road and Shakemaker Drive - Intersection. "Interim layout" Construction of signalised T-intersection and slip lanes.	Melton Shire Council	S-L	\$1,008,000.0
Transport	Intersection	Mount Cottrell Road and Murray Road - Intersection. "Interim layout" Construction of signalised T-intersection and slip lanes.	Melton Shire Council	S-L	\$798,000.0
Transport	Intersection	Mount Cottrell Road and Southern Connector Road - Intersection. "Interim layout" Construction of signalised 4-way intersection and slip lanes.	Melton Shire Council	S-L	\$1,008,000.0
Transport	Intersection	East West Arterial and Eastern North-South Connector Road - Intersection. "Interim layout" Construction of signalised 4-way intersection and slip lanes.	Melton Shire Council	S-L	\$1,008,000.0
Transport	Intersection	East West Arterial and Central North-South Connector Road - Intersection. "Interim layout" Construction of signalised 4-way intersection and slip lanes.	Melton Shire Council	S-L	\$1,008,000.0
Transport	Intersection	East West Arterial and Western North-South Connector Road - Intersection. "Interim layout" Construction of signalised T-intersection and slip lanes.	Melton Shire Council	S-L	\$798,000.0
Transport	Intersection	Eford Road and Connector Road - Intersection. "Interim layout" Construction of signalised T-intersection and slip lanes.	Melton Shire Council	S-L	\$798,000.0
Transport	Intersection	Mount Cottrell Road and Bridge Road - Intersection. "Interim layout" Construction of signalised T-intersection and slip lanes.	Melton Shire Council	S-L	\$798,000.0
Transport	Intersection	Mount Cottrell Road and Alfred Road - Intersection. "Interim layout" Construction of signalised 4-way intersection and slip lanes.	Melton Shire Council	S-L	\$1,008,000.0
Transport	Intersection	Ferris Road and Alfred Road - Intersection. "Interim layout" Construction of signalised 4-way intersection and slip lanes.	Melton Shire Council	S-L	\$1,008,000.0
Transport	Intersection	Ferris Road and Southern Connector Road - Intersection. "Interim layout" Construction of signalised 4-way intersection and slip lanes.	Melton Shire Council	S-L	\$1,008,000.0
Transport	Bridge	Abey Road Bridge - 2-lane bridge over Toolern Creek, incorporating abutments and street lighting (12 metre wide concrete structure, deck length 61 metres).	Melton Shire Council	S-L	\$3,675,000.0
Transport	Bridge	Bridge Road Bridge - 2-lane bridge over Toolern Creek, incorporating abutments and street lighting (12-metre wide concrete structure, deck length 91.5 metres).	Melton Shire Council	S-L	\$5,243,000.0
Transport	Bridge	East West Arterial Bridge - 2-lane bridge over Toolern Creek, incorporating abutments and street lighting (12-metre wide concrete structure, deck length 91.5 metres).	Melton Shire Council	S-L	\$5,243,000.0
Transport	Bridge	Shared Use Pedestrian Bridge (No. 1) - Bridge over Toolern Creek, incorporating abutments and lighting (3-metre wide timber structure, deck length 30 metres).	Melton Shire Council	S-L	\$385,000.0
Transport	Bridge	Shared Use Pedestrian Bridge (No. 2) - Bridge over Toolern Creek, incorporating abutments and lighting (3-metre wide timber structure, deck length 30 metres).	Melton Shire Council	S-L	\$385,000.0
Transport	Bridge	Shared Use Pedestrian Bridge (No. 3) - Bridge over Toolern Creek, incorporating abutments and lighting (3-metre wide timber structure, deck length 30 metres).	Melton Shire Council	S-L	\$385,000.0
Transport	Bridge	Pedestrian Underpass 1 - Melbourne Ballarat Railway. Construction, including 3-metre wide, 50-metre long box culverts, endwalls, concrete path, drainage and lighting.	Melton Shire Council	S-L	\$868,000.0



Table 10: Infrastructure and Services required within the precinct (continued)

Transport	Bridge	Pedestrian Underpass 2	Pedestrian Underpass 2: Melbourne Ballarat Railway. Construction, including 3-metre wide, 50-metre long box culverts, endwalls, concrete path, drainage and lighting.	Melton Shire Council	S-L	\$868,000.0
Transport	Bridge	Pedestrian Underpass 3	Pedestrian Underpass 3: Melbourne Ballarat Railway. Construction, including 3-metre wide, 50-metre long box culverts, endwalls, concrete path, drainage and lighting.	Melton Shire Council	S-L	\$868,000.0
Transport	Bridge	Pedestrian Underpass 4	Pedestrian Underpass 4: Melbourne Ballarat Railway. Construction, including 3-metre wide, 50-metre long box culverts, endwalls, concrete path, drainage and lighting.	Melton Shire Council	S-L	\$868,000.0
Transport	Bridge	Pedestrian Underpass 5	Pedestrian Underpass 5: Melbourne Ballarat Railway. Construction, including 3-metre wide, 50-metre long box culverts, endwalls, concrete path, drainage and lighting.	Melton Shire Council	S-L	\$868,000.0
Transport	Bridge	Shared Use Pedestrian Bridge (No. 4)	Shared Use Pedestrian Bridge (No. 4). Bridge over Toolem Creek, incorporating abutments and lighting 13-metre wide timber structure, deck length 30 metres.	Melton Shire Council	S-L	\$385,000.0
Transport	Bridge	Shared Use Pedestrian Bridge (No. 5)	Shared Use Pedestrian Bridge (No. 5). Bridge over Toolem Creek, incorporating abutments and lighting 13-metre wide timber structure, deck length 30 metres.	Melton Shire Council	S-L	\$385,000.0
Transport	Bridge	Shared Use Pedestrian Bridge (No. 6)	Shared Use Pedestrian Bridge (No. 6). Bridge over Toolem Creek, incorporating abutments and lighting 13-metre wide timber structure, deck length 30 metres.	Melton Shire Council	S-L	\$385,000.0
Transport	Grade Separation	Feris Road underpass	Feris Road underpass. Construction of Feris Road underpass under the Melbourne Ballarat Rail Line	Department of Transport	M-L	\$21,000,000.0
Transport	Grade Separation	Mount Cottrell Road underpass	Mount Cottrell Road underpass. Construction of Feris Road underpass under the Melbourne Ballarat Rail Line	Department of Transport	M-L	\$21,000,000.0
PUBLIC TRANSPORT						
Public Transport	Bus	Local Bus Interchange	Purchase of land for local bus interchange	Melton Shire Council	M-L	\$1,500,000.0
Public Transport	Bus	Toolem Bus Services	Introduction of new bus services	Department of Transport	S-L	unknown
Public Transport	Bus	Bus stops	Provision of bus stops to be delivered within local road system as part of subdivision construction.	Relevant development proponent	S-L	unknown
COMMUNITY						
Education	School	Primary School	Government primary school located in Community Hub 1	DEECD	S-M	\$11,500,000.0
Education	School	Primary School	Government primary school located in Community Hub 2	DEECD	S-M	\$11,500,000.0
Education	School	Primary School	Private primary school located in Community Hub 2	Catholic Education Department	S-M	unknown
Education	School	Primary School	Government primary school located in Community Hub 3	DEECD	M-L	\$11,500,000.0
Education	School	Primary School	Private primary school located in Community Hub 3	Catholic Education Department	M-L	unknown
Education	School	Primary School	Government primary school located in Community Hub 4	DEECD	M-L	\$11,500,000.0
Education	School	Secondary School	Government secondary school located in Community Hub 4	DEECD	M-L	unknown
Education	School	Primary School	Private primary school located in Community Hub 4	Catholic Education Department	S-M	unknown
Education	School	Special Needs School	Government special needs school located in Community Hub 4	DEECD	M-L	unknown
Education	School	Primary School	Government primary school located in Community Hub 5	DEECD	M	\$11,500,000.0
Education	School	Primary School	Government primary school located in Community Hub 6	DEECD	M-L	\$11,500,000.0
Education	School	Secondary School	Private secondary school located in Community Hub 7	Catholic Education Department	S-M	unknown
Education	School	Secondary School	Government secondary school located in Community Hub 7	DEECD	M	unknown
Community	Community Services	Multi Purpose Community Centre	Purchase of land and construction of a multi purpose community centre in Community Hub 1	Melton Shire Council	S-M	\$3,850,000.0
Community	Community Services	Multi Purpose Community Centre	Purchase of land and construction of a multi purpose community centre in Community Hub 2	Melton Shire Council	S-M	\$3,850,000.0
Community	Community Services	Multi Purpose Community Centre	Purchase of land and construction of a multi purpose community centre in Community Hub 3	Melton Shire Council	M-L	\$3,850,000.0
Community	Community Services	Multi Purpose Community Centre	Purchase of land and construction of a multi purpose community centre in Community Hub 4	Melton Shire Council	M-L	\$3,850,000.0
Community	Community Services	Multi Purpose Community Centre	Purchase of land and construction of a multi purpose community centre in Community Hub 5	Melton Shire Council	M-L	\$3,850,000.0
Community	Community Services	Multi Purpose Community Centre	Purchase of land and construction of a multi purpose community centre in Community Hub 6	Melton Shire Council	M-L	\$3,850,000.0
Community	Health	Health Precinct	Construction of a health precinct	Relevant development proponent	M-L	unknown
Community	Emergency	Emergency Services Precinct	Construction of emergency services precinct	Melton Shire Council	M-L	unknown
Community	Civic	Council Civic Centre	Construction of council civic centre	Department of human services	M-L	unknown
Community	Justice	Justice Precinct	Construction of Justice Precinct	Department of human services	M-L	unknown
OPEN SPACE						
Open Space	Passive	Passive Park Construction	Basic improvements to open space including earthworks, grading, seeding, garden beds, paths and trails, local playground equipment, BBQs and shelters.	Relevant development proponent	S-L	Determined through future approval of construction plans

TOOLERN PRECINCT STRUCTURE PLAN - JULY 2011 (Amended February 2019)

Table 10: Infrastructure and Services required within the precinct (continued)

Open Space	Passive	Major Activity Centre Public Open Space	Major Activity Centre Public Open Space - 1 Hectare	Melton Shire Council	S - L	\$1,500,000.0
Open Space	Active	Playing Fields	Playing Fields 1 - Active Recreation Reserve	Melton Shire Council	S - M	\$2,850,480.0
Open Space	Active	Pavilion	Pavilion 1 - Active Recreation Reserve. Construction of pavilion to serve active playing fields 1	Melton Shire Council	S - M	\$1,200,000.0
Open Space	Active	Playing Fields	Playing Fields 2 - Active Open Space Reserve	Melton Shire Council	S - M	\$2,850,480.0
Open Space	Active	Pavilion	Pavilion 2 - Active Recreation Reserve. Construction of pavilion to serve active playing fields 2	Melton Shire Council	S - M	\$1,200,000.0
Open Space	Active	Playing Fields	Playing Fields 3 - Active Open Space Reserve	Melton Shire Council	M - L	\$2,850,480.0
Open Space	Active	Pavilion	Pavilion 3 - Active Open Space Reserve. Construction of pavilion to serve active playing fields 3	Melton Shire Council	M - L	\$1,200,000.0
Open Space	Active	Playing Fields	Playing Fields 4 - Active Open Space Reserve	Melton Shire Council	M - L	\$2,850,480.0
Open Space	Active	Pavilion	Pavilion 4 - Active Open Space Reserve. Construction of pavilion to serve active playing fields 4	Melton Shire Council	M - L	\$1,200,000.0
Open Space	Active	Playing Fields	Playing Fields 5 - Active Open Space Reserve	Melton Shire Council	M - L	\$2,850,480.0
Open Space	Active	Pavilion	Pavilion 5 - Active Open Space Reserve. Construction of pavilion to serve active playing fields 5	Melton Shire Council	M - L	\$1,200,000.0
Open Space	Active	Playing Fields	Playing Fields 6 - Active Open Space Reserve	Melton Shire Council	M - L	\$2,850,480.0
Open Space	Active	Pavilion	Pavilion 6 - Active Open Space Reserve. Construction of pavilion to serve active playing fields 6	Melton Shire Council	M - L	\$1,200,000.0
Open Space	Active	Playing Fields	Playing Fields 7 - Active Open Space Reserve	Melton Shire Council	M - L	\$2,850,480.0
Open Space	Active	Pavilion	Pavilion 7 - Active Open Space Reserve. Construction of pavilion to serve active playing fields 7	Melton Shire Council	M - L	\$1,200,000.0
Open Space	Active	Playing Fields	Playing Fields 8 - Active Open Space Reserve (within Toolern Creek Regional Park)	Melton Shire Council	M - L	\$2,850,480.0
Open Space	Active	Pavilion	Pavilion 8 - Active Open Space Reserve (within Toolern Creek Regional Park). Construction of pavilion to serve active playing fields 8.	Melton Shire Council	M - L	\$1,200,000.0
Open Space	Active	Regional Park	Establishment of Toolern Regional Park	Parks Victoria	S	unknown



6.0 OTHER INFORMATION

6.1 ACRONYMS

AHD	Australian Height Datum
AFL	Australian Football League
CAD	Central Activities District
CBD	Central Business District
CHMP	Cultural Heritage Management Plan
CIL	Community Infrastructure Levy
CPTED	Crime Prevention Through Environmental Design
DEECD	Department of Education & Early Childhood Development
DIL	Development Infrastructure Levy
DPCD	Department of Planning & Community Development
DoT	Department of Transport
DSE	Department of Sustainability & Environment
ECV	Environmental Conservation Value
VPA	Victorian Planning Authority
GDA	Gross Developable Area
Ha	Hectare
HO	Heritage Overlay
MCH	Maternal & Child Health
MSS	Municipal Strategic Statement
NAC	Neighbourhood Activity Centre
NDA	Net Developable Area
NDHa	Net Developable Hectare
NRHa	Net Residential Hectare
NGO	Non Government Organisation
NVPP	Native Vegetation Precinct Plan
PAC	Principle Activity Centre
PIP	Precinct Infrastructure Plan
PPTN	Principle Public Transport Network
PSP	Precinct Structure Plan
P-6	State School Prep to Year 6
P-12	State School Prep to Year 12
Sq m	Square Metres
UGB	Urban Growth Boundary
UGZ	Urban Growth Zone
VIF	Victoria in Future
VPD	Vehicles Per Day
WSUD	Water Sensitive Urban Design

Amended by C172

6.2 GLOSSARY

ACTIVE OPEN SPACE

Land set aside for the specific purpose of formal organised/club based sports.

ACTIVITY CENTRE

Provide the focus for services, commercial and retail based employment and social interaction. They are where people shop, work, meet, relax and live. They are well-served by public transport, they range in size and intensity of use. In the growth areas, these are referred to as principal activity centres, major activity centres, neighbourhood activity centres and local centres. For further information refer to Melbourne 2030.

AFFORDABLE HOUSING

Well-located housing, appropriate to the needs of a given household, where the cost (whether mortgage repayment or rent) is no more than 30 per cent of that household's income.

ARTERIAL ROAD

A higher order road providing for moderate to high volumes at relatively high speeds typically used for inter-suburban journeys and linking to freeways, and identified under the Road Management Act 2004. All arterials are managed by the State Government.

CO-LOCATION

Adjoining land uses to enable complementary programs, activities and services and shared use of resources and facilities. For example, the co-location of schools and active open space.

**COMMUNITY FACILITIES

Infrastructure provided by government or non-government organisations for accommodating a range of community support services, programs and activities. This includes facilities for education and learning (e.g. government and non-government schools, universities, adult learning centres); early years (e.g. preschool, maternal and child health, childcare); health and community services (e.g. hospitals, aged care, doctors, dentists, family and youth services, specialist health services); community (e.g. civic centres, libraries, neighbourhood houses); arts and culture (e.g. galleries, museums, performance space); sport, recreation and leisure (e.g. swimming pools); justice (e.g. law courts); voluntary and faith (e.g. places of worship) and emergency services (e.g. police, fire and ambulance stations).

CONNECTOR STREET

A lower order street providing for low to moderate volumes and moderate speeds linking local streets to the arterial network. Managed by the relevant local council. (See Table C1 in clause 56). This Precinct Structure Plan provides a variation to the Connector Street, as defined in Table C1 in Clause 56 of the Melton Planning Scheme. Detailed cross-sections are found in the Precinct Structure Plan for a Connector Road.

CONVENTIONAL DENSITY HOUSING

Housing with a density range of 10 to 15 dwellings per net developable hectare.

DEVELOPMENT CONTRIBUTIONS PLAN

Document that sets out the contributions expected from each individual landowner to fund infrastructure and services. Refer to Part 38 of the Planning and Environment Act 1987.

ENCUMBERED LAND

Land that is constrained for development purposes. Includes easements for power/transmission lines, sewers, gas, waterways/drainage; retarding basins/wetlands; landfill; conservation and heritage areas. This land may be used for a range of activities (e.g. walking trails, sports fields).

FREEWAY

A high speed and high volume road with the highest level of access control and typically used for longer distance journeys across the metropolitan area and country Victoria. All freeways are managed by VicRoads.

FRONTAGE

The road alignment at the front of a lot. If a lot abuts two or more roads, the one to which the building, or proposed building faces.

GROWTH AREA

Areas on the fringe of metropolitan Melbourne around major regional transport corridors that are designated for large-scale change over many years from rural to urban use. Melbourne has five growth areas called Casey-Cardinia; Hume; Melton-Caroline Springs; Whittlesea and Wyndham.

GROWTH AREA FRAMEWORK PLAN

Government document that sets long-term strategic planning direction to guide the creation of a more sustainable community in the growth areas.

<p>HIGH DENSITY HOUSING Housing with a density of more than 30 dwellings per net developable hectare.</p> <p>HOUSING DENSITY (NET) The number of houses divided by net developable area</p> <p>LINEAR OPEN SPACE NETWORK Corridors of open space, mainly along waterways that link together forming a network.</p> <p>LAND BUDGET TABLE A table setting out the total precinct area, net developable area and constituent land uses proposed within the precinct.</p> <p>LOCAL CENTRE An activity centre smaller than a neighbourhood activity centre with a catchment radius of about 400 metres and may include a small supermarket or convenience store of 500 square metres to 1,500 square metres.</p> <p>LOT A part (consisting of one or more pieces) of any land (except a road, a reserve, or common property) shown on a plan, which can be disposed of separately and includes a unit or accessory unit on a registered plan of strata subdivision and a lot or accessory lot on a registered cluster plan.</p> <p>LOWER DENSITY HOUSING Housing with a density of less than 10 dwellings per hectare.</p> <p>MAJOR ACTIVITY CENTRE Activity centres that have similar characteristics to Principal Activity Centres but serve smaller catchment areas. For further information refer to Melbourne 2030.</p> <p>MAJOR EMPLOYMENT AREA Areas identified on the Growth Area Framework Plan for economic and employment growth.</p> <p>MEDIUM DENSITY HOUSING Housing with a density range of above 15 to 30 dwellings per net developable hectare.</p>	<p>NATIVE VEGETATION Plants that are indigenous to Victoria, including trees, shrubs, herbs, and grasses.</p> <p>NATIVE VEGETATION PRECINCT PLAN A plan relating to native vegetation within a defined area that forms part of the precinct structure plan. Native vegetation precinct plans are incorporated into local planning schemes and listed in the schedule to Clause 52.16.</p> <p>NEIGHBOURHOOD ACTIVITY CENTRE Activity centres that are an important community focal point and have a mix of uses to meet local needs. Accessible to a viable user population by walking, cycling and by local bus services and public transport links to one or more principal or major activity centres. For further information refer to Melbourne 2030.</p> <p>NET DEVELOPABLE AREA Total amount of land within the precinct that is made available for development of housing and employment buildings, including lots, local and connector streets. Total precinct area minus community facilities, schools and educational facilities and open space, arterial roads and encumbered land. Small local parks defined at subdivision stage are included in net developable area. Net Developable Area may be expressed in terms of hectare units (i.e. Net Developable Hectare ("NDHa").</p> <p>NET RESIDENTIAL AREA As per Net Developable Area but excludes neighbourhood activity centres, non-government schools and other existing or permitted non-residential land uses (e.g. golf course sites). Net Residential Area may be expressed in terms of hectare units (i.e. Net Residential Hectare ("NRHa").</p> <p>PASSIVE OPEN SPACE Open space that is set aside for parks, gardens, linear corridors, conservation bushlands, nature reserves, public squares and community gardens that are made available for passive recreation, play and unstructured physical activity including walking, cycling, hiking, revitalisation, contemplation and enjoying nature.</p> <p>PRECINCT INFRASTRUCTURE PLAN Section within the precinct structure plan that defines the priority regional and local infrastructure requirements for future planning and investment by council and government agencies.</p>	<p>PRECINCT STRUCTURE PLAN A statutory document that describes how a precinct or series of sites within a growth area will be developed over time. A precinct structure plan sets out the broad environmental, social and economic parameters for the use and development of land within the precinct.</p> <p>PRINCIPAL ACTIVITY CENTRE Activity centres that accommodate a mix of activities that generate higher numbers of trips, including business, retail, services and entertainment. Generally well served by multiple public transport routes and on the Principal Public Transport Network or capable of being linked to that network. Has a very large catchment covering several suburbs and attract activities that meet metropolitan needs. For further information refer to Melbourne 2030.</p> <p>PRINCIPAL PUBLIC TRANSPORT NETWORK A high-quality public transport network that connects Principal and Major Activity Centres, and comprises the existing radial fixed-rail network, extensions to this radial network and new cross-town bus routes.</p> <p>PUBLIC OPEN SPACE Land that is set aside in the precinct structure plan for public recreation or public resort; or as parklands; or for similar purposes. Incorporates active and passive open space.</p> <p>PUBLIC TRANSPORT INTERCHANGE Places where people can access or change between multiple public transport routes. For example, between train and bus or a multi-route bus station at a major activity centre</p> <p>RAMSAR The Convention on Wetlands is a global intergovernmental treaty that provides the framework for national action and international cooperation for the conservation and wise use of wetlands and their resources. It was adopted in the Iranian city of Ramsar in 1971 and came into force in 1975.</p> <p>SENSITIVE USE Sensitive use includes residential, child care, pre-school centre or primary school.</p>
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SHARED OR JOINT USE

When councils, schools and community service organisations come together to plan, build and in some cases jointly manage a single facility to be used by multiple service providers. Eg. Using a school as a facility for wider community utilisation.

SOCIAL HOUSING

Non-profit housing owned and managed for the primary purpose of meeting social objectives such as affordable rents, responsible management, security of tenure and good location in relation to employment services. The term encompasses public housing and includes housing owned or managed by the community.

SOCIAL INFRASTRUCTURE

Community facilities plus public open space.

URBAN GROWTH BOUNDARY

A statutory planning management tool used to set clear limits to metropolitan Melbourne's urban development.

URBAN GROWTH ZONE

Statutory zone that applies to land that has been identified for future urban development. The UGZ has four purposes: (1) to manage transition of non-urban land into urban land; (2) to encourage development of well-planned and well-serviced new urban communities in accordance with an overall plan; (3) to reduce the number of development approvals needed in areas where an agreed plan is in place; and (4) to safeguard non-urban land from use and development that could prejudice its future urban development.

WATER SENSITIVE URBAN DESIGN

A sustainable water management approach that aims to provide water-quality treatment, flood management to reduce the pollution carried to our waterways and more sustainable urban landscapes. Key principles include minimising water resistant areas; recharging natural groundwater aquifers (where appropriate) by increasing the amount of rain absorbed into the ground; encouraging onsite reuse of rain; encouraging onsite treatment to improve water quality and remove pollution, and using temporary rainfall storage (retarding basins/wetlands) to reduce the load on drains and improve landscape viability.

NOTE: The definition of community facilities includes the definition of development contribution facilities for the purpose of development contribution calculations.

6.3 SUPPORTING INFORMATION

The following documents may assist in understanding the background to the vision, objectives and other requirements of this Precinct Structure Plan.

- A Fairer Victoria 2008: Strong People, Strong Communities, Department of Planning and Community Development, May 2008
- A Plan for Melbourne's Growth Areas, Department of Sustainability and Environment, 2005
- A Strategic Framework for Creating Liveable New Communities, Growth Areas Authority, March 2008
- Activity Centre Design Guidelines, Department of Sustainability and Environment, January 2005
- Central Region Sustainable Water Strategy, Department of Sustainability and Environment, 2004
- Design for Trucks, Buses and Emergency Vehicles on Local Roads, VicRoads, 1998
- Development Contributions Guidelines, Department of Planning and Community Development, March 2007
- Flora and Fauna Guarantee Strategy: Victoria's Biodiversity, Department of Natural Resources and Environment, 1997
- Growing Victoria Together II, State of Victoria, March 2005
- Growing Victoria Together, Department of Premier and Cabinet, 2001
- Guidelines for Conducting Historical Archaeological Surveys, 2008,
- Heritage Council of Victoria and Heritage Victoria Guidelines for Higher Density Residential Development, Department of Sustainability and Environment, October 2004
- Healthy by Design: A planners' guide to environments for active living, National Heart Foundation of Australia, 2004
- Linking Melbourne: Metropolitan Transport Plan, State of Victoria, November 2004
- Linking People and Spaces: A Strategy for Melbourne's Open Space Network, Parks Victoria, 2002
- Meeting Our Transport Challenges, State of Victoria, May 2006
- Melbourne 2030: Planning for Sustainable Growth, State of Victoria, October 2002
- Our Environment, Our Future, Department of Sustainability and Environment, 2006
- Port Phillip and Westernport Regional Catchment Strategy, Port Phillip Regional Catchment and Land Protection Board, 1997
- Planning for all of Melbourne: The Victorian Government Response to the Melbourne 2030 Audit, State of Victoria, 2008
- Planning for Community Infrastructure in Growth Areas, Australian Social and Recreation Research Pty Ltd for Growth Area Councils, April 2008
- Public Transport Guidelines for Land Use Development, Department of Transport, 2008
- Safer Design Guidelines for Victoria, Department of Sustainability and Environment, June 2005
- Schools as Community Facilities, Department of Education and Training, November 2005
- Shared Facility Partnership: A Guide to Good Governance for Schools and the Community, Department of Education and Early Childhood Development, December 2007
- The Victorian Greenhouse Strategy, Department of Natural Resources and Environment, 2002
- Toolern Precinct Structure Plan Transport and Movement Study, Booz & Co, February 2008.
- Toolern Growth Area Social Infrastructure Estimates, ASR Research, January 2009.
- Toolern Native Vegetation Precinct plan Background Report for the Toolern, Melton South - Rockbank, Victoria, Ecology Partners, December 2008
- Transport Modelling Report, Growth Area Planning Toolern Precinct Plans, Veitch Lister Consulting, 30 September 2008.
- Urban Development Program, Department of Planning and Community Development
- Annual Urban Stormwater Best Practice Environmental Management Guidelines, CSIRO, 1999
- VicRoads Access Management Policies, Version 1.02, VicRoads, May 2006
- Victoria's Native Vegetation Management: Heritage Victoria, 2000
- Victoria's Native Vegetation Management: A Framework for Action, Department of Sustainability and Environment.

PART 2: TOOLERN NATIVE VEGETATION PRECINCT PLAN

This is the Toolern Native Vegetation Precinct Plan listed under the Schedule to Clause 52.16 of the Melton Planning Scheme.

The Toolern Native Vegetation Precinct Plan applies to all land shown in Map 2, including the Paynes Road PSP area.

Note: Toolern NVPP applies to land within Toolern PSP Part C (Paynes Road PSP) as illustrated on Map 2.

PURPOSE

The purpose of the Toolern Native Vegetation Precinct Plan is to:

- Specify the native vegetation to be protected and the native vegetation that can be removed, destroyed or lopped.
- Ensure that areas set aside to protect native vegetation are managed to conserve ecological values in accordance with the Toolern Precinct Structure Plan.
- Ensure that the removal, destruction or lopping of native vegetation specified to be protected is consistent with conserving the ecological values of these areas and is in accordance with the three-step approach to net gain as set out in Victoria's Native Vegetation Management – a Framework for Action 2002.
- Set out the works or other necessary actions required to offset the removal, destruction or lopping of native vegetation.
- Streamline the planning approvals process through a landscape approach to native vegetation protection and management.

THE NATIVE VEGETATION TO BE PROTECTED

The native vegetation to be protected is as described in Tables 1 and 2 and shown in Maps 3 – 7 to this plan.

VEGETATION PROTECTION OBJECTIVES TO BE ACHIEVED

- To manage the vegetation to be retained for conservation and allow for passive recreation on the periphery of habitat zones, without damaging native vegetation, such as walking and cycling tracks and other passive recreation facilities.
- To protect and manage the habitat zones and scattered trees identified to be retained to improve the long term health and habitat value of this native vegetation.
- To provide for the protection of revegetation areas of native vegetation as required by the Responsible Authority.

APPLICATIONS FOR REMOVAL OF NATIVE VEGETATION TO BE PROTECTED The native vegetation described and shown in tables 1 and 2 and maps 3 – 8 of this Native Vegetation Precinct Plan must not be removed unless a planning permit has been obtained for the removal of that vegetation via the provision of Clause 52.16 - 2.

The native vegetation described and shown in tables 1 and 2 and Maps 3 – 8 has been identified as to be protected because a landscape wide approach to retention and removal of native vegetation has been adopted in the preparation of this NVPP rather than a site by site approach.

Decisions relating to the removal of certain individual trees or areas of native vegetation have been made in a holistic manner taking into account scattered trees and habitat zones which are proposed to be protected. The ad hoc removal of native vegetation which is identified as to be protected may undermine the holistic and landscape wide approach to the preparation of this NVPP. In determining whether to grant a permit for the removal of native vegetation under the provisions of Clause 52.16 - 2, the responsible authority will consider the above context, in addition to the following:

- whether the proposal will produce acceptable outcomes in terms of the State Planning Policy Framework, the Local Planning Policy Framework, and the native vegetation precinct plan precedent
 - the cumulative impact of vegetation removal on the plan
 - whether it is satisfied that any conditions and requirements that would apply to the proposal under the plan can be met, and
 - the decision guidelines in Clause 52.16 - 6.
 - Native vegetation that can be removed, lopped or destroyed
- The native vegetation to be removed is as described in Tables 3 and 4 and shown in Maps 3 – 8 to this plan.

NATIVE VEGETATION – OFFSET PROVISIONS

The native vegetation (habitat zones or scattered trees) which is shown as vegetation which can be removed in Table 3 and 4 and Maps 3 – 8 of this Native Vegetation Precinct Plan may be removed if the removal of the native vegetation is offset in accordance with the offset targets or offsets set out in Tables 5 and 6 of the Native Vegetation Precinct Plan and those offsets are secured to the satisfaction of the Department of Sustainability and Environment and the responsible authority.

The native vegetation must not be removed until the offsets required are identified and secured to the Department of Sustainability and Environment and the responsible authority.

Offsets for native vegetation removal on Lots 1A and 4B, Exford Road, Melton South must satisfy the Native Vegetation Framework and where applicable these offsets should be directed to areas along the Melton Reservoir, the Werribee River and the Toolern Creek to the satisfaction of the Department of Sustainability and Environment.

PLANNING & DESIGN GUIDELINES

The following conditions and requirements for permits must be met:

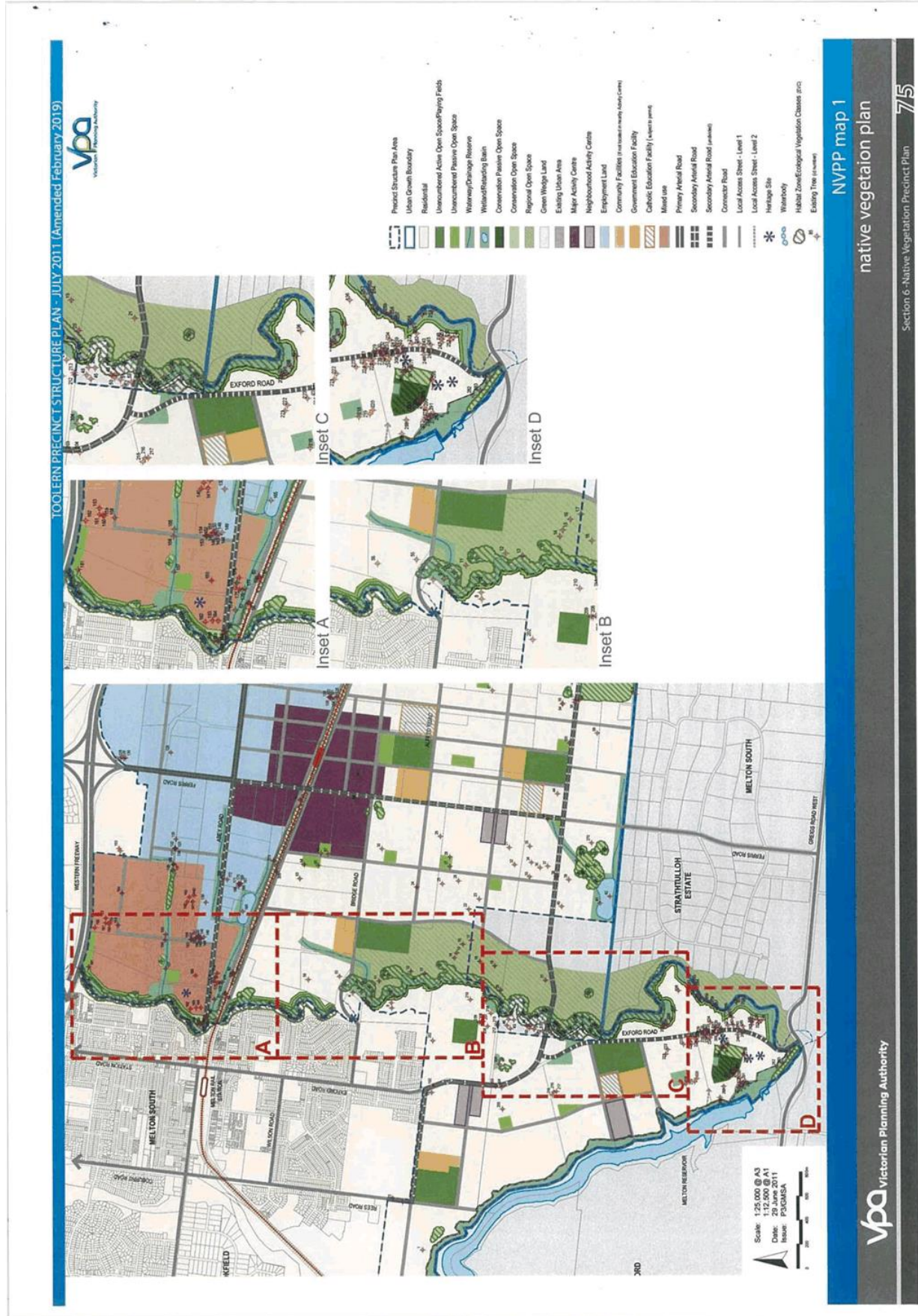
- Maps 3 – 8 can be removed, destroyed or lopped subject to the following requirements and conditions:
- Any construction stockpiles and machinery must be placed away from areas supporting native vegetation, fill and drainage lines to the satisfaction of the responsible authority.
- All earthworks must be undertaken in a manner that will minimise soil erosion and adhere to Construction Techniques for Sediment Pollution Control (EPA 1991).
- Only indigenous plants of local provenance may be used in revegetation works of designated biodiversity reserves.
- Prior to commencement of any works during the construction phase, a highly visible vegetation protection fence must be erected around twice the canopy of each scattered tree and more than 2 metres from all other native vegetated areas which have been identified to be protected in the NVPP referred to in schedule 52.16 unless otherwise agreed to in writing by the Secretary of the Department of Sustainability and Environment and to the satisfaction of the Responsible Authority.
- Any native vegetation to be removed (in accordance with this NVPP) must be clearly marked on site
- Prior to felling any tree which may be removed, the tree must be examined by a suitably qualified zoologist for the presence of fauna in hollows or external nests. If native fauna species are located, they must be salvaged and translocated to the closest suitable vegetation in consultation with the Department of Sustainability and Environment.
- Water run-off must be designed to ensure that native vegetation to be protected is not compromised.

PROCEDURES FOR THE COLLECTION OF ANY PAYMENTS

No payments are necessary or specified.

REFERENCE DOCUMENTS

Native Vegetation Precinct Plan Background Report for the Toolern Precinct, Melton South – Rockbank, Victoria, Ecology Partners, December, 2008



TOOLERN PRECINCT STRUCTURE PLAN - JULY 2011 (Amended February 2019)

NVPP Table 1: Habitat Zones to be protected

PROPERTY NUMBER IN LAND BUDGET*	PROPERTY DETAILS**		LOT NUMBER	HABITAT ZONE	EVC DESCRIPTION	SIZE OF AREA TO BE PROTECTED IN HECTARES	CONSERVATION STATUS	OVERALL CONSERVATION SIGNIFICANCE	LARGE OLD TREES
	HOUSE ADDRESS	HOUSE ADDRESS							
135	845-875 MT COTTRELL RD, ROCKBANK 3335	845-875 MT COTTRELL RD, ROCKBANK 3335	LOT: 1 P/LP: 118420	PSW / LS1.02	(784) PSW / LS	0.237	Endangered	High	N/A
136	877-907 MT COTTRELL RD, ROCKBANK 3335	877-907 MT COTTRELL RD, ROCKBANK 3335	LOT: 7 P/LP: 204344V	PSW / LS1.03	(784) PSW / LS	0.039	Endangered	High	N/A
137	909-949 MT COTTRELL RD, ROCKBANK 3335	909-949 MT COTTRELL RD, ROCKBANK 3335	LOT: 6 LP: 204344V	PG	(132-63) PG	0.009	Endangered	Very High	N/A
137	909-949 MT COTTRELL RD, ROCKBANK 3335	909-949 MT COTTRELL RD, ROCKBANK 3335	LOT: 6 LP: 204344V	PGW1.10	(55) PGW	0.526	Endangered	High	3
65	1053-1083 MT COTTRELL RD, ROCKBANK 3335	1053-1083 MT COTTRELL RD, ROCKBANK 3335	LOT: 7 P/LP: 129316	PSW / LS1.04	(784) PSW / LS	0.092	Endangered	High	N/A
78	1165-1203 MT COTTRELL RD, ROCKBANK 3335	1165-1203 MT COTTRELL RD, ROCKBANK 3335	LOT: 9 LP: 146147	PGW1.11	(55) PGW	0.481	Endangered	High	2
778	1125-1163 MT COTTRELL RD, ROCKBANK 3335	1125-1163 MT COTTRELL RD, ROCKBANK 3335	LOT: 10 LP: 146147	PGW1.18, 1.19, 1.20	(55) PGW	0.601	Endangered	High	N/A
698	1085-1123 MT COTTRELL RD, ROCKBANK 3335	1085-1123 MT COTTRELL RD, ROCKBANK 3335	LOT: 11 LP: 146147	PGW1.13	(55) PGW	0.024	Endangered	High	N/A
128	804-806 MT COTTRELL RD, MELTON SOUTH 3338	804-806 MT COTTRELL RD, MELTON SOUTH 3338	LOT: 2 P/LP: 201653	PGW1.06	(55) PGW	0.511	Endangered	High	3
58	1200-1220 MT COTTRELL RD, MELTON SOUTH 3338	1200-1220 MT COTTRELL RD, MELTON SOUTH 3338	LOT: 2 LP: 2080875	PGW1.16	(55) PGW	2.352	Endangered	High	3
58	1200-1220 MT COTTRELL RD, MELTON SOUTH 3338	1200-1220 MT COTTRELL RD, MELTON SOUTH 3338	LOT: 2 LP: 2080875	PGW2.03	(55) PGW	0.129	Endangered	High	N/A
58	1200-1220 MT COTTRELL RD, MELTON SOUTH 3338	1200-1220 MT COTTRELL RD, MELTON SOUTH 3338	LOT: 2 LP: 2080875	PW1	(803) PW	0.013	Endangered	High	N/A
58	1200-1220 MT COTTRELL RD, MELTON SOUTH 3338	1200-1220 MT COTTRELL RD, MELTON SOUTH 3338	LOT: 2 LP: 2080875	PW2.04	(803) PW	2.051	Endangered	High	2
56	1156-1184 MT COTTRELL RD, MELTON SOUTH 3338	1156-1184 MT COTTRELL RD, MELTON SOUTH 3338	LOT: 4 LP: 2080875	PGW1.17	(55) PGW	0.020	Endangered	High	N/A
58	1200-1220 MT COTTRELL RD, MELTON SOUTH 3338	1200-1220 MT COTTRELL RD, MELTON SOUTH 3338	LOT: 1 LP: 2080875	PGW1.15	(55) PGW	0.310	Endangered	High	1
58	1200-1220 MT COTTRELL RD, MELTON SOUTH 3338	1200-1220 MT COTTRELL RD, MELTON SOUTH 3338	LOT: 1 LP: 2080875	PW1	(803) PW	0.080	Endangered	High	N/A
58	1200-1220 MT COTTRELL RD, MELTON SOUTH 3338	1200-1220 MT COTTRELL RD, MELTON SOUTH 3338	LOT: 5 LP: 2080875	PGW1.14	(55) PGW	0.160	Endangered	High	N/A
60	1222-1254 MT COTTRELL RD, MELTON SOUTH 3338	1222-1254 MT COTTRELL RD, MELTON SOUTH 3338	LOT: 3 LP: 2080875	PGW2.03	(55) PGW	0.052	Endangered	High	N/A
60	1222-1254 MT COTTRELL RD, MELTON SOUTH 3338	1222-1254 MT COTTRELL RD, MELTON SOUTH 3338	LOT: 3 LP: 2080875	PSW / LS1.01	(784) PSW / LS	1.496	Endangered	High	8
60	1222-1254 MT COTTRELL RD, MELTON SOUTH 3338	1222-1254 MT COTTRELL RD, MELTON SOUTH 3338	LOT: 3 LP: 2080875	PW2.04	(803) PW	5.128	Endangered	High	2
58	1256-1258 MT COTTRELL RD, MELTON SOUTH 3338	1256-1258 MT COTTRELL RD, MELTON SOUTH 3338	LOT: 6 LP: 2080875	PGW2	(55) PGW	0.008	Endangered	High	N/A
58	1256-1258 MT COTTRELL RD, MELTON SOUTH 3338	1256-1258 MT COTTRELL RD, MELTON SOUTH 3338	LOT: 6 LP: 2080875	PW2.04	(803) PW	0.028	Endangered	High	N/A
58	BROOKLYN RD, MELTON SOUTH 3338	BROOKLYN RD, MELTON SOUTH 3338	LOT: 6 LP: 2080875	PW5	(803) PW	0.150	Endangered	High	N/A
58	BROOKLYN RD, MELTON SOUTH 3338	BROOKLYN RD, MELTON SOUTH 3338	LOT: 34 LP: 4707	CGW1.03	(68) CGW	0.069	Endangered	High	N/A
1	2-6 BROOKLYN RD, MELTON SOUTH 3338	2-6 BROOKLYN RD, MELTON SOUTH 3338	PCA-SEC-5	CGW1.03	(68) CGW	1.892	Endangered	High	N/A
37A	139-247 REES RD, MELTON SOUTH 3338	139-247 REES RD, MELTON SOUTH 3338	CA-1 SEC-B	PW1.10	(803) PW	0.654	Endangered	High	3
49A	52-78 ALFRED RD, MELTON SOUTH 3338	52-78 ALFRED RD, MELTON SOUTH 3338	LOT: 7 LP: 111799	PSW / LS1.06	(784) PSW / LS	0.554	Endangered	High	N/A
15	51-55 BRIDGE RD, MELTON SOUTH 3338	51-55 BRIDGE RD, MELTON SOUTH 3338	LOT: 6 LP: 115214	PSW / LS1.07	(784) PSW / LS	0.280	Endangered	High	N/A
15	51-55 BRIDGE RD, MELTON SOUTH 3338	51-55 BRIDGE RD, MELTON SOUTH 3338	LOT: 1 LP: 138428	CGW1.04	(68) CGW	2.636	Endangered	High	13
3	60-72 BRIDGE RD, MELTON SOUTH 3338	60-72 BRIDGE RD, MELTON SOUTH 3338	LOT: 1 LP: 138428	PW2.02, 2.03, 2.05	(803) PW	1.539	Endangered	High	4
87	148-200 ABEY RD, MELTON SOUTH 3338	148-200 ABEY RD, MELTON SOUTH 3338	LOT: 2 LP: 120078	CGW1.06	(68) CGW	3.203	Endangered	High	N/A
87	148-200 ABEY RD, MELTON SOUTH 3338	148-200 ABEY RD, MELTON SOUTH 3338	LOT: 1 P/LP: 114975	PGW1.04, 1.05	(55) PGW	0.129	Endangered	High	N/A
24	238-276 FERRIS RD, MELTON SOUTH 3338	238-276 FERRIS RD, MELTON SOUTH 3338	LOT: 1 P/LP: 114975	CGW1.02	(68) CGW	1.353	Endangered	High	13
25	206-236 FERRIS RD, MELTON SOUTH 3338	206-236 FERRIS RD, MELTON SOUTH 3338	LOT: 2 P/LP: 203717	PW1.08	(803) PW	0.169	Endangered	High	1
25	206-236 FERRIS RD, MELTON SOUTH 3338	206-236 FERRIS RD, MELTON SOUTH 3338	LOT: 1 LP: 203717	LS1	(104) LS	0.232	Endangered	Very High	1
25	206-236 FERRIS RD, MELTON SOUTH 3338	206-236 FERRIS RD, MELTON SOUTH 3338	LOT: 1 LP: 203717	PG	(132-63) PG	2.196	Endangered	Very High	N/A
25	206-236 FERRIS RD, MELTON SOUTH 3338	206-236 FERRIS RD, MELTON SOUTH 3338	LOT: 1 LP: 203717	PGW2	(55) PGW	0.000	Endangered	High	N/A
72	3 IRAMOO CRT, ROCKBANK 3335	3 IRAMOO CRT, ROCKBANK 3335	LOT: 1 LP: 203717	PW1.11	(803) PW	1.150	Endangered	High	1
81	5 IRAMOO CRT, ROCKBANK 3335	5 IRAMOO CRT, ROCKBANK 3335	LOT: 1 LP: 203717	PW2	(803) PW	0.391	Endangered	High	3
74	312-350 PAYNES RD, ROCKBANK 3335	312-350 PAYNES RD, ROCKBANK 3335	LOT: 5 P/LP: 146148	PGW1.23, 1.24, 1.25	(55) PGW	0.562	Endangered	High	N/A
25-26	82-278 BRIDGE RD, MELTON SOUTH 3338	82-278 BRIDGE RD, MELTON SOUTH 3338	LOT: 12 P/LP: 146147	LS1.04	(104) LS	0.637	Endangered	Very High	N/A
25-26	82-278 BRIDGE RD, MELTON SOUTH 3338	82-278 BRIDGE RD, MELTON SOUTH 3338	CA-7 SEC-C	CGW1.06	(68) CGW	1.589	Endangered	High	2
25-26	82-278 BRIDGE RD, MELTON SOUTH 3338	82-278 BRIDGE RD, MELTON SOUTH 3338	CA-7 SEC-C	PW1.09, 1.11	(803) PW	0.355	Endangered	High	1



NVPP Table 1: Habitat Zones to be protected (continued)

PROPERTY NUMBER IN LAND BUDGET*	PROPERTY DETAILS**	LOT NUMBER	HABITAT ZONE	EVC DESCRIPTION NO. AND INITIALS	SIZE OF AREA TO BE PROTECTED IN HECTARES	CONSERVATION STATUS LEAST CONCERN, ENDANGERED ETC	OVERALL CONSERVATION SIGNIFICANCE LOW, HIGH, ETC	LARGE OLD TREES TOTAL NUMBER
26	142-278 BRIDGE RD, MELTON SOUTH 3338	LOT: 1 PTL: PS: 413347H	PW1.06	(803) PW	0.624	Endangered	High	1
25	82-278 BRIDGE RD, MELTON SOUTH 3338	LOT: 2 PS: 413347H	CGW1.06	(68) CGW	2.229	Endangered	High	4
25	82-278 BRIDGE RD, MELTON SOUTH 3338	LOT: 2 PS: 413347H	PW1.11	(803) PW	0.960	Endangered	High	3
29	439-735 FERRIS RD, MELTON SOUTH 3338	LOT: 1 PTL: PS: 407675Y	PW1.14, 1.15	(803) PW	1.032	Endangered	High	5
29	439-735 FERRIS RD, MELTON SOUTH 3338	LOT: 1 PTL: PS: 407675Y	PW4.02	(803) PW	4.880	Endangered	High	20
101	193 ABEY RD, MELTON SOUTH 3338	LOT: RES3 PTL: PS: 419106Y	PGW2.02	(55) PGW	0.019	Endangered	High	N/A
101	193 ABEY RD, MELTON SOUTH 3338	LOT: RES3 PTL: PS: 419106Y	CGW1.03	(68) CGW	0.047	Endangered	High	N/A
11	255-605 EXFORD RD, MELTON SOUTH 3338	LOT: 1 PTL: PS: 422772Q ST:	CGW2.01	(68) CGW	1.634	Endangered	High	N/A
12	255-605 EXFORD RD, MELTON SOUTH 3338	LOT: 2 PTL: PS: 422772Q ST:	CGW2	(68) CGW	0.325	Endangered	High	N/A
Creekline	255-605 EXFORD RD, MELTON SOUTH 3338	LOT: RES1 PS: 422772Q	CGW1.06/1.07	(68) CGW	0.011	Endangered	High	N/A
Creekline	255-605 EXFORD RD, MELTON SOUTH 3338	LOT: RES1 PS: 422772Q	CGW2	(68) CGW	2.630	Endangered	High	N/A
83	216 IRAMOO CRT, ROCKBANK 3335	LOT: 2 PTL: PS: 435183N ST:	PGW1.21	(55) PGW	0.647	Endangered	High	N/A
122	2-82 SHOGAN DR, MELTON SOUTH 3338	LOT: 3 PS: 438336X	PGW1.07	(55) PGW	0.706	Endangered	High	1
122	2-82 SHOGAN DR, MELTON SOUTH 3338	LOT: 3 PS: 438336X	PSW / LS1.01/1.05	(784) PSW / LS	1.253	Endangered	High	N/A
102	167-191 ABEY RD, MELTON SOUTH 3338	LOT: 3 PS: 438333E	PGW2.02	(55) PGW	0.457	Endangered	High	N/A
102		SEC: 10	PG	(132, 63) PG	2.243	Endangered	Very High	N/A
102		SEC: 10	PGW1	(55) PGW	0.161	Endangered	High	N/A
102		SEC: 10	PW1.02	(803) PW	0.006	Endangered	High	N/A
102		SEC: 10	PW3	(803) PW	0.661	Endangered	Very High	N/A
102		SEC: 10	PG	(132, 63) PG	3.347	Endangered	Very High	1
86	136-146 ABEY RD, MELTON SOUTH 3338	LOT: 2 PTL: PS: 441521K	PGW2.01	(55) PGW	0.471	Endangered	High	2
86	136-146 ABEY RD, MELTON SOUTH 3338	LOT: 2 PTL: PS: 441521K	CGW1.01	(68) CGW	2.649	Endangered	High	21
90	80-90 ABEY RD, MELTON SOUTH 3338	LOT: 3 PTL: PS: 441521K	LS1.01	(104) LS	0.232	Endangered	High	N/A
40	1008-1046 MT COTTRELL RD, MELTON SOUTH 3338	LOT: 2 PTL: PS: 515336U ST:	PSW / LS1.06	(784) PSW / LS	0.163	Endangered	High	N/A
51	31-41 ALFRED RD, MELTON SOUTH 3338	LOT: 1 PS: 517933P	PSW / LS1.07	(784) PSW / LS	0.014	Endangered	High	N/A
50	43-57 ALFRED RD, MELTON SOUTH 3338	LOT: 2 PS: 517933P	PSW / LS1.07	(784) PSW / LS	0.152	Endangered	High	N/A
62	951-991 MT COTTRELL RD, ROCKBANK 3335	LOT: 1 PTL: PS: 517410Y ST:	PG	(132, 63) PG	0.011	Endangered	Very High	N/A
62	951-991 MT COTTRELL RD, ROCKBANK 3335	LOT: 2 PTL: PS: 517410Y ST:	PG	(132, 63) PG	0.021	Endangered	Very High	N/A
68	288-310 PAYNES RD, ROCKBANK 3335	LOT: 1 PS: 525605M	LS1.04	(104) LS	1.189	Endangered	Very High	N/A
67	264-286 PAYNES RD, ROCKBANK 3335	LOT: 2 PS: 525605M	LS1.04	(104) LS	1.011	Endangered	Very High	N/A
80	1247-1305 MT COTTRELL RD, ROCKBANK 3335	LOT: 2 PS: 515052K	PSW / LS1.08	(784) PSW / LS	1.064	Endangered	High	N/A
7 / creekline	180-238 EXFORD RD, MELTON SOUTH 3338	LOT: 2B PS: 623039X	PW4.01	(803) PW	0.028	Endangered	High	N/A
4 / creekline	180-238 EXFORD RD, MELTON SOUTH 3338	LOT: 2A PS: 623039X	CGW1.06	(68) CGW	2.049	Endangered	High	N/A
7	180-238 EXFORD RD, MELTON SOUTH 3338	LOT: 2B PS: 623039X	PW8	(803) PW	0.080	Endangered	High	N/A
7	180-238 EXFORD RD, MELTON SOUTH 3338	LOT: 2B PS: 623039X	PW8	(803) PW	0.340	Endangered	High	N/A
7	180-238 EXFORD RD, MELTON SOUTH 3338	LOT: 2B PS: 623039X	PW8	(803) PW	0.110	Endangered	High	N/A
147	355-455 EXFORD RD, MELTON SOUTH 3338	LOT: 4B PS: 623039X	PW5.02	(803) PW	2.651	Endangered	High	49
147	355-455 EXFORD RD, MELTON SOUTH 3338	LOT: 4B PS: 623039X	PW7	(803) PW	0.271	Endangered	High	2
147	355-455 EXFORD RD, MELTON SOUTH 3338	LOT: 4B PS: 623039X	PW8	(803) PW	0.377	Endangered	High	10
147	EXFORD RD, MELTON SOUTH 3338	LOT: 4B PS: 623039X	CGW3	(68) GW	0.790	Endangered	High	N/A
93	21-39 BUNDDY DR, MELTON SOUTH 3338	LOT: 2A PS: 531729H	PW1.03	(803) PW	0.063	Endangered	High	N/A
93	21-39 BUNDDY DR, MELTON SOUTH 3338	LOT: RES1 PS: 531729H	PW1.03	(803) PW	0.029	Endangered	High	N/A
89		LOT: 1 PS: 543417L	LS1.02	(104) LS	0.205	Endangered	Very High	N/A
89		LOT: 1 PS: 543417L	PW1.03	(803) PW	0.002	Endangered	High	N/A
88		LOT: 2 PS: 543417L	PGW1.03	(55) PGW	0.182	Endangered	High	1
			CGW1.07	(68) CGW	4.828	Endangered	High	27

NVPP Table 1: Habitat Zones to be protected (continued)

PROPERTY NUMBER IN LAND BUDGET*	PROPERTY DETAILS**		LOT NUMBER	HABITAT ZONE	EVC DESCRIPTION NO. AND INITIALS	SIZE OF AREA TO BE PROTECTED IN HECTARES	CONSERVATION STATUS LEAST CONCERN, ENDANGERED ETC	OVERALL CONSERVATION SIGNIFICANCE LOW, HIGH ETC	LARGE OLD TREES TOTAL NUMBER
	HOUSE ADDRESS	PARCEL DESCRIPTION							
	Unknown			PW1	(803) PW	0.276	Endangered	High	2
	Other (Roadside)	Unknown		CGW1	(68) CGW	0.011	Endangered	High	N/A
	Other (Roadside)	Other (Roadside)		PGW1	(55) PGW	0.183	Endangered	High	1
	Other (Roadside)	Other (Roadside)		PGW2	(55) PGW	0.262	Endangered	High	N/A
	Other (Roadside)	Other (Roadside)		CGW1	(68) CGW	0.676	Endangered	High	1
	Other (Roadside)	Other (Roadside)		CGW2	(68) CGW	0.013	Endangered	High	N/A
	Other (Roadside)	Other (Roadside)		PSW/LS	(784) PSW/LS	0.493	Endangered	High	N/A
	Other (Roadside)	Other (Roadside)		PW1	(803) PW	0.098	Endangered	High	N/A
145	74-80 BRIDGE RD, MELTON SOUTH 3338	LOT: 1 PS:411684		CGW1.05	(68) CGW	0.63	Endangered	High	6

* The Property Number is indicative only. The location of EVC patches and scattered trees should be confirmed prior to development.

** Property Addresses may be subject to change. The location of EVC patches and scattered trees are as defined in the NVPP



Amended by C161
NVPP Table 2: Scattered Trees to be protected

PROPERTY NUMBER IN LAND BUDGET *	PROPERTY DETAILS ** HOUSE ADDRESS	LOT NUMBER PARCEL DESCRIPTION	TREE ID	PROPERTY IDVIEW	PROPERTY ID	PARCEL NUMBER	SPECIES	EVC NO. AND NAME	CONSERVATION STATUS LEAST CONCERN, ENDANGERED ETC	CONSERVATION SIGNIFICANCE LOW, HIGH ETC	X- LATITUDE GPS CO-ORDINATES	Y- LONGITUDE GPS CO-ORDINATES
498	59-85 ALFRED RD, MELTON SOUTH 3338	LOT 6 LP: 115214	86	3175234	50268195	10704	River Red Gum	(55) Plains Grassy Woodland	Endangered	High	144.611	-37.7251
21	185-209 BRIDGE RD, MELTON SOUTH 3338	LOT 4 LP: 203717M	64	3175076	1407115	11055	Buloke	(803) Plains Woodland	Endangered	Very High	144.594	-37.7113
22	211-235 BRIDGE RD, MELTON SOUTH 3338	LOT 3 LP: 203717M	65	3175077	1407116	11056	Grey Box	(803) Plains Woodland	Endangered	High	144.595	-37.7125
22	211-235 BRIDGE RD, MELTON SOUTH 3338	LOT 3 LP: 203717M	66	3175077	1407116	11056	Grey Box	(803) Plains Woodland	Endangered	High	144.595	-37.7125
3	60-72 BRIDGE RD, MELTON SOUTH 3338	LOT 2 LP: 120078	7	3837505	52475104	11061	Grey Box	(803) Plains Woodland	Endangered	High	144.581	-37.7157
3	60-72 BRIDGE RD, MELTON SOUTH 3338	LOT 2 LP: 120078	6	3837505	52475104	11061	Grey Box	(803) Plains Woodland	Endangered	High	144.581	-37.7155
3	60-72 BRIDGE RD, MELTON SOUTH 3338	LOT 2 LP: 120078	5	3837505	52475104	11061	Grey Box	(803) Plains Woodland	Endangered	Low	144.582	-37.7153
3	60-72 BRIDGE RD, MELTON SOUTH 3338	LOT 2 LP: 120078	10	3837505	52475104	11061	Grey Box	(803) Plains Woodland	Endangered	High	144.581	-37.7177
87	148-200 ABEY RD, MELTON SOUTH 3338	LOT 1 PTL: LP: 114975	182	3196369	50268970	11706	River Red Gum	(53) Plains Grassy Woodland	Endangered	High	144.581	-37.7025
87	148-200 ABEY RD, MELTON SOUTH 3338	LOT 1 PTL: LP: 114975	188	3196369	50268970	11706	Low	(53) Plains Grassy Woodland	Endangered	Low	144.579	-37.7033
87	148-200 ABEY RD, MELTON SOUTH 3338	LOT 1 PTL: LP: 114975	189	3196369	50268970	11706	River Red Gum	(55) Plains Grassy Woodland	Endangered	Low	144.579	-37.7032
87	148-200 ABEY RD, MELTON SOUTH 3338	LOT 1 PTL: LP: 114975	190	3196369	50268970	11706	River Red Gum	(55) Plains Grassy Woodland	Endangered	Low	144.579	-37.7032
27	82-278 BRIDGE RD, MELTON SOUTH 3338	CA-7 SECC	17	3837512	50268293	17147	River Red Gum	(55) Plains Grassy Woodland	Endangered	High	144.586	-37.7236
27	82-278 BRIDGE RD, MELTON SOUTH 3338	CA-7 SECC	14	3837512	50268293	17147	Grey Box	(803) Plains Woodland	Endangered	High	144.585	-37.7223
27	82-278 BRIDGE RD, MELTON SOUTH 3338	CA-7 SECC	15	3837512	50268293	17147	Grey Box	(803) Plains Woodland	Endangered	High	144.585	-37.7225
27	82-278 BRIDGE RD, MELTON SOUTH 3338	CA-7 SECC	16	3837512	50268293	17147	Grey Box	(803) Plains Woodland	Endangered	High	144.586	-37.7223
27	82-278 BRIDGE RD, MELTON SOUTH 3338	CA-7 SECC	28	3837512	50268293	17147	Grey Box	(803) Plains Woodland	Endangered	High	144.594	-37.7222
25	82-278 BRIDGE RD, MELTON SOUTH 3338	LOT 2 PS: 413347H	11	3701066	1407110	20198	Grey Box	(803) Plains Woodland	Endangered	High	144.583	-37.7166
25	82-278 BRIDGE RD, MELTON SOUTH 3338	LOT 2 PS: 413347H	13	3701066	1407110	20198	Grey Box	(803) Plains Woodland	Endangered	High	144.583	-37.7201
25	82-278 BRIDGE RD, MELTON SOUTH 3338	LOT 2 PS: 413347H	12	3701066	1407110	20198	Grey Box	(803) Plains Woodland	Endangered	High	144.583	-37.7219
29	439-735 FERRIS RD, MELTON SOUTH 3338	LOT 1 PTL: PS: 407675Y	270	4792567	52462699	20314	Grey Box	(803) Plains Woodland	Endangered	High	144.595	-37.7329
11	255-605 EXFORD RD, MELTON SOUTH 3338	LOT 1 PTL: PS: 422772Q ST:	201	4518760	52819247	104388	Grey Box	(803) Plains Woodland	Endangered	High	144.578	-37.7378
12	255-605 EXFORD RD, MELTON SOUTH 3338	LOT 2 PTL: PS: 422772Q ST:	268	4518759	52819246	104389	Buloke	(803) Plains Woodland	Endangered	Very High	144.578	-37.7384
14	430-458 EXFORD RD, MELTON SOUTH 3338	LOT 4 PTL: PS: 422772Q ST:	247	4518757	52819244	104391	Grey Box	(803) Plains Woodland	Endangered	High	144.578	-37.7444
14	430-458 EXFORD RD, MELTON SOUTH 3338	LOT 4 PTL: PS: 422772Q ST:	248	4518757	52819244	104391	Grey Box	(803) Plains Woodland	Endangered	High	144.578	-37.7444
14	430-458 EXFORD RD, MELTON SOUTH 3338	LOT 4 PTL: PS: 422772Q ST:	249	4518757	52819244	104391	Grey Box	(803) Plains Woodland	Endangered	High	144.578	-37.7444
14	430-458 EXFORD RD, MELTON SOUTH 3338	LOT 4 PTL: PS: 422772Q ST:	250	4518757	52819244	104391	Blue Box	(803) Plains Woodland	Endangered	High	144.578	-37.7446
14	430-458 EXFORD RD, MELTON SOUTH 3338	LOT 4 PTL: PS: 422772Q ST:	251	4518757	52819244	104391	Blue Box	(803) Plains Woodland	Endangered	Low	144.578	-37.7446
14	430-458 EXFORD RD, MELTON SOUTH 3338	LOT 4 PTL: PS: 422772Q ST:	252	4518757	52819244	104391	Grey Box	(803) Plains Woodland	Endangered	Low	144.578	-37.745
9	255-605 EXFORD RD, MELTON SOUTH 3338	LOT: RE51 PS: 422772Q	253	4518761	52819248	104392	River Red Gum	(68) Creelkline Grassy Woodland	Endangered	High	144.58	-37.744
9	255-605 EXFORD RD, MELTON SOUTH 3338	LOT: RE51 PS: 422772Q	254	4518761	52819248	104392	River Red Gum	(68) Creelkline Grassy Woodland	Endangered	Low	144.58	-37.744
9	255-605 EXFORD RD, MELTON SOUTH 3338	LOT: RE51 PS: 422772Q	255	4518761	52819248	104392	River Red Gum	(68) Creelkline Grassy Woodland	Endangered	High	144.579	-37.7427
9	255-605 EXFORD RD, MELTON SOUTH 3338	LOT: RE51 PS: 422772Q	256	4518761	52819248	104392	River Red Gum	(68) Creelkline Grassy Woodland	Endangered	High	144.579	-37.7417
9	255-605 EXFORD RD, MELTON SOUTH 3338	LOT: RE51 PS: 422772Q	260	4518761	52819248	104392	River Red Gum	(68) Creelkline Grassy Woodland	Endangered	Low	144.58	-37.7407
9	255-605 EXFORD RD, MELTON SOUTH 3338	LOT: RE51 PS: 422772Q	261	4518761	52819248	104392	River Red Gum	(68) Creelkline Grassy Woodland	Endangered	Low	144.581	-37.7405
9	255-605 EXFORD RD, MELTON SOUTH 3338	LOT: RE51 PS: 422772Q	262	4518761	52819248	104392	River Red Gum	(68) Creelkline Grassy Woodland	Endangered	High	144.581	-37.7402
9	255-605 EXFORD RD, MELTON SOUTH 3338	LOT: RE51 PS: 422772Q	263	4518761	52819248	104392	River Red Gum	(68) Creelkline Grassy Woodland	Endangered	High	144.581	-37.7399
124	2-82 SHOOGARI DR, MELTON SOUTH 3338	LOT 3 PS: 438336X	73	4641313	52857790	106363	River Red Gum	(53) Plains Grassy Woodland	Endangered	High	144.614	-37.7119
124	2-82 SHOOGARI DR, MELTON SOUTH 3338	LOT 3 PS: 438336X	77	4641313	52857790	106363	River Red Gum	(53) Plains Grassy Woodland	Endangered	Low	144.616	-37.7158
124	2-82 SHOOGARI DR, MELTON SOUTH 3338	LOT 3 PS: 438336X	78	4641313	52857790	106363	River Red Gum	(53) Plains Grassy Woodland	Endangered	Low	144.617	-37.7162
124	2-82 SHOOGARI DR, MELTON SOUTH 3338	LOT 3 PS: 438336X	79	4641313	52857790	106363	River Red Gum	(53) Plains Grassy Woodland	Endangered	Low	144.618	-37.7162
124	2-82 SHOOGARI DR, MELTON SOUTH 3338	LOT 3 PS: 438336X	72	4641313	52857790	106363	River Red Gum	(53) Plains Grassy Woodland	Endangered	High	144.614	-37.7116
124	2-82 SHOOGARI DR, MELTON SOUTH 3338	LOT 3 PS: 438336X	71	4641313	52857790	106363	River Red Gum	(53) Plains Grassy Woodland	Endangered	High	144.613	-37.7098
124	2-82 SHOOGARI DR, MELTON SOUTH 3338	LOT 3 PS: 438336X	74	4641313	52857790	106363	Buloke	(803) Plains Woodland	Endangered	Very High	144.616	-37.7155
130	80-90 ABEY RD, MELTON SOUTH 3338	LOT 3 PTL: PS: 441521K	144	4828737	52877000	106638	Grey Box	(803) Plains Woodland	Endangered	Low	144.587	-37.7037

TOOLERN PRECINCT STRUCTURE PLAN - JULY 2011. (Amended February 2019)

NVPP Table 2: Scattered Trees to be protected (continued)

PROPERTY AND LAND BUDGET*	PROPERTY DETAILS**		LOT NUMBER	TREE ID	PROPERTY ID VIEW	PROPERTY ID	PARCEL NUMBER	SPECIES	EVC NO. AND NAME	CONSERVATION STATUS (LEAST CONCERN, ENDANGERED ETC)	CONSERVATION SIGNIFICANCE (LOW, HIGH ETC)	X - LATITUDE CO-ORDINATES		Y - LONGITUDE CO-ORDINATES	
	HOUSE ADDRESS	PARCEL DESCRIPTION										GPS CO-ORDINATES	GPS CO-ORDINATES		
90	80-90 ABEY RD, MELTON SOUTH 3338	LOT: 3 PTL: PS: 441521K	145	4828737	52877000	106638	Grey Box	(803) Plains Woodland	Endangered	Low	144.587	-37.7034			
90	80-90 ABEY RD, MELTON SOUTH 3338	LOT: 3 PTL: PS: 441521K	146	4828737	52877000	106638	Grey Box	(803) Plains Woodland	Endangered	Low	144.587	-37.7033			
90	80-90 ABEY RD, MELTON SOUTH 3338	LOT: 3 PTL: PS: 441521K	148	4828737	52877000	106638	Grey Box	(803) Plains Woodland	Endangered	Low	144.587	-37.7033			
90	80-90 ABEY RD, MELTON SOUTH 3338	LOT: 3 PTL: PS: 441521K	149	4828737	52877000	106638	Grey Box	(803) Plains Woodland	Endangered	Low	144.587	-37.7031			
90	80-90 ABEY RD, MELTON SOUTH 3338	LOT: 3 PTL: PS: 441521K	150	4828737	52877000	106638	Grey Box	(803) Plains Woodland	Endangered	High	144.614	-37.7031			
40	1008-1046 MT COTTRELL RD, MELTON SOUTH 3338	LOT: 2 PTL: PS: 515336U ST:	85	151083045	151083046	115634	River Red Gum	(55) Plains Grassy Woodland	Endangered	High	144.613	-37.7212			
40	1008-1046 MT COTTRELL RD, MELTON SOUTH 3338	LOT: 2 PTL: PS: 515336U ST:	84	151083045	151083046	115634	River Red Gum	(55) Plains Grassy Woodland	Endangered	High	144.614	-37.7206			
38	972-1006 MT COTTRELL RD, MELTON SOUTH 3338	LOT: 1 PTL: PS: 515335W ST:	75	151256356	151256357	115635	Buloke	(803) Plains Woodland	Endangered	Very High	144.616	-37.7167			
4	180-238 EXFORD RD, MELTON SOUTH 3338	LOT: 2A PS: 623039X	211	3837506	52475105	118380	Grey Box	(803) Plains Woodland	Endangered	High	144.581	-37.7246			
4	180-238 EXFORD RD, MELTON SOUTH 3338	LOT: 2A PS: 623039X	212	3837506	52475105	118380	Grey Box	(803) Plains Woodland	Endangered	High	144.578	-37.7254			
4	180-238 EXFORD RD, MELTON SOUTH 3338	LOT: 2A PS: 623039X	213	3837506	52475105	118380	Grey Box	(803) Plains Woodland	Endangered	High	144.578	-37.7254			
4	180-238 EXFORD RD, MELTON SOUTH 3338	LOT: 2A PS: 623039X	214	3837506	52475105	118380	Grey Box	(803) Plains Woodland	Endangered	High	144.579	-37.7249			
92	Other (Roadside)	LOT: 1 PS: 543417L	138	207717488	207717489	123363	Grey Box	(803) Plains Woodland	Endangered	Low	144.594	-37.7015			
88	Other (Roadside)	LOT: 2 PS: 543417L	157	207717476	207717477	123364	Buloke	(803) Plains Woodland	Endangered	Very High	144.584	-37.7007			
Creekline	Other (Roadside)	Other (Roadside)	264	0.492813	0.102887	Other	River Red Gum	(55) Plains Grassy Woodland	Endangered	High	144.581	-37.7403			
Creekline	Other (Roadside)	Other (Roadside)	265	0.492813	0.102887	Other	River Red Gum	(55) Plains Grassy Woodland	Endangered	Low	144.582	-37.7402			
Creekline	Other (Roadside)	Other (Roadside)	258	0.492813	0.102887	Other	River Red Gum	(68) Creeklime Grassy Woodland	Endangered	Low	144.58	-37.7414			
Creekline	Other (Roadside)	Other (Roadside)	259	0.492813	0.102887	Other	River Red Gum	(68) Creeklime Grassy Woodland	Endangered	Low	144.58	-37.7411			
147	1256-1258 MT COTTRELL RD, MELTON SOUTH 3338	LOT: 6 LP: 208075	278	204595887	204595888	204595888	River Red Gum	(803) Plains Woodland	Endangered	High	144.609	-37.7365			
147	355-455 EXFORD RD, MELTON SOUTH 3338	LOT: 48 PS: 623039	293	204595887	204595888	204595888	Grey Box	(132_63) Plains Grassland	Endangered	High	144.573	-37.7426			
147	355-455 EXFORD RD, MELTON SOUTH 3338	LOT: 48 PS: 623039	294	204595887	204595888	204595888	Grey Box	(132_63) Plains Grassland	Endangered	High	144.573	-37.7430			
147	355-455 EXFORD RD, MELTON SOUTH 3338	LOT: 48 PS: 623039	295	204595887	204595888	204595888	Grey Box	(132_63) Plains Grassland	Endangered	High	144.573	-37.7432			
147	355-455 EXFORD RD, MELTON SOUTH 3338	LOT: 48 PS: 623039	296	204595887	204595888	204595888	Grey Box	(132_63) Plains Grassland	Endangered	High	144.573	-37.7432			
147	355-455 EXFORD RD, MELTON SOUTH 3338	LOT: 48 PS: 623039	299	204595887	204595888	204595888	Grey Box	(132_63) Plains Grassland	Endangered	High	144.575	-37.7422			
147	355-455 EXFORD RD, MELTON SOUTH 3338	LOT: 48 PS: 623039	300	204595887	204595888	204595888	Grey Box	(132_63) Plains Grassland	Endangered	High	144.576	-37.7422			
147	355-455 EXFORD RD, MELTON SOUTH 3338	LOT: 48 PS: 623039	301	204595887	204595888	204595888	Grey Box	(132_63) Plains Grassland	Endangered	High	144.575	-37.7423			
147	355-455 EXFORD RD, MELTON SOUTH 3338	LOT: 48 PS: 623039X	282	204595887	204595888	204595888	River Red Gum	(68) Creeklime Grassy Woodland	Endangered	High	144.574	-37.7471			
147	355-455 EXFORD RD, MELTON SOUTH 3338	LOT: 48 PS: 623039X	283	204595887	204595888	204595888	River Red Gum	(68) Creeklime Grassy Woodland	Endangered	High	144.574	-37.7467			
147	355-455 EXFORD RD, MELTON SOUTH 3338	LOT: 48 PS: 623039X	284	204595887	204595888	204595888	River Red Gum	(68) Creeklime Grassy Woodland	Endangered	High	144.573	-37.7462			
147	355-455 EXFORD RD, MELTON SOUTH 3338	LOT: 48 PS: 623039X	277	204595887	204595888	204595888	Grey Box	(803) Plains Woodland	Endangered	High	144.576	-37.7426			
7	180-238 EXFORD RD, MELTON SOUTH 3338	LOT: 28 PS: 623039	304	204595887	204595888	204595888	Grey Box	(803) Plains Woodland	Endangered	High	144.575	-37.7255			
136	877-907 MT COTTRELL RD, ROCKBANK 3335	LOT: 7 PTL: LP: 204344V	102	102	102	102	River Red Gum	(55) Plains Grassy Woodland	Endangered	High	144.624	-37.7157			
138	123-139 MURRAY RD, ROCKBANK 3335	LOT: 5 LP: 204344V	101	101	101	101	River Red Gum	(55) Plains Grassy Woodland	Endangered	High	144.625	-37.7156			

* The Property Number is indicative only. The location of EVC patches and scattered trees should be confirmed prior to development.

** Property Addresses may be subject to change. The location of EVC patches and scattered trees are as defined in the NVPP



Amended by C161
NVPP Table 3: Habitat Zones which can be removed

PROPERTY NUMBER IN LAND BUDGET*	PROPERTY DETAILS** HOUSE ADDRESS	LOT NUMBER PARCEL DESCRIPTION	HABITAT ZONE	ECOLOGICAL VEGETATION CLASS (EVC)	NO. AND NAME	TOTAL PATCH SIZE (HA) IN HECTARES	AREA TO BE REMOVED HECTARES	LARGE OLD TREES TOTAL NUMBER
135	845-875 MT COTTRELL RD, ROCKBANK 3335	LOT: 1 PTL: LP: 118420	PSW / LS1.02	(784) Plains Swampy Woodland / Lignum Swamp	(784) Plains Swampy Woodland / Lignum Swamp	0.415	0.179	NA
137	909-949 MT COTTRELL RD, ROCKBANK 3335	LOT: 6 LP: 204344V	PG	(132_63) Plains Grassland	(132_63) Plains Grassland	0.010	0.009	NA
137	909-949 MT COTTRELL RD, ROCKBANK 3335	LOT: 6 LP: 204344V	PG	(784) Plains Swampy Woodland / Lignum Swamp	(784) Plains Swampy Woodland / Lignum Swamp	0.117	0.018	NA
65	1053-1083 MT COTTRELL RD, ROCKBANK 3335	LOT: 7 PTL: LP: 129316	PGW1.11	(55) Plains Grassy Woodland	(55) Plains Grassy Woodland	0.510	0.032	NA
78	1165-1203 MT COTTRELL RD, ROCKBANK 3335	LOT: 9 LP: 146147	PGW1.11	(55) Plains Grassy Woodland	(55) Plains Grassy Woodland	1.358	0.758	4
78	1165-1203 MT COTTRELL RD, ROCKBANK 3335	LOT: 9 LP: 146147	PGW2.04	(55) Plains Grassy Woodland	(55) Plains Grassy Woodland	0.025	0.025	NA
77B	1125-1163 MT COTTRELL RD, ROCKBANK 3335	LOT: 10 LP: 146147	PGW1.13	(55) Plains Grassy Woodland	(55) Plains Grassy Woodland	0.100	0.075	NA
128	804-806 MT COTTRELL RD, MELTON SOUTH 3338	LOT: 2 PTL: LP: 201653	PGW1.06	(55) Plains Grassy Woodland	(55) Plains Grassy Woodland	0.671	0.160	NA
58	1200-1220 MT COTTRELL RD, MELTON SOUTH 3338	LOT: 2 LP: 208067S	PGW1.16	(55) Plains Grassy Woodland	(55) Plains Grassy Woodland	2.696	0.344	NA
58	1200-1220 MT COTTRELL RD, MELTON SOUTH 3338	LOT: 2 LP: 208067S	PGW2.03	(55) Plains Grassy Woodland	(55) Plains Grassy Woodland	0.133	0.004	NA
58	1200-1220 MT COTTRELL RD, MELTON SOUTH 3338	LOT: 2 LP: 208067S	PW1	(803) Plains Woodland	(803) Plains Woodland	0.034	0.021	NA
58	1200-1220 MT COTTRELL RD, MELTON SOUTH 3338	LOT: 5 LP: 208067S	PGW1.17	(55) Plains Grassy Woodland	(55) Plains Grassy Woodland	0.169	0.009	NA
58	1256-1258 MT COTTRELL RD, MELTON SOUTH 3338	LOT: 6 LP: 208067S	PGW2.03	(55) Plains Grassy Woodland	(55) Plains Grassy Woodland	0.009	0.001	NA
58	1256-1258 MT COTTRELL RD, MELTON SOUTH 3338	LOT: 6 LP: 208067S	CGW1.03	(68) Creeklane Grassy Woodland	(68) Creeklane Grassy Woodland	0.171	0.084	1
	BROOKLYN RD, MELTON SOUTH 3338	LOT: 34 LP: 4707	PW2	(803) Plains Woodland	(803) Plains Woodland	0.002	0.002	NA
	BROOKLYN RD, MELTON SOUTH 3338	LOT: 34 LP: 4707	PGW1.03	(68) Creeklane Grassy Woodland	(68) Creeklane Grassy Woodland	1.918	0.008	22
1	139-247 REES RD, MELTON SOUTH 3338	CA:1 SEC: B	PW1.10	(803) Plains Woodland	(803) Plains Woodland	0.748	0.095	NA
37A	52-78 ALFRED RD, MELTON SOUTH 3338	LOT: 7 LP: 111799	PSW / LS1.06	(784) Plains Swampy Woodland / Lignum Swamp	(784) Plains Swampy Woodland / Lignum Swamp	0.571	0.017	NA
49A, 49B	59-85 ALFRED RD, MELTON SOUTH 3338	LOT: 6 LP: 115214	PSW / LS1.07	(784) Plains Swampy Woodland / Lignum Swamp	(784) Plains Swampy Woodland / Lignum Swamp	0.342	0.062	NA
16	115 BRIDGE RD, MELTON SOUTH 3338	LOT: 2 LP: 138428	LS1.03	(104) Lignum Swamp	(104) Lignum Swamp	0.003	0.002	NA
16	115 BRIDGE RD, MELTON SOUTH 3338	LOT: 2 LP: 138428	PG	(132_63) Plains Grassland	(132_63) Plains Grassland	0.004	0.004	NA
17	117 BRIDGE RD, MELTON SOUTH 3338	LOT: 5 LP: 138428	LS1.03	(104) Lignum Swamp	(104) Lignum Swamp	0.037	0.037	NA
25	206-236 FERRIS RD, MELTON SOUTH 3338	LOT: 1 LP: 203717	PW1.11	(803) Plains Woodland	(803) Plains Woodland	1.154	0.004	NA
25	206-236 FERRIS RD, MELTON SOUTH 3338	LOT: 1 LP: 203717	PW2	(803) Plains Woodland	(803) Plains Woodland	0.408	0.017	NA
72	3 IRAMOO CRT, ROCKBANK 3335	LOT: 3 LP: 146148	PGW1.23,1,24	(55) Plains Grassy Woodland	(55) Plains Grassy Woodland	0.632	0.070	NA
81	5 IRAMOO CRT, ROCKBANK 3335	LOT: 5 PTL: LP: 146148	PGW1.22	(55) Plains Grassy Woodland	(55) Plains Grassy Woodland	0.437	0.176	NA
74	312-350 PAYNES RD, ROCKBANK 3335	LOT: 12 PTL: LP: 146147	LS1.04	(104) Lignum Swamp	(104) Lignum Swamp	0.727	0.137	NA
66	236-262 PAYNES RD, ROCKBANK 3335	LOT: 5 PTL: LP: 129316	PG	(132_63) Plains Grassland	(132_63) Plains Grassland	0.050	0.048	NA
29	439-735 FERRIS RD, MELTON SOUTH 3338	LOT: 1 PTL: PS: 407675Y	PW4.02	(803) Plains Woodland	(803) Plains Woodland	4.899	0.019	NA
98	20-38 RUNDY DR, MELTON SOUTH 3338	LOT: 2 PS: 407675Y	CGW1	(68) Creeklane Grassy Woodland	(68) Creeklane Grassy Woodland	5.556	0.270	NA
114	192-204 FERRIS RD, MELTON SOUTH 3338	LOT: 1 PTL: PS: 414897P	PW1.04	(803) Plains Woodland	(803) Plains Woodland	0.055	0.055	NA
101	193 ABEY RD, MELTON SOUTH 3338	LOT: RES2 PTL: PS: 419106Y	PG	(132_63) Plains Grassland	(132_63) Plains Grassland	0.487	0.487	NA
83	255-605 EXFORD RD, MELTON SOUTH 3338	LOT: 1 PTL: PS: 422720 ST	CGW2	(68) Creeklane Grassy Woodland	(68) Creeklane Grassy Woodland	0.007	0.007	NA
124	2/6 IRAMOO CRT, ROCKBANK 3335	LOT: 2 PTL: PS: 435183N ST	PGW1.21	(55) Plains Grassy Woodland	(55) Plains Grassy Woodland	1.699	0.066	NA
102	2-82 SHOGAKI DR, MELTON SOUTH 3338	LOT: 3 PS: 438336X	PGW1.08	(55) Plains Grassy Woodland	(55) Plains Grassy Woodland	0.659	0.013	NA
102	167-191 ABEY RD, MELTON SOUTH 3338	LOT: 3 PS: 438336X	PGW2	(55) Plains Grassy Woodland	(55) Plains Grassy Woodland	0.791	0.011	NA
102	167-191 ABEY RD, MELTON SOUTH 3338	LOT: 3 PS: 438336X	PGW2.02	(55) Plains Grassy Woodland	(55) Plains Grassy Woodland	0.112	0.112	1
102	167-191 ABEY RD, MELTON SOUTH 3338	LOT: 3 PS: 438336X	PW1.02	(803) Plains Woodland	(803) Plains Woodland	0.466	0.008	NA
86	136-146 ABEY RD, MELTON SOUTH 3338	LOT: 3 PS: 438336X	PW1.02	(803) Plains Woodland	(803) Plains Woodland	0.101	0.101	1
40	1006-1046 MT COTTRELL RD, MELTON SOUTH 3338	LOT: 3 PTL: PS: 441521K	LS1.01	(104) Lignum Swamp	(104) Lignum Swamp	0.077	0.076	NA
51	972-1006 MT COTTRELL RD, MELTON SOUTH 3338	LOT: 2 PTL: PS: 515336U ST	PSW / LS1.06	(784) Plains Swampy Woodland / Lignum Swamp	(784) Plains Swampy Woodland / Lignum Swamp	0.334	0.102	NA
38	31-41 ALFRED RD, MELTON SOUTH 3338	LOT: 1 PTL: PS: 515336U ST	PGW1.09	(55) Plains Grassy Woodland	(55) Plains Grassy Woodland	0.380	0.378	5
50	43-57 ALFRED RD, MELTON SOUTH 3338	LOT: 2 PS: 517933P	PSW / LS1.07	(784) Plains Swampy Woodland / Lignum Swamp	(784) Plains Swampy Woodland / Lignum Swamp	0.200	0.007	NA
62	951-991 MT COTTRELL RD, ROCKBANK 3335	LOT: 1 PTL: PS: 517410Y ST	PG	(132_63) Plains Grassland	(132_63) Plains Grassland	0.193	0.041	NA
62	951-991 MT COTTRELL RD, ROCKBANK 3335	LOT: 2 PTL: PS: 517410Y ST	PG	(132_63) Plains Grassland	(132_63) Plains Grassland	0.035	0.024	NA
62	951-991 MT COTTRELL RD, ROCKBANK 3335	LOT: 2 PTL: PS: 517410Y ST	PG	(132_63) Plains Grassland	(132_63) Plains Grassland	0.048	0.027	NA

TOOLERN PRECINCT STRUCTURE PLAN - JULY 2011 (Amended February 2019)

NVPP Table 3: Habitat Zones which can be removed (continued)

PROPERTY NUMBER IN LAND BUDGET*	PROPERTY DETAILS** HOUSE ADDRESS	LOT NUMBER PARCEL DESCRIPTION	HABITAT ZONE	ECOLOGICAL VEGETATION CLASS (EVC) NO. AND NAME	TOTAL PATCH SIZE (HA) IN HECTARES	AREA TO BE REMOVED HECTARES	LARGE OLD TREES TOTAL NUMBER
68	288-310 PAYNES RD, ROCKBANK 3335	LOT: 1 PS: 525605M	LS1.04	(104) Lignum Swamp	1.213	0.024	NA
67	264-286 PAYNES RD, ROCKBANK 3335	LOT: 2 PS: 525605M	LS1.04	(104) Lignum Swamp	1.034	0.023	NA
79 80	1247-1305 MT COTTRELL RD, ROCKBANK 3335	LOT: 1 PS: 513052K	PGW2.04	(53) Plains Grassy Woodland	0.028	0.028	NA
7 / creekline	1247-1305 MT COTTRELL RD, ROCKBANK 3335	LOT: 2 PS: 513052K	PGW2.04	(53) Plains Grassy Woodland	0.029	0.029	NA
	180-238 EXFORD RD, MELTON SOUTH 3338	LOT: 28 PS: 623039X	PW4.01	(803) Plains Woodland	0.365	0.047	NA
		LOT: 1 PS: 543417L	LS1	(104) Lignum Swamp	3.229	0.113	NA
92		LOT: 1 PS: 543417L	LS1	(104) Lignum Swamp	0.242	0.171	NA
92		LOT: 1 PS: 543417L	PGW1.02	(53) Plains Grassy Woodland	0.182	0.071	NA
	Other (Roadside)	Other (Roadside)	LS2	(104) Lignum Swamp	0.047	0.047	NA
	Other (Roadside)	Other (Roadside)	PGW1	(53) Plains Grassy Woodland	0.218	0.037	NA
	Other (Roadside)	Other (Roadside)	PGW2	(53) Plains Grassy Woodland	0.374	0.112	NA
	Other (Roadside)	Other (Roadside)	CGW1	(68) Creekline Grassy Woodland	0.971	0.394	1
	Other (Roadside)	Other (Roadside)	CGW2	(68) Creekline Grassy Woodland	0.103	0.089	NA
	Other (Roadside)	Other (Roadside)	PSW / LS	(784) Plains Swampy Woodland / Lignum Swamp	0.596	0.103	NA
	Other (Roadside)	Other (Roadside)	PW1	(803) Plains Woodland	0.165	0.067	NA
	Other (Roadside)	Other (Roadside)	PW2	(803) Plains Woodland	0.008	0.008	NA
147	355-455 EXFORD RD, MELTON SOUTH 3338	LOT: 48 PS: 623039X	PW5.02	(803) Plains Woodland	2.718	0.067	2
147	355-455 EXFORD RD, MELTON SOUTH 3338	LOT: 48 PS: 623039X	PW6	(803) Plains Woodland	0.197	0.197	5
147	355-455 EXFORD RD, MELTON SOUTH 3338	LOT: 48 PS: 623039X	PW8	(803) Plains Woodland	1.390	1.013	31
10	301-353 EXFORD RD, MELTON SOUTH 3338	LOT: 18 PS: 623039X	PW6	(803) Plains Woodland	0.635	0.635	8
10	301-353 EXFORD RD, MELTON SOUTH 3338	LOT: 18 PS: 623039X	PW8	(803) Plains Woodland	0.036	0.036	1
			CGW1	(68) Creekline Grassy Woodland	0.134		

* The Property Number is indicative only. The location of EVC patches and scattered trees should be confirmed prior to development.

** Property Addresses may be subject to change. The location of EVC patches and scattered trees are as defined in the NVPP



NVPP Table 4: Scattered trees which can be removed

PROPERTY NUMBER IN LAND BUDGET	PROPERTY DETAILS** HOUSE ADDRESS	LOT NUMBER PARCEL DESCRIPTION	TREE ID	SPECIES	EVC NO. AND NAME	X - LATITUDE GPS CO-ORDINATES	Y - LONGITUDE GPS CO-ORDINATES
78	1165-1203 MT COTTRELL RD, ROCKBANK 3335	LOTS 9 LP: 146147	114	River Red Gum	(55) Plains Grassy Woodland	144.619	-37.732
78	1165-1203 MT COTTRELL RD, ROCKBANK 3335	LOTS 9 LP: 146147	115	River Red Gum	(55) Plains Grassy Woodland	144.619	-37.732
128	804-806 MT COTTRELL RD, MELTON SOUTH 3338	LOTS 2 PTL: LP: 201653	70	River Red Gum	(55) Plains Grassy Woodland	144.615	-37.707
128	804-806 MT COTTRELL RD, MELTON SOUTH 3338	LOTS 2 PTL: LP: 201653	69	River Red Gum	(55) Plains Grassy Woodland	144.612	-37.7068
58	1200-1220 MT COTTRELL RD, MELTON SOUTH 3338	LOTS 2 LP: 2080675	92	River Red Gum	(55) Plains Grassy Woodland	144.615	-37.7234
58	1200-1220 MT COTTRELL RD, MELTON SOUTH 3338	LOTS 2 LP: 2080675	91	River Red Gum	(55) Plains Grassy Woodland	144.614	-37.7235
58	1200-1220 MT COTTRELL RD, MELTON SOUTH 3338	LOTS 4 LP: 2080675	90	River Red Gum	(55) Plains Grassy Woodland	144.614	-37.7234
55	1200-1220 MT COTTRELL RD, MELTON SOUTH 3338	LOTS 4 LP: 2080675	94	River Red Gum	(55) Plains Grassy Woodland	144.608	-37.7231
55	1200-1220 MT COTTRELL RD, MELTON SOUTH 3338	LOTS 5 LP: 2080675	95	River Red Gum	(55) Plains Grassy Woodland	144.608	-37.7231
57 / Arterial Road	1200-1220 MT COTTRELL RD, MELTON SOUTH 3338	LOTS 5 LP: 2080675	98	River Red Gum	(55) Plains Grassy Woodland	144.609	-37.7232
57 / Arterial Road	1200-1220 MT COTTRELL RD, MELTON SOUTH 3338	LOTS 5 LP: 2080675	97	River Red Gum	(55) Plains Grassy Woodland	144.609	-37.7231
57	1200-1220 MT COTTRELL RD, MELTON SOUTH 3338	LOTS 5 LP: 2080675	96	River Red Gum	(55) Plains Grassy Woodland	144.608	-37.7231
57	1200-1220 MT COTTRELL RD, MELTON SOUTH 3338	LOTS 5 LP: 2080675	93	River Red Gum	(55) Plains Grassy Woodland	144.61	-37.7231
57	1200-1220 MT COTTRELL RD, MELTON SOUTH 3338	LOTS 5 LP: 2080675	99	Grey Box	(803) Plains Woodland	1.6691E+117	-37.7235
1	139-247 REES RD, MELTON SOUTH 3338	CA:1 SEC 8	1	Grey Box	(803) Plains Woodland	144.557	-37.7193
37A	52-78 ALFRED RD, MELTON SOUTH 3338	LOTS 7 LP: 111799	82	River Red Gum	(55) Plains Grassy Woodland	144.613	-37.7201
37A	52-78 ALFRED RD, MELTON SOUTH 3338	LOTS 7 LP: 111799	81	River Red Gum	(55) Plains Grassy Woodland	144.612	-37.72
488	59-85 ALFRED RD, MELTON SOUTH 3338	LOTS 6 LP: 115214	87	River Red Gum	(55) Plains Grassy Woodland	144.61	-37.7258
18		LOTS 3 LP: 138428	56	Grey Box	(803) Plains Woodland	144.583	-37.7113
18		LOTS 3 LP: 138428	55	Bulble	(803) Plains Woodland	144.583	-37.7137
21	185-209 BRIDGE RD, MELTON SOUTH 3338	LOTS 4 LP: 203717M	63	Grey Box	(803) Plains Woodland	144.592	-37.7109
3	60-72 BRIDGE RD, MELTON SOUTH 3338	LOTS 2 LP: 120078	8	Grey Box	(803) Plains Woodland	144.58	-37.7175
3	60-72 BRIDGE RD, MELTON SOUTH 3338	LOTS 2 LP: 120078	9	Grey Box	(803) Plains Woodland	144.581	-37.7175
87	148-200 ABEY RD, MELTON SOUTH 3338	LOTS 1 PTL: LP: 114975	183	Grey Box	(803) Plains Woodland	144.581	-37.7029
87	148-200 ABEY RD, MELTON SOUTH 3338	LOTS 1 PTL: LP: 114975	184	Grey Box	(803) Plains Woodland	144.581	-37.7033
24	238-276 FERRIS RD, MELTON SOUTH 3338	LOTS 2 PTL: LP: 203717	68	Grey Box	(803) Plains Woodland	144.6	-37.7154
130	206-236 FERRIS RD, MELTON SOUTH 3338	LOTS 1 LP: 203717	195	River Red Gum	(55) Plains Grassy Woodland	144.6	-37.7111
130	206-236 FERRIS RD, MELTON SOUTH 3338	LOTS 1 LP: 203717	58	Grey Box	(803) Plains Woodland	144.582	-37.7052
21 / 130	206-236 FERRIS RD, MELTON SOUTH 3338	LOTS 1 LP: 203717	61	Grey Box	(803) Plains Woodland	144.584	-37.7058
21 / 130	206-236 FERRIS RD, MELTON SOUTH 3338	LOTS 1 LP: 203717	305	Grey Box	(803) Plains Woodland	144.593	-37.7092
116	FERRIS RD, MELTON SOUTH 3338	LOTS 1 TP: 117962Y	127	Grey Box	(803) Plains Woodland	144.604	-37.6979
116	FERRIS RD, MELTON SOUTH 3338	LOTS 1 TP: 117962Y	128	Grey Box	(803) Plains Woodland	144.604	-37.6979
116	FERRIS RD, MELTON SOUTH 3338	LOTS 1 TP: 117962Y	129	Grey Box	(803) Plains Woodland	144.604	-37.6981
31	245-267 FERRIS RD, MELTON SOUTH 3338	LOTS 2 LP: 111799	130	Grey Box	(803) Plains Woodland	144.604	-37.7157
81	5 IRAMOO CRT, ROCKBANK 3335	LOTS 5 PTL: LP: 146148	267	River Red Gum	(55) Plains Grassy Woodland	144.621	-37.7346
84	7 IRAMOO CRT, ROCKBANK 3335	LOTS 7 PTL: LP: 146148	113	River Red Gum	(55) Plains Grassy Woodland	144.627	-37.7366
66	236-262 PAYNES RD, ROCKBANK 3335	LOTS 5 PTL: LP: 129316	111	River Red Gum	(55) Plains Grassy Woodland	144.629	-37.724
143A	210-234 PAYNES RD, ROCKBANK 3335	LOTS 2 PTL: LP: 204344V	103	River Red Gum	(55) Plains Grassy Woodland	144.633	-37.7211
27	82-278 BRIDGE RD, MELTON SOUTH 3338	CA:7 SEC C	25	Grey Box	(803) Plains Woodland	144.589	-37.7235
27	82-278 BRIDGE RD, MELTON SOUTH 3338	CA:7 SEC C	27	Grey Box	(803) Plains Woodland	144.592	-37.7216
27	82-278 BRIDGE RD, MELTON SOUTH 3338	CA:7 SEC C	27	Grey Box	(803) Plains Woodland	144.593	-37.7222
27	82-278 BRIDGE RD, MELTON SOUTH 3338	CA:7 SEC C	26	Grey Box	(803) Plains Woodland	144.592	-37.7228
26	142-278 BRIDGE RD, MELTON SOUTH 3338	LOTS 1 PTL: PS: 413347H	30	Grey Box	(803) Plains Woodland	144.591	-37.7171
26	142-278 BRIDGE RD, MELTON SOUTH 3338	LOTS 1 PTL: PS: 413347H	24	Grey Box	(803) Plains Woodland	144.591	-37.7196
26	142-278 BRIDGE RD, MELTON SOUTH 3338	LOTS 1 PTL: PS: 413347H	29	Grey Box	(803) Plains Woodland	144.596	-37.7215
29	439-735 FERRIS RD, MELTON SOUTH 3338	LOTS 1 PTL: PS: 407675Y	37	River Red Gum	(55) Plains Grassy Woodland	144.593	-37.7295
29	439-735 FERRIS RD, MELTON SOUTH 3338	LOTS 1 PTL: PS: 407675Y	33	Yellow Box	(803) Plains Woodland	144.592	-37.7281
29	439-735 FERRIS RD, MELTON SOUTH 3338	LOTS 1 PTL: PS: 407675Y	36	Yellow Box	(803) Plains Woodland	144.593	-37.729
29	439-735 FERRIS RD, MELTON SOUTH 3338	LOTS 1 PTL: PS: 407675Y	38	Yellow Box	(803) Plains Woodland	144.592	-37.7302
29 / Arterial Road	439-735 FERRIS RD, MELTON SOUTH 3338	LOTS 1 PTL: PS: 407675Y	39	Yellow Box	(803) Plains Woodland	144.592	-37.7311
29	439-735 FERRIS RD, MELTON SOUTH 3338	LOTS 1 PTL: PS: 407675Y	40	Yellow Box	(803) Plains Woodland	144.589	-37.7305

TOOLERN PRECINCT STRUCTURE PLAN - JULY 2011 (Amended February 2019)

NWPP Table 4: Scattered trees which can be removed (continued)

PROPERTY NUMBER IN LAND BUDGET	PROPERTY DETAILS**		LOT NUMBER	TREE ID	SPECIES	EVC	X - LATITUDE		Y - LONGITUDE	
	HOUSE ADDRESS	LOT DESCRIPTION					GPS CO-ORDINATES	GPS CO-ORDINATES		
29 / Arterial Road	439-735 FERRIS RD, MELTON SOUTH 3338	LOT:1 PTL:PS-407675Y	43	Yellow Box	(803) Plains Woodland	144.597	-37.7296			
29	439-735 FERRIS RD, MELTON SOUTH 3338	LOT:1 PTL:PS-407675Y	44	Grey Box	(803) Plains Woodland	144.6	-37.7284			
29	439-735 FERRIS RD, MELTON SOUTH 3338	LOT:1 PTL:PS-407675Y	35	Bullock	(803) Plains Woodland	144.593	-37.7283			
29	439-735 FERRIS RD, MELTON SOUTH 3338	LOT:1 PTL:PS-407675Y	41	Grey Box	(803) Plains Woodland	144.595	-37.7282			
29	439-735 FERRIS RD, MELTON SOUTH 3338	LOT:1 PTL:PS-407675Y	42	Yellow Box	(803) Plains Woodland	144.589	-37.7334			
27 28	82-278 BRIDGE RD, MELTON SOUTH 3338	LOT:1 PS-407674B	23	Yellow Box	(803) Plains Woodland	144.59	-37.7243			
28	82-278 BRIDGE RD, MELTON SOUTH 3338	LOT:1 PS-407674B	32	Yellow Box	(803) Plains Woodland	144.593	-37.727			
97 98	20-38 BUNDY DR, MELTON SOUTH 3338	LOT:1 PTL:PS-414897P	31	Grey Box	(803) Plains Woodland	144.595	-37.7267			
97 98	20-38 BUNDY DR, MELTON SOUTH 3338	LOT:1 PTL:PS-414897P	131	Grey Box	(803) Plains Woodland	144.596	-37.7017			
97 98	20-38 BUNDY DR, MELTON SOUTH 3338	LOT:1 PTL:PS-414897P	133	Grey Box	(803) Plains Woodland	144.596	-37.7017			
97 98	20-38 BUNDY DR, MELTON SOUTH 3338	LOT:1 PTL:PS-414897P	134	Grey Box	(803) Plains Woodland	144.596	-37.7017			
107	57-81 ABEY RD, MELTON SOUTH 3338	LOT:1 PTL:PS-419106Y	132	Grey Box	(803) Plains Woodland	144.596	-37.7017			
107	57-81 ABEY RD, MELTON SOUTH 3338	LOT:6 PTL:PS-419106Y	172	River Red Gum	(55) Plains Grassy Woodland	144.593	-37.7055			
107	57-81 ABEY RD, MELTON SOUTH 3338	LOT:6 PTL:PS-419106Y	166	Grey Box	(803) Plains Woodland	144.592	-37.7064			
107	57-81 ABEY RD, MELTON SOUTH 3338	LOT:6 PTL:PS-419106Y	167	Grey Box	(803) Plains Woodland	144.592	-37.7065			
107	57-81 ABEY RD, MELTON SOUTH 3338	LOT:6 PTL:PS-419106Y	168	Grey Box	(803) Plains Woodland	144.592	-37.7065			
107	57-81 ABEY RD, MELTON SOUTH 3338	LOT:6 PTL:PS-419106Y	169	Grey Box	(803) Plains Woodland	144.592	-37.7064			
107	57-81 ABEY RD, MELTON SOUTH 3338	LOT:6 PTL:PS-419106Y	170	Grey Box	(803) Plains Woodland	144.592	-37.7064			
114	192-204 FERRIS RD, MELTON SOUTH 3338	LOT:RES2 PTL:PS-419106Y	171	Grey Box	(803) Plains Woodland	144.592	-37.7064			
11 12	255-605 EXFORD RD, MELTON SOUTH 3338	LOT:1 PTL:PS-422772Q ST	199	Grey Box	(803) Plains Woodland	144.594	-37.709			
11 12	255-605 EXFORD RD, MELTON SOUTH 3338	LOT:1 PTL:PS-422772Q ST	200	Grey Box	(803) Plains Woodland	144.578	-37.7381			
12	255-605 EXFORD RD, MELTON SOUTH 3338	LOT:2 PTL:PS-422772Q ST	197	Grey Box	(803) Plains Woodland	144.578	-37.7378			
12	255-605 EXFORD RD, MELTON SOUTH 3338	LOT:2 PTL:PS-422772Q ST	198	River Red Gum	(55) Plains Grassy Woodland	144.579	-37.7387			
13	255-605 EXFORD RD, MELTON SOUTH 3338	LOT:3 PTL:PS-422772Q ST	239	Yellow Box	(803) Plains Woodland	144.581	-37.7339			
13	255-605 EXFORD RD, MELTON SOUTH 3338	LOT:3 PTL:PS-422772Q ST	240	Grey Box	(803) Plains Woodland	144.577	-37.7417			
13 / Arterial Road	255-605 EXFORD RD, MELTON SOUTH 3338	LOT:3 PTL:PS-422772Q ST	241	Grey Box	(803) Plains Woodland	144.577	-37.7421			
14	430-458 EXFORD RD, MELTON SOUTH 3338	LOT:4 PTL:PS-422772Q ST	255	River Red Gum	(68) Creekline Grassy Woodland	144.578	-37.743			
14	430-458 EXFORD RD, MELTON SOUTH 3338	LOT:4 PTL:PS-422772Q ST	242	Yellow Box	(803) Plains Woodland	144.578	-37.7431			
14 / Arterial Road	430-458 EXFORD RD, MELTON SOUTH 3338	LOT:4 PTL:PS-422772Q ST	243	Grey Box	(803) Plains Woodland	144.577	-37.7434			
14	430-458 EXFORD RD, MELTON SOUTH 3338	LOT:4 PTL:PS-422772Q ST	244	Grey Box	(803) Plains Woodland	144.577	-37.7438			
14	430-458 EXFORD RD, MELTON SOUTH 3338	LOT:4 PTL:PS-422772Q ST	245	Grey Box	(803) Plains Woodland	144.577	-37.7438			
119	43-67 FERRIS RD, MELTON SOUTH 3338	LOT:1 PS-438336X	126	River Red Gum	(55) Plains Grassy Woodland	144.605	-37.7016			
124	2-82 SHOAGAN DR, MELTON SOUTH 3338	LOT:3 PS-438336X	120	River Red Gum	(55) Plains Grassy Woodland	144.61	-37.7136			
124	2-82 SHOAGAN DR, MELTON SOUTH 3338	LOT:3 PS-438336X	121	River Red Gum	(55) Plains Grassy Woodland	144.61	-37.7136			
124	2-82 SHOAGAN DR, MELTON SOUTH 3338	LOT:3 PS-438336X	122	River Red Gum	(55) Plains Grassy Woodland	144.61	-37.7136			
124	2-82 SHOAGAN DR, MELTON SOUTH 3338	LOT:3 PS-438336X	123	River Red Gum	(55) Plains Grassy Woodland	144.61	-37.7135			
124	2-82 SHOAGAN DR, MELTON SOUTH 3338	LOT:3 PS-438336X	124	River Red Gum	(55) Plains Grassy Woodland	144.609	-37.7137			
102	167-191 ABEY RD, MELTON SOUTH 3338	LOT:3 PS-438333E	125	Bullock	(803) Plains Woodland	144.61	-37.7141			
102	167-191 ABEY RD, MELTON SOUTH 3338	LOT:3 PS-438333E	57	Grey Box	(803) Plains Woodland	144.582	-37.7051			
102	167-191 ABEY RD, MELTON SOUTH 3338	LOT:3 PS-438333E	59	Grey Box	(803) Plains Woodland	144.584	-37.7058			
102	167-191 ABEY RD, MELTON SOUTH 3338	LOT:3 PS-438333E	60	Grey Box	(803) Plains Woodland	144.584	-37.7043			
130	167-191 ABEY RD, MELTON SOUTH 3338	LOT:3 PS-438333E	174	Grey Box	(803) Plains Woodland	144.581	-37.7043			
			175	Grey Box	(803) Plains Woodland	144.583	-37.7046			
			176	Grey Box	(803) Plains Woodland	144.583	-37.7048			
			177	Grey Box	(803) Plains Woodland	144.583	-37.7049			
			178	Grey Box	(803) Plains Woodland	144.583	-37.7043			
			179	Grey Box	(803) Plains Woodland	144.584	-37.7046			



NVPP Table 4: Scattered trees which can be removed (continued)

PROPERTY NUMBER IN LAND BUDGET	PROPERTY DETAILS ** HOUSE ADDRESS	LOT NUMBER PARCEL DESCRIPTION	TREE ID	SPECIES	EVC NO. AND NAME	X - LATITUDE GPS CO-ORDINATES	Y - LONGITUDE GPS CO-ORDINATES
105	167-191 ABEY RD, MELTON SOUTH 3338	LOT: REST PS: 43833E	165	Grey Box	(803) Plains Woodland	144.59	-37.7026
130		SEC: 10	109	River Red Gum	(55) Plains Grassy Woodland	144.633	-37.7223
			110	River Red Gum	(55) Plains Grassy Woodland	144.633	-37.7223
			104	River Red Gum	(55) Plains Grassy Woodland	144.626	-37.7198
			106	River Red Gum	(55) Plains Grassy Woodland	144.627	-37.7172
			108	River Red Gum	(55) Plains Grassy Woodland	144.633	-37.722
86	136-146 ABEY RD, MELTON SOUTH 3338	LOT: 2 PTL: PS: 441521K	181	River Red Gum	(55) Plains Grassy Woodland	144.585	-37.695
			139	Grey Box	(803) Plains Woodland	144.591	-37.7039
90	80-90 ABEY RD, MELTON SOUTH 3338	LOT: 3 PTL: PS: 441521K	140	Grey Box	(803) Plains Woodland	144.591	-37.7029
			142	Grey Box	(803) Plains Woodland	144.591	-37.7027
			143	Grey Box	(803) Plains Woodland	144.591	-37.7029
38	972-1006 MT COTTRELL RD, MELTON SOUTH 3338	LOT: 1 PTL: PS: 515335W ST.	80	River Red Gum	(55) Plains Grassy Woodland	144.615	-37.7185
62	951-991 MT COTTRELL RD, ROCKBANK 3335	LOT: 2 PTL: PS: 517410Y ST.	105	River Red Gum	(55) Plains Grassy Woodland	144.626	-37.7207
68	288-310 PAYNES RD, ROCKBANK 3335	LOT: 1 PS: 525605M	112	River Red Gum	(55) Plains Grassy Woodland	144.627	-37.7259
			202	Grey Box	(803) Plains Woodland	144.577	-37.7205
			206	Grey Box	(803) Plains Woodland	144.578	-37.7247
			207	Grey Box	(803) Plains Woodland	144.579	-37.7243
4	180-238 EXFORD RD, MELTON SOUTH 3338	LOT: 2A PS: 623039X	208	Grey Box	(803) Plains Woodland	144.578	-37.7242
			209	Grey Box	(803) Plains Woodland	144.578	-37.724
			210	Grey Box	(803) Plains Woodland	144.581	-37.7234
80 / Arterial Road	1247-1305 MT COTTRELL RD, ROCKBANK 3335	LOT: 2 PS: 515052K	117	River Red Gum	(55) Plains Grassy Woodland	144.616	-37.7363
			118	River Red Gum	(55) Plains Grassy Woodland	144.616	-37.7367
			119	River Red Gum	(55) Plains Grassy Woodland	144.616	-37.7368
			203	Grey Box	(803) Plains Woodland	144.572	-37.7251
6 / Arterial Road	153-299 EXFORD RD, MELTON SOUTH 3338	LOT: 3 PS: 623039X	204	Grey Box	(803) Plains Woodland	144.572	-37.7256
			205	Grey Box	(803) Plains Woodland	144.57	-37.7256
			218	Yellow Box	(803) Plains Woodland	144.572	-37.7394
10	301-353 EXFORD RD, MELTON SOUTH 3338	LOT: 1B PS: 623039X	221	Yellow Box	(803) Plains Woodland	144.575	-37.7379
			222	Grey Box	(803) Plains Woodland	144.575	-37.7381
147	355-455 EXFORD RD, MELTON SOUTH 3338	LOT: 4B PS: 623039X	246	Grey Box	(803) Plains Woodland	144.577	-37.7434
147	430-438 EXFORD RD, MELTON SOUTH 3338	LOT: 4 PTL: PS: 422772Q ST.	272	Grey Box	(803) Plains Woodland	144.577	-37.7427
147	355-455 EXFORD RD, MELTON SOUTH 3338	LOT: 4B PS: 623039X	273	Grey Box	(803) Plains Woodland	144.572	-37.7433
			274	Grey Box	(803) Plains Woodland	144.572	-37.7435
93	21-39 BUNDY DR, MELTON SOUTH 3338	LOT: RES1 PS: 531729H	136	Grey Box	(803) Plains Woodland	144.594	-37.7016
97 98	54-76 FERRIS RD, MELTON SOUTH 3338	LOT: 1 TP: 189113R	137	Grey Box	(803) Plains Woodland	144.594	-37.7016
89		LOT: 1 PS: 543417L	158	River Red Gum	(55) Plains Grassy Woodland	144.589	-37.6973
89		LOT: 1 PS: 543417L	159	River Red Gum	(55) Plains Grassy Woodland	144.589	-37.6973
89		LOT: 1 PS: 543417L	160	River Red Gum	(55) Plains Grassy Woodland	144.589	-37.6966
89		LOT: 1 PS: 543417L	161	River Red Gum	(55) Plains Grassy Woodland	144.589	-37.6965
89		LOT: 1 PS: 543417L	163	River Red Gum	(55) Plains Grassy Woodland	144.589	-37.6964
89		LOT: 1 PS: 543417L	164	River Red Gum	(55) Plains Grassy Woodland	144.589	-37.6976
89		LOT: 1 PS: 543417L	193	River Red Gum	(55) Plains Grassy Woodland	144.586	-37.6975
89		LOT: 1 PS: 543417L	194	River Red Gum	(55) Plains Grassy Woodland	144.586	-37.6976
89		LOT: 1 PS: 543417L	162	River Red Gum	(55) Plains Grassy Woodland	144.588	-37.6955
89 90		LOT: 1 PS: 543417L	152	Grey Box	(803) Plains Woodland	144.587	-37.7027
89 90		LOT: 1 PS: 543417L	153	Grey Box	(803) Plains Woodland	144.587	-37.7027
89 90		LOT: 1 PS: 543417L	154	Grey Box	(803) Plains Woodland	144.587	-37.7027
89		LOT: 1 PS: 543417L	155	Grey Box	(803) Plains Woodland	144.588	-37.7008
88		LOT: 2 PS: 543417L	156	Grey Box	(803) Plains Woodland	144.587	-37.7008

TOOLERN PRECINCT STRUCTURE PLAN - JULY 2011 (Amended February 2019)

NVPP Table 4: Scattered trees which can be removed (continued)

PROPERTY NUMBER IN LAND BUDGET**	PROPERTY DETAILS** HOUSE ADDRESS	LOT NUMBER PARCEL DESCRIPTION	TREE ID	SPECIES	EVC NO. AND NAME	X - LATITUDE		Y - LONGITUDE	
						GPS CO-ORDINATES	GPS CO-ORDINATES		
88		LOT:2 PS:543417L	180	Grey Box	(803) Plains Woodland	144.584	-37.703		
			266	River Red Gum	(55) Plains Grassy Woodland	144.593	-37.7052		
			4	Grey Box	(803) Plains Woodland	144.582	-37.7146		
	Other (Roadside)		2	Grey Box	(803) Plains Woodland	144.562	-37.7179		
			3	Grey Box	(803) Plains Woodland	144.562	-37.7172		
			191	Grey Box	(803) Plains Woodland	144.573	-37.7204		
			192	Grey Box	(803) Plains Woodland	144.573	-37.7204		
			229	Grey Box	(803) Plains Woodland	144.577	-37.7406		
			230	Grey Box	(803) Plains Woodland	144.577	-37.7407		
	13 / Arterial Road	255-405 EXFORD RD, MELTON SOUTH 3338	231	Grey Box	(803) Plains Woodland	144.577	-37.7409		
			232	Grey Box	(803) Plains Woodland	144.577	-37.7409		
			233	Grey Box	(803) Plains Woodland	144.577	-37.741		
8	301-353 EXFORD RD, MELTON SOUTH 3338	LOT:1A PS:623039X	215	Grey Box	(803) Plains Woodland	144.571	-37.7294		
8	301-353 EXFORD RD, MELTON SOUTH 3338	LOT:1A PS:623039X	216	Grey Box	(803) Plains Woodland	144.572	-37.7295		
8	301-353 EXFORD RD, MELTON SOUTH 3338	LOT:1A PS:623039X	217	Grey Box	(803) Plains Woodland	144.572	-37.7297		
			186	River Red Gum	(55) Plains Grassy Woodland	144.58	-37.7036		
87 / Arterial Road	148-200 ABEY RD, MELTON SOUTH 3338	LOT:1 PILE:LP:114975	187	River Red Gum	(55) Plains Grassy Woodland	144.58	-37.7036		
			185	River Red Gum	(55) Plains Grassy Woodland	144.58	-37.7037		
			271	Grey Box	(803) Plains Woodland	144.577	-37.7398		
			228	Grey Box	(803) Plains Woodland	144.577	-37.7403		
			235	Grey Box	(803) Plains Woodland	144.577	-37.7408		
			236	Grey Box	(803) Plains Woodland	144.577	-37.741		
			88	Buloke	(803) Plains Woodland	144.617	-37.7267		
	1062-1122 MT COTTRELL RD, MELTON SOUTH 3338	LOT:2 PS:515962S	89	Buloke	(803) Plains Woodland	144.617	-37.7278		
	Other (Roadside)		100	Buloke	(803) Plains Woodland	144.605	-37.7314		
57 / Arterial Road	74-80 BRIDGE RD, MELTON SOUTH 3338	LOT:1 PS:208087S	285	Grey Box	(803) Plains Woodland	144.581	-37.714		
145	74-80 BRIDGE RD, MELTON SOUTH 3338	LOT:1 PS:411684	286	Grey Box	(803) Plains Woodland	144.581	-37.714		
145	74-80 BRIDGE RD, MELTON SOUTH 3338	LOT:1 PS:411684	287	River Red Gum	Plains Woodland	144.581	-37.714		
147 / Arterial Road	355-455 EXFORD RD, MELTON SOUTH 3338	LOT:48 PS:623039X	238	Grey Box	Creekline Grassy Woodland	144.593	-37.7092		
			288	Grey Box	(803) Plains Woodland	144.571	-37.7432		
			289	Grey Box	(803) Plains Woodland	144.571	-37.7419		
			290	Grey Box	(803) Plains Woodland	144.573	-37.7433		
			291	Grey Box	(803) Plains Woodland	144.573	-37.7435		
			292	Grey Box	(803) Plains Woodland	144.572	-37.7438		
			297	Grey Box	(803) Plains Woodland	144.575	-37.7439		
			298	Grey Box	(803) Plains Woodland	144.575	-37.7438		
147	355-455 EXFORD RD, MELTON SOUTH 3338	LOT:48 PS:623039	302	Grey Box	(803) Plains Woodland	144.577	-37.7419		
147	355-455 EXFORD RD, MELTON SOUTH 3338	LOT:48 PS:623039	303	Grey Box	(803) Plains Woodland	144.577	-37.7418		
10	301-353 EXFORD RD, MELTON SOUTH 3338	LOT:18 PS:623039X	223	Grey Box	(803) Plains Woodland	144.576	-37.7399		
10	301-353 EXFORD RD, MELTON SOUTH 3338	LOT:18 PS:623039X	224	Grey Box	(803) Plains Woodland	144.576	-37.7399		
10	301-353 EXFORD RD, MELTON SOUTH 3338	LOT:18 PS:623039X	225	Grey Box	(803) Plains Woodland	144.576	-37.7398		
147	355-455 EXFORD RD, MELTON SOUTH 3338	LOT:48 PS:623039X	227	Grey Box	(803) Plains Woodland	144.576	-37.7412		
10	301-353 EXFORD RD, MELTON SOUTH 3338	LOT:18 PS:623039X	219	Grey Box	(803) Plains Woodland	144.572	-37.74		
10	301-353 EXFORD RD, MELTON SOUTH 3338	LOT:18 PS:623039X	220	Grey Box	(803) Plains Woodland	144.573	-37.7402		
147	355-455 EXFORD RD, MELTON SOUTH 3338	LOT:48 PS:623039X	226	Grey Box	(803) Plains Woodland	144.576	-37.7403		
90	80-90 ABEY RD, MELTON SOUTH 3338	LOT:3 PTL:PS:441521K	147	Grey Box	(803) Plains Woodland	144.587	-37.7033		
10	301-353 EXFORD RD, MELTON SOUTH 3338	LOT:18 PS:623039X	227	Grey Box	(803) Plains Woodland	144.576	-37.7401		
147	355-455 EXFORD RD, MELTON SOUTH 3338	LOT:48 PS:623039X	275	Grey Box	(803) Plains Woodland	144.572	-37.7436		
147	355-455 EXFORD RD, MELTON SOUTH 3338	LOT:48 PS:623039X	276	Grey Box	(803) Plains Woodland	144.572	-37.7437		

* The Property Number is indicative only. The location of EVC patches and scattered trees should be confirmed prior to development.
 ** Property Addresses may be subject to change. The location of EVC patches and scattered trees are as defined in the NVPP



NVPP Table 5: Offset Requirements for Habitat Zones for native vegetation that may be removed

PROPERTY NUMBER	PROPERTY DETAILS**	HOUSE ADDRESS	LOT NUMBER	PARCEL DESCRIPTION	HABITAT ZONE	ECOLOGICAL VEGETATION CLASS (EVC)	NO. AND NAME	CONSERVATION SIGNIFICANCE	LOSS (HABITAT) TO BE REMOVED	HABITAT SCORE (OUT OF 1)	LOSS (HABITAT) RECTANGLES	NET GAIN MULTIPLIER (PPWCMA 2006)	OFFSET TARGET (HABITAT) TO BE ACHIEVED	LARGE OLD TREES (IN ZONE)	NET GAIN MULTIPLIER (PPWCMA 2006)	OFFSET TO BE PROVIDED REVEGETATION (NO. TREES)	NET GAIN MULTIPLIER (PPWCMA 2006)	OFFSETS REQUIRED TO BE PROVIDED (NO. TREES PROTECTED)
135	845-875 MT COTTRELL RD, ROOIBANK 3335		LOT 1 PTL LP: 118420		PSW / L51.02	(786) Plains Swampy Woodland / Lignum Swamp	High	0.179	0.28	0.65	0.05	1.5	0.800	NA	NA	NA	NA	NA
137	909-949 MT COTTRELL RD, ROOIBANK 3335		LOT 6 LP: 200344V		PG	(132, 63) Plains Grassland / Lignum Swamp	Very High	0.009	0.60	0.04	2	0.009	NA	NA	NA	NA	NA	NA
137	909-949 MT COTTRELL RD, ROOIBANK 3335		LOT 6 LP: 200344V		PSW / L51.04	(786) Plains Swampy Woodland / Lignum Swamp	High	0.018	0.280	0.005	1.5	0.008	NA	NA	NA	NA	NA	NA
65	1053-1083 MT COTTRELL RD, ROOIBANK 3335		LOT 7 PTL LP: 129316		PGW1.11	(55) Plains Grassy Woodland	High	0.032	0.270	0.009	1.5	0.013	NA	NA	NA	NA	NA	NA
78	1165-1203 MT COTTRELL RD, ROOIBANK 3335		LOT 9 LP: 146147		PGW1.18, 1.19, 1.20	(55) Plains Grassy Woodland	High	0.758	0.270	0.205	1.5	0.307	4	20	80	4	16	
78	1165-1203 MT COTTRELL RD, ROOIBANK 3335		LOT 9 LP: 146147		PGW2.04	(55) Plains Grassy Woodland	High	0.025	0.390	0.010	1.5	0.015	NA	NA	NA	NA	NA	NA
778	1132-1163 MT COTTRELL RD, ROOIBANK 3335		LOT 10 LP: 146147		PGW1.13	(55) Plains Grassy Woodland	High	0.075	0.270	0.020	1.5	0.031	NA	NA	NA	NA	NA	NA
128	804-806 MT COTTRELL RD, MELTON SOUTH 3338		LOT 2 PTL LP: 201653		PGW1.06	(55) Plains Grassy Woodland	High	0.160	0.270	0.043	1.5	0.065	NA	NA	NA	NA	NA	NA
57-58	1200-1220 MT COTTRELL RD, MELTON SOUTH 3338		LOT 2 LP: 2008075		PGW1.16	(55) Plains Grassy Woodland	High	0.344	0.270	0.093	1.5	0.139	NA	NA	NA	NA	NA	NA
57-58	1200-1220 MT COTTRELL RD, MELTON SOUTH 3338		LOT 2 LP: 2008075		PGW2.03	(55) Plains Grassy Woodland	High	0.004	0.390	0.002	1.5	0.003	NA	NA	NA	NA	NA	NA
57-58	1200-1220 MT COTTRELL RD, MELTON SOUTH 3338		LOT 2 LP: 2008075		PW1	(803) Plains Woodland	High	0.021	0.190	0.004	1.5	0.006	NA	NA	NA	NA	NA	NA
57-58	1200-1220 MT COTTRELL RD, MELTON SOUTH 3338		LOT 5 LP: 2008075		PGW1.17	(55) Plains Grassy Woodland	High	0.009	0.270	0.002	1.5	0.003	NA	NA	NA	NA	NA	NA
	8ROOIBANK RD, MELTON SOUTH 3338		LOT 3 LP: 4707		PGW2	(55) Plains Grassy Woodland	High	0.001	0.390	0.000	1.5	0.001	NA	NA	NA	NA	NA	NA
	8ROOIBANK RD, MELTON SOUTH 3338		LOT 3 LP: 4707		CGW1.03	(68) Creelike Grassy Woodland	High	0.084	0.310	0.026	1.5	0.039	1	20	4	4	4	
	2-6 BROOKLYN RD, MELTON SOUTH 3338		PCL, SEC 5		PGW1.03	(68) Creelike Grassy Woodland	High	0.002	0.320	0.001	1.5	0.001	NA	NA	NA	NA	NA	NA
	2-6 BROOKLYN RD, MELTON SOUTH 3338		PCL, SEC 5		CGW1.03	(68) Creelike Grassy Woodland	High	0.008	0.310	0.003	1.5	0.004	22	20	440	4	88	
1	139-217 ABNEY RD, MELTON SOUTH 3338		CG1 SEC 8		PW1.10	(803) Plains Woodland	High	0.095	0.190	0.018	1.5	0.027	NA	NA	NA	NA	NA	NA
37A	52-78 ALFRED RD, MELTON SOUTH 3338		LOT 7 LP: 117799		PSW / L51.06	(786) Plains Swampy Woodland / Lignum Swamp	High	0.017	0.280	0.005	1.5	0.007	NA	NA	NA	NA	NA	NA
49A	59-85 ALFRED RD, MELTON SOUTH 3338		LOT 6 LP: 115214		PSW / L51.07	(786) Plains Swampy Woodland / Lignum Swamp	High	0.662	0.280	0.017	1.5	0.026	NA	NA	NA	NA	NA	NA
49B	115 BRIDGE RD, MELTON SOUTH 3338		LOT 2 LP: 138428		L51.03	(104) Lignum Swamp	High	0.002	0.210	0.000	1.5	0.001	NA	NA	NA	NA	NA	NA
16	115 BRIDGE RD, MELTON SOUTH 3338		LOT 2 LP: 138428		PG	(132, 63) Plains Grassland	Very High	0.004	0.60	0.002	2	0.004	NA	NA	NA	NA	NA	NA
17	117 BRIDGE RD, MELTON SOUTH 3338		LOT 5 LP: 138428		L51.03	(104) Lignum Swamp	High	0.037	0.210	0.008	1.5	0.012	NA	NA	NA	NA	NA	NA
25	206-236 FERRIS RD, MELTON SOUTH 3338		LOT 1 LP: 203717		PW1.11	(803) Plains Woodland	High	0.004	0.190	0.001	1.5	0.001	NA	NA	NA	NA	NA	NA
25	206-236 FERRIS RD, MELTON SOUTH 3338		LOT 1 LP: 203717		PW2	(803) Plains Woodland	High	0.017	0.320	0.006	1.5	0.008	NA	NA	NA	NA	NA	NA
72	318/400 CRT, ROOIBANK 3335		LOT 3 LP: 146148		PGW1.23, 1.24	(55) Plains Grassy Woodland	High	0.070	0.270	0.019	1.5	0.028	NA	NA	NA	NA	NA	NA
81	318/400 CRT, ROOIBANK 3335		LOT 5 PTL LP: 146148		PGW1.22	(55) Plains Grassy Woodland	High	0.176	0.270	0.048	1.5	0.071	NA	NA	NA	NA	NA	NA
74	312-350 PAINES RD, ROOIBANK 3335		LOT 12 PTL LP: 146147		L51.04	(104) Lignum Swamp	High	0.137	0.210	0.029	1.5	0.043	NA	NA	NA	NA	NA	NA
66	216-262 PAINES RD, ROOIBANK 3335		LOT 5 PTL LP: 129316		PG	(132, 63) Plains Grassland	Very High	0.048	0.60	0.022	2	0.045	NA	NA	NA	NA	NA	NA
29	429-735 FERRIS RD, MELTON SOUTH 3338		LOT 1 PTL PS: 407625Y		PGW1.02	(803) Plains Woodland	High	0.019	0.340	0.006	1.5	0.010	NA	NA	NA	NA	NA	NA
98	203-8 BUNDY ON, MELTON SOUTH 3338		LOT 1 PTL PS: 414897P		PW1.04	(803) Plains Woodland	High	0.055	0.190	0.010	1.5	0.016	NA	NA	NA	NA	NA	NA
114	192-204 FERRIS RD, MELTON SOUTH 3338		LOT 1 PTL PS: 419106Y		PG	(132, 63) Plains Grassland	Very High	0.687	0.660	0.224	2	0.448	NA	NA	NA	NA	NA	NA
101	193 ABNEY RD, MELTON SOUTH 3338		LOT 1 PTL PS: 419106Y		PW2.01	(803) Plains Woodland	High	0.007	0.320	0.002	1.5	0.003	NA	NA	NA	NA	NA	NA
11	255-605 EXFORD RD, MELTON SOUTH 3338		LOT 1 PTL PS: 427720 ST		CGW2	(68) Creelike Grassy Woodland	High	0.066	0.310	0.020	1.5	0.031	NA	NA	NA	NA	NA	NA
83	216 RAMCO CRT, ROOIBANK 3335		LOT 2 PTL PS: 435183N ST		PGW1.21	(55) Plains Grassy Woodland	High	0.013	0.270	0.003	1.5	0.005	NA	NA	NA	NA	NA	NA
134	248 SHOGARI RD, MELTON SOUTH 3338		LOT 3 PS: 48836X		PGW1.07, 1.08	(55) Plains Grassy Woodland	High	0.011	0.270	0.003	1.5	0.004	NA	NA	NA	NA	NA	NA
102	248 SHOGARI RD, MELTON SOUTH 3338		LOT 3 PS: 48836X		PGW2	(55) Plains Grassy Woodland	High	0.112	0.390	0.044	1.5	0.066	1	20	4	4	4	
102	167-191 ABNEY RD, MELTON SOUTH 3338		LOT 3 PS: 48833E		PGW1.02	(55) Plains Grassy Woodland	High	0.088	0.390	0.003	1.5	0.005	NA	NA	NA	NA	NA	NA
102	167-191 ABNEY RD, MELTON SOUTH 3338		LOT 3 PS: 48833E		PW1.02	(803) Plains Woodland	High	0.101	0.190	0.019	1.5	0.029	1	20	4	4	4	
102	167-191 ABNEY RD, MELTON SOUTH 3338		LOT 3 PS: 48833E		PW2.01	(803) Plains Woodland	High	0.076	0.320	0.034	1.5	0.036	NA	NA	NA	NA	NA	NA
86	136-146 ABNEY RD, MELTON SOUTH 3338		SEC 10		PW1	(803) Plains Woodland	High	0.011	0.190	0.002	1.5	0.003	NA	NA	NA	NA	NA	NA
50	89-90 ABNEY RD, MELTON SOUTH 3338		LOT 2 PTL PS: 41521K		PW1.01	(803) Plains Woodland	High	0.057	0.190	0.001	1.5	0.016	NA	NA	NA	NA	NA	NA
40	1008-1046 MT COTTRELL RD, MELTON SOUTH 3338		LOT 2 PTL PS: 515336U ST		L51.01	(104) Lignum Swamp	High	0.102	0.210	0.021	1.5	0.032	NA	NA	NA	NA	NA	NA
38	972-1086 MT COTTRELL RD, MELTON SOUTH 3338		LOT 1 PTL PS: 515336W ST		PSW / L51.06	(786) Plains Swampy Woodland / Lignum Swamp	High	0.010	0.280	0.003	1.5	0.004	NA	NA	NA	NA	NA	NA
51	31-41 ALFRED RD, MELTON SOUTH 3338		LOT 1 PTL PS: 517833P		PGW1.09	(55) Plains Grassy Woodland / Lignum Swamp	High	0.378	0.270	0.102	1.5	0.153	5	20	100	4	20	
					PSW / L51.07	(786) Plains Swampy Woodland / Lignum Swamp	High	0.007	0.280	0.002	1.5	0.003	NA	NA	NA	NA	NA	NA

TOOLERN PRECINCT STRUCTURE PLAN - JULY 2011 (Amended February 2019)

NVPP Table 5: Offset Requirements for Habitat Zones for native vegetation that may be removed (continued)

PROPERTY NUMBER IN LAND	PROPERTY DETAILS**	HOUSE ADDRESS	LOT NUMBER	PARCEL DESCRIPTION	HABITAT ZONE	ECOLOGICAL VEGETATION CLASS (EVC)	NO. AND NAME	CONSERVATION SIGNIFICANCE	LOSS (HABITAT TO BE REMOVED)	HABITAT HECCAARE ASSESSMENT (OUT OF 1)	LOSS (HABITAT PATCHES TO BE REMOVED)	NET GAIN MULTIPLIER (PPV/CMA 2006)	OFFSET/TARGET HECCAARE (HABITAT TO BE ACHIEVED)	LARGE OLD TREES IN HABITAT ZONE	NET GAIN MULTIPLIER (PPV/CMA 2006)	OFFSETS TO BE ACHIEVED (NO. TREES)	NET GAIN MULTIPLIER (PPV/CMA 2006)	OFFSETS REQUIRED (NO. TREES PROTECTED)
50	43-57 ALFRED RD, MELTON SOUTH 3338			LOT: 2 PS: 517933P	PSW / LS1.07	794) Plains Swampy Woodland / Lignum Swamp	High	0.041	0.280	0.011	1.5	0.017	NA	NA	NA	NA	NA	NA
62	951-991 MITCOTTELL RD, ROCKBANK 3335			LOT: 1 PTL: PS: 517410Y ST:	PG	132) Plains Grassland	Very High	0.024	0.460	0.011	2	0.022	NA	NA	NA	NA	NA	NA
62	951-991 MITCOTTELL RD, ROCKBANK 3335			LOT: 2 PTL: PS: 517410Y ST:	PG	132) Plains Grassland	Very High	0.027	0.460	0.012	2	0.025	NA	NA	NA	NA	NA	NA
64	788-816 PAYNES RD, ROCKBANK 3335			LOT: 1 PS: 524608A	LS1.04	104) Lignum Swamp	High	0.024	0.210	0.005	1.5	0.008	NA	NA	NA	NA	NA	NA
67	264-286 PAYNES RD, ROCKBANK 3335			LOT: 2 PS: 524608A	LS1.04	104) Lignum Swamp	High	0.028	0.210	0.005	1.5	0.016	NA	NA	NA	NA	NA	NA
79-80	1247-1305 MITCOTTELL RD, ROCKBANK 3335			LOT: 1 PS: 515053K	PGR2.04	653) Plains Grassy Woodland	High	0.028	0.390	0.011	1.5	0.016	NA	NA	NA	NA	NA	NA
79-80	1247-1305 MITCOTTELL RD, ROCKBANK 3335			LOT: 2 PS: 515053K	PGR2.04	653) Plains Grassy Woodland	High	0.029	0.390	0.011	1.5	0.017	NA	NA	NA	NA	NA	NA
7	186-238 EXFORD RD, MELTON SOUTH 3338			LOT: 2B P662039X	PW4.01	803) Plains Woodland	High	0.033	0.340	0.011	1.5	0.017	NA	NA	NA	NA	NA	NA
89				LOT: 1 PS: 543417L	LS1.02	104) Lignum Swamp	High	0.047	0.210	0.010	1.5	0.015	NA	NA	NA	NA	NA	NA
89				LOT: 1 PS: 543417L	LS1.01	104) Lignum Swamp	High	0.113	0.210	0.024	1.5	0.036	NA	NA	NA	NA	NA	NA
89				LOT: 1 PS: 543417L	PGR1.01	553) Plains Grassy Woodland	High	0.071	0.270	0.019	1.5	0.029	NA	NA	NA	NA	NA	NA
89				Other (Roadside)	LS2	104) Lignum Swamp	Very High	0.047	0.210	0.010	2	0.020	NA	NA	NA	NA	NA	NA
89				Other (Roadside)	PGW1	553) Plains Grassy Woodland	High	0.037	0.270	0.010	1.5	0.015	NA	NA	NA	NA	NA	NA
89				Other (Roadside)	PGW2	553) Plains Grassy Woodland	High	0.112	0.390	0.044	1.5	0.065	NA	NA	NA	NA	NA	NA
89				Other (Roadside)	CGW1	681) Creelkline Grassy Woodland	High	0.394	0.310	0.122	1.5	0.183	1	20	4	4	4	4
89				Other (Roadside)	CGW2	681) Creelkline Grassy Woodland	High	0.089	0.310	0.028	1.5	0.041	NA	NA	NA	NA	NA	NA
89				Other (Roadside)	PSW / LS	794) Plains Swampy Woodland / Lignum Swamp	High	0.103	0.280	0.029	1.5	0.043	NA	NA	NA	NA	NA	NA
89				Other (Roadside)	PW1	803) Plains Woodland	High	0.067	0.190	0.013	1.5	0.019	NA	NA	NA	NA	NA	NA
89				Other (Roadside)	PW2	803) Plains Woodland	High	0.008	0.320	0.003	1.5	0.004	NA	NA	NA	NA	NA	NA
89				Other (Roadside)	PW6	803) Plains Woodland	High	0.035	0.230	0.146	1.5	0.219	8	20	160	4	32	
89				Other (Roadside)	PW8	803) Plains Woodland	High	0.036	0.300	0.007	1.5	0.011	1	20	20	4	4	
89				Other (Roadside)	PW5	803) Plains Woodland	High	0.067	0.210	0.014	1.5	0.021	2	20	40	4	8	
89				Other (Roadside)	PW6	803) Plains Woodland	High	0.197	0.230	0.045	1.5	0.068	5	20	100	4	20	
89				Other (Roadside)	PW8	803) Plains Woodland	High	1.013	0.200	0.270	1.5	0.304	31	20	620	4	124	
89				Other (Roadside)	CGW1	681) Creelkline Grassy Woodland	High	0.134	0.270	0.134	1.5	0.201	NA	NA	NA	NA	NA	NA

** The Property Number is indicative only. The location of EVC patches and scattered trees should be confirmed prior to development.

** Property Addresses may be subject to change. The location of EVC patches and scattered trees are as defined in the NVPP



NPVP Table 6: Offset Requirements for scattered trees which may be removed

PROPERTY NUMBER IN LAND BUDGET *	PROPERTY DETAILS		LOT NUMBER	EVC NO. & NAME	CONSERVATION SIGNIFICANCE	LOSS OF VLOTS		LOSS OF MOTS		LOSS OF SMALL TREES (INCL TREE NUMBER (CASH))	REFERS TO SMALL TREES (SEE APPENDIX A)	NO. PLANTS PER TREE REMOVED	OPTION A: RECRUITMENT (PPV (PA-P-000))	OPTION B: PROTECT AND RECRUIT (PPV (PA-P-004))	OFFSET TO RECRUITMENT/REVEGETATION (NO TREES)	OFFSETS FOR PROTECTED TREES (NO TREES)
	HOUSE ADDRESS	PARCEL DESCRIPTION				INCL TREE NUMBER	INCL TREE NUMBER	INCL TREE NUMBER	INCL TREE NUMBER (CASH)							
78	1165-1203 MT COTTRELL RD, ROCKBANK 3335	LOT 9 LP: 146147	(55) Plains Grassy Woodland	High	114	114	120	20	4	120	20	20	✓	20	4	
78	1165-1203 MT COTTRELL RD, ROCKBANK 3335	LOT 9 LP: 146147	(55) Plains Grassy Woodland	High	115	115	120	20	4	120	20	20	✓	20	4	
178	804-806 MT COTTRELL RD, MELTON SOUTH 3338	LOT 2 PTL LP: 201633	(55) Plains Grassy Woodland	High	70	70	60	20	2	60	20	20	✓	20	2	
178	804-806 MT COTTRELL RD, MELTON SOUTH 3338	LOT 2 PTL LP: 201633	(55) Plains Grassy Woodland	Low	69 (25)	69 (25)	18	NA	NA	69 (25)	18	NA	NA	NA	NA	
58	1200-1220 MT COTTRELL RD, MELTON SOUTH 3338	LOT 2 LP: 2000875	(55) Plains Grassy Woodland	High	90	90	180	30	5	180	30	30	✓	30	5	
58	1200-1220 MT COTTRELL RD, MELTON SOUTH 3338	LOT 2 LP: 2000875	(55) Plains Grassy Woodland	High	91	91	120	20	4	120	20	20	✓	20	4	
58	1200-1220 MT COTTRELL RD, MELTON SOUTH 3338	LOT 2 LP: 2000875	(55) Plains Grassy Woodland	High	92	92	120	20	4	120	20	20	✓	20	4	
55	1200-1220 MT COTTRELL RD, MELTON SOUTH 3338	LOT 4 LP: 2000875	(55) Plains Grassy Woodland	High	95	95	60	20	2	60	20	20	✓	20	2	
55	1200-1220 MT COTTRELL RD, MELTON SOUTH 3338	LOT 4 LP: 2000875	(55) Plains Grassy Woodland	Low	94 (41)	94 (41)	30	NA	NA	94 (41)	30	NA	NA	NA	NA	
57	1200-1220 MT COTTRELL RD, MELTON SOUTH 3338	LOT 5 LP: 2000875	(55) Plains Grassy Woodland	High	93	93	120	20	4	120	20	20	✓	20	4	
57	1200-1220 MT COTTRELL RD, MELTON SOUTH 3338	LOT 5 LP: 2000875	(55) Plains Grassy Woodland	High	96	96	120	20	4	120	20	20	✓	20	4	
57	1200-1220 MT COTTRELL RD, MELTON SOUTH 3338	LOT 5 LP: 2000875	(55) Plains Grassy Woodland	High	97	97	60	20	2	60	20	20	✓	20	2	
57	1200-1220 MT COTTRELL RD, MELTON SOUTH 3338	LOT 5 LP: 2000875	(803) Plains Woodland	High	99	99	60	20	2	60	20	20	✓	20	2	
1	139-247 REES RD, MELTON SOUTH 3338	CA-1 SEC B	(803) Plains Woodland	High	1	1	120	20	4	120	20	20	✓	20	4	
37A	52-78 ALFRED RD, MELTON SOUTH 3338	LOT 7 LP: 111799	(55) Plains Grassy Woodland	High	82	82	60	20	2	60	20	20	✓	20	2	
37A	52-78 ALFRED RD, MELTON SOUTH 3338	LOT 7 LP: 111799	(55) Plains Grassy Woodland	High	81	81	60	20	2	60	20	20	✓	20	2	
48B	59-85 ALFRED RD, MELTON SOUTH 3338	LOT 6 LP: 115214	(55) Plains Grassy Woodland	Low	87 (50)	87 (50)	30	NA	NA	87 (50)	30	NA	NA	NA	NA	
18		LOT 3 LP: 138428	(803) Plains Woodland	Low	56 (28)	56 (28)	18	NA	NA	56 (28)	18	NA	NA	NA	NA	
21	185-209 BRIDGE RD, MELTON SOUTH 3338	LOT 4 LP: 203717M	(803) Plains Woodland	Very High	55	55	350	50	10	350	50	50	✓	50	10	
3	60-72 BRIDGE RD, MELTON SOUTH 3338	LOT 2 LP: 120078	(803) Plains Woodland	High	63	63	120	20	4	120	20	20	✓	20	4	
3	60-72 BRIDGE RD, MELTON SOUTH 3338	LOT 2 LP: 120078	(803) Plains Woodland	High	8	8	120	20	4	120	20	20	✓	20	4	
87	148-200 ABEY RD, MELTON SOUTH 3338	LOT 1 PTL LP: 114975	(803) Plains Woodland	High	183	183	180	30	5	180	30	30	✓	30	5	
87	148-200 ABEY RD, MELTON SOUTH 3338	LOT 1 PTL LP: 114975	(803) Plains Woodland	Low	184 (33)	184 (33)	18	NA	NA	184 (33)	18	NA	NA	NA	NA	
24	238-276 FERRIS RD, MELTON SOUTH 3338	LOT 2 PTL LP: 203717	(803) Plains Woodland	Low	68 (44)	68 (44)	30	NA	NA	68 (44)	30	NA	NA	NA	NA	
21 / 130	206-236 FERRIS RD, MELTON SOUTH 3338	LOT 1 LP: 203717	(55) Plains Grassy Woodland	Low	195 (6)	195 (6)	1	NA	NA	195 (6)	1	NA	NA	NA	NA	
25	206-236 FERRIS RD, MELTON SOUTH 3338	LOT 1 LP: 203717	(803) Plains Woodland	High	305	305	120	20	4	120	20	20	✓	20	4	
25	206-236 FERRIS RD, MELTON SOUTH 3338	LOT 1 LP: 203717	(803) Plains Woodland	Low	58 (15)	58 (15)	5	NA	NA	58 (15)	5	NA	NA	NA	NA	
116	FERRIS RD, MELTON SOUTH 3338	LOT 1 LP: 203717	(803) Plains Woodland	Low	61 (3)	61 (3)	1	NA	NA	61 (3)	1	NA	NA	NA	NA	
116	FERRIS RD, MELTON SOUTH 3338	LOT 1 TP: 117962Y	(803) Plains Woodland	High	127	127	120	20	4	120	20	20	✓	20	4	
116	FERRIS RD, MELTON SOUTH 3338	LOT 1 TP: 117962Y	(803) Plains Woodland	High	130	130	120	20	4	120	20	20	✓	20	4	
116	FERRIS RD, MELTON SOUTH 3338	LOT 1 TP: 117962Y	(803) Plains Woodland	High	128	128	60	20	2	60	20	20	✓	20	2	
31	245-267 FERRIS RD, MELTON SOUTH 3338	LOT 2 LP: 117799	(803) Plains Woodland	Low	267	267	60	20	2	60	20	20	✓	20	2	
81	5 IRAMOO CRT, ROCKBANK 3335	LOT 5 PTL LP: 146148	(55) Plains Grassy Woodland	High	116	116	60	20	2	60	20	20	✓	20	2	
84	7 IRAMOO CRT, ROCKBANK 3335	LOT 7 PTL LP: 146148	(55) Plains Grassy Woodland	High	113	113	60	20	2	60	20	20	✓	20	2	
66	236-262 PAYNES RD, ROCKBANK 3335	LOT 5 PTL LP: 129316	(55) Plains Grassy Woodland	High	111	111	120	20	4	120	20	20	✓	20	4	
168A	210-234 PAYNES RD, ROCKBANK 3335	LOT 2 PTL LP: 204544V	(55) Plains Grassy Woodland	High	103	103	60	20	2	60	20	20	✓	20	2	
27	82-278 BRIDGE RD, MELTON SOUTH 3338	CA-7 SEC C	(803) Plains Woodland	High	27	27	60	20	2	60	20	20	✓	20	2	
27	82-278 BRIDGE RD, MELTON SOUTH 3338	CA-7 SEC C	(803) Plains Woodland	Low	22 (49)	22 (49)	30	NA	NA	22 (49)	30	NA	NA	NA	NA	
27	82-278 BRIDGE RD, MELTON SOUTH 3338	CA-7 SEC C	(803) Plains Woodland	Low	25 (48)	25 (48)	30	NA	NA	25 (48)	30	NA	NA	NA	NA	
27	82-278 BRIDGE RD, MELTON SOUTH 3338	CA-7 SEC C	(803) Plains Woodland	Low	26 (50)	26 (50)	30	NA	NA	26 (50)	30	NA	NA	NA	NA	
26	142-278 BRIDGE RD, MELTON SOUTH 3338	LOT 1 PTL PS: 413347H	(803) Plains Woodland	High	24	24	180	30	5	180	30	30	✓	30	5	
26	142-278 BRIDGE RD, MELTON SOUTH 3338	LOT 1 PTL PS: 413347H	(803) Plains Woodland	High	29	29	60	20	2	60	20	20	✓	20	2	
26	142-278 BRIDGE RD, MELTON SOUTH 3338	LOT 1 PTL PS: 413347H	(803) Plains Woodland	Low	30 (40)	30 (40)	18	NA	NA	30 (40)	18	NA	NA	NA	NA	
29	439-735 FERRIS RD, MELTON SOUTH 3338	LOT 1 PTL PS: 407675Y	(55) Plains Grassy Woodland	High	37	37	120	20	4	120	20	20	✓	20	4	
29	439-735 FERRIS RD, MELTON SOUTH 3338	LOT 1 PTL PS: 407675Y	(803) Plains Woodland	High	39	39	120	20	4	120	20	20	✓	20	4	
29	439-735 FERRIS RD, MELTON SOUTH 3338	LOT 1 PTL PS: 407675Y	(803) Plains Woodland	High	41	41	120	20	4	120	20	20	✓	20	4	

TOOLERN PRECINCT STRUCTURE PLAN - JULY 2011 (Amended February 2019)

NPP Table 6: Offset Requirements for scattered trees which may be removed (continued)

PROPERTY NUMBER IN LAND BUDGET	PROPERTY DETAILS		LOT NUMBER	PARCEL DESCRIPTION	EVC NO. & NAME	CONSERVATION SIGNIFICANCE	LOSS OF VLOTS		LOSS OF LOTS		LOSS OF MOTS		LOSS OF SMALL TREES		REFERS TO THE LOSS OF SPECIFIC TREES (SEE PLAN)	NO. OF TREES	OPTION A RECRUITMENT ONLY (PPV/CMA 2006)	OPTION B RECRUITMENT AND RECRUITMENT (PPV/CMA 2006)	OFFSETS TO BE ACHIEVED RECRUITMENT/PROTECTION (NO. TREES)	REQUIREMENTS FOR SCATTERED TREES TO BE PROTECTED
	HOUSE ADDRESS	MELTON SOUTH 3338					INCL. TREE NUMBER	INCL. TREE NUMBER	INCL. TREE NUMBER	INCL. TREE NUMBER	INCL. TREE NUMBER	INCL. TREE NUMBER	NO. OF TREES	IF CHOOSING OPTION B, FOLLOW THE PROTECTION AND RECRUITMENT RECOMMENDATIONS BELOW						
29	439-735 FERRIS RD, MELTON SOUTH 3338	MELTON SOUTH 3338	LOT: 1 PTL-PS-407625Y	(803) Plains Woodland	High	33										60	✓	✓	20	2
29	439-735 FERRIS RD, MELTON SOUTH 3338	MELTON SOUTH 3338	LOT: 1 PTL-PS-407625Y	(803) Plains Woodland	High	36										60	✓	✓	20	2
29	439-735 FERRIS RD, MELTON SOUTH 3338	MELTON SOUTH 3338	LOT: 1 PTL-PS-407625Y	(803) Plains Woodland	High	38										60	✓	✓	20	2
29	439-735 FERRIS RD, MELTON SOUTH 3338	MELTON SOUTH 3338	LOT: 1 PTL-PS-407625Y	(803) Plains Woodland	High	43										60	✓	✓	20	2
29	439-735 FERRIS RD, MELTON SOUTH 3338	MELTON SOUTH 3338	LOT: 1 PTL-PS-407625Y	(803) Plains Woodland	High	44										60	✓	✓	20	2
29	439-735 FERRIS RD, MELTON SOUTH 3338	MELTON SOUTH 3338	LOT: 1 PTL-PS-407625Y	(803) Plains Woodland	Low							40 (45)			30	NA	NA	NA	NA	NA
29	439-735 FERRIS RD, MELTON SOUTH 3338	MELTON SOUTH 3338	LOT: 1 PTL-PS-407625Y	(803) Plains Woodland	Low							42 (46)			30	NA	NA	NA	NA	NA
29	439-735 FERRIS RD, MELTON SOUTH 3338	MELTON SOUTH 3338	LOT: 1 PTL-PS-407625Y	(803) Plains Woodland	Very High	35										350	✓	✓	50	10
29	439-735 FERRIS RD, MELTON SOUTH 3338	MELTON SOUTH 3338	LOT: 1 PTL-PS-407625Y	(803) Plains Woodland	Very High											350	✓	✓	50	10
27	82-278 BRIDGE RD, MELTON SOUTH 3338	MELTON SOUTH 3338	LOT: 1 PTL-PS-407674B	(803) Plains Woodland	High			34								60	✓	✓	20	2
28	82-278 BRIDGE RD, MELTON SOUTH 3338	MELTON SOUTH 3338	LOT: 1 PTL-PS-407674B	(803) Plains Woodland	High			32								60	✓	✓	20	2
28	82-278 BRIDGE RD, MELTON SOUTH 3338	MELTON SOUTH 3338	LOT: 1 PTL-PS-407674B	(803) Plains Woodland	High			31								60	✓	✓	20	2
97	20-38 BUNDY DR, MELTON SOUTH 3338	MELTON SOUTH 3338	LOT: 1 PTL-PS-414897P	(803) Plains Woodland	Low							131 (19)			5	NA	NA	NA	NA	NA
97	20-38 BUNDY DR, MELTON SOUTH 3338	MELTON SOUTH 3338	LOT: 1 PTL-PS-414897P	(803) Plains Woodland	Low							132 (6)			1	NA	NA	NA	NA	NA
97	20-38 BUNDY DR, MELTON SOUTH 3338	MELTON SOUTH 3338	LOT: 1 PTL-PS-414897P	(803) Plains Woodland	Low							133 (47)			30	NA	NA	NA	NA	NA
97	20-38 BUNDY DR, MELTON SOUTH 3338	MELTON SOUTH 3338	LOT: 1 PTL-PS-414897P	(803) Plains Woodland	Low							134 (6)			1	NA	NA	NA	NA	NA
97	20-38 BUNDY DR, MELTON SOUTH 3338	MELTON SOUTH 3338	LOT: 1 PTL-PS-414897P	(803) Plains Woodland	Low							172 (1)			1	NA	NA	NA	NA	NA
107	57-81 ABEY RD, MELTON SOUTH 3338	MELTON SOUTH 3338	LOT: 6 PTL-PS-419106Y	(55) Plains Grassy Woodland	Low							166 (50)			30	NA	NA	NA	NA	NA
107	57-81 ABEY RD, MELTON SOUTH 3338	MELTON SOUTH 3338	LOT: 6 PTL-PS-419106Y	(803) Plains Woodland	Low							167 (4)			1	NA	NA	NA	NA	NA
107	57-81 ABEY RD, MELTON SOUTH 3338	MELTON SOUTH 3338	LOT: 6 PTL-PS-419106Y	(803) Plains Woodland	Low							168 (8)			1	NA	NA	NA	NA	NA
107	57-81 ABEY RD, MELTON SOUTH 3338	MELTON SOUTH 3338	LOT: 6 PTL-PS-419106Y	(803) Plains Woodland	Low							169 (1)			1	NA	NA	NA	NA	NA
107	57-81 ABEY RD, MELTON SOUTH 3338	MELTON SOUTH 3338	LOT: 6 PTL-PS-419106Y	(803) Plains Woodland	Low							170 (4)			1	NA	NA	NA	NA	NA
107	57-81 ABEY RD, MELTON SOUTH 3338	MELTON SOUTH 3338	LOT: 6 PTL-PS-419106Y	(803) Plains Woodland	Low							171 (2)			1	NA	NA	NA	NA	NA
114	192-204 FERRIS RD, MELTON SOUTH 3338	MELTON SOUTH 3338	LOT: RES2 PTL-PS-419106Y	(803) Plains Woodland	Low							173 (47)			30	NA	NA	NA	NA	NA
11	255-605 EYFORD RD, MELTON SOUTH 3338	MELTON SOUTH 3338	LOT: 1 PTL-PS-422720 ST	(803) Plains Woodland	Low			200								180	✓	✓	30	5
11	255-605 EYFORD RD, MELTON SOUTH 3338	MELTON SOUTH 3338	LOT: 1 PTL-PS-422720 ST	(803) Plains Woodland	High			199								60	✓	✓	20	2
12	255-605 EYFORD RD, MELTON SOUTH 3338	MELTON SOUTH 3338	LOT: 2 PTL-PS-422720 ST	(55) Plains Grassy Woodland	High			197								180	✓	✓	30	5
12	255-605 EYFORD RD, MELTON SOUTH 3338	MELTON SOUTH 3338	LOT: 2 PTL-PS-422720 ST	(803) Plains Woodland	High					198						120	✓	✓	20	4
13	255-605 EYFORD RD, MELTON SOUTH 3338	MELTON SOUTH 3338	LOT: 3 PTL-PS-422720 ST	(803) Plains Woodland	High			234								180	✓	✓	30	5
13	255-605 EYFORD RD, MELTON SOUTH 3338	MELTON SOUTH 3338	LOT: 3 PTL-PS-422720 ST	(803) Plains Woodland	High					239						120	✓	✓	20	4
13	255-605 EYFORD RD, MELTON SOUTH 3338	MELTON SOUTH 3338	LOT: 3 PTL-PS-422720 ST	(803) Plains Woodland	High					240						120	✓	✓	20	4
13	255-605 EYFORD RD, MELTON SOUTH 3338	MELTON SOUTH 3338	LOT: 3 PTL-PS-422720 ST	(803) Plains Woodland	High					241						180	✓	✓	20	4
14	430-458 EYFORD RD, MELTON SOUTH 3338	MELTON SOUTH 3338	LOT: 4 PTL-PS-422720 ST	(68) Creekside Grassy Woodland	High			255								180	✓	✓	30	5
14	430-458 EYFORD RD, MELTON SOUTH 3338	MELTON SOUTH 3338	LOT: 4 PTL-PS-422720 ST	(803) Plains Woodland	High			242								180	✓	✓	30	5
14	430-458 EYFORD RD, MELTON SOUTH 3338	MELTON SOUTH 3338	LOT: 4 PTL-PS-422720 ST	(803) Plains Woodland	High			244								180	✓	✓	30	5
14	430-458 EYFORD RD, MELTON SOUTH 3338	MELTON SOUTH 3338	LOT: 4 PTL-PS-422720 ST	(803) Plains Woodland	High			243								120	✓	✓	20	4
14	430-458 EYFORD RD, MELTON SOUTH 3338	MELTON SOUTH 3338	LOT: 4 PTL-PS-422720 ST	(803) Plains Woodland	High			245								120	✓	✓	20	4
119	436-67 FERRIS RD, MELTON SOUTH 3338	MELTON SOUTH 3338	LOT: 1 PTL-PS-438336X	(55) Plains Grassy Woodland	High			126								60	✓	✓	20	2
124	2-82 SHOGAKI DR, MELTON SOUTH 3338	MELTON SOUTH 3338	LOT: 3 PTL-PS-438336X	(55) Plains Grassy Woodland	High			120								120	✓	✓	20	4
124	2-82 SHOGAKI DR, MELTON SOUTH 3338	MELTON SOUTH 3338	LOT: 3 PTL-PS-438336X	(55) Plains Grassy Woodland	Low							121 (7)			1	NA	NA	NA	NA	NA
124	2-82 SHOGAKI DR, MELTON SOUTH 3338	MELTON SOUTH 3338	LOT: 3 PTL-PS-438336X	(55) Plains Grassy Woodland	Low							122 (7)			1	NA	NA	NA	NA	NA
124	2-82 SHOGAKI DR, MELTON SOUTH 3338	MELTON SOUTH 3338	LOT: 3 PTL-PS-438336X	(55) Plains Grassy Woodland	Low							123 (10)			1	NA	NA	NA	NA	NA
124	2-82 SHOGAKI DR, MELTON SOUTH 3338	MELTON SOUTH 3338	LOT: 3 PTL-PS-438336X	(55) Plains Grassy Woodland	Low							124 (7)			1	NA	NA	NA	NA	NA
102	167-191 ABEY RD, MELTON SOUTH 3338	MELTON SOUTH 3338	LOT: 3 PTL-PS-438333E	(803) Plains Woodland	High			174								120	✓	✓	20	4
102	167-191 ABEY RD, MELTON SOUTH 3338	MELTON SOUTH 3338	LOT: 3 PTL-PS-438333E	(803) Plains Woodland	High			175								120	✓	✓	20	4
102	167-191 ABEY RD, MELTON SOUTH 3338	MELTON SOUTH 3338	LOT: 3 PTL-PS-438333E	(803) Plains Woodland	High			178								120	✓	✓	20	4
102	167-191 ABEY RD, MELTON SOUTH 3338	MELTON SOUTH 3338	LOT: 3 PTL-PS-438333E	(803) Plains Woodland	Low							57 (24)			18	NA	NA	NA	NA	NA



NVPP Table 6: Offset Requirements for scattered trees which may be removed (continued)

PROPERTY NUMBER IN LAND BUDGET	PROPERTY DETAILS		LOT NUMBER	EVC NO. & NAME	CONSERVATION SIGNIFICANCE	LOSS OF VLOTS		LOSS OF LOT'S		INTEREST TO SMALL TREES (USE PPVCMA 2006)	OPTION A: RECRUITMENT (PPVCMA 2006)	OPTION B: PROTECT RECRUITMENT (PPVCMA 2006)	OFFSETS TO RECRUITMENT (NO TREES)	OFFSETS TO RECRUITMENT FOR SCATTERED OLD TREES (NO TREES PROTECTED)
	HOUSE ADDRESS	PARKET DESCRIPTION				LOW	HIGH/ETC	INCL. TREE NUMBER	EXCL. TREE NUMBER					
102	167-191 ABEY RD, MELTON SOUTH 3338	LOT:3 PS: 488333E	(803) Plains Woodland	Low	18	59 (85)	18	NA	NA	NA	NA	NA	NA	NA
102	167-191 ABEY RD, MELTON SOUTH 3338	LOT:3 PS: 488333E	(803) Plains Woodland	Low	60 (8)	60 (8)	1	NA	NA	NA	NA	NA	NA	NA
102	167-191 ABEY RD, MELTON SOUTH 3338	LOT:3 PS: 488333E	(803) Plains Woodland	Low	176 (21)	176 (21)	5	NA	NA	NA	NA	NA	NA	NA
102	167-191 ABEY RD, MELTON SOUTH 3338	LOT:3 PS: 488333E	(803) Plains Woodland	Low	177 (20)	177 (20)	5	NA	NA	NA	NA	NA	NA	NA
102	167-191 ABEY RD, MELTON SOUTH 3338	LOT:REST 1 PS: 488333E	(803) Plains Woodland	High	165	165	1	NA	NA	NA	NA	NA	NA	NA
102	167-191 ABEY RD, MELTON SOUTH 3338	SEC:10	(55) Plains Grassy Woodland	Low	104 (10)	104 (10)	1	NA	NA	NA	NA	NA	NA	NA
102	167-191 ABEY RD, MELTON SOUTH 3338	SEC:10	(55) Plains Grassy Woodland	Low	106 (10)	106 (10)	1	NA	NA	NA	NA	NA	NA	NA
102	167-191 ABEY RD, MELTON SOUTH 3338	SEC:10	(55) Plains Grassy Woodland	Low	107 (20)	107 (20)	5	NA	NA	NA	NA	NA	NA	NA
102	167-191 ABEY RD, MELTON SOUTH 3338	SEC:10	(55) Plains Grassy Woodland	Low	108 (35)	108 (35)	18	NA	NA	NA	NA	NA	NA	NA
102	167-191 ABEY RD, MELTON SOUTH 3338	SEC:10	(55) Plains Grassy Woodland	Low	109 (10)	109 (10)	1	NA	NA	NA	NA	NA	NA	NA
102	167-191 ABEY RD, MELTON SOUTH 3338	SEC:10	(55) Plains Grassy Woodland	Low	110 (25)	110 (25)	18	NA	NA	NA	NA	NA	NA	NA
86	136-146 ABEY RD, MELTON SOUTH 3338	LOT:2 PTL PS: 441521K	(803) Plains Woodland	High	140	140	18	NA	NA	NA	NA	NA	NA	NA
90	80-90 ABEY RD, MELTON SOUTH 3338	LOT:3 PTL PS: 441521K	(803) Plains Woodland	Low	139 (15)	139 (15)	5	NA	NA	NA	NA	NA	NA	NA
90	80-90 ABEY RD, MELTON SOUTH 3338	LOT:3 PTL PS: 441521K	(803) Plains Woodland	Low	141 (50)	141 (50)	30	NA	NA	NA	NA	NA	NA	NA
90	80-90 ABEY RD, MELTON SOUTH 3338	LOT:3 PTL PS: 441521K	(803) Plains Woodland	Low	142 (37)	142 (37)	18	NA	NA	NA	NA	NA	NA	NA
90	80-90 ABEY RD, MELTON SOUTH 3338	LOT:3 PTL PS: 441521K	(803) Plains Woodland	Low	143 (40)	143 (40)	18	NA	NA	NA	NA	NA	NA	NA
90	80-90 ABEY RD, MELTON SOUTH 3338	LOT:3 PTL PS: 441521K	(803) Plains Woodland	Low	147 (14)	147 (14)	1	NA	NA	NA	NA	NA	NA	NA
38	971-1006 MT COTTRELL RD, MELTON SOUTH 3338	LOT:1 PTL PS: 515335W ST.	(55) Plains Grassy Woodland	High	80	80	1	60	60	20	20	20	20	20
62	951-991 MT COTTRELL RD, MELTON SOUTH 3338	LOT:2 PTL PS: 51741 0Y ST.	(55) Plains Grassy Woodland	High	105	105	1	120	120	20	20	20	20	20
68	288-310 PAYNES RD, ROCKBANK 3335	LOT:1 PS: 525605M	(803) Plains Woodland	High	112	112	202	120	120	20	20	20	20	20
4	180-238 EXFORD RD, MELTON SOUTH 3338	LOT:1 TP: 600854J	(803) Plains Woodland	High	208	208	4	120	120	20	20	20	20	20
4	180-238 EXFORD RD, MELTON SOUTH 3338	LOT:1 TP: 600854J	(803) Plains Woodland	High	209	209	4	120	120	20	20	20	20	20
4	180-238 EXFORD RD, MELTON SOUTH 3338	LOT:1 TP: 600854J	(803) Plains Woodland	High	206	206	4	60	60	20	20	20	20	20
4	180-238 EXFORD RD, MELTON SOUTH 3338	LOT:1 TP: 600854J	(803) Plains Woodland	High	207	207	4	60	60	20	20	20	20	20
4	180-238 EXFORD RD, MELTON SOUTH 3338	LOT:1 TP: 600854J	(803) Plains Woodland	High	210 (39)	210 (39)	18	NA	NA	NA	NA	NA	NA	NA
80 / Arterial Road	1247-1305 MT COTTRELL RD, ROCKBANK 3335	LOT:1 PS: 515052K	(55) Plains Grassy Woodland	High	118	118	30	180	180	30	30	30	30	30
80 / Arterial Road	1247-1305 MT COTTRELL RD, ROCKBANK 3335	LOT:2 PS: 515052K	(55) Plains Grassy Woodland	High	119	119	30	180	180	30	30	30	30	30
80 / Arterial Road	1247-1305 MT COTTRELL RD, ROCKBANK 3335	LOT:2 PS: 515052K	(55) Plains Grassy Woodland	High	117	117	30	60	60	20	20	20	20	20
6 / Arterial Road	255-605 EXFORD RD, MELTON SOUTH 3338	LOT:3 TP: 856434C	(803) Plains Woodland	High	203	203	4	120	120	20	20	20	20	20
6	255-605 EXFORD RD, MELTON SOUTH 3338	LOT:3 TP: 856434C	(803) Plains Woodland	High	205	205	4	60	60	20	20	20	20	20
6 / Arterial Road	255-605 EXFORD RD, MELTON SOUTH 3338	LOT:3 TP: 856434C	(803) Plains Woodland	High	246	246	30	180	180	30	30	30	30	30
147	255-605 EXFORD RD, MELTON SOUTH 3338	LOT:4 TP: 856434C	(803) Plains Woodland	High	218	218	4	120	120	20	20	20	20	20
10	255-605 EXFORD RD, MELTON SOUTH 3338	LOT:4 TP: 856434C	(803) Plains Woodland	High	221	221	4	120	120	20	20	20	20	20
10	255-605 EXFORD RD, MELTON SOUTH 3338	LOT:4 TP: 856434C	(803) Plains Woodland	High	222	222	4	120	120	20	20	20	20	20
14 / Arterial Road	255-605 EXFORD RD, MELTON SOUTH 3338	LOT:4 TP: 856434C	(803) Plains Woodland	High	272	272	4	60	60	20	20	20	20	20
147	255-605 EXFORD RD, MELTON SOUTH 3338	LOT:4 TP: 856434C	(803) Plains Woodland	High	273	273	4	60	60	20	20	20	20	20
147	255-605 EXFORD RD, MELTON SOUTH 3338	LOT:4 TP: 856434C	(803) Plains Woodland	High	274	274	4	60	60	20	20	20	20	20
92	21-39 BUNDOY DR, MELTON SOUTH 3338	LOT:REST 1 PS: 531729H	(803) Plains Woodland	Low	136 (50)	136 (50)	30	NA	NA	NA	NA	NA	NA	NA
92	21-39 BUNDOY DR, MELTON SOUTH 3338	LOT:REST 1 PS: 531729H	(803) Plains Woodland	Low	137 (42)	137 (42)	30	NA	NA	NA	NA	NA	NA	NA
97 98	54-76 FERRES RD, MELTON SOUTH 3338	LOT:1 PS: 189113R	(55) Plains Grassy Woodland	High	161	161	30	180	180	30	30	30	30	30
89	LOT:1 PS: 543417L	(55) Plains Grassy Woodland	High	162	162	30	180	180	30	30	30	30	30	30
89	LOT:1 PS: 543417L	(55) Plains Grassy Woodland	High	164	164	30	180	180	30	30	30	30	30	30
89	LOT:1 PS: 543417L	(55) Plains Grassy Woodland	High	193	193	60	60	20	20	20	20	20	20	20
89	LOT:1 PS: 543417L	(55) Plains Grassy Woodland	High	158 (34)	158 (34)	18	NA	NA	NA	NA	NA	NA	NA	NA
89	LOT:1 PS: 543417L	(55) Plains Grassy Woodland	Low	159 (2)	159 (2)	1	NA	NA	NA	NA	NA	NA	NA	NA
89	LOT:1 PS: 543417L	(55) Plains Grassy Woodland	Low	160 (2)	160 (2)	1	NA	NA	NA	NA	NA	NA	NA	NA

TOOLERN PRECINCT STRUCTURE PLAN - JULY 2011 (Amended February 2019)

NPP Table 6: Offset Requirements for scattered trees which may be removed (continued)

PROPERTY NUMBER IN LAND BUNDLE *	PROPERTY DETAILS		LOT NUMBER	EVC NO. & NAME	CONSERVATION SIGNIFICANCE	LOSS OF MOTTS	LOSS OF MOTTS	LOSS OF MOTTS	LOSS OF SMALL TREES	REFERS TO SMALL TREES (SEPP/VICMA 2006)	OPTION A: RECRUITMENT (PPV/MA 2006)	OPTION B: PROTECT (PPV/MA 2006)	OFFSET TO RECRUITMENT (NO. TREES)	OFFSETS FOR SCATTERED OLD TREES (NO. TREES PROTECTED)
	HOUSE ADDRESS	PARCEL DESCRIPTION												
89		LOT: 1 PS: 543417L	(53) Plains Grassy Woodland	Low					163 (3)	1	NA	NA	NA	NA
89		LOT: 1 PS: 543417L	(53) Plains Grassy Woodland	Low	152				194 (4)	1	NA	NA	NA	NA
89		LOT: 1 PS: 543417L	(803) Plains Woodland	High					153 (3)	1	NA	NA	30	5
89		LOT: 1 PS: 543417L	(803) Plains Woodland	Low					154 (3)	1	NA	NA	NA	NA
89		LOT: 1 PS: 543417L	(803) Plains Woodland	Low					155 (44)	30	NA	NA	NA	NA
88		LOT: 2 PS: 543417L	(803) Plains Woodland	High	180				156	20	✓	✓	30	5
88		LOT: 2 PS: 543417L	(803) Plains Woodland	High					206 (6)	1	NA	NA	NA	2
	Arterial Road	Other (Roadside)	(55) Plains Grassy Woodland	Low					2 (33)	18	✓	✓	30	5
	Arterial Road	Other (Roadside)	(803) Plains Woodland	Low	4				3 (15)	5	NA	NA	NA	NA
	Arterial Road	Other (Roadside)	(803) Plains Woodland	Low					191 (40)	18	NA	NA	NA	NA
	Arterial Road	Other (Roadside)	(803) Plains Woodland	Low					192 (59)	18	NA	NA	NA	NA
	Arterial Road	Other (Roadside)	(803) Plains Woodland	Very High		89					100	✓	20	4
	Arterial Road	Other (Roadside)	(803) Plains Woodland	High	229						180	✓	30	5
13 / Arterial Road	255-605 EYFORD RD, MELTON SOUTH 3338	LOT: 3 PTL PS: 4227202 ST.	(803) Plains Woodland	High							120	✓	20	4
13 / Arterial Road	255-605 EYFORD RD, MELTON SOUTH 3338	LOT: 3 PTL PS: 4227202 ST.	(803) Plains Woodland	High		230					120	✓	20	4
13 / Arterial Road	255-605 EYFORD RD, MELTON SOUTH 3338	LOT: 3 PTL PS: 4227202 ST.	(803) Plains Woodland	High		231					180	✓	30	5
13 / Arterial Road	255-605 EYFORD RD, MELTON SOUTH 3338	LOT: 3 PTL PS: 4227202 ST.	(803) Plains Woodland	High		232					180	✓	30	5
8		LOT: 14 PS: 623039X	(803) Plains Woodland	High		233					60	✓	20	2
8		LOT: 14 PS: 623039X	(803) Plains Woodland	High					215		60	✓	20	2
8		LOT: 14 PS: 623039X	(803) Plains Woodland	Low					216 (45)	30	NA	NA	NA	NA
8		LOT: 14 PS: 623039X	(803) Plains Woodland	Low					217 (52)	30	NA	NA	NA	NA
10		LOT: 18 PS: 623039X	(803) Plains Woodland	High		223					120	✓	20	4
10		LOT: 18 PS: 623039X	(803) Plains Woodland	High	224						180	✓	30	5
10		LOT: 18 PS: 623039X	(803) Plains Woodland	High		225					120	✓	20	4
10		LOT: 18 PS: 623039X	(803) Plains Woodland	High		219					120	✓	20	4
10		LOT: 18 PS: 623039X	(803) Plains Woodland	High		220					120	✓	20	4
10 / Arterial Road	301-343 EYFORD RD, MELTON SOUTH 3338	LOT: 18 PS: 623039X	(803) Plains Woodland	High		271					120	✓	20	4
10 / Arterial Road	301-343 EYFORD RD, MELTON SOUTH 3338	LOT: 18 PS: 623039X	(803) Plains Woodland	High		238					120	✓	20	4
147		LOT: 48 PS: 623039X	(803) Plains Woodland	High		288					120	✓	20	4
147		LOT: 48 PS: 623039X	(803) Plains Woodland	High					289		60	✓	20	2
147		LOT: 48 PS: 623039X	(803) Plains Woodland	High		290					120	✓	20	4
147		LOT: 48 PS: 623039X	(803) Plains Woodland	High		291					120	✓	20	4
147		LOT: 48 PS: 623039X	(803) Plains Woodland	High		292					120	✓	20	4
147		LOT: 48 PS: 623039X	(803) Plains Woodland	High		297					180	✓	30	5
147		LOT: 48 PS: 623039X	(803) Plains Woodland	High	298						120	✓	20	4
147		LOT: 48 PS: 623039X	(803) Plains Woodland	High		302					120	✓	20	4
147		LOT: 48 PS: 623039X	(803) Plains Woodland	High		303					120	✓	20	4
147 / Arterial Road	355-455 EYFORD RD, MELTON SOUTH 3338	LOT: 48 PS: 623039X	(803) Plains Woodland	High		228					120	✓	20	4
147 / Arterial Road	355-455 EYFORD RD, MELTON SOUTH 3338	LOT: 48 PS: 623039X	(803) Plains Woodland	High	235						180	✓	30	5
147 / Arterial Road	355-455 EYFORD RD, MELTON SOUTH 3338	LOT: 48 PS: 623039X	(803) Plains Woodland	High		236					120	✓	20	4
147		LOT: 1 PUTE LP: 1149725	(55) Plains Grassy Woodland	Low	237						186 (8)	NA	NA	NA
87 / Arterial Road	148-200 ABEY RD, MELTON SOUTH 3338	LOT: 1 PUTE LP: 1149725	(55) Plains Grassy Woodland	Low					187 (10)	5	NA	NA	NA	NA
87 / Arterial Road	148-200 ABEY RD, MELTON SOUTH 3338	LOT: 1 PUTE LP: 1149725	(55) Plains Grassy Woodland	Low					185 (14)	5	NA	NA	NA	NA
53 / Arterial Road	1062-1122 MT COTTRILL RD, MELTON SOUTH 3338	LOT: 2 PS: 5159625	(803) Plains Woodland	High					88 (28)	18	NA	NA	NA	NA
57 / Arterial Road		LOT: 3 LP: 2068975	(803) Plains Woodland	Very High		100					240	✓	40	8

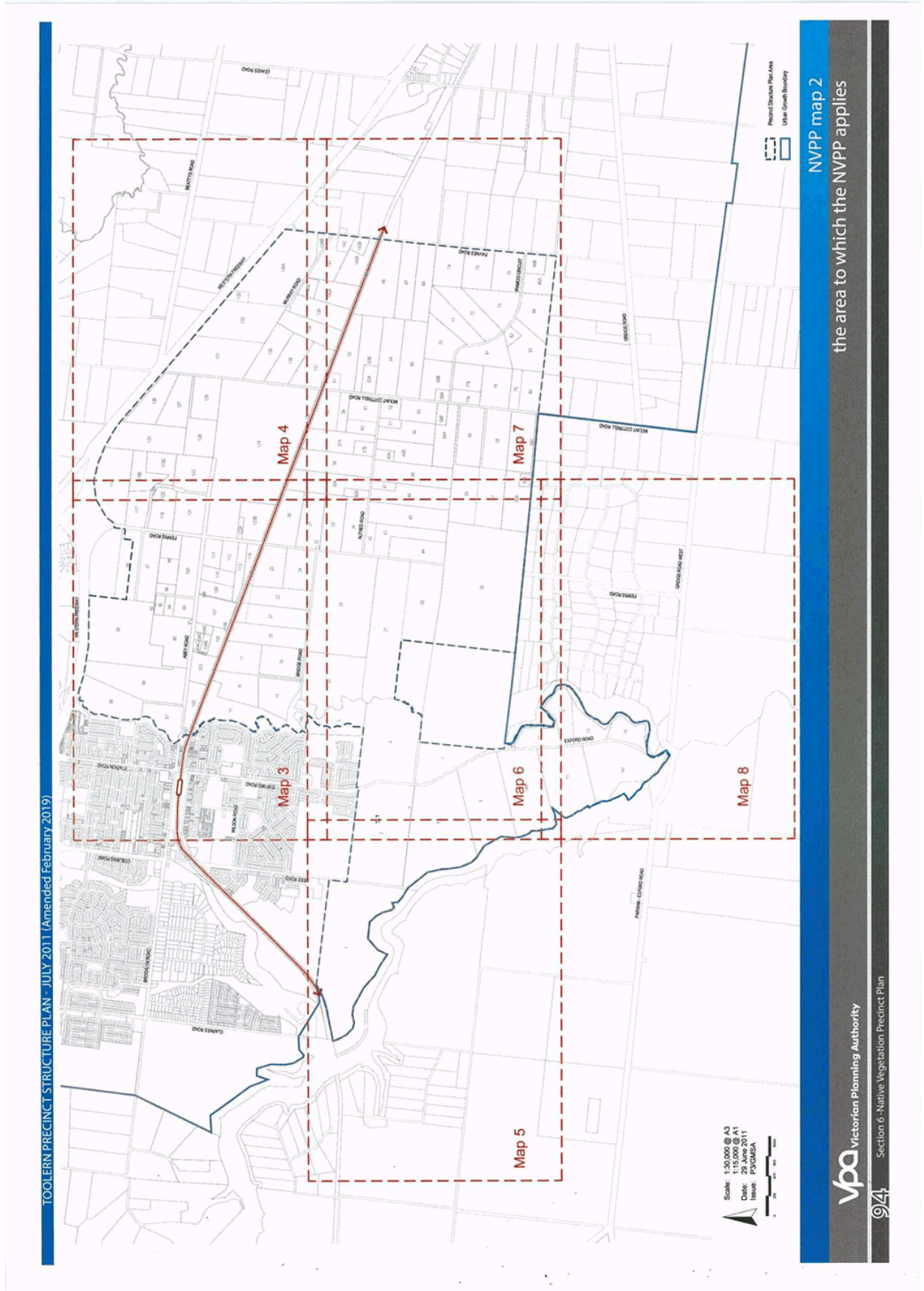


NVPP Table 6: Offset Requirements for scattered trees which may be removed (continued)

PROPERTY NUMBER LAND BUDGET *	PROPERTY DETAILS		LOT NUMBER	EVC NO. & NAME	CONSERVATION SIGNIFICANCE	LOSS OF VLOTS		LOSS OF LOTS		LOSS OF MOTS		LOSS OF SMALL TREES		REFERS TO THE LOSS OF SMALL TREES (SECTION 206A (2006))	OPTION A: 'RECOGNITION ONLY' (PPVCMA 2006)	NO. OF TREES	OPTION B: 'AND RECRUIT' (PPVCMA 2006)	OFFSETS TO BE ACHIEVED/ RECRUITMENT/ (NO. TREES)	OFFSETS REQUIREMENTS FOR SCATTERED OLD TREES (PROTECTED)
	HOUSE ADDRESS	NO. AND NAME				INCL. TREE NUMBER	INCL. TREE NUMBER	INCL. TREE NUMBER	INCL. TREE NUMBER	INCL. TREE NUMBER	INCL. TREE NUMBER	IF CHOOSING OPTION B: FOLLOW THE PROTECTION AND RECRUITMENT RECOMMENDATIONS BELOW							
145	74-80 BRIDGE RD, MELTON SOUTH 3338	Plains Woodland	LOT: 1 PS: 411684	High	Low/High ETC	285	285	285	285	285	285	285	285	60	✓	20	2	2	
145	74-80 BRIDGE RD, MELTON SOUTH 3338	Plains Woodland	LOT: 1 PS: 411684	High	High	286	286	286	286	286	286	286	286	120	✓	20	4	4	
145	74-80 BRIDGE RD, MELTON SOUTH 3338	Creekside Grassy Woodland	LOT: 1 PS: 411684	High	High	287	287	287	287	287	287	287	287	120	✓	20	4	4	
147	355-455 EXFORD RD, MELTON SOUTH 3338	(803) Plains Woodland	LOT: 4B PS: 623039X	High	High	275	275	275	275	275	275	275	275	60	✓	20	2	2	
147	355-455 EXFORD RD, MELTON SOUTH 3338	(803) Plains Woodland	LOT: 4B PS: 623039X	High	High	276	276	276	276	276	276	276	276	60	✓	20	2	2	
10	301-353 EXFORD RD, MELTON SOUTH 3338	(803) Plains Woodland	LOT: 1B PS: 623039X	High	High	227	227	227	227	227	227	227	227	120	✓	20	4	4	
147	355-455 EXFORD RD, MELTON SOUTH 3338	(803) Plains Woodland	LOT: 4B PS: 623039X	High	High	228	228	228	228	228	228	228	228	120	✓	20	4	4	

* The Property Number is indicative only. The location of EVC patches and scattered trees should be confirmed prior to development.

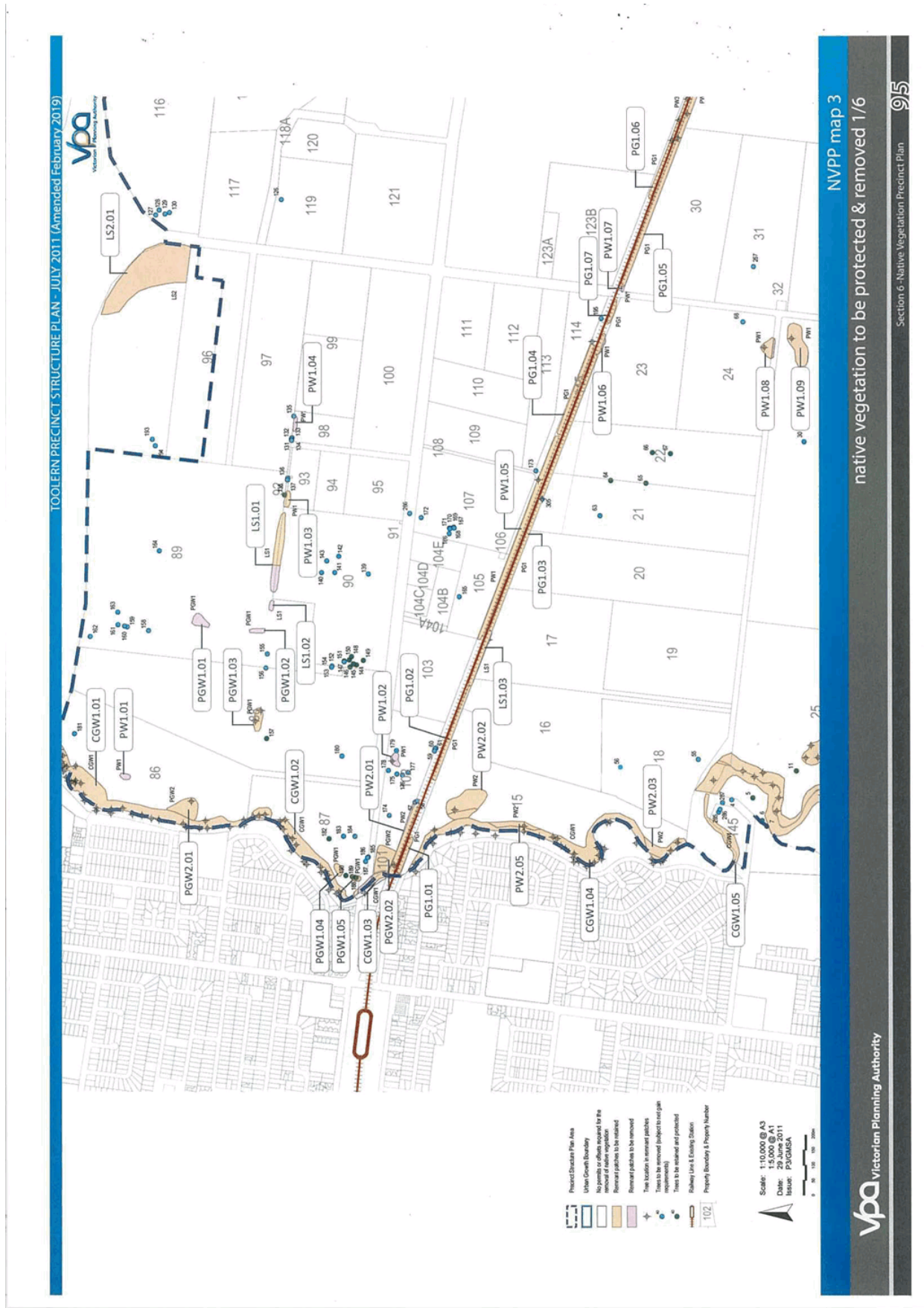
** Property Addresses may be subject to change. The location of EVC patches and scattered trees are as defined in the NVPP

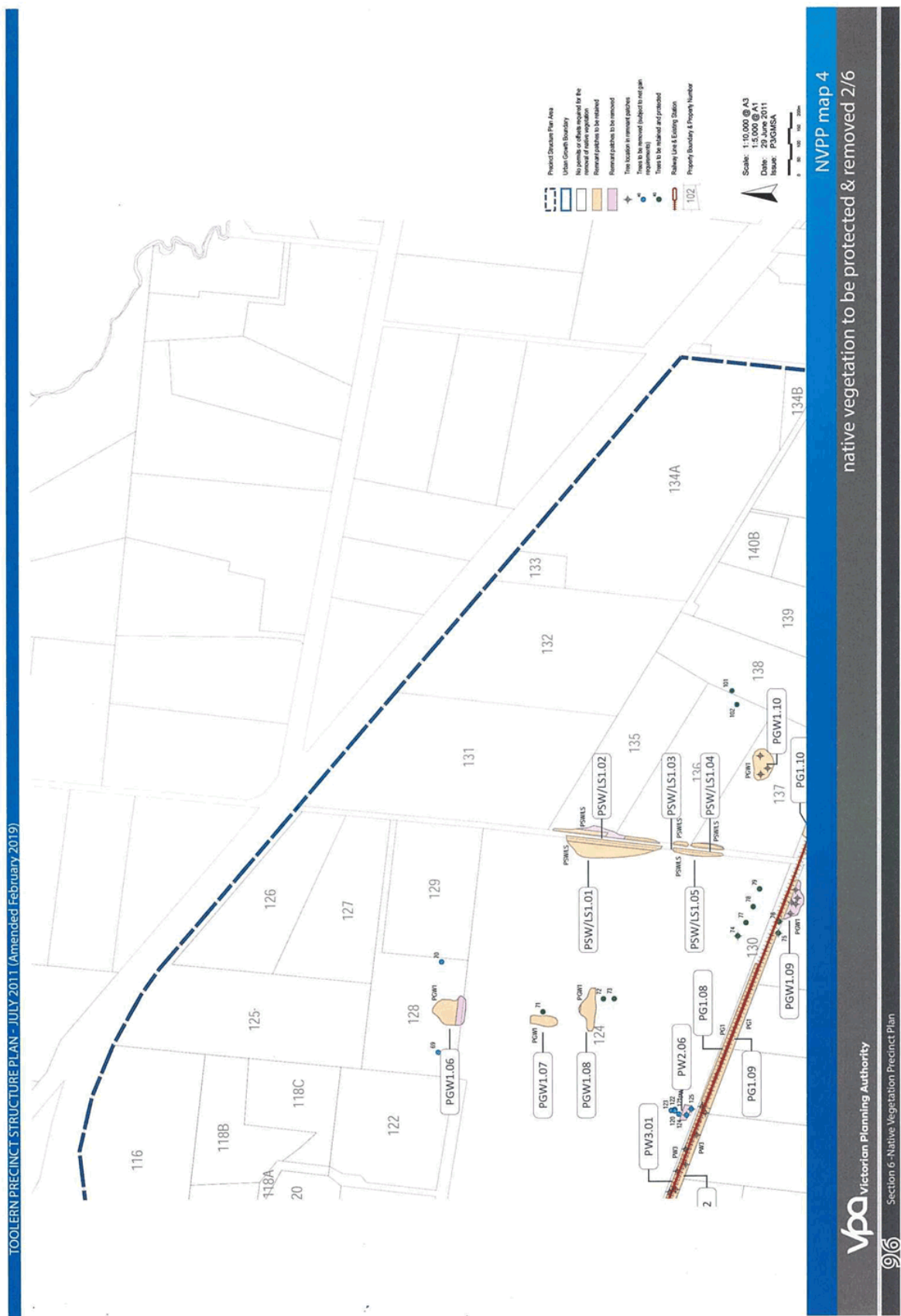


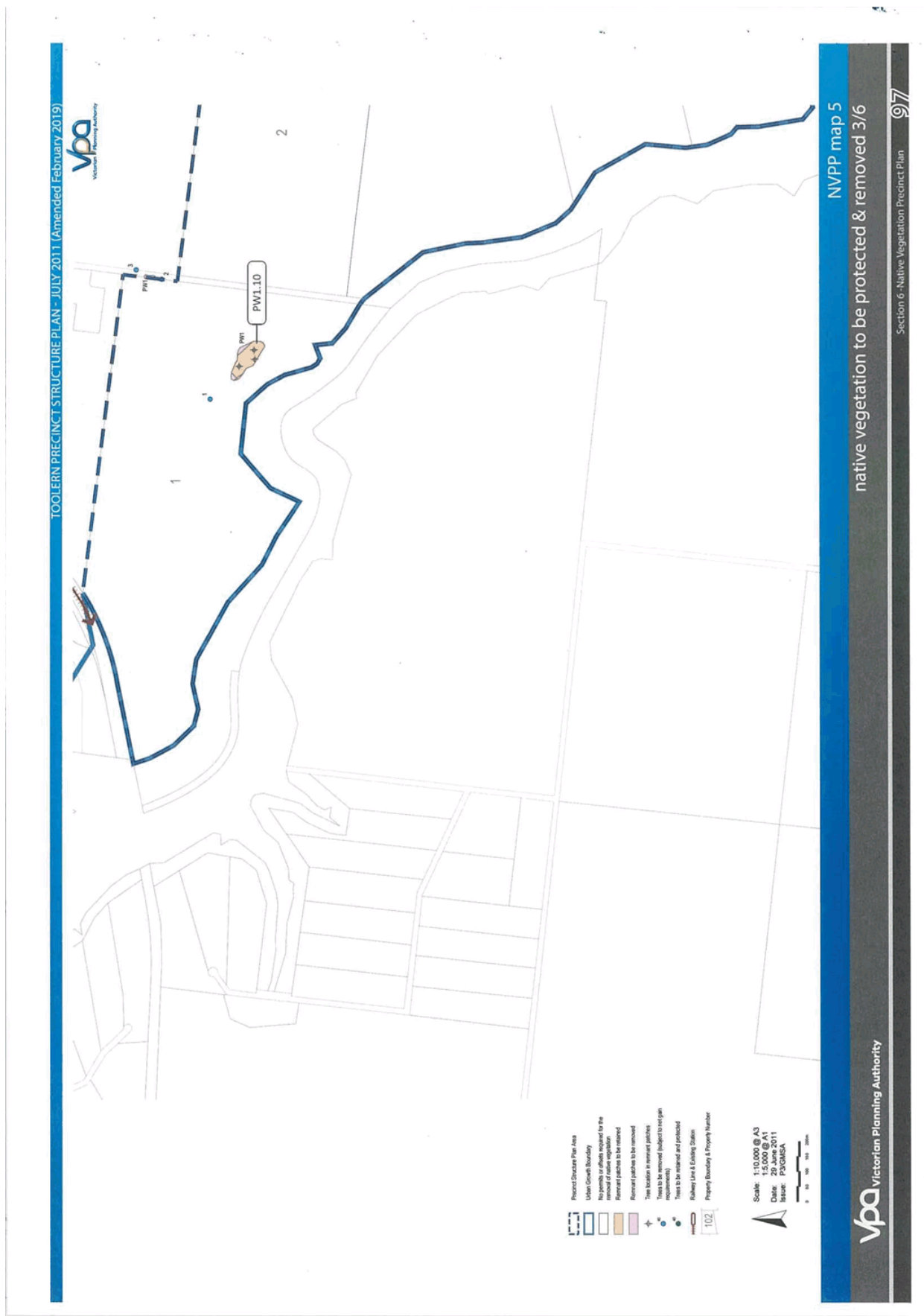
TOOLERN PRECINCT STRUCTURE PLAN - JULY 2011 (Amended February 2019)

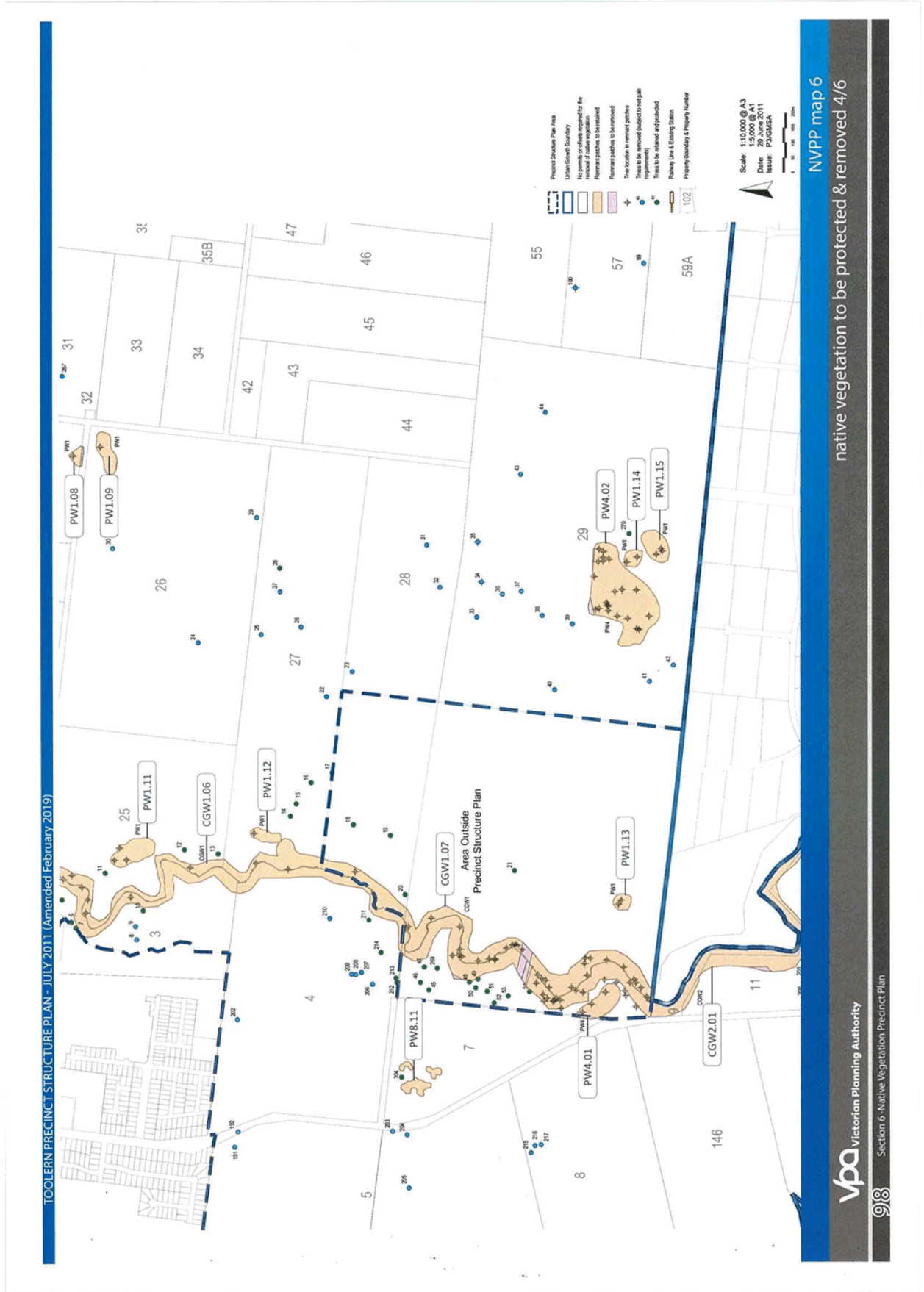
NVPP map 2
the area to which the NVPP applies

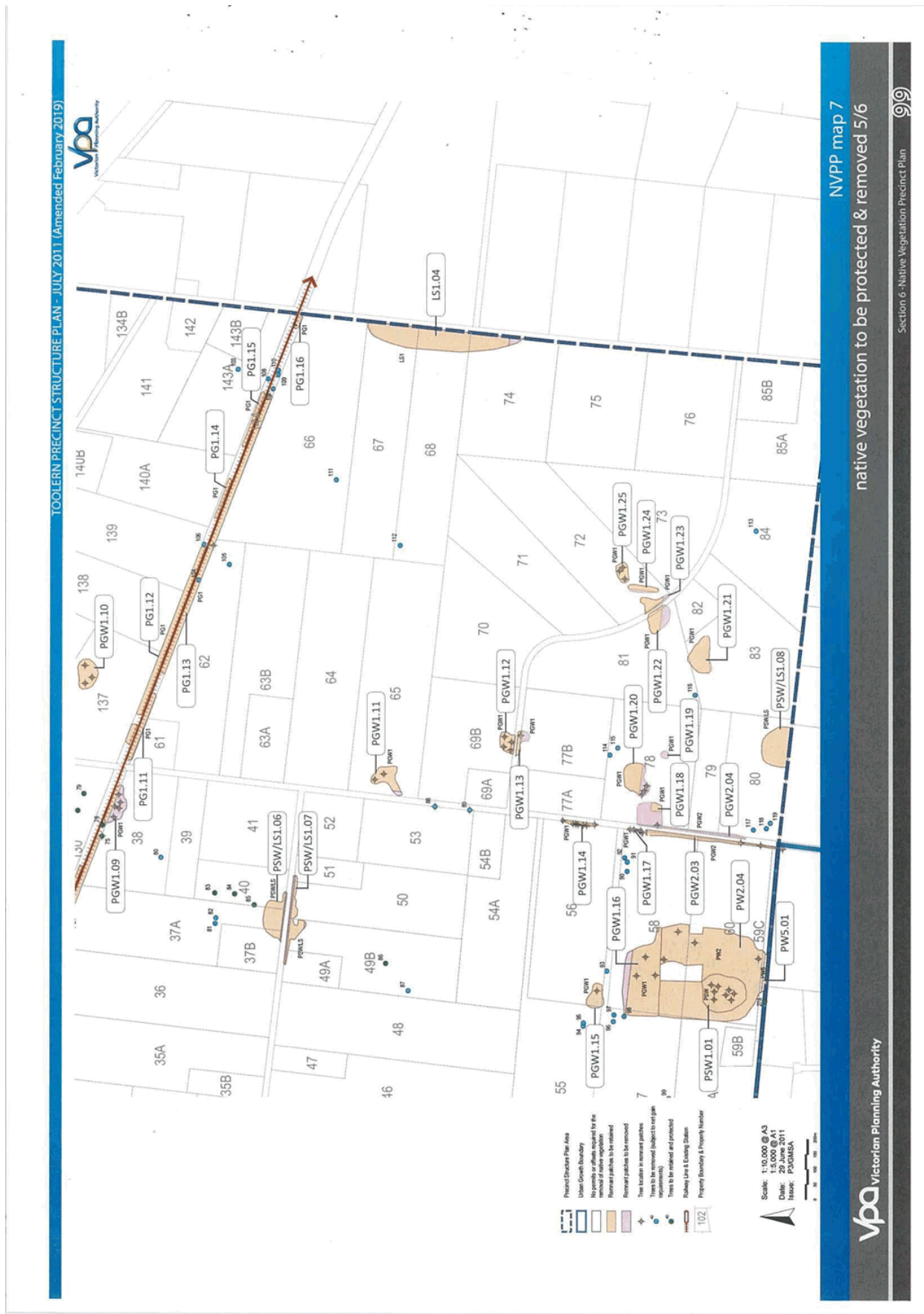
vpa Victorian Planning Authority
9/4 Section 6 - Native Vegetation Precinct Plan

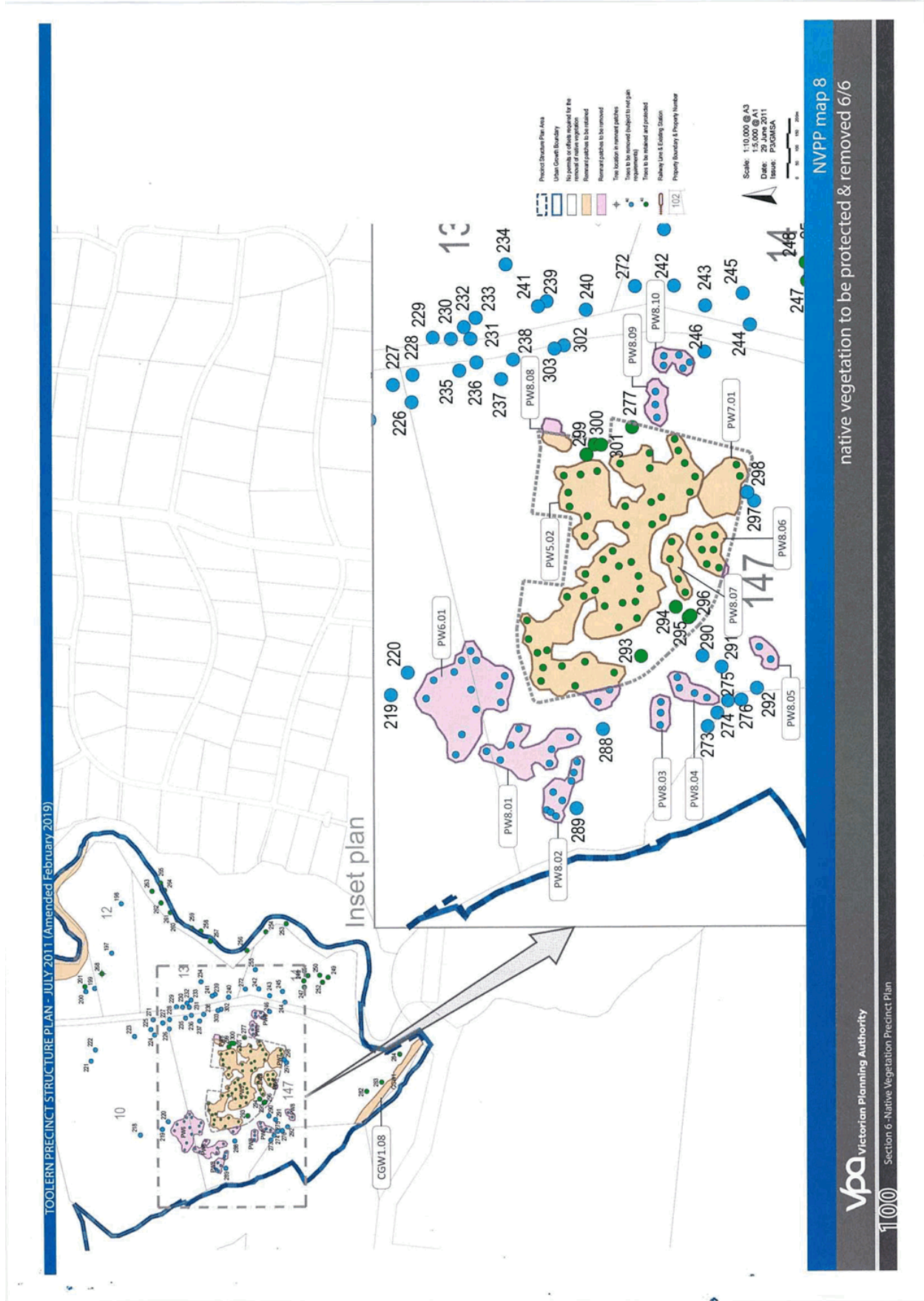














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Toolern Precinct Structure Plan - (including Toolern Native Vegetation Precinct Plan)
July 2011 (Amended December 2015, Amended February 2019)





TOOLERN DEVELOPMENT CONTRIBUTIONS PLAN - JULY 2011 (Amended February 2019)

Version	Date	Incorporated into the planning scheme by amendment	Description of changes
1	October 2010	Melton C84 (part 1)	N/A
2	July 2011	Melton C84 (part 2)	Refer to C84 (Part 2) explanatory report
3	December 2015	Melton C161	Removal of Paynes Road PSP land from Toolern PSP
4	February 2019	Melton C172	Includes Paynes Road Railway Station



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TOOLERN DEVELOPMENT CONTRIBUTIONS PLAN - JULY 2011 (Amended February 2019)

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INTRODUCTION

The Toolern Development Contributions Plan (DCP) has been developed to support the provision of certain specified works, services and facilities to be used by the future community of Toolern which is generally covered by the Toolern Precinct Structure Plan in the Melton-Caroline Springs Growth Area (Refer to Plan 1 for location). The Toolern Precinct Structure Plan area will require a range of physical and social infrastructure as part of the development of the area. Not all of this infrastructure will be funded through this DCP.

This infrastructure is provided through a number of mechanisms including:

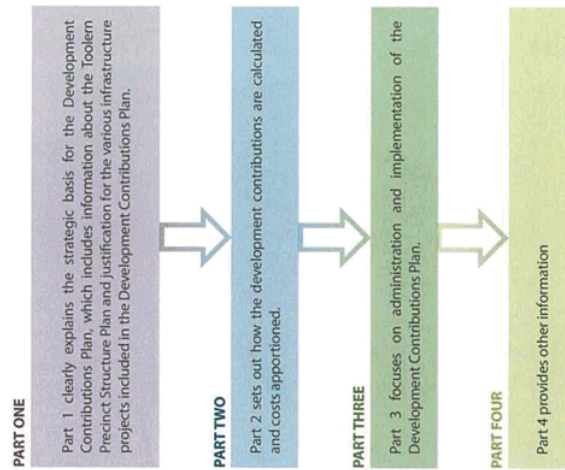
- Subdivision construction works by developers;
- Development contributions (community infrastructure levy and development infrastructure levy);
- Utility service provider contributions; and
- Capital works projects by Council, state government agencies and community groups.

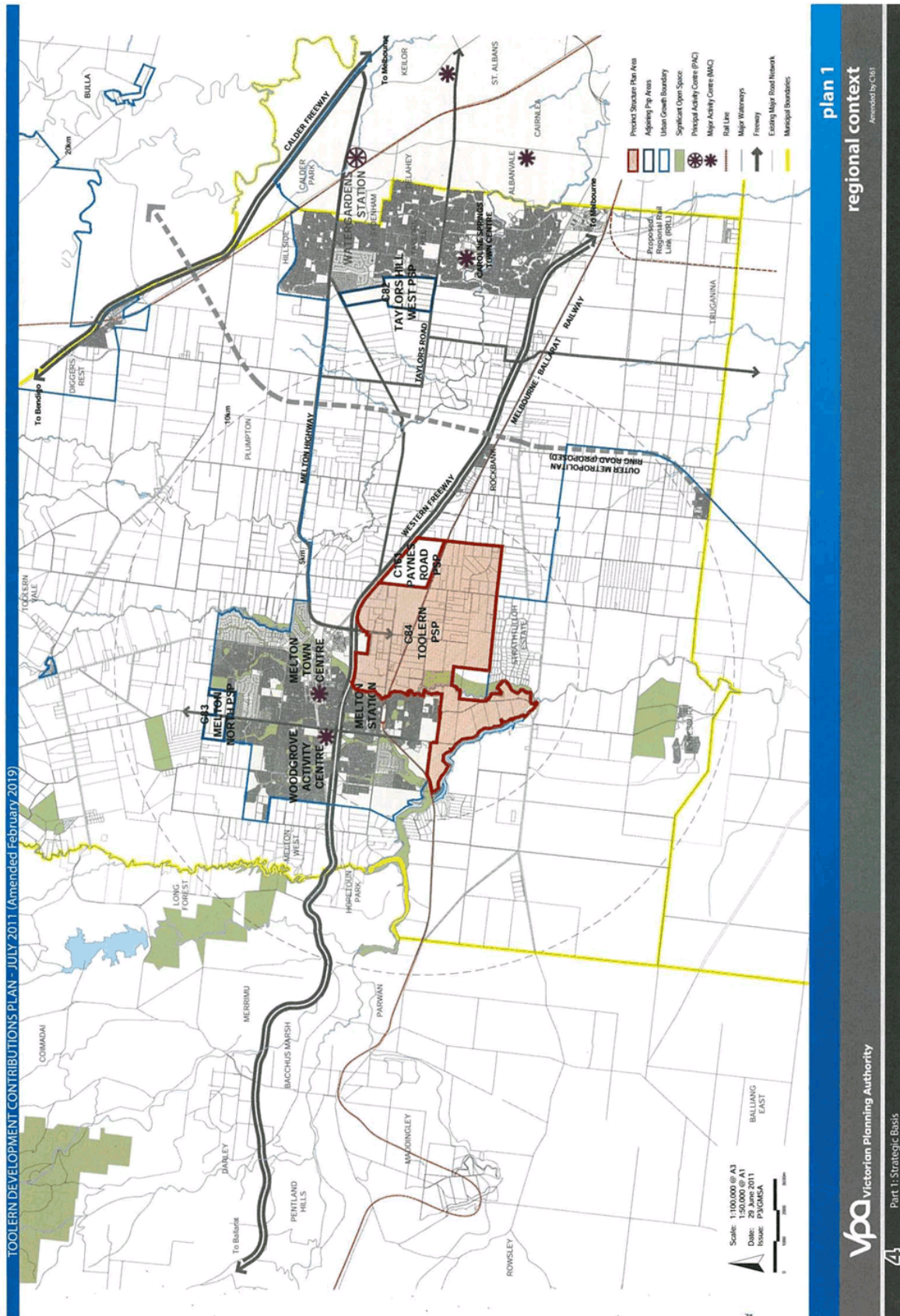
This DCP will require the payment of levies to ensure that the infrastructure specified in this plan is funded to enable Melton Shire Council to provide the infrastructure. However, this DCP is not the sole source of funding for all infrastructure in the Toolern Precinct. The full range of infrastructure identified in the Toolern Precinct Structure Plan will only be delivered if the lower order infrastructure items are provided by those developing the land through the imposition of planning permit conditions. Decisions have been made about the type of infrastructure which will be funded by this DCP. These decisions are in line with the Ministerial Direction for Development Contributions.

This DCP has been developed in accordance with the provisions of Part 38 of the Planning and Environment Act and the Victorian State Government Development Contributions Guidelines (2003).

DEVELOPMENT CONTRIBUTIONS PLAN STRUCTURE

The DCP document comprises four parts.





1.0 STRATEGIC BASIS

The strategic basis for this DCP Plan is established by the State and Local Planning Policy Framework of the Melton Planning Scheme. Key documents are Melbourne 2030, the Growth Area Framework Plans, the Municipal Strategic Statement, and the Toolern Precinct Structure Plan (and supporting documents), which set out a broad, long term vision for the sustainable development of the DCP Plan area.

The Growth Area Framework Plans (September 2006), have been incorporated into the Victoria Planning Provisions and illustrate the planned extent of residential, employment, and other development, as well as the location of larger activity centres for each growth area. They also include key elements of infrastructure and services including the regional open space network, the location of public transport networks, freeways and arterial roads.

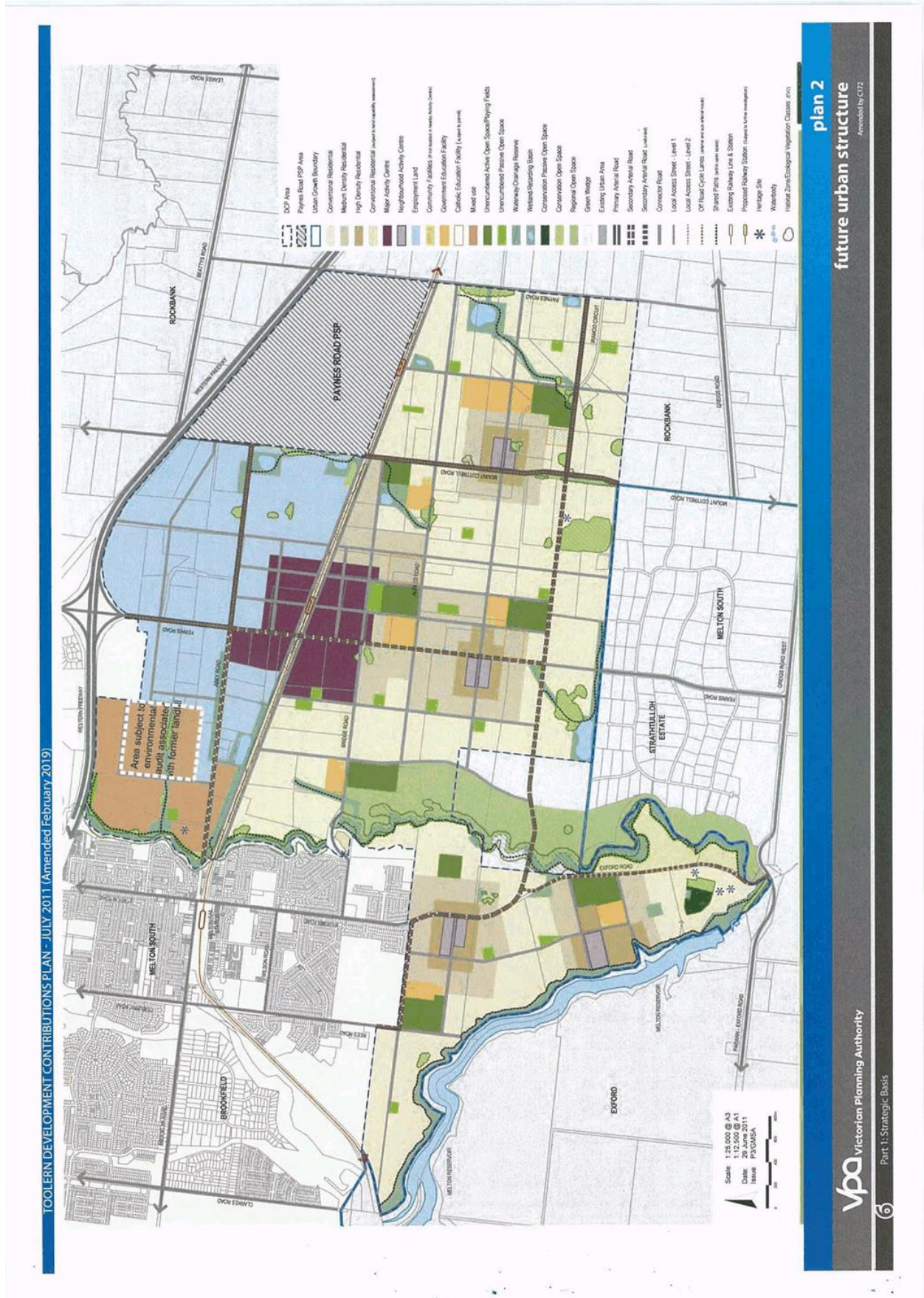
The Toolern Precinct Structure Plan has been developed following a comprehensive planning process and provides a greater level of detail to guide the development of the DCP area.

1.1 PLANNING AND ENVIRONMENT ACT 1987

This DCP has been prepared in accordance with Part 3B of the Planning and Environment Act 1987 ("the Act") and has been developed in line with the State and Local Planning Policy Framework of the Melton Planning Scheme as well as Victorian Government Guidelines.

The DCP provides for the charging of a development infrastructure levy pursuant to section 46(a) of the Act towards works, services or facilities. It also provides for the charging of a 'community infrastructure levy' pursuant to section 46(b) of the Act, as some items are classified as community infrastructure under the Act.

This DCP forms part of the Melton Planning Scheme pursuant to section 461 of the Act and is an incorporated document under Clause 81 of the Melton Planning Scheme.





1.2 PRECINCT STRUCTURE PLAN

The area of the Toolern Precinct Structure Plan is located to the south and east of the existing Melton Township.

The Toolern Precinct Structure Plan area is expected to:

- Grow by up to 55,000 people, accommodated in approximately 24,000 households; and,
- Generate up to 25,000 jobs in land uses in the Precinct Structure Plan area.

Amended by C171

The Precinct Structure Plan establishes the future urban structure of the new community which includes a range of networks including transport, open space and active recreation, social infrastructure, activity centres, residential neighbourhoods and places for local employment (Plan 2).

The need for the infrastructure has been determined according to the anticipated development scenario for Toolern as described in the Toolern Precinct Structure Plan. The DCP emanates from the Precinct Structure Plan, as the Precinct Structure Plan provides the rationale and justification for infrastructure items that have been included within the DCP. Accordingly, the DCP is an implementation-based planning tool which identifies the infrastructure items required by the new community and apportions the cost of this infrastructure in an equitable manner across the plan area.

1.3 THE AREA TO WHICH THE DEVELOPMENT CONTRIBUTIONS PLAN APPLIES

In accordance with section 46K(1)(a) of the Planning and Environment Act 1987, the Toolern DCP applies to land shown in Plan 3. The area is also clearly indicated in the relevant DCP Overlay in the Melton Planning Scheme.

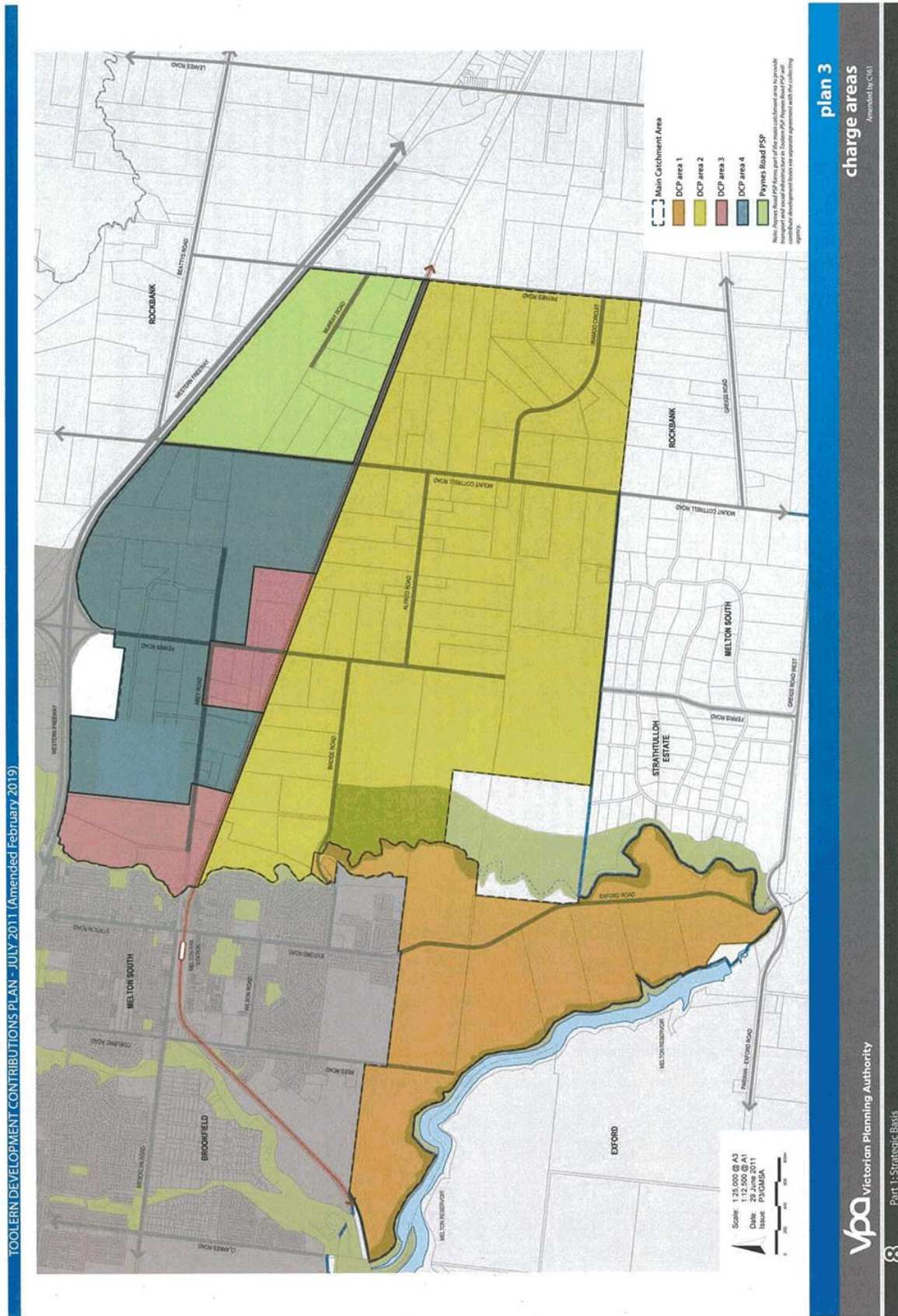
The Precinct Structure Plan applies to approximately 2,200 hectares of land as shown in Plan 3.

The DCP area is divided into four areas:

- Area 1
- Area 2
- Area 3
- Area 4

The Toolern Precinct Structure Plan clearly sets out that the plan area comprises four areas as shown in Plan 3. These four areas also define the main catchment areas (MCA) for the various infrastructure projects. The MCA is the geographic area from which a given item of infrastructure will draw most of its use.

In selecting items to be funded under this DCP, consideration has been given to ensure they are not already wholly funded through another contribution mechanism, such as a mandatory infrastructure construction requirement of the Toolern Precinct Structure Plan, an existing local development contributions plan, an agreement under section 173 of the Act, or as a condition on an existing planning permit. Furthermore, items of local infrastructure which are normally funded by developers as part of the normal subdivisions process is not funded under this DCP. This includes for example, items such as subdivisional drainage and local roads, parts of the connector road network, intersections between local roads and higher order roads. These items must continue to be required by planning permit conditions as they are not funded by this DCP.





1.4 INFRASTRUCTURE PROJECT JUSTIFICATION

1.4.1 INTRODUCTION

The need for infrastructure has been determined according to the anticipated development scenario for Toolern as described in the Toolern Precinct Structure Plan and its supporting documents.

Items have been included in this DCP if they will be used to some extent by the future community of an area. New development does not have to trigger the need for the new infrastructure in its own right. The development is charged in line with its projected share of use. An item can be included in a DCP regardless of whether it is within or outside the DCP area.

Before inclusion in this DCP, all items have been assessed to ensure they have a relationship or nexus to proposed development in the Toolern Precinct Structure Plan area. The cost apportionment methodology adopted in this DCP relies on the nexus principle. A new development is deemed to have a nexus with an item if it is expected to make use of that item. A summary of how each item relates to projected growth area development is set out below and individual item use catchments are identified in Table 4.

The items that have been included in the DCP all have the following characteristics:

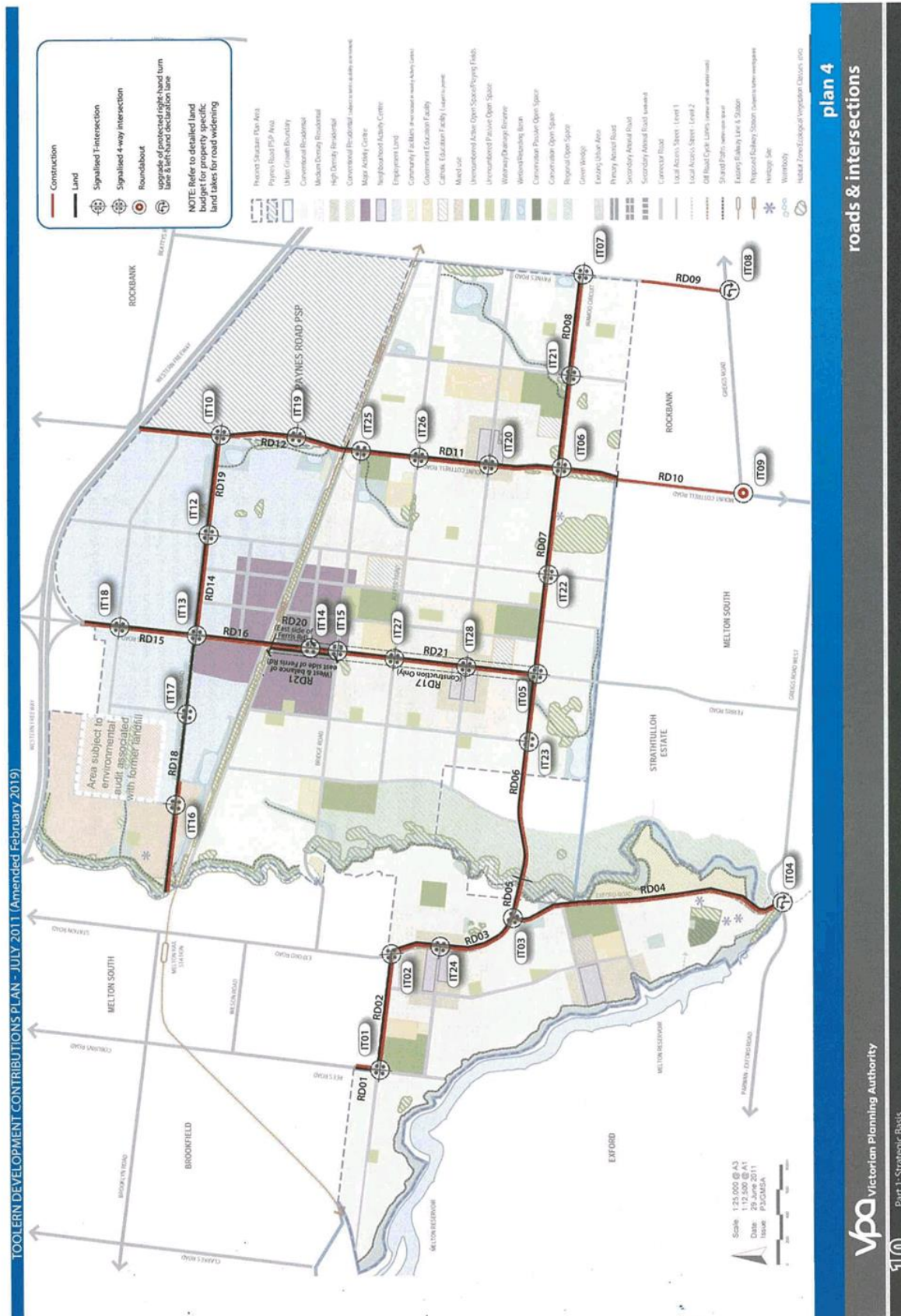
- They are essential to the health, safety and well-being of the community;
- They will be used by a broad cross-section of the community;
- They reflect the vision and strategic aspirations as expressed in the Toolern Precinct Structure Plan; and
- They involve capital expenditure not recurrent expenditure.

1.4.2 ITEMS NOT INCLUDED IN THE DEVELOPMENT CONTRIBUTIONS PLAN

The items listed below are not included in the DCP as they are not considered to be higher order items. They must be provided by developers as a matter of course usually by the imposition of planning permit conditions:

- All internal streets and connector streets, and associated traffic management measures (including streets on the edge of the Toolern Precinct Structure Plan);
- Flood mitigation works;
- Local drainage systems;
- Intersections connecting the development to the existing road network, except where specified as DCP projects;
- Water, sewerage, underground power, gas, telecommunications services;
- Local pathways and connections to the regional and/or district pathway network;
- Basic levelling, water tapping and landscaping of open space;
- Passive public open space reserve masterplans and any agreed associated works required by the Toolern Precinct Structure Plan;
- Council's plan checking and supervision costs; and
- Bus stops.

Table 3. Strategic Justification, provides an explanation of all projects in the DCP.





INFRASTRUCTURE PROJECTS

1.4.3 TRANSPORT

The key transport-related projects in the DCP are based on the transport network depicted in Plan 4 which is based on the Vetch Lister Modelling PSP, April 2009, and have been costed by Meinhardt Infrastructure & Environment.

The transport projects comprise of three categories:

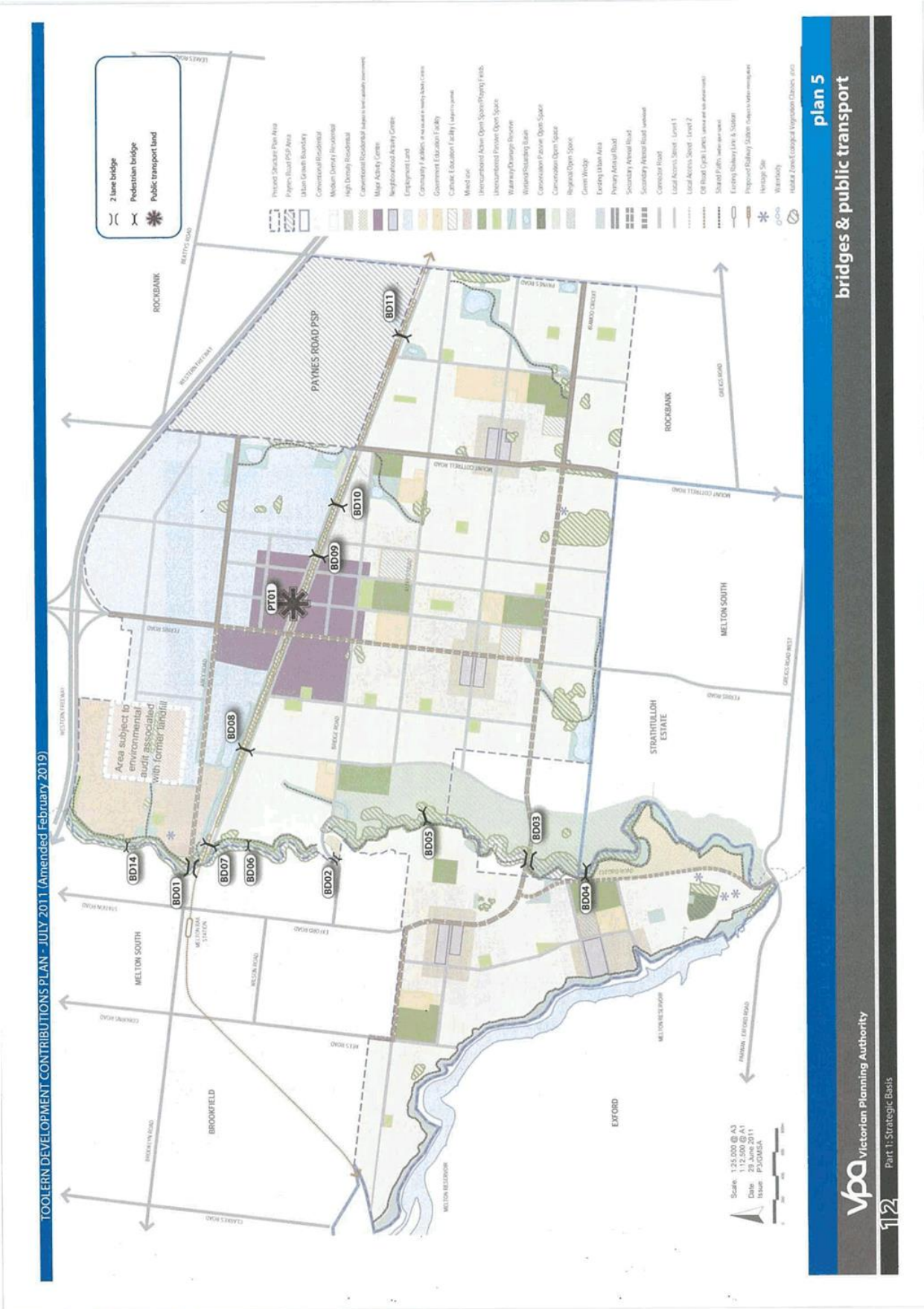
- Road construction and duplication including land requirements;
- Construction of major controlled intersections; and
- Bridges.

The road, intersection, and bridge projects funded by the DCP include:

DCP PROJECT NUMBER	PROJECT DESCRIPTION
RD01	Rees Road: Coburns Road to East West Arterial. Re-construct existing 2-lane road to provide 2-lane carriageway of secondary arterial road (38 metre road reserve, length 180 metres) "Interim layout" Purchase land to increase reserve width from 20m to 38m for 180 metres (ultimate).
RD02	East West Arterial: Rees Road to Eford Road. Construct new 2-lane carriageway of secondary arterial road (38 metre road reserve, length 970 metres) "Interim layout" Purchase land to increase reserve width from 0m to 38m for 970 metres (ultimate).
RD03	East West Arterial: Eford Road Section. Re-construct existing 2-lane road to provide 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 900 metres) "Interim layout" Purchase land to increase reserve width from 20m to 38m for 900 metres (ultimate).
RD04	Eford Road: East West Arterial to Greigs Road. Re-construct existing pavement to provide 2-lane carriageway of undivided secondary arterial road (31 metre road reserve, length 517 metres) "Interim layout" Purchase land to increase reserve width from 20m to 31m for 2,310 metres (ultimate).
RD05	East West Arterial: Eford Road to Toolern Creek. Construct new 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 400 metres) "Interim layout" Purchase land to increase reserve width from 0m to 38m for 400 metres (ultimate).
RD06	East West Arterial: Toolern Creek to Ferris Road. Construct new 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 1,680 metres) "Interim layout" Purchase land to increase reserve width from 0m to 38m for 1,680 metres (ultimate).
RD07	East West Arterial: Ferris Road to Mount Cottrell Road. Construct new 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 1,660 metres) "Interim layout" Purchase land to increase reserve width from 0m to 38m for 1,660 metres (ultimate).
RD08	East West Arterial: Mount Cottrell Road to Paynes Road. Construct new 2-lane primary arterial road (45 metre road reserve, length 1,650 metres) "Interim layout" Purchase land to increase reserve width from 0m to 45m for (ultimate).
RD09	Paynes Road: Toolern Boundary to Greigs Road. Upgrade existing 2-lane unsealed rural road to provide 2-lane carriageway (length 725 metres).
RD10	Mount Cottrell Road: Toolern Boundary to Greigs Road. Upgrade existing 2-lane unsealed rural road to provide 2-lane carriageway (length 1,045 metres).

DCP PROJECT NUMBER	PROJECT DESCRIPTION
RD11	Mount Cottrell Road: Melbourne Ballarat Rail Line to East West Arterial to UGB southern boundary. Upgrade existing 2-lane unsealed road to provide 2-lane primary arterial road (45 metre road reserve, length 2,190 metres) "Interim layout" Purchase land (including native vegetation re-alignment) to increase reserve width from 20m to 45m for 2,190 metres (ultimate).
RD12	Mount Cottrell Road: Western Freeway to Melbourne Ballarat Rail Line. Upgrade of existing 2-lane road reserve, length 1,680 metres "Interim layout" Purchase land (including native vegetation re-alignment) to increase reserve width from 20m to 45m for 1,680 metres (ultimate).
RD14	Shogaki Drive: Ferris Road to Mount Cottrell Road (Western Half). Upgrade existing 2-lane sealed road to provide 2-lane carriageway of primary arterial road (45 metre road reserve, length 940 metres) "Interim layout" Purchase land to increase reserve width from 40m to 45m for 800 metres (ultimate).
RD15	Ferris Road: Western Freeway to Shogaki Drive. Construction of additional lane in either direction to existing 4-lane divided road to provide ultimate 6-lane divided arterial road (45 metre road reserve, length 940 metres). Purchase land to increase reserve width from 34m to 45m for 940 metres (ultimate).
RD16	Ferris Road: Abery Road to Melbourne Ballarat Rail Line. Upgrade of existing 2-lane sealed/ unsealed road to provide 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 620 metres) "Interim layout" Purchase land to increase reserve width from 34m to 38m for 620 metres (ultimate).
RD17	Ferris Road: Melbourne Ballarat Rail Line to East West Arterial. Upgrade of divided secondary arterial road (38 metre road reserve, length 2,160 metres) "Interim layout" Purchase land to increase reserve width from 34m to 38m for 2,160 metres (ultimate).
RD18	Abery Road: Toolern Creek to Ferris Road. Upgrade of existing 2-lane sealed/ unsealed road to provide 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 2,160 metres) "Interim layout" Purchase land to increase reserve width from 19m to 38m for 270 metres east of Toolern Creek (ultimate).
RD19	Shogaki Drive: Ferris Road to Mount Cottrell Road (Eastern Half). Construct new 2-lane carriageway of primary arterial road (45 metre road reserve, length 800 metres) "Interim layout" Purchase land to increase reserve width from 0m to 45m for 800 metres (ultimate).
RD20	Ferris Road: Melbourne Ballarat Rail Line to East West Arterial. Purchase land to increase reserve width from 20m to 38m, for road section on Property 30 only. Area = 0.59 hectares (ultimate).
RD21	Ferris Road: Melbourne Ballarat Rail Line to East West Arterial. Purchase land to increase reserve width from 20m to 38m, for balance of required land (excluding Property 30). Area = 3.45 hectares (ultimate).
IT01	Rees Road and East West Arterial Intersection. "Interim layout" Construction of signalised T-intersection and slip lanes. Additional contingency fee of 30% added to construction cost. Additional design and project management fee of 10% added to construction cost.
IT02	East West Arterial and Eford Road Intersection. "Interim layout" Construction of signalised T-intersection and slip lanes.
IT03	East West Arterial and Eford Road Intersection. "Interim layout" Construction of signalised T-intersection and slip lanes.
IT04	Eford Road and Greigs Road Intersection. "Interim layout" Upgrade of signalised T-intersection and left-turn deceleration lane, including drainage and landscaping.

DCP PROJECT NUMBER	PROJECT DESCRIPTION
IT05	East West Arterial and Ferris Road Intersection. "Interim layout" Construction of signalised 4-way intersection and slip lanes. Purchase of 0.34 hectares of additional required land.
IT06	East West Arterial and Mount Cottrell Road Intersection. "Interim layout" Construction of signalised 4-way intersection and slip lanes.
IT07	East West Arterial and Paynes Road Intersection. "Interim layout" Construction of signalised 4-way intersection and slip lanes.
IT08	Paynes Road and Greigs Road Intersection. Upgrade of protected right-turn lane and left-turn deceleration lane, including drainage and landscaping.
IT09	Mount Cottrell Road and Greigs Road Intersection. Intersection upgrade - construction of roundabout.
IT10	Mount Cottrell Road and Shogaki Drive Intersection. "Interim layout" Construction of signalised 4-way intersection and slip lanes.
IT11	Shogaki Drive and Collector Street Intersection. "Interim layout" Construction of signalised 4-way intersection and slip lanes.
IT12	Ferris Road and Shogaki Drive Intersection. "Interim layout" Construction of signalised 4-way intersection and slip lanes.
IT13	Ferris Road and MAC Westburn Collector Road Intersection. "Interim layout" Purchase of 0.47 hectares of additional required land.
IT14	Ferris Road and MAC Westburn Collector Road Intersection. "Interim layout" Construction of signalised T-intersection and slip lanes.
IT15	Ferris Road and Bridge Road Intersection. "Interim layout" Construction of signalised 4-way intersection and slip lanes.
IT16	Abery Road and Industrial Connector Road Intersection. "Interim layout" Construction of a signalised T-intersection and slip lanes.
IT17	Abery Road and Bundy Drive Intersection. "Interim layout" Construction of signalised T-intersection and slip lanes.
IT18	Ferris Road and Shakemaker Drive Intersection. "Ultimate layout" Construction of signalised 4-way intersection and slip lanes.
IT19	Mount Cottrell Road and Murray Road Intersection. "Interim layout" Construction of signalised T-intersection and slip lanes.
IT20	Mount Cottrell Road and Southern Connector Road Intersection. "Interim layout" Construction of signalised 4-way intersection and slip lanes.
IT21	East West Arterial and Eastern North-South Connector Road Intersection. "Interim layout" Construction of signalised 4-way intersection and slip lanes.
IT22	East West Arterial and Central North-South Connector Road Intersection. "Interim layout" Construction of signalised 4-way intersection and slip lanes.
IT23	East West Arterial and Western North-South Connector Road Intersection. "Interim layout" Construction of signalised 4-way intersection and slip lanes.
IT24	Eford Road and Connector Road Intersection. "Interim layout" Construction of signalised T-intersection and slip lanes.
IT25	Mount Cottrell Road and Bridge Road Intersection. "Interim layout" Construction of signalised 4-way intersection and slip lanes.
IT26	Mount Cottrell Road and Allied Road Intersection. "Interim layout" Construction of signalised 4-way intersection and slip lanes.
IT27	Ferris Road and Allied Road Intersection. "Interim layout" Construction of signalised 4-way intersection and slip lanes.
IT28	Ferris Road and Southern Connector Road Intersection. "Interim layout" Construction of signalised 4-way intersection and slip lanes.





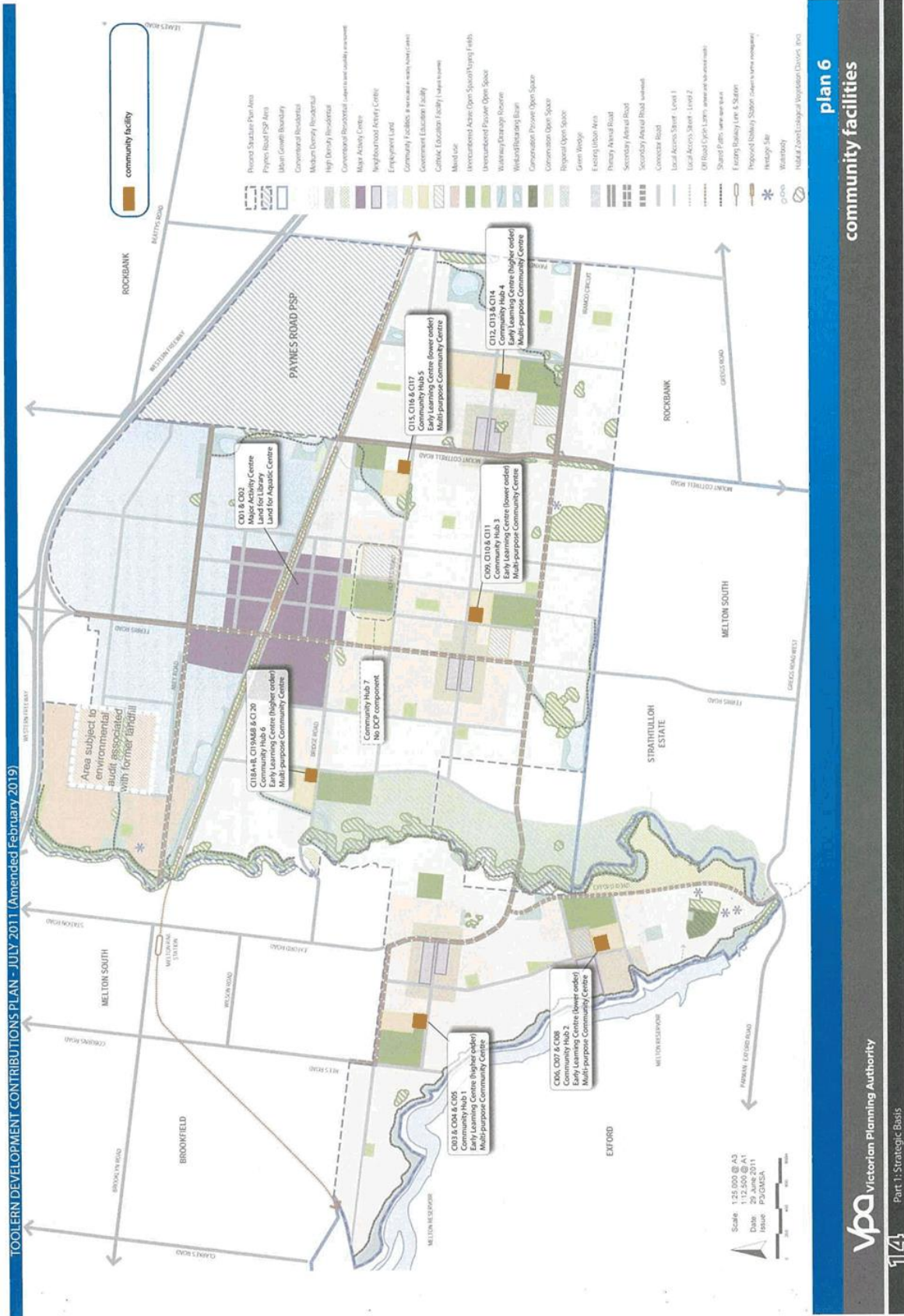
1.4.4 PUBLIC TRANSPORT

The Melbourne-Ballarat rail line traverses through the Toolern Precinct Structure Plan area with the nearest station located in Melton Township. The Victorian Transport Plan (State of Victoria, 2008) states that the services on the Melton line will be doubled following completion of the Regional Rail Link and electrification of the line to Sunbury. The Victorian Transport Plan also notes that other stations will be built as development progresses and patronage rises, thus there is a need to identify land required to establish a station including parking and a bus interchange at Toolern. This will be undertaken as part of the Urban Design Framework for the Major Activity Centre, and a bus interchange at Toolern.

Amended by C172

DCP PROJECT NUMBER	PROJECT DESCRIPTION
PT01	Purchase land to provide for Local Bus Interchange (1 hectare).

DCP PROJECT NUMBER	PROJECT DESCRIPTION
BD01	Abye Road Bridge: 2-lane bridge over Toolern Creek, incorporating abutments and street lighting (12 metre wide concrete structure, deck length 61 metres).
BD02	Bridge Road Bridge: 2-lane bridge over Toolern Creek, incorporating abutments and street lighting (12 metre wide concrete structure, deck length 31.5 metres).
BD03	East West Arterial Bridge: 2-lane bridge over Toolern Creek, incorporating abutments and street lighting (12-metre wide concrete structure, deck length 91.5 metres).
BD04	Shared Use Pedestrian Bridge (No. 1): Bridge over Toolern Creek, incorporating abutments and lighting (3-metre wide timber structure, deck length 30 metres).
BD05	Shared Use Pedestrian Bridge (No.2): Bridge over Toolern Creek, incorporating abutments and lighting (3-metre wide timber structure, deck length 30 metres).
BD06	Shared Use Pedestrian Bridge (No. 3): Bridge over Toolern Creek, incorporating abutments and lighting (3-metre wide timber structure, deck length 30 metres).
BD07	Pedestrian Underpass 1: Melbourne Ballarat Railway. Construction, including 3-metre wide, 50-metre long box culverts, endwalls, concrete path, drainage and lighting.
BD08	Pedestrian Underpass 2: Melbourne Ballarat Railway. Construction, including 3-metre wide, 50-metre long box culverts, endwalls, concrete path, drainage and lighting.
BD09	Pedestrian Underpass 3: Melbourne Ballarat Railway. Construction, including 3-metre wide, 50-metre long box culverts, endwalls, concrete path, drainage and lighting.
BD10	Pedestrian Underpass 4: Melbourne Ballarat Railway. Construction, including 3-metre wide, 50-metre long box culverts, endwalls, concrete path, drainage and lighting.
BD11	Pedestrian Underpass 5: Melbourne Ballarat Railway. Construction, including 3-metre wide, 50-metre long box culverts, endwalls, concrete path, drainage and lighting.
BD12	Shared Use Pedestrian Bridge (No. 4): Bridge over Toolern Creek, incorporating abutments and lighting (3-metre wide timber structure, deck length 30 metres).
BD13	Shared Use Pedestrian Bridge (No. 5): Bridge over Toolern Creek, incorporating abutments and lighting (3-metre wide timber structure, deck length 30 metres).
BD14	Shared Use Pedestrian Bridge (No. 6): Bridge over Toolern Creek, incorporating abutments and lighting (3-metre wide timber structure, deck length 30 metres).



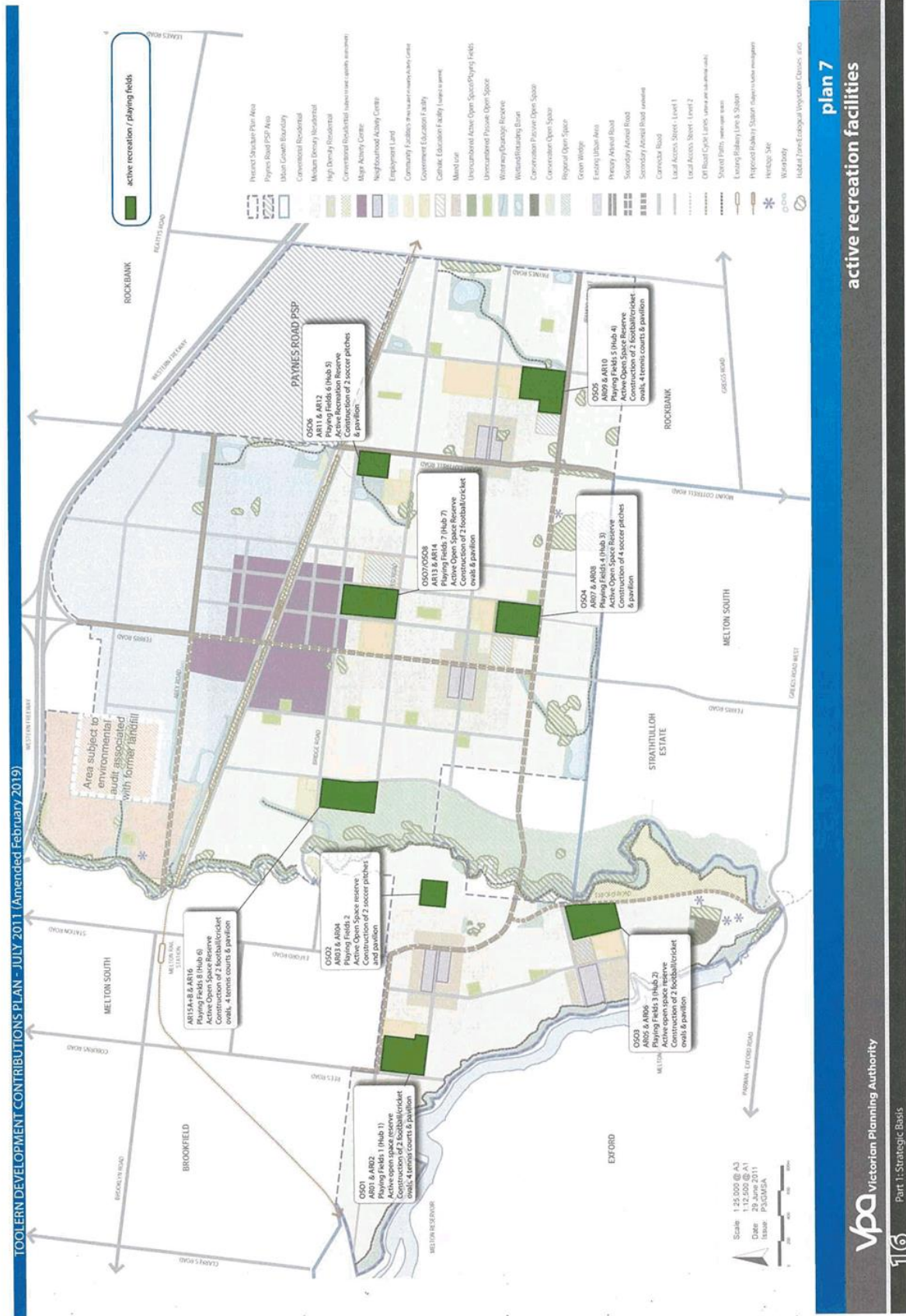


1.4.5 COMMUNITY FACILITIES

The needs analysis undertaken by ASR Research and Shire of Melton determined the requirement for a range of community facilities which are illustrated in Plan 6.

The community and indoor facility projects funded by the DCP include:

DCP PROJECT NUMBER	PROJECT DESCRIPTION	DCP PROJECT NUMBER	PROJECT DESCRIPTION
CI01	Purchase land to provide library located in Major Activity Centre (4 hectares).	CI13	Multipurpose Community Centre (Community Hub 4). Purchase of land (0.8 hectares) and construction of the childcare components of the multipurpose community centre.
CI02	Purchase of land to provide Aquatic / Leisure Centre (Level 3), located in Major Activity Centre (2.5 hectares).	CI14	Multipurpose Community Centre (Community Hub 4). Construction of the community room components of the multipurpose community centre.
CI03	Early Learning Facility within Government Primary School (Community Hub 1). Type 1 Facility (higher order) to provide for kindergarten and maternal child health components. Construction of new building, including car parking and landscaping.	CI15	Early Learning Facility within Government Primary School (Community Hub 5). Type 2 Facility (lower order) to provide for kindergarten component only. Construction of new building, including car parking and landscaping.
CI04	Multipurpose Community Centre (Community Hub 1). Purchase of land (0.8 hectares) and construction of the childcare components of the multipurpose community centre.	CI16	Multipurpose Community Centre (Community Hub 5). Purchase of land (0.8 hectares) and construction of the childcare components of the multipurpose community centre.
CI05	Multipurpose Community Centre (Community Hub 1). Construction of the community room components of the multipurpose community centre.	CI17	Multipurpose Community Centre (Community Hub 5). Construction of the community room components of the multipurpose community centre.
CI06	Early Learning Facility within Government Primary School (Community Hub 2). Type 2 Facility (lower order) to provide for kindergarten component only. Construction of new building, including car parking and landscaping.	CI18A	Early Learning Facility within Government Primary School (Community Hub 6). Type 1 Facility (higher order) to provide for kindergarten and maternal child health components. Construction of new building, including car parking and landscaping. Area 2 contribution.
CI07	Multipurpose Community Centre (Community Hub 2). Purchase of land (0.85 hectares) and construction of the childcare components of the multipurpose community centre.	CI18B	Early Learning Facility within Government Primary School (Community Hub 6). Type 1 Facility (higher order) to provide for kindergarten and maternal child health components. Construction of new building, including car parking and landscaping. Area 3 contribution.
CI08	Multipurpose Community Centre (Community Hub 2). Construction of the community room components of the multipurpose community centre.	CI19A	Multipurpose Community Centre (Community Hub 6). Purchase of land (0.8 hectares) and construction of the childcare components of the multipurpose community centre. Area 2 contribution (65%).
CI09	Early Learning Facility within Government Primary School (Community Hub 3). Type 3 Facility (higher order) to provide for kindergarten and maternal child health components. Construction of new building, including car parking and landscaping.	CI19B	Multipurpose Community Centre (Community Hub 6). Purchase of land (0.8 hectares) and construction of the childcare components of the multipurpose community centre. Area 3 contribution (40%).
CI10	Multipurpose Community Centre (Community Hub 3). Purchase of land (0.8 hectares) and construction of the childcare components of the multipurpose community centre.	CI20	Multipurpose Community Centre (Community Hub 6). Construction of the community room components of the multipurpose community centre.
CI11	Multipurpose Community Centre (Community Hub 3). Construction of the community room components of the multipurpose community centre.		
CI12	Early Learning Facility within Government Primary School (Community Hub 3). Type 3 Facility (higher order) to provide for kindergarten and maternal child health components. Construction of new building, including car parking and landscaping.		





1.4.6 ACTIVE RECREATION

The analysis undertaken by ASR Research and Shire of Melton determined a number of facilities required to be built on the various active open space areas to meet the needs of the future community, as illustrated in Plan 7.

The active recreation projects funded by the DCP include:

DCP PROJECT NUMBER	PROJECT DESCRIPTION	DCP PROJECT NUMBER	PROJECT DESCRIPTION
AR01	Playing Fields 1 (Hub 1). Active open space reserve. Construction of 2 football/cricket ovals and 4 tennis courts.	ARI 5A	Playing Fields 8 (Hub 6). Active open space reserve. Construction of 2 football/cricket ovals and 4 tennis courts. Area 2 contribution (60%).
AR02	Pavilion 1 (Hub 1). Construction of pavilion to serve Playing Fields 1.	ARI 5B	Playing Fields 8 (Hub 6). Active open space reserve. Construction of 2 football/cricket ovals and 4 tennis courts. Area 3 contribution (40%).
AR03	Playing Fields 2. Active open space reserve. Construction of 2 soccer pitches.	AR16	Pavilion 8 (Hub 6). Construction of pavilion to serve active playing fields 8.x
AR04	Pavilion 2. Construction of pavilion to serve Playing Fields 2.	O501	Purchase of 9.83 hectares of land for active open space required for AR01 and AR02.
AR05	Playing Fields 3 (Hub 2). Active open space reserve. Construction of 2 football/cricket ovals.	O502	Purchase of 4.00 hectares of land for active open space required for AR03 and AR04.
AR06	Pavilion 3 (Hub 2). Construction of pavilion to serve Playing Fields 3.	O503	Purchase of 9.16 hectares of land for active open space required for AR05 and AR06.
AR07	Playing Fields 4 (Hub 3). Active open space reserve. Construction of 4 soccer pitches.	O504	Purchase of 8.45 hectares of land for active open space required for AR07 and AR08.
AR08	Pavilion 4 (Hub 3). Construction of pavilion to serve Playing Fields 4.	O505	Purchase of 8.48 hectares of land for active open space required for AR09 and AR10.
AR09	Playing Fields 5 (Hub 4). Active open space reserve. Construction of 2 football/cricket ovals and 4 tennis courts.	O506	Purchase of 4.56 hectares of land for active open space required for AR11 and AR12.
AR10	Pavilion 5 (Hub 4). Construction of pavilion to serve Playing Fields 5.	O507	Purchase of 7.50 hectares of land for active open space required for AR13 and AR14. Area 2 contribution (60%).
AR11	Playing Fields 6 (Hub 5). Active open space reserve. Construction of 2 soccer pitches.	O508	Purchase of 7.50 hectares of land for active open space required for AR13 and AR14. Area 3 contribution (40%).
AR12	Pavilion 6 (Hub 5). Construction of pavilion to serve Playing Fields 6.	O509	Purchase of land (1.0ha) for Major Activity Centre Public Open Space
AR13	Playing Fields 7 (Hub 7). Active open space reserve. Construction of 2 football/cricket ovals.		
AR14	Pavilion 7 (Hub 7). Construction of pavilion to serve active playing fields 7.		

1.4.7 STRATEGIC PLANNING

Funding for the preparation of the Precinct Structure Plan and DCP was made available up front by the Council. This funding, totalling \$1.25 million, has been included in the DCP so that the burden of providing advance funding is shared equitably over the area benefiting from the project which is covered by this DCP.

1.4.8 PROJECT TIMING

Each item of infrastructure funded by the DCP has an assumed indicative provision trigger specified in Table 3. The timing for the provision of the items in this DCP is consistent with information available at the time that the DCP was prepared. The Development Agency will monitor and assess the required timing for individual items and may seek an amendment to the Melton Planning Scheme to adjust indicative provision triggers as part of the 5-year review.

While indicative provision triggers are estimated these do not preclude the early provision of certain infrastructure to be constructed/provided by development proponents as works or land in-kind, if agreed to by the Collecting Agency.

1.4.9 DISTINCTION BETWEEN COMMUNITY AND DEVELOPMENT INFRASTRUCTURE

In accordance with the Planning and Environment Act 1987 and the Ministerial Direction on Development Contributions (May 2004), the DCP makes a distinction between development and community infrastructure. The timing of payment of contributions is linked to the type of infrastructure in question.

For community infrastructure, contributions are to be made by the home-buyer at the time of building approval. Contributions relating to community infrastructure will be paid for a 'per dwelling'. The Planning and Environment Act 1987 stipulates that the amount that may be contributed under a community infrastructure levy is no more than \$900 per dwelling, if the cap is ever increased and the increased amount is equal to or less than the amount required by the DCP to fund the community infrastructure, this higher amount will be collected from the date it is introduced.

The following infrastructure projects are community infrastructure:

All other infrastructure projects are in the development infrastructure category. Contributions relating to development infrastructure are to be made by developers generally at the time of subdivision or as otherwise specified in this DCP. If subdivision is not applicable payments must be made prior to construction of buildings and works.

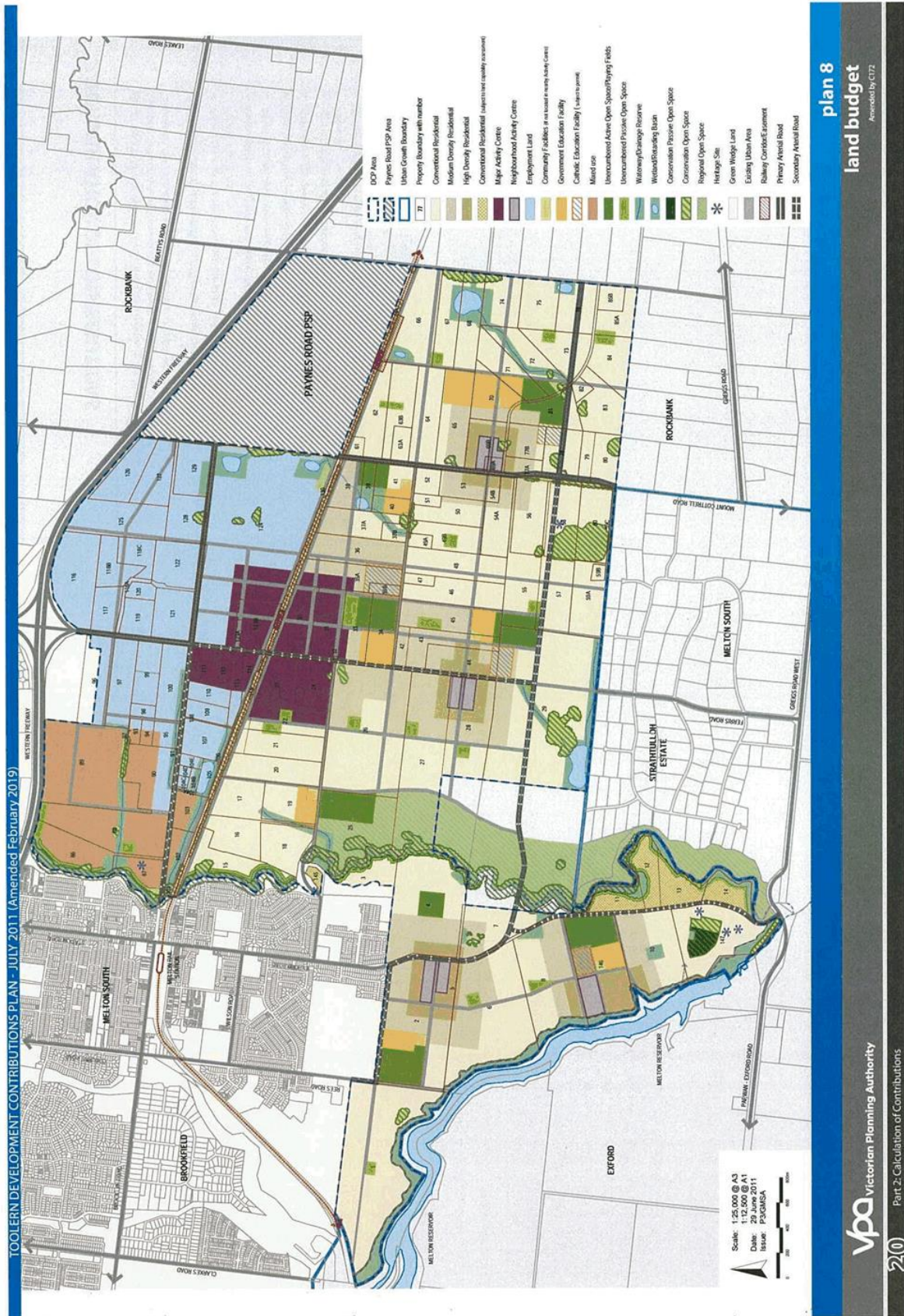
DCP PROJECT NUMBER	PROJECT DESCRIPTION
CI05	Multipurpose Community Centre (Community Hub 1). Construction of the community room components of the multipurpose community centre.
CI08	Multipurpose Community Centre (Community Hub 2). Construction of the community room components of the multipurpose community centre.
CI11	Multipurpose Community Centre (Community Hub 3). Construction of the community room components of the multipurpose community centre.
CI14	Multipurpose Community Centre (Community Hub 4). Construction of the community room components of the multipurpose community centre.
CI17	Multipurpose Community Centre (Community Hub 5). Construction of the community room components of the multipurpose community centre.
CI20	Multipurpose Community Centre (Community Hub 6). Construction of the community room components of the multipurpose community centre.
AR02	Pavilion 1 (Hub 1). Construction of pavilion to serve Playing Fields 1.
AR04	Pavilion 2. Construction of pavilion to serve Playing Fields 2.
AR06	Pavilion 3 (Hub 2). Construction of pavilion to serve Playing Fields 3.
AR08	Pavilion 4 (Hub 3). Construction of pavilion to serve Playing Fields 4.
AR10	Pavilion 5 (Hub 4). Construction of pavilion to serve Playing Fields 5.
AR12	Pavilion 6 (Hub 5). Construction of pavilion to serve Playing Fields 6.
AR14	Pavilion 7 (Hub 7). Construction of pavilion to serve active playing fields 7.
AR16	Pavilion 8 (Hub 6). Construction of pavilion to serve active playing fields 8.
ART5A	Playing Fields 8 (Hub 6). Active open space reserve. Construction of 2 football/cricket ovals and 4 tennis courts. Area 2 contribution (65%).

2.0 CALCULATION OF CONTRIBUTIONS

While Part 1 of this DCP sets out the strategic basis for this DCP and identifies infrastructure items to be funded included in the DCP, Part 2 focuses on the calculation of contributions and apportionment of costs.

The general cost apportionment method includes the following steps:

- Calculation of the net developable area and demand units (refer Tables 1 and 2);
- Calculation of project costs (refer Table 3);
- Identification and allowance for external use (refer Table 4);
- Cost apportionment (refer Table 4);
- Calculation of service catchments (refer Table 4);
- Identification of development types required to pay the levy (refer Table 4);
- Summary of costs payable by development type and precinct for each infrastructure category (refer Table 5); and,
- Finally, a charge per hectare for the 4 charge areas and each development type (refer Table 6).





2.1 CALCULATION OF NET DEVELOPABLE AREA AND DEMAND UNITS

2.1.1 INTRODUCTION

Contributions are payable on each hectare of the Net Developable Area. The following section sets out how Net Developable Area is calculated, and provides a detailed land budget for every property within the Toolern Precinct Structure Plan.

2.1.2 NET DEVELOPABLE AREA

In this DCP, all development infrastructure contributions are payable on the net developable land on any given development site. For the purposes of this DCP Net Developable Area is defined as the total amount of land within the precinct that is made available for development of housing and employment buildings, including lots, and local and connector streets. Put simply, it is the total precinct area, minus the area of community facilities, schools and educational facilities, open space, encumbered land and arterial roads. Small local parks to be identified at the subdivision stage are included in Net Developable Area. The net developable area for the DCP has been calculated in the Tables 1 and 2 to ensure these levies are properly apportioned.

2.1.3 LAND BUDGET AND DEMAND UNITS

Tables 1 and 2 provide a detailed land budget for the entire Toolern Precinct Structure Plan. The land budget is calculated for the precinct and then broken down further again for each land holding within the Precinct Structure Plan area, as illustrated in Plan 5. Table 2 sets out the amount of Net Developable Area available and the land required for a public purpose in accordance with the DCP for each land holding. The resulting Net Developable Hectares is the area comprising the 'demand units' and therefore the basis upon which the development contribution levies are calculated and payable. One Net Developable Hectare equals one Demand Unit.

2.2 CALCULATION OF CONTRIBUTION CHARGES

2.2.1 CALCULATION OF COSTS

Each project has been assigned a land and/or construction cost. These costs are listed in Table 3. The costs are expressed in 1 September 2009 dollars and will be adjusted annually in accordance with the indexation method specified in Section 3.1.6. A summary of the total costs for each charge area by infrastructure category is provided in Table 6.

VALUATION OF LAND

The cost of each land project was determined (that is to say estimated) by a land valuer appointed by Melton Shire Council and GAA based on both compensation-based valuation principles and a broadacre rate to determine the current market value of the land required in accordance with the Precinct Structure Plan and DCP.

CALCULATION OF CONSTRUCTION COSTS

Road, intersection, and shared path construction costs have been estimated by Meinhardt Infrastructure & Environment and Melton Shire Council (detailed project cost sheets can be obtained from the Melton Shire Council).

All sports field and community building construction costs have been estimated by ASR Research in consultation with Melton Shire Council.

2.2.2 EXTERNAL USE

The strategic planning undertaken has determined an allowance for other use external to the Main Catchment Area for specific projects - that is use that does not emanate from the Toolern Precinct Structure Plan area. Table 4 quantifies any external demand (as a percentage) for each infrastructure project. Where this is the case, a percentage discount has been made to the dollar amount that will be recovered (refer to column 5, Table 4).

2.2.3 COST APPORTIONMENT

This DCP apportions a charge to new development according to its projected share of use of an identified infrastructure item. Since development contribution charges are levied 'up-front', a measure of actual use by individual development sites is not possible. Therefore, costs must be shared in accordance with the estimated share of use.

This DCP cannot and does not require payment from existing or approved development. However, the share of use that existing development receives from these items is taken into account when calculating the contribution expected from new development. This ensures that new development only pays its fair share of the estimated cost of new infrastructure and services (and does not pay for the use by existing development).

This DCP calculates what each new development should pay towards provision of the identified infrastructure item. Put simply, this is the total cost of the item (after deducting other funding sources and making allowance for any external demand), divided by total development units (existing and proposed) within its catchment, and then aggregated for all items used by a new development.

If a new development is not in the catchment for a particular item, it does not pay towards the cost of that item. The balance of the cost of the items not recovered under this DCP will be funded from alternative sources.

To support this approach, a main catchment area has been determined for each item.

2.2.4 MAIN CATCHMENT AREAS

The Main Catchment Area (MCA) is the geographic area from which a given item of infrastructure will draw most of its use. The DCP MCA has been divided into four areas. These areas form logical charge areas to which the usage of local infrastructure has been apportioned.

For each infrastructure project, the areas that make up the MCA have been nominated.

The charges for new development are different in each of these areas as they ensure new development pays an appropriate share towards the items it will use.

It is important to note that the number of net developable hectares (that is the demand units) in each area is based on the land budgets in Tables 1 and 2.

The 'per net developable hectare' contributions will not and must not be amended to respond to minor changes to land budgets that may result from the subdivision process. In other words, the DCP is permanently linked to the calculation of Net Developable area set out in the detailed Land Budget in Table 2.

For the purposes of the DCP, the number of developable hectares will only change if the Collecting Agency agrees to a variation to the Precinct and Detailed Land Budget and associated tables. Table 2 should be used to determine the number of developable hectares (for DCP purposes) on individual parcels.

2.2.5 CHARGE AREAS

The DCP contains four charge areas. Charge Areas 1, 2 and 3 apply to land where residential development is to be located under the Future Urban Structure (refer Plan 2). This includes the Major and Neighbourhood Activity Centres and Mixed Use-zoned (applied) land in Charge Area 3.

Charge Area 4 applies to land designated for employment use and includes Mixed Use-zoned (applied) land to the west of Ferris Road (north of Abey Road).

The variation between the residential and employment charge area rates reflects the fact that employment land does not contribute towards community and active recreation items.

For each infrastructure project, the charge area that is to make the contribution is specified (refer Table 5).

NON-GOVERNMENT SCHOOLS

The Toolem Precinct Structure Plan Development Contributions Plan Land Budget (refer to Tables 1 and 2) specifies a quantum of land (17 hectares in total) to be used for non-government schools and identifies preferred locations for non-government schools. The preferred locations are specified within the Future Urban Structure (refer Plan 2) and are

designated as 'Catholic Education Facility (subject to permit).

If a preferred site designated within the Future Urban Structure for a non-government school is to be used for this purpose, the development contribution specified below is to be applied to the area of land containing the use irrespective of the Charge Area within which it is located. This also applies to alternative non-government school sites not specified within the Future Urban Structure. The application of this provision to preferred and/or alternative sites is limited to the quantum of land specified within the Toolem Precinct Structure Plan for non-government school use being a total of 17 hectares unless otherwise agreed to by the Collecting Agency.

In the event that designated non-government school sites are not to be used for education purposes, the full charge rate for the Charge Area which the land is located within applies.

Development Contributions Charge Rate for Non-Government Schools:

- A per Net Developable Hectare contribution of 25% of the cost of the following development contribution items: all roads; all intersections, all bridges, public transport and structure planning fees.

The non-government school rate specified above does not include contributions towards community and active recreation items, as per Charge Area 4 (employment). Therefore, the per Net Developable Hectare Charge Rate for non-government schools equates to 25% of the Charge Area 4 (employment) rate.

The Land Budget (refer to Tables 1 and 2) contains an 'Identified Non-Government School' column which sets out the properties containing all or part of a preferred non-government school site. The column specifies a particular land take for non-government school use on these properties. The land take figures have been calculated through the use of an equivalency ratio which converts a non-government school hectare into an equivalent residential hectare where a non-government school site is located within a residential Charge Area. As detailed below, the equivalency ratio for a non-government school located in Charge Area 1 is calculated by dividing the non-government school DCP Charge Rate into the full residential DCP Charge Area 1 Rate.

Equivalency ratio calculation for Charge Area 1:

Non-Government School Charge Rate = 25% of Charge Area 4; Employment Rate (\$84,016).

$\$84,016 \times 0.25 = \$21,026.50$

Charge Area 1 development contribution rate is \$145,059 per NDH.

$\$21,027.50 / \$145,059 = 0.15$ (rounded up from 14.5)

Therefore, 0.15 non-government school hectares is equal to 1 residential hectare within Charge Area 1 in terms of the required development

contribution.

The development contribution payable for a 3 hectare non-government primary school within Charge Area 1 is therefore equivalent to the development contribution payable for 0.45 residential hectares.

The land area figures contained within the 'Identified Non-Government School' column within the detailed and overall Land Budget tables reflect the actual required land take for the schools (eg. 3 ha) minus the equivalent land take figures calculated under the equivalency ratio (eg. 0.45ha). For example, a 3 hectare non-government school site is represented as 2.55 hectares (3 ha - 0.45 ha = 2.55ha).

The above equivalency ratio has been applied in the land budget to non-government schools in Charge Area 2.

2.2.6 TOTAL CONTRIBUTIONS PAYABLE BY MCA AND DEVELOPMENT TYPE

The final column in Table 4 provides the dollar contribution per Net Developable Hectare for the respective infrastructure items.

2.2.7 SCHEDULE OF COSTS

Table 5 calculates the amount of contributions payable by each charge area for each infrastructure category.

2.2.8 SUMMARY OF CHARGES PER HECTARE

Table 6 shows the quantum of funds to be contributed by each Charge Area towards each infrastructure project. This adds up to the total amount of funds recoverable under the DCP. Table 6 sets out a summary of costs for each charge area.

2.2.9 RELATIONSHIP OF THE TOOLEM DEVELOPMENT CONTRIBUTIONS PLANS TO THE PAYNES ROAD PSP

Development in the Toolem PSP area is linked to the Paynes Road PSP due to a shared need for the provision of transport and social infrastructure across both precincts. The Toolem Development Contributions Plan ('the DCP') sets out the requirements for infrastructure funding across the precincts. The Paynes Road PSP will ultimately contribute towards the Toolem DCP as part of a planned review of the DCP that will be updated to acknowledge the residential land use of the Paynes Road area.

In the interim, the Paynes Road PSP area will be removed from the DCP until the DCP is revised. The remaining Toolem PSP area will continue to provide development contributions as incorporated into the Melton Planning Scheme and implemented through a Development Contributions Plan Overlay (DCPO3). The contribution rates will not be affected by the removal of the Paynes Road PSP area.

Development proponents in the PSP wishing to commence works prior to incorporation of the revised DCP can enter into agreements with Melton City Council under Section 173 of the Planning and Environment Act 1987 to expedite development of land.



Table 1: Summary land use budget

DESCRIPTION	RESIDENTIAL AREA 1		RESIDENTIAL AREA 2		RESIDENTIAL AREA 3		TOTAL RESIDENTIAL PRECINCT		EMPLOYMENT AREA		TOTAL PRECINCT	
	Hectares	% of Total Precinct	Hectares	% of Total Precinct	Hectares	% of Total Precinct	Hectares	% of Total Precinct	Hectares	% of Total Precinct	Hectares	% of Total Precinct
TOTAL PRECINCT AREA (including existing road reserves)	454.55	21.7%	1,082.60	51.8%	131.47	6.3%	1,668.62	79.8%	472.07	20.2%	2,090.69	100.0%
TRANSPORT												
6 Lane Arterial Roads	0.00	0.00%	13.43	1.24%	0.00	0.00%	13.43	0.80%	5.94	1.41%	19.37	0.93%
4 Lane Arterial Roads	9.43	2.07%	13.44	1.24%	0.90	0.68%	23.77	1.42%	0.04	0.01%	23.81	1.14%
Local Bus Interchange	0.00	0.00%	0.00	0.00%	1.00	0.76%	1.00	0.06%	0.00	0.00%	1.00	0.05%
Railway Corridors / Exemptions	0.00	0.00%	2.35	0.22%	8.05	6.12%	10.40	0.62%	13.09	3.10%	23.49	1.12%
SUB-TOTAL	9.43	2.07%	29.22	2.70%	9.95	7.57%	48.59	2.91%	19.07	4.52%	67.66	3.24%
COMMUNITY FACILITIES												
Community Services Facilities	1.60	0.35%	5.70	0.53%	0.00	0.00%	7.30	0.44%	0.00	0.00%	7.30	0.35%
Civic	0.00	0.00%	4.00	0.37%	0.00	0.00%	4.00	0.24%	0.00	0.00%	4.00	0.19%
Justice	0.00	0.00%	0.00	0.00%	2.00	1.52%	2.00	0.12%	0.00	0.00%	2.00	0.10%
Major Activity Centre Public Space	0.00	0.00%	0.40	0.04%	0.00	0.00%	0.40	0.00%	0.00	0.00%	0.40	0.02%
Emergency	0.00	0.00%	0.00	0.00%	1.00	0.76%	1.00	0.06%	0.00	0.00%	1.00	0.05%
SUB-TOTAL	1.60	0.35%	10.10	0.93%	3.00	2.28%	14.70	0.88%	0.00	0.00%	14.70	0.70%
GOVERNMENT EDUCATION												
Government Schools	7.00	1.54%	31.08	2.87%	0.00	0.00%	38.08	2.28%	0.00	0.00%	38.08	1.82%
SUB-TOTAL	7.00	1.54%	31.08	2.87%	0.00	0.00%	38.08	2.28%	0.00	0.00%	38.08	1.82%
OPEN SPACE												
ENCUMBERED LAND AVAILABLE FOR RECREATION												
Power easements	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%
Gas Easements	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%
Water / Sewer Pipe Easement	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%
Waterway / Drainage Line / Wetland / Retarding	49.12	10.81%	51.33	4.74%	13.29	10.11%	113.74	6.82%	22.97	5.44%	136.71	6.54%
Heritage	0.00	0.00%	0.00	0.00%	1.06	0.81%	1.06	0.06%	0.00	0.00%	1.06	0.05%
Conservation	3.41	0.75%	29.16	2.69%	1.25	0.95%	33.82	2.03%	4.90	1.16%	38.72	1.85%
Landfill	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	21.82	5.17%	21.82	1.04%
SUB-TOTAL	52.53	11.56%	80.49	7.43%	15.00	11.87%	148.62	8.91%	49.69	11.77%	198.31	9.49%
UNENCUMBERED LAND AVAILABLE FOR RECREATION												
Active Open Space	22.99	5.1%	29.77	2.7%	0.00	0.00%	52.76	3.15%	0.00	0.00%	52.76	2.52%
Passive Open Space	25.07	5.5%	18.89	1.7%	4.33	3.29%	48.29	2.9%	0.00	0.00%	48.29	2.31%
SUB-TOTAL OPEN SPACE	48.06	10.6%	48.66	4.5%	4.33	3.29%	101.05	6.06%	0.00	0.00%	101.05	4.83%
Other - Regional Park	0.00	0.0%	46.94	4.3%	0.00	0.00%	46.94	2.8%	0.00	0.00%	46.94	2.2%
SUB-TOTAL REGIONAL OPEN SPACE	0.00	0.0%	46.94	4.3%	0.00	0.00%	46.94	2.8%	0.00	0.00%	46.94	2.2%
OTHER												
Existing Road Reserves	11.03	2.43%	19.25	1.78%	10.04	7.64%	40.32	2.42%	12.29	2.91%	52.61	2.52%
Balance of Land subject to Land Capability Assessment	10.46	2.30%	0.00	0.00%	0.00	0.00%	10.46	0.63%	0.00	0.00%	10.46	0.50%
Identified Non-Government Schools#	2.55	0.56%	12.00	1.11%	0.00	0.00%	14.55	0.87%	0.00	0.00%	14.55	0.70%
SUB-TOTAL	24.04	5.29%	31.25	2.89%	10.04	7.64%	65.33	3.92%	12.29	2.91%	77.62	3.71%
NET DEVELOPABLE AREA (NDA) ha	311.89	68.62%	804.87	74.35%	88.55	67.35%	1,205.31	72.23%	341.02	80.80%	1,546.33	73.96%

Table 3: Strategic Justification

DCP PROJECT NUMBER	INFRASTRUCTURE CATEGORY	DESCRIPTION	ESTIMATED PROJECT COST		MAIN MATCHMENT DETERMINATION	INDICATIVE PROVISION TRIGGER	STRATEGIC JUSTIFICATION
			LAND	CONSTRUCTION			
RD01	Development	Rees Road, Coburns Road to East West Arterial. Re-construct existing 2-lane road to provide 2-lane carriageway of secondary arterial road (38 metre road reserve, length 180 metres) "interim layout". Purchase of land to increase reserve width from 20m to 38m for 180 metres (ultimate).	\$97,200	\$631,800	Areas 1, 2, 3 and 4 from the MCA for this facility.	As required by traffic/access demand.	Transport Modelling Report Council, the Planning Scheme Precinct Plan, Webb, Lazar Consulting, 30 September 2008. Road Access and Movement Study, Isaac & Co, February 2008.
RD01A	Development	Offset cost estimate associated with removal of scattered trees for RD01.	\$0	\$11,700	Areas 1, 2, 3 and 4 from the MCA for this facility.	As required by traffic/access demand.	As above
RD02	Development	East West Arterial: Rees Road to Eford Road. Construct new 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 970 metres) "interim layout". Purchase of land to increase reserve width from 0m to 38m for 970 metres (ultimate).	\$1,105,800	\$3,404,700	Areas 1, 2, 3 and 4 from the MCA for this facility.	As required by traffic/access demand.	As above
RD03	Development	East West Arterial: Eford Road section. Construct new 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 900 metres) "interim layout". Purchase of land to increase reserve width from 0m to 38m for 900 metres (ultimate).	\$2,061,000	\$3,159,000	Areas 1, 2, 3 and 4 from the MCA for this facility.	As required by traffic/access demand.	As above
RD03A	Development	Offset cost estimate associated with removal of scattered trees for RD03.	\$0	\$6,000	Areas 1, 2, 3 and 4 from the MCA for this facility.	As required by traffic/access demand.	As above
RD04	Development	Eford Road: East West Arterial to Greigs Road. Re-construct existing pavement to provide 2-lane carriageway of undivided secondary arterial road (31 metre road reserve, length 2,310 metres) "interim layout". Purchase of land to increase reserve width from 20m to 31m for 2,310 metres (ultimate). ^a	\$792,000	\$8,108,100	Areas 1, 2, 3 and 4 from the MCA for this facility.	As required by traffic/access demand.	As above
RD04A	Development	Offset cost estimate associated with removal of scattered trees for RD04.	\$0	\$73,200	Areas 1, 2, 3 and 4 from the MCA for this facility.	As required by traffic/access demand.	As above
RD05	Development	East West Arterial: Eford Road to Toolern Creek. Construct new 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 800 metres) "interim layout". Purchase of land to increase reserve width from 0m to 38m for 800 metres (ultimate).	\$455,000	\$1,404,000	Areas 1, 2, 3 and 4 from the MCA for this facility.	As required by traffic/access demand.	As above
RD05A	Development	Offset cost estimate associated with removal of EVC for RD05.	\$0	\$109,080	Areas 1, 2, 3 and 4 from the MCA for this facility.	As required by traffic/access demand.	As above
RD06	Development	East West Arterial: Toolern Creek to Ferris Road. Construct new 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 1,680 metres) "interim layout". Purchase of land to increase reserve width from 0m to 38m for 1,680 metres (ultimate).	\$1,915,200	\$5,896,800	Areas 1, 2, 3 and 4 from the MCA for this facility.	As required by traffic/access demand.	As above
RD06A	Development	Offset cost estimate associated with removal of scattered trees for RD06.	\$0	\$2,400	Areas 1, 2, 3 and 4 from the MCA for this facility.	As required by traffic/access demand.	As above
RD07	Development	East West Arterial: Ferris Road to Mount Cottrell Road. Construct new 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 1,600 metres) "interim layout". Purchase of land to increase reserve width from 0m to 38m for 1,600 metres (ultimate).	\$1,824,000	\$5,616,000	Areas 1, 2, 3 and 4 from the MCA for this facility.	As required by traffic/access demand.	As above
RD07A	Development	Offset cost estimate associated with removal of EVC for RD07.	\$0	\$19,200	Areas 1, 2, 3 and 4 from the MCA for this facility.	As required by traffic/access demand.	As above
RD08	Development	East West Arterial: Mount Cottrell Road to Paynes Road. Construct new 2-lane carriageway of primary arterial road (45 metre road reserve, length 1,650 metres) "interim layout". Purchase of land to increase reserve width to 0m to 45m for 1,650 metres (ultimate). ^a	\$2,227,500	\$5,791,500	Areas 1, 2, 3 and 4 from the MCA for this facility.	As required by traffic/access demand.	As above
RD08A	Development	Offset cost estimate associated with removal of EVC for RD08.	\$0	\$55,260	Areas 1, 2, 3 and 4 from the MCA for this facility.	As required by traffic/access demand.	As above
RD09	Development	Paynes Road: Toolern Boundary to Greigs Road. Upgrade existing 2-lane unsealed rural road to provide 2-lane carriageway (length 725 metres).	\$0	\$1,371,910	Areas 1, 2, 3 and 4 from the MCA for this facility.	As required by traffic/access demand.	As above
RD10	Development	Mount Cottrell Road: Toolern Boundary to Greigs Road. Upgrade existing 2-lane unsealed rural road to provide 2-lane carriageway (length 1,045 metres). ^a	\$0	\$1,977,443	Areas 1, 2, 3 and 4 from the MCA for this facility.	As required by traffic/access demand.	As above
RD11	Development	Mount Cottrell Road: Melbourne Ballant Rail Line to East West Arterial to USB southern arterial road (45 metre road reserve, length 2,190 metres) "interim layout". Purchase of land (including native vegetation re-alignment) to increase reserve width from 20m to 45m for 2,190 metres (ultimate). ^a	\$2,114,250	\$7,686,900	Areas 1, 2, 3 and 4 from the MCA for this facility.	As required by traffic/access demand.	As above
RD11A	Development	Offset cost estimate associated with removal of scattered trees for RD11.	\$0	\$13,650	Areas 1, 2, 3 and 4 from the MCA for this facility.	As required by traffic/access demand.	As above
RD11B	Development	Offset cost estimate associated with removal of EVC for RD11.	\$0	\$3,960	Areas 1, 2, 3 and 4 from the MCA for this facility.	As required by traffic/access demand.	As above
RD12	Development	Mount Cottrell Road: Western Freeway to Melbourne Ballant Rail Line. Upgrade of existing primary arterial road (45 metre road reserve, length 1,680 metres) "interim layout". Purchase of land (including native vegetation re-alignment) to increase reserve width from 20m to 45m for 1,680 metres (ultimate). ^a	\$1,965,750	\$5,896,800	Areas 1, 2, 3 and 4 from the MCA for this facility.	As required by traffic/access demand.	As above
RD14	Development	Shogals Drive: Ferris Road to Mount Cottrell Road (Western Half). Upgrade existing 2-lane sealed road to provide 2-lane carriageway of primary arterial road (45 metre road reserve, length 800 metres). "interim layout". Purchase of land to increase reserve width from 40m to 45m for 800 metres (ultimate). ^a	\$120,000	\$2,808,000	Areas 1, 2, 3 and 4 from the MCA for this facility.	As required by traffic/access demand.	As above
RD15	Development	Ferris Road: Western Freeway to Shogals Drive. Construction of additional lane in either direction to existing 4-lane divided road to provide ultimate 6-lane divided arterial road (45 metre road reserve, length 940 metres). Purchase of land to increase reserve width from 34m to 45m for 940 metres (ultimate). ^a	\$310,200	\$2,932,800	Areas 1, 2, 3 and 4 from the MCA for this facility.	As required by traffic/access demand.	As above
RD16	Development	Ferris Road: Alby Road to Melbourne Ballant Rail Line. Upgrade of existing 2-lane sealed/unsealed road to provide 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 650 metres) "interim layout". Purchase of land to increase reserve width from 34m to 38m for 630 metres (ultimate). ^a	\$74,400	\$2,176,200	Areas 1, 2, 3 and 4 from the MCA for this facility.	As required by traffic/access demand.	As above



Table 3: Strategic Justification (continued)

SCP PROJECT NO.	INFRASTRUCTURE CATEGORY	DESCRIPTION	ESTIMATED PROJECT COST		MAIN CATCHMENT DETERMINATION	INDICATIVE PROVISION TRIGGER	STRATEGIC JUSTIFICATION
			LAND	CONSTRUCTION			
RD17	Development	Ferris Road: Melbourne Ballarat Rail Line to East West Arterial. Upgrade of existing 2-lane sealed/unsealed road to provide 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 21,160 metres). "Interim layout".	\$0	\$7,581,600	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
RD17A	Development	Offset cost estimate associated with removal of scattered trees for RD17.	\$0	\$2,400	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
RD18	Development	Abey Road: Toolern Creek to Ferris Road. Upgrade of existing 2-lane sealed/unsealed road to provide 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 270 metres east of Toolern Creek (ultimate)).	\$153,900	\$7,581,600	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
RD18A	Development	Offset cost estimate associated with removal of scattered trees for RD18.	\$0	\$400	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
RD18B	Development	Offset cost estimate associated with removal of EVC for RD18.	\$0	\$32,940	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
RD19	Development	Shogaki Drive: Ferris Road to Mount Cottrell Road (Eastern Half). Construct new 2-lane carriageway of primary arterial road (45 metre road reserve, length 800 metres). "Interim layout". Purchase land to increase reserve width from 0m to 45m for 800 metres (ultimate). =	\$1,080,000	\$2,808,000	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
RD19A	Development	Offset cost estimate associated with removal of EVC for RD19.	\$0	\$11,700	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
RD20	Development	Ferris Road: Melbourne Ballarat Rail Line to East West Arterial. Purchase land to increase reserve width from 20m to 38m, for road section on Property 30 only. Area = 0.50 hectares (ultimate).	\$676,346	\$0	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
RD20A	Development	Offset cost estimate associated with removal of EVC for RD20.	\$0	\$540	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
RD21	Development	Ferris Road: Melbourne Ballarat Rail Line to East West Arterial. Purchase land to increase reserve width from 20m to 38m, for balance of required land (excluding Property 30). Area = 3.45 hectares (ultimate).	\$1,035,000	\$0	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
SUB-TOTAL			\$18,008,546	\$77,175,583	\$95,184,129		
INTERSECTIONS							
IT01	Development	Rees Road and East West Arterial- Intersection. "Interim layout". Construction of signalised 4-way intersection and slip lanes. *	\$0	\$1,064,000	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
IT02	Development	East West Arterial and Exford Road: Intersection. "Interim layout". Construction of signalised 4-way intersection and slip lanes. *	\$0	\$798,000	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
IT03	Development	East West Arterial and Exford Road: Intersection. "Interim layout". Construction of signalised 4-way intersection and slip lanes. Purchase of 0.17 hectares of additional required land. *	\$0	\$798,000	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
IT04	Development	Exford Road and Greigs Road: Intersection. "Interim layout". Upgrade of protected right-turn lane and slip lanes including drainage and landscaping. *	\$0	\$490,000	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
IT05	Development	East West Arterial and Ferris Road: Intersection. "Interim layout". Construction of signalised 4-way intersection and slip lanes. Purchase of 0.304 hectares of additional required land. *	\$91,110	\$1,008,000	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
IT06	Development	East West Arterial and Mount Cottrell Road: Intersection. "Interim layout". Construction of signalised 4-way intersection and slip lanes. Purchase of 0.342 hectares of additional required land. *	\$102,570	\$1,008,000	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
IT07	Development	East West Arterial and Paynes Road: Intersection. "Interim layout". Construction of signalised 4-way intersection and slip lanes. *	\$0	\$1,008,000	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
IT08	Development	Paynes Road and Greigs Road: Intersection. Upgrade of protected right-turn lane and left-turn deceleration lane, including drainage and landscaping. *	\$0	\$385,000	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
IT09	Development	Mount Cottrell Road and Greigs Road: Intersection. Intersection upgrade - construction of roundabout. Additional design and project management fee of 10% added to construction cost.	\$0	\$385,000	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
IT10	Development	Mount Cottrell Road and Shogaki Drive: Intersection. "Interim layout". Construction of signalised 4-way intersection and slip lanes. Purchase of 0.301 hectares of additional required land. *	\$90,390	\$1,008,000	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
IT12	Development	Shogaki Drive and Collector Street: Intersection. "Interim layout". Construction of signalised 4-way intersection and slip lanes. *	\$0	\$1,008,000	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
IT13	Development	Ferris Road and Greigs Road: Intersection. "Interim layout". Construction of signalised 4-way intersection and slip lanes. Purchase of 0.47 hectares of additional required land. *	\$140,460	\$1,008,000	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
IT14	Development	Ferris Road and MAC Northern Collector Road: Intersection. "Interim layout". Construction of signalised 4-way intersection and slip lanes. *	\$0	\$1,008,000	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
IT15	Development	Ferris Road and Bridge Road: Intersection. "Interim layout". Construction of signalised 4-way intersection and slip lanes. *	\$0	\$1,008,000	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
IT16	Development	Abey Road and Bundry Drive: Intersection. "Interim layout". Construction of a signalised 4-way intersection and slip lanes. *	\$0	\$798,000	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
IT17	Development	Abey Road and Bundry Drive: Intersection. "Interim layout". Construction of signalised 4-way intersection and slip lanes. *	\$0	\$798,000	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
IT18	Development	Ferris Road and Stakemaker Drive: Intersection. "Ultimate layout". Construction of signalised 4-way intersection and slip lanes. *	\$0	\$1,008,000	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above

TOOLERN DEVELOPMENT CONTRIBUTIONS PLAN - JULY 2011 (Amended February 2019)

Table 3: Strategic Justification (continued)

DCI PROJECT ID	INFRASTRUCTURE CATEGORY	DESCRIPTION	ESTIMATED PROJECT COST		MANICAVENUE DETERMINATION	INDICATIVE PROVISION TRIGGER	STRATEGIC JUSTIFICATION
			LAND	TOTAL			
IT19	Development	Mount Cottrell Road and Murray Road Intersection. "Interim layout". Construction of signalised T-intersection and slip lanes. *	\$0	\$798,000	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
IT20	Development	Mount Cottrell Road and Southern Connector Road Intersection. "Interim layout". Construction of signalised 4-way intersection and slip lanes. *	\$0	\$1,008,000	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
IT21	Development	East West Arterial and Eastern North-South Connector Road Intersection. "Interim layout". Construction of signalised 4-way intersection and slip lanes. *	\$0	\$1,008,000	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
IT22	Development	East West Arterial and Central North-South Connector Road Intersection. "Interim layout". Construction of signalised 4-way intersection and slip lanes. *	\$0	\$1,008,000	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
IT23	Development	East West Arterial and Western North-South Connector Road Intersection. "Interim layout". Construction of signalised T-intersection and slip lanes. *	\$0	\$798,000	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
IT24	Development	Friend and Connector Road Intersection. "Interim layout". Construction of signalised T-intersection and slip lanes. *	\$0	\$798,000	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
IT25	Development	Mount Cottrell Road and Bridge Road Intersection. "Interim layout". Construction of signalised T-intersection and slip lanes. *	\$0	\$798,000	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
IT26	Development	Mount Cottrell Road and Alfred Road Intersection. "Interim layout". Construction of signalised 4-way intersection and slip lanes. *	\$0	\$1,008,000	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
IT27	Development	Paynes Road and Southern Connector Road Intersection. "Interim layout". Construction of signalised 4-way intersection and slip lanes. *	\$0	\$1,008,000	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
IT28	Development	Ferris Road and Southern Connector Road Intersection. "Interim layout". Construction of signalised 4-way intersection and slip lanes. *	\$0	\$1,008,000	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
SUB-TOTAL			\$424,530	\$23,878,000			
BRIDGES							
BD01	Development	Alley Road Bridge. 2-lane bridge over Toolern Creek, incorporating abutments and street lighting (2 metre wide concrete structure, deck length 61 metres). *	\$0	\$3,675,000	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	Transport Modelling Report, Growth Area Planning, Toolern Creek, Vechey Lister Consulting, 30 September 2008; Transport Modelling Report, Growth Area Planning, Toolern Creek, Vechey Lister Consulting, 30 September 2008; Transport and Movement Study, Booz & Co, February 2008.
BD02	Development	Bridge Road Bridge. 2-lane bridge over Toolern Creek, incorporating abutments and street lighting (2 metre wide concrete structure, deck length 91.5 metres). *	\$0	\$5,243,000	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
BD03	Development	East West Arterial Bridge. 2-lane bridge over Toolern Creek, incorporating abutments and street lighting (12 metre wide concrete structure, deck length 91.5 metres). *	\$0	\$5,243,000	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
BD04	Development	Shared Use Pedestrian Bridge (No. 1). Bridge over Toolern Creek, incorporating abutments and lighting (3 metre wide timber structure, deck length 30 metres). *	\$0	\$385,000	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
BD05	Development	Shared Use Pedestrian Bridge (No. 2). Bridge over Toolern Creek, incorporating abutments and lighting (3 metre wide timber structure, deck length 30 metres). *	\$0	\$385,000	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
BD06	Development	Shared Use Pedestrian Bridge (No. 3). Bridge over Toolern Creek, incorporating abutments and lighting (3 metre wide timber structure, deck length 30 metres). *	\$0	\$385,000	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
BD07	Development	Pedestrian Underpass 1: Melbourne Ballarat Railway. Construction, including 3-metre wide, 50-metre long box culverts, endwalls, concrete path, drainage and lighting. *	\$0	\$868,000	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
BD08	Development	Pedestrian Underpass 2: Melbourne Ballarat Railway. Construction, including 3-metre wide, 50-metre long box culverts, endwalls, concrete path, drainage and lighting. *	\$0	\$868,000	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
BD09	Development	Pedestrian Underpass 3: Melbourne Ballarat Railway. Construction, including 3-metre wide, 50-metre long box culverts, endwalls, concrete path, drainage and lighting. *	\$0	\$868,000	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
BD10	Development	Pedestrian Underpass 4: Melbourne Ballarat Railway. Construction, including 3-metre wide, 50-metre long box culverts, endwalls, concrete path, drainage and lighting. *	\$0	\$868,000	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
BD11	Development	Pedestrian Underpass 5: Melbourne Ballarat Railway. Construction, including 3-metre wide, 50-metre long box culverts, endwalls, concrete path, drainage and lighting. *	\$0	\$868,000	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
BD12	Development	Shared Use Pedestrian Bridge (No. 4). Bridge over Toolern Creek, incorporating abutments and lighting (3 metre wide timber structure, deck length 30 metres). *	\$0	\$385,000	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
BD13	Development	Shared Use Pedestrian Bridge (No. 5). Bridge over Toolern Creek, incorporating abutments and lighting (3 metre wide timber structure, deck length 30 metres). *	\$0	\$385,000	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
BD14	Development	Shared Use Pedestrian Bridge (No. 6). Bridge over Toolern Creek, incorporating abutments and lighting (3 metre wide timber structure, deck length 30 metres). *	\$0	\$385,000	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
SUB-TOTAL			\$0	\$20,811,000			
PUBLIC TRANSPORT							
PT01	Development	Purchase land to provide for Local Bus Interchange (1 hectare).	\$1,500,000	\$0	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	Transport Modelling Report, Growth Area Planning, Toolern Creek, Vechey Lister Consulting, 30 September 2008; Transport and Movement Study, Booz & Co, February 2008.
SUB-TOTAL			\$1,500,000	\$0			



Table 3: Strategic Justification (continued)

KEY PROJECT NO.	INFRASTRUCTURE CATEGORY	DESCRIPTION	ESTIMATED PROJECT COST		INDICATIVE PROVISION TRIGGER	STRAATEGIC JUSTIFICATION
			LAND	CONSTRUCTION		
UNENCUMBERED LOCAL ACTIVE OPEN SPACE						
O501	Development	Purchase of 983 hectares of land for active open space required for AR01 and AR02.	\$4,190,000	\$0	Area 1 and 2 form the MCA for this facility.	As above
O502	Development	Purchase of 4,000 hectares of land for active open space required for AR03 and AR04.	\$1,970,000	\$0	Area 1 and 2 form the MCA for this facility.	As above
O503	Development	Purchase of 9.16 hectares of land for active open space required for AR05 and AR06.	\$4,640,000	\$0	Area 1 and 2 form the MCA for this facility.	As above
O504	Development	Purchase of 8.02 hectares of land for active open space required for AR07 and AR08.	\$4,770,000	\$0	Area 1 and 2 form the MCA for this facility.	As above
O506	Development	Purchase of 8.09 hectares of land for active open space required for AR09 and AR10.	\$4,340,000	\$0	Area 1 and 2 form the MCA for this facility.	As above
O508	Development	Purchase of 4.56 hectares of land for active open space required for AR11 and AR12.	\$2,650,000	\$0	Area 1 and 2 form the MCA for this facility.	As above
O507	Development	Purchase of 790 hectares of land for active open space required for AR13 and AR14. Area 2 contribution (60%).	\$2,538,000	\$0	Area 3 forms the MCA for this facility.	As above
O509	Development	Purchase of land (10ha) for Major Activity Centre Public Open Space	\$1,692,000	\$0	Area 1, 2, 3 and 4 form the MCA for this facility.	As above
SUB-TOTAL			\$28,290,000	\$0		
COMMUNITY & INDOOR RECREATION FACILITIES						
C101	Development	Purchase land to provide library located in Major Activity Centre (4 hectares).	\$3,600,000	\$0	Area 1, 2 and 3 form the MCA for this facility.	As above
C102	Development	Purchase of land to provide Aquatic / Leisure Centre (Level 3), located in Major Activity Centre (2.5 hectares).	\$2,250,000	\$0	Area 1, 2 and 3 form the MCA for this facility.	As above
C103	Development	Early Learning Facility within Government Primary School (Community Hub 1). Type 1 building, including car parking and landscaping. ⁷	\$0	\$1,431,250	Area 1 forms the MCA for this facility.	As above
C104	Development	Construction of new building, including car parking and landscaping. ⁷	\$240,000	\$2,162,813	Area 1 forms the MCA for this facility.	As above
C105	Community	Multipurpose Community Centre (Community Hub 1). Purchase of land (0.8 hectares) and construction of the childcare components of the multipurpose community centre. ⁸	\$0	\$1,441,875	Area 1 forms the MCA for this facility.	As above
C106	Development	Early Learning Facility within Government Primary School (Community Hub 2). Type 2 building, including car parking and landscaping. ⁷	\$0	\$1,143,750	Area 1 forms the MCA for this facility.	As above
C107	Development	Multipurpose Community Centre (Community Hub 2). Purchase of land (0.85 hectares) and construction of the childcare components of the multipurpose community centre. ⁸	\$255,000	\$2,162,813	Area 1 forms the MCA for this facility.	As above
C108	Community	Multipurpose Community Centre (Community Hub 2). Construction of the community room components of the multipurpose community centre. ⁸	\$0	\$1,441,875	Area 1 forms the MCA for this facility.	As above
C109	Development	Early Learning Facility within Government Primary School (Community Hub 3). Type 2 building, including car parking and landscaping. ⁷	\$0	\$1,143,750	Area 2 forms the MCA for this facility.	As above
C110	Development	Multipurpose Community Centre (Community Hub 3). Purchase of land (0.8 hectares) and construction of the childcare components of the multipurpose community centre. ⁸	\$240,000	\$2,162,813	Area 2 forms the MCA for this facility.	As above
C111	Community	Multipurpose Community Centre (Community Hub 3). Construction of the community room components of the multipurpose community centre. ⁸	\$0	\$1,441,875	Area 2 forms the MCA for this facility.	As above
C112	Development	Early Learning Facility within Government Primary School (Community Hub 4). Type 1 Facility (higher order) to provide for kindergarten and maternal child health components.	\$0	\$1,431,250	Area 2 forms the MCA for this facility.	As above
C113	Development	Multipurpose Community Centre (Community Hub 4). Purchase of land (0.8 hectares) and construction of the childcare components of the multipurpose community centre. ⁸	\$240,000	\$2,162,813	Area 2 forms the MCA for this facility.	As above
C114	Community	Multipurpose Community Centre (Community Hub 4). Construction of the community room components of the multipurpose community centre. ⁸	\$0	\$1,441,875	Area 2 forms the MCA for this facility.	As above
C115	Development	Early Learning Facility within Government Primary School (Community Hub 5). Type 2 building, including car parking and landscaping. ⁷	\$0	\$1,143,750	Area 2 forms the MCA for this facility.	As above
C116	Development	Multipurpose Community Centre (Community Hub 5). Purchase of land (0.8 hectares) and construction of the childcare components of the multipurpose community centre. ⁸	\$240,000	\$2,162,813	Area 2 forms the MCA for this facility.	As above
C117	Community	Multipurpose Community Centre (Community Hub 5). Construction of the community room components of the multipurpose community centre. ⁸	\$0	\$1,441,875	Area 2 forms the MCA for this facility.	As above
C118A	Development	Early Learning Facility within Government Primary School (Community Hub 6). Type 1 Facility (higher order) to provide for kindergarten and maternal child health components.	\$0	\$955,875	Area 2 forms the MCA for this facility.	As above
C118B	Development	Construction of new building, including car parking and landscaping. ⁷	\$0	\$475,375	Area 2 forms the MCA for this facility.	As above
C119A	Development	Multipurpose Community Centre (Community Hub 6). Purchase of land (0.8 hectares) and construction of the childcare components of the multipurpose community centre. Area 2 contribution (60%). ⁸	\$144,000	\$1,297,688	Area 2 forms the MCA for this facility.	As above

TOOLERN DEVELOPMENT CONTRIBUTIONS PLAN - JULY 2011 (Amended February 2019)

Table 3: Strategic Justification (continued)

DCP PROJECT NO.	INFRASTRUCTURE CATEGORY	DESCRIPTION	ESTIMATED PROJECT COST	MAIN CATCHMENT DRAINAGE CONTRIBUTION	INDICATIVE PROVISION TRIGGER	STRATEGIC JUSTIFICATION
			LAND CONSTRUCTION TOTAL			
C198	Development	Multipurpose Community Centre (Community Hub 6). Purchase of land (0.8 hectares) and construction of the childcare components of the multipurpose community centre. Area 3 contribution (60%)*	\$96,000 \$865,125 \$961,125	Area 3 forms the MCA for this facility.	No later than 800 occupied dwellings within its facility. No later than 1,000 occupied dwellings within its designated terms facility catchment.	As above
C120	Community	Multipurpose Community Centre (Community Hub 6). Construction of the community room components of the multipurpose community centre.	\$0 \$1,441,875 \$1,441,875	Areas 2 and 3 form the MCA for this facility.	No later than 1,500 occupied dwellings within its designated terms facility catchment.	As above
SUB-TOTAL			\$7,805,000 \$9,933,128 \$66,658,128			
OUTDOOR ACTIVE RECREATION						
AR01	Development	Playing Fields 1 (Hub 1). Active open space reserve. Construction of 2 football/cricket ovals and 4 tennis courts.	\$0 \$2,850,480 \$2,850,480	Areas 1 and 2 form the MCA for this facility.	Playing Fields: at time of subdivision; Tennis Courts: no later than 3,000 occupied dwellings within its designated terms facility catchment. No later than 3,000 dwelling catchment.	Tennis: Growth Area - Facility Infrastructure Estimates, CASI Research (Jan, 2009).
AR02	Community	Pavilion 1 (Hub 1). Construction of pavilion to serve Playing Fields 1.*	\$0 \$1,200,000 \$1,200,000	Areas 1 and 2 form the MCA for this facility.	At time of subdivision.	As above
AR03	Community	Playing Fields 2. Active open space reserve. Construction of 2 soccer pitches.*	\$0 \$2,430,000 \$2,430,000	Areas 1 and 2 form the MCA for this facility.	No later than 1,500 occupied dwellings within its designated terms facility catchment.	As above
AR04	Community	Pavilion 2. Construction of pavilion to serve Playing Fields 2.*	\$0 \$1,200,000 \$1,200,000	Areas 1 and 2 form the MCA for this facility.	At time of subdivision.	As above
AR05	Development	Playing Fields 3 (Hub 2). Active open space reserve. Construction of 2 football/cricket ovals.*	\$0 \$2,430,000 \$2,430,000	Areas 1 and 2 form the MCA for this facility.	No later than 1,500 occupied dwellings within its designated terms facility catchment.	As above
AR06	Community	Pavilion 3 (Hub 2). Construction of pavilion to serve Playing Fields 3.*	\$0 \$1,200,000 \$1,200,000	Areas 1 and 2 form the MCA for this facility.	At time of subdivision.	As above
AR07	Development	Playing Fields 4 (Hub 3). Active open space reserve. Construction of 4 soccer pitches.*	\$0 \$4,350,000 \$4,350,000	Areas 1 and 2 form the MCA for this facility.	No later than 1,500 occupied dwellings within its designated terms facility catchment.	As above
AR08	Community	Pavilion 4 (Hub 3). Construction of pavilion to serve Playing Fields 4.*	\$0 \$1,800,000 \$1,800,000	Areas 1 and 2 form the MCA for this facility.	At time of subdivision.	As above
AR09	Development	Playing Fields 5 (Hub 4). Active open space reserve. Construction of 2 football/cricket ovals and 4 tennis courts.*	\$0 \$2,850,480 \$2,850,480	Areas 1 and 2 form the MCA for this facility.	Playing Fields: at time of subdivision; Tennis Courts: no later than 3,000 occupied dwellings within its designated terms facility catchment. No later than 3,000 dwelling catchment.	As above
AR10	Community	Pavilion 5 (Hub 4). Construction of pavilion to serve Playing Fields 5.*	\$0 \$1,200,000 \$1,200,000	Areas 1 and 2 form the MCA for this facility.	At time of subdivision.	As above
AR11	Development	Playing Fields 6 (Hub 5). Active open space reserve. Construction of 2 soccer pitches.*	\$0 \$2,430,000 \$2,430,000	Areas 1 and 2 form the MCA for this facility.	No later than 1,500 occupied dwellings within its designated terms facility catchment.	As above
AR12	Community	Pavilion 6 (Hub 5). Construction of pavilion to serve Playing Fields 6.*	\$0 \$1,200,000 \$1,200,000	Areas 1 and 2 form the MCA for this facility.	At time of subdivision.	As above
AR13	Development	Playing Fields 7 (Hub 7). Active open space reserve. Construction of 2 football/cricket ovals.*	\$0 \$2,430,000 \$2,430,000	Areas 1 and 2 form the MCA for this facility.	No later than 1,500 occupied dwellings within its designated terms facility catchment.	As above
AR14	Community	Pavilion 7 (Hub 7). Construction of pavilion to serve active playing fields 7.*	\$0 \$1,200,000 \$1,200,000	Areas 1 and 2 form the MCA for this facility.	At time of subdivision.	As above
AR15A	Community	Playing Fields 8 (Hub 6). Active open space reserve. Construction of 2 football/cricket ovals and 4 tennis courts. Area 2 contribution (60%)*	\$0 \$1,710,288 \$1,710,288	Area 2 forms the MCA for this facility.	Playing Fields: at time of subdivision; Tennis Courts: no later than 1,500 occupied dwellings within its designated terms facility catchment.	As above
AR15B	Development	Playing Fields 8 (Hub 6). Active open space reserve. Construction of 2 football/cricket ovals and 4 tennis courts. Area 3 contribution (40%)*	\$0 \$1,140,192 \$1,140,192	Area 3 forms the MCA for this facility.	Playing Fields: at time of subdivision; Tennis Courts: no later than 1,500 occupied dwellings within its designated terms facility catchment.	As above
AR16	Community	Pavilion 8 (Hub 6). Construction of pavilion to serve active playing fields 8.*	\$0 \$1,200,000 \$1,200,000	Areas 2 and 3 form the MCA for this facility.	No later than 1,500 occupied dwellings within its designated terms facility catchment.	As above
SUB-TOTAL			\$0 \$32,821,440 \$32,821,440			
OFF-ROAD PEDESTRIAN & CYCLE TRAILS						
TR01	Development	Concrete Shared Path including pavement, drainage and landscaping (3 metres wide, length 3,250 metres); Regional Park linkage.	\$0 \$682,500 \$682,500	Areas 1, 2, and 3 form the MCA for this facility.	As required by access demand.	Transport Modelling Report, Growth Area 1, Melton City Council, 30 September 2008. Toolern Precinct Structure Plan Transport and Movement Study, Boze & Co, February 2008.
SUB-TOTAL			\$0 \$682,500 \$682,500			
STRUCTURE PLANNING						
PL01	Development	Preparation of Precinct Structure Plan and Development Contributions Plan.	\$0 \$0 \$0	Areas 1, 2, 3, and 4 form the MCA for this facility.		
SUB-TOTAL			\$0 \$0 \$0			
TOTAL			\$55,528,076 \$184,671,651 \$241,449,727			

Includes contingency fee of 10% within construction cost. Includes design and project management fee of 10% within construction cost.
 □ Includes contingency fee of 20% within construction cost. Includes design and project management fee of 10% within construction cost.
 * Includes contingency fee of 30% within construction cost. Includes design and project management fee of 10% within construction cost.

TOOLERN DEVELOPMENT CONTRIBUTIONS PLAN - JULY 2011 (Amended February 2019)

Table 4: Calculation of Costs (continued)

DPC PROJECT NO.	INFRASTRUCTURE CATEGORY	DESCRIPTION	ESTIMATED LAND COST	ESTIMATED CONSTRUCTION COST	TOTAL PROJECT COST	ESTIMATED EXTERNAL USAGE %	TOTAL COST ATTRIBUTABLE TO MAIN AREA	MAIN CATCHMENT AREA (MCA)	DEVELOPMENT TYPES MAKING CONTRIBUTION	NUMBER OF DEVELOPABLE HECTARES IN MCA	CONTRIBUTION DEVELOPABLE HECTARE
RD14	Development	Shogaki Drive: Ferris Road to Mount Cottrell Road (Western Half). Upgrade existing 2-lane sealed road to provide 2-lane carriageway of primary arterial road (45 metre road reserve, length 800 metres). "Interim layout". Purchase land to increase reserve width from 40m to 45m for 800 metres (ultimate). * RD15	\$120,000	\$2,808,000	\$2,928,000	0%	\$2,928,000	Areas 1, 2, 3 and 4	Res. and Employ.	1719.88	\$1,702.44
RD15	Development	RD14	\$310,200	\$2,932,800	\$3,243,000	0%	\$3,243,000	Areas 1, 2, 3 and 4	Res. and Employ.	1719.88	\$1,885.60
RD16	Development	Ferris Road: Aboy Road to Melbourne Ballarat Rail Line. Upgrade of existing 2-lane sealed/unsealed road to provide 2-lane carriageway of divided secondary arterial road (45 metre road reserve, length 940 metres). Purchase land to increase reserve width from 34m to 45m for 940 metres (ultimate). * RD17	\$74,400	\$2,176,200	\$2,250,600	0%	\$2,250,600	Areas 1, 2, 3 and 4	Res. and Employ.	1719.88	\$1,308.58
RD17	Development	RD16	\$0	\$7,581,600	\$7,581,600	0%	\$7,581,600	Areas 1, 2, 3 and 4	Res. and Employ.	1719.88	\$4,408.21
RD17A	Development	Ferris Road: Melbourne Ballarat Rail Line to East West Arterial. Upgrade of existing 2-lane sealed/unsealed road to provide 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 21,60 metres). "Interim layout". Purchase land to increase reserve width from 19m to 38m for 21,60 metres east of Tookem Creek (ultimate). * RD18	\$0	\$2,400	\$2,400	0%	\$2,400	Areas 1, 2, 3 and 4	Res. and Employ.	1719.88	\$1.40
RD18	Development	RD17A	\$153,900	\$7,581,600	\$7,735,500	0%	\$7,735,500	Areas 1, 2, 3 and 4	Res. and Employ.	1719.88	\$4,497.70
RD18A	Development	Offset cost estimate associated with removal of scattered trees for RD18.	\$0	\$400	\$400	0%	\$400	Areas 1, 2, 3 and 4	Res. and Employ.	1719.88	\$0.23
RD18B	Development	Offset cost estimate associated with removal of EVC for RD18.	\$0	\$32,940	\$32,940	0%	\$32,940	Areas 1, 2, 3 and 4	Res. and Employ.	1719.88	\$19.15
RD19	Development	Shogaki Drive: Ferris Road to Mount Cottrell Road (Eastern Half). Construct new 2-lane carriageway of primary arterial road (45 metre road reserve, length 800 metres). "Interim layout". Purchase land to increase reserve width from 0m to 45m for 800 metres (ultimate). * RD19A	\$1,080,000	\$2,808,000	\$3,888,000	0%	\$3,888,000	Areas 1, 2, 3 and 4	Res. and Employ.	1719.88	\$2,260.62
RD19A	Development	RD19	\$0	\$11,700	\$11,700	0%	\$11,700	Areas 1, 2, 3 and 4	Res. and Employ.	1719.88	\$6.80
RD20	Development	Ferris Road: Melbourne Ballarat Rail Line to East West Arterial. Purchase land to increase reserve width from 20m to 38m, for road section on Property 30 only. Area = 0.50 hectares (ultimate). * RD20A	\$676,346	\$0	\$676,346	0%	\$676,346	Areas 1, 2, 3 and 4	Res. and Employ.	1719.88	\$393.25
RD20A	Development	RD20	\$0	\$540	\$540	0%	\$540	Areas 1, 2, 3 and 4	Res. and Employ.	1719.88	\$0.31
RD21	Development	Ferris Road: Melbourne Ballarat Rail Line to East West Arterial. Purchase land to increase reserve width from 20m to 38m, for balance of required land (excluding Property 30). Area = 3.45 hectares (ultimate). * SUB-TOTAL	\$1,035,000	\$0	\$1,035,000	0%	\$1,035,000	Areas 1, 2, 3 and 4	Res. and Employ.	1719.88	\$601.79
			\$18,008,546	\$77,175,583	\$95,184,129		\$95,184,129				
INTERSECTIONS											
IT01	Development	Res Road and East West Arterial: Intersection. "Interim layout". Construction of signalised 4-way intersection and slip lanes. Additional contingency fee of 30% added to construction cost. Additional design and project management fee of 10% added to construction cost. * IT02	\$0	\$1,064,000	\$1,064,000	0%	\$1,064,000	Areas 1, 2, 3 and 4	Res. and Employ.	1719.88	\$618.65
IT02	Development	IT01	\$0	\$798,000	\$798,000	0%	\$798,000	Areas 1, 2, 3 and 4	Res. and Employ.	1719.88	\$463.99
IT03	Development	East West Arterial and Exford Road: Intersection. "Interim layout". Construction of signalised T-intersection and slip lanes. * * IT04	\$0	\$798,000	\$798,000	0%	\$798,000	Areas 1, 2, 3 and 4	Res. and Employ.	1719.88	\$463.99
IT04	Development	IT03	\$0	\$490,000	\$490,000	0%	\$490,000	Areas 1, 2, 3 and 4	Res. and Employ.	1719.88	\$284.90
IT05	Development	East West Arterial and Ferris Road: Intersection. "Interim layout". Construction of signalised 4-way intersection and slip lanes. * Purchase of 0.304 hectares of additional required land. * * IT06	\$91,110	\$1,008,000	\$1,099,110	0%	\$1,099,110	Areas 1, 2, 3 and 4	Res. and Employ.	1719.88	\$639.06
IT06	Development	IT05	\$102,570	\$1,008,000	\$1,110,570	0%	\$1,110,570	Areas 1, 2, 3 and 4	Res. and Employ.	1719.88	\$645.73
IT07	Development	East West Arterial and Mount Cottrell Road: Intersection. "Interim layout". Purchase of 0.342 hectares of additional required land. * * IT08	\$0	\$1,008,000	\$1,008,000	0%	\$1,008,000	Areas 1, 2, 3 and 4	Res. and Employ.	1719.88	\$586.09
IT08	Development	IT07	\$0	\$385,000	\$385,000	0%	\$385,000	Areas 1, 2, 3 and 4	Res. and Employ.	1719.88	\$223.85
IT09	Development	Paynes Road and Greigs Road: Intersection. Upgrade of protected right-turn lane and left-turn deceleration lane, including drainage and landscaping. Additional design and project management fee of 10% added to construction cost. * IT09	\$0	\$385,000	\$385,000	0%	\$385,000	Areas 1, 2, 3 and 4	Res. and Employ.	1719.88	\$223.85
IT09	Development	IT08	\$0	\$385,000	\$385,000	0%	\$385,000	Areas 1, 2, 3 and 4	Res. and Employ.	1719.88	\$223.85



Table 4: Calculation of Costs (continued)

DCP PROJECT NO.	INFRASTRUCTURE CATEGORY	DESCRIPTION	ESTIMATED LAND COST	ESTIMATED CONSTRUCTION COST	TOTAL PROJECT COST	ESTIMATED EXTERNAL USAGE %	TOTAL COST AT MAIN CATCHMENT AREA	MAIN CATCHMENT AREA (MCA)	DEVELOPMENT TYPES MAKING CONTRIBUTION	NUMBER OF HECTARES IN MCA	CONTRIBUTION TO DEVELOPER'S SHAREABLE
IT10	Development	Mount Cottrell Road and Shoopak Drive Intersection. "Interim layout" Construction of signalised 4-way intersection and slip lanes. Purchase of 0.301 hectares of additional required land. *	\$90,390	\$1,008,000	\$1,098,390	0%	\$1,098,390	Areas 1.2.3 and 4	Res. and Employ.	1719.88	\$638.64
IT12	Development	Ferris Road and Shoopak Drive Intersection. "Interim layout" Construction of signalised 4-way intersection and slip lanes. *	\$0	\$1,008,000	\$1,008,000	0%	\$1,008,000	Areas 1.2.3 and 4	Res. and Employ.	1719.88	\$586.09
IT13	Development	Ferris Road and Shoopak Drive Intersection. "Interim layout" Construction of signalised 4-way intersection and slip lanes. Purchase of 0.47 hectares of additional required land. *	\$140,460	\$1,008,000	\$1,148,460	0%	\$1,148,460	Areas 1.2.3 and 4	Res. and Employ.	1719.88	\$667.76
IT14	Development	Ferris Road and MAC Northern Collector Road Intersection. "Interim layout" Construction of signalised 4-way intersection and slip lanes. *	\$0	\$1,008,000	\$1,008,000	0%	\$1,008,000	Areas 1.2.3 and 4	Res. and Employ.	1719.88	\$586.09
IT15	Development	Ferris Road and Bridge Road Intersection. "Interim layout" Construction of signalised 4-way intersection and slip lanes. *	\$0	\$1,008,000	\$1,008,000	0%	\$1,008,000	Areas 1.2.3 and 4	Res. and Employ.	1719.88	\$586.09
IT16	Development	Ferris Road and Industrial Connector Road Intersection. "Interim layout" Construction of a signalised 4-way intersection and slip lanes. *	\$0	\$798,000	\$798,000	0%	\$798,000	Areas 1.2.3 and 4	Res. and Employ.	1719.88	\$463.99
IT17	Development	Ferris Road and Bandy Drive Intersection. "Interim layout" Construction of signalised 4-way intersection and slip lanes. *	\$0	\$798,000	\$798,000	0%	\$798,000	Areas 1.2.3 and 4	Res. and Employ.	1719.88	\$463.99
IT18	Development	Ferris Road and Bandy Drive Intersection. "Ultimate layout" Construction of signalised 4-way intersection and slip lanes. *	\$0	\$798,000	\$798,000	0%	\$798,000	Areas 1.2.3 and 4	Res. and Employ.	1719.88	\$463.99
IT19	Development	Mount Cottrell Road and Murray Road Intersection. "Interim layout" Construction of signalised 4-way intersection and slip lanes. *	\$0	\$798,000	\$798,000	0%	\$798,000	Areas 1.2.3 and 4	Res. and Employ.	1719.88	\$463.99
IT20	Development	Mount Cottrell Road and Southern Connector Road Intersection. "Interim layout" Construction of signalised 4-way intersection and slip lanes. *	\$0	\$1,008,000	\$1,008,000	0%	\$1,008,000	Areas 1.2.3 and 4	Res. and Employ.	1719.88	\$586.09
IT21	Development	East West Arterial and Eastern North-South Connector Road Intersection. "Interim layout" Construction of signalised 4-way intersection and slip lanes. *	\$0	\$1,008,000	\$1,008,000	0%	\$1,008,000	Areas 1.2.3 and 4	Res. and Employ.	1719.88	\$586.09
IT22	Development	East West Arterial and Central North-South Connector Road Intersection. "Interim layout" Construction of signalised 4-way intersection and slip lanes. *	\$0	\$1,008,000	\$1,008,000	0%	\$1,008,000	Areas 1.2.3 and 4	Res. and Employ.	1719.88	\$586.09
IT23	Development	East West Arterial and Western North-South Connector Road Intersection. "Interim layout" Construction of signalised 4-way intersection and slip lanes. *	\$0	\$798,000	\$798,000	0%	\$798,000	Areas 1.2.3 and 4	Res. and Employ.	1719.88	\$463.99
IT24	Development	Erford Road and Connector Road Intersection. "Interim layout" Construction of signalised 4-way intersection and slip lanes. *	\$0	\$798,000	\$798,000	0%	\$798,000	Areas 1.2.3 and 4	Res. and Employ.	1719.88	\$463.99
IT25	Development	Mount Cottrell Road and Bridge Road Intersection. "Interim layout" Construction of signalised 4-way intersection and slip lanes. *	\$0	\$798,000	\$798,000	0%	\$798,000	Areas 1.2.3 and 4	Res. and Employ.	1719.88	\$463.99
IT26	Development	Mount Cottrell Road and Alfred Road Intersection. "Interim layout" Construction of signalised 4-way intersection and slip lanes. *	\$0	\$1,008,000	\$1,008,000	0%	\$1,008,000	Areas 1.2.3 and 4	Res. and Employ.	1719.88	\$586.09
IT27	Development	Ferris Road and Alfred Road Intersection. "Interim layout" Construction of signalised 4-way intersection and slip lanes. *	\$0	\$1,008,000	\$1,008,000	0%	\$1,008,000	Areas 1.2.3 and 4	Res. and Employ.	1719.88	\$586.09
IT28	Development	Ferris Road and Southern Connector Road Intersection. "Interim layout" Construction of signalised 4-way intersection and slip lanes. *	\$0	\$1,008,000	\$1,008,000	0%	\$1,008,000	Areas 1.2.3 and 4	Res. and Employ.	1719.88	\$586.09
SUB-TOTAL			\$424,530	\$23,898,000	\$24,322,530		\$24,322,530				
BRIDGES											
BD01	Development	Abley Road Bridge: 2-lane bridge over Toolern Creek, incorporating abutments and street lighting (12-metre wide concrete structure, deck length 91.5 metres). *	\$0	\$3,675,000	\$3,675,000	0%	\$3,675,000	Areas 1.2.3 and 4	Res. and Employ.	1719.88	\$2,136.78
BD02	Development	Bridge Road Bridge: 2-lane bridge over Toolern Creek, incorporating abutments and street lighting (12-metre wide concrete structure, deck length 91.5 metres). *	\$0	\$5,243,000	\$5,243,000	0%	\$5,243,000	Areas 1.2.3 and 4	Res. and Employ.	1719.88	\$3,048.47
BD03	Development	East West Arterial Bridge: 2-lane bridge over Toolern Creek, incorporating abutments and street lighting (12-metre wide concrete structure, deck length 91.5 metres). *	\$0	\$5,243,000	\$5,243,000	0%	\$5,243,000	Areas 1.2.3 and 4	Res. and Employ.	1719.88	\$3,048.47
BD04	Development	Shared Use Pedestrian Bridge (No. 1): Bridge over Toolern Creek, incorporating abutments and lighting (3-metre wide timber structure, deck length 30 metres). *	\$0	\$385,000	\$385,000	0%	\$385,000	Areas 1.2.3 and 4	Res. and Employ.	1719.88	\$223.85
BD05	Development	Shared Use Pedestrian Bridge (No. 2): Bridge over Toolern Creek, incorporating abutments and lighting (3-metre wide timber structure, deck length 30 metres). *	\$0	\$385,000	\$385,000	0%	\$385,000	Areas 1.2.3 and 4	Res. and Employ.	1719.88	\$223.85
BD06	Development	Shared Use Pedestrian Bridge (No. 3): Bridge over Toolern Creek, incorporating abutments and lighting (3-metre wide timber structure, deck length 30 metres). *	\$0	\$385,000	\$385,000	0%	\$385,000	Areas 1.2.3 and 4	Res. and Employ.	1719.88	\$223.85
BD07	Development	Pedestrian Underpass 1: Melbourne Ballarat Railway, construction, including 3-metre wide, 50-metre long box culverts, endwalls, concrete path, drainage and lighting. *	\$0	\$868,000	\$868,000	0%	\$868,000	Areas 1.2.3 and 4	Res. and Employ.	1719.88	\$504.69
BD08	Development	Pedestrian Underpass 2: Melbourne Ballarat Railway, construction, including 3-metre wide, 50-metre long box culverts, endwalls, concrete path, drainage and lighting. *	\$0	\$868,000	\$868,000	0%	\$868,000	Areas 1.2.3 and 4	Res. and Employ.	1719.88	\$504.69
BD09	Development	Pedestrian Underpass 3: Melbourne Ballarat Railway, construction, including 3-metre wide, 50-metre long box culverts, endwalls, concrete path, drainage and lighting. *	\$0	\$868,000	\$868,000	0%	\$868,000	Areas 1.2.3 and 4	Res. and Employ.	1719.88	\$504.69
BD10	Development	Pedestrian Underpass 4: Melbourne Ballarat Railway, construction, including 3-metre wide, 50-metre long box culverts, endwalls, concrete path, drainage and lighting. *	\$0	\$868,000	\$868,000	0%	\$868,000	Areas 1.2.3 and 4	Res. and Employ.	1719.88	\$504.69

TOOLERN DEVELOPMENT CONTRIBUTIONS PLAN - JULY 2011 (Amended February 2019)

Table 4: Calculation of Costs (continued)

DPC PROJECT NO.	INFRASTRUCTURE CATEGORY	DESCRIPTION	ESTIMATED LAND COST	ESTIMATED CONSTRUCTION COST	TOTAL PROJECT COST	ESTIMATED EXTERNAL USAGE %	TOTAL COST ATTRIBUTABLE TO MAIN AREA	MAIN CATCHMENT AREA (MCA)	DEVELOPMENT TYPES MAKING CONTRIBUTION	NUMBER OF DEVELOPABLE PLOTS IN MCA	CONTRIBUTION DEVELOPABLE PLOTS PER HECTARE
BD11	Development	Pedestrian Underpass 5: Melbourne Ballarat Railway. Construction, including 3-metre wide, 50-metre long box culverts, endwalls, concrete path, drainage and lighting. *	\$0	\$868,000	\$868,000	0%	\$868,000	Areas 1, 2, 3 and 4	Res. and Employ.	1719.88	\$504.69
BD12	Development	Shared Use Pedestrian Bridge (No. 4). Bridge over Toolem Creek, incorporating abutments and lighting. Deck length 30 metres. * (0.8 hectares)	\$0	\$385,000	\$385,000	0%	\$385,000	Areas 1, 2, 3 and 4	Res. and Employ.	1719.88	\$223.85
BD13	Development	Shared Use Pedestrian Bridge (No. 5). Bridge over Toolem Creek, incorporating abutments and lighting. Deck length 30 metres. * (0.8 hectares)	\$0	\$385,000	\$385,000	0%	\$385,000	Areas 1, 2, 3 and 4	Res. and Employ.	1719.88	\$223.85
BD14	Development	Shared Use Pedestrian Bridge (No. 6). Bridge over Toolem Creek, incorporating abutments and lighting. Deck length 30 metres. * (0.8 hectares)	\$0	\$385,000	\$385,000	0%	\$385,000	Areas 1, 2, 3 and 4	Res. and Employ.	1719.88	\$223.85
SUB-TOTAL			\$0	\$2,081,000	\$2,081,000		\$2,081,000				
PUBLIC TRANSPORT											
PT01	Development	Purchase land to provide for Local Bus Interchange (1 hectare).	\$1,500,000	\$0	\$1,500,000	0%	\$1,500,000	Areas 1, 2, 3 and 4	Res. and Employ.	1719.88	\$872.15
SUB-TOTAL			\$1,500,000	\$0	\$1,500,000		\$1,500,000				
UNENCUMBERED LOCAL ACTIVE OPEN SPACE											
OS01	Development	Purchase of 9.83 hectares of land for active open space required for AR01 and AR02.	\$4,190,000	\$0	\$4,190,000	30%	\$2,933,000	Areas 1 and 2	Res.	1119.95	\$2,618.87
OS02	Development	Purchase of 4.00 hectares of land for active open space required for AR03 and AR04.	\$1,970,000	\$0	\$1,970,000	0%	\$1,970,000	Areas 1 and 2	Res.	1119.95	\$1,759.01
OS03	Development	Purchase of 9.16 hectares of land for active open space required for AR05 and AR06.	\$4,640,000	\$0	\$4,640,000	0%	\$4,640,000	Areas 1 and 2	Res.	1119.95	\$4,143.04
OS04	Development	Purchase of 8.62 hectares of land for active open space required for AR07 and AR08.	\$4,770,000	\$0	\$4,770,000	0%	\$4,770,000	Areas 1 and 2	Res.	1119.95	\$4,259.12
OS05	Development	Purchase of 6.69 hectares of land for active open space required for AR09 and AR10.	\$4,340,000	\$0	\$4,340,000	0%	\$4,340,000	Areas 1 and 2	Res.	1119.95	\$3,875.17
OS06	Development	Purchase of 4.56 hectares of land for active open space required for AR11 and AR12.	\$2,650,000	\$0	\$2,650,000	0%	\$2,650,000	Areas 1 and 2	Res.	1119.95	\$2,366.18
OS07	Development	Purchase of 7.90 hectares of land for active open space required for AR13 and AR14.	\$2,538,000	\$0	\$2,538,000	0%	\$2,538,000	Area 2	Res.	808.06	\$3,140.86
OS08	Development	Purchase of 2.00 hectares of land for active open space required for AR13 and AR14.	\$1,692,000	\$0	\$1,692,000	0%	\$1,692,000	Area 3	Res.	88.55	\$19,107.85
OS09	Development	Purchase of land (1.0ha) for Major Activity Centre Public Open Space	\$1,500,000	\$0	\$1,500,000	0%	\$1,500,000	Areas 1, 2, 3 and 4	Res. and Employ.	1719.88	\$872.15
SUB-TOTAL			\$28,290,000	\$0	\$28,290,000		\$27,033,000				
COMMUNITY & INDOOR RECREATION FACILITIES											
C001	Development	Purchase land to provide library located in Major Activity Centre (4 hectares).	\$3,600,000	\$0	\$3,600,000	10%	\$3,240,000	Areas 1, 2 and 3	Res.	1208.50	\$2,681.01
C002	Development	Purchase of land to provide Aquatic / Leisure Centre (Level 3), located in Major Activity Centre (2.5 hectares).	\$2,250,000	\$0	\$2,250,000	0%	\$2,250,000	Areas 1, 2 and 3	Res.	1208.50	\$1,861.81
C003	Development	Early Learning Facility within Government Primary School (Community Hub 1). Purchase of land (0.8 hectares) for childcare components. Construction of new buildings, including car parking and landscaping. *	\$0	\$1,431,250	\$1,431,250	30%	\$1,001,875	Area 1	Res.	311.89	\$3,212.27
C004	Development	Multipurpose Community Centre (Community Hub 1). Purchase of land (0.8 hectares) and construction of the childcare components of the multipurpose community centre. *	\$240,000	\$2,162,813	\$2,402,813	30%	\$1,681,969	Area 1	Res.	311.89	\$5,392.83
C005	Community	Multipurpose Community Centre (Community Hub 1). Construction of the childcare components of the multipurpose community centre. *	\$0	\$1,441,875	\$1,441,875	30%	Funded via the CIL	Area 1	Res.	311.89	Funded via the CIL
C006	Development	Early Learning Facility within Government Primary School (Community Hub 2). Type 2 Facility (lower order) to provide for kindergarten component only. Construction of new building, including car parking and landscaping. *	\$0	\$1,143,750	\$1,143,750	0%	\$1,143,750	Area 1	Res.	311.89	\$3,667.16
C007	Development	Multipurpose Community Centre (Community Hub 2). Purchase of land (0.85 hectares) and construction of the childcare components of the multipurpose community centre. *	\$255,000	\$2,162,813	\$2,417,813	0%	\$2,417,813	Area 1	Res.	311.89	\$7,752.13
C008	Community	Multipurpose Community Centre (Community Hub 2). Construction of the childcare components of the multipurpose community centre. *	\$0	\$1,441,875	\$1,441,875	0%	Funded via the CIL	Area 1	Res.	311.89	Funded via the CIL
C009	Development	Early Learning Facility within Government Primary School (Community Hub 3). Type 2 Facility (lower order) to provide for kindergarten component only. Construction of new building, including car parking and landscaping. *	\$0	\$1,143,750	\$1,143,750	0%	\$1,143,750	Area 2	Res.	808.06	\$1,415.43
C100	Development	Multipurpose Community Centre (Community Hub 3). Purchase of land (0.8 hectares) and construction of the childcare components of the multipurpose community centre. *	\$240,000	\$2,162,813	\$2,402,813	0%	\$2,402,813	Area 2	Res.	808.06	\$2,973.56
C101	Community	Multipurpose Community Centre (Community Hub 3). Construction of the childcare components of the multipurpose community centre. *	\$0	\$1,441,875	\$1,441,875	0%	Funded via the CIL	Area 2	Res.	808.06	Funded via the CIL
C111	Community	Multipurpose Community Centre (Community Hub 4). Construction of the community room components of the multipurpose community centre. *	\$0	\$1,441,875	\$1,441,875	0%	Funded via the CIL	Area 2	Res.	808.06	Funded via the CIL
C112	Development	Early Learning Facility within Government Primary School (Community Hub 4). Type 1 Facility (higher order) to provide for kindergarten and maternal child health components. Construction of new building, including car parking and landscaping. *	\$0	\$1,431,250	\$1,431,250	0%	\$1,431,250	Area 2	Res.	808.06	\$1,771.22



Table 4: Calculation of Costs (continued)

DCP PROJECT NO.	INFRASTRUCTURE CATEGORY	DESCRIPTION	ESTIMATED LAND COST	ESTIMATED CONSTRUCTION COST	TOTAL PROJECT COST	ESTIMATED EXTERNAL USAGE %	TOTAL COST AT MAIN CATCHMENT AREA	MAIN CATCHMENT AREA (MCA)	DEVELOPMENT TYPES MAKING CONTRIBUTION	NUMBER OF DEVELOPABLE HECTARES IN AREA	CONTRIBUTION DEVELOPABLE HECTARE
C13	Development	Multipurpose Community Centre (Community Hub 4). Purchase of land (0.8 hectares) and construction of the childcare components of the multipurpose community centre.	\$240,000	\$2,162,813	\$2,402,813	0%	\$2,402,813	Area 2	Res.	808.06	\$2,973.56
C14	Community	Multipurpose Community Centre (Community Hub 4). Construction of the community room components of the multipurpose community centre. ¹	\$0	\$1,441,875	\$1,441,875	0%	Funded via the CL	Area 2	Res.	808.06	Funded via the CL
C15	Development	Early Learning Facility within Government Primary School (Community Hub 5). Type 2 Facility (lower order) to provide for kindergarten component only. Construction of new building, including car parking and landscaping. ²	\$0	\$1,143,750	\$1,143,750	0%	\$1,143,750	Area 2	Res.	808.06	\$1,415.43
C16	Development	Multipurpose Community Centre (Community Hub 5). Purchase of land (0.8 hectares) and construction of the childcare components of the multipurpose community centre.	\$240,000	\$2,162,813	\$2,402,813	0%	\$2,402,813	Area 2	Res.	808.06	\$2,973.56
C17	Community	Multipurpose Community Centre (Community Hub 5). Construction of the community room components of the multipurpose community centre. ¹	\$0	\$1,441,875	\$1,441,875	0%	Funded via the CL	Area 2	Res.	808.06	Funded via the CL
C118A	Development	Early Learning Facility within Government Primary School (Community Hub 6). Type 1 Facility (higher order) to provide for kindergarten and maternal child health components. Construction of new building, including car parking and landscaping. ²	\$0	\$955,875	\$955,875	0%	\$955,875	Area 2	Res.	808.06	\$1,182.93
C118B	Development	Early Learning Facility within Government Primary School (Community Hub 6). Type 1 Facility (higher order) to provide for kindergarten and maternal child health components. Construction of new building, including car parking and landscaping. ²	\$0	\$475,375	\$475,375	0%	\$475,375	Area 3	Res.	88.55	\$5,368.44
C119A	Development	Multipurpose Community Centre (Community Hub 6). Purchase of land (0.8 hectares) and construction of the childcare components of the multipurpose community centre. Area 2 contribution (60%). ³	\$144,000	\$1,297,688	\$1,441,688	0%	\$1,441,688	Area 2	Res.	808.06	\$1,784.13
C119B	Development	Multipurpose Community Centre (Community Hub 6). Purchase of land (0.8 hectares) and construction of the childcare components of the multipurpose community centre. Area 3 contribution (40%). ³	\$96,000	\$865,125	\$961,125	0%	\$961,125	Area 3	Res.	88.55	\$10,854.04
C120	Community	Multipurpose Community Centre (Community Hub 6). Construction of the community room components of the multipurpose community centre. ¹	\$0	\$1,441,875	\$1,441,875	0%	Funded via the CL	Areas 2 and 3	Res.	896.61	Funded via the CL
SUB-TOTAL			\$7,305,000	\$29,353,128	\$36,658,128		\$26,496,659				
OUTDOOR ACTIVE RECREATION											
AR01	Development	Playing Fields 1 (Hub 1). Active open space reserve. Construction of 2 football/cricket ovals and 4 tennis courts. ⁴	\$0	\$2,850,480	\$2,850,480	30%	\$1,995,336	Areas 1 and 2	Res.	1119.95	\$1,781.63
AR02	Community	Pavilion 1 (Hub 1). Construction of pavilion to serve Playing Fields 1. ⁵	\$0	\$1,200,000	\$1,200,000	30%	Funded via CL	Areas 1 and 2	Res.	1119.95	Funded via CL
AR03	Development	Playing Fields 2. Active open space reserve. Construction of 2 soccer pitches. ⁶	\$0	\$2,430,000	\$2,430,000	0%	\$2,430,000	Areas 1 and 2	Res.	1119.95	\$2,169.74
AR04	Community	Pavilion 2. Construction of pavilion to serve Playing Fields 2. ⁵	\$0	\$1,200,000	\$1,200,000	0%	Funded via CL	Areas 1 and 2	Res.	1119.95	Funded via CL
AR05	Development	Playing Fields 3 (Hub 2). Active open space reserve. Construction of 2 football/cricket ovals. ⁴	\$0	\$2,430,000	\$2,430,000	0%	\$2,430,000	Areas 1 and 2	Res.	1119.95	\$2,169.74
AR06	Community	Pavilion 3 (Hub 2). Construction of pavilion to serve Playing Fields 3. ⁵	\$0	\$1,200,000	\$1,200,000	0%	Funded via CL	Areas 1 and 2	Res.	1119.95	Funded via CL
AR07	Development	Playing Fields 4 (Hub 3). Active open space reserve. Construction of 4 soccer pitches. ⁶	\$0	\$4,350,000	\$4,350,000	0%	\$4,350,000	Areas 1 and 2	Res.	1119.95	\$3,884.10
AR08	Community	Pavilion 4 (Hub 3). Construction of pavilion to serve Playing Fields 4. ⁵	\$0	\$1,800,000	\$1,800,000	0%	Funded via CL	Areas 1 and 2	Res.	1119.95	Funded via CL
AR09	Development	Playing Fields 5 (Hub 4). Active open space reserve. Construction of 2 football/cricket ovals and 4 tennis courts. ⁴	\$0	\$2,850,480	\$2,850,480	0%	\$2,850,480	Areas 1 and 2	Res.	1119.95	\$2,545.19
AR10	Community	Pavilion 5 (Hub 4). Construction of pavilion to serve Playing Fields 5. ⁵	\$0	\$1,200,000	\$1,200,000	0%	Funded via CL	Areas 1 and 2	Res.	1119.95	Funded via CL
AR11	Development	Playing Fields 6 (Hub 5). Active open space reserve. Construction of 2 soccer pitches. ⁶	\$0	\$2,430,000	\$2,430,000	0%	\$2,430,000	Areas 1 and 2	Res.	1119.95	\$2,169.74
AR12	Community	Pavilion 6 (Hub 5). Construction of pavilion to serve Playing Fields 6. ⁵	\$0	\$1,200,000	\$1,200,000	0%	Funded via CL	Areas 1 and 2	Res.	1119.95	Funded via CL
AR13	Development	Playing Fields 7 (Hub 7). Active open space reserve. Construction of 2 football/cricket ovals. ⁴	\$0	\$2,430,000	\$2,430,000	0%	\$2,430,000	Areas 1 and 2	Res.	1119.95	\$2,169.74
AR14	Community	Pavilion 7 (Hub 7). Construction of pavilion to serve active playing fields 7. ⁵	\$0	\$1,200,000	\$1,200,000	0%	Funded via CL	Areas 1 and 2	Res.	1119.95	Funded via CL
AR15A	Development	Playing Fields 8 (Hub 6). Active open space reserve. Construction of 2 football/cricket ovals and 4 tennis courts. Area 2 contribution (60%). ³	\$0	\$1,710,288	\$1,710,288	0%	\$1,710,288	Area 2	Res.	808.06	\$2,116.54
AR15B	Development	Playing Fields 8 (Hub 6). Active open space reserve. Construction of 2 football/cricket ovals and 4 tennis courts. Area 3 contribution (40%). ³	\$0	\$1,140,192	\$1,140,192	0%	\$1,140,192	Area 3	Res.	88.55	\$12,876.25
AR16	Community	Pavilion 8 (Hub 6). Construction of pavilion to serve active playing fields 8. ⁵	\$0	\$1,200,000	\$1,200,000	0%	Funded via CL	Areas 2 and 3	Res.	896.61	Funded via CL
SUB-TOTAL			\$0	\$32,821,440	\$32,821,440		\$21,766,296				

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Table 4: Calculation of Costs (continued)

DCP PROJECT NO.	INFRASTRUCTURE CATEGORY	DESCRIPTION	ESTIMATED LAND COST	ESTIMATED CONSTRUCTION COST	TOTAL PROJECT COST	ESTIMATED EXTERNAL USAGE %	TOTAL COST ATTRIBUTABLE TO MAIN AREA	MAIN CATCHMENT AREA (MCA)	DEVELOPMENT TYPES MAKING CONTRIBUTION	NUMBER OF DEVELOPABLE HECTARES IN MCA	CONTRIBUTION PER NET DEVELOPABLE HECTARE
OFF-ROAD PEDESTRIAN & CYCLE TRAILS											
TR01	Development	Concrete Shared Path including pavement, drainage and landscaping 0 metres wide, length 3,250 metres; Regional Park linkages.	\$0	\$682,500	\$682,500	0%	\$682,500	Areas 1, 2 and 3	Res.	1208.50	\$564.75
SUB-TOTAL			\$0	\$682,500	\$682,500		\$682,500				
STRUCTURE PLANNING											
PL01	Development	Preparation of Precinct Structure Plan and Development Contributions Plan.	\$0	\$0	\$1,250,000	0%	\$1,250,000	Areas 1, 2, 3 and 4	Res. and Employ.	1719.88	\$726.79
SUB-TOTAL			\$0	\$0	\$1,250,000		\$1,250,000				
TOTAL			\$55,528,076	\$184,671,651	\$241,449,727		\$218,976,114				

Includes contingency fee of 10% within construction cost. Includes design and project management fee of 10% within construction cost.

□ Includes contingency fee of 20% within construction cost. Includes design and project management fee of 10% within construction cost.

* Includes contingency fee of 30% within construction cost. Includes design and project management fee of 10% within construction cost.

Inserted by C161

Note: DCP projects attributed to Areas 1, 2, 3 and 4* include the Paynes Road PSP area as part of the MCA for the item of infrastructure. This MCA applies to all road, intersection, bridge, public transport and structure planning projects, and purchase of land for the Major Activity Centre public open space (OS09).



Table 5: Schedule of Costs

DCP PROJECT ID	INFRASTRUCTURE CATEGORY	DESCRIPTION	Area 1	Area 2	Area 3	Area 4	Total Project Cost	Total Cost Recovered by DCP
RD01	Development	Rees Road: Coburns Road to East West Arterial. Re-construct existing 2-lane road to provide 2-lane carriageway of secondary arterial road (38 metre road reserve, length 180 metres) "Interim layout" "Interim layout". Purchase land to increase reserve width from 20m to 38m for 180 metres (ultimate). ^a	\$11,89	\$88,06	\$88,55	\$11,38	\$11,700	\$729,000
RD01A	Development	Offset cost estimate associated with removal of scattered trees for RD01.	\$132,200	\$342,510	\$37,533	\$216,757	\$729,000	\$729,000
RD02	Development	East West Arterial: Rees Road to Exford Road. Construct new 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 970 metres) "Interim layout". Purchase land to increase reserve width from 0m to 38m for 970 metres (ultimate). ^a	\$2,122	\$5,497	\$602	\$3,479	\$11,700	\$11,700
RD03	Development	East West Arterial: Rees Road to Exford Road. Construct new 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 970 metres) "Interim layout". Purchase land to increase reserve width from 0m to 38m for 970 metres (ultimate). ^a	\$817,952	\$2,119,191	\$232,228	\$1,341,128	\$4,510,500	\$4,510,500
RD03A	Development	Offset cost estimate associated with removal of scattered trees for RD03.	\$946,616	\$2,452,539	\$268,758	\$1,552,087	\$5,220,000	\$5,220,000
RD04	Development	Exford Road: East West Arterial to Greigs Road. Re-construct existing pavement to provide 2-lane carriageway of undivided secondary arterial road (38 metre road reserve, length 233 metres) "Interim layout". Purchase land to increase reserve width from 20m to 31m for 233 metres (ultimate). ^a	\$1,088	\$2,819	\$309	\$1,784	\$6,000	\$6,000
RD04A	Development	Offset cost estimate associated with removal of scattered trees for RD04.	\$1,613,980	\$4,181,579	\$458,232	\$2,646,309	\$8,900,100	\$8,900,100
RD05	Development	East West Arterial: Exford Road to Toolern Creek. Construct new 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 1,045 metres) "Interim layout". Purchase land to increase reserve width from 0m to 38m for 1,045 metres (ultimate). ^a	\$13,274	\$34,392	\$3,769	\$21,765	\$73,200	\$73,200
RD05A	Development	Offset cost estimate associated with removal of scattered trees for RD05.	\$337,300	\$873,893	\$95,764	\$553,043	\$1,860,000	\$1,860,000
RD06	Development	East West Arterial: Toolern Creek to Ferris Road. Construct new 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 1,680 metres) "Interim layout". Purchase land to increase reserve width from 0m to 38m for 1,680 metres (ultimate). ^a	\$19,781	\$51,250	\$5,616	\$32,433	\$109,080	\$109,080
RD06A	Development	Offset cost estimate associated with removal of scattered trees for RD06.	\$1,416,660	\$3,670,352	\$402,210	\$2,322,779	\$7,812,000	\$7,812,000
RD07	Development	East West Arterial: Ferris Road to Mount Cottrell Road. Construct new 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 1,600 metres) "Interim layout". Purchase land to increase reserve width from 0m to 38m for 1,600 metres (ultimate). ^a	\$435	\$1,128	\$124	\$714	\$2,400	\$2,400
RD07A	Development	Offset cost estimate associated with removal of EVC for RD07.	\$1,349,200	\$3,495,573	\$383,057	\$2,212,170	\$7,440,000	\$7,440,000
RD08	Development	East West Arterial: Mount Cottrell Road to Paynes Road. Construct new 2-lane carriageway of primary arterial road (45 metre road reserve, length 1,650 metres) "Interim layout". Purchase land to increase reserve width to 0m to 45m for 1,650 metres (ultimate). ^a	\$3,482	\$9,021	\$989	\$5,709	\$19,200	\$19,200
RD08A	Development	Offset cost estimate associated with removal of EVC for RD08.	\$1,454,198	\$3,767,608	\$412,867	\$2,384,327	\$8,019,000	\$8,019,000
RD09	Development	Paynes Road: Toolern Boundary to Greigs Road. Upgrade existing 2-lane unsealed rural road to provide 2-lane carriageway (length 725 metres). ^a	\$10,021	\$25,963	\$2,845	\$16,431	\$55,260	\$55,260
RD10	Development	Mount Cottrell Road: Melbourne Ballarat Rail Line to East West Arterial to GCB southern boundary. Upgrade existing 2-lane carriageway (length 1,045 metres) "Interim layout". Purchase land to increase reserve width from 0m to 38m for 1,045 metres (ultimate). ^a	\$248,788	\$644,572	\$70,634	\$407,917	\$1,371,910	\$1,371,910
RD11	Development	Mount Cottrell Road: Melbourne Ballarat Rail Line to East West Arterial. Upgrade existing 2-lane unsealed road to provide 2-lane carriageway of primary arterial road (45 metre road reserve, length 2,190 metres) "Interim layout". Purchase land to increase reserve width from 20m to 45m for 2,190 metres (ultimate). ^a	\$358,598	\$929,072	\$101,811	\$587,962	\$1,977,443	\$1,977,443
RD11A	Development	Offset cost estimate associated with removal of scattered trees for RD11.	\$1,777,380	\$4,604,924	\$504,623	\$2,914,222	\$9,801,150	\$9,801,150
RD11B	Development	Offset cost estimate associated with removal of EVC for RD11.	\$2,475	\$6,413	\$703	\$4,059	\$13,650	\$13,650
RD12	Development	Mount Cottrell Road: Western Freeway to Melbourne Ballarat Rail Line. Upgrade of existing 2-lane unsealed road to provide 2-lane carriageway of primary arterial road (45 metre road reserve, length 1,680 metres) "Interim layout". Purchase land to increase reserve width from 20m to 45m for 1,680 metres (ultimate). ^a	\$718	\$1,861	\$204	\$1,177	\$3,960	\$3,960
RD14	Development	Shogaki Drive: Ferris Road to Mount Cottrell Road (Western Half). Upgrade existing 2-lane sealed road to provide 2-lane carriageway of primary arterial road (45 metre road reserve, length 800 metres) "Interim layout". Purchase land to increase reserve width from 20m to 45m for 800 metres (ultimate). ^a	\$1,425,827	\$3,694,102	\$404,812	\$2,337,809	\$7,862,550	\$7,862,550
RD15	Development	Ferris Road: Western Freeway to Shogaki Drive. Construction of additional lane in either direction to existing 4-lane divided road to provide ultimate 6-lane divided arterial road (45 metre road reserve, length 940 metres). Purchase land to increase reserve width from 24m to 45m for 940 metres (ultimate). ^a	\$530,975	\$1,375,677	\$150,751	\$870,596	\$2,928,000	\$2,928,000
RD16	Development	Ferris Road: Abey Road to Melbourne Ballarat Rail Line. Upgrade of existing 2-lane sealed/ unsealed road to provide 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 2,160 metres) "Interim layout". Purchase land to increase reserve width from 34m to 38m for 2,160 metres (ultimate). ^a	\$588,099	\$1,523,675	\$166,970	\$964,256	\$3,243,000	\$3,243,000
RD17	Development	Ferris Road: Melbourne Ballarat Rail Line to East West Arterial. Upgrade of existing 2-lane sealed/ unsealed road to provide 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 2,160 metres) "Interim layout". Purchase land to increase reserve width from 34m to 38m for 2,160 metres (ultimate). ^a	\$408,133	\$1,057,411	\$115,875	\$669,181	\$2,250,600	\$2,250,600
RD17A	Development	Offset cost estimate associated with removal of scattered trees for RD17.	\$1,374,878	\$3,562,102	\$390,347	\$2,254,273	\$7,581,600	\$7,581,600
RD18	Development	Abey Road: Toolern Creek to Ferris Road. Upgrade of existing 2-lane unsealed road to provide 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 2,160 metres) "Interim layout". Purchase land to increase reserve width from 19m to 38m for 2,160 metres (ultimate). ^a	\$435	\$1,128	\$124	\$714	\$2,400	\$2,400
			\$1,402,787	\$3,634,409	\$398,271	\$2,300,033	\$7,735,500	\$7,735,500

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Table 5: Schedule of Costs (continued)

DCP PROJECT NO.	INFRASTRUCTURE CATEGORY	DESCRIPTION	Area 1	Area 2	Area 3	Area 4	Total Project Cost	Total Cost Recovered by PCP
RD18A	Development	Offset cost estimate associated with removal of scattered trees for RD18.	\$73	\$188	\$21	\$119	\$400	\$400
RD18B	Development	Offset cost estimate associated with removal of EVC for RD18.	\$5,973	\$15,476	\$1,696	\$9,794	\$32,940	\$32,940
RD19	Development	Shogaki Drive: Ferris Road to Mount Cottrell Road (Eastern Half). Construct new 2-lane carriageway of primary arterial road (45 metre road reserve, length 800 metres) "Interim layout". Purchase land to increase reserve width from 0m to 65m for 800 metres (ultimate).*	\$705,066	\$1,826,719	\$200,178	\$1,156,037	\$3,888,000	\$3,888,000
RD19A	Development	Offset cost estimate associated with removal of EVC for RD19.	\$2,122	\$5,497	\$602	\$3,479	\$11,700	\$11,700
RD20	Development	Ferris Road: Melbourne Ballarat Rail Line to East West Arterial. Purchase land to increase reserve width from 20m to 38m, for road section on Property 30 only. Area = 0.50 hectares (ultimate).	\$122,651	\$317,771	\$34,822	\$201,101	\$676,346	\$676,346
RD20A	Development	Offset cost estimate associated with removal of EVC for RD20.	\$98	\$254	\$28	\$161	\$540	\$540
RD21	Development	Ferris Road: Melbourne Ballarat Rail Line to East West Arterial. Purchase land to increase reserve width from 20m to 38m, for balance of required land (excluding Property 30). Area = 3.45 hectares (ultimate).	\$187,691	\$486,279	\$53,288	\$307,741	\$1,035,000	\$1,035,000
SUB-TOTAL			\$17,261,075	\$44,720,845	\$4,900,664	\$28,301,544	\$95,184,129	\$95,184,129
INTERSECTIONS								
IT01	Development	Rees Road and East West Arterial: Intersection. "Interim layout". Construction of signalised 4-way intersection and slip lanes. Additional contingency fee of 30% added to construction cost.	\$192,950	\$499,905	\$54,781	\$316,364	\$1,064,000	\$1,064,000
IT02	Development	Additional design and project management fee of 10% added to construction cost.						
IT03	Development	East West Arterial and Exford Road: Intersection. "Interim layout". Construction of signalised T-intersection and slip lanes. *	\$144,713	\$374,928	\$41,086	\$237,273	\$798,000	\$798,000
IT04	Development	Purchase of 0.17 hectares of additional required land.*	\$144,713	\$374,928	\$41,086	\$237,273	\$798,000	\$798,000
IT05	Development	Exford Road and Greigs Road: Intersection. "Interim layout". Upgrade of protected right-turn lane and left-turn deceleration lane, including drainage and landscaping. *	\$88,859	\$230,219	\$25,228	\$145,694	\$490,000	\$490,000
IT06	Development	East West Arterial and Mount Cottrell Road: Intersection. "Interim layout". Construction of signalised 4-way intersection and slip lanes. Purchase of 0.304 hectares of additional required land. *	\$199,317	\$516,400	\$56,589	\$326,804	\$1,099,110	\$1,099,110
IT07	Development	East West Arterial and Payne's Road: Intersection. "Interim layout". Construction of signalised 4-way intersection and slip lanes. Purchase of 0.342 hectares of additional required land. *	\$201,395	\$521,795	\$57,179	\$330,211	\$1,110,570	\$1,110,570
IT08	Development	Payne's Road and Greigs Road: Intersection. Upgrade of protected right-turn lane and left-turn deceleration lane, including drainage and landscaping. *	\$69,817	\$180,887	\$19,822	\$114,474	\$385,000	\$385,000
IT09	Development	Additional design and project management fee of 10% added to construction cost.	\$69,817	\$180,887	\$19,822	\$114,474	\$385,000	\$385,000
IT10	Development	Mount Cottrell Road and Greigs Road: Intersection. "Interim layout". Construction of signalised 4-way intersection and slip lanes. Additional design and project management fee of 10% added to construction cost.	\$199,186	\$516,062	\$56,552	\$326,589	\$1,098,390	\$1,098,390
IT11	Development	Purchase of 0.301 hectares of additional required land. *	\$182,795	\$473,594	\$51,898	\$299,713	\$1,008,000	\$1,008,000
IT12	Development	Shogaki Drive and Collector Street: Intersection. "Interim layout". Construction of signalised 4-way intersection and slip lanes. *	\$208,266	\$539,587	\$59,130	\$341,477	\$1,148,460	\$1,148,460
IT13	Development	Ferris Road and Stogaki Drive: Intersection. "Interim layout". Construction of signalised 4-way intersection and slip lanes. *	\$182,795	\$473,594	\$51,898	\$299,713	\$1,008,000	\$1,008,000
IT14	Development	Purchase of 0.47 hectares of additional required land. *	\$182,795	\$473,594	\$51,898	\$299,713	\$1,008,000	\$1,008,000
IT15	Development	Ferris Road and MAC Northern Collector Road: Intersection. "Interim layout". Construction of signalised T-intersection and slip lanes. *	\$144,713	\$374,928	\$41,086	\$237,273	\$798,000	\$798,000
IT16	Development	Abey Road and Industrial Connector Road: Intersection. "Interim layout". Construction of signalised T-intersection and slip lanes.	\$144,713	\$374,928	\$41,086	\$237,273	\$798,000	\$798,000
IT17	Development	Abey Road and Bundy Drive: Intersection. "Interim layout". Construction of signalised T-intersection and slip lanes.	\$144,713	\$374,928	\$41,086	\$237,273	\$798,000	\$798,000
IT18	Development	Ferris Road and Shalamsaker Drive: Intersection. **Ultimate layout** Construction of signalised 4-way intersection and slip lanes.	\$182,795	\$473,594	\$51,898	\$299,713	\$1,008,000	\$1,008,000
IT19	Development	Mount Cottrell Road and Murray Road: Intersection. "Interim layout". Construction of signalised T-intersection and slip lanes.	\$144,713	\$374,928	\$41,086	\$237,273	\$798,000	\$798,000
IT20	Development	Mount Cottrell Road and Southern Connector Road: Intersection. "Interim layout". Construction of signalised 4-way intersection and slip lanes.	\$182,795	\$473,594	\$51,898	\$299,713	\$1,008,000	\$1,008,000
IT21	Development	East West Arterial and Eastern North-South Connector Road: Intersection. "Interim layout". Construction of signalised 4-way intersection and slip lanes.	\$182,795	\$473,594	\$51,898	\$299,713	\$1,008,000	\$1,008,000
IT22	Development	East West Arterial and Central North-South Connector Road: Intersection. "Interim layout". Construction of signalised 4-way intersection and slip lanes.	\$182,795	\$473,594	\$51,898	\$299,713	\$1,008,000	\$1,008,000
IT23	Development	East West Arterial and Western North-South Connector Road: Intersection. "Interim layout". Construction of signalised 4-way intersection and slip lanes.	\$144,713	\$374,928	\$41,086	\$237,273	\$798,000	\$798,000
IT24	Development	Exford Road and Connector Road: Intersection. "Interim layout". Construction of signalised T-intersection and slip lanes.	\$144,713	\$374,928	\$41,086	\$237,273	\$798,000	\$798,000
IT25	Development	Mount Cottrell Road and Bridge Road: Intersection. "Interim layout". Construction of signalised T-intersection and slip lanes.	\$144,713	\$374,928	\$41,086	\$237,273	\$798,000	\$798,000

TOOLERN DEVELOPMENT CONTRIBUTIONS PLAN - JULY 2011 (Amended February 2019)



Table S: Schedule of Costs (continued)

DCP PROJECT NO.	INFRASTRUCTURE CATEGORY	DESCRIPTION	Area 1	Area 2	Area 3	Area 4	Total Project Cost	Total Cost Recovered by DCP
IT26	Development	Mount Cottrell Road and Alfred Road Intersection. "Interim layout". Construction of signalised 4-way intersection and slip lanes.	\$182,795	\$473,594	\$51,898	\$299,713	\$1,008,000	\$1,008,000
IT27	Development	Ferris Road and Alfred Road Intersection. "Interim layout". Construction of signalised 4-way intersection and slip lanes.	\$182,795	\$473,594	\$51,898	\$299,713	\$1,008,000	\$1,008,000
IT28	Development	Ferris Road and Southern Connector Road Intersection. "Interim layout". Construction of signalised 4-way intersection and slip lanes.	\$4,398,052	\$11,384,690	\$1,248,669	\$7,211,119	\$24,952,530	\$24,952,530
BRIDGES								
BD01	Development	Abey Road Bridge. 2-lane bridge over Toolern Creek, incorporating abutments and street lighting (12 metre wide concrete structure, deck length 61 metres). *	\$666,439	\$1,726,644	\$189,212	\$1,092,705	\$3,675,000	\$3,675,000
BD02	Development	Bridge Road Bridge. 2-lane bridge over Toolern Creek, incorporating abutments and street lighting (12-metre wide concrete structure, deck length 61.5 metres). *	\$950,787	\$2,463,345	\$269,942	\$1,558,926	\$5,243,000	\$5,243,000
BD03	Development	Ferris Road Bridge. 2-lane bridge over Toolern Creek, incorporating abutments and street lighting (12-metre wide concrete structure, deck length 61.5 metres). *	\$950,787	\$2,463,345	\$269,942	\$1,558,926	\$5,243,000	\$5,243,000
BD04	Development	Shared Use Pedestrian Bridge (No. 1). Bridge over Toolern Creek, incorporating abutments and lighting (3-metre wide timber structure, deck length 30 metres). *	\$69,817	\$180,887	\$19,822	\$114,474	\$385,000	\$385,000
BD05	Development	Shared Use Pedestrian Bridge (No. 2). Bridge over Toolern Creek, incorporating abutments and lighting (3-metre wide timber structure, deck length 30 metres). *	\$69,817	\$180,887	\$19,822	\$114,474	\$385,000	\$385,000
BD06	Development	Shared Use Pedestrian Bridge (No. 3). Bridge over Toolern Creek, incorporating abutments and lighting (3-metre wide timber structure, deck length 30 metres). *	\$69,817	\$180,887	\$19,822	\$114,474	\$385,000	\$385,000
BD07	Development	Pedestrian Underpass 1: Melbourne Ballarat Railway, Construction, including 3-metre wide, 50-metre long box culverts, endwalls, concrete path, drainage and lighting. *	\$157,407	\$407,817	\$44,690	\$258,087	\$868,000	\$868,000
BD08	Development	Pedestrian Underpass 2: Melbourne Ballarat Railway, Construction, including 3-metre wide, 50-metre long box culverts, endwalls, concrete path, drainage and lighting. *	\$157,407	\$407,817	\$44,690	\$258,087	\$868,000	\$868,000
BD09	Development	Pedestrian Underpass 3: Melbourne Ballarat Railway, Construction, including 3-metre wide, 50-metre long box culverts, endwalls, concrete path, drainage and lighting. *	\$157,407	\$407,817	\$44,690	\$258,087	\$868,000	\$868,000
BD10	Development	Pedestrian Underpass 4: Melbourne Ballarat Railway, Construction, including 3-metre wide, 50-metre long box culverts, endwalls, concrete path, drainage and lighting. *	\$157,407	\$407,817	\$44,690	\$258,087	\$868,000	\$868,000
BD11	Development	Pedestrian Underpass 5: Melbourne Ballarat Railway, Construction, including 3-metre wide, 50-metre long box culverts, endwalls, concrete path, drainage and lighting. *	\$157,407	\$407,817	\$44,690	\$258,087	\$868,000	\$868,000
BD12	Development	Shared Use Pedestrian Bridge (No. 4). Bridge over Toolern Creek, incorporating abutments and lighting (3-metre wide timber structure, deck length 30 metres). *	\$69,817	\$180,887	\$19,822	\$114,474	\$385,000	\$385,000
BD13	Development	Shared Use Pedestrian Bridge (No. 5). Bridge over Toolern Creek, incorporating abutments and lighting (3-metre wide timber structure, deck length 30 metres). *	\$69,817	\$180,887	\$19,822	\$114,474	\$385,000	\$385,000
BD14	Development	Shared Use Pedestrian Bridge (No. 6). Bridge over Toolern Creek, incorporating abutments and lighting (3-metre wide timber structure, deck length 30 metres). *	\$69,817	\$180,887	\$19,822	\$114,474	\$385,000	\$385,000
SUB-TOTAL								
			\$3,773,951	\$9,777,738	\$1,071,478	\$6,187,832	\$20,811,000	\$20,811,000
PUBLIC TRANSPORT								
PT01	Development	Purchase land to provide for Local Bus Interchange (1 hectare).	\$272,016	\$704,753	\$77,229	\$446,002	\$1,500,000	\$1,500,000
SUB-TOTAL								
			\$272,016	\$704,753	\$77,229	\$446,002	\$1,500,000	\$1,500,000
UNENCUMBERED LOCAL ACTIVE OPEN SPACE								
OS01	Development	Purchase of 9.83 hectares of land for active open space required for AR01 and AR02.	\$816,798	\$2,116,202	\$0	\$0	\$4,190,000	\$2,933,000
OS02	Development	Purchase of 4.00 hectares of land for active open space required for AR03 and AR04.	\$548,617	\$1,421,383	\$0	\$0	\$1,970,000	\$1,970,000
OS03	Development	Purchase of 9.16 hectares of land for active open space required for AR05 and AR06.	\$1,292,173	\$3,347,827	\$0	\$0	\$4,640,000	\$4,640,000
OS04	Development	Purchase of 8.62 hectares of land for active open space required for AR07 and AR08.	\$1,328,377	\$3,441,162	\$0	\$0	\$4,770,000	\$4,770,000
OS05	Development	Purchase of 8.69 hectares of land for active open space required for AR09 and AR10.	\$1,208,628	\$3,131,372	\$0	\$0	\$4,340,000	\$4,340,000
OS06	Development	Purchase of 4.56 hectares of land for active open space required for AR11 and AR12.	\$737,987	\$1,912,013	\$0	\$0	\$2,650,000	\$2,650,000
OS07	Development	Purchase of 7.90 hectares of land for active open space required for AR13 and AR14. Area 2 contribution (60%).	\$0	\$2,538,000	\$0	\$0	\$2,538,000	\$2,538,000
OS08	Development	Purchase of 7.90 hectares of land for active open space required for AR13 and AR14. Area 3 contribution (40%).	\$0	\$0	\$1,692,000	\$0	\$1,692,000	\$1,692,000
OS09	Development	Purchase of land (1.0ha) for Major Activity Centre Public Open Space	\$272,016	\$704,753	\$77,229	\$446,002	\$1,500,000	\$1,500,000
SUB-TOTAL								
			\$6,204,556	\$16,613,173	\$1,769,229	\$446,002	\$28,290,000	\$27,933,000

TOOLERN DEVELOPMENT CONTRIBUTIONS PLAN - JULY 2011 (Amended February 2019)

Table 5: Schedule of Costs (continued)

DCP PROJECT ID	INFRASTRUCTURE CATEGORY	DESCRIPTION	Area 1	Area 2	Area 3	Area 4	Total Project Cost	Total Cost Recovered by DCP
COMMUNITY & INDOOR RECREATION FACILITIES								
C101	Development	Purchase land to provide library located in Major Activity Centre (4 hectares).	\$836,180	\$2,166,417	\$237,403	\$0	\$3,600,000	\$3,240,000
C102	Development	Purchase of land to provide Aquatic / Leisure Centre (Level 3), located in Major Activity Centre (2.5 hectares).	\$580,681	\$1,504,456	\$164,863	\$0	\$2,250,000	\$2,250,000
C103	Development	Early Learning Facility within Government Primary School (Community Hub 1). Type 1 Facility (higher order) to provide for kindergarten and maternal child health components. Construction of new building, including car parking and landscaping.*	\$1,001,875	\$0	\$0	\$0	\$1,431,250	\$1,001,875
C104	Development	Multipurpose Community Centre (Community Hub 1). Purchase of land (0.8 hectares) and construction of the childcare components of the Multipurpose Community Centre.*	\$1,681,969	\$0	\$0	\$0	\$2,402,813	\$1,681,969
C105	Community	Multipurpose Community Centre (Community Hub 1). Construction of the community room components of the multipurpose community centre.*	\$1,009,313	\$0	\$0	\$0	\$1,441,875	Funded via CIL
C106	Development	Early Learning Facility within Government Primary School (Community Hub 2). Type 2 Facility (lower order) to provide for kindergarten component only. Construction of new building, including car parking and landscaping.*	\$1,143,750	\$0	\$0	\$0	\$1,143,750	\$1,143,750
C107	Development	Multipurpose Community Centre (Community Hub 2). Purchase of land (0.8 hectares) and construction of the childcare components of the Multipurpose Community Centre.*	\$2,417,813	\$0	\$0	\$0	\$2,417,813	\$2,417,813
C108	Community	Multipurpose Community Centre (Community Hub 2). Construction of the community room components of the multipurpose community centre.*	\$1,441,875	\$0	\$0	\$0	\$1,441,875	Funded via CIL
C109	Development	Early Learning Facility within Government Primary School (Community Hub 3). Type 2 Facility (lower order) to provide for kindergarten component only. Construction of new building, including car parking and landscaping.*	\$0	\$1,143,750	\$0	\$0	\$1,143,750	\$1,143,750
C110	Development	Multipurpose Community Centre (Community Hub 3). Purchase of land (0.8 hectares) and construction of the childcare components of the Multipurpose Community Centre.*	\$0	\$2,402,813	\$0	\$0	\$2,402,813	\$2,402,813
C111	Community	Multipurpose Community Centre (Community Hub 3). Construction of the community room components of the multipurpose community centre.*	\$0	\$1,441,875	\$0	\$0	\$1,441,875	Funded via CIL
C112	Development	Early Learning Facility within Government Primary School (Community Hub 4). Type 1 Facility (higher order) to provide for kindergarten and maternal child health components. Construction of new building, including car parking and landscaping.*	\$0	\$1,431,250	\$0	\$0	\$1,431,250	\$1,431,250
C113	Development	Multipurpose Community Centre (Community Hub 4). Purchase of land (0.8 hectares) and construction of the childcare components of the Multipurpose Community Centre.*	\$0	\$2,402,813	\$0	\$0	\$2,402,813	\$2,402,813
C114	Community	Multipurpose Community Centre (Community Hub 4). Construction of the community room components of the multipurpose community centre.*	\$0	\$1,441,875	\$0	\$0	\$1,441,875	Funded via CIL
C115	Development	Early Learning Facility within Government Primary School (Community Hub 5). Type 2 Facility (lower order) to provide for kindergarten component only. Construction of new building, including car parking and landscaping.*	\$0	\$1,143,750	\$0	\$0	\$1,143,750	\$1,143,750
C116	Development	Multipurpose Community Centre (Community Hub 5). Purchase of land (0.8 hectares) and construction of the childcare components of the Multipurpose Community Centre.*	\$0	\$2,402,813	\$0	\$0	\$2,402,813	\$2,402,813
C117	Community	Multipurpose Community Centre (Community Hub 5). Construction of the community room components of the multipurpose community centre.*	\$0	\$1,441,875	\$0	\$0	\$1,441,875	Funded via CIL
C118A	Development	Early Learning Facility within Government Primary School (Community Hub 6). Type 1 Facility (higher order) to provide for kindergarten and maternal child health components. Construction of new building, including car parking and landscaping. Area 2 contribution.*	\$0	\$955,875	\$0	\$0	\$955,875	\$955,875
C118B	Development	Early Learning Facility within Government Primary School (Community Hub 6). Type 1 Facility (higher order) to provide for kindergarten and maternal child health components. Construction of new building, including car parking and landscaping. Area 3 contribution.*	\$0	\$0	\$475,375	\$0	\$475,375	\$475,375
C119	Development	Multipurpose Community Centre (Community Hub 6). Purchase of land (0.8 hectares) and construction of the childcare components of the Multipurpose Community Centre. Area 2 contribution (40%)*	\$0	\$1,441,688	\$0	\$0	\$1,441,688	\$1,441,688
C119B	Development	Multipurpose Community Centre (Community Hub 6). Purchase of land (0.8 hectares) and construction of the childcare components of the Multipurpose Community Centre. Area 3 contribution (40%)*	\$0	\$0	\$961,125	\$0	\$961,125	\$961,125
C120	Community	Multipurpose Community Centre (Community Hub 6). Construction of the community room components of the multipurpose community centre.*	\$0	\$1,299,474	\$142,401	\$0	\$1,441,875	Funded via CIL
SUB-TOTAL			\$10,113,455	\$22,620,723	\$1,981,168	\$0	\$36,658,128	\$26,496,659
OUTDOOR ACTIVE RECREATION								
AR01	Development	Playing Fields 1 (Hub 1). Active open space reserve. Construction of 2 football/cricket ovals and 4 tennis courts.*	\$555,672	\$1,439,664	\$0	\$0	\$2,850,480	\$1,995,336
AR02	Community	Pavilion 1 (Hub 1). Construction of pavilion to serve Playing Fields 1.*	\$233,928	\$606,072	\$0	\$0	\$1,200,000	Funded via CIL
AR03	Development	Playing Fields 2. Active open space reserve. Construction of 2 soccer pitches.*	\$676,720	\$1,753,280	\$0	\$0	\$2,430,000	\$2,430,000
AR04	Community	Pavilion 2. Construction of pavilion to serve Playing Fields 2.*	\$334,183	\$865,817	\$0	\$0	\$1,200,000	Funded via CIL
AR05	Development	Playing Fields 3 (Hub 2). Active open space reserve. Construction of 2 football/cricket ovals.*	\$676,720	\$1,753,280	\$0	\$0	\$2,430,000	\$2,430,000
AR06	Community	Pavilion 3 (Hub 2). Construction of pavilion to serve Playing Fields 3.*	\$334,183	\$865,817	\$0	\$0	\$1,200,000	Funded via CIL
AR07	Development	Playing Fields 4 (Hub 3). Active open space reserve. Construction of 4 soccer pitches.*	\$1,211,413	\$3,138,387	\$0	\$0	\$4,350,000	\$4,350,000
AR08	Community	Pavilion 4 (Hub 3). Construction of pavilion to serve Playing Fields 4.*	\$501,274	\$1,298,726	\$0	\$0	\$1,800,000	Funded via CIL
AR09	Development	Playing Fields 5 (Hub 4). Active open space reserve. Construction of 2 football/cricket ovals and 4 tennis courts.*	\$793,818	\$2,056,662	\$0	\$0	\$2,850,480	\$2,850,480
AR10	Community	Pavilion 5 (Hub 4). Construction of pavilion to serve Playing Fields 5.*	\$334,183	\$865,817	\$0	\$0	\$1,200,000	Funded via CIL
AR11	Development	Playing Fields 6 (Hub 5). Active open space reserve. Construction of 2 soccer pitches.*	\$676,720	\$1,753,280	\$0	\$0	\$2,430,000	\$2,430,000
AR12	Community	Pavilion 6 (Hub 5). Construction of pavilion to serve Playing Fields 6.*	\$334,183	\$865,817	\$0	\$0	\$1,200,000	Funded via CIL
AR13	Development	Playing Fields 7 (Hub 7). Active open space reserve. Construction of 2 football/cricket ovals.*	\$676,720	\$1,753,280	\$0	\$0	\$2,430,000	\$2,430,000
AR14	Community	Pavilion 7 (Hub 7). Construction of pavilion to serve active playing fields 7.*	\$334,183	\$865,817	\$0	\$0	\$1,200,000	Funded via CIL
AR15A	Development	Playing Fields 8 (Hub 6). Active open space reserve. Construction of 2 football/cricket ovals and 4 tennis courts. Area 2 contribution (60%)*	\$0	\$1,710,288	\$0	\$0	\$1,710,288	\$1,710,288
AR15B	Development	Playing Fields 8 (Hub 6). Active open space reserve. Construction of 2 football/cricket ovals and 4 tennis courts. Area 3 contribution (40%)*	\$0	\$0	\$1,140,192	\$0	\$1,140,192	\$1,140,192
AR16	Community	Pavilion 8 (Hub 6). Construction of pavilion to serve active playing fields 8.*	\$0	\$1,081,487	\$118,513	\$0	\$1,200,000	Funded via CIL
SUB-TOTAL			\$7,673,899	\$22,673,692	\$1,258,705	\$0	\$32,821,440	\$21,766,295

Part 2: Calculation of Contributions



Table 5: Schedule of Costs (continued)

DEVELOPMENT PROJECT NO.	INFRASTRUCTURE CATEGORY	DESCRIPTION	Area 1	Area 2	Area 3	Area 4	Total Project Cost	Total Cost Recovered by DCP
OFF-ROAD PEDESTRIAN & CYCLE TRAILS								
TR01	Development	Concrete Shared Path including pavement, drainage and landscaping (3 metres wide, length 3.250 metres); Regional Park linkages.	\$176,140	\$456,352	\$50,009	\$0	\$682,500	\$682,500
SUB-TOTAL			\$176,140	\$456,352	\$50,009	\$0	\$682,500	\$682,500
STRUCTURE PLANNING								
PL01	Development	Preparation of Precinct Structure Plan and Development Contributions Plan.	\$726,680	\$587,294	\$64,358	\$371,668	\$1,250,000	\$1,250,000
SUB-TOTAL			\$726,680	\$587,294	\$64,358	\$371,668	\$1,250,000	\$1,250,000
TOTAL			\$50,099,864	\$131,549,260	\$12,421,510	\$42,964,188	\$241,449,727	\$218,976,114

Includes contingency fee of 10% within construction cost. Includes design and project management fee of 10% within construction cost.

‡ Includes contingency fee of 20% within construction cost. Includes design and project management fee of 10% within construction cost.

* Includes contingency fee of 30% within construction cost. Includes design and project management fee of 10% within construction cost.

TOOLERN DEVELOPMENT CONTRIBUTIONS PLAN - JULY 2011 (Amended February 2019)

Table 6: Summary of Charges

DOP PROJECT NO.	INFRASTRUCTURE CATEGORY	DESCRIPTION	CHARGE AREA 1 (RESIDENTIAL) DEVELOPMENT INFRASTRUCTURE LEVY	CHARGE AREA 1 (RESIDENTIAL) COMMUNITY INFRASTRUCTURE LEVY	CHARGE AREA 2 (RESIDENTIAL) DEVELOPMENT INFRASTRUCTURE LEVY	CHARGE AREA 2 (RESIDENTIAL) COMMUNITY INFRASTRUCTURE LEVY	CHARGE AREA 3 (RESIDENTIAL) DEVELOPMENT INFRASTRUCTURE LEVY	CHARGE AREA 3 (RESIDENTIAL) COMMUNITY INFRASTRUCTURE LEVY	CHARGE AREA 4 (EMPLOYMENT) DEVELOPMENT INFRASTRUCTURE LEVY
ROADS									
RD01	Development	Rees Road: Coburns Road to East West Arterial. Re-construct existing 2-lane road to provide 2-lane carriageway of secondary arterial road (38 metre road reserve, length 180 metres). "Interim layout". Purchase of land to increase reserve width from 20m to 38m for 180 metres (ultimate). ^a	\$424	\$0	\$424	\$0	\$424	\$0	\$424
RD01A	Development	Offset cost estimate associated with removal of scattered trees for RD01.	\$7	\$0	\$7	\$0	\$7	\$0	\$7
RD02	Development	East West Arterial: Rees Road to Eford Road. Construct new 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 970 metres). "Interim layout". Purchase of land to increase reserve width from 0m to 38m for 970 metres (ultimate). ^a	\$2,623	\$0	\$2,623	\$0	\$2,623	\$0	\$2,623
RD03	Development	East West Arterial: Eford Road Section. Re-construct existing 2-lane road to provide 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 900 metres). "Interim layout". Purchase of land to increase reserve width from 20m to 38m for 900 metres (ultimate). ^a	\$3,035	\$0	\$3,035	\$0	\$3,035	\$0	\$3,035
RD03A	Development	Offset cost estimate associated with removal of scattered trees for RD03.	\$3	\$0	\$3	\$0	\$3	\$0	\$3
RD04	Development	Eford Road: East West Arterial to Greigs Road. Re-construct existing pavement to provide 2-lane carriageway of undivided secondary arterial road (31 metre road reserve, length 2,310 metres). "Interim layout". Purchase of land to increase reserve width from 20m to 31m for 2,310 metres (ultimate). ^a	\$5,175	\$0	\$5,175	\$0	\$5,175	\$0	\$5,175
RD04A	Development	Offset cost estimate associated with removal of scattered trees for RD04.	\$43	\$0	\$43	\$0	\$43	\$0	\$43
RD05	Development	East West Arterial: Eford Road to Toolern Creek. Construct new 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 400 metres). "Interim layout". Purchase of land to increase reserve width from 0m to 38m for 400 metres (ultimate). ^a	\$1,081	\$0	\$1,081	\$0	\$1,081	\$0	\$1,081
RD05A	Development	Offset cost estimate associated with removal of EVC for RD05.	\$63	\$0	\$63	\$0	\$63	\$0	\$63
RD06	Development	East West Arterial: Toolern Creek to Ferris Road. Construct new 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 1,680 metres). "Interim layout". Purchase of land to increase reserve from 0m to 38m for 1,680 metres (ultimate). ^a	\$4,542	\$0	\$4,542	\$0	\$4,542	\$0	\$4,542
RD06A	Development	Offset cost estimate associated with removal of scattered trees for RD06.	\$1	\$0	\$1	\$0	\$1	\$0	\$1
RD07	Development	East West Arterial: Ferris Road to Mount Cottrell Road. Construct new 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 1,600 metres). "Interim layout". Purchase of land to increase reserve width from 0m to 38m for 1,600 metres (ultimate). ^a	\$4,326	\$0	\$4,326	\$0	\$4,326	\$0	\$4,326
RD07A	Development	Offset cost estimate associated with removal of EVC for RD07.	\$11	\$0	\$11	\$0	\$11	\$0	\$11
RD08	Development	East West Arterial: Mount Cottrell Road to Paynes Road. Construct new 2-lane carriageway of primary arterial road (45 metre road reserve, length 1,650 metres). "Interim layout". Purchase of land to increase reserve width to 0m to 45m for 1,650 metres (ultimate). ^a	\$4,663	\$0	\$4,663	\$0	\$4,663	\$0	\$4,663
RD08A	Development	Offset cost estimate associated with removal of EVC for RD08.	\$32	\$0	\$32	\$0	\$32	\$0	\$32
RD09	Development	Paynes Road: Toolern Boundary to Greigs Road. Upgrade existing 2-lane unsealed rural road to provide 2-lane carriageway (length 725 metres). ^a	\$798	\$0	\$798	\$0	\$798	\$0	\$798
RD10	Development	Mount Cottrell Road: Toolern Boundary to Greigs Road. Upgrade existing 2-lane unsealed rural road to provide 2-lane carriageway (length 1,045 metres). ^a	\$1,150	\$0	\$1,150	\$0	\$1,150	\$0	\$1,150
RD11	Development	Mount Cottrell Road: Melbourne Ballarat Rail Line to East West Arterial to UGS southern boundary. Upgrade existing 2-lane unsealed road to provide 2-lane carriageway of primary arterial road (45 metre road reserve, length 2,190 metres). "Interim layout". Purchase of land (including native vegetation re-alignment) to increase reserve width from 20m to 45m for 2,190 metres (ultimate). ^a	\$5,699	\$0	\$5,699	\$0	\$5,699	\$0	\$5,699
RD11A	Development	Offset cost estimate associated with removal of scattered trees for RD11.	\$8	\$0	\$8	\$0	\$8	\$0	\$8
RD11B	Development	Offset cost estimate associated with removal of EVC for RD11.	\$2	\$0	\$2	\$0	\$2	\$0	\$2
RD12	Development	Mount Cottrell Road: Western Freeway to Melbourne Ballarat Rail Line. Upgrade of existing 2-lane unsealed road to provide 2-lane carriageway of primary arterial road (45 metre road reserve, length 1,680 metres). "Interim layout". Purchase of land (including native vegetation re-alignment) to increase reserve width from 20m to 45m for 1,680 metres (ultimate). ^a	\$4,572	\$0	\$4,572	\$0	\$4,572	\$0	\$4,572
RD14	Development	Shogaki Drive: Ferris Road to Mount Cottrell Road (Western Half). Upgrade existing 2-lane sealed road to provide 2-lane carriageway of primary arterial road (45 metre road reserve, length 800 metres). "Interim layout only". Purchase of land to increase reserve width from 40m to 45m for 800 metres (ultimate). ^a	\$1,702	\$0	\$1,702	\$0	\$1,702	\$0	\$1,702
RD15	Development	Ferris Road: Western Freeway to Shogaki Drive. Construction of additional lane in either direction to existing 4-lane divided road to provide ultimate 6-lane divided arterial road (45 metre road reserve, length 540 metres). Purchase of land to increase reserve width from 40m to 45m for 540 metres (ultimate). ^a	\$1,886	\$0	\$1,886	\$0	\$1,886	\$0	\$1,886
RD16	Development	Ferris Road: Abbey Road to Melbourne Ballarat Rail Line. Upgrade of existing 2-lane sealed/unsealed road to provide 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 620 metres). "Interim layout". Purchase of land to increase reserve width from 34m to 38m for 620 metres (ultimate). ^a	\$1,309	\$0	\$1,309	\$0	\$1,309	\$0	\$1,309
RD17	Development	Ferris Road: Melbourne Ballarat Rail Line to East West Arterial. Upgrade of existing 2-lane sealed/unsealed road to provide 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 2,160 metres). "Interim layout". ^a	\$4,408	\$0	\$4,408	\$0	\$4,408	\$0	\$4,408



Table 6: Summary of Charges (continued)

DCP PROJECT NO.	INFRASTRUCTURE CATEGORY	DESCRIPTION	CHARGE AREA 1 (RESIDENTIAL)		CHARGE AREA 2 (RESIDENTIAL)		CHARGE AREA 3 (RESIDENTIAL)		CHARGE AREA 4 (EMPLOYMENT)	
			DEVELOPMENT INFRASTRUCTURE LEVY	COMMUNITY INFRASTRUCTURE LEVY	DEVELOPMENT INFRASTRUCTURE LEVY	COMMUNITY INFRASTRUCTURE LEVY	DEVELOPMENT INFRASTRUCTURE LEVY	COMMUNITY INFRASTRUCTURE LEVY	DEVELOPMENT INFRASTRUCTURE LEVY	COMMUNITY INFRASTRUCTURE LEVY
RD17A	Development	Offset cost estimate associated with removal of scattered trees for RD17.	\$1	\$0	\$1	\$0	\$1	\$0	\$1	\$0
RD18	Development	Alley Road: Toolern Creek to Ferris Road. Upgrade of existing 2-lane sealed/ unsealed road to provide 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 2,160 metres). "Interim layout" Purchase land to increase reserve width from 19m to 38m for 270 metres east of Toolern Creek (ultimate)."	\$4,498	\$0	\$4,498	\$0	\$4,498	\$0	\$4,498	\$0
RD18A	Development	Offset cost estimate associated with removal of scattered trees for RD18.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RD18B	Development	Offset cost estimate associated with removal of EVC for RD18.	\$19	\$0	\$19	\$0	\$19	\$0	\$19	\$0
RD19	Development	Shogaki Drive: Ferris Road to Mount Cottrell Road (Eastern Half). Construct new 2-lane carriageway of primary arterial road (45 metre road reserve, length 800 metres). "Interim layout" Purchase land to increase reserve width from 0m to 45m for 800 metres (ultimate)."	\$2,261	\$0	\$2,261	\$0	\$2,261	\$0	\$2,261	\$0
RD19A	Development	Offset cost estimate associated with removal of EVC for RD19.	\$7	\$0	\$7	\$0	\$7	\$0	\$7	\$0
RD20	Development	Ferris Road: Melbourne Ballarat Rail Line to East West Arterial. Purchase land to increase reserve width from 20m to 38m, for road section on property 30 only. Area = 0.50 hectares (ultimate).	\$393	\$0	\$393	\$0	\$393	\$0	\$393	\$0
RD20A	Development	Offset cost estimate associated with removal of EVC for RD20.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RD21	Development	Ferris Road: Melbourne Ballarat Rail Line to East West Arterial. Purchase land to increase reserve width from 20m to 38m, for balance of required land (including Property 30). Area = 3.45 hectares (ultimate).	\$602	\$0	\$602	\$0	\$602	\$0	\$602	\$0
SUB-TOTAL			\$5,343	\$0	\$5,343	\$0	\$5,343	\$0	\$5,343	\$0
INTERSECTIONS										
IT01	Development	Ries Road and East West Arterial: Intersection. "Interim layout" Construction of signalised 4-way intersection and slip lanes.*	\$619	\$0	\$619	\$0	\$619	\$0	\$619	\$0
IT02	Development	East West Arterial and Exford Road: Intersection. "Interim layout" Construction of signalised T-intersection and slip lanes.*	\$464	\$0	\$464	\$0	\$464	\$0	\$464	\$0
IT03	Development	East West Arterial and Exford Road: Intersection. "Interim layout" Construction of signalised T-intersection and slip lanes. Purchase of 0.17 hectares of additional required land.*	\$464	\$0	\$464	\$0	\$464	\$0	\$464	\$0
IT04	Development	Exford Road and Greigs Road: Intersection. "Interim layout" Upgrade of protected right-turn lane and left-turn deceleration lane.*	\$285	\$0	\$285	\$0	\$285	\$0	\$285	\$0
IT05	Development	East West Arterial and Ferris Road: Intersection. "Interim layout" Construction of signalised 4-way intersection and slip lanes. Purchase of 0.304 hectares of additional required land.*	\$639	\$0	\$639	\$0	\$639	\$0	\$639	\$0
IT06	Development	East West Arterial and Mount Cottrell Road: Intersection. "Interim layout" Construction of signalised 4-way intersection and slip lanes. Purchase of 0.342 hectares of additional required land.*	\$646	\$0	\$646	\$0	\$646	\$0	\$646	\$0
IT07	Development	East West Arterial and Paynes Road: Intersection. "Interim layout" Construction of signalised 4-way intersection and slip lanes. Purchase of 0.342 hectares of additional required land.*	\$586	\$0	\$586	\$0	\$586	\$0	\$586	\$0
IT08	Development	Paynes Road and Greigs Road: Intersection. Upgrade of protected right-turn lane and left-turn deceleration lane, including drainage and landscaping.	\$224	\$0	\$224	\$0	\$224	\$0	\$224	\$0
IT09	Development	Mount Cottrell Road and Greigs Road: Intersection. Intersection upgrade - construction of roundabout. Additional design and project management fee of 10% added to construction cost.	\$224	\$0	\$224	\$0	\$224	\$0	\$224	\$0
IT10	Development	Mount Cottrell Road and Greigs Road: Intersection. Intersection upgrade - construction of roundabout. Additional design and project management fee of 10% added to construction cost. Purchase of 0.301 hectares of additional required land.*	\$639	\$0	\$639	\$0	\$639	\$0	\$639	\$0
IT12	Development	Shogaki Drive and Collector Street: Intersection. "Interim layout" Construction of signalised 4-way intersection and slip lanes.*	\$586	\$0	\$586	\$0	\$586	\$0	\$586	\$0
IT13	Development	Ferris Road and Shogaki Drive: Intersection. "Interim layout" Construction of signalised 4-way intersection and slip lanes. Purchase of 0.301 hectares of additional required land.*	\$668	\$0	\$668	\$0	\$668	\$0	\$668	\$0
IT14	Development	Ferris Road and MAC Northern Collector Road: Intersection. "Interim layout" Construction of signalised T-intersection and slip lanes.*	\$586	\$0	\$586	\$0	\$586	\$0	\$586	\$0
IT15	Development	Ferris Road and Bridge Road: Intersection. "Interim layout" Construction of signalised 4-way intersection and slip lanes.*	\$586	\$0	\$586	\$0	\$586	\$0	\$586	\$0
IT16	Development	Alley Road and Industrial Connector Road: Intersection. "Interim layout" Construction of a signalised T-intersection and slip lanes.*	\$464	\$0	\$464	\$0	\$464	\$0	\$464	\$0
IT17	Development	Alley Road and Bundy Drive: Intersection. "Interim layout" Construction of signalised T-intersection and slip lanes.*	\$464	\$0	\$464	\$0	\$464	\$0	\$464	\$0
IT18	Development	Ferris Road and Shakamaker Drive: Intersection. "Ultimate layout" Construction of signalised 4-way intersection and slip lanes.*	\$586	\$0	\$586	\$0	\$586	\$0	\$586	\$0
IT19	Development	Mount Cottrell Road and Murray Road: Intersection. "Interim layout" Construction of signalised T-intersection and slip lanes.*	\$464	\$0	\$464	\$0	\$464	\$0	\$464	\$0
IT20	Development	Mount Cottrell Road and Southern Connector Road: Intersection. "Interim layout" Construction of signalised 4-way intersection and slip lanes.*	\$586	\$0	\$586	\$0	\$586	\$0	\$586	\$0
IT21	Development	East West Arterial and Eastern North-South Connector Road: Intersection. "Interim layout" Construction of signalised 4-way intersection and slip lanes.*	\$586	\$0	\$586	\$0	\$586	\$0	\$586	\$0
IT22	Development	East West Arterial and Central North-South Connector Road: Intersection. "Interim layout" Construction of signalised 4-way intersection and slip lanes.*	\$586	\$0	\$586	\$0	\$586	\$0	\$586	\$0

TOOLEERN DEVELOPMENT CONTRIBUTIONS PLAN - JULY 2011 (Amended February 2019)

Table 6: Summary of Charges (continued)

DCP PROJECT NO.	INFRASTRUCTURE CATEGORY	DESCRIPTION	CHARGE AREA 1 (RESIDENTIAL)		CHARGE AREA 2 (RESIDENTIAL)		CHARGE AREA 3 (RESIDENTIAL)		CHARGE AREA 4 (EMPLOYMENT)	
			DEVELOPMENT INFRASTRUCTURE LEVY	COMMUNITY INFRASTRUCTURE LEVY	DEVELOPMENT INFRASTRUCTURE LEVY	COMMUNITY INFRASTRUCTURE LEVY	DEVELOPMENT INFRASTRUCTURE LEVY	COMMUNITY INFRASTRUCTURE LEVY	DEVELOPMENT INFRASTRUCTURE LEVY	COMMUNITY INFRASTRUCTURE LEVY
IT23	Development	East West Arterial and Western North-South Connector Road Intersection. "Interim layout" Construction of signalised T-intersection and slip lanes.	\$464	\$0	\$464	\$0	\$464	\$0	\$464	\$0
IT24	Development	Eford Road and Connector Road Intersection. "Interim layout" Construction of signalised T-intersection and slip lanes.	\$464	\$0	\$464	\$0	\$464	\$0	\$464	\$0
IT25	Development	Mount Cottrell Road and Bridge Road Intersection. "Interim layout" Construction of signalised T-intersection and slip lanes.	\$464	\$0	\$464	\$0	\$464	\$0	\$464	\$0
IT26	Development	Mount Cottrell Road and Alfred Road Intersection. "Interim layout" Construction of signalised 4-way intersection and slip lanes.	\$586	\$0	\$586	\$0	\$586	\$0	\$586	\$0
IT27	Development	Ferris Road and Alfred Road Intersection. "Interim layout" Construction of signalised 4-way intersection and slip lanes.	\$586	\$0	\$586	\$0	\$586	\$0	\$586	\$0
IT28	Development	Ferris Road and Southern Connector Road Intersection. "Interim layout" Construction of signalised 4-way intersection and slip lanes.	\$586	\$0	\$586	\$0	\$586	\$0	\$586	\$0
SUB-TOTAL			\$14,101	\$0	\$14,101	\$0	\$14,101	\$0	\$14,101	\$0
BRIDGES										
BD01	Development	Alley Road Bridge, 2-lane bridge over Toolem Creek, incorporating abutments and street lighting (12 metre wide concrete structure, deck length 61 metres).*	\$2,137	\$0	\$2,137	\$0	\$2,137	\$0	\$2,137	\$0
BD02	Development	Bridge Road Bridge, 2-lane bridge over Toolem Creek, incorporating abutments and street lighting (12-metre wide concrete structure, deck length 91.5 metres).*	\$3,048	\$0	\$3,048	\$0	\$3,048	\$0	\$3,048	\$0
BD03	Development	East West Arterial Bridge, 2-lane bridge over Toolem Creek, incorporating abutments and street lighting (12-metre wide concrete structure, deck length 91.5 metres).*	\$3,048	\$0	\$3,048	\$0	\$3,048	\$0	\$3,048	\$0
BD04	Development	Shared Use Pedestrian Bridge (No.2), Bridge over Toolem Creek, incorporating abutments and lighting (3-metre wide timber structure, deck length 30 metres).*	\$224	\$0	\$224	\$0	\$224	\$0	\$224	\$0
BD05	Development	Shared Use Pedestrian Bridge (No.2), Bridge over Toolem Creek, incorporating abutments and lighting (3-metre wide timber structure, deck length 30 metres).*	\$224	\$0	\$224	\$0	\$224	\$0	\$224	\$0
BD06	Development	Shared Use Pedestrian Bridge (No.3), Bridge over Toolem Creek, incorporating abutments and lighting (3-metre wide timber structure, deck length 30 metres).*	\$224	\$0	\$224	\$0	\$224	\$0	\$224	\$0
BD07	Development	Pedestrian Underpass 1: Melbourne Ballarat Railway, Construction, including 3 metre wide, 50-metre long box culverts, endwalls, concrete path, drainage and lighting.*	\$505	\$0	\$505	\$0	\$505	\$0	\$505	\$0
BD08	Development	Pedestrian Underpass 2: Melbourne Ballarat Railway, Construction, including 3 metre wide, 50-metre long box culverts, endwalls, concrete path, drainage and lighting.*	\$505	\$0	\$505	\$0	\$505	\$0	\$505	\$0
BD09	Development	Pedestrian Underpass 3: Melbourne Ballarat Railway, Construction, including 3 metre wide, 50-metre long box culverts, endwalls, concrete path, drainage and lighting.*	\$505	\$0	\$505	\$0	\$505	\$0	\$505	\$0
BD10	Development	Pedestrian Underpass 4: Melbourne Ballarat Railway, Construction, including 3 metre wide, 50-metre long box culverts, endwalls, concrete path, drainage and lighting.*	\$505	\$0	\$505	\$0	\$505	\$0	\$505	\$0
BD11	Development	Pedestrian Underpass 5: Melbourne Ballarat Railway, Construction, including 3 metre wide, 50-metre long box culverts, endwalls, concrete path, drainage and lighting.*	\$505	\$0	\$505	\$0	\$505	\$0	\$505	\$0
BD12	Development	Shared Use Pedestrian Bridge (No. 4), Bridge over Toolem Creek, incorporating abutments and lighting (3-metre wide timber structure, deck length 30 metres).*	\$224	\$0	\$224	\$0	\$224	\$0	\$224	\$0
BD13	Development	Shared Use Pedestrian Bridge (No. 5), Bridge over Toolem Creek, incorporating abutments and lighting (3-metre wide timber structure, deck length 30 metres).*	\$224	\$0	\$224	\$0	\$224	\$0	\$224	\$0
BD14	Development	Shared Use Pedestrian Bridge (No. 6), Bridge over Toolem Creek, incorporating abutments and lighting (3-metre wide timber structure, deck length 30 metres).*	\$224	\$0	\$224	\$0	\$224	\$0	\$224	\$0
SUB-TOTAL			\$12,106	\$0	\$12,106	\$0	\$12,106	\$0	\$12,106	\$0
PUBLIC TRANSPORT										
PT01	Development	Purchase land to provide for Local Bus Interchange (1 hectare).	\$872	\$0	\$872	\$0	\$872	\$0	\$872	\$0
SUB-TOTAL			\$872	\$0	\$872	\$0	\$872	\$0	\$872	\$0
UNENCUMBERED LOCAL ACTIVE OPEN SPACE										
OS01	Development	Purchase of 9.83 hectares of land for active open space required for AR01 and AR02.	\$2,619	\$0	\$2,619	\$0	\$2,619	\$0	\$2,619	\$0
OS02	Development	Purchase of 4.00 hectares of land for active open space required for AR03 and AR04.	\$1,759	\$0	\$1,759	\$0	\$1,759	\$0	\$1,759	\$0
OS03	Development	Purchase of 9.16 hectares of land for active open space required for AR05 and AR06.	\$4,143	\$0	\$4,143	\$0	\$4,143	\$0	\$4,143	\$0
OS04	Development	Purchase of 8.62 hectares of land for active open space required for AR07 and AR08.	\$4,259	\$0	\$4,259	\$0	\$4,259	\$0	\$4,259	\$0
OS05	Development	Purchase of 8.69 hectares of land for active open space required for AR09 and AR10.	\$3,875	\$0	\$3,875	\$0	\$3,875	\$0	\$3,875	\$0
OS06	Development	Purchase of 4.55 hectares of land for active open space required for AR11 and AR12.	\$2,366	\$0	\$2,366	\$0	\$2,366	\$0	\$2,366	\$0
OS07	Development	Purchase of 7.90 hectares of land for active open space required for AR13 and AR14, Area 2 contribution (60%).	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OS08	Development	Purchase of 7.90 hectares of land for active open space required for AR13 and AR14, Area 3 contribution (40%).	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUB-TOTAL			\$19,894	\$0	\$19,894	\$0	\$19,894	\$0	\$19,894	\$0



Table 6: Summary of Charges (continued)

DCP PROJECT No.	INFRASTRUCTURE CATEGORY	DESCRIPTION	CHARGE AREA 1 (RESIDENTIAL) DEVELOPMENT INFRASTRUCTURE LEVY	CHARGE AREA 2 (RESIDENTIAL) DEVELOPMENT INFRASTRUCTURE LEVY	CHARGE AREA 3 (RESIDENTIAL) DEVELOPMENT INFRASTRUCTURE LEVY	CHARGE AREA 4 (EMPLOYMENT) DEVELOPMENT INFRASTRUCTURE LEVY
COMMUNITY & INDOOR RECREATION FACILITIES						
C101	Development	Purchase land to provide library located in Major Activity Centre (4 hectares).	\$2,681	\$0	\$2,681	\$0
C102	Development	Purchase of land to provide Aquatic / Leisure Centre (Level 3), located in Major Activity Centre (2.5 hectares).	\$1,862	\$0	\$1,862	\$0
C103	Development	Early Learning Facility within Government Primary School (Community Hub 1). Type 1 Facility (higher order) to provide for kindergarten and maternal child health components. Construction of new building, including car parking and landscaping.*	\$3,212	\$0	\$0	\$0
C104	Development	Multipurpose Community Centre (Community Hub 1). Purchase of land (0.8 hectares) and construction of the childcare components of the multipurpose community centre.*	\$5,393	\$0	\$0	\$0
C105	Community	Multipurpose Community Centre (Community Hub 1). Construction of the community room components of the multipurpose community centre.*	\$0	Funded via the CIL	\$0	\$0
C106	Development	Early Learning Facility within Government Primary School (Community Hub 2). Type 2 Facility (lower order) to provide for kindergarten component only. Construction of new building, including car parking and landscaping.*	\$3,667	\$0	\$0	\$0
C107	Development	Multipurpose Community Centre (Community Hub 2). Purchase of land (0.85 hectares) and construction of the childcare components of the multipurpose community centre.*	\$7,752	\$0	\$0	\$0
C108	Community	Multipurpose Community Centre (Community Hub 2). Construction of the community room components of the multipurpose community centre.*	\$0	Funded via the CIL	\$0	\$0
C109	Development	Early Learning Facility within Government Primary School (Community Hub 3). Type 2 Facility (lower order) to provide for kindergarten component only. Construction of new building, including car parking and landscaping.*	\$0	\$1,415	\$0	\$0
C110	Development	Multipurpose Community Centre (Community Hub 3). Purchase of land (0.8 hectares) and construction of the childcare components of the multipurpose community centre.*	\$0	\$2,974	\$0	\$0
C111	Community	Multipurpose Community Centre (Community Hub 3). Construction of the community room components of the multipurpose community centre.*	\$0	\$0	Funded via the CIL	\$0
C112	Development	Early Learning Facility within Government Primary School (Community Hub 4). Type 1 Facility (higher order) to provide for kindergarten and maternal child health components. Construction of new building, including car parking and landscaping.*	\$0	\$1,771	\$0	\$0
C113	Development	Multipurpose Community Centre (Community Hub 4). Purchase of land (0.8 hectares) and construction of the childcare components of the multipurpose community centre.*	\$0	\$2,974	\$0	\$0
C114	Community	Multipurpose Community Centre (Community Hub 4). Construction of the community room components of the multipurpose community centre.*	\$0	\$0	Funded via the CIL	\$0
C115	Development	Early Learning Facility within Government Primary School (Community Hubs 5). Type 2 Facility (lower order) to provide for kindergarten component only. Construction of new building, including car parking and landscaping.*	\$0	\$1,415	\$0	\$0
C116	Development	Multipurpose Community Centre (Community Hub 5). Purchase of land (0.8 hectares) and construction of the childcare components of the multipurpose community centre.*	\$0	\$3,974	\$0	\$0
C117	Community	Multipurpose Community Centre (Community Hub 5). Construction of the community room components of the multipurpose community centre.*	\$0	\$0	Funded via the CIL	\$0
C118A	Development	Early Learning Facility within Government Primary School (Community Hubs 6). Type 1 Facility (higher order) to provide for kindergarten and maternal child health components. Construction of new building, including car parking and landscaping. Area 2 contribution.*	\$0	\$1,183	\$0	\$0
C118B	Development	Early Learning Facility within Government Primary School (Community Hub 6). Type 1 Facility (higher order) to provide for kindergarten and maternal child health components. Construction of new building, including car parking and landscaping. Area 3 contribution.*	\$0	\$0	\$0	\$0
C119A	Development	Multipurpose Community Centre (Community Hub 6). Purchase of land (0.8 hectares) and construction of the childcare components of the multipurpose community centre. Area 2 contribution (60%)*	\$0	\$1,784	\$0	\$0
C119B	Development	Multipurpose Community Centre (Community Hub 6). Purchase of land (0.8 hectares) and construction of the childcare components of the multipurpose community centre. Area 3 contribution (40%)*	\$0	\$0	\$10,854	\$0
C120	Community	Multipurpose Community Centre (Community Hub 6). Construction of the community room components of the multipurpose community centre.*	\$0	\$0	Funded via the CIL	\$0
		SUBTOTAL	\$24,567	\$21,033	\$20,765	\$0
OUTDOOR ACTIVE RECREATION						
AR01	Development	Playing Fields 1 (Hub 1). Active open-space reserve. Construction of 2 football/cricket ovals and 4 tennis courts.*	\$1,782	\$0	\$0	\$0
AR02	Community	Pavilion 1 (Hub 1). Construction of pavilion to serve Playing Fields 1.*	\$0	Funded via CIL	\$0	\$0
AR03	Development	Playing Fields 2. Active open space reserve. Construction of 2 soccer pitches.*	\$2,170	\$0	\$0	\$0
AR04	Community	Pavilion 2. Construction of pavilion to serve Playing Fields 2.*	\$0	Funded via CIL	\$0	\$0
AR05	Development	Playing Fields 3 (Hub 2). Active open space reserve. Construction of 2 football/cricket ovals.*	\$2,170	\$0	\$0	\$0
AR06	Community	Pavilion 3 (Hub 2). Construction of pavilion to serve Playing Fields 3.*	\$0	Funded via CIL	\$0	\$0
AR07	Development	Playing Fields 4 (Hub 3). Active open-space reserve. Construction of 4 soccer pitches.*	\$3,884	\$0	\$0	\$0
AR08	Community	Pavilion 4 (Hub 3). Construction of pavilion to serve Playing Fields 4.*	\$0	Funded via CIL	\$0	\$0
AR09	Development	Playing Fields 5 (Hub 4). Active open-space reserve. Construction of 2 football/cricket ovals and 4 tennis courts.*	\$2,545	\$0	\$0	\$0
AR10	Community	Pavilion 5 (Hub 4). Construction of pavilion to serve Playing Fields 5.*	\$0	Funded via CIL	\$0	\$0
AR11	Development	Playing Fields 6 (Hub 5). Active open-space reserve. Construction of 2 soccer pitches.*	\$2,170	\$0	\$0	\$0

TOOLERN DEVELOPMENT CONTRIBUTIONS PLAN - JULY 2011 (Amended February 2019)

Table 6: Summary of Charges (continued)

DCP PROJECT NO.	INFRASTRUCTURE CATEGORY	DESCRIPTION	CHARGE AREA 1 (RESIDENTIAL)		CHARGE AREA 2 (RESIDENTIAL)		CHARGE AREA 3 (RESIDENTIAL)		CHARGE AREA 4 (EMPLOYMENT)	
			DEVELOPMENT INFRASTRUCTURE LEVY	COMMUNITY INFRASTRUCTURE LEVY	DEVELOPMENT INFRASTRUCTURE LEVY	COMMUNITY INFRASTRUCTURE LEVY	DEVELOPMENT INFRASTRUCTURE LEVY	COMMUNITY INFRASTRUCTURE LEVY	DEVELOPMENT INFRASTRUCTURE LEVY	COMMUNITY INFRASTRUCTURE LEVY
AR12	Community	Pavilion 6 (Hub 5). Construction of pavilion to serve Playing Fields 6.*	\$0	Funded via CIL	\$0	Funded via CIL	\$0	Funded via CIL	\$0	\$0
AR13	Development	Playing Fields 7 (Hub 7). Active open space reserve. Construction of 2 football/cricket ovals.†	\$2,170	\$0	\$2,170	\$0	\$0	\$0	\$0	\$0
AR14	Community	Pavilion 7 (Hub 7). Construction of pavilion to serve active playing fields 7.*	\$0	Funded via CIL	\$0	Funded via CIL	\$0	\$0	\$0	\$0
AR15A	Development	Playing Fields 8 (Hub 6). Active open space reserve. Construction of 2 football/cricket ovals and 4 tennis courts. Area 2 contribution (60%).*	\$0	\$0	\$2,117	\$0	\$0	\$0	\$0	\$0
AR15B	Development	Playing Fields 8 (Hub 6). Active open space reserve. Construction of 2 football/cricket ovals and 4 tennis courts. Area 3 contribution (40%).*	\$0	\$0	\$0	\$0	\$12,876	\$0	\$0	\$0
AR16	Community	Pavilion 8 (Hub 6). Construction of pavilion to serve active playing fields 8.*	\$0	\$0	\$0	\$0	\$0	Funded via CIL	\$0	\$0
SUB-TOTAL			\$16,890	\$0	\$19,086	\$0	\$12,876	\$0	\$0	\$0
OFF-ROAD PEDESTRIAN & CYCLE TRAILS										
TR01	Development	Concrete Shared Path including pavement, drainage and landscaping (3 metres wide, length 3,250 metres); Regional Park Images.	\$565	\$0	\$565	\$0	\$565	\$0	\$0	\$0
SUB-TOTAL			\$565	\$0	\$565	\$0	\$565	\$0	\$0	\$0
STRUCTURE PLANNING										
PL01	Development	Preparation of Precinct Structure Plan and Development Contributions Plan.	\$727	\$0	\$727	\$0	\$727	\$0	\$0	\$727
SUB-TOTAL			\$727	\$0	\$727	\$0	\$727	\$0	\$0	\$727
TOTAL			\$145,059	\$0	\$146,782	\$0	\$137,330	\$0	\$0	\$84,016

* Includes contingency fee of 10% within construction cost. Includes design and project management fee of 10% within construction cost.

† Includes contingency fee of 20% within construction cost. Includes design and project management fee of 10% within construction cost.

* Includes contingency fee of 30% within construction cost. Includes design and project management fee of 10% within construction cost.



3.0 ADMINISTRATION AND IMPLEMENTATION

3.1 ADMINISTRATION OF THE DEVELOPMENT CONTRIBUTIONS PLAN

This section clearly sets how the DCP will be administered and includes the timing of payment, provision of works and land in kind, and how the DCP fund will be managed in terms of reporting, indexation, and review periods.

The Development Infrastructure Levy applies to subdivision and/or development of land and generally must be paid prior to the issue of a Statement of Compliance for a plan of subdivision.

The Community Infrastructure Levy applies to the construction of dwellings and must be paid prior to the issue of a Building Permit.

3.1.1 PAYMENT OF CONTRIBUTION LEVIES AND TIMING

COLLECTION OF LEVIES
Community Infrastructure

The Community Infrastructure Levy will be collected by Melton Shire Council at the Building Approval Stage in accordance with section 46(0) of the Planning & Environment Act 1987.

Contributions relating to community infrastructure are to be made by the home-builder prior to issue of a Building Permit. However, development proponents are encouraged to pay the levy prior to the issue of a statement of compliance to reduce the administrative burden of collection from individual home builders.

A community infrastructure levy is not payable for a dwelling on a lot which was created prior to the date that this development contributions plan was first incorporated into the Melton Planning Scheme through Amendment C84.

Development Infrastructure

The Development Infrastructure Levy will be collected by Melton Shire Council generally as follows:

For subdivision of land

An infrastructure levy must be paid to the Collecting Agency for the land within the following specified time, namely after certification of the relevant plan of subdivision but not more than 21 days prior to the issue of a Statement of Compliance in respect of that plan.

Where the subdivision is to be developed in stages the infrastructure levy for the stage to be developed only may be paid to the Collecting Agency within 21 days prior to the issue of a Statement of Compliance in respect of that stage provided that a Schedule of Development Contributions

is submitted with each stage of the plan of subdivision. This Schedule must show the amount of the development contributions payable for each stage and value of the contributions in respect of prior stages to the satisfaction of the Collecting Agency.

If the Collecting Agency agrees to works and/or provision of land in lieu of the payment of the infrastructure levy, the land owner must enter into an agreement under section 173 of the Planning and Environment Act in respect of the proposed works and/or provision of land in lieu to specify implementation requirements.

For development of land where no subdivision is proposed

Provided an infrastructure levy has not already been paid in respect of the land, an infrastructure levy must be paid to the Collecting Agency in accordance with the provisions of the approved Development Contributions Plan for each demand unit (net developable hectare) proposed to be developed prior to the commencement of any development (for example: development includes buildings, car park, access ways, landscaping and ancillary components). The Collecting Agency may require that contributions be made at either the planning or building permit stage for Development Infrastructure.

If the Collecting Agency agrees to works and/or provision of land in lieu of the payment of the infrastructure levy, the land owner must enter into an agreement under section 173 of the Planning and Environment Act or other suitable arrangement in respect of the proposed works and/or land in lieu.

Where no planning permit is required.

The following requirements apply where no planning permit is required. The land may only be used and developed subject to the following requirements being met.

- Unless some other arrangement has been agreed to by Collecting Agency in a section 173 agreement, prior to the commencement of any development, an infrastructure levy must be paid to the Collecting Agency in accordance with the provisions of this approved Development Contribution Plan for the land.
- If Collecting Agency agrees to works and/or provision of land in lieu of the payment of the infrastructure levy, the land owner must enter into an agreement under section 173 of the Planning and Environment Act in respect of the proposed works or provision of land in lieu.

A planning permit must include the following conditions:

FOR SUBDIVISIONS OF LAND

A development infrastructure levy must be paid to the Responsible Authority in accordance with the provisions of the approved Development Contribution Plan for the land within the following specified time, namely after Certification of the relevant plan of subdivision but not more than 21 days prior to the issue of a Statement of Compliance in respect of that plan.

Where the subdivision is to be developed in stages the development infrastructure levy for that stage only may be paid to the Responsible Authority within the time specified provided that a Schedule of Development Contributions is submitted with each stage plan of subdivision. The schedule must show the amount of development contributions payable for each stage and paid in respect of prior stages to the satisfaction of the Responsible Authority.

FOR A PERMIT FOR THE DEVELOPMENT OF LAND WHERE NO SUBDIVISION IS PROPOSED

Unless some other arrangement has been agreed to by Council in a section 173 agreement, prior to the commencement of any development, the development infrastructure levy must be paid to the Responsible Authority in accordance with the provisions of the approved Development Contributions Plan for the land.

3.1.2 WORKS IN KIND

Responsibility for the delivery of infrastructure works as described in this DCP resides with Melton Shire Council.

Section 46P of the Planning and Environment Act 1987 envisages that the relevant collecting agency may accept the provision of land, works, services or facilities by the applicant in part or full satisfaction of the amount of levy payable.

Where Melton Shire Council as Collecting Agency agrees in writing, infrastructure projects funded in this DCP may be provided by developers with a credit being provided against their development contribution.

In determining whether to agree to the provision of works in lieu of cash the Collecting Agency will have regard to the following:

- Only works or land identified in the DCP can be provided in lieu of cash;
- Works must be provided to a standard that generally accords with the DCP unless agreed between the Collecting Agency and the development proponent;

- Detailed design must be approved by the Collecting Agency and generally accord with the standards outlined in the DCP unless agreed by the Collecting Agency and the development proponent;
- The construction of works must be completed to the satisfaction of the Collecting Agency; and
- There is no additional financial impact on the DCP.

Where the Collecting Agency agrees that specified works may be provided by a developer in lieu of paying monetary contributions the agreement must specify

- The amount of the credit to be provided;
- That the cost of the works in kind are to be offset against the development contributions payable under this DCP;
- That the developer will not be required to make monetary payments for contributions until the value of any credits for the provision of the agreed works-in-kind are exhausted;
- Where the credit for works-in-kind cannot be offset against future development levy payments the developer shall be reimbursed by the Council for any excess credit at a time generally consistent with any scheduled delivery date specified in this DCP or such other time which is specified in the agreement; and
- Where a developer is in credit against development contributions liability, this credit will be indexed annually in accordance with the CPI (all groups) Melbourne.

3.1.3 CREDIT FOR OVER PROVISION

Where the Collecting Agency agrees that a development proponent can physically provide an infrastructure item (either works and/or land), the situation may arise where the developer makes a contribution with a value that exceeds that required by the DCP for the individual project in accordance with the per hectare charge as set out in Table 8).

In such a case, the developer may be entitled to credits against other projects in the DCP to the extent that they over contributed. Alternatively, a developer may seek an agreement with the Collecting Agency to provide for a cash reimbursement where a significant over contribution has been made on a particular project. The preferred position is to be set out in the agreement.

The details of credits and reimbursements will need to be negotiated with, and agreed to by the Collecting Agency.

3.1.4 OPEN SPACE PROVISION

Only active open space is funded under this DCP. Passive open space is funded by the specification of an open space requirement in the schedule to clause 52.01 of the planning scheme.

3.1.5 FUNDS ADMINISTRATION

The administration of the contributions made under the DCP will be transparent and development contributions charges will be held until required for provision of the item. Details of funds received and expenditures will be held by the Collecting Agency in accordance with the provisions of the Local Government Act 1993 and the Planning and Environment Act 1987.

The administration of contributions made under the DCP will be transparent and demonstrate:

- The amount and timing of funds collected;
- The source of the funds collected;
- The amount and timing of expenditure on specific projects;
- The project on which the expenditure was made;
- The account balances for individual projects; and
- Clearly show any pooling of funds to deliver specific projects where applicable.

The Collecting Agency will provide for regular monitoring, reporting and review of the monies received and expended in accordance with this DCP.

The Collecting Agency will establish interest bearing accounts and all monies held in these accounts will be used solely for the provision of infrastructure as itemised in this DCP as required under Section 46QB(2) of the Planning and Environment Act 1987.

Should the Collecting Agency resolve not to proceed with any of the infrastructure projects listed in this DCP, the funds collected for these items will be used for the provision of additional works, services or facilities where approved by the Minister responsible for the Planning and Environment Act, or will be refunded to developers and/or owners of land subject to these infrastructure charges.

3.1.6 CONSTRUCTION AND LAND-VALUE COSTS AND INDEXATION

The construction costs for all infrastructure projects are in July 2010 dollars and the cost of land is in 1 September 2009 dollars and will be indexed by the Collecting Agency annually for inflation in the following way:

In relation to the costs associated with infrastructure items other than land, the cost must be adjusted according to the following method:

- The capital cost for each infrastructure item will be adjusted by applying the Building Price Index, as published in the latest edition of Rawlinsons Australian Construction Handbook on 1 July each year;

In relation to the cost of land, the land value must be adjusted by adopting a revised value determined according to the following method:

- The land value will be adjusted on 1 July each year following site

specific land valuations undertaken by a registered valuer. Within 14 days of the adjustments being made, the Collecting Agency will publish the amended contributions on the Collecting Agency's website.

In relation to the cost of offsets for the removal of native vegetation which form a component of the cost of particular infrastructure items, the cost of the offset component must be adjusted according to the following method:

- The offset costs for the removal of native vegetation which form a component of the cost of particular infrastructure items within the Toolern Precinct Structure Plan Development Contributions Plan will be adjusted in accordance with any Offset Plan prepared to the satisfaction of the Department of Sustainability and Environment and approved by the Responsible Authority.

3.1.7 DEVELOPMENT CONTRIBUTIONS PLAN REVIEW PERIOD

This DCP adopts a long-term outlook for development. It takes into account planned future development in Toolern. A 'full development' horizon of land within the current Urban Growth Boundary to the year 2025 has been adopted for this DCP

This DCP commenced on the date when it was first incorporated into the Melton Planning Scheme through Amendment C84 to the Melton Planning Scheme. This DCP will end when development within the DCP area is complete, which is projected to be 2025 and when the DCP is removed from the Planning Scheme.

The DCP should be reviewed and if necessary updated every five years (or more if required). This process will require an amendment to the Melton Planning Scheme and this incorporated document. This review is anticipated to include:

- Update any aspect of the plan which is required;
- Review of projects required, as well as their costs and scope (as relevant) and indicative provision trigger;
- Review of estimated net developable area (this will also be required if the Precinct Structure Plan is subject to a substantive amendment); and
- Review of land values for land to be purchased through the plan.

3.1.8 COLLECTING AGENCY (AGENCY RESPONSIBLE FOR COLLECTING INFRASTRUCTURE LEVY)

Melton Shire Council is the collecting agency pursuant to section 46K(1) (a) of the Act which means that it is the public authority to whom all levies are payable. As the collecting agency, Melton Shire Council is responsible for the administration of this DCP and also its enforcement pursuant to section 46Q of the Act.

3.1.9 DEVELOPMENT AGENCY (AGENCY RESPONSIBLE FOR WORKS)

Melton Shire Council is the Development Agency and is responsible for the provision of the works funded.



3.2 IMPLEMENTATION STRATEGY

This section provides further details regarding how the Collecting Agency intends to implement the DCP. In particular this section clearly identifies the rationale for the implementation strategy and details the various measures that have been adopted to reduce the risk posed by the DCP to all parties.

3.2.1 RATIONALE FOR THE IMPLEMENTATION STRATEGY

This Implementation Strategy has been incorporated into the DCP to provide certainty to both the Collecting Agency and development proponents. The implementation strategy recognises the complexities associated with infrastructure provision and funding and seeks to minimise risk to the Collecting Agency, Development Agency, development proponent and future community. The implementation strategy has been formulated by:

- Assessing the risk posed by the Precinct Structure Plan layout (identifying high risk items);
- Having regard to the development context;
- Assessing the need for finance requirements – upfront financing and pooling of funds;
- Agreeing the land value and indexing it appropriately, where possible;
- Seeking direct delivery of infrastructure and land by development proponents where appropriate;
- Identifying preferred implementation mechanisms to achieve the above outcomes and reducing the risk associated with the DCP to ensure that it will delivered as intended; and
- Provision of adequate resources to administer the DCP.

The table below provides a summary of the infrastructure items allocated to each Charge Area and the infrastructure items that could be provided as works in kind subject to the agreement of the Collecting Agency. The table indicates the area in which each item would be provided and the development proponent credit that would be attributed for the provision of the item as works-in-kind (subject to annual indexation). The Collecting Agency would encourage development proponents to discuss and agree with the Collecting Agency the potential for provision of works and land to offset their development contribution. A major aim is to ensure that the timing of infrastructure delivery appropriately supports development.

The table below provides a potential basis for the Collecting Agency and development proponents agreeing to a schedule of land and works that each development proponent can provide as an offset to their development contribution. The Collecting Agency is proposing to construct the Community Centre and Early Learning Centre projects given the need to comply with statutory requirements relating to child care and kindergartens. However, the Collecting Agency could consider development proponents providing this infrastructure on a case-by-case basis.

3.2.2 PREFERRED IMPLEMENTATION MECHANISMS

Where the Collecting Agency agrees that works in kind can be provided by a development proponent in lieu of a cash contribution, this would be set out in an agreement pursuant to Section 173 of the Planning and Environment Act 1987 or other contractual means as agreed to by the Collecting Agency.

It is the Collecting Agency's aim, where possible, to discuss and agree with large land developers how the development and infrastructure will be staged and to identify all of the items of infrastructure they wish to provide in lieu of development contributions. In this way the Collecting Agency may be in a position to agree in-kind works project delivery with development proponents prior to development commencing or early in the development process.

The Collecting Agency recognises benefits in obtaining land required under the DCP as an off-set against a developer's development contributions. As with works-in-kind, the provision of land would be set out in an agreement between the developer and the Collecting Agency pursuant to section 173 of the Planning and Environment Act 1987. The value of the off-set for providing land will equal to the value shown in the DCP.

TOOLERN DEVELOPMENT CONTRIBUTIONS PLAN - JULY 2011 (Amended February 2019)

Table 7: Items for Direct Delivery

DCP PROJECT NUMBER	PROJECT DESCRIPTION	DCP PROJECT NUMBER	PROJECT DESCRIPTION	DCP PROJECT NUMBER	PROJECT DESCRIPTION
RD01	Rees Road: Coburns Road to East West Arterial. Re-construct existing 2-lane road to provide 2-lane carriageway of secondary arterial road (38 metre road reserve, length 180 metres). Purchase of land to increase reserve width from 20m to 38m for 180 metres (ultimate). ^a	RD16	Ferris Road: Abey Road to Melbourne Ballarat Rail Line. Upgrade of existing secondary arterial road (38 metre road reserve, length 620 metres). "Interim layout". Purchase land to increase reserve width from 34m to 38m for 620 metres (ultimate). ^a	IT15	Ferris Road and Bridge Road: Intersection. "Interim layout". Construction of signalised 4-way intersection and slip lanes. ^a
RD02	East West Arterial: Rees Road to Exford Road. Construct new 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 970 metres). Purchase of land to increase reserve width from 0m to 38m for 970 metres (ultimate). ^a	RD17	Abey Road: Toolem Creek to Ferris Road. Upgrade of existing 2-lane sealed/unsealed road to provide 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 2,160 metres). "Interim layout".	IT16	Abey Road and Industrial Connector Road: Intersection. "Interim layout". Construction of a signalised T-intersection and slip lanes.
RD03	East West Arterial: Exford Road Section. Re-construct existing 2-lane road to provide 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 900 metres). "Interim layout". Purchase land to increase reserve width from 20m to 38m for 900 metres (ultimate). ^a	RD18	Abey Road: Toolem Creek to Ferris Road. Upgrade of existing 2-lane sealed/unsealed road to provide 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 2,160 metres). "Interim layout". Purchase land to increase reserve width from 19m to 38m for 270 metres east of Toolem Creek (ultimate). ^a	IT17	Abey Road and Bundy Drive: Intersection. "Interim layout". Construction of signalised T-intersection and slip lanes.
RD04	Exford Road: East West Arterial to Greigs Road. Re-construct existing pavement to provide 2-lane carriageway of undivided secondary arterial road (31 metre road reserve, length 400 metres). Purchase land to increase reserve width from 20m to 31m for 2,310 metres (ultimate). ^a	RD19	Shogaki Drive: Ferris Road to Mount Cottrell Road (Eastern Half). Construct new 2-lane carriageway of primary arterial road (45 metre road reserve, length 800 metres). Purchase land to increase reserve width from 0m to 45m for 800 metres (ultimate). ^a	IT18	Ferris Road and Shakamaker Drive: Intersection. "Ultimate layout". Construction of signalised 4-way intersection and slip lanes.
RD05	East West Arterial: Exford Road to Toolem Creek. Construct new 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 400 metres). "Interim layout". Purchase land to increase reserve width from 0m to 38m for 400 metres (ultimate). ^a	RD20	Ferris Road: Melbourne Ballarat Rail Line to East West Arterial. Purchase land to increase reserve width from 20m to 38m, for road section on Property 30 only. Area = 0.45 hectares (ultimate).	IT19	Mount Cottrell Road and Murray Road: Intersection. "Interim layout". Construction of signalised T-intersection and slip lanes.
RD06	East West Arterial: Toolem Creek to Ferris Road. Construct new 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 1,680 metres). "Interim layout". Purchase land to increase reserve width from 0m to 38m for 1,680 metres (ultimate). ^a	RD21	Ferris Road: Melbourne Ballarat Rail Line to East West Arterial. Purchase land to increase reserve width from 20m to 38m, for balance of required land (including Property 30). Area = 3.45 hectares (ultimate).	IT20	Mount Cottrell Road and Southern Connector Road: Intersection. "Interim layout". Construction of signalised 4-way intersection and slip lanes.
RD07	East West Arterial: Ferris Road to Mount Cottrell Road. Construct new 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 1,680 metres). "Interim layout". Purchase land to increase reserve width from 0m to 38m for 1,680 metres (ultimate). ^a	IT01	Ferris Road and East West Arterial: Intersection. "Interim layout". Construction of signalised T-intersection and slip lanes. Additional contingency fee of 50% added to construction cost.	IT21	East West Arterial and Eastern North-South Connector Road: Intersection. "Interim layout". Construction of signalised 4-way intersection and slip lanes.
RD08	East West Arterial: Mount Cottrell Road to Paynes Road. Construct new 2-lane carriageway of primary arterial road (45 metre road reserve, length 1,650 metres). Purchase land to increase reserve width to 0m to 45m for 1,650 metres (ultimate).	IT02	East West Arterial and Exford Road: Intersection. "Interim layout". Construction of signalised T-intersection and slip lanes. ^a	IT22	East West Arterial and Central North-South Connector Road: Intersection. "Interim layout". Construction of signalised 4-way intersection and slip lanes.
RD09	Paynes Road: Toolem Boundary to Greigs Road. Upgrade existing 2-lane carriageway of primary arterial road (45 metre road reserve, length 725 metres). "Interim layout". Purchase land to increase reserve width from 0m to 45m for 725 metres (ultimate). ^a	IT03	East West Arterial and Exford Road: Intersection. "Interim layout". Construction of signalised T-intersection and slip lanes. ^a	IT23	East West Arterial and Western North-South Connector Road: Intersection. "Interim layout". Construction of signalised T-intersection and slip lanes.
RD10	Mount Cottrell Road: Toolem Boundary to Greigs Road. Upgrade existing 2-lane unsealed rural road to provide 2-lane carriageway (length 1,045 metres). ^a	IT04	Exford Road and Greigs Road: Intersection. "Interim layout". Upgrade of landscaped T-intersection and slip lanes. ^a	IT24	Exford Road and Connector Road: Intersection. "Interim layout". Construction of signalised T-intersection and slip lanes.
RD11	Mount Cottrell Road: Melbourne Ballarat Rail Line to East West Arterial to UGB southern boundary. Upgrade existing 2-lane unsealed road to provide 2-lane carriageway of primary arterial road (45 metre road reserve, length 2,190 metres). "Interim layout". Purchase land (including native vegetation re-alignment) to increase reserve width from 20m to 45m for 2,190 metres (ultimate). ^a	IT05	East West Arterial and Ferris Road: Intersection. "Interim layout". Construction of signalised 4-way intersection and slip lanes. ^a	IT25	Mount Cottrell Road and Bridge Road: Intersection. "Interim layout". Construction of signalised T-intersection and slip lanes.
RD12	Mount Cottrell Road: Western Freeway to Melbourne Ballarat Rail Line. Upgrade of existing 2-lane sealed road to provide 2-lane carriageway of primary arterial road (45 metre road reserve, length 1,680 metres). "Interim layout". Purchase land (including native vegetation re-alignment) to increase reserve width from 20m to 45m for 1,680 metres (ultimate). ^a	IT06	East West Arterial and Mount Cottrell Road: Intersection. "Interim layout". Construction of signalised 4-way intersection and slip lanes.	IT26	Mount Cottrell Road and Alfred Road: Intersection. "Interim layout". Construction of signalised 4-way intersection and slip lanes.
RD14	Shogaki Drive: Ferris Road to Mount Cottrell Road (Western Half). Upgrade of existing 2-lane sealed road to provide 2-lane carriageway of primary arterial road (45 metre road reserve, length 800 metres). Purchase land to increase reserve width from 40m to 45m for 800 metres (ultimate). ^a	IT07	Paynes Road and Greigs Road: Intersection. "Interim layout". Construction of signalised 4-way intersection and slip lanes. ^a	IT27	Ferris Road and Alfred Road: Intersection. "Interim layout". Construction of signalised 4-way intersection and slip lanes.
RD15	Ferris Road: Western Freeway to Shogaki Drive. Construction of additional 6-lane divided arterial road (45 metre road reserve, length 940 metres). Purchase land to increase reserve width from 34m to 45m for 940 metres (ultimate). ^a	IT08	Paynes Road and Greigs Road: Intersection. Upgrade of protected right-turn lane and left-turn deceleration lane, including drainage and landscaping. ^a	IT28	Ferris Road and Southern Connector Road: Intersection. "Interim layout". Construction of signalised 4-way intersection and slip lanes.
		IT09	Mount Cottrell Road and Greigs Road: Intersection. Intersection upgrade - construction of roundabout. Additional design and project management fee of 10% added to construction cost.	BD01	Abey Road Bridge. 2-lane bridge over Toolem Creek, incorporating abutments and street lighting (12 metre wide concrete structure, deck length 61 metres). ^a
		IT10	Mount Cottrell Road and Shogaki Drive: Intersection. "Interim layout". Purchase of 0.301 hectares of additional required land. ^a	BD02	Bridge Road Bridge. 2-lane bridge over Toolem Creek, incorporating abutments and street lighting (12 metre wide concrete structure, deck length 91.5 metres). ^a
		IT11	Ferris Road and Shogaki Drive: Intersection. "Interim layout". Construction of signalised 4-way intersection and slip lanes. ^a	BD03	East West Arterial Bridge. 2-lane bridge over Toolem Creek, incorporating abutments and street lighting (12-metre wide concrete structure, deck length 91.5 metres). ^a
		IT12	Shogaki Drive and Collector Street: Intersection. "Interim layout". Construction of signalised 4-way intersection and slip lanes. ^a	BD04	Shared Use Pedestrian Bridge (No. 1). Bridge over Toolem Creek, incorporating abutments and lighting (3-metre wide timber structure, deck length 30 metres). ^a
		IT13	Ferris Road and Shogaki Drive: Intersection. "Interim layout". Construction of signalised 4-way intersection and slip lanes. ^a	BD05	Shared Use Pedestrian Bridge (No. 2). Bridge over Toolem Creek, incorporating abutments and lighting (3-metre wide timber structure, deck length 30 metres). ^a
		IT14	Ferris Road and MAC Northern Collector Road: Intersection. "Interim layout". Construction of signalised T-intersection and slip lanes. ^a	BD06	Shared Use Pedestrian Bridge (No. 3). Bridge over Toolem Creek, incorporating abutments and lighting (3-metre wide timber structure, deck length 30 metres). ^a



DCP PROJECT NUMBER	PROJECT DESCRIPTION
BD11	Pedestrian Underpass 5 (Melbourne Ballantyne Railway). Construction including 3-metre wide, 50-metre long box culverts, endwalks, concrete path, drainage and lighting. ✖
BD12	Shared Use Pedestrian Bridge (No. 4). Bridge over Toolern Creek, incorporating abutments and lighting (3-metre wide timber structure, deck length 30 metres). ✖
BD13	Shared Use Pedestrian Bridge (No. 5). Bridge over Toolern Creek, incorporating abutments and lighting (3-metre wide timber structure, deck length 30 metres). ✖
BD14	Shared Use Pedestrian Bridge (No. 6). Bridge over Toolern Creek, incorporating abutments and lighting (3-metre wide timber structure, deck length 30 metres). ✖
AR01	Playing Fields 1 (Hub 1). Active open space reserve. Construction of 2 football/cricket ovals and 4 tennis courts. ✖
AR02	Pavilion 1 (Hub 1). Construction of pavilion to serve Playing Fields 1. ✖
AR03	Playing Fields 2. Active open space reserve. Construction of 2 soccer pitches. ✖
AR04	Pavilion 2. Construction of pavilion to serve Playing Fields 2. ✖
AR05	Playing Fields 3 (Hub 2). Active open space reserve. Construction of 2 football/cricket ovals. ✖
AR06	Pavilion 3 (Hub 2). Construction of pavilion to serve Playing Fields 3. ✖
AR07	Playing Fields 4 (Hub 3). Active open space reserve. Construction of 4 soccer pitches. ✖
AR08	Pavilion 4 (Hub 3). Construction of pavilion to serve Playing Fields 4. ✖
AR09	Playing Fields 5 (Hub 4). Active open space reserve. Construction of 2 football/cricket ovals and 4 tennis courts. ✖
AR10	Pavilion 5 (Hub 4). Construction of pavilion to serve Playing Fields 5. ✖
AR11	Playing Fields 6 (Hub 5). Active open space reserve. Construction of 2 soccer pitches. ✖
AR12	Pavilion 6 (Hub 5). Construction of pavilion to serve Playing Fields 6. ✖
AR13	Playing Fields 7 (Hub 7). Active open space reserve. Construction of 2 football/cricket ovals. ✖
AR14	Pavilion 7 (Hub 7). Construction of pavilion to serve active playing fields 7. ✖
AR15A	Playing Fields 8 (Hub 6). Active open space reserve. Construction of 2 football/cricket ovals and 4 tennis courts. Area 2 contribution (60%). ✖
AR15B	Playing Fields 8 (Hub 6). Active open space reserve. Construction of 2 football/cricket ovals and 4 tennis courts. Area 3 contribution (40%). ✖
AR16	Pavilion 8 (Hub 6). Construction of pavilion to serve active playing fields 8. ✖
TR01	Concrete Shared Path including pavement, drainage and landscaping (3 metres wide, length 3,250 metres); Regional Park linkages.

4.0 OTHER INFORMATION

4.1 ACRONYMS

AHD	Australian Height Datum
AFL	Australian Football League
CAD	Central Activities District
CBD	Central Business District
CHMP	Cultural Heritage Management Plan
CIL	Community Infrastructure Levy
CPTED	Crime Prevention Through Environmental Design
DEECD	Department of Education & Early Childhood Development
DIL	Development Infrastructure Levy
DPCD	Department of Planning & Community Development
DoT	Department of Transport
DSE	Department of Sustainability & Environment
ECV	Environmental Conservation Value
GAA	Growth Areas Authority
GDA	Gross Developable Area
Ha	Hectare
HO	Heritage Overlay
MCH	Maternal & Child Health
MSS	Municipal Strategic Statement
NAC	Neighbourhood Activity Centre
NDA	Net Developable Area
NDHa	Net Developable Hectare
NRHa	Net Residential Hectare
NGO	Non Government Organisation
NVPP	Native Vegetation Precinct Plan
PAC	Principle Activity Centre
PIP	Precinct Infrastructure Plan
PPTN	Principle Public Transport Network
PSP	Precinct Structure Plan
P-6	State School Prep to Year 6
P-12	State School Prep to Year 12
Sq m	Square Metres
UGB	Urban Growth Boundary
UGZ	Urban Growth Zone
VIF	Victoria in Future
VPD	Vehicles Per Day
WSUD	Water Sensitive Urban Design

4.2 GLOSSARY

CONNECTOR STREET	A lower order street providing for low to moderate volumes and moderate speeds linking local streets to the arterial network. Managed by the relevant local council. (See Table C1 in clause 56). This Precinct Structure Plan provides a variation to the Connector Street, as defined in Table C1 in Clause 56 of the Melton Planning Scheme. Detailed cross-sections are found in the Precinct Structure Plan for a Connector Road.
CONVENTIONAL DENSITY HOUSING	Housing with a density range of 10 to 15 dwellings per net developable hectare.
DEVELOPMENT CONTRIBUTIONS PLAN	Document that sets out the contributions expected from each individual landowner to fund infrastructure and services. Refer to Part 38 of the Planning and Environment Act 1987.
ENCUMBERED LAND	Land that is constrained for development purposes. Includes easements for power/transmission lines, sewers, gas, waterways/drainage; retarding basins/wetlands; landfill; conservation and heritage areas. This land may be used for a range of activities (e.g. walking trails, sports fields).
FREEWAY	A high speed and high volume road with the highest level of access control and typically used for longer distance journeys across the metropolitan area and country Victoria. All freeways are managed by VicRoads.
FRONTAGE	The road alignment at the front of a lot. If a lot abuts two or more roads, the one to which the building, or proposed building faces.
GROWTH AREA	Areas on the fringe of metropolitan Melbourne around major regional transport corridors that are designated for large-scale change, over many years from rural to urban use. Melbourne has five growth areas called Casey-Cardinia; Hume; Melton-Caroline Springs; Whittlesea and Wyndham.
GROWTH AREA FRAMEWORK PLAN	Government document that sets long-term strategic planning direction to guide the creation of a more sustainable community in the growth areas.
ACTIVE OPEN SPACE	Land set aside for the specific purpose of formal organised/club based sports.
ACTIVITY CENTRE	Provide the focus for services, commercial and retail based employment and social interaction. They are where people shop, work, meet, relax and live. They are well-served by public transport; they range in size and intensity of use. In the growth areas, these are referred to as principal activity centres, major activity centres, neighbourhood activity centres and local centres. For further information refer to Melbourne 2030.
AFFORDABLE HOUSING	Well-located housing, appropriate to the needs of a given household, where the cost (whether mortgage repayment or rent) is no more than 30 per cent of that household's income.
ARTERIAL ROAD	A higher order road providing for moderate to high volumes at relatively high speeds typically used for inter-suburban journeys and linking to freeways, and identified under the Road Management Act 2004. All arterials are managed by the State Government.
CO-LOCATION	Adjoining land uses to enable complementary programs, activities and services and shared use of resources and facilities. For example, the co-location of schools and active open space.
**COMMUNITY FACILITIES	Infrastructure provided by government or non-government organisations for accommodating a range of community support services, programs and activities. This includes facilities for education and learning (e.g. government and non-government schools, universities, adult learning centres); early years (e.g. preschool, maternal and child health, childcare); health and community services (e.g. hospitals, aged care, doctors, dentists, family and youth services, specialist health services); community (e.g. civic centres, libraries, neighbourhood houses); arts and culture (e.g. galleries, museums, performance space); sport, recreation and leisure (e.g. swimming pools); justice (e.g. law courts); voluntary and faith (e.g. places of worship) and emergency services (e.g. police, fire and ambulance stations).



<p>HIGH DENSITY HOUSING Housing with a density of more than 30 dwellings per net developable hectare.</p> <p>HOUSING DENSITY (NET) The number of houses divided by net developable area</p> <p>LINEAR OPEN SPACE NETWORK Corridors of open space, mainly along waterways that link together forming a network.</p> <p>LAND BUDGET TABLE A table setting out the total precinct area, net developable area and constituent land uses proposed within the precinct.</p> <p>LOCAL CENTRE An activity centre smaller than a neighbourhood activity centre with a catchment radius of about 400 metres and may include a small supermarket or convenience store of 500 square metres to 1,500 square metres.</p> <p>LOT A part (consisting of one or more pieces) of any land (except a road, a reserve, or common property) shown on a plan, which can be disposed of separately and includes a unit or accessory unit on a registered plan of strata subdivision and a lot or accessory lot on a registered cluster plan.</p> <p>LOWER DENSITY HOUSING Housing with a density of less than 10 dwellings per hectare.</p> <p>MAJOR ACTIVITY CENTRE Activity centres that have similar characteristics to Principal Activity Centres but serve smaller catchment areas. For further information refer to Melbourne 2030.</p> <p>MAJOR EMPLOYMENT AREA Areas identified on the Growth Area Framework Plan for economic and employment growth.</p> <p>MEDIUM DENSITY HOUSING Housing with a density range of above 15 to 30 dwellings per net developable hectare.</p>	<p>NATIVE VEGETATION Plants that are indigenous to Victoria, including trees, shrubs, herbs, and grasses.</p> <p>NATIVE VEGETATION PRECINCT PLAN A plan relating to native vegetation within a defined area that forms part of the precinct structure plan. Native vegetation precinct plans are incorporated into local planning schemes and listed in the schedule to Clause 52.16.</p> <p>NEIGHBOURHOOD ACTIVITY CENTRE Activity centres that are an important community focal point and have a mix of uses to meet local needs. Accessible to a viable user population by walking, cycling and by local bus services and public transport links to one or more principal or major activity centres. For further information refer to Melbourne 2030.</p> <p>NET DEVELOPABLE AREA Total amount of land within the precinct that is made available for development of housing and employment buildings, including lots, local and connector streets. Total precinct area minus community facilities, schools and educational facilities and open space, arterial roads and encumbered land. Small local parks defined at subdivision stage are included in net developable area. Net Developable Area may be expressed in terms of hectare units (i.e. Net Developable Hectare ("NDHa")).</p> <p>NET RESIDENTIAL AREA As per Net Developable Area but excludes neighbourhood activity centres, non-government schools and other existing or permitted non-residential land uses (e.g. golf course sites). Net Residential Area may be expressed in terms of hectare units (i.e. Net Residential Hectare ("NRHa")).</p> <p>PASSIVE OPEN SPACE Open space that is set aside for parks, gardens, linear corridors, conservation bushlands, nature reserves, public squares and community gardens that are made available for passive recreation, play and unstructured physical activity including walking, cycling, hiking, revitalisation, contemplation and enjoying nature.</p> <p>PRECINCT INFRASTRUCTURE PLAN Section within the precinct structure plan that defines the priority regional and local infrastructure requirements for future planning and investment by council and government agencies.</p>	<p>PRECINCT STRUCTURE PLAN A statutory document that describes how a precinct or series of sites within a growth area will be developed over time. A precinct structure plan sets out the broad environmental, social and economic parameters for the use and development of land within the precinct.</p> <p>PRINCIPAL ACTIVITY CENTRE Activity centres that accommodate a mix of activities that generate higher numbers of trips, including business, retail, services and entertainment. Generally well served by multiple public transport routes and on the Principal Public Transport Network or capable of being linked to that network. Has a very large catchment covering several suburbs and attract activities that meet metropolitan needs. For further information refer to Melbourne 2030.</p> <p>PRINCIPAL PUBLIC TRANSPORT NETWORK A high-quality public transport network that connects Principal and Major Activity Centres, and comprises the existing radial fixed-rail network, extensions to this radial network and new cross-town bus routes.</p> <p>PUBLIC OPEN SPACE Land that is set aside in the precinct structure plan for public recreation or public resort or as parklands; or for similar purposes. Incorporates active and passive open space.</p> <p>PUBLIC TRANSPORT INTERCHANGE Places where people can access or change between multiple public transport routes. For example, between train and bus or a multi-route bus station at a major activity centre</p> <p>RAMSAR The Convention on Wetlands is a global intergovernmental treaty that provides the framework for national action and international cooperation for the conservation and wise use of wetlands and their resources. It was adopted in the Iranian city of Ramsar in 1971 and came into force in 1975.</p> <p>SENSITIVE USE Sensitive use includes residential, child care, pre-school centre or primary school.</p>
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SHARED OR JOINT USE

When councils, schools and community service organisations come together to plan, build and in some cases jointly manage a single facility to be used by multiple service providers. Eg. Using a school as a facility for wider community utilisation.

SOCIAL HOUSING

Non-profit housing owned and managed for the primary purpose of meeting social objectives such as affordable rents, responsible management, security of tenure and good location in relation to employment services. The term encompasses public housing and includes housing owned or managed by the community.

SOCIAL INFRASTRUCTURE

Community facilities plus public open space.

URBAN GROWTH BOUNDARY

A statutory planning management tool used to set clear limits to metropolitan Melbourne's urban development.

URBAN GROWTH ZONE

Statutory zone that applies to land that has been identified for future urban development. The UGZ has four purposes: (1) to manage transition of non-urban land into urban land; (2) to encourage development of well-planned and well-serviced new urban communities in accordance with an overall plan; (3) to reduce the number of development approvals needed in areas where an agreed plan is in place; and (4) to safeguard non-urban land from use and development that could prejudice its future urban development.

WATER SENSITIVE URBAN DESIGN

A sustainable water management approach that aims to provide water-quality treatment, flood management to reduce the pollution carried to our waterways and more sustainable urban landscapes. Key principles include minimising water resistant areas; recharging natural groundwater aquifers (where appropriate) by increasing the amount of rain absorbed into the ground; encouraging onsite reuse of rain; encouraging onsite treatment to improve water quality and remove pollution, and using temporary rainfall storage (retarding basins/wetlands) to reduce the load on drains and improve landscape viability.

NOTE: The definition of community facilities is illustrative. This definition does not define community facilities for the purpose of development contribution calculations.

4.3 SUPPORTING INFORMATION

The following documents may assist in understanding the background to the vision, objectives and other requirements of this Precinct Structure Plan.

- A Fairer Victoria 2008: Strong People, Strong Communities, Department of Planning and Community Development, May 2008
- A Plan for Melbourne's Growth Areas, Department of Sustainability and Environment, 2005
- A Strategic Framework for Creating Liveable New Communities, Growth Areas Authority, March 2008
- Activity Centre Design Guidelines, Department of Sustainability and Environment, January 2005
- Central Region Sustainable Water Strategy, Department of Sustainability and Environment, 2004
- Design for Trucks, Buses and Emergency Vehicles on Local Roads, VicRoads, 1998
- Development Contributions Guidelines, Department of Planning and Community Development, March 2007
- Flora and Fauna Guarantee Strategy: Victoria's Biodiversity, Department of Natural Resources and Environment, 1997
- Growing Victoria Together II, State of Victoria, March 2005
- Growing Victoria Together, Department of Premier and Cabinet, 2001
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Toolern Development Contributions Plan - July 2011 (Amended December 2015, Amended February 2019)



MELTON PLANNING SCHEME

28-107-
/2019
C476
Proposed

SCHEDULE 3 TO CLAUSE 37.07 URBAN GROWTH ZONE

Shown on the planning scheme map as **UGZ3**.

Toolern Precinct Structure Plan

1.0

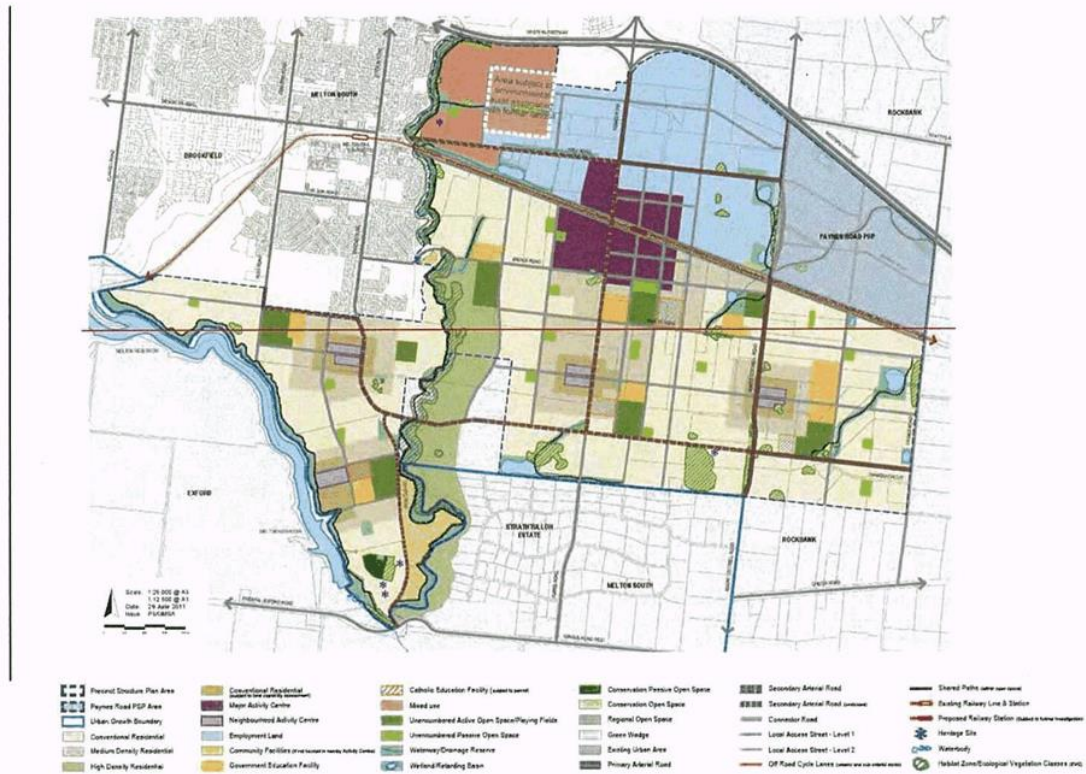
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Proposed
C464/172

The Plan

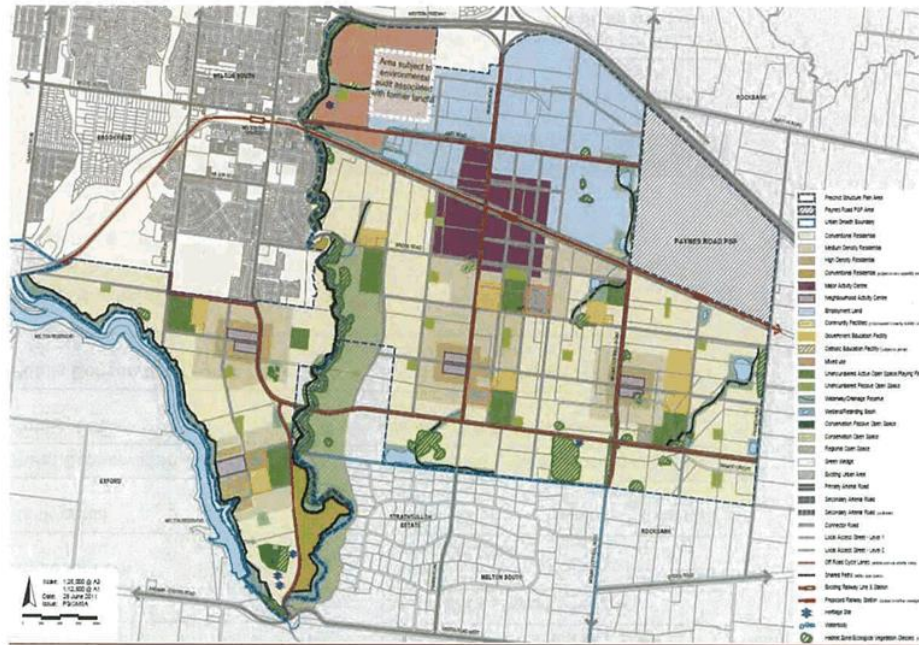
Map 1 shows the future urban structure proposed in the Toolern Precinct Structure Plan. It is a reproduction of Plan 5 in the Toolern Precinct Structure Plan.

Map 1 to Schedule 3 to Clause 37.07

MELTON PLANNING SCHEME



MELTON PLANNING SCHEME



2.0 Use and development

17/03/2016
C161

2.1 The Land

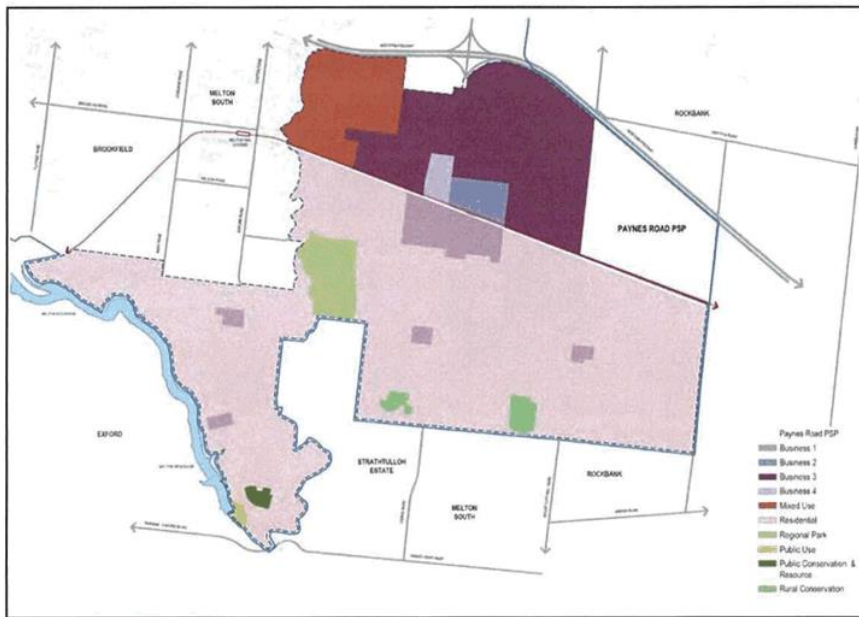
28/07/2016
C175

The use and development provisions specified in this schedule apply to the land as shown below in Map 2.

Map 2 to Schedule 3 to Clause 37.07

2.2 Applied zone provisions

The provisions of the following zones in this scheme apply to the use and subdivision of land, the construction of a building and construction and carrying out of works, by reference to Map 2 of this schedule.



The precise boundary of the Business 1 area, Business 2 area and the Mixed Use Zone will be determined by the approved Urban Design Framework Plans.

Table 1: Applied zone provisions

Land as shown on Map 2 of this Schedule	Applied zone provisions
Business 1	Clause 34.01 - Commercial 1 Zone
Business 2	Clause 34.01 - Commercial 1 Zone
Business 3	Clause 34.02 - Commercial 2 Zone
Business 4	Clause 34.02 - Commercial 2 Zone
Mixed Use	Clause 32.04 - Mixed Use Zone
Regional Park	Clause 36.02 - Public Park and Recreation Zone
Residential	Clause 32.08 - General Residential Zone
Rural Conservation	Clause 35.06 - Rural Conservation Zone
Public Use	Clause 36.01 - Public Use Zone - Schedule 1
Public Conservation & Resource	Clause 36.03- Public Conservation and Resource Zone

2.3

01/08/2013
C148

Special provisions – Use of land

The following provisions apply to the use of land.

Table 2: Use

Use	Requirement
Office where the applied zone is General Residential Zone	A permit may be granted to use land for an office if the leasable floor area of the office does not exceed 100 square metres.
Shop where the applied zone is Commercial 1 Zone	A permit is required to use land for a shop if the combined leasable floor space for all

MELTON PLANNING SCHEME

Use	Requirement
	shops exceeds the following areas (square metres) for the relevant centre as described in the Toolern Precinct Structure Plan: 30,000 – Toolern Major Town Centre 4000 – Exford Road Neighbourhood Activity Centre (north) 4000 – Exford Road Neighbourhood Activity Centre (south) 4000 – Ferris Road Neighbourhood Activity Centre
Shop (other than Adult sex bookshop and Supermarket) where the applied zone is Commercial 2 Zone	The use is a Section 2 use.
Supermarket where the applied zone is Commercial 2 Zone	The use is a Section 2 use. The leasable floor area must not exceed 1800 square metres. The site must adjoin, or have access to, a road in a Road Zone.

Table 4: Use of land within the applied Commercial 1 Zone (west of Ferris Road, north of Bridge Road, and south of the Ballarat Railway Line)

Use	Requirement
Dwelling	No permit is required to construct a dwelling with a ground floor frontage greater than two metres.
Major sports and recreation facility	The use is a Section 2 use.

Table 5: Use of land within the applied Commercial 1 Zone (east of Ferris Road and north of the Ballarat Railway Line)

Use	Requirement
Dwelling	No permit is required to construct a dwelling within a ground floor frontage greater than two metres.
Shop	A permit is required to use land for a shop if the leasable floor area exceeds 100 square metres.

2.4

28/08/2014
C158

Specific provisions - Dwellings on a lot less than 300 square metres

A permit is not required to construct or extend one dwelling on a lot with an area less than 300 square metres where a site is identified as a lot to be assessed against the Small Lot Housing Code via a restriction on title, and it complies with the Small Lot Housing Code incorporated pursuant to Clause 72.048+ of the Melton Planning Scheme.

A permit is not required to construct a fence within 3 metres of a street provided that the Front Fence Height Standard in Table A2 to Clause 54.06-2 is met.

2.5

11/11/2010
C84(Part 1)

Specific provisions – Resolution of doubt

If any doubt arises as to whether a provision specified in this schedule applies to land, a permit may be granted for any use or development if the responsible authority is satisfied

MELTON PLANNING SCHEME

that the use or development is generally in accordance with the incorporated Toolern Precinct Structure Plan.

2.6 **Specific provisions – Major and Neighbourhood Activity Centres and Employment Land**

01/08/2013
C148

If the land is shown as in or adjoining a Business 1, Business 2, Business 3 or Business 4 area on Map 2, a permit must not be granted to use or subdivide land, or to construct a building or construct and carry out works until an urban design framework for the activity centre or employment land has been prepared to the satisfaction of the responsible authority.

A permit may be granted to subdivide land or to construct a building or construct and carry out works prior to the approval of an urban design framework if, in the opinion of the responsible authority, the grant of the permit is consistent with the requirements for the Urban Design Framework for the relevant locality set out in the incorporated precinct structure plan.

The responsible authority may allow an Urban Design Framework to be prepared in stages.

The Urban Design Framework may be amended to the satisfaction of the responsible authority.

2.7 **Specific provisions - Referral of applications**

24/11/2011
C84(Part 2)

An application on land shown as 'Major Activity Centre' in Map 1 to this schedule must be referred in accordance with section 55 of the Planning and Environment Act 1987 to the Growth Areas Authority

Unless a reduced distance is accepted by the Responsible Authority and Environment Protection Authority (EPA) based on the findings of a satisfactory environmental audit report, an application for residential subdivision and development of land within 500m of the former 22.18 hectares Melton landfill site on Ferris Road must be referred in accordance with Section 55 of the Planning and Environment Act 1987 to the EPA.

An application for a sensitive use on land that is north of the railway line and within 440m of the boundary of the Technochem Australia Pty Ltd site at 41-53 Abey Road must be referred in accordance with Section 55 of the Planning and Environment Act 1987 to the EPA and WorkSafe Victoria.

2.8 **Specific provisions - Toolern Creek Park Western Interface**

11/11/2010
C84(Part 1)

Except with the consent of the Responsible Authority, a permit must not be granted to use or subdivide land, or construct a building and carry out works within land located adjacent to the west of the Toolern Creek Park (shown as 'Toolern Creek Regional Park - western interface' on Plan 7 "Image & Character" of the Toolern Precinct Structure Plan) until an Urban Design Framework has been prepared to the satisfaction of the Responsible Authority.

A permit may be granted to subdivide land or to construct a building or construct and carry out works prior to the approval of an urban design framework if, in the opinion of the responsible authority, the grant of the permit is consistent with the requirements for the Urban Design Framework for the relevant locality set out in the incorporated precinct structure plan.

2.9 **Specific provisions - Exford Rd Conservation Area**

11/11/2010
C84(Part 1)

Except with the consent of the Responsible Authority, a permit must not be granted to use or subdivide land, or construct a building and carry out works within shown as the Exford Rd Conservation Area (on Plan 7 "Image & Character" of the Toolern Precinct Structure

MELTON PLANNING SCHEME

Plan) until an Urban Design Framework has been prepared to the satisfaction of the Responsible Authority.

A permit may be granted to subdivide land or to construct a building or construct and carry out works prior to the approval of an urban design framework if, in the opinion of the responsible authority, the grant of the permit is consistent with the requirements for the Urban Design Framework for the relevant locality set out in the incorporated precinct structure plan.

2.10

11/11/2010
C84(Part 1)

Specific provisions – North West Mixed Use Precinct Urban Design Framework

Except with the consent of the Responsible Authority, a permit must not be granted to use or subdivide land, or construct a building and carry out works within land shown as the North West Mixed Use Precinct Urban Design Framework Area (on Plan 7 "Image & Character" of the Toolern Precinct Structure Plan) until an Urban Design Framework has been prepared to the satisfaction of the Responsible Authority.

A permit may be granted to subdivide land or to construct a building or construct and carry out works prior to the approval of an urban design framework if, in the opinion of the responsible authority, the grant of the permit is consistent with the requirements for the Urban Design Framework for the relevant locality set out in the incorporated precinct structure plan.

3.0

17/03/2016
C161

Application requirements

The following application requirements apply to an application for a permit under Clause 37.07 and elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority: An application for a permit must be accompanied by the following information:

3.1

11/11/2010
C84(Part 1)

Residential subdivision

In addition to the requirements of Clause 56.01, the site analysis and design response must show or address the following to the satisfaction of the responsible authority:

- A hydrogeological assessment of the groundwater conditions on the site and the potential impacts on the proposed development including any measures required to mitigate the impacts of groundwater conditions on the development and the impact of the development on groundwater.
- A preliminary site assessment of the potential for contaminated land as a result of previous land uses carried out by a suitably qualified person.
- A Transport Impact Assessment Report to the satisfaction of the relevant Roads Authority (be it VicRoads or Council).
- An application for a residential subdivision of 10 lots or more must be accompanied by Subdivision and Housing Design Guidelines, prepared to the satisfaction of the responsible authority.

The responsible authority may waive or reduce these application requirements.

3.2

03/10/2013
C434

All subdivision

- A Public Infrastructure Plan which addresses the following:
 - What land may be affected or required for the provision of infrastructure works;
 - The provision, staging and timing of any stormwater drainage works;

MELTON PLANNING SCHEME

- The provision, staging and timing of roadworks internal and external to the land consistent with any relevant traffic report or assessment;
- The landscaping of any land
- What, if any, infrastructure set out in the Development Contributions Plan applying to the land is sought to be provided as 'works in lieu' subject to the consent of Melton City Council; and
- The provision of public open space and land for any community facilities.
- Any other matter relevant to the provisions of public infrastructure required by the responsible authority

3.317/03/2016
C161**Subdivision – land that does not abut a linear corridor in or intended to be in public ownership**

- An application for the subdivision of land that does not abut a linear corridor in or intended to be in public ownership must be accompanied by an Eastern Grey Kangaroo Management Plan that includes:
 - Strategies (ie. Staging) to avoid land locking Eastern Grey kangaroos; and where this is not practicable
 - Management solutions and actions to respond to their containment in an area with no reasonable likelihood of their continued safe existence.

The plan must be to the satisfaction of the Department of Environment, Land, Water and Planning

4.017/03/2016
C161**Conditions and requirements for permits****General requirements**

A planning permit must include a condition or conditions which ensure that any requirements or conditions set out in the Toolern Precinct Structure Plan and the Toolern Native Vegetation Precinct Plan are implemented as part of the planning permit or the plans endorsed under the planning permit.

Conditions for the first stage of development

Prior to the issue of a Statement of Compliance for the first stage of a development, the owner must, if required by the Responsible Authority, enter into an agreement, or agreements, under Section 173 of the Act which specifies the infrastructure required to be provided as part of the development. The agreement must give effect to the approved Public Infrastructure Plan.

Conditions for subdivision permits that allow for the creation of a lot of less than 300 square metres

Any permit for subdivision that allows the creation of a lot less than 300 square metres must contain the following conditions:

- Prior to the certification of the plan of subdivision for the relevant stage, a plan must be submitted for approval to the satisfaction of the Responsible Authority. The plan must identify the lots that will include a restriction on title allowing the use of the provisions of the Small Lot Housing Code incorporated pursuant to Clause 81 of the Melton Planning Scheme; and

MELTON PLANNING SCHEME

- The plan of subdivision submitted for certification must identify whether type A or type B of the Small Lot Housing Code applies to each lot to the satisfaction of the Responsible Authority.

Conditions for subdivision applications requiring an Eastern Grey Kangaroo Management Plan

Any permit granted for subdivision must contain the following condition if an Eastern Grey Kangaroo Management Plan was required to be submitted with the permit application:

- The subdivision must implement the Eastern Grey Kangaroo Management Plan by either:
 - Proceeding in the order of stages as shown on the plan;and where this is not practicable
 - Implementing the management solutions and actions of the Plan.

Conditions – Salvage and Translocation

Salvage and translocation of threatened flora and fauna species and ecological communities must be undertaken in the carrying out of development to the satisfaction of the Secretary to the Department of Environment, Land, Water and Planning

Conditions – all buildings, subdivision and associated works application within 100m of the Toolern Creek, on land within the Precinct Structure Plan (Growling Grass Frog conservation management plan)

Any permit granted for buildings, subdivision and associated works must contain the following conditions:

- Prior to the commencement of works a Growling Grass Frog conservation management plan must be prepared to the satisfaction of the Department of Environment, Land, Water and Planning and submitted to and approved by the responsible authority.
- The Growling Grass Frog conservation management plan must be implemented to the satisfaction of the responsible authority.

Conditions – all buildings, subdivision and works applications (Golden Sun Moth) on land identified as Properties 2573 – 2675 Western Highway, Rockbank

- Prior to the commencement of works a targeted survey for the Golden Sun Moth must be prepared to the satisfaction of the Department of Environment, Land, Water and Planning.
- Prior to the issue of a Statement of Compliance in respect of any plan of subdivision within which Golden Sun Moth native habitat has been identified:
 - Offsets for removal of Golden Sun Moth native habitat within the area of that plan of subdivision must be provided or agreed to the satisfaction of the Department of Environment, Land, Water and Planning

Conditions for subdivision or buildings and works permits where land is required for community facilities, public open space and road widening

Land required for community facilities, as set out in the Toolern Precinct Structure Plan or the Toolern Development Contributions Plan must be transferred to or vested in Council at

MELTON PLANNING SCHEME

no cost to Council unless the land is funded by the Toolern Development Contributions Plan.

Land required for public open space as a local or district park as set out in the Toolern Precinct Structure Plan or the Toolern Development Contributions Plan must be transferred to or vested in Council at no cost to Council unless funded by the Toolern Development Contributions Plan.

Land required for road widening including right of way flaring for the ultimate design of any intersection with an existing or proposed arterial road must be referred to or vested in Council or VicRoads at no cost to the acquiring agency unless funded by the Toolern Development Contributions Plan.

Land required for a community facility, road or public open space must be shown on a Plan of Certification as a reserve in favour of Melton City Council or another relevant person or body

5.0 Exemption from notice and review

01/08/2013
C148

An application to use land for a convenience shop or office in the General Residential Zone is not exempt from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the Act.

6.0 Decision guidelines

24/11/2011
C84(Part 2)
01/08/2013
C148

Before deciding on an application to use land for a sensitive use on land shown as Mixed Use, Business 2, Business 3 or Business 4 on Map 2, in addition to the decision guidelines in Clause 65 and Clause 37.07-14, the responsible authority must consider, as appropriate:

- The General Practice Note on Potentially Contaminated Land June 2005 (DSE).
- The status of any remediation being carried out at the former Melton landfill site on Ferris Road.
- The views of the EPA and WorkSafe Victoria if the land is north of the railway line and within 440m of 41-53 Abey Road, Melton (measured from the boundary of 41-53 Abey Road Melton).

24/11/2011
C84(Part 2)

67.0 Signs

01/08/2013
C148

Land is in the category specified in the applied zone. If there is no applied zone the land is in Category 2.

A permit may be granted for a business identification sign of no more 2 square metres on land where the applied zone is General Residential Zone provided:

- The application for a permit is lodged concurrently with an application for buildings and works for an office on the same land.
- The sign is not illuminated
- No fittings or wiring are visible from adjacent streets or properties.

67.1 Land and home sales signs

24/11/2014
C84(Part 2)

Despite the provisions of Clause 52.05, signs promoting the sale of land or homes on the land (or on adjoining land in the same ownership) may be displayed without a permit provided:

- The advertisement area for each sign does not exceed 10 square metres.

MELTON PLANNING SCHEME

- Only one sign is displayed per road frontage. Where the property has a road frontage of more than 150 metres multiple signs may be erected provided there is a minimum of 150 metres distance between each sign, with a total of not more than 4 signs per frontage.
- The sign is not animated, scrolling, electronic or internally illuminated sign.
- The sign is not displayed longer than 21 days after the sale (not settlement) of the last lot.
- The sign is setback a minimum of 750mm from the property boundary.

76.244/14/2010
C84(Part-1)**Education promotion signs**

Despite the provisions of Clause 52.05, a permit may be granted, for a period of not more than 5 years, to display an advertising sign that promotes an education centre on land identified as 'Education Facility', 'Community Facilities' or 'Unencumbered Active Open Space/Playing Fields' on Map 1 to this schedule.